

Stafford Borough
Local Plan 2020 - 2040:
Preferred Options
Responses

Agents, Developers and
Landowners - Part 2

Consultation Period: 24 October - 12 December 2022

Published: February 2023

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From: Stuart Lymer [REDACTED]
Sent: 09 December 2022 09:59
To: Strategic Planning Consultations
Subject: Stafford Borough Local Plan Consultation
Attachments: Preferred Options Consultation - Response SLymer - Dec 22.docx

To whom it may concern,

Please find attached a formal response, as requested.

Kind regards

Stuart Lymer
Director BSc (HONS) MCIAT



Barnett Ratcliffe Partnership

Chartered Architects & Development

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Full name (required):

Email (required):

Tick the box that is relevant to you (required):

- Statutory Bodies and Stakeholders
- Agents and Developers
- Residents and General Public
- Prefer not to say

Organisation or Company Name (if applicable):

Tick the box that is relevant to you:

(This is a non-mandatory question but helps us understand the demographic of our respondents.)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say / not applicable

Do you want to be added to our Local Plan consultation database to be notified about future local plan updates?



Evidence Base

To support the Local Plan 2020-2040 an evidence base has been produced.

The evidence base is available to view on our website here:

www.staffordbc.gov.uk/new-lp-2020-2040-evidence-base

Q14. Have we considered all relevant studies and reports as part of our local plan?

Yes / **No**

Select yes or no and then use the box below to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Comments:

In relation to the evidence base – on the Interactive Policy Map, it shows a category of “Adopted Green Infrastructure” and yet we would dispute that there is any “Adopted Green Infrastructure” within the Borough, given there is no policy for this in the current Local Plan 2011 – 2031 or proposed as part of the Local Plan 2020 – 2040 (Preferred Options).

At no point is “Adopted Green Infrastructure” used either as a term or as a defined categorization with a definition in the Glossary, despite the 100 references to Green Infrastructure in the current Plan and it is not referenced once in the 246 pages of the Preferred Options Plan.

There is no evidence to suggest that it is a ‘saved’ Local Plan policy that has been carried forward with any weight in plan decision making.

This historic policy has not been in existence for at least a decade and should now be given the weight it has been given since 2011 – i.e. as a defunct policy.

Instead the Preferred Options talk about a ‘Strategic Green Infrastructure’, which in part is the ‘successor policy’.

The fact that this historic policy was never consistently applied - and as such would be open to legal challenge - if it were used for decision making under the Local Plan for Stafford Borough 2011 - 2031 or the under the Preferred Options Plan being consulted upon.

Given this, we believe that the interactive policy map should be updated and this policy reference removed as no weight can be given in decision making to a lapsed policy, one that is not uniformly applied across the Borough and one that has no formal policy wording around it.

We also note that there are no such policy constraints shown on the policy maps for each settlement, which have been submitted for consultation as part of the Preferred Options (i.e. rather than the interactive policy map) – for example in Gnosall or Haughton. And no dialogue on each relevant settlement constraints description.

Please note that our comments relate to “Adopted Green Infrastructure” rather than “Adopted Local Green Space”.

Thank you for taking the time to complete this consultation form.

Completed forms can be submitted by email to:
strategicplanningconsultations@staffordbc.gov.uk

Or returned via post to: Strategic Planning and Placemaking, Stafford Borough Council, Civic Centre, Riverside, Stafford, ST16 3AQ

The consultation closes at 12 noon on Monday 12 December 2022, comments received after this date may not be considered.

From: [REDACTED]
Sent: 29 November 2022 12:35
To: Strategic Planning Consultations
Subject: FW: Alternative site to Meecebrook development

From: Oscar Jordan [REDACTED]
Sent: Tuesday, November 29, 2022 12:01:56 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Alternative site to Meecebrook development

Dear [REDACTED]

Please find enclosed a letter from Rebecca Palmer, Senior Planning Manager for St Modwen.

The letter raises awareness of an alternative site to the Meecebrook development in the Stafford Borough Council Local Plan.

Kind regards,

Oscar Jordan

For and on behalf of St Modwen

Dear [REDACTED]

Alternative site to Meecebrook development in Stafford Borough Council Local Plan

We are in the initial stages of developing plans for a site on the edge of Stafford, outside the Green Belt. Our proposal is to provide a new landscape-led residential development comprising of around 2000 new homes and supporting facilities that will assist Stafford Borough Council in meeting its housing requirement for the next plan period. Our proposal is not a draft allocation in the Local Plan Preferred Options consultation document; however, we believe our scheme could be a viable alternative to the proposed allocations, to help meet the housing requirement across the borough.

St. Modwen has a longstanding record of delivery in Stafford and Staffordshire, including Trentham Gardens. Our recent residential developments in Stafford at St Leonards and Castle Works show our commitment to Stafford and the wider county.

We strongly believe that our site can make a significant contribution towards the housing requirement for Stafford as set out in the Local Plan and can be delivered in a timely manner meeting the needs of the diverse population of Stafford.

The site, which is at Beacon Hill on the north-east edge of Stafford, will include a country park, land for a school, a neighbourhood centre, and other amenities, all of which are essential to developing a successful, vibrant, and sustainable community. Supporting Stafford Town Centre is an important objective of the proposal, and the scheme

presents an opportunity to provide additional bus routes and active travel options between the site and the Town Centre, which would encourage access to Stafford and stimulate local economic growth.

We would welcome the opportunity of discussing our thoughts and ideas with you. By engaging with you, we can ensure that the proposal we bring forward is aligned with the ambitions for the local area, whilst mitigating any concerns you might have.

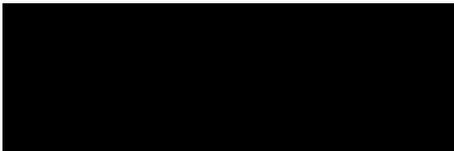
We would like to invite you to a virtual meeting to discuss these proposals in greater detail with you. If you would be interested in hearing more about our site at Beacon Hill, please contact my colleague, Oscar Jordan from BECG, our communications consultants by email [REDACTED] or by telephone [REDACTED], to arrange a suitable date and time.

Yours Sincerely,

Rebecca Palmer

Senior Planning Manager

Oscar Jordan
Account Executive



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From: Preferred Options Consultation [REDACTED]
Sent: 07 December 2022 13:34
To: Strategic Planning Consultations
Subject: Preferred Options Consultation - Submitted Response

Full name: **Mary Tappenden**

Email: [REDACTED]

Agents and Developers

Organisation or Company: **Biffa Waste Services Ltd**

Age: **Prefer not to say / not applicable**

Added to database: [REDACTED]

Topics (Contents page): **Meecebrook Garden Community**

Vision and Objectives

Q1 - Which 3 are most important to you? **Not asked**

Development Strategy and Climate Change

Q2 - Do you agree with each of the policies in this chapter?

Policy 1 (Development Strategy): **Not asked**

Comments: **Not asked**

Policy 2 (Settlement Hierarchy): **Not asked**

Comments: **Not asked**

Policy 3 (Development in open countryside): **Not asked**

Comments: **Not asked**

Policy 4 (Climate change and development requirements): **Not asked**

Comments: **Not asked**

Policy 5 (Green Belt): **Not asked**

Comments: **Not asked**

Policy 6 (Neighbourhood plans): **Not asked**

Comments: **Not asked**

Meecebrook Garden Community

Q3 - Do you agree with proposed new garden community: **No**

Comments: **Biffa operates a major waste management facility at Meece close to the proposed new garden community. The Biffa Meece facility includes a soil treatment facility, an aggregates treatment and recycling facility as well as long term permitted landfill void space for the disposal of wastes including hazardous wastes. The Biffa facility is ideally located remote from residential property. The site operates with the benefit of a number of different planning permissions and an Environmental Permit which place controls over the operation of the site. Even so, given the nature of the operations it is essential that there is no encroachment by other development, particularly residential development, closer to the site boundaries. The Biffa facility is a key strategic waste management facility which is safeguarded by the Staffordshire and Stoke on Trent Joint Waste Local Plan (Policy 2.4). Any proposals that come forward in respect of the new garden community should have full regard to the fact that the waste facility must be safeguarded and proposals should include appropriate mitigation measures to ensure that the amenity of new residents is not affected by the permitted operations at our site.**

Site Allocation Policies

Q4 - Do you agree with the proposed allocations?

Policy 9 (North of Stafford): **No reply**

Comments: **No reply**

Policy 10 (West of Stafford): **No reply**

Comments: **No reply**

Policy 11 (Stafford Station Gateway): **No reply**

Comments: **No reply**

Policy 12 (Other housing and employment land): **No reply**

Comments: **No reply**

Site Allocation Policies (continued)

Q5 - Do you agree with the proposed allocations?

Policy 13 (Local Green Space): **No reply**

Comments: **No reply**

Policy 14 (Penk and Sow): **No reply**

Comments: **No reply**

Policy 15 (Stone Countryside): **No reply**

Comments: **No reply**

Economy Policies

Q6 - The local plan seeks to protect previously allocated and designated industrial land and support home working and small-scale employment uses. Do you agree? **No reply**

Comments: No reply

Q7 - The Stafford Borough Plan proposes policies around the town centres uses, agriculture and forestry development, tourism development and canals. Do you agree? **No reply**

Comments: **No reply**

Housing Policies

Q8 - The local plan proposed a policy (23) on affordable housing. Do you agree? **No reply**

Comments: **No reply**

Q9 - The local plan proposes a policy (30) to help meet identified local need for pitches for Gypsies and Travellers. Do you agree? **No reply**

Comments: **No reply**

Q10 - The local plan proposes policies around homes for life, rural exception sites, new rural dwellings, replacement dwellings, extension etc. Do you agree? **No reply**

Comments: **No reply**

Design and Infrastructure Policies

Q11 - Do you agree with policies? **No reply**

Comments: **No reply**

Environment Policies

Q12 - Do you agree with policies? **No reply**

Comments: **No reply**

Connections

Q13 - Do you agree with policies? **No reply**

Comments: **No reply**

Evidence Base

Q14 - Have we considered all relevant studies and reports? **No reply**

Comments: **No reply**

Q15 - Do you think there is any further evidence required? **No reply**

Comments: **No reply**

General Comments:

No reply

From: Pyatt, Jeremy
Sent: 10 December 2022 10:18
To: Strategic Planning Consultations
Subject: Stafford Borough Local Plan 2020 - 2040: Preferred Options Consultation [CJO-WorkSite.FID289311]
Attachments: BeaconHill.covlett RP.fnI FINAL RP.pdf; Stafford Preferred Options.form.FINAL RP.pdf; Beacon Hill at Stafford_Vision Document_r.pdf

Dear Sirs,

On behalf of St Modwen Homes, please find attached representations made in respect of the Stafford Borough Local Plan 2020 – 2040 Preferred Options Consultation.

The representations relate to our aim to secure the residential allocation of Beacon Hill, Stafford in the Local Plan.

The submission comprises:

- A completed Consultation Form (which cross refers to the detailed covering letter).
- A detailed covering letter setting out our arguments.
- A Vision Document produced in relation to Beacon Hill, Stafford.

We look forward to receiving confirmation that the representations have been received in due course.

Yours faithfully,

Classification L2 - Business Data

Jeremy Pyatt MRTPI
Partner

Carter Jonas



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Carter Jonas LLP
Place of Registration: England and Wales
Registration Number: OC304417
Address of Registered Office: [REDACTED]

The Preferred Options is a full draft of the local plan. It includes draft policies, and sets out proposed sites where new homes, jobs and other facilities could be located.

The Preferred Options is subject to consultation, and we want to hear your views. The consultation will run from Monday 24 October 2022 until 12 noon on Monday 12 December 2022.

Contact Details

Full name (required): Jeremy Pyatt

Email (required): 

Tick the box that is relevant to you (required):

- Statutory Bodies and Stakeholders
- Agents and Developers
- Residents and General Public
- Prefer not to say

Organisation or Company Name (if applicable): Carter Jonas (on behalf of St. Modwen Homes)

Tick the box that is relevant to you:

(This is a non-mandatory question but helps us understand the demographic of our respondents.)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say / not applicable

Do you want to be added to our Local Plan consultation database to be notified about future local plan updates?



Contents

The Local Plan Preferred Options includes the topics listed below.

Each topic has a series of standard questions in order for you to provide a response. You do not have to respond to each of the topics or answer all of the questions. The page numbers below relate to the page the topic starts in this consultation form.

- **Vision and Objectives** - page 5
- **Development Strategy and Climate Change Response** - page 6
- **Meecebrook Garden Community** - page 9
- **Site Allocation Policies** - page 10
- **Economy Policies** - page 14
- **Housing Policies** - page 16
- **Design and Infrastructure Policies** - page 18
- **Environment Policies** - page 19
- **Connections** - page 20
- **Evidence Base** - page 21
- **General Comments** - page 22

All of the local plan documents and the Local Plan 2020-2040: Preferred Options document are available here: <https://www.staffordbc.gov.uk/local-plan>

Vision and Objectives

Q1. There are eight objectives for the local plan to achieve the vision of:

"A prosperous and attractive borough with strong communities."

Of the following objectives which 3 are the most important to you?

Please make your choice from the list of objectives below. (Maximum of 3 to be selected)

Local Plan Preferred Options document reference: Page 12

- Contribute to Stafford Borough being net zero carbon by ensuring that development mitigates and adapts to climate change and is future proof. **X**
- To develop a high value, high skill, innovative and sustainable economy. **X**
- To strengthen our town centres through a quality environment and flexible mix of uses.
- To deliver sustainable economic and housing growth to provide income and jobs.
- To deliver infrastructure led growth supported by accessible services and facilities. **X**
- To provide an attractive place to live and work and support strong communities that promote health and wellbeing.
- To increase and enhance green and blue infrastructure in the borough and to enable greater access to it while improving the natural environment and biodiversity.
- To secure high-quality design.

Comment: St. Modwen considers that all the above objectives identified are important considerations and align with their Responsible Business Ambitions.

Development Strategy and Climate Change Response

Q2. The development strategy and climate change response chapter includes the policies below.

Do you agree with each of the policies in this chapter?

Select Yes or No for each of the policies and then use the box below each policy to add additional comments.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 19 to 40

Policy 1. Development Strategy (which includes the total number of houses and amount of employment land to be allocated and the Stafford and Stone settlement strategies)

Yes / **No**

Policy 1 – Development Strategy

Comments: Please refer to detailed supporting letter.

Summary

We agree that there is a strong case for setting the housing requirement above the 435dpa Local Housing Need (LHN) figure given the economic growth opportunities detailed and the requirement to align housing growth with job creation.

There is also gathering momentum to accommodate unmet needs/local needs (affordable housing) in Stafford Borough from other local authority areas, in particular Birmingham City and the Black Country authorities.

We disagree with the strategy to focus significant new development at Meecebrook Garden Community. The strategy as detailed is flawed and undeliverable (*see comments on Meecebrook under Policy 7: Meecebrook strategic allocation and covering letter*). Alternative sites that are less constrained and are able to deliver earlier in the plan period should be allocated for the development, such as Beacon Hill, Stafford as a preferred allocation for circa 2,000 dwellings (i.e., include in Policy 1 – Development Strategy).

In line with national planning policy, the Local Plan should support a greater mix and choice of sustainable sites, with a degree of dispersal, to ensure a robust housing supply trajectory.

The Local Plan should direct new development to sites with inherent locational/built environment decarbonisation opportunities, such as Beacon Hill, Stafford.

Beacon Hill, Stafford benefits from taking the form of an urban extension to Stafford and will assist in minimising the selection of other less sustainable growth scenarios. It is also more deliverable than Meecebrook as it is in single land ownership, which means there is no requirement for collaboration between landowners and there are no significant infrastructure requirements, both of which could delay delivery on site.

A priority for the Local Plan should be to align the Borough's climate change strategy and support the achievement of a net zero target.

In this context we consider that growth should be directed to areas of good accessibility and public transport, such as Beacon Hill, to encourage economies of scale and a mix of uses in the most sustainable locations.

Stafford Station Gateway is supported as it would involve the regeneration of an underused brownfield site adjacent to an integrated HS2 station and facilitate new development in and around Stafford.

Policy 2. Settlement Hierarchy (Tier 1: Stafford, Tier 2: Stone, Tier 3: Meecebrook, Tier 4: Larger settlements, Tier 5: Smaller settlements)

Yes / No

Policy 2 Comments:

The settlement hierarchy put forward in Policy 2 is logical in creating a hierarchy on which to base decisions about the appropriate scale and location of new built development within the borough. We support the identification of Stafford as being identified as a Tier 1 settlement.

Given that it is currently no more than a concept and presents significant issues surrounding delivery and viability, as addressed in relation to Policies 1 and 7, we disagree with the inclusion of Meecebrook Garden Community in Tier 3 as the main strategic allocation which will deliver much of the growth for the Borough.

By focussing new development on the higher tiers of the settlement hierarchy the Development Strategy, under Policy 1, will need to ensure that development is focussed on the most sustainable locations which, we believe, is currently not the case (*refer to detailed supporting letter and comments on Meecebrook*).

Within the settlement hierarchy there is a need to remain open to the possibility of strategic growth, over and above that which the settlement's position in the hierarchy indicates as appropriate and where strategic growth would clearly support the achievement of strategic objectives.

The current key task for the Local Plan is to capitalise on momentum by directing new development to sites with inherent locational decarbonisation opportunities such as Beacon Hill, Stafford.

Policy 3. Development in the open countryside - general principles

Yes / No

Policy 3 Comments:

Policy 4. Climate change development requirements

Yes / No

Policy 4 Comments:

Policy 5. Green Belt

Yes / No

Policy 5 Comments

Policy 6. Neighbourhood plans

Yes / No

Policy 6 Comments:

Meecebrook Garden Community

Q3. The local plan proposes a new garden community called Meecebrook close to Cold Meece and Yarnfield. This new community is proposed to deliver housing, employment allocations, community facilities, including new schools, sport provision and health care facilities, retail and transport provision, which includes a new railway station on the West Coast Main Line, and high quality transport routes.

Do you agree with the proposed new garden community?

Yes / **No**

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 41 to 45, Policy 7

Policy 7 - Meecebrook site allocation

Comments: Please refer to detailed supporting letter

Summary:

We do not consider that Meecebrook Garden Community should be considered as a potential allocation in the context of Policy 7: Meecebrook site allocation.

Meecebrook will take many years to develop given the requirement for collaboration between landowners and the need to deliver significant infrastructure. Without the delivery of the station, the site will be isolated, especially in the early years of development before the infrastructure is delivered. Given its isolated location, the site is not considered to be a sustainable option and is deficient in terms of key sustainability indicators. The deliverability of Meecebrook is also in question given the infrastructure requirements and the impact this will have on the viability of the proposed settlement.

Meecebrook is intended to deliver in the second half of the plan period (2030 -2040). Based on its scale and the complexities identified in terms of deliverability, there is considerable doubt regarding the ability of Meecebrook to deliver the housing completions currently envisaged.

Those sites intended to act as an insurance, should Meecebrook not deliver, are not considered to be able to deliver sufficient dwellings to meet needs with two of the sites identified in Policy 12, for circa 500 dwellings, currently being unavailable and excluded from the housing trajectory. Additional deliverable sites, such as Beacon Hill, are therefore required.

Multiplicity of ownerships and land availability concerns at Meecebrook are a cause for concern, with no collaboration agreement currently in place between the parties. Given the existence of 9 landowners, formulating a collaboration agreement will be a lengthy, complex process that will also delay delivery.

The proposed size of Meecebrook has decreased significantly since the Issues and Options stage with the site, the Council maintain, now able to accommodate a reduced 6,000 dwellings as opposed to the original 11,500 homes. A smaller scheme clearly gives rise to issues surrounding economies of scale/viability and the ability to deliver key infrastructure such as the new train station. The quantum of dwellings proposed, and current retail market conditions make it unlikely that a major retail centre could be created at Meecebrook. A reduced number of dwellings at Meecebrook will reduce the potential to create a sustainable new settlement.

Site Allocation Policies

Q4. The Stafford Borough Local Plan 2020 - 2040 proposes allocations for both housing and employment to meet the established identified need.

The site allocation policies chapter includes the policies below for housing and employment allocations.

Do you agree with the proposed allocations?

Select Yes or No for each of the following policies and then use the box below each policy to add additional comments.

Explain your reasoning and add any evidence to justify your response. Please provide details of alternative locations for housing and employment growth if you consider this is appropriate.

Ensure any comments relate to the policy comment box you are completing.

If you do want to submit a new site for consideration through the local plan process, we are still accepting sites through the Call for Site process, details are available here: <https://www.staffordbc.gov.uk/call-sites-including-brownfield-land-consultation>

Local Plan Preferred Options document reference: Pages 47 to 56 and appendix 2.

Policy 9. North of Stafford

Yes / No

Policy 9 Comments:

Land North of Stafford was allocated for development under the Plan for Stafford (2014) and will continue to be built out under the Stafford Borough Local Plan 2020 – 2040. The strategic development location will comprise housing sites delivering a remaining allocation of 2,700 homes. The employment land part of the allocation has now been completed. The delivery of the North of Stafford allocation has been slow due to site constraints and associated infrastructure requirements.

There is a need for the Local Plan to support a greater mix of deliverable sites and a degree of dispersal to ensure a robust housing supply trajectory. In this respect we ask that Beacon Hill, Stafford be included as a housing allocation for up to 2,000 dwellings for the reasons set out in the accompanying letter.

Policy 10. West of Stafford

Yes / No

Policy 10 Comments:

Land West of Stafford was also allocated for development under the Plan for Stafford (2014) and will continue to be built out under the Stafford Borough Local Plan 2020 – 2040. The strategic development location comprises several proposed housing sites on previous industrial areas, and greenfield land, delivering a total of approximately 2,200 new homes. The delivery of the North of Stafford allocation has also been slow due to heritage constraints and associated infrastructure requirements.

There is a need for the Local Plan to support a greater mix of deliverable sites and a degree of dispersal to ensure a robust housing supply trajectory. We ask that Beacon Hill, Stafford be included as a housing allocation for up to 2,000 dwellings.

Policy 11. Stafford Station Gateway

Yes / No

Policy 11 Comments:

The allocation of the Stafford Station Gateway site is supported, comprising a mixed use development of part brownfield land in central Stafford, which has the potential

to deliver 900 homes, together with new office and workspace accommodation. The development will also include a hotel and multi storey car park.

We support this development as it will create an opportunity to help regenerate central Stafford and deliver high density housing and workspace in a sustainable location, complementing other strategic development planned for Stafford. This could be supported by further housing allocations in and around Stafford town.

Policy 12. Other housing and employment land allocations.

(In your response, please specify which particular site you are referring to, if relevant.)

Yes / **No**

Policy 12 Comments:

We question the inclusion of the Former Staffordshire University Campus (HOP03) site for 98 dwellings and MoD site 4 (HOP08) for 396 dwellings, given the fact that they are not currently achievable, as referenced in the Preferred Options Local Plan, and are not counted in the housing trajectory for the plan period.

Q5. The Stafford Borough Local Plan 2020 - 2040 proposes to allocate land for Local Green Space and Countryside Enhancement Areas throughout the borough.

The policies which relate to these proposals are listed below.

Do you agree with the proposed allocations?

Select yes or no for each of the policies and then use the box below each policy to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 56 to 59 and appendix 2.

Policy 13. Local Green Space

(In your response, please specify which particular site you are referring to, if relevant)

Yes / No

Policy 13 Comments:

Policy 14. Penk and Sow Countryside Enhancement Area (Stafford Town)

Yes / No

Policy 14 Comments:

Policy 15. Stone Countryside Enhancement Area

Yes / No

Policy 15 Comments:

Economy Policies

The Economy Policies chapter contains policies that seek to protect employment land and support economic growth within the Borough.

Q6. The local plan seeks to protect previously allocated and designated industrial land and support home working and small-scale employment uses.

The relevant policies are: 16, 17 and 18.

Do you agree with these policies?

Yes / No

Select Yes or No and then use the box to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 61 to 65

Comments:

Q7. The Stafford Borough Plan proposes policies around the town centres uses, agriculture and forestry development, tourism development and canals.

The relevant policies are: 19, 20, 21 and 22.

Do you agree with these policies?

Yes / No

Select Yes or No and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 65 to 71

Comments:

Housing Policies

The Housing Policies chapter contains policies that seek to provide for identified need across the borough and support houseowners.

Q8. The local plan proposed a policy (Policy 23) on affordable housing.

Do you agree with this policy?

Yes / No

Select yes or no and then use the box below to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 74 to 76

Comments:

Regarding the incorporation of affordable housing needs into the total housing figures included in Local Plans, National guidance advises that an increase in the total housing figures may need to be considered where it could help deliver the required number of affordable homes.

We agree that a valid reason for exploring higher growth, within Stafford Borough, is affordable housing need. The EHDNA 2020 concluded that affordable housing need is in the range of between 252 and 389 affordable homes per annum, between 2020 and 2040, which represents a significant proportion of the LHN (at least 65%) based

on the standard method. As such affordable housing need does serve as a compelling reason for providing above 391dpa and possibly also above 435 dpa (LHN) through the Local Plan, as a proportion of market led schemes.

The greatest affordable housing needs are centred upon Stafford with the plan currently failing to provide housing, especially affordable housing, where it is needed the most. Consequently, deprivation levels, overcrowding and commuting levels are likely to increase as a result of the current strategy.

The extent to which affordable housing could be delivered at such proportions will need to be the subject of viability testing. As part of the Local Plan the Council should consider increasing planned housing provision, through sites such as Beacon Hill, to deliver the affordable housing required.

Q9. The local plan proposes a policy (Policy 30) to help meet identified local need for pitches for Gypsies and Travellers. There are 2 new proposed sites; one near Hopton and the other near Weston.

Do you agree with this policy?

Yes / No

Select yes or no and then use the box below to add additional comments. In your response, please specify which particular site you are referring to, if relevant.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 84 to 86

Comments:

Q10. The local plan proposes policies around homes for life, rural exception sites, new rural dwellings, replacement dwellings, extension of dwellings, residential subdivision and conversion, housing mix and density, residential amenity and extension to the curtilage of a dwelling.

The relevant policies are: 24, 26, 27, 28, 29, 21, 31, 32 and 33.

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 73 to 89

Comments:

Design and Infrastructure Policies

Q11. The design and infrastructure chapter contains policies on urban design general principles, architectural and landscape design, infrastructure to support new development, electronic communications, protecting community facilities and renewable and low carbon energy.

The relevant policies are: 34, 25, 36, 37, 38, 39 and 40.

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 91 to 99.

Comments:

Policy 37 Infrastructure to support new development, states that:

“New development that generates a demand for infrastructure will only be permitted if the necessary on and off site infrastructure required to support and mitigate the impact of that development is either:

- *Already in place; or,*
- *There is a reliable mechanism to ensure that it will be delivered in the most appropriate place, to the required standard and when required”.*

Whilst we agree with the sentiments of this policy, we consider that the current proposals relating to Meecebrook Garden Community currently fall short of being able to satisfy this policy criteria because the deliverability of the scheme is not fully understood.

Given the importance of new infrastructure at Meecebrook, there is currently a complete lack of transparency over the funding of any M6 improvements or the proposed train station, with no reliable mechanism to ensure that it will be delivered in the most appropriate place, contrary to proposed Policy 37. Without these critical pieces of infrastructure, the deliverability of the whole scheme is questionable.

We understand that an Indicative Infrastructure Delivery Schedule is under preparation, to be included in the Regulation 19 consultation. Given the importance of new infrastructure in realising the objectives of Meecebrook, we would have expected the IDP to be more advanced at this stage. In today's market, we would strongly question whether developers would be willing to sign up to legally binding documents and take on the infrastructure development costs as this could represent a massive liability. There will also need to be collaboration between landowners to equalise costs for the delivery of critical infrastructure.

Environment Policies

Q12. The environment policies chapter contains policies on the historic environment, flood risk, sustainable drainage, landscapes, Cannock Chase Area of Outstanding Natural Beauty (AONB), Green and blue infrastructure network, biodiversity, Special Areas of Conservation (SAC), Trees, Pollution and Air Quality.

The relevant policies are: 31, 42, 43, 44, 45, 46, 47, 48, 49, 50 and 51.

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 101 to 119.

Comments:

Connections

Q13. The connections policies chapter contains policies on transport and parking standards.

The relevant policies are: 52 and 53

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 121 to 124.

Comments:

Whilst we support the transport policies included in the Local Plan, we do not consider that the development proposals for Meecebrook Garden Community will satisfy the policy criteria contained in Policy 52.

Evidence Base

To support the Local Plan 2020-2040 an evidence base has been produced.

The evidence base is available to view on our website here:

www.staffordbc.gov.uk/new-lp-2020-2040-evidence-base

Q14. Have we considered all relevant studies and reports as part of our local plan?

Yes / No

Select yes or no and then use the box below to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Comments:

Q15. Do you think there is any further evidence required?

Yes / **No**

Select yes or no and then use the box below to add additional comments.

If you think additional evidence is needed, please state what you think should be added and explain your reasoning.

Ensure any comments relate to the policy comment box you are completing.

Comments:

General Comments

If you have any further comments to make on the Local Plan Preferred Options document and evidence base, please use the box below.

If you need further space to add comments, please add pages to the end of the consultation form and reference which question you are answering.

Thank you for taking the time to complete this consultation form.

Completed forms can be submitted by email to:
strategicplanningconsultations@staffordbc.gov.uk

Or returned via post to: Strategic Planning and Placemaking, Stafford Borough Council, Civic Centre, Riverside, Stafford, ST16 3AQ

The consultation closes at 12 noon on Monday 12 December 2022, comments received after this date may not be considered.

Stafford Borough Council
Strategic Planning Team
Riverside
Civic Centre
Stafford
ST16 3AQ

email: strategicplanning@staffordbc.gov.uk

9th December 2022

Dear Sirs,

STAFFORD BOROUGH LOCAL PLAN 2020 – 2040: PREFERRED OPTIONS REGULATION 18 CONSULTATION

On behalf of St. Modwen Homes please find attached a completed representation form. This form is intended to be read alongside this letter and the accompanying Vision Document, the purposes of which are to comment on the Regulation 18 Stafford Borough Local Plan 2020 – 2040 and to promote Land at Beacon Hill, Stafford as an allocated, residential-led strategic site for circa 2,000 dwellings.

The completed form includes our responses to the questions raised, including summary responses to Policy 1 - Development Strategy and Policy 7 - Meecebrook strategic allocation.

Our key concerns relate to the current development strategy, as detailed in Policy 1, and the omission of Beacon Hill as a preferred allocation. We also object to the allocation of Meecebrook Garden Community, under Policy 7, which we consider to be constrained and undeliverable in the timescales detailed.

Policy 1 – Development Strategy

Background

The following comments in relation to **Policy 1 – Development Strategy**, are comprehensive as they address the perceived shortcomings with the approach taken to the Preferred Options Local Plan, in terms of the overall strategy and the selection of sites.

The NPPF at paragraph 11 states “*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.”*

Paragraph 60 further advises that:

“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.

In terms of the current development strategy, we agree with the logic behind the growth strategy and the overall direction of the housing and employment numbers detailed in the Preferred Options Local Plan. However, we do not agree with the identification of Meecebrook Garden Community as a key site, intended to accommodate a large proportion of the growth envisaged. St Modwen’s view is that Beacon Hill, Stafford should be included in the Plan as a focus for new development for the reasons set out in this letter.

In the context of the growth strategy set out we note there is a commitment to improving existing transport links for Stafford, that will in turn lead to significant regeneration, in the form of HS2 and the Stafford Station Gateway project. It is also the case that previous levels of housing delivery in Stafford Borough have been significantly greater than envisaged by the standard method.

There are also well documented economic growth opportunities in Stafford Borough and the need to accommodate an economically active workforce to meet needs arising from the growth. Furthermore, there is a pressing requirement to accommodate unmet needs from particularly Birmingham and the Black Country which, we agree, all points towards the need to consider setting a housing requirement above the local housing need figure (LHN) of 435dpa.

The development strategy for employment land is currently based on EHDNA’s core projection for employment growth plus a 50% uplift to align with housing above baseline local housing needs. We note that a range of different scenarios for housing and employment have been tested in the context of an ambitious growth strategy

To maximise delivery the Preferred Options Local Plan therefore identifies or allocates sufficient land for 12,580 homes and 150 ha of employment land, providing a 10% supply buffer above the minimum requirements. We agree with this general approach.

However, we disagree with the Council’s approach in relying on Meecebrook to accommodate the majority of new development and consider that there are numerous obstacles that will prevent effective delivery. These include significant questions over the delivery and funding of the train station, which is a key component of the scheme; concerns regarding the multiplicity of ownerships at Meecebrook (there are 9 landowners in total) and the co-ordination, funding/delivery of strategic infrastructure. Furthermore, we consider that the site is not well connected to the M6 and, by reason of its isolated location, does not offer the sustainability credentials expected from a new settlement proposal.

Research undertaken by Nathaniel Lichfield and Partners, in their publication *“Start to Finish – How Quickly do large scale Housing sites Deliver?”*, identifies a time period of between 5 and 8 years before development is commenced on large, complex sites such as Meecebrook. This research has subsequently been endorsed by numerous Local Plan Inspectors, such as Tunbridge Wells, and adds weight to our concerns relating to deliverability and the need to allocate a more diverse range of deliverable sites.

Set within this context the allocation of Beacon Hill, when compared to Meecebrook, will help to secure sustainable development in a more appropriate location, by allocating homes and jobs close together.

We now detail why we consider Stafford town should be a focus for accommodating unmet and local housing need.

Unmet Needs

At the time of the Issues and Options consultation it was recognised that there could be merit in considering garden community options. In the initial SA, undertaken in 2020, there was notable support for dispersed growth with the Association of Black Country Authorities stating that they would welcome the opportunity to work with Stafford Borough in accommodating between 1,500 - 2,000 homes as a contribution to accommodating unmet housing need. Good road and rail links to Wolverhampton make Stafford an appropriate location for meeting some of the unmet need from the Black Country.

The Preferred Options development strategy has subsequently ignored the suggested dispersal strategy allowing for 2,000 homes, concentrated on Meecebrook Garden Community, as a contribution to meeting the unmet needs of other authorities in the region, namely Stoke on Trent, Newcastle under Lyme, Birmingham City and the Black Country authorities.

Those authorities to which Stafford Borough Council is best connected, namely authorities to the north and south, are constrained by Green Belt and, in the case of those authorities to the south, international/national environmental designations. These areas are experiencing challenges meeting their own locally arising need and, in the case of authorities to the south, unmet needs arising from Birmingham and the Black Country.

We consider that Stafford town should therefore play an important locational role in accommodating unmet needs given its sustainable location. As detailed in the adopted Stafford Local Plan, connectivity with Birmingham and the Black Country becomes diluted to the north of Stafford town. In this respect, Beacon Hill, with its location and proximity to transport connections (such as road and train links to Birmingham and Wolverhampton), offers an appropriate location to accommodate the local and unmet needs identified in an unconstrained and accessible location.

Affordable Housing

We agree that a further reason for exploring higher growth is affordable housing need (local need). The EHDNA 2020 concluded that affordable housing need is in the range of between 252 and 389 affordable homes per annum, between 2020 and 2040, which represents a significant proportion of the LHN (at least 65%) based on the standard method. As such affordable housing need does serve as another compelling reason for providing above 391dpa and possibly above 435 dpa through the Local Plan, as a proportion of market led schemes.

The greatest affordable housing needs are centred upon Stafford with the Local Plan currently failing to plan for housing, especially affordable housing, where it is needed most. Consequently, deprivation levels, overcrowding and commuting levels are likely to increase, because of the current strategy. There is, therefore, a need for more allocations around Stafford town, such as Beacon Hill, to contribute towards affordable housing needs.

We agree, therefore, that there is a strong case to focus attention on growth scenarios that would involve setting the housing requirement at 435dpa or higher responding to unmet needs and locally arising needs. The unmet needs figure currently suggested is 2,000 homes, or 100dpa over the 20 year plan period. We consider, based on the limited evidence available at present, that this figure is likely to increase through the Local Plan review process as the true extent of unmet and local need becomes more apparent.

Furthermore, in line with national policy, we agree that there is a need to provide for a supply buffer over and above the housing requirement to ensure that it is met in practice over the plan period, as unseen issues are inevitable, and to ensure a robust supply trajectory (a situation where a 5 year housing land supply, as measured against the housing requirement, can be maintained throughout the entire plan period).

Where should growth be directed?

The broad spatial distribution of housing suggests that Stafford will accommodate 59% of the total proportion, Stone 7% and Meecebrook Garden Community 24%, with other larger settlements contributing 4%.

To deliver unmet/local housing need as close as possible to where it arises, we consider that the Local Plan will need to be modified. Of the locations considered, the Beacon Hill site in Stafford can contribute to meeting this need.

Throughout the Issues and Options stage of the Local Plan process there has been uncertainty concerning the suitability and deliverability of some of the other potential development locations considered. A number of these sites, including Beacon Hill, have not made it through to the Preferred Options Local Plan. Our concern is especially relevant to the proposals relating to Meecebrook Garden Community, which is currently included in the Preferred Options Local Plan to accommodate 3,000 new dwellings, including the current estimate of 2,000 units for unmet housing needs (Policy 7). As addressed later in this letter we have significant concerns relating to the delivery of Meecebrook and the sustainability of the site.

We do not therefore agree with the Council's preferred growth scenario 6a, which seeks to concentrate a high proportion of the new development in a new settlement at Meecebrook. Under this scenario the Council state that the housing supply (630 dpa) is sufficient to enable the housing requirement to be set at 535 dpa, reflecting locally arising need, plus 100 dpa to accommodate unmet needs (2,000 homes in total).

The ability to accommodate unmet housing need at Meecebrook Garden Community is therefore predicated on Meecebrook being able to deliver 3,000 homes within the plan period which we do not believe is achievable given the site constraints, infrastructure requirements and the need to assemble land ownerships. The approach taken in the Preferred Options Local Plan is, therefore, unbalanced and unreliable with the Council's latest evidence heavily skewed to attempt to justify a pre-determined strategy, to focus development at Meecebrook, without any sound basis. This approach of "*putting all eggs in one basket*" is flawed and undeliverable.

There is clear and compelling evidence to demonstrate that Beacon Hill, a previously considered option, would be a more sustainable and deliverable option, especially in the early years of the plan, given the site is in single land ownership and there are fewer infrastructure requirements. This would offer improved accessibility to Stafford Town Centre and provide other potential facilities, such as a school and Local Centre, that would enhance sustainability and provide opportunities to enhance existing bus, pedestrian and cycle links. Furthermore, unlike Meecebrook, Beacon Hill is in single ownership which will enable quicker delivery without lengthy landowner discussions. Beacon Hill also benefits from existing infrastructure such as roads and the nearby rail station.

Whilst it is not inconceivable to accommodate a large strategic scheme, such as Meecebrook, within the development strategy, for later in the plan period, there is a need for the Local Plan to support a mix of more immediate deliverable sites and a degree of dispersal, to ensure a robust housing supply trajectory.

Meecebrook Garden Community

Policy 7: Meecebrook Site Allocation

We present our concerns as to why we do not believe that Meecebrook should be considered as the only development option in the context of Policy 7: Meecebrook site allocation. As part of the general planning

strategy for the Borough we consider that it is better to concentrate development on a mix of deliverable and sustainable locations including sites such as Beacon Hill, Stafford.

Sustainability of the location

Meecebrook will take many years to develop and, especially in the early years, will be isolated. Furthermore, in terms of the location of the proposed new community, there is a lack of nearby transport facilities or proximity to any major retail centre or local neighbourhood centre. We recognise the aspiration for a train station to serve Meecebrook but, without any funding in place to deliver this piece of critical infrastructure, reliance cannot be placed on it when assessing the sustainability of the proposed settlement. Meecebrook is therefore considered to be deficient regarding key sustainability indicators.

In addition, the number of dwellings proposed, and current retail market conditions, make it highly unlikely that a major retail centre could be created at Meecebrook; furthermore, the ability for the settlement to internalise trips would be limited as residents will have to travel to access key services. Any significant new retail provision, in this location, would inevitably compete with Stafford and impact adversely on the existing retail offer.

Reduced Site Area

In terms of the size of Meecebrook, the area of land available has reduced significantly, since the Issues and Options consultation, with only the western side now being available for development. Within the amended red line boundary the Council maintain that there is capacity for at least 6,000 homes, infrastructure and a train station. However, we consider that uncertainties remain with a 6,000 dwelling scheme having significant drawbacks, relative to a scheme of 11,500 homes as previously envisaged, in terms of the ability to deliver viable retail and infrastructure provision to enhance the sustainability credentials of the scheme. The need to now consider a smaller scheme clearly gives rise to issues around economies of scale, viability and the ability to deliver the new station and other significant infrastructure.

Land ownership/availability

The multiplicity of ownerships (9 landowners in total) and land availability at Meecebrook represent other reasons for concern with extensive areas available at the time of the Issues and Options consultation now being unavailable, including MOD land at Swynnerton Training Centre and farmland near Upper Heamies. We understand there is currently no collaboration agreement between parties at the present time. Collaboration agreements are lengthy and complex to draft and will need to be in place before development can commence on site to ensure there is equalization in terms of site wide infrastructure delivery. This will be another factor that will impact on the deliverability of the scheme, particularly in relation to infrastructure where there will need to be equalisation between parties to ensure that costs are proportionate.

Connectivity to M6

We consider there is a need to ensure connectivity to the strategic road network. In this respect there has been discussion relating to the requirement for Meecebrook to be delivered alongside a new M6 junction, to address current concerns regarding rat running through nearby villages, as referenced in the evidence base. We consider that this is an issue that should be considered in more detail and raises yet another question mark regarding the deliverability of Meecebrook.

Infrastructure provision

By virtue of its scale, Meecebrook is intended to develop its own infrastructure and contribute significantly to delivering housing in the second half of the plan period (2030-2040). This approach will not assist in helping to satisfy housing need in the first half of the plan and there is also considerable doubt regarding the ability of

Meecebrook to deliver the amount of housing completions envisaged in the second phase of the plan given the infrastructure requirements, most notably the train station. Several smaller new allocations, under Policy 12, are intended to act as an insurance against non implementation; however, these are not considered to be enough.

There is a complete lack of transparency over the funding of the proposed station and other infrastructure at Meecebrook, which is a key component of the proposal. We understand that £1.4 million was provided to undertake baseline studies and that currently no further funding is in place. We understand that an Indicative Infrastructure Delivery Plan is under preparation and will be included in the Regulation 19 consultation. The Infrastructure Delivery Plan will be a key piece of evidence which will inform the viability of Meecebrook and, therefore, the deliverability of the scheme which will be a key test the Inspector will consider. Without this evidence, it is not known whether Meecebrook is deliverable and, therefore, suitable to meet Stafford's housing needs during the plan period. Alternative sites that can be delivered should, therefore, be considered.

In today's market, we question whether developers would be willing to sign up to legally binding documents and take on the infrastructure development costs, as this could represent a massive liability and affect the viability of the development. General market uncertainty at the present time will create an element of risk in terms of securing land, with private sector contributions for infrastructure being difficult to implement. In addition, there will inevitably be extensive discussions with Network Rail regarding potential works to the railway. This could lead to Network Rail being able to claim shared value (Stokes vs Cambridge) which could inevitably impact on viability and the timing of delivery, given that negotiations are likely to be protracted.

There is, therefore, no clear confirmation, business case approval or otherwise, that the station will be delivered and is viable given the need for costly road infrastructure to access it. Without the train station we consider that the delivery of 6,000 homes at Meecebrook is questionable because of the reliance that is placed on its delivery to enhance the sustainability credentials of the site and to ensure there are rail links to higher order centres. This again raises questions relating to the ability of the site to accommodate the 2,000 unmet housing needs specified.

Constraints

The current proposals would also lead to the loss of grade 2 agricultural land. In addition, there are a number of constraints within the site that will impact on ease of movement, including the railway/river corridor and a high pressure gas pipeline.

Housing delivery

The terms of the overall development strategy proposed, we believe that large freestanding and complex sites, such as Meecebrook Garden Community, should not in themselves be seen as the only opportunity to address housing need in a given local authority area. The scale, complexity and up-front infrastructure costs means that it will not be easy to deliver Meecebrook. In this context, a realistic approach needs to be taken in terms of how quickly homes can be delivered. Slow delivery can result in gaps in housing land supply which, in Stafford, could be filled by Beacon Hill which would represent a relatively unconstrained and sustainable extension to Stafford under single land ownership.

Several local plans in other authorities have encountered problems because they overestimated the yield from strategic site allocations. It is no longer the case for a 5 year housing land supply to simply be convincing on paper; the Housing Delivery Test means that there are consequences if there is no conversion into homes built. For Stafford Borough Council to deliver housing in a manner which is plan led means allocating more sites rather than less, with a good mix of sizes including a realistic assessment about how fast they will deliver, so that supply is maintained.

Even with 3,000 dwellings a policy compliant mix of affordable housing will be subject to viability. We question whether this is achievable given the high cost of the new station and other significant infrastructure. We would point out that Beacon Hill lacks any such substantive infrastructure costs, working within HS2's proposed highway scheme and being fully capable of delivering affordable housing provision close to where the need is most acute.

Given the constraints relative to Meecebrook, infrastructure costs and inevitable delays, it is therefore essential that Beacon Hill is brought forward to ensure that housing delivery is not delayed and to add to the range of deliverable sites available. It may be that Meecebrook will be capable of delivery towards the very end of the plan period when all land ownership and infrastructure complexities have been resolved. In the meantime, there is a need to consider more readily available, deliverable and sustainable sites.

Why Beacon Hill?

There is clear and compelling evidence to demonstrate that Beacon Hill, a previously considered option in Stafford, would be a better more sustainable and deliverable option providing economies of scale and enhancing the local economy. Development of the site would also be capable of boosting and significantly enhancing existing bus, pedestrian and cycle links, given the relatively short distance to Stafford Town Centre, which would be of benefit to the wider town.

A considerable amount of work has been presented through the ongoing Sustainability Appraisal process, including work on reasonable alternatives. As part of this process, it was determined by the Council to focus on the spatial strategy through the Issues and Options and Preferred Options Local Plan, with the objective being to allocate a package of sites to meet needs and wider objectives.

Beacon Hill was not examined by the AECOM study in 2019; nor was it an option in the Issues and Options consultation document (2020). However, a detailed submission has since been submitted and has now been considered. Although dismissed as a preferred option by the Council, we consider that the site should be included as a potential allocation for the reasons detailed in this submission.

We consider that supporting and enhancing access to services and facilities is important to achieving sustainable development and reducing the need to travel. A key challenge of the Local Plan is to locate more significant development in those locations which are or can be made more accessible by a range of transport modes. For Stafford Borough Council to deliver housing in a manner which is plan led means allocating more sites rather than less, with a good mix of sizes and a realistic delivery trajectory so that a sufficient supply of housing sites can be maintained.

Since St. Modwen Homes' involvement in Beacon Hill, a Vision Document for the site has been prepared. The current Vision Document incorporates many of the key considerations arising through the site assessment undertaken to date and is submitted in support of these representations.

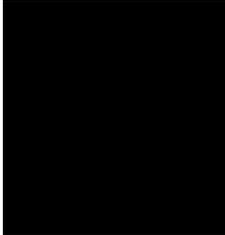
The current Interim Sustainability Appraisal considers how Beacon Hill compares with Meecebrook Garden Community in terms of the technical work completed to date. As detailed in the interim SA, much of this detailed assessment work, particularly in relation to Meecebrook, is ongoing which makes it difficult to currently assess the relative merits of the sites. However, we believe that, on balance, the current proposal for Beacon Hill performs better than Meecebrook in terms of the Sustainability Appraisal criteria and should be included as a potential site allocation. Our commentary on the headline interim sustainability appraisal findings is attached as Appendix 1 to this letter. In addition, Appendix 2 provides a RAG table illustrating how we believe Beacon Hill compares with Meecebrook in terms of the Interim SA criteria.

For the reasons addressed we consider that Beacon Hill should be included in the Stafford Local Plan as a housing allocation for circa 2,000 dwellings. Given the issues regarding the current development strategy

and deliverability considerations regarding Meecebrook Garden Community, we consider that Meecebrook should be removed as a potential allocation in the current Local Plan.

We look forward to hearing from you once you have had an opportunity to consider these representations.

Yours sincerely,



Jeremy Pyatt MRTPI
Partner



Appendix 1

Commentary on headline Interim Sustainability Appraisal findings

The following provides commentary on the headline Interim Sustainability Appraisal 2022 findings based on the ongoing work relating to Beacon Hill and our knowledge of Meecebrook.

Air and water environmental quality

In terms of air quality Beacon Hill is the most preferable site in offering an urban extension to Stafford town with good connectivity and with the potential to walk and cycle to key destinations. In this context, many of the positive attributes detailed as potentially being offered by Meecebrook, such as trip internalisation and the potential to deliver a new train station that could positively impact on air quality, are currently no more than aspirations with no technical justification.

Biodiversity

In terms of biodiversity the interim SA ranks Beacon Hill and Meecebrook broadly the same. Beacon Hill is described as potentially constrained, on account of accessibility to Cannock Chase, whilst Meecebrook's location between Sites of Biological Importance give rise to some concern ahead of more detailed work to understand growth related opportunities. In terms of biodiversity, we consider there to be limited impact at Beacon Hill, given that the fields are currently farmed and the proposals aim to retain the woodland and hedgerows where possible. It is also St. Modwen's intention to enhance these features, where possible, with the master plan including significant areas of open space. As the master planning and SA process develops, we anticipate that Beacon Hill will continue to score well from a Biodiversity Net gain perspective.

Climate change adaptation

The interim SA identifies minor flood risk considerations associated with both sites that should be capable of mitigation. Beacon Hill lies within Flood Zone 1, with a low probability of flooding. Further detailed work will be undertaken, together with the Environment Agency, to avoid and mitigate any flood risk.

Although Beacon Hill and Meecebrook are currently ranked broadly on par, with regard to Meecebrook we note that the desire to maximise densities in proximity to a new rail station, to ensure viability, could conflict with a desire to direct growth away from areas of flood risk.

Climate change mitigation

Regarding Meecebrook, the interim SA notes that competing funding priorities and unresolved issues around land availability/cooperation between landowners, could lead to challenges to decarbonisation opportunities. This will not be the case with Beacon Hill that has no such issues and offers greater potential to generate sustainable modes of travel.

The SA comments that it is difficult to conclude that any of the strategic site options considered offer a particular opportunity; however, it is possible at this stage to differentiate between the sites according to scale. In line with the advice provided in the SA, further work will be undertaken to demonstrate why Beacon Hill is an appropriate location to focus growth from a decarbonisation perspective.

Communities

Meecebrook is clearly considered to represent an opportunity to create a new community although, critically, further work is required to demonstrate how the site and new station will be delivered, given the infrastructure requirements and need for collaboration between landowners. Beacon Hill can be more easily developed as a sustainable addition to Stafford, with the possibility of making land available for educational provision, a large country park together with the benefits of good connectivity to the Town Centre. All of these factors increase the community credentials of Beacon Hill relative to Meecebrook.

The interim SA identifies a headline consideration as being the need to ensure that new and existing communities have good access to community infrastructure with capacity. Secondary school capacity is understood to be a key issue. The SA states that Meecebrook could deliver a secondary school to serve the new community and there would be the potential for the new school to assist with addressing existing capacity constraints. This provision would represent an additional financial burden, in excess of £40 million. Given the reduced size of Meecebrook we would question the need for a new secondary school.

With respect to the emerging master plan for Beacon Hill, land has been reserved for a school with the County Council advising that this could potentially be a secondary school should there be a requirement to serve the wider area. The development of 2,000 homes is also likely to lead to the requirement for at least one primary school.

St Modwen have recently commissioned an education report, completed by EFM, to assess the need for educational provision resulting from the Beacon Hill scheme. The report concludes that a development of circa 2,000 dwellings is expected to generate in the region of 2FE's worth of Primary and Secondary School provision. Ideally, this would be delivered, from a primary perspective, on land that could accommodate 3FE primary schools to allow for future expansion. From a secondary school perspective, the report states that if the development could safeguard land for new provision, this would be advantageous to the education authority.

Economy and Employment

The interim SA states that there is merit in supporting mixed use schemes that deliver new employment floorspace. Again, Meecebrook is identified as having potential in this respect to deliver 15 ha of employment land within the plan period. The SA rightly identifies the possible conflict, in terms of market competition, with an existing larger employment site (80ha) at the southern edge of Stone.

We consider that Meecebrook will only function as a high quality employment location if there are significant transport infrastructure upgrades, including new train station and good links to the M6, which are unlikely to be delivered in the short term. Furthermore, their delivery is currently not certain.

Beacon Hill represents a more sustainable and flexible option, benefitting from strong links to existing employment areas adjacent to the site and in Stafford Town Centre. The Preferred Options Local Plan anticipates that the Economic and Housing Development Need Assessment (EHDNA, 2020) will be revisited prior to plan finalisation where the merits of Beacon Hill, as a sustainable employment location, should be considered in more detail.

Health and wellbeing

The interim SA identifies that those key considerations, in respect of health and wellbeing, relate principally to the master planning process, design and place making as well as ensuring good access to green and blue infrastructure. Beacon Hill is being comprehensively master planned with health and wellbeing as key considerations, with the retention of existing Public Rights of Way and significant new areas of accessible public open space.

Beacon Hill benefits from proximity to existing health facilities as well as the countryside and associated recreational facilities. The developing master plan and current Vision Document show the retention of existing footpaths, extensive areas of open space and pedestrian and cycle links to Stafford Town Centre. These benefits will be available quickly as part of the development process, offering immediate benefits and utilising existing infrastructure, without the significant obstacles to development that exist at Meecebrook.

Meecebrook is associated with being a prime health and wellbeing opportunity on account of scale but should be considered as no more than an opportunity at this time. There are considered to be challenges from the health and wellbeing perspective, including the railway line, the potential for impacts to the Stone Circles Challenge long distance footpath, the potential for the extremities of the site to be less well linked to the centre and the high pressure gas pipeline that passes through the site. The current lack of collaboration between landowners means there is no agreement to the equalisation of costs for the strategic infrastructure, including the provision of open space and active travel routes.

Historic Environment

Meecebrook is associated with some notable historic environmental sensitivities as identified in the interim SA. Beacon Hill performs well in this regard with no such sensitivities. There are no listed buildings on site or nearby with the landscape identified as having a degree of sensitivity, from a historic environment perspective, due to being a prominent feature and being crossed by historic footpaths linking Stafford to historic landscapes to the east. This includes Hopton Heath, a registered battlefield, which will become divorced from the site by HS2, thereby minimising the impact of development at Beacon Hill.

The constraints identified have been factored into the master planning process and will be left in situ, with Hopton Heath being located on the other side of HS2 away from the areas of the Beacon Hill site that are proposed for development.

Housing

Meecebrook is currently touted as the best site for delivering housing and unmet needs. As previously addressed, given the scale of development proposed and the associated infrastructure requirements, there is a significant risk relating to the deliverability of the scheme. This need not be a significant issue as risk could be mitigated through a development strategy that ensures a mix of site allocations and a large supply buffer over and above the housing requirement, that would include additional allocations such as Beacon Hill.

Land, soil and natural resources

Meecebrook would lead to the significant loss of best and most versatile agricultural land (Grade 2). Beacon Hill falls within lower agricultural land classification categories and therefore its loss would be less significant.

Landscape

In terms of the interim SA, Meecebrook and Beacon Hill are identified as being broadly the same regarding landscape sensitivity, although Beacon Hill has not been assessed in detail. The interim SA identifies that whilst the settlement edge at the northeast extent of Stafford is heavily influenced by extensive MOD, employment and education uses, Beacon Hill is likely to be a valued landscape feature.

It is recognised that the Vision Document includes a focus on addressing landscape issues by concentrating development to the lower area of land immediately adjacent to the urban area.

We note that with regards to securing containment and minimising the risk of sprawl, Beacon Hill is supported given the route of HS2 and the proposal to buffer the new railway line with a significant new country park.

The strategic allocation of Beacon Hill would limit pressure on more sensitive landscape locations in the wider Borough such as those associated with Meecebrook.

Transportation

A primary consideration in the delivery of Meecebrook Garden Community is confirmation of the certainty of the proposed transport infrastructure upgrades and the likelihood of delivering a new train station, which does not currently have any funding. To be effective we consider that Meecebrook will need to be delivered alongside a new M6 junction ensuring connectivity to the strategic road network and supporting new employment based development. Without these elements Meecebrook will fail in terms of creating a sustainable community.

The latest site boundary for Meecebrook moves the scheme away from the M6 corridor giving rise to concerns regarding connectivity and the impact of Stafford bound traffic travelling via the centre of Eccleshall and other villages.

The design aspirations for Meecebrook identify the need for good walking and cycling connectivity within the site; however, there are existing barriers to movement and concerns over achieving fast and frequent bus connectivity.

Beacon Hill, Stafford is not constrained in this respect and could be developed with relative ease as an extension to the existing urban area. As part of the ongoing master planning process securing effective and sustainable transport connectivity with Stafford town and the wider area is a key objective. There are already public transport services available on the A518 adjacent to the site which could be enhanced to support the development without requiring significant and costly infrastructure upgrades.

Appendix 2 – Table illustrating how Beacon Hill compares with Meecebrook in terms of Interim SA Criteria

	Beacon Hill	Meecebrook
Air Quality	Green	Amber
Biodiversity	Amber	Amber
Climate Change Adaptation	Amber	Amber
Climate Change Mitigation	Green	Amber
Communities	Amber	Amber
Economy/Employment	Green	Amber
Health/Wellbeing	Green	Amber
Historic Environment	Green	Red
Housing	Green	Amber
Land/Soil/Natural Resources	Green	Red
Landscape	Green	Amber
Transportation	Green	Amber

Red – negative effect

Amber – negative effect of note with uncertain significance

Green – positive effect



VISION DOCUMENT
BEACON HILL, STAFFORD



September 2022

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1.0 Vision

The Beacon Hill site provides an opportunity to create a new residential neighbourhood with a distinctive character, ample open space and new facilities. The main objective of this document is to show how the key characteristics of this site – for example the distinctive, prominent form of Beacon Hill, its woodlands and hedgerows – can be conserved and enhanced, with new residential development being focused along the lower slopes of the site, close to the existing settlement edge of Stafford.

This vision document describes how Beacon Hill can positively contribute towards the delivery of new housing within Stafford Borough, as well as providing significant social, economic and environmental benefits. The site can not only provide approximately 2,000 new homes, but also a country park, a new neighbourhood centre, extensive blue and green infrastructure and there is the provision of a land plot for a new school.



Project Team

The project team of specialist consultants has worked closely with St Modwen to evolve the concept masterplan for the site, and detailed technical work continues to progress.

The team comprises:

Carter Jonas	Planning
SLR	Landscape and Masterplanning
SLR Vectos	Accessibility
SLR	Biodiversity
PJA	Flood Risk, Drainage and Engineering
BECG	Communications Consultants

Carter Jonas

SLR

vectos.
— PART OF SLR

PJA

becg

St Modwen

St Modwen are an expert developer with over 30 years property expertise. Our purpose of 'Changing Places. Creating Better Futures.' underpins everything we do, as we breathe life into places by creating homes, jobs, shared spaces and community infrastructure. Our core purpose and values have helped us build and sustain a business, brand and reputation that we can be proud of. This capability underpins the growth of our business and support our customer brands, St Modwen Homes and St Modwen Logistics. We succeed by forging strong partnerships, focusing on customers and communities, and acting responsibly through everything we do.

Our Responsible Business Ambitions, launched in 2020, has seen us set ambitious goals in six strategic areas where we can make a sustained difference to society and the environment, net carbon reduction, biodiversity and sustainable environments, diversity and inclusion, education and future skills, health and wellbeing, and responsible operational practices and partnerships. This includes our aim to be operationally net zero carbon by 2025, and fully net zero carbon by 2040, and our pledge to invest 1% of cash profits annually into education partnerships.

In all communities in which we operate, St Modwen looks to engage positively, leaving a strong legacy we can be proud of. There is no clearer example of this than our historic and ongoing involvement in Staffordshire. St Modwen was founded by Sir Stanley Clarke, a businessman and racecourse owner born in Burton-upon-Trent. Through the sale of Clarke Quality Homes to Balfour Beatty in 1986, Sir Stanley went on to concentrate on larger developments including Festival Trade Park in Stoke-on-Trent and the regeneration of Trentham Gardens. This, combined with the purchase and regeneration of Uttoxeter racecourse and multiple examples of philanthropy in the county, has led to Sir Stanley being held in high regard throughout Staffordshire.



- ① **Trentham Gardens**
£100m regeneration of historic park and garden. BBC Countryfile Magazine's Garden of the Year. Host of the successful Trentham Retail Village.
- ② **Blythe Bridge**
Active outlet for St. Modwen Homes of 118 units.
- ③ **Uttoxeter**
700 units. Option Agreement. Built new A50 junction. Further opportunity for 1,100 units to be promoted through the Local Plan.
- ④ **Lichfield Road**
Old GE site. Outline Planning Permission was granted for 365 units in May 2022.
- ⑤ **St. Leonards**
OPA for 430 units secured. St. Modwen Homes are delivering the first 214 units.
- ⑥ **Branston**
Mixed use. 780 units. Created 54 acres of new woodland and open space. 1m sq ft of industrial and logistics space is being delivered.
- ⑦ **Pye Green**
700 units. Promotion Agreement. Released from Green Belt.
- ⑧ **Cricket Lane, Lichfield**
JV with housebuilder where we are delivering 12 hectares of commercial and employment development.

The Site





Viewpoint 1: Channock Chase AONB is approximately 3km from the site at its closest point



Viewpoint 2: Hopton Pools is to the north of the site but can be accessed via the public footpath network



Viewpoint 3: The Village of Hopton is located on a ridge with clear views from and to Beacon Hill



Viewpoint 4: Views from Beacon Hill towards the existing settlement edge and Cannock Chase AONB beyond.



1.1 The Vision

Beacon Hill will provide a new residential neighbourhood of approximately 2,000 new homes with distinctive, sympathetic, and communal character; ample open space; and supporting facilities and services, in a sustainable location adjacent to the edge of the county town of Stafford. Beacon Hill will epitomise the social, economic, and environmental aspects of sustainable development.

As shown on the Strategic Masterplan (page 23), the design of the new neighbourhood will acknowledge and respect the prominent location of Beacon Hill as a focal point (viewpoint 5), whilst respecting the surrounding footpath network and views to Cannock Chase AONB (viewpoint 4). Accordingly, the most rural and higher elements of the site will be safeguarded from development, in order to define the character and identity of the neighbourhood – with development focused to lower areas, closer to the settlement edge, whilst ensuring views towards Beacon Hill are maintained. A strong buffer will be provided between the site and the HS2 route.

In addition to significantly contributing to housing needs of Stafford Borough, Beacon Hill will incorporate a variety of typologies and tenures, including a policy-compliant level of affordable housing, akin to creating an inclusive and diverse neighbourhood area. This will be secured by a variety of densities, greatest towards the settlement edge of Stafford, that soften towards Beacon Hill and more rural areas to the north and east.

Beacon Hill will be supported by a new neighbourhood centre which will provide spaces for employment and economic prosperity. Its strategic location will enable good access to the existing services and facilities of Stafford as well as several surrounding employment sites including Tollgate Industrial Estate and Staffordshire Technological Park.

Beacon Hill will incorporate a number of a community uses, including leisure and play areas for all ages (including several pocket parks, allotments, local areas of play and a skate park) as well as a bespoke ‘adventure trail’ that will facilitate access and enjoyment of the surrounding countryside. Beacon Hill also provides the provision of a land plot for a new school and inclusive of playing pitches.

Building on its landscape presence, Beacon Hill will provide several environmental benefits – including extensive green and blue infrastructure. This includes the retention and reintroduction of native hedgerows, trees/woodland and orchards that are sympathetic to existing wildlife; areas of green open space, and drainage basins. The more rural areas free from development will be designated a ‘Country Park’ which will contribute to both the enjoyment and preservation of the residual countryside – respecting its location in proximity to Cannock Chase Special Area of Conservation (SAC).



Allotments



Adventure trail



Community Orchards



2.1 Planning Context

The site lies within the administrative boundary of Stafford Borough Council.

Adopted Plan

The adopted Development Plan for the Borough consists of two main documents:

- The Plan for Stafford Borough 2011-2031 ('Part 1') (Adopted June 2014);
- The Plan for Stafford Borough 2011-2031 Part 2 ('Part 2') (Adopted January 2017, re-adopted June 2017).

Part 1 establishes the cornerstone of the development strategy, containing the majority of policies needed to manage development in the Borough and identifying the sustainable settlement hierarchy and allocating significant development sites. Part 2, adding to Part 1, is more succinct and focused but provides an approach to development in the sustainable settlement hierarchy – including establishing the settlement boundaries for Stafford and other settlements, together with the boundaries of the Recognised Industrial Estates and other matters.

The site currently lies outside, but adjacent to, the settlement boundary of Stafford. The edge is defined by protected land owned by the Ministry of Defence (MOD) to the west and Staffordshire Technological Park Protected Employment Area (PEA) to the south.

Spatial Principle 3 (Stafford Borough Sustainable Settlement Hierarchy) recognises Stafford as the most sustainable location for Development in the Borough, where the majority of future development should be delivered. Spatial Principle 4 (Stafford Borough Housing Growth Distribution) sets a target of 70% of overall housing need to be delivered at Stafford.

The site lies wholly within a 15km buffer zone of the Cannock Chase Special Area of Conservation (SAC). Policy N6 (Cannock Chase Special Area of Conservation) states all development that leads to a net increase of dwellings must take all necessary steps to avoid or mitigate any adverse effects upon the SAC's integrity. This may include contributions to habitat management; access management and visitor infrastructure; publicity, education and awareness raising; provision of additional recreation space within development sites where they can be accommodated and, where they cannot, by contributions to off-site alternative recreation space; and measures to encourage sustainable travel. There are no further environmental designations within the site, although the Hopton Pools Site of Biological Importance is located just beyond the northern boundary. Policy N5 (Sites of European, National and Local Nature Conservation Importance) states development that has an direct/indirect adverse effect on such assets will not be permitted.

There are no designated heritage assets within the red line boundary of the site, although an area listed on the Staffordshire Historic Environment Record for archaeological importance (Ridge and Furrow, South of Hopton Lane) is located towards the north-east of the site. Several similar areas are located beyond the site boundary – including Lowerhouse Farm, Hopton; the Hopton Heath Battlefield; and Hopton Pools. Policy N9 (Historic Environment) seeks the conservation and enhancement.

The site lies entirely within Flood Zone 1.

The site is not covered by any Neighbourhood Plan, although falls within the designated area of Hopton and Coton Neighbourhood Plan Area.

Emerging Plan

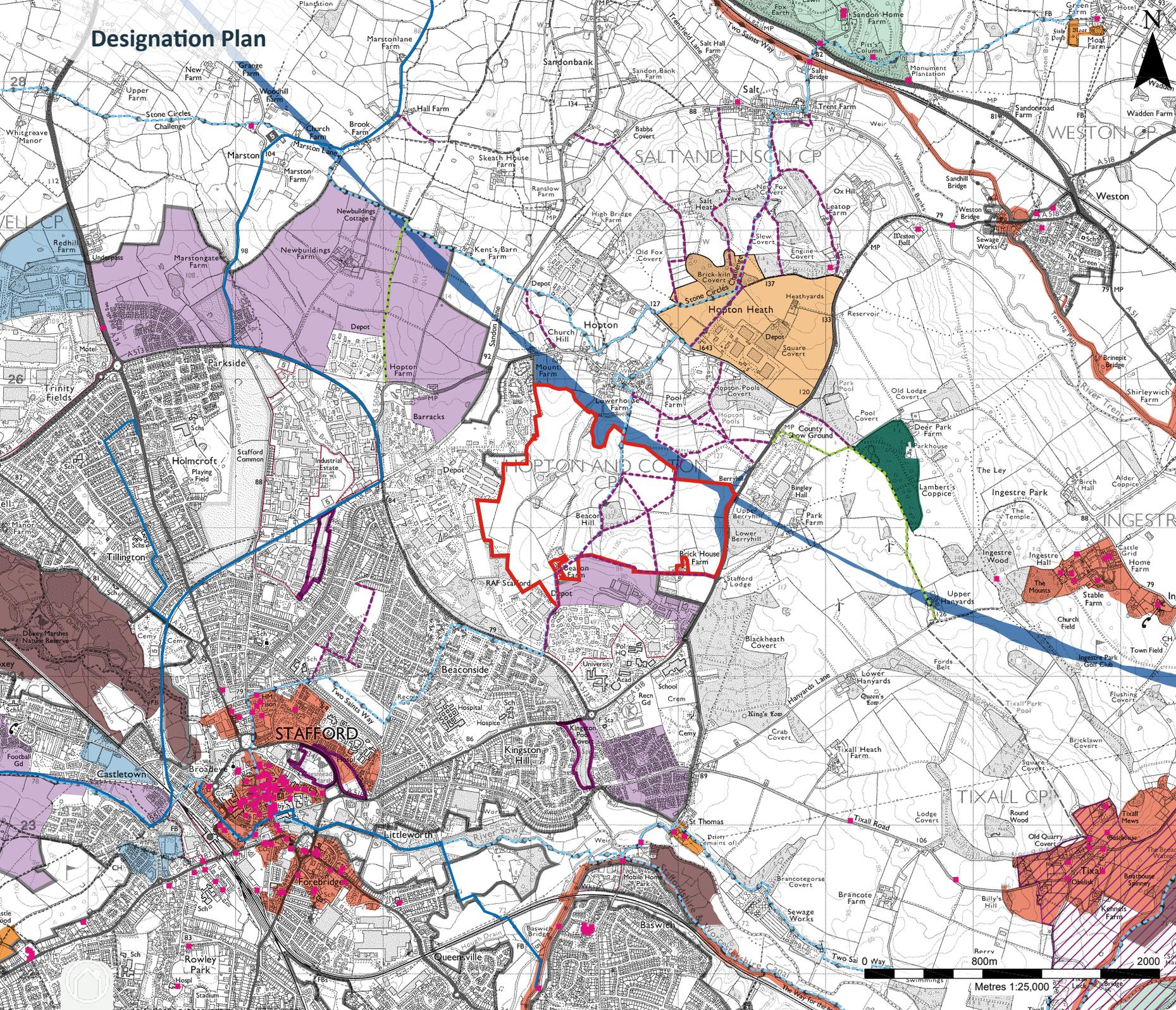
The Council are currently preparing a new Local Plan – the Stafford Borough Local Plan 2020-2040. An initial, high-level 'Scoping the Options' consultation was undertaken in 2018, which was then followed by a more detailed 'Issues and Options' consultation in early 2020.

The latter proposed 7 growth scenarios (A-G), ranging from a minimum of 408 dwellings per annum (dpa) (as calculated by the Standard Method, 2019-2029) (Scenario A) to 746 dpa, which incorporates past-trends in jobs growth and is inclusive of a partial catch-up rate (Scenario F). This is compared to the current adopted Development Plan requirement of 500 dwellings per annum.

To satisfy this growth, the Issues and Options consultation also put forward six growth options, ultimately influenced by the chosen scenario above, in order to form the new sustainable settlement hierarchy. The Proposed 2019 Settlement Hierarchy (as identified by Table 5.4 of the document) continues to recognise Stafford as the sole Tier 1 settlement, with all Growth Options (with the exception of 5 relating to a new Garden Community) noting the potential for the "intensification of edges of larger settlements and strategic extensions".

The most recent Local Development Scheme (LDS) was adopted in September 2019 and indicated a Preferred Option consultation was scheduled for January 2021. Accordingly, the LDS is currently out-of-date but we understand the Regulation 18 consultation is due to take place in Autumn 2022.

Designation Plan



Legend

-  SITE BOUNDARY
-  FOOTPATH
-  BRIDLEWAY
-  NATIONAL TRAIL / LONG DISTANCE ROUTE
-  NATIONAL CYCLE ROUTE
-  ANCIENT WOODLAND
-  AREA OF OUTSTANDING NATURAL BEAUTY
-  HS2
-  LISTED BUILDINGS
-  LOCAL NATURE RESERVE
-  REGISTERED PARKS AND GARDENS
-  SCHEDULED MONUMENT
-  SITE OF SPECIAL SCIENTIFIC INTEREST
-  SETTLEMENT BOUNDARIES
-  CONSERVATION AREAS
-  STRATEGIC DEV. LOCATION - EMPLOYMENT
-  STRATEGIC DEV. LOCATION - HOUSING
-  PROTECTED EMPLOYMENT AREAS
-  BATTLEFIELD

THE PLAN FOR STAFFORD BOROUGH 2011 - 1031 POLICY MAP

Metres 1:25,000

3.0 Environmental Considerations

3.1 Landscape and Visual

Designations

The site is not within a landscape or landscape-related designation. The nearest national landscape designation is the Cannock Chase AONB, which is approximately 3 kilometres to the east of the site at its nearest point.

To the north-east of Hopton and Within Lane (and approximately 200 metres from the northern boundary of the site at its closest point) is the registered battlefield of Hopton Heath, (English Civil War, 1643). This site is now partly occupied by Ministry of Defence facilities, including large steel portal framed buildings.

Existing Landscape Character Assessments

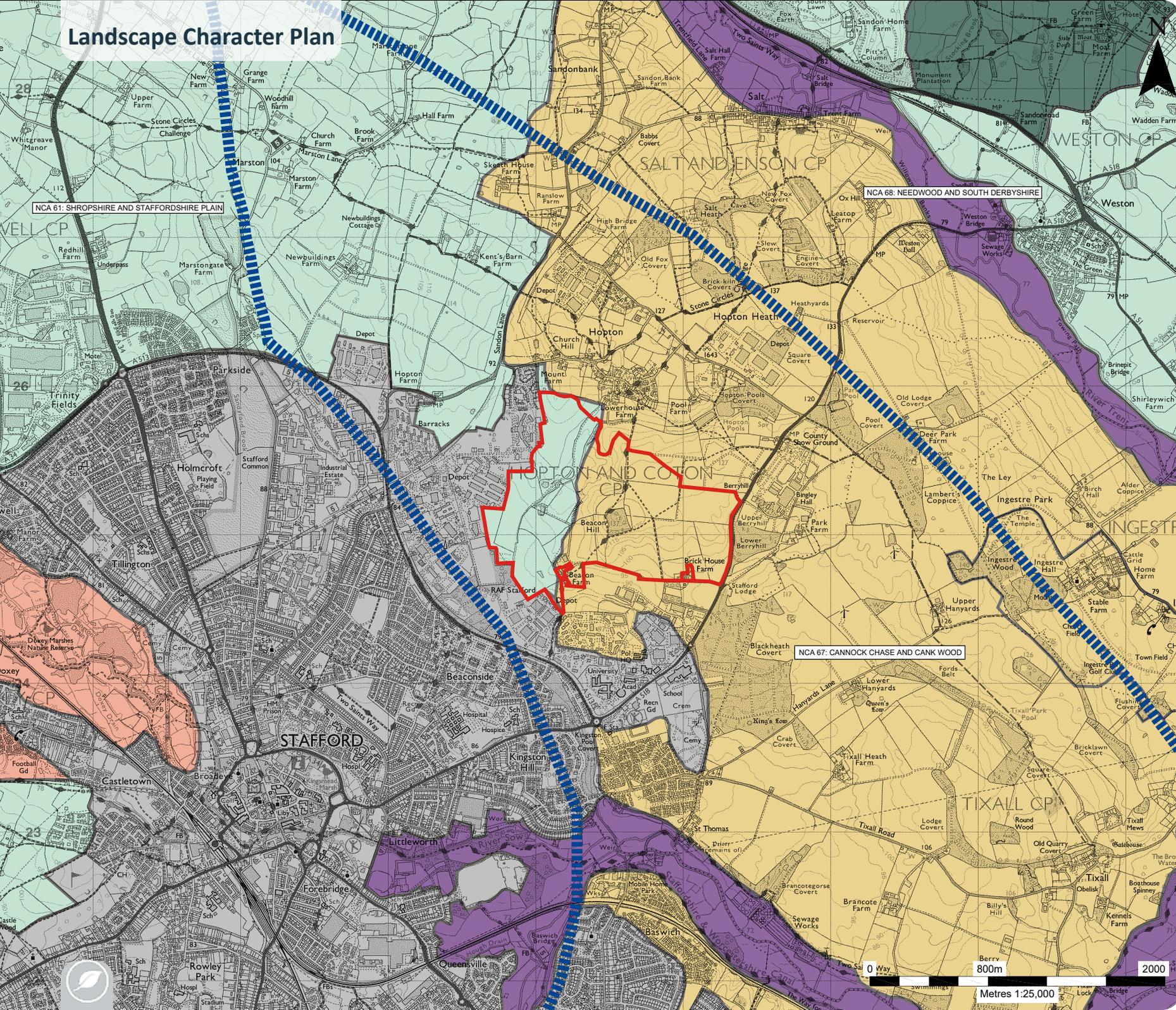
At the National level the site is classified as being on the northern edge of National Character Area 67, Cannock Chase and Cank Wood. This area is described as “a varied landscape ranging from open heathlands and plantations of Cannock Chase, through towns, reclaimed mining sites and new developments, to dense urban areas”.

In the Staffordshire landscape character assessment (2011) the county is divided into 9 regional character areas, and these are further divided into landscape types. The central and eastern part of the site is classified as part of Cannock Chase and Cank Wood regional character area, but the western edge of the site is classified as the West Staffordshire Lowlands regional character area. The Cannock Chase and Cank Wood RCA is described as an area which was traditionally occupied by the Cannock Forest, a royal hunting forest; the West Staffordshire Lowlands is described as a large scale and rolling landscape with sparse settlements.

The section of the site within the Cannock Chase RCA is also classified as being within the Sandstone Estatelands character type, which is described as:

“an intensively farmed arable landscape of large regular fields. The landform is gently undulating and this, coupled with the scarcity of hedgerow trees, results in wide expansive views through the landscape into the distance”

The western edge of the site, within the West Staffordshire Lowlands, is part of the Settled Farmlands landscape character type. This is described as *“an intact rural landscape but it is showing signs of commuter pressure and is in danger of gradual decline”*.

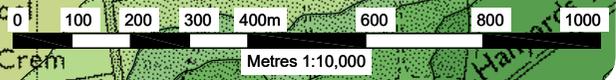
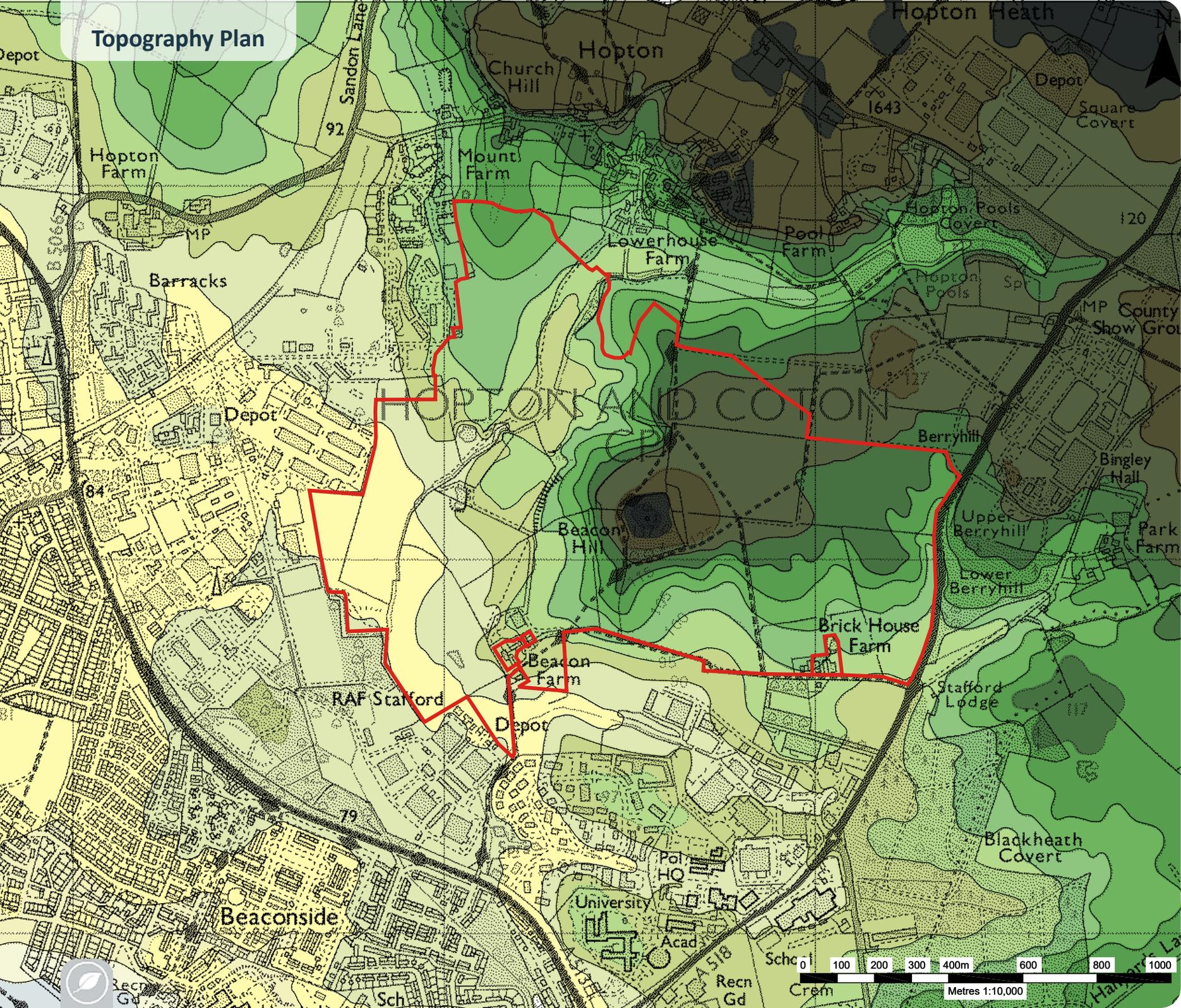


Legend

-  SITE BOUNDARY
-  NATIONAL CHARACTER AREAS
- STAFFORDSHIRE LANDSCAPE CHARACTER ASSESSMENT MAP (MAY 2011)
-  RIPARIAN ALLUVIAL LOWLANDS
-  SETTLED PLATEAU FARMLAND SLOPES
-  SETTLED FARMLANDS
-  ANCIENT FARMLANDS
-  SANDSTONE ESTATELANDS
-  AREAS OF BUILT CHARACTER

Legend

-  SITE BOUNDARY
-  LOWLANDS
- TOPOGRAPHY HEIGHT RANGE (m.AOD)**
-  65 - 70M
-  70 - 75M
-  75 - 80M
-  80 - 85M
-  85 - 90M
-  95 - 100M
-  100 - 105M
-  105 - 110M
-  95 - 100M
-  110 - 115M
-  115 - 120M
-  125 - 130M
-  135 - 140M
-  140 - 145M



The Character of the Site and its Context

The topography of the site is distinctive, rising from around 90m AOD on the edge of Stafford to the south-west to a high point of 137m AOD at Beacon Hill at the centre of the site, and then dropping to around 125m AOD at the north-east of the site, adjacent to the A518 and the Staffordshire showground.

The rounded knoll of Beacon Hill is therefore a prominent feature at the centre of this undulating site, and this visual significance is further accentuated by the mature woodland at its brow. The view below (Viewpoint 5) is taken from the village of Hopton, to the north, and illustrates the

prominence of Beacon Hill on the skyline at the centre of the view.

The site is currently almost entirely in agricultural use at present, with large, rectilinear fields and closely trimmed, often breached hedgerows. But despite this agricultural use the character of the site is also strongly influenced by views of the settlement edge, particularly along the southern and western edges. Viewpoint 6, below, illustrates the view from Beacon Hill towards Beacon Business Park, to the south of the site, where the prominent mass of employment uses gives a clear sense of being on the settlement edge.

As well as open views towards Beacon Hill and the

settlement edges at Stafford and Hopton, the paths around Beacon Hill also afford long views over Stafford towards Cannock Chase AONB. This visual relationship between local high points provides a clear sense of place.

The character of the site is still changing. New development of employment uses at Beacon Business Park is increasing the visibility of the settlement edge. Even more fundamentally, drilling work for the new HS2 work has begun, and the HS2 route will cross the open fields between Hopton and Beacon Hill, introducing a major new routeway. These elements will further reduce the remoteness and tranquillity of the site.



Viewpoint 5: View towards Beacon Hill from the footpath at the edge of Hopton Village



Viewpoint 6: View from footpath, east of Beacon Hill, towards the settlement edge at Stafford



The Potential Landscape Capacity for Residential Development

There are rural elements of the site which should be safeguarded, and which could help to define the character and identity of a new neighbourhood: Beacon Hill, the paths around Beacon Hill, and views towards and from Beacon Hill, are some of the key characteristics of the site which could be incorporated into a new network of green infrastructure.

However, there are also parts of the site, notably at the west and south of Beacon Hill, which are influenced by large scale buildings on the settlement edge. These areas do not reflect the characteristics of the Cannock Chase and Cank Wood or West Staffordshire Lowlands regional character areas, but are instead areas of urban fringe agriculture which are strongly influenced by built form and therefore have capacity for significant areas of new residential development.

In overview the site therefore has good potential for residential development. Higher parts of the site, to the north and around Beacon Hill, should be left as open land, with the network of footpaths retained and the potential to obtain long views to Cannock Chase also conserved. Lower areas closer to the settlement edge of Stafford are suitable for residential development, and should be able to obtain views towards Beacon Hill.



Viewpoint 7: Whilst views of Cannock Chase remain, the southern extents of the site is highly influenced by Stafford's Industrial Edge.



Viewpoint 8: Higher ground should remain as Open Space whilst lower ground has the capacity for residential development.



3.2 Ecology and Biodiversity

The site is comprised of agricultural land including modified grassland fields used for sheep grazing and arable crop fields. Intersecting many of the fields are hedgerows, lines of trees, and woodland copses.

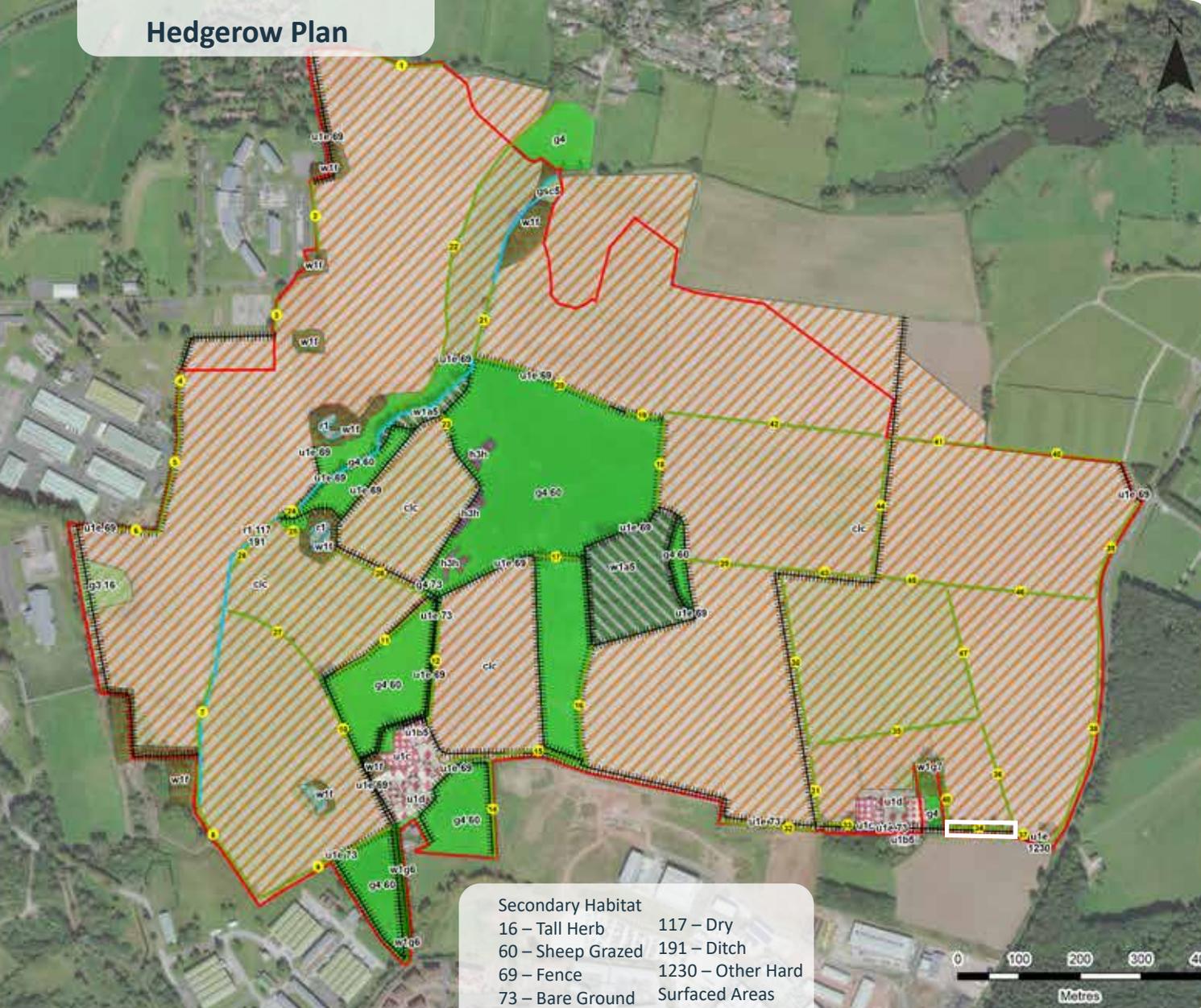
A hedgerow survey was carried out in January and July 2022, with a habitat survey undertaken in July 2022. These surveys entailed assessing the hedgerows against The Hedgerows Regulations (1997) to determine the hedgerows importance and assessing the habitats using the UKHab survey methodology.

A total of 48 hedgerows were identified within the survey area. Three of these were assessed as species rich (H3, H34, and H37) as they contained an average of four or more native woody species across the entire hedgerow. Hedgerow 34 (as shown in the white box on the plan) was considered an important hedgerow against the Hedgerow regulations (1997).

Hawthorn is the dominant species across the hedgerows, with elder, blackthorn, and hazel also common throughout the hedgerows.

Other habitats identified include:

- Lowland Mixed Deciduous Woodland Priority Habitat
- Standing open water
- Neutral grassland
- Dense scrub
- False oat grassland field margins
- Bare ground
- Urban habitats including buildings and hardstanding tracks.



Legend

- Site Boundary
- Surveyed Hedgerows
- Hedgerow Number
- UK Habitat Classification
- r1 – Standing Water
- u1e – Built Linear Features

- w1g6 – Line of Trees
- clc – Arable
- g3 – Neutral Grassland
- gsc5 – False Oat Grassland
- g4 – Modified Grassland
- h3h – Dense Scrub
- r1 – Standing Open Water and Canals

- u1b5 – Buildings
- u1c – Artificial Unvegetated Unsealed Surface
- u1d – Suburban Mosaic of Developed/ Natural Surfaces
- w1a5 – Lowland Mixed Deciduous Priority Habitat Woodland Deciduous Woodland
- w1f – Lowland Mixed Deciduous Woodland
- w1g7 – Other Broadleaved Woodland Types

3.4 Accessibility

The site is very well positioned to connect to the existing development around Beacon Business Park and Staffordshire Technology Park to the south, and there is an existing public right of way linking the site to this area. There are a range of amenities and facilities to the south within a reasonable walking catchment of the site, including the Beacon Park Hospital, Weston Road Academy, a Co-Op convenience store, a café and take-aways, in addition to the extensive employment opportunities centred around the Business and Technology Parks. The walking catchment plan in dwg. VN211931-G102 shows that these areas are all within a 1km walk of the site, which is a realistic walking distance.

The public right of way linking to the south also facilitates links further south towards Stafford Town Centre via the existing network of footways. Several other public rights of way route through the site, providing a good framework for pedestrian connectivity within the site and linking to the the Staffordshire County Showground and the village of Hopton.

Furthermore, the site has direct access onto the A518 Weston Road and there is the opportunity to provide a footway / cycleway connection along the western side of Weston Road to link the site to the existing footway and cycle network to the south, creating another route for accessing facilities in this direction such as the Weston Road Academy and the Staffordshire University Centre of Excellence. The 5km cycle catchment for the site is shown in dwg.VN211931-G103.

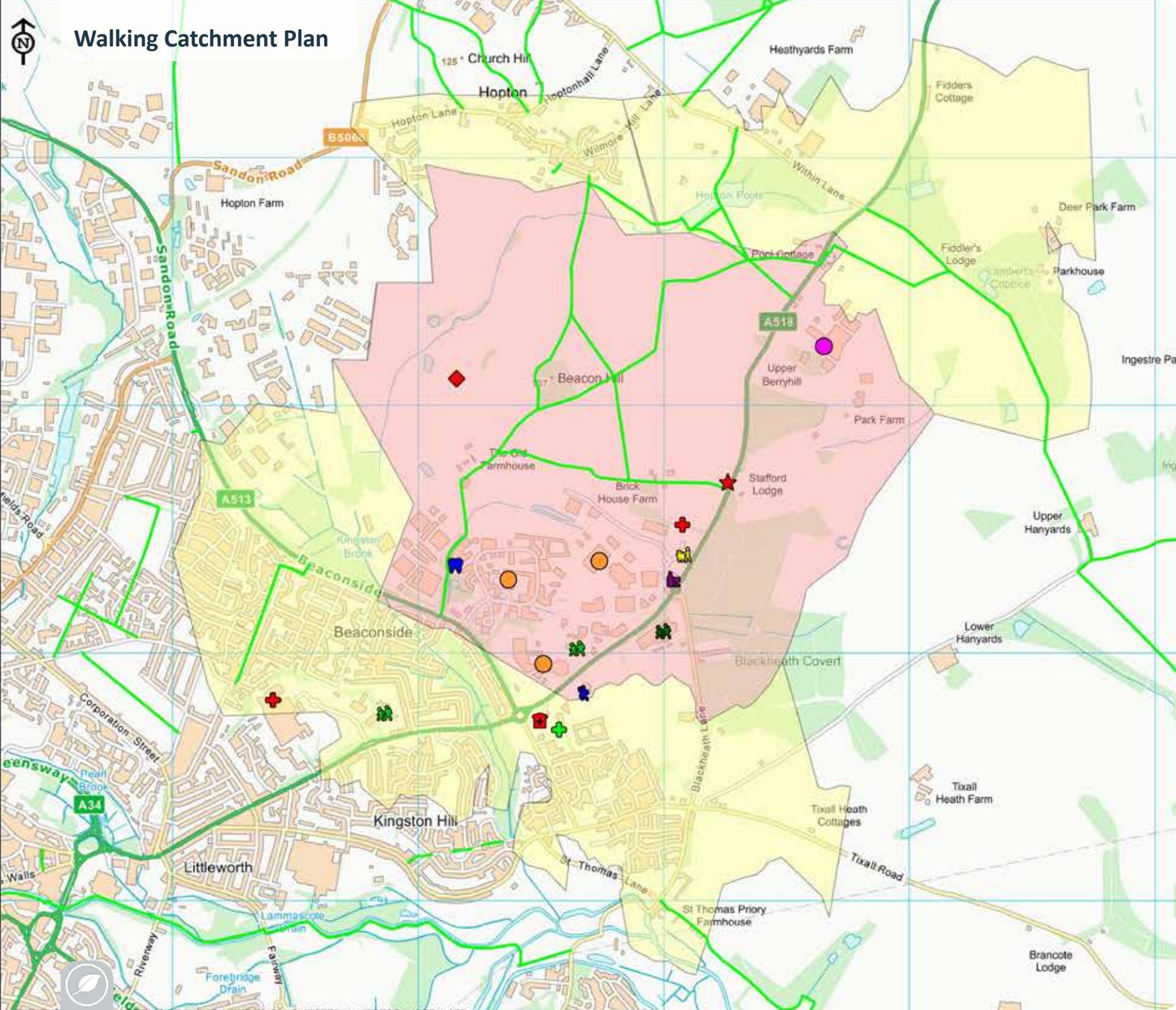
The A518 Western Road forms the eastern site boundary. This is a primary route linking Stafford to Weston and Uttoxeter, affording the site good connectivity to the surrounding area by road.

Weston Road is also on a bus route with an hourly service linking Stafford and Uttoxeter, also serving key destinations including the County Hospital and Weston Road Academy. There are bus stops on Western Road serving the County Showground to the north of the site, and stops to the south serving the Beacon Business Park and Weston Road Academy. Public transport catchment plans has been prepared for the morning and evening peak hours (dwg. VN211931-G104 and G105) which show that the centre of Stafford is within a 30-minute journey time from the site, along with the villages of Weston and Hixon. Uttoxeter and Rugeley are within a 60-minute journey time using public transport. There would be the opportunity to route the existing bus service through the site to fully integrate the site into the public transport network.

Internally, the development would be designed according to the latest guidance prioritising active travel modes and seeking to reduce the dominance of the car within the landscape.

The opportunity is to create a well-connected, integrated residential neighbourhood with excellent pedestrian and cycleway connections to local shops and services and key education and employment destinations.





Legend

-  Centre of the Community
-  Site Access (Southern)
-  Public Right of Way
-  Area of Employment
-  Stafford Showground

Walking Catchment

-  0 - 1km
-  1 - 2km

Amenities

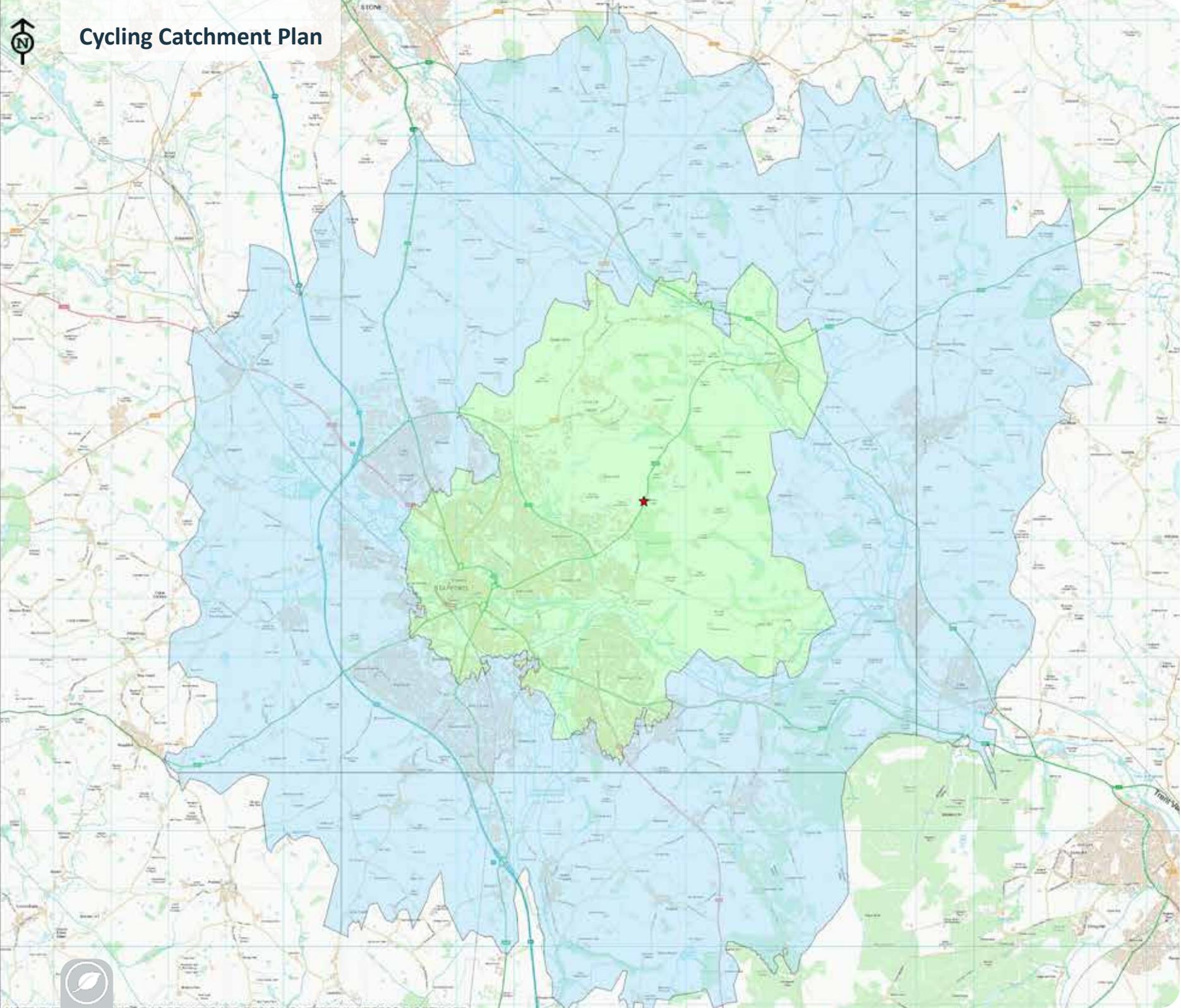
-  Dentist
-  Hospital
-  Leisure Centre
-  Medical Centre
-  Pharmacy
-  Primary School
-  Public House
-  Secondary School
-  Supermarket

Legend

- ★ Site Access (Southern)

Cycling Catchment

- 0 - 5 Km
- 5 - 10 Km



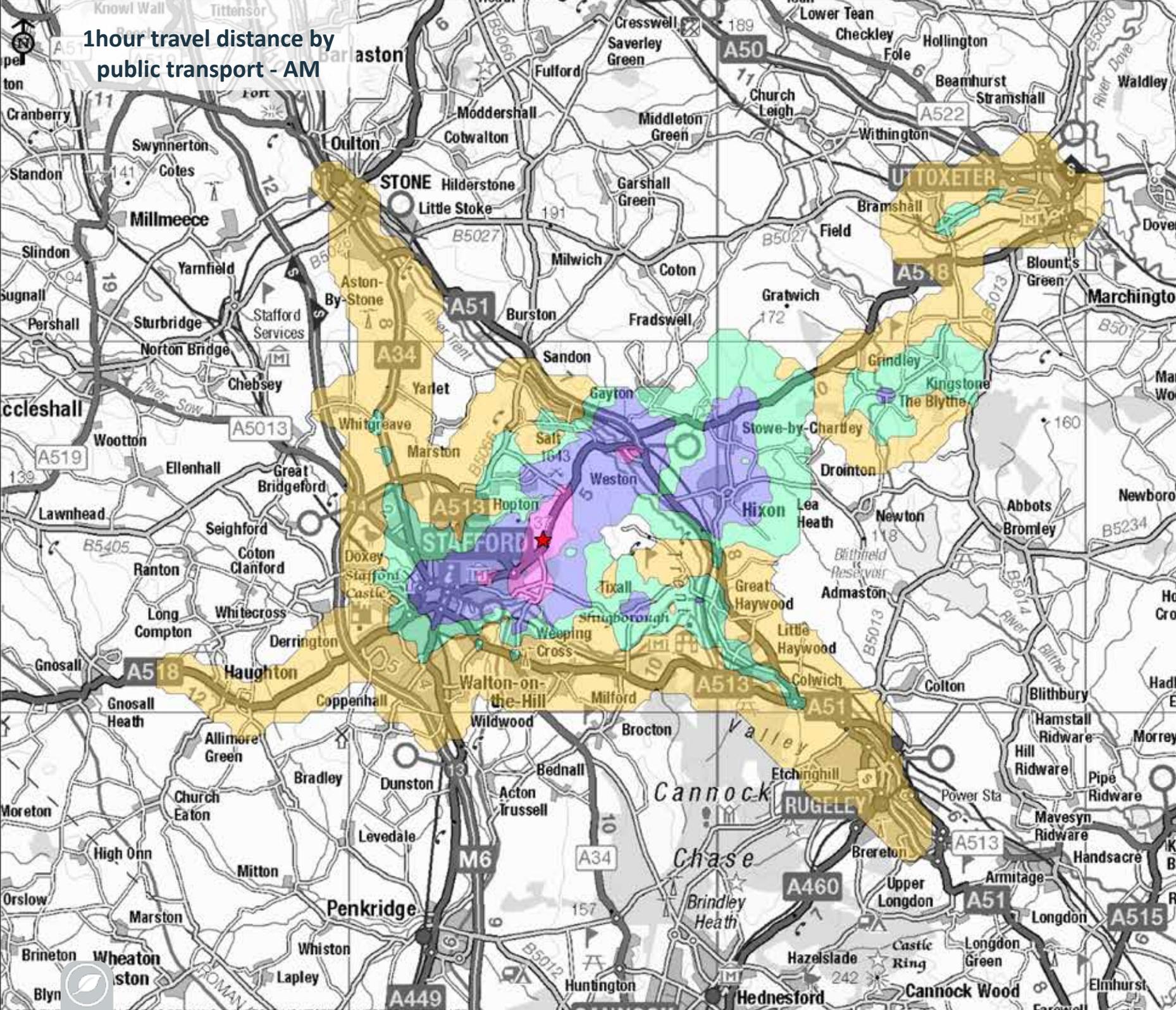
1 hour travel distance by public transport - AM

Legend

- ★ Site Access (Southern)

Time Catchment

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

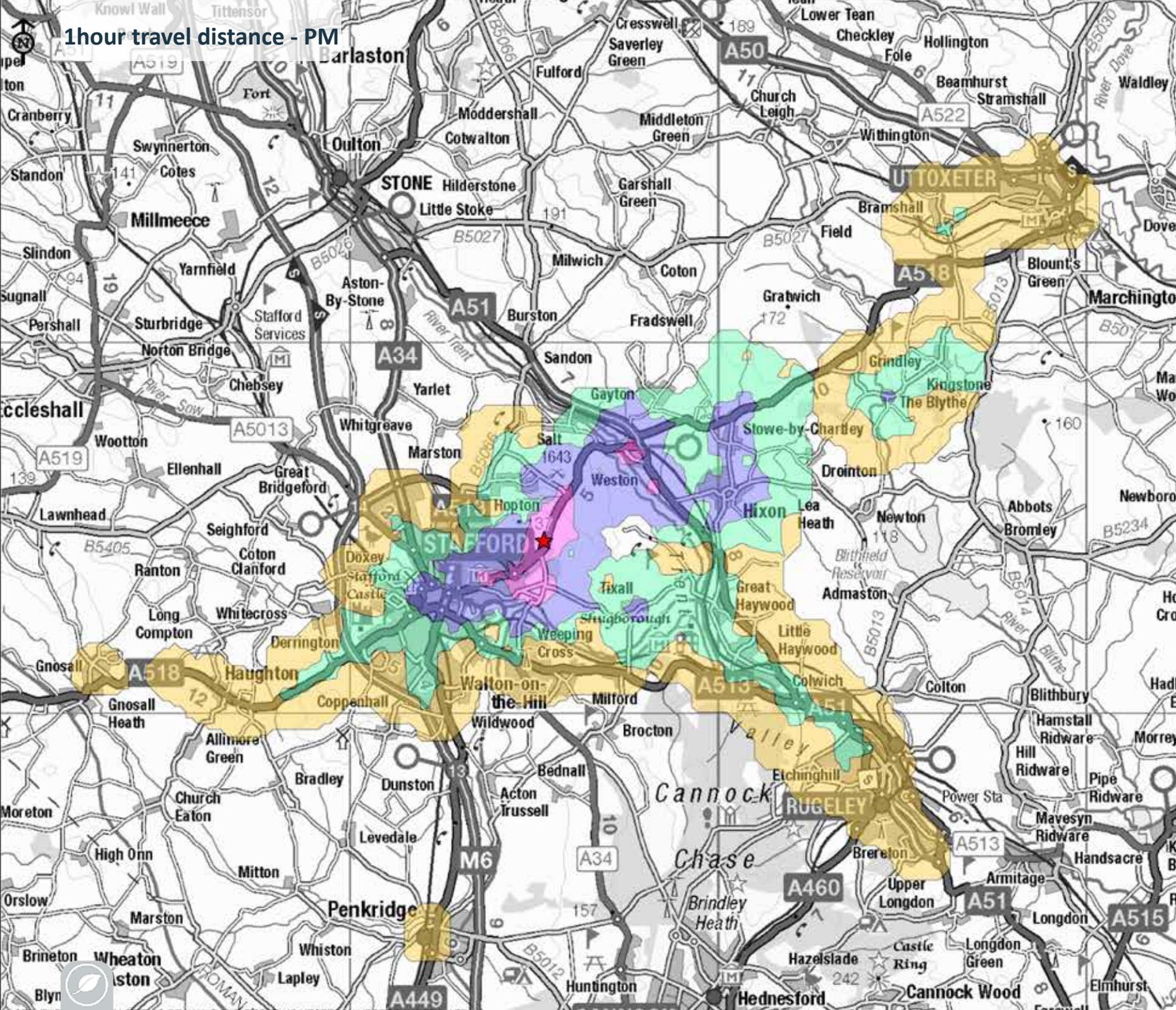


Legend

★ Site Access (Southern

Time Catchment

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes



4.0 Design Evolution

A Landscape-Led Proposal

The illustrative strategic masterplan has been primarily shaped by the overall landscape and visual characteristics of the site:

Initial Concept

- To use key landscape features and the public footpath network to form distinctive green corridors that shape the proposed development.
- To focus development in the south and west of the site to coincide with existing built development and consequently reduce landscape and visual effects.
- To minimise visual effects on residents at Hopton by allocating open space to the north of Beacon Hill and creating a sense of separation.
- To offset development from HS2 to minimise impacts and achieve more desirable development
- There would be a gradient of residential densities, with lower densities towards the edge of the new neighbourhood.



Initial Concept Plan

Initial Strategies

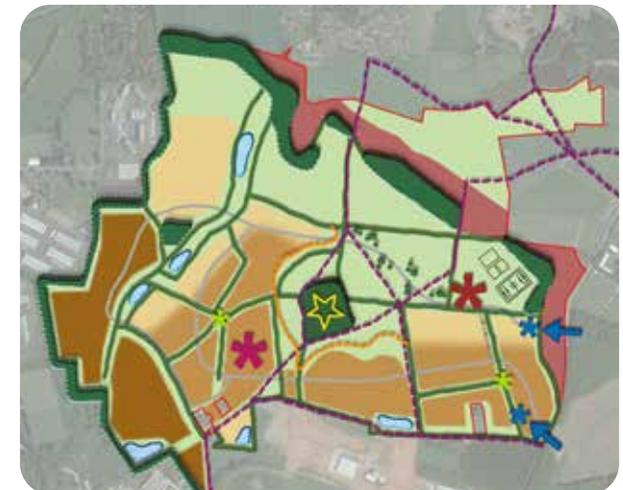
- To retain the existing hedgerow network as this would improve the sites biodiversity and would create the structure for development parcels.
- Propose additional woodland and hedgerow planting to help mitigate the effects of the proposed development.
- To focus development below the 115m contour so that views of Beacon Hill, from the surrounding landscape, are retained. This would also guarantee that it remains the focal point of the site. By offsetting development it will also ensure that views of Cannock Chase AONB, from Beacon Hill, are retained.
- To locate key play areas and the community centre in central locations to provide ease of access and encourage use.
- To locate the school and playing pitches close to the site access, and along the spine road, for convenience of both site and nearby residents.



Initial Strategic Masterplan

Progressed strategies

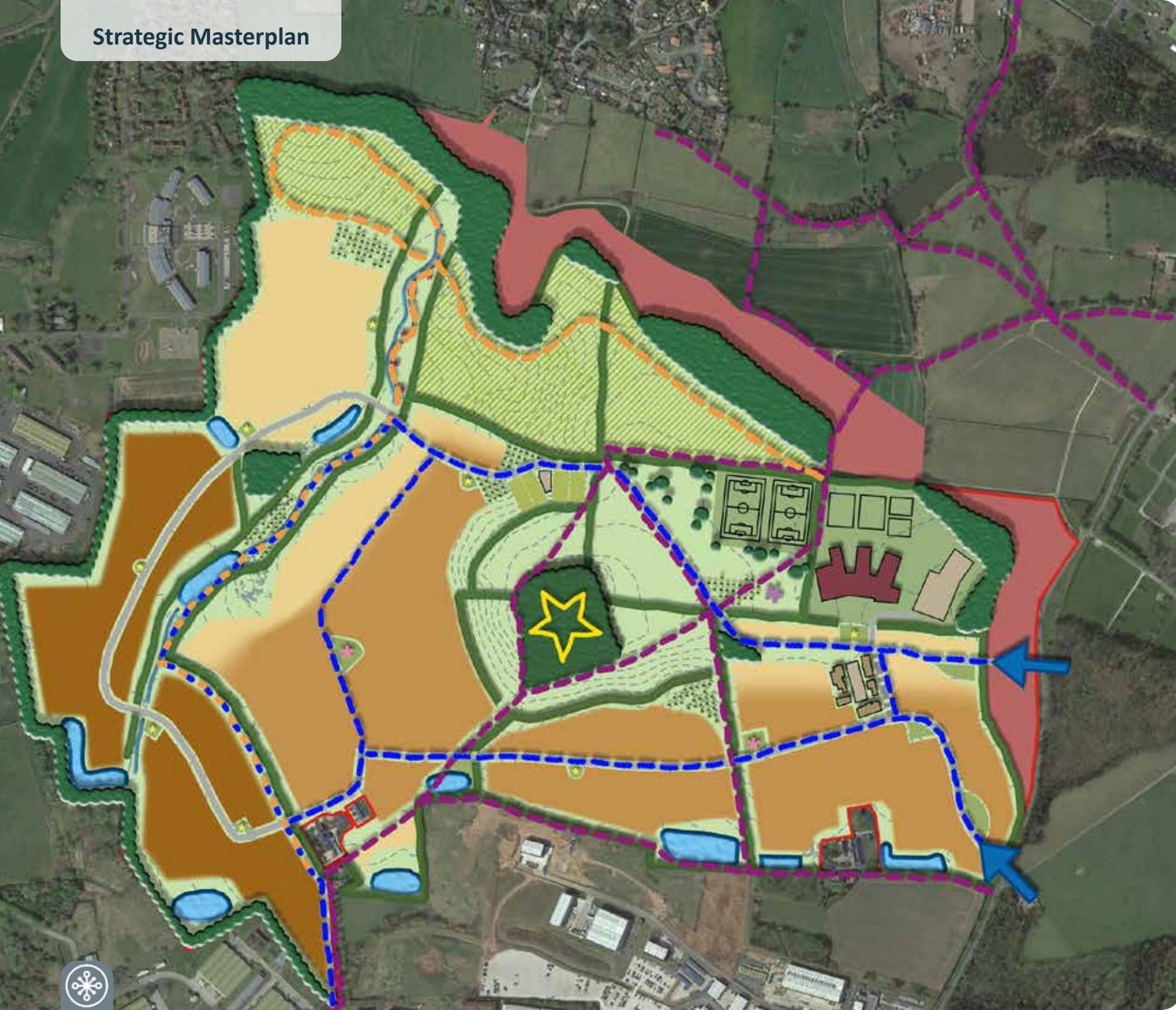
- To assign the spine road through the centre of residential parcels to encourage fronting development and reduce its effects on the open space to the north.
- To distribute low density housing along edges that front open spaces to reduce the dominance of their facades.
- To distribute play facilities through the development to meet the Fields and Trust guidance.
- Integrate the access road with development and opens spaces.
- Incorporate allotments, orchards and additional play facilities to meet the needs of both site and nearby residents.



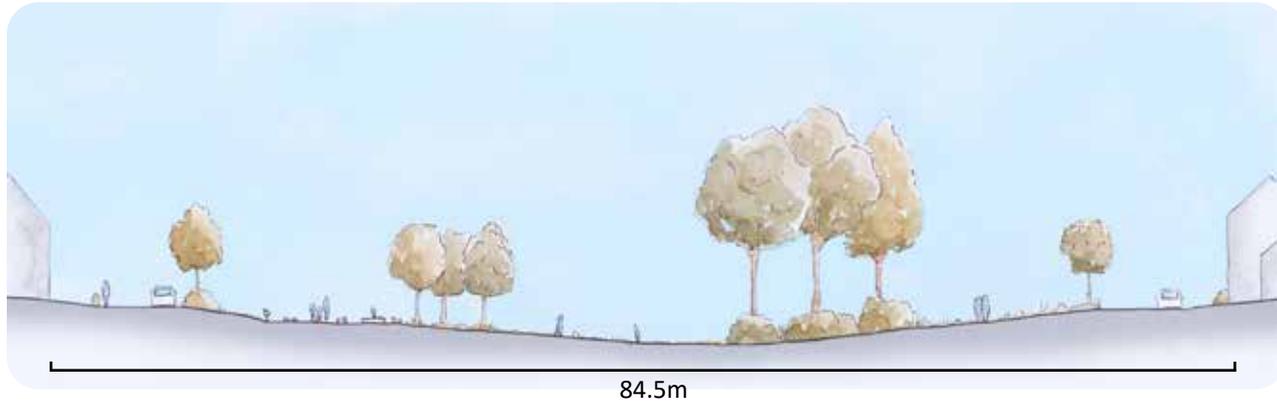
Progressed Strategic Masterplan

Legend

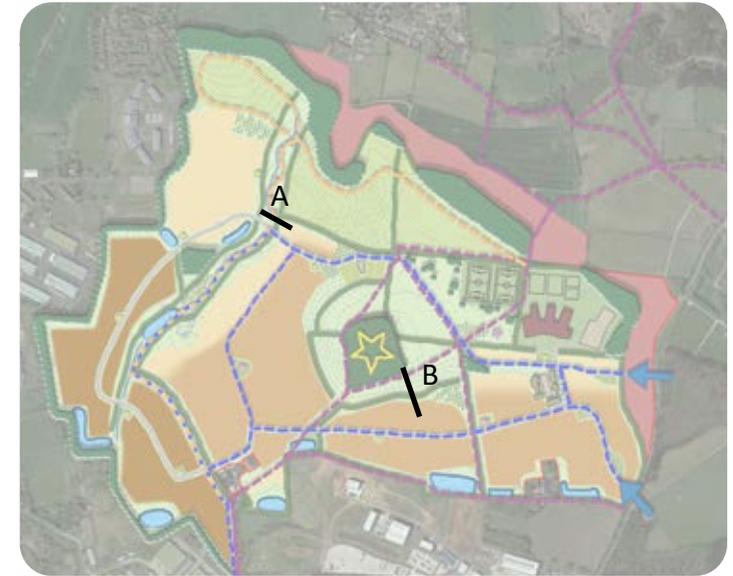
-  SITE BOUNDARY
-  PROPOSED CONTOURS
-  PUBLIC RIGHTS OF WAY (AFTER HS2 COMPLETION)
-  PROPOSED FOOTPATH
-  PROPOSED CYCLE WAY
-  PROPOSED FOOTPATH AND CYCLEWAY
-  PROMINENT LANDSCAPE FEATURE
-  SITE ACCESS
-  NATIVE HEDGEROWS RE-INSTATED
-  NATIVE WOODLAND BLOCKS
-  PROPOSED GROUPS OF NATIVE TREES
-  PROPOSED ORCHARDS
-  PROPOSED ALLOTMENTS
-  PROPOSED DRAINAGE BASINS
-  HEATHLAND
-  NON-DEVELOPABLE LAND / PUBLIC OPEN SPACE
-  FORMAL OPEN SPACE
-  LOCAL EQUIPPED AREA OF PLAY
-  LOCAL AREA OF PLAY
-  ADVENTURE PLAY TRAIL
-  SKATE PARK
-  HIGH DENSITY RESIDENTIAL PARCEL
-  MEDIUM DENSITY RESIDENTIAL PARCEL
-  LOW DENSITY RESIDENTIAL PARCEL
-  HS2 ROUTE
-  PROPOSED ROAD
-  EMERGENCY ACCESS
-  SCHOOL, CAR PARK AND PLAYING PITCHES
-  COMMUNITY CENTRE



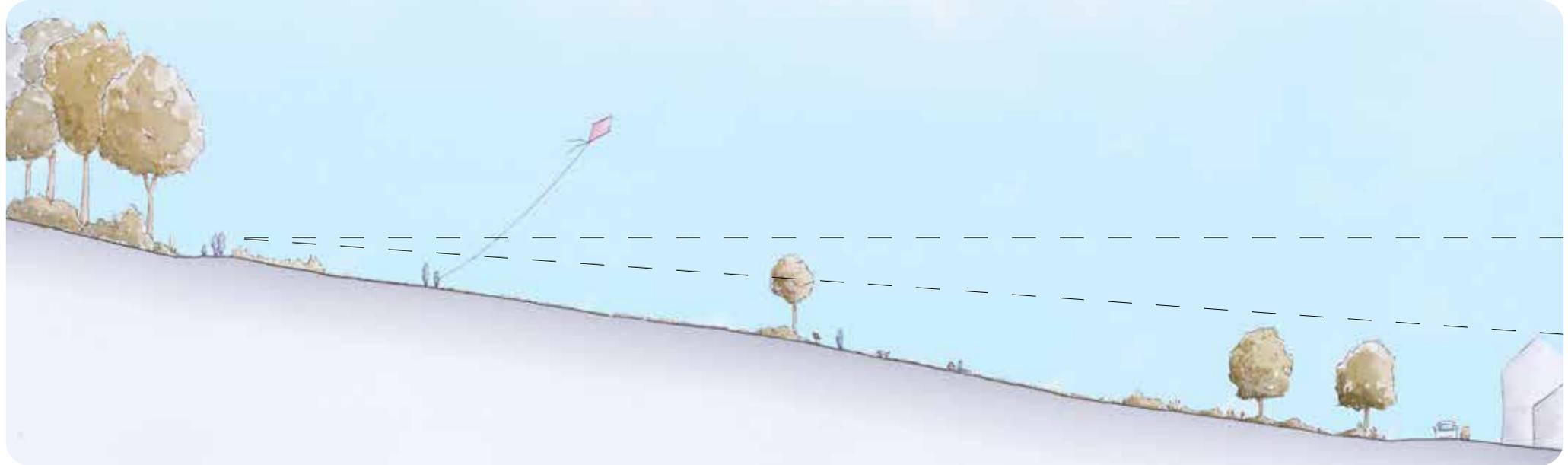
Section A - A broad greenway providing walkways, cycleways, recreational opportunities and contact with nature.



Fronting Development Informal Play Area Informal Open Space Existing Vegetation Wildflower Meadows Fronting Development



Section B - Open areas around Beacon hill ensure that this would remain a prominent and distinctive feature, with long views towards Cannock Chase.



Existing Vegetation Wildflower Meadows Informal Open Space Informal Open Space Wildflower Meadows Fronting Development



5.0 Design Vision

5.1 Key Design Principles

In addition to the landscape and visual matters that have shaped the overall form of the masterplan, there are a number of other design principles:

- Broad green ways would pass through the development, often following existing features such as hedgerows or watercourses. These would allow the retention of existing vegetation, but would also incorporate new drainage features, orchards, allotments, footpaths, cycleways and play areas. Greenways would provide a safe and attractive route for residents to walk and/or cycle to local facilities, including the new country park.**

Meon Vale is a brilliant example of how to incorporate a green way into a development. Not only does it allow for existing vegetation to be retained, but it also connects into an extensive cycling and walking network that links the site to the centre of Stratford-Upon-Avon. This encourages residents to use sustainable transport methods rather than resorting to vehicles. These green ways are also overlooked by new homes which improves the safety of these recreational spaces and provides attractive views from within the fronting dwellings.



Green ways break up built form and provide links to nearby facilities and existing recreational routes

Meon Vale, Long Marston St Modwen Development



Fronting development onto open spaces



Green ways allow existing vegetation to be retained

- 2 The overall aspiration is to create a leafy, green neighbourhood, with avenues, orchards, broad greenways and an extensive country park. A new neighbourhood centre would also be created, comprising a new school and neighbourhood facilities (for example flexible working hub, local store, meeting/social space/café). This would have easy access from the A518 and can also be accessed by all new homes parcels via cycle and pedestrian links.

Kilnwood Vale demonstrates how a green, landscaped neighbourhood can be achieved. The development comprises a variety of open, green spaces which provide different recreational opportunities and contribute to a range of character zones.

Streetscapes also comprise of an abundance of planting, with ornamental planting helping to define public and private boundaries, improve legibility and soften the hard landscapes.

Kilnwood Vale also includes a neighbourhood centre at the entrance to the development. This helps to provide a welcoming environment and ensure that facilities can be used by nearby residents.



Broad open space that provides play and social opportunities



Ornamental planting defines private gardens and filters views of the houses



Drainage basins introduce new habitats within the site and provide a peaceful character



Neighbourhood centre provides an inclusive and welcoming entrance to the development



- ③ There is potential for significant enhancement of the biodiversity value of the site. At present Beacon Hill comprises of native woodland and a network of native hedgerows, some of which are in poor condition. However, much of the land is in arable use and therefore has low biodiversity value. The proposals could introduce new habitats, such as heathland, wildflower meadows and native tree planting, and also reinforce existing habitats (for example extending and thickening existing hedgerows, adding new woodland planting).

Kingsgrove demonstrates how development can be integrated with vegetation to soften the built facade of a development and influence its character. By allocating key open spaces around existing vegetation and distributing the dwellings to retain views of the nearby woodland, an enclosed and private character has been created. This strong influence also provides an endless display of the seasons, which will provide subtle changes to the character throughout the year.

Kingsgrove, Wantage St Modwen Development



Dwellings front onto open spaces and obtain views of existing vegetation



Glimpses of the existing woodland are available through the gaps in the development



Open spaces are allocated to contain existing vegetation

Derwenthorpe, York

4 The scale of this development provides an opportunity to create various character areas which would help to provide an inclusive and diverse development. These zones would incorporate a range of spaces from confined, private courtyards to broad, multi-purpose open spaces. These spaces also allow for facilities such as play areas and orchards to be incorporated into the development.

Derwenthorpe has explored a range of open spaces which together provide facilities for everyone's needs. Expansive open spaces comprise of adventure trails, drainage basins and swaths of planting, whilst formal courtyards deliver ornamental planting and peaceful, intimate pockets. Tree lined roads also help to tie together these recreational opportunities and provide ecological linkages.



Fronting development onto open spaces



Fronting development onto open spaces



Green ways break up built form and provide links to nearby facilities and existing recreational routes



Green ways allow existing vegetation to be retained





ST.MODWEN



From: Ziyad Thomas
Sent: 12 December 2022 11:20
To: Strategic Planning
Cc:
Subject: Representation to the Plan for Stafford Borough 2020-2040 (Regulation 18) Consultation
Attachments: Stafford Council (Reg 18) Representation.pdf

Dear Sirs

Please find attached a representation on behalf of Churchill Retirement Living to the above-mentioned consultation.

Thank you for the opportunity for comment.

Kind regards

Ziyad

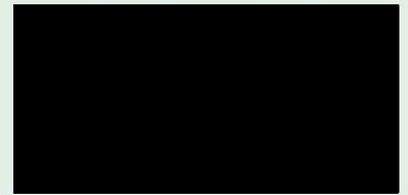
Ziyad Thomas
Associate Director

www.planningissues.co.uk



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Strategic Planning & Placemaking,
Stafford Borough Council,
Civic Centre,
Riverside,
Stafford,
ST16 3AQ.



12th December 2022

Dear Sirs,

CHURCHILL RETIREMENT LIVING RESPONSE TO THE PLAN FOR STAFFORD BOROUGH 2020 - 2040 PREFERRED OPTIONS (REGULATION 18) CONSULTATION

Churchill Retirement Living is an independent, privately owned housebuilder specialising in sheltered housing for older people. Please find attached our comments on the abovementioned consultation insofar as they impact the delivery of specialist accommodation for older persons.

POLICY 23: Affordable Housing

The *Plan for Stafford 202 -2022* (Regulation 18) Consultation is one of an alarmingly limited number of emerging Local Plans that have set a differential affordable housing rates for brownfield and greenfield sites in the High, Medium and Low Value Areas. This is, of itself, highly commendable and suggests a greater focus on viability at the Plan making stage.

The affordable housing targets set out in *Policy 23: Affordable Housing* are informed by the corresponding evidence base – namely the *Stafford Borough Council Local Plan and CIL Viability Assessment* undertaken by Aspinall Verdi (2022).

In assessing the aforementioned Viability Study, we note that no viability appraisals were undertaken for specialist older persons' housing typologies – namely Sheltered Housing and Extra Care accommodation. This is disappointing and considered to be contrary to both best practice and the typology approach detailed in Paragraph: 004 (Reference ID: 10-004-20190509) of the PPG which states that:

“A typology approach is a process plan makers can follow to ensure that they are creating realistic, deliverable policies based on the type of sites that are likely to come forward for development over the plan period.

The justification given for not testing older persons' typologies is provided in Appendix 1.

We have not appraised any housing for elderly people schemes explicitly. Housing for elderly people can be delivered in various ways from individual self-builder to larger schemes involving enabling development. All our residential typologies are on the basis that land can be acquired and developed into a new unit (including appropriate allowance for profit). Where housing for elderly people involves plot sales and / or part completed units (e.g. foundations, or 'wind and watertight') the working assumption is that the developers' profit is commensurate with the



development work undertaken and therefore there is sufficient development surplus to incentivise the builder to complete the unit.

The arguments put forward are not, in our view credible, as they can be equally applied to the forms of residential development that have been tested. Moreover, in our experience Aspinall Verdi, like most consultants undertaking Local Plan Viability Assessments, test the viability of specialist forms of older persons' accommodation. Aspinall Verdi have tested the viability of older persons' housing in their Whole Plan Viability Assessments in many authorities including Central Lincolnshire, Maidstone Borough and the Wirral Councils.

The viability of specialist older persons' housing is more finely balanced than that of 'conventional' apartments for several reasons.

- Build costs for are higher for supported housing, with the most recent BCIS build costs rebased to Stafford are 17% higher than estate housing and 4.5% higher than flats.
- Communal floorspace accounts for between 25% and 35% of the Gross Internal Area for specialist older persons' housing, compared to 15% for flats and 0% for houses.
- Sales rates for older persons' housing are currently under 1 unit per month with the Churchill Retirement Living's current rate of sale in the Midlands Region being 0.7 units per month.

In light of the above, we respectfully request that any review of the *Stafford Borough Council Local Plan and CIL Viability Assessment* assesses the viability of specialist older persons' housing typologies.

Churchill Retirement Living have struggled to bring forward specialist older persons' housing within Stafford Borough recently, as we have been unable to make development viable. The findings of the Viability Assessment also demonstrate that development in the Borough is finely balanced placing increased impetus on ensuring that specialist forms of development are robustly tested.

POLICY 24: Homes for Life

Paragraph 1 of the PPG Housing for Older and Disabled people states:

"The need to provide housing for older people is critical. People are living longer lives and the proportion of older people in the population is increasing. Offering older people, a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Therefore, an understanding of how the ageing population affects housing needs is something to be considered from the early stages of plan-making through to decision-taking".

Paragraph: 001 Reference ID: 63-001-20190626

The justification to *Policy 24* advises that: *The Stafford Borough Economic and Housing Development Needs Assessment (EHDNA) (Lichfields, 2020) estimates that older households will make up the majority of future household growth in the Borough. Single person older households are expected to make up 47% of future growth, and when older couples are included this rises to 72%.*

The delivery of an appropriate quantum of specialist older persons' housing to meet the needs of the Borough's elderly residents will be a significant challenge over the Local Plan period.

We commend the Council for taking active steps to increase the delivery of specialist older persons' housing and consider that, for the most part, the policy is positively prepared.

The Council's positive approach to the delivery of specialist older persons' housing is however undermined by the lack of consideration given to these forms of housing in the *Stafford Borough Council Local Plan and CIL Viability Assessment* undertaken by Aspinall Verdi (2022).

Thank you for the opportunity for comment.

Yours faithfully



Ziyad Thomas
BSc (Hons), MSc, MRTPI, MRICS
Associate Director

From: Charlotte Tucker/GBR [REDACTED]
Sent: 12 December 2022 10:57
To: SPP Consultations
Cc: [REDACTED]
Subject: REPRESENTATION TO STAFFORD BOROUGH LOCAL PLAN 2020-2040 PREFERRED OPTIONS CONSULTATION - MEECEBROOK GARDEN COMMUNITY
Attachments: Meecebrook Representation Final.pdf

Dear Sir / Madam,

REPRESENTATION TO STAFFORD BOROUGH LOCAL PLAN 2020-2040 PREFERRED OPTIONS CONSULTATION - MEECEBROOK GARDEN COMMUNITY

Please find attached representations to the Preferred Options consultation of the Stafford Borough Local Plan 2020-2040 submitted on behalf of the Ministry of Justice ('MoJ').

Please can you acknowledge receipt of this representation?

Many thanks

Kind regards,
Charlotte

Charlotte Tucker BSc (Hons) MSc MRTPI
Senior Planner, Planning, Development & Strategic Advisory

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

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From: Preferred Options Consultation [REDACTED]
Sent: 12 December 2022 11:07
To: Strategic Planning Consultations
Subject: Preferred Options Consultation - Submitted Response

Full name: **Charlotte Tucker**

Email: [REDACTED]

Agents and Developers

Organisation or Company: **Cushman & Wakefield**

Age: **No reply**

Added to database: [REDACTED]

Topics (Contents page): **Meecebrook Garden Community**

Vision and Objectives

Q1 - Which 3 are most important to you? **Not asked**

Development Strategy and Climate Change

Q2 - Do you agree with each of the policies in this chapter?

Policy 1 (Development Strategy): **Not asked**

Comments: **Not asked**

Policy 2 (Settlement Hierarchy): **Not asked**

Comments: **Not asked**

Policy 3 (Development in open countryside): **Not asked**

Comments: **Not asked**

Policy 4 (Climate change and development requirements): **Not asked**

Comments: **Not asked**

Policy 5 (Green Belt): **Not asked**

Comments: **Not asked**

Policy 6 (Neighbourhood plans): **Not asked**

Comments: **Not asked**

Meecebrook Garden Community

Q3 - Do you agree with proposed new garden community: **No reply**

Comments: **Please refer to our representation letter (dated 12/12/22) emailed to SPPconsultations@staffordbc.gov.uk**

Site Allocation Policies

Q4 - Do you agree with the proposed allocations?

Policy 9 (North of Stafford): **No reply**

Comments: **No reply**

Policy 10 (West of Stafford): **No reply**

Comments: **No reply**

Policy 11 (Stafford Station Gateway): **No reply**

Comments: **No reply**

Policy 12 (Other housing and employment land): **No reply**

Comments: **No reply**

Site Allocation Policies (continued)

Q5 - Do you agree with the proposed allocations?

Policy 13 (Local Green Space): **No reply**

Comments: **No reply**

Policy 14 (Penk and Sow): **No reply**

Comments: **No reply**

Policy 15 (Stone Countryside): **No reply**

Comments: **No reply**

Economy Policies

Q6 - The local plan seeks to protect previously allocated and designated industrial land and support home working and small-scale employment uses. Do you agree: **No reply**

Comments: No reply

Q7 - The Stafford Borough Plan proposes policies around the town centres uses, agriculture and forestry development, tourism development and canals. Do you agree? **No reply**

Comments: **No reply**

Housing Policies

Q8 - The local plan proposed a policy (23) on affordable housing. Do you agree? **No reply**

Comments: **No reply**

Q9 - The local plan proposes a policy (30) to help meet identified local need for pitches for Gypsies and Travellers. Do you agree? **No reply**

Comments: **No reply**

Q10 - The local plan proposes policies around homes for life, rural exception sites, new rural dwellings, replacement dwellings, extension etc. Do you agree? **No reply**

Comments: **No reply**

Design and Infrastructure Policies

Q11 - Do you agree with policies? **No reply**

Comments: **No reply**

Environment Policies

Q12 - Do you agree with policies? **No reply**

Comments: **No reply**

Connections

Q13 - Do you agree with policies? **No reply**

Comments: **No reply**

Evidence Base

Q14 - Have we considered all relevant studies and reports? **No reply**

Comments: **No reply**

Q15 - Do you think there is any further evidence required? **No reply**

Comments: **No reply**

General Comments:

No reply



[Redacted]

Strategic Planning & Placemaking
Stafford Borough Council
Civic Centre
Riverside
Stafford
ST16 3AQ

strategicplanning@staffordbc.gov.uk
SPPconsultations@staffordbc.gov.uk

Email [Redacted]
Direct [Redacted]
Mobile [Redacted]

Your Ref Preferred Options Consultation
Our Ref

12th December 2022

Dear Sir / Madam,

REPRESENTATION TO STAFFORD BOROUGH LOCAL PLAN 2020-2040 PREFERRED OPTIONS CONSULTATION - MEECEBROOK GARDEN COMMUNITY

Cushman & Wakefield (C&W) has been instructed by our client, the Ministry of Justice ('MoJ') to submit representations to the Preferred Options consultation of the Stafford Borough Local Plan 2020-2040 ('the draft plan') with respect to HMP Drake Hall, Eccleshall, Stafford ST21 6LQ.

HMP Drake Hall

HMP Drake Hall, is currently a training and resettlement prison and has an accommodation capacity of 340 adult and young adult women, specialising in foreign national prisoners and in resettlement. HMP Drake Hall is located immediately north of Swynnerton Road, providing two points of vehicular access into the prison. In addition to the main built form of the prison, the MoJ also owns an area of land south of Swynnerton Road which is utilised daily for vehicular parking for approximately 30 vehicles. Please see Appendix A for MoJ Site Ownership at HMP Drake Hall.

At present, the boundary of the proposed Meecebrook Garden Community runs along parts of the north-east and south-east prison boundaries. The area of the Garden Community also includes land that is within MoJ's ownership and utilised in conjunction with the operations of HMP Drake Hall.

Representation

It is understood that Meecebrook Garden Community proposals will be considered as part of the Council's Local Plan 2020-2040. This representation sets out MoJ's position with regard to the proposed Garden Community in respect of HMP Drake Hall.

Policy 7 – Meecebrook Site Allocation

Draft Policy 7 identifies that circa 15 hectares of land is to be allocated at Cold Meece for a new settlement. It is proposed that the new settlement will provide at least 3,000 homes within the plan period with potential future development beyond the plan period to provide an overall total of at least 6,000. Land is also to include employment uses within the plan period, again, with potential future development beyond the plan period to provide an overall total of at least 30 hectares.

It is currently projected that the settlement will, additionally, make provision for [amongst others]: education facilities; food store and retail uses; health care facility with GP, dentist, and pharmacy; place of worship; indoor sport provision; and will be served by a new railway station.



Draft Policy 7 dictates that *development proposals at Meecebrook must come forward comprehensively, accord with the requirements of this policy and be in accordance with the concept plan and design and development principles set out in Policy 8 and Appendix 9 and the Meecebrook Framework Masterplan Supplementary Planning Document. Stafford Borough Council will not support ad hoc or piecemeal development which is contrary to the aims of this policy or is inconsistent with the framework masterplan.*

Policy 8 – Masterplanning and Design at Meecebrook

Draft Policy 8 relates to the masterplanning and design of the proposed Garden Community. The Meecebrook Framework Masterplan Supplementary Planning Document ('SPD') has not yet been presented by Stafford Borough Council ('SBC') for consultation. Appendix 9 of the draft Local Plan states that the concept masterplan, design and development principles and infrastructure delivery schedule documents are under preparation and will be included at the Regulation 19 stage after the Preferred Options consultation.

The MoJ therefore reserves judgement on the Meecebrook Framework Masterplan SPD at this point in time, particularly in terms of the implications of the operation of land within MoJ ownership. Notwithstanding the draft wording of Policy 7 and the need for a comprehensive approach to the Meecebrook new settlement, it is important that this does not prejudice the continued use of land within the MoJ's ownership for operational purposes associated with HMP Drake Hall.

Planning Policy Framework

Paragraph 187 of the NPPF (2021) states that *“existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established... Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.”*

At present, the drafting of the Meecebrook Garden Community could result in the loss of existing car parking to the long-established prison. Although it is accepted that the proposals are in their infancy, at present, no such mitigation, referred in paragraph 187 of the NPPF, has been provided to address this, meaning that the proposed development is contrary to the aims and objectives of the NPPF.

Summary

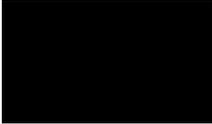
The NPPF is clear the proposal should provide mitigation as the 'agent of change' and existing businesses should not be unduly affected by a new use. Appropriate servicing and availability of car parking spaces is essential to the operation of the prison. The operations of HMP Drake Hall could be adversely impacted by the proposed Garden Community and is at risk of *'unreasonable restrictions as a result of development permitted after they were established'*, contrary to NPPF Paragraph 187.

In summary, the MoJ does not object in principle to the proposals to develop the Meecebrook Garden Community nor draft Policies 7 and 8. However, it is imperative that the existing car park is safeguarded from development as it is critical asset which supports the on-going operations of the prison.



I would be grateful if SBC could confirm receipt of this letter and keep me informed of any changes to the Garden Community proposals. Furthermore, we are happy to answer any questions you have regarding the operations of HMP Drake Hall or any of the details provided.

Yours faithfully



Charlotte Tucker MRTPI
Senior Planner – Development and Planning

Appendix A - Site Ownership Boundary



From: Preferred Options Consultation [REDACTED]
Sent: 12 December 2022 11:25
To: Strategic Planning Consultations
Subject: Preferred Options Consultation - Submitted Response

Full name: **Oliver Gordon Dyke**

Email: [REDACTED]

Agents and Developers

Organisation or Company: **No reply**

Age: [REDACTED]

Added to database: [REDACTED]

Topics (Contents page): **Site Allocation Policies**

Vision and Objectives

Q1 - Which 3 are most important to you? **Not asked**

Development Strategy and Climate Change

Q2 - Do you agree with each of the policies in this chapter?

Policy 1 (Development Strategy): **Not asked**

Comments: **Not asked**

Policy 2 (Settlement Hierarchy): **Not asked**

Comments: **Not asked**

Policy 3 (Development in open countryside): **Not asked**

Comments: **Not asked**

Policy 4 (Climate change and development requirements): **Not asked**

Comments: **Not asked**

Policy 5 (Green Belt): **Not asked**

Comments: **Not asked**

Policy 6 (Neighbourhood plans): **Not asked**

Comments: **Not asked**

Meecebrook Garden Community

Q3 - Do you agree with proposed new garden community: **Not asked**

Comments: **Not asked**

Site Allocation Policies

Q4 - Do you agree with the proposed allocations?

Policy 9 (North of Stafford): **No reply**

Comments: **No reply**

Policy 10 (West of Stafford): **No reply**

Comments: **No reply**

Policy 11 (Stafford Station Gateway): **No reply**

Comments: **No reply**

Policy 12 (Other housing and employment land): **No reply**

Comments: **No reply**

Site Allocation Policies (continued)

Q5 - Do you agree with the proposed allocations?

Policy 13 (Local Green Space): **No reply**

Comments: **No reply**

Policy 14 (Penk and Sow): **No reply**

Comments: **No reply**

Policy 15 (Stone Countryside): **Yes**

Comments: **TVT would welcome being involved in preparing Stone's Countryside Enhancement Area** Given the extent of land along the Trent Valley (close to Stone Town Centre) outside either the Borough or Town Council ownership it is important that other key landowners are involved in preparing the Master Plan for this strategic area between Walton & Stone Given the need for additional housing in Stone TVT land offers opportunity for elderly persons accommodation, the council should consider a mixture of tenure on land outside flood plain close to existing built development. This can be achieved with modest amendment(s) to the Strategic Green Infrastructure Stone is a tier 2 location yet is assigned only 880 dwellings over 20 years ...some modest development close to the town centre should be considered given it's links to the town centre plus

transport and medical availability

Economy Policies

Q6 - The local plan seeks to protect previously allocated and designated industrial land and support home working and small-scale employment uses. Do you agree: **Yes**

Comments: No reply

Q7 - The Stafford Borough Plan proposes policies around the town centres uses, agriculture and forestry development, tourism development and canals. Do you agree? **No reply**

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Comments: **No reply**

Design and Infrastructure Policies

Q11 - Do you agree with policies? **No reply**

Comments: **No reply**

Environment Policies

Q12 - Do you agree with policies? **No reply**

Comments: **No reply**

Connections

Q13 - Do you agree with policies? **No reply**

Comments: **No reply**

Evidence Base

Q14 - Have we considered all relevant studies and reports? **No reply**

Comments: **No reply**

Q15 - Do you think there is any further evidence required? **Yes**

Comments: **Detailed assessment of the boundary for the Green Infrastructure Aras close to Stone Town Centre**

General Comments:

No reply

From: Wiktoria Sypnicka [REDACTED]
Sent: 12 December 2022 11:51
To: SPP Consultations
Cc: [REDACTED]
Subject: Representations to Preferred Options consultation - The Strategic Land Group
Attachments: 20-167 - Representations to Preferred Options - SLG.pdf; Preferred-Options-Consultation-Response-Form - SLG.pdf

Dear Sir or Madam,

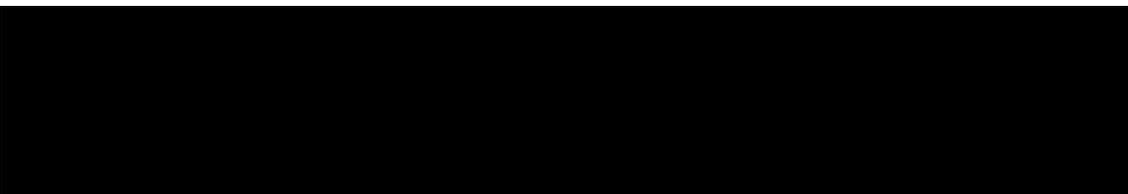
Please find enclosed representations to the Stafford Borough Local Plan 2020-2040 Preferred Options consultation on behalf of The Strategic Land Group.

I would be grateful if you could please confirm receipt of same.

Kind Regards,

Wiki Sypnicka BA (Hons)

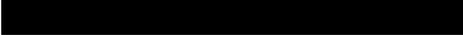
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Contact Details

Full name (required): Mr John Coxon (Agent – Emery Planning) on behalf of The Strategic Land Group

Email (required): 

Tick the box that is relevant to you (required):

- Statutory Bodies and Stakeholders
- Agents and Developers
- Residents and General Public
- Prefer not to say

Organisation or Company Name (if applicable):

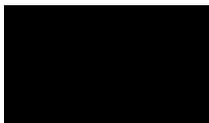
Tick the box that is relevant to you:

(This is a non-mandatory question but helps us understand the demographic of our respondents.)

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

Prefer not to say / not applicable

Do you want to be added to our Local Plan consultation database to be notified about future local plan updates?



Contents

The Local Plan Preferred Options includes the topics listed below.

Each topic has a series of standard questions in order for you to provide a response. You do not have to respond to each of the topics or answer all of the questions. The page numbers below relate to the page the topic starts in this consultation form.

- **Vision and Objectives** - page 5
- **Development Strategy and Climate Change Response** - page 6
- **Meecebrook Garden Community** - page 9
- **Site Allocation Policies** - page 10
- **Economy Policies** - page 14
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All of the local plan documents and the Local Plan 2020-2040: Preferred Options document are available here: <https://www.staffordbc.gov.uk/local-plan>

Vision and Objectives

Q1. There are eight objectives for the local plan to achieve the vision of:

"A prosperous and attractive borough with strong communities."

Of the following objectives which 3 are the most important to you?

Please make your choice from the list of objectives below. (Maximum of 3 to be selected)

Local Plan Preferred Options document reference: Page 12

- Contribute to Stafford Borough being net zero carbon by ensuring that development mitigates and adapts to climate change and is future proof.
- To develop a high value, high skill, innovative and sustainable economy.
- To strengthen our town centres through a quality environment and flexible mix of uses.
- To deliver sustainable economic and housing growth to provide income and jobs.
- To deliver infrastructure led growth supported by accessible services and facilities.
- To provide an attractive place to live and work and support strong communities that promote health and wellbeing.
- To increase and enhance green and blue infrastructure in the borough and to enable greater access to it while improving the natural environment and biodiversity.
- To secure high-quality design.

Development Strategy and Climate Change Response

Q2. The development strategy and climate change response chapter includes the policies below.

Do you agree with each of the policies in this chapter?

Select Yes or No for each of the policies and then use the box below each policy to add additional comments.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 19 to 40

Policy 1. Development strategy (which includes the total number of houses and amount of employment land to be allocated and the Stafford and Stone settlement strategies)

No

Policy 1 Comments:

Please refer to the submitted Representations Statement.

Policy 2. Settlement Hierarchy (Tier 1: Stafford, Tier 2: Stone, Tier 3: Meecebrook, Tier 4: Larger settlements, Tier 5: Smaller settlements)

Yes

Policy 2 Comments:

Please refer to the submitted Representations Statement.

Policy 3. Development in the open countryside - general principles

Yes / No

Policy 3 Comments:

Policy 4. Climate change development requirements

No

Policy 4 Comments:

Please refer to the submitted Representations Statement.

Policy 5. Green Belt

Yes / No

Policy 5 Comments

Policy 6. Neighbourhood plans

Yes / No

Policy 6 Comments:

Meecebrook Garden Community

Q3. The local plan proposes a new garden community called Meecebrook close to Cold Meece and Yarnfield. This new community is proposed to deliver housing, employment allocations, community facilities, including new schools, sport provision and health care facilities, retail and transport provision, which includes a new railway station on the West Coast Main Line, and high quality transport routes.

Do you agree with the proposed new garden community?

No

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 41 to 45

Comments:

Please refer to the submitted Representations Statement.

Site Allocation Policies

Q4. The Stafford Borough Local Plan 2020 - 2040 proposes allocations for both housing and employment to meet the established identified need.

The site allocation policies chapter includes the policies below for housing and employment allocations.

Do you agree with the proposed allocations?

Select Yes or No for each of the following policies and then use the box below each policy to add additional comments.

Explain your reasoning and add any evidence to justify your response. Please provide details of alternative locations for housing and employment growth if you consider this is appropriate.

Ensure any comments relate to the policy comment box you are completing.

If you do want to submit a new site for consideration through the local plan process, we are still accepting sites through the Call for Site process, details are available here: <https://www.staffordbc.gov.uk/call-sites-including-brownfield-land-consultation>

Local Plan Preferred Options document reference: Pages 47 to 56 and appendix 2.

Policy 9. North of Stafford

No

Policy 9 Comments:

Please refer to the submitted Representations Statement.

Policy 10. West of Stafford

Yes / No

Policy 10 Comments:

Policy 11. Stafford Station Gateway

Yes / No

Policy 11 Comments:

Policy 12. Other housing and employment land allocations.

(In your response, please specify which particular site you are referring to, if relevant.)

Yes

Policy 12 Comments:

Please refer to the submitted Representations Statement.

Q5. The Stafford Borough Local Plan 2020 - 2040 proposes to allocate land for Local Green Space and Countryside Enhancement Areas throughout the borough.

The policies which relate to these proposals are listed below.

Do you agree with the proposed allocations?

Select yes or no for each of the policies and then use the box below each policy to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 56 to 59 and appendix 2.

Policy 13. Local Green Space

(In your response, please specify which particular site you are referring to, if relevant)

Yes / No

Policy 13 Comments:

Policy 14. Penk and Sow Countryside Enhancement Area (Stafford Town)

Yes / No

Policy 14 Comments:

Policy 15. Stone Countryside Enhancement Area

Yes / No

Policy 15 Comments:

Economy Policies

The Economy Policies chapter contains policies that seek to protect employment land and support economic growth within the Borough.

Q6. The local plan seeks to protect previously allocated and designated industrial land and support home working and small-scale employment uses.

The relevant policies are: 16, 17 and 18.

Do you agree with these policies?

Yes / No

Select Yes or No and then use the box to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 61 to 65

Comments:

Q7. The Stafford Borough Plan proposes policies around the town centres uses, agriculture and forestry development, tourism development and canals.

The relevant policies are: 19, 20, 21 and 22.

Do you agree with these policies?

Yes / No

Select Yes or No and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 65 to 71

Comments:

Housing Policies

The Housing Policies chapter contains policies that seek to provide for identified need across the borough and support homeowners.

Q8. The local plan proposed a policy (Policy 23) on affordable housing.

Do you agree with this policy?

No

Select yes or no and then use the box below to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 74 to 76

Comments:

Please refer to the submitted Representations Statement.

Q9. The local plan proposes a policy (Policy 30) to help meet identified local need for pitches for Gypsies and Travellers. There are 2 new proposed sites; one near Hopton and the other near Weston.

Do you agree with this policy?

Yes / No

Select yes or no and then use the box below to add additional comments. In your response, please specify which particular site you are referring to, if relevant.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 84 to 86

Comments:

Q10. The local plan proposes policies around homes for life, rural exception sites, new rural dwellings, replacement dwellings, extension of dwellings, residential subdivision and conversion, housing mix and density, residential amenity and extension to the curtilage of a dwelling.

The relevant policies are: 24, 26, 27, 28, 29, 21, 31, 32 and 33.

Do you agree with these policies?

Yes

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: pages 73 to 89

Comments:

Please refer to the submitted Representations Statement.

Design and Infrastructure Policies

Q11. The design and infrastructure chapter contains policies on urban design general principles, architectural and landscape design, infrastructure to support new development, electronic communications, protecting community facilities and renewable and low carbon energy.

The relevant policies are: 34, 25, 36, 37, 38, 39 and 40.

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 91 to 99.

Comments:

Environment Policies

Q12. The environment policies chapter contains policies on the historic environment, flood risk, sustainable drainage, landscapes, Cannock Chase Area of Outstanding Natural Beauty (AONB), Green and blue infrastructure network, biodiversity, Special Areas of Conservation (SAC), Trees, Pollution and Air Quality.

The relevant policies are: 31, 42, 43, 44, 45, 46, 47, 48, 49, 50 and 51.

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 101 to 119.

Comments:

Connections

Q13. The connections policies chapter contains policies on transport and parking standards.

The relevant policies are: 52 and 53

Do you agree with these policies?

Yes / No

Select yes or no and then use the box below to add additional comments. If referring to a specific policy, please include the policy number.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Local Plan Preferred Options document reference: Pages 121 to 124.

Comments:

Evidence Base

To support the Local Plan 2020-2040 an evidence base has been produced.

The evidence base is available to view on our website here:

www.staffordbc.gov.uk/new-lp-2020-2040-evidence-base

Q14. Have we considered all relevant studies and reports as part of our local plan?

Yes / No

Select yes or no and then use the box below to add additional comments.

Explain your reasoning and add any evidence to justify your response.

Ensure any comments relate to the policy comment box you are completing.

Comments:

Q15. Do you think there is any further evidence required?

Yes / No

Select yes or no and then use the box below to add additional comments.

If you think additional evidence is needed, please state what you think should be added and explain your reasoning.

Ensure any comments relate to the policy comment box you are completing.

Comments:

General Comments

If you have any further comments to make on the Local Plan Preferred Options document and evidence base, please use the box below.

Please refer to the submitted Representations Statement.

If you need further space to add comments, please add pages to the end of the consultation form and reference which question you are answering.

Thank you for taking the time to complete this consultation form.

Completed forms can be submitted by email to:
strategicplanningconsultations@staffordbc.gov.uk

Or returned via post to: Strategic Planning and Placemaking, Stafford Borough Council, Civic Centre, Riverside, Stafford, ST16 3AQ

The consultation closes at 12 noon on Monday 12 December 2022, comments received after this date may not be considered.



Representations to Preferred Options

For The Strategic Land Group Ltd | 20-167

Stafford Borough Local Plan 2020-2040 - Land east of Oakleigh Court / north of
Uttoxeter Road, Stone



Project: 20-167
Site Address: Land east of Oakleigh Court / north of Uttoxeter Road, Stone
Client: The Strategic Land Group Ltd
Date: 12 December 2022
Author: Wiktoria Sypnicka/John Coxon
Approved by: John Coxon

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1. Introduction

- 1.1 Emery Planning is instructed by our client, The Strategic Land Group (SLG), to respond to the current consultation on the New Stafford Local Plan 2020-2040: Preferred Options.
- 1.2 SLG is promoting the draft allocation STO13: Land east of of Oakleigh Court (also known as land north of Uttoxeter Road), Stone for approximately 131 dwellings. SLG supports the allocation of the site.
- 1.3 These representations and supporting documents demonstrate that the allocation of the site is sound, in that it is justified by the evidence base and the site is deliverable in the next 5 years with no technical constraints. The site would form a logical and sustainable urban extension to Stone, and the allocation is clearly supported by the Council's evidence base.
- 1.4 These representations also set out SLG's position in relation to other strategic and development management policies in the plan. Whilst SLG is supportive of the allocation and the plan as a whole, these representations do identify some issues of soundness, but in all cases these issues can be rectified through modifications to the plan.
- 1.5 We set out our responses to the various policies below, under the heading of each relevant chapter.



2. Development strategy & climate change response

Policy 1 - Development strategy

- 2.1 Whilst we support the overall development strategy, we consider that a higher housing requirement would be more appropriate and further housing growth should be distributed to the Tier 2 settlement of Stone.

Housing requirement

- 2.2 The proposed housing requirement of 535 dwellings per annum (dpa) is based on a figure of 435 dpa, which derives from Scenario D of the Stafford Borough Economic and Housing Development Needs Assessment (EHDNA) 2020. This figure exceeds the Government's standard method for Local Housing Need (391 dpa), albeit paragraph 2a-010 of the PPG is clear that the figure produced by the standard method is the 'minimum starting point'. An additional allowance of 100 dpa has then been added as a contribution to meeting unmet need of other authorities in the region, resulting in a proposed requirement of 535 dwellings per annum.
- 2.3 We strongly support the Council in pursuing a requirement which exceeds the minimum starting point set by the standard method. The circumstances in Stafford provide clear justification for the application of an alternative method to determine local housing need, in accordance with the Framework and paragraph 2a-010 the NPPG. These are as follows:
- The housing requirement in the adopted Local Plan (500dpa) is significantly higher than the minimum housing need figure produced by the standard method, and furthermore significantly higher completion figures have been achieved in the past as set out in the Housing and Employment Land Requirement Topic Paper (609dpa for the period 2011-2021/22).
 - There is a growth strategy in the area in the form of the three Stoke-on-Trent and Staffordshire Growth Deals, which provides Government funding to deliver key infrastructure and facilitate additional growth.
 - HS2 Phase 1 is currently under construction. The line is expected to open to passengers between 2028-2031. HS2 services will serve Stafford via the existing rail network as part of Phase 1. The Constellation Partnership, which covers Cheshire and Staffordshire, has ambitions to deliver 100,000 new homes and 120,000 new jobs by 2040, spurred on by HS2 connectivity. The HS2 Growth Strategy predicts that this growth will be worth £6.4 billion alone.
 - The housing need associated with planned and projected employment growth is likely to significantly exceed that set out in the standard method. Indeed, Scenario F ('past trends jobs growth') demonstrates that an even higher housing requirement than Scenario D would be



needed to keep pace with previous levels of jobs growth. Paragraph 10.71 of the EHDNA states:

“The CE Baseline indicates considers jobs growth of c.5,930 jobs between 2020 and 2040 – with a requirement for 435 dpa (489 dpa PCU). This level of jobs growth is significantly lower than past trends in jobs growth in the Borough and does not reflect the Council’s future growth aspirations.”

- 2.4 In addition, paragraph 2a-024 of the PPG states that an increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes. The affordable housing needs of Stafford cannot be met by the standard method, as acknowledged in the Housing and Employment Topic Paper, which states at paragraph 5.5 that 47% of total planned new housing would need to be affordable in order to meet the lower affordable housing need figure of 5,040dpa. Increasing the housing requirement would therefore help to deliver much needed affordable housing and would be entirely consistent with national guidance.

Unmet needs from other authorities / Duty to Cooperate

- 2.5 Paragraph 1.3 of the draft plan states:

“In addition to the borough’s own housing need, the development strategy also allows for 2,000 homes as a contribution to meeting unmet need of other authorities in the region. Those homes are the subject of ongoing negotiations with other regional authorities.”

- 2.6 Paragraph 1.4 states:

“It is intended that any unmet housing need from other authorities will be delivered at Meecebrook Garden Community. This, in turn, is predicated upon Meecebrook being able to deliver 3,000 homes within the plan period. If further evidence indicates that Meecebrook would deliver fewer than 3,000 homes within the plan period, then the quantum of unmet needs the borough is able to accommodate would likewise need to be reassessed.”

- 2.7 Whilst the plan is not explicit that the allowance of 2,000 homes is to contribute to the unmet needs of the Black Country, the Black Country response to the Issues and Options consultation requested that Stafford Borough Council take between 1,500 and 2,000 homes as a contribution to meeting unmet need in the Black Country. As the Council will be aware, the Black Country authorities have subsequently decided to abandon the preparation of a joint development plan. However, that does not mean that those unmet needs cease to exist. In our view it remains appropriate and logical for Stafford to continue to contribute to meeting the Black Country’s unmet needs, particularly in the wider context of the unmet needs in the Birmingham Housing Market Area.



2.8 Without prejudice to our support for Stafford's position of contributing to meeting unmet needs from other authorities, regardless of that position we consider that Stafford should be planning for a requirement of at least 535 dpa in any event, to meet its own needs. It can be noted that Scenario E ('Policy on Jobs Growth') is based upon key economic assumptions which form part of the Preferred Options (i.e., new employment sites at a new garden community and at Stafford Station Gateway).

Spatial distribution of housing

2.9 Whilst we support the overall spatial strategy, we consider that a greater proportion of housing land should be distributed to Stone.

2.10 Stone is identified as a Tier 2 settlement under Policy 2. Policy 2(A) states that new development will be of a scale commensurate with the position of the settlement in the hierarchy. Policy 2(B) states that the development of new housing and workplaces will be focussed on Stafford, Stone and Meecebrook Garden Community.

2.11 Given the above approach, it is not clear from the evidence available why Stone has been apportioned only 7% of the housing growth. In contrast, Stafford and the proposed Meecebrook Garden Community are proposed to deliver 83% of housing over the plan period. Whilst we appreciate that Stafford is a Tier 1 settlement, there is a very significant difference between the distribution of 7,385 dwellings in Stafford and 3,000 dwellings in Meecebrook (proposed to be a Tier 3 settlement), compared to only 881 dwellings in Stone.

2.12 According to the latest information from the 2021 census, Stone has a population of 17,278, equivalent to 13% of the total population of the borough. Whilst the recorded population of Stafford is significantly higher at 70,145 (51% of the total population), Stafford is to receive 59% of the borough's housing. Distributing just 7% of housing growth in Stone would not be at a level to meet its baseline trends. This is despite the Revised Settlement Assessment and Profiles Topic Paper identifying that:

- Stafford and Stone are the most sustainable settlements and will therefore receive the largest proportion of development accordingly (paragraph 2.7).
- Stone is a large town providing employment, retail and other facilities for a wide area (table 2).
- Accessibility of other settlements is measured against their proximity and access to Stafford and Stone, demonstrating the sustainability of the settlement and its role in supporting a rural hinterland.

2.13 It can also be noted that the current development plan only apportioned 10% of housing to Stone. Therefore, the current approach is one of below pro-rata share of new homes, resulting in significant under-delivery against need for a prolonged period. This plan offers an opportunity to reverse that trend.



2.14 We would therefore question whether the distribution of only 7% of the housing growth to Stone represents an appropriate strategy. Stone should be allocated a greater proportion of housing development to appropriately reflect and support the size and economic growth of the town. We consider that an appropriate strategy would be to apportion at least 13% of the housing growth to Stone to ensure that, as a minimum, the needs of the settlement are met within the settlement. Indeed, a higher figure than 13% could be justified on the basis that Stone should assist in meeting the needs of the rural hinterland.

Housing delivery

2.15 The housing trajectory at Appendix 6 is not considered to be realistic having regard to the delivery rates proposed for the three major allocations of Stafford North and Meecebrook Garden Community.

2.16 The Lead in and Build Rate Assumptions Topic Paper makes reference to the Lichfields' Start to Finish report. Table 5 suggests the average timeframe from validation to completion of first dwelling for developments of 2,000 or more dwellings is 8 years.

2.17 Furthermore, paragraph 4.17 states:

“There is the potential risk that sites which have 1,000 dwellings or more may have longer lead-in times than the 4.5 years as included above for 500+ dwelling sites. However, for Stafford Borough there are currently no sites for more than 1,000 dwellings that have commenced so it did not seem appropriate to suggest a specific assumption for these sites at this stage.” (Our emphasis)

2.18 The past build out rates for sites of 500 dwellings or more have not been provided, however estimations for future completions of larger developments has been provided as follows:

- 1,453 dwellings - average predicted build rate of 132 dpa
- 2,000 dwellings - average predicted build rate of 111 dpa
- 700 dwellings - average predicted build rate is 88 dpa

2.19 In addition, the Lichfields' Start to Finish report predicts that sites of 2,000 dwellings or more will deliver on average 160dpa.

2.20 The housing trajectory provided at Appendix 6 of the Preferred Options is not consistent with the above estimates for both build out rates and lead in times. We discuss specific sites in more detail below.



Stafford North

- 2.21 The Land for New Homes 2022 report indicates that previous housing delivery in the Northern Strategic Development Location did not exceed 76dpa on any one site or 130dpa across all site within one year, with the average delivery on any single site being 33dpa between 2014/15 and 2021/22. The proposed build out rates also do not follow with the assumptions made in the Lead in and Build Rate Assumptions Topic Paper and set out 2.10 to 2.13 above. It is therefore unclear why the annual delivery across this allocation is expected to reach 219dpa.

Meecebrook Garden Community

- 2.22 The Meecebrook Garden Community allocation is expected to deliver 3,000 dwellings over the plan period. The housing trajectory at Appendix 6 indicates that delivery of homes will commence in 2030/31.
- 2.23 Whilst we note that appendix 9 of the draft plan indicates that further evidence will be provided at the Regulation 19 stage, we have concerns in relation to these timescales considering the scale of the proposed development, and in particular the need for masterplanning to take place, planning permissions to be obtained and infrastructure to be provided to enable its delivery. The lead in times do not reflect the average timeframe for constructions of the first dwelling from validation being 8 years, meaning that an application would need to be submitted now in order to begin delivering dwellings by 2030. The annual rate of delivery presented in the housing trajectory (300 dpa) is also significantly higher than the assumptions made in the evidence base.
- 2.24 We therefore consider that the trajectory should be adjusted to provide more realistic timescales for delivery on these large sites, and/or additional evidence needs to be provided to justify the trajectory.

Policy 2 – Settlement Hierarchy

- 2.25 Stone is identified as an important market town and second principle town (Tier 2) in Stafford within Policy 2. We support the designation of Stone as principle settlement. However, we consider that Stone should accommodate a greater proportion of development than is currently proposed (please see our response to Policy 1: spatial distribution of housing).



Policy 4 - Climate change development requirements

- 2.26 SLG as a company is committed to reducing carbon emissions, and we recognise that Policy 4 is well-intentioned. However, the requirement for all new residential development to achieve net zero operational energy is inconsistent with current national planning policy. Paragraph 6-012 of the PPG and the Written Ministerial Statement on Plan Making dated 25 March 2015 make clear that planning policies should not be used to set conditions on planning permissions with requirements above the equivalent of the energy requirement of Level 4 of the Code for Sustainable Homes. Whilst the Building Regulations have now effectively caught up with the guidance, as Part L of the Building Regulations requires a reduction in carbon emissions which is greater than Level 4, the advice in the PPG remains.
- 2.27 Furthermore, the evidence base indicates that achieving net zero is not currently viable for most development typologies without significantly impacting upon the ability of sites to provide affordable housing and/or other expected contributions (Local Plan and CIL Viability Assessment, Sensitivity Analysis, Table 6a – Net Zero extra over FHS Interim Uplift).
- 2.28 The policy also requires that, on all new residential development, on-site renewable generation is maximised, equivalent to at least the on-site energy demand. It is not clear how this could be achieved in practice, or what the implications would be. For example, the pattern of energy generation would not match the pattern of demand, and therefore the surplus would have to be sold into the grid. However, consideration would need to be given as to whether there is sufficient grid capacity to take that power. It may therefore be more appropriate to off-set this requirement to elsewhere within the borough but, again, how this would be achieved is not clear.
- 2.29 Finally, the policy proposes to require all major development to set out how embodied emissions have been taken into consideration through the production of an embodied carbon assessment. Whilst we do not object to the principle of assessing embodied carbon and seeking to minimise impacts, the policy is not clear as to what standards need to be met. Whilst there are measures that can reduce embodied carbon such as construction techniques and materials, the imposition of standards could have implications for design, viability and delivery. These implications would need to be assessed and considered at a plan-wide level.



3. Site allocation policies

Site Selection Topic Paper

3.1 The Site Selection Topic Paper sets out a 4-stage approach to site selection:

- Stage 1: Sites with constraints rendering them non developable were rejected. If possible, site boundaries were adjusted to exclude constraints. 217 sites progressed to stage 2.
- Stage 2: Sites not within or adjacent to a settlement identified in the settlement hierarchy were rejected. 156 sites progressed to stage 3.
- Stage 3: Potential dwelling yield for each site is calculated, and site information is sent to external consultants and other consultees to form part of the local plan evidence base.
- Stage 4: Evidence-based decision to select or reject sites. 57 sites progressed beyond this stage.

3.2 The methodology set out in the Site Selection Topic Paper represents a proportionate, logical and appropriate approach in the context of the spatial strategy. Whilst we have made some comments in relation to the assessment of our client' site (Site STO13 - Land East of Oakleigh Court) in Section 5 of this statement, in overall terms the methodology also appears to have been consistently and correctly applied, including the application of planning judgement at stage 4 (as detailed within the Site Assessment Profiles).

3.3 The overall approach to site selection is therefore justified. It is based on proportionate evidence and takes into account the reasonable alternatives.

Policy 12 - Other housing and employment land allocations

Proposed Allocation STO13 - Land East of Oakleigh Court

3.4 SLG strongly supports the allocation of Site STO13 (Land East of Oakleigh Court). The allocation of the site represents an appropriate strategy, and it is justified by proportionate and robust evidence. SLG's full response to the allocation of the site is set out in Section 4 below.



4. Policy 12 - Proposed Allocation STO13 (Land East of Oakleigh Court, Stone)

- 4.1 SLG is promoting the land east of Oakleigh Court, Stone (also known as the land north of Uttoxeter Road) as a draft allocation for residential development.
- 4.2 Details of the site and the proposed allocation were provided in response to the Issues and Options consultation. SLG has also provided a comprehensive Development Prospectus to the Council which now forms part of the evidence base for the plan. We do not intend to repeat that information in these representations. Rather, this response focuses on the soundness of the proposed allocation and the evidence base which supports it.

The need for the allocation

- 4.3 Policy 1 identifies that Stone town will continue to meet housing requirements by providing approximately 881 new market and affordable homes 2020-2040. According to the table in Policy 1, completions and commitments at the base date equate to only 511 dwellings. The plan therefore proposes to allocate sites to deliver a further 370 dwellings (noting that windfall development is accounted for within a separate category). The allocations are necessary to meet the housing distribution for Stone, and collectively they will contribute to meeting the overall housing requirement.
- 4.4 The need for housing allocations at Stone should also be viewed in the context of our comments on the housing distribution for the settlement. Stone is identified to receive only 7% of the borough's development, which we consider to be disproportionately low in comparison to the existing scale and sustainability credentials of the settlement.

Potential yield

- 4.5 Site ST013 is identified to deliver approximately 131 dwellings. This figure accords with the evidence that we have previously presented to the Council in relation to this site. In particular, the Development Prospectus presents an illustrative masterplan, which demonstrates one way in which the site could be delivered for 131 dwellings taking into account all relevant technical matters, including access, drainage, services and green and blue infrastructure.



Evidence in support of the allocation

Site Assessment Profiles

4.6 The assessment of the site is set out at pages 241-242 of the Site Assessment Profiles report. In overall terms, the assessment is proportionate and robust, and demonstrates that the proposed allocation of the site is justified. This notwithstanding, we do disagree with some aspects of the assessment within the Site Assessment Profiles report. Whilst these aspects do not affect the principle of allocating the site, as they would have resulted in an even more favourable assessment, we nevertheless comment as follows:

- **Transport:** The site receives an accessibility score of 4/6. Whilst this assessment is positive and indicates that the site is an accessible location, the basis for the scoring of this and other sites is not entirely clear. Nevertheless, the site is considered to be highly accessible for the following reasons:
 - A footway along the northern side of Uttoxeter Road, adjacent to the site boundary, provides a suitable pedestrian access. In addition, Blackies Lane - an existing public right of way crossing the centre of the site - would be incorporated into the layout. This would provide an additional pedestrian access into the Aston Lodge Park development.
 - Bus stops, The Three Crowns pub, Smartys Day Nursery and the shop at the Fairway Service Station are all within a circa 500m walk. If required, these facilities could be supplemented by a new convenience food retail store for everyday needs on the site's Uttoxeter Road frontage.
 - Within a reasonable walking distance of about 2km are the full range of facilities and services provided by Stone's town centre.
 - Many of Stone's key recreational facilities - including the cricket and bowling clubs - are located on Uttoxeter Road adjacent to the site. This provides an opportunity to develop housing in close proximity to these resources, and improve access to them - especially given the new routes that will be provided through the site.
 - In a recent appeal decision relating to an adjoining site, the Inspector noted that the site is a sustainable location for housing (APP/Y3425/W/18/3202676, paragraph 53).
- **Ecology:** The site receives a score of 'medium' in relation to overall ecological sensitivity, and 'red' in relation to Great Crested Newt risk impact zone. We disagree with these scores. As detailed within the Development Prospectus, an Extended Phase 1 Habitat Survey of the site was carried out by Hacking Ecology. The concludes that the site is of low ecological value, and the site is not a suitable habitat for Great Crested Newts.
- **Landscape:** The site is identified as being of 'medium' landscape sensitivity. This derives from the Council's Landscape Sensitivity Assessment, which in general term comprises robust and proportionate evidence for the purposes of assessing the site allocations. However, as part of the site selection process it is important to take into account that:



- The assessment of the site within the Landscape Sensitivity Assessment (Appendix B, pages 254-255) concludes that the sensitivity is medium/low or low sensitivity in 5 of the 12 categories assessed.
- Whilst the assessment concludes that the site is of medium sensitivity in relation to its 'Relationship with Existing Settlement Form', the site adjoins the existing settlement and is surrounded by permanent built development on 3 sides, namely Uttoxeter Road to the south and existing residential development to the west and north. The allocation of the site would therefore comprise a very logical rounding-off of the settlement, with the site currently being set against a backdrop of existing development. In our view the assessment should have found the site to be of low or medium/low sensitivity in this category.
- The site can be developed having regard to the proposed mitigation set out within the Landscape Sensitivity Assessment, including the retention of the green link into the settlement (as demonstrated by the Development Prospectus).

We therefore consider that the site should be assessed as being of 'low' landscape sensitivity.

Development Prospectus

SLG has previously submitted a Development Prospectus, which provides a thorough analysis of the site context and the technical considerations for developing it. This now forms part of the evidence base for the plan. Included within the Development Prospectus, a range of technical assessments were used as the basis for identifying constraints and opportunities to develop an illustrative masterplan that compliments the characteristics and valued aspects of the site and the surrounding area. The relevant technical considerations, and how they have been accounted for in the illustrative masterplan.

Development requirements

4.7 Appendix 2 of the plan identifies the following 'essential site-specific requirements':

- Mitigation measures required by Network Rail. These include: ANPR – Red light traffic enforcement cameras, Vehicle activated lights, Yellow box markings on the crossing, Decking (provision of new Strail decking).
- Full ecological surveys of the habitats on site should be carried out, along with any required mitigation as a result.
- Retain woodlands and hedgerows.
- Part of the site may be suitable for the implementation of natural flood management (NFM) interventions.
- An attractive frontage landscape should be established to Uttoxeter Road.
- A new, green edge to the settlement should be established along the site's eastern edge.



4.8 In relation to the mitigation measures required by Network Rail, the basis for this is not entirely clear. We comment on this as follows:

- The consultation response from Network Rail to the Issues and Options mentions level crossings generally, but no specific mention is made of this particular location or why the works are deemed essential (for example, whether the increase in traffic would change the risk score at this crossing). We recognise there may have been latter correspondence with Network Rail on the issue, and this could form part of the evidence base at Regulation 19 stage to demonstrate whether the requirement is justified.
- The wording in the draft allocation is not specific but the nature of the works required suggest that these relate to the nearby level crossing on Uttoxeter Road. The policy should clarify which crossing the works relate to.
- The works specified in the draft allocation (ANPR, lights, yellow box, decking) all appear to be in place at the existing crossing at Uttoxeter Road. It may be the case that upgraded versions of these measures are needed, but again this is not clear. This should be clarified with Network Rail.
- The same requirements are included for adjacent proposed site allocation STO16 and thus it is assumed that the cost of any works would be shared between the two sites. This should be clarified in the site-specific requirements.
- Once the detailed mitigation is established, the costs of providing this will need to be accounted for as part of the evidence base in relation to viability.

4.9 Aside from our queries in relation to the proposed Network Rail mitigation, SLG supports the site-specific requirements. They reflect the evidence base, and the technical work already undertaken by SLG. The Development Prospectus demonstrates how the site could be delivered whilst having regard to these requirements.

Deliverability

4.10 There are no physical, technical or legal/ownership constraints to development, and the site could come forward immediately for development.

4.11 SLG is an experienced land promoter with an established track record of delivering sites for residential development. It would be SLG's intention to sell the site to developer at the earliest opportunity. Indeed, SLG can point to other examples where it has done so.

4.12 For example, we are currently promoting a draft allocation for SLG through the Shropshire Local Plan. Whilst the plan is still at examination, SLG has already agreed to sell the site to a national housebuilder,



and in consultation with Shropshire Council we have already prepared and submitted a full planning application on behalf of that housebuilder.

- 4.13 Similarly, SLG have also recently secured planning permission for 350 new homes on a greenfield site in Stoke-on-Trent, which is currently being developed by both Persimmon and Bellway (thereby maximising the delivery rate). At the planning committee meeting which approved the first phase of development, councillors spoke very positively about the scheme. One councillor observed that “Its nice to see a developer come forward with such a quality proposal... I think this project has got some real legs in making a proper small community.”
- 4.14 The site will therefore deliver in full during the plan period, and it would also contribute to the deliverable 5-year supply in the short term. SLG would be happy to enter into a Statement of Common Ground with the Council to confirm its intentions in terms of delivery.

Conclusions

- 4.15 The site is in a sustainable location, and its allocation would contribute to meeting the overall housing requirement and the needs of Stone. The site is surrounded by existing development on three sides, and it relates extremely well to the existing settlement. There are no constraints which would prevent the site from being developed and a number of benefits, such as an extensive network of public open space, would be delivered as part of future proposals.
- 4.16 SLG therefore strongly supports the allocation of the site. We consider that the proposed allocation is sound in the context of paragraph 35 of the Framework. Specifically, the proposed allocation is:
- **Positively prepared** – The allocation of the site would contribute to meeting the overall housing requirement, and the distribution of housing to Stone.
 - **Justified** – The allocation represents an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence (i.e., the Site Selection Topic Paper, the Site Assessment Profiles and the other supporting evidence provided by SLG).
 - **Effective** – The site is deliverable during the plan period.
 - **Consistent with national policy** – All relevant aspects of national policy have been considered through the site selection process, including in relation to the consideration of technical matters such as highways, drainage and ecology.



5. Housing policies

Policy 23 – Affordable housing

- 5.1 The policy sets out varying requirements for different areas, based upon viability. The figures provided in the policy appear to be supported by the Local Plan and CIL Viability Assessment. However, there are some areas of ambiguity within the policy which require clarification.
- 5.2 Firstly, the map at paragraph 23.1 is not clear. The version of the map available at Figure 5.2 of the Local Plan and CIL Viability Assessment is similarly unclear. As far as we can see, this information is also not mapped on the Policies Map. A clearer map should be included within the plan or elsewhere on the Council's website.
- 5.3 Secondly, the plan needs to be clear in relation to the requirement's applicable to allocations which lie adjacent to (and, in some cases, are dissected by) parish boundaries. For example, in relation to allocation STO13 (Land East of Oakleigh Court, Stone), the SHELAA assessment for the site clarifies that it has been assessed based on being within Stone Parish. The affordable housing requirement for greenfield sites in Stone is 20%. However, part of the site falls within the Stone Rural area, which is a 'higher value zone' where the affordable housing requirement for greenfield sites is 40%. The site itself represents an extension of Stone and the values to be achieved would be reflective of the Stone market, and therefore the requirement should be 20% in accordance with the SHELAA.
- 5.4 Therefore, the affordable housing requirements for the allocations should be made clear through the plan. This could be done through including the affordable housing requirement within the site-specific requirements for each site at Appendix 2 of the plan.
- 5.5 In addition, Criterion C of the policy requires on-site affordable housing to be distributed across the development site and not clustered into groups of more than 8 new homes except where this is not possible because the development comprises flats. We consider that the policy should be re-worded to allow for greater flexibility, i.e.:

“on-site affordable housing shall be distributed across the development site and not clustered into groups of more than 8 new homes ~~except where~~ unless this is not possible, for example because the development comprises flats.”



Policy 24 – Homes for life

- 5.6 SLG support the provision of 10% of dwellings to be built to Building Regulations Part M4(2) standards for accessible and adaptable dwellings, and for 10% of affordable dwellings to be built to Building Regulations part M4(3) wheelchair accessible standard. The approach is justified by the evidence in relation to need and viability, and the policy accords with paragraphs 56-007 and 56-009 of the NPPG.

Policy 31 - Housing mix and density

- 5.7 SLG notes that on a number of sites, including the draft allocation of Site STO13: the policy requires the equivalent to 1% of all dwellings in the development to be made available to self or custom builders as serviced plots at reasonable market rates. SLG is a strong supporter of self and custom build housing and endorses this aspect of the policy, noting that the self-build register includes several entries where plots are sought in Stone.
- 5.8 However, SLG consider that the requirement for plots to be marketed for 24 months is unnecessary and too onerous. Self-builders typically take a good deal of time searching for the right plot – as the need for a self-build register demonstrates - and therefore typically move quickly when a suitable location becomes available. We therefore consider that it will be possible to discern interest in the plots more quickly than 24 months, and would suggest that 12 months should be sufficient for prospective purchasers to express an interest in plots.



6. Summary and conclusions

- 6.1 Site STO13: Land east of of Oakleigh Court, Stone is proposed as an allocation for a residential development of approximately 131 dwellings in the draft plan. We strongly support the allocation of the site for residential development. The Council has undertaken a robust approach to the selection of allocations. The allocation of the site accords with the evidence base, including the site selection methodology and the Site Assessment Profiles report.
- 6.2 The site comprises a sustainable location, and its allocation would contribute to meeting the overall housing requirement and the needs of Stone. The site is surrounded by existing development on three sides, and it relates extremely well to the existing settlement. There are no constraints which would prevent the site from being developed and a number of benefits, such as an extensive network of public open space, would be delivered as part of future proposals.
- 6.3 SLG has previously submitted a Development Prospectus, which provides a thorough analysis of the site context and the technical considerations for developing it. This now forms part of the evidence base for the plan. Included within the Development Prospectus, a range of technical assessments were used as the basis for identifying constraints and opportunities to develop an illustrative masterplan that compliments the characteristics and valued aspects of the site and the surrounding area. The illustrative masterplan demonstrates that the site could be delivered for 131 dwellings taking into account all relevant technical matters, including access, drainage, services and green and blue infrastructure.
- 6.4 SLG is an experienced land promoter with an established track record of delivering sites for residential development. The site would deliver in full during the plan period, and it would also contribute to the deliverable 5-year supply in the short term. SLG would be happy to enter into a Statement of Common Ground with the Council to confirm its intentions in terms of delivery.
- 6.5 The proposed allocation is sound in the context of paragraph 35 of the Framework, in that it is:
- **Positively prepared** – The allocation of the site would contribute to meeting the overall housing requirement, and the distribution of housing to Stone.
 - **Justified** – The allocation represents an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence (i.e., the Site Selection Topic Paper, the Site Assessment Profiles and the other supporting evidence provided by SLG).
 - **Effective** – The site is deliverable during the plan period.
 - **Consistent with national policy** – All relevant aspects of national policy have been considered through the site selection process, including in relation to the consideration of technical matters such as highways, drainage and ecology.





Eccleshall - Part A

From: Neil Cox [REDACTED]
Sent: 12 December 2022 11:48
To: Strategic Planning
Cc: [REDACTED]
Subject: EP008: Preferred Options Representation: Land at Stafford Road, Eccleshall
Attachments: EP008_PO_FINAL_121222RevA.pdf

Dear Strategic Planning Team,

Please find attached representations submitted on behalf of Bloor Homes Ltd in respect of interests at land between Stafford Road and Stone Road, Eccleshall.

Please do not hesitate to contact me if you require any further information or if you would like to receive the appendices to Appendix 4.

I intend to send a separate email with a wetransfer link with higher resolution versions of all documents submitted.

I would welcome receipt due to the file size.

Kind regards

Neil Cox
Director



[REDACTED]

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STAFFORD BOROUGH LOCAL PLAN 2020-2040 PREFERRED OPTIONS

LAND AT STAFFORD ROAD, ECCLESHALL



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APPENDIX 1: Development Framework Plan

APPENDIX 2: Development Framework Plan (Phase 1)

APPENDIX 3: Meecebrook New Passenger Station Review

APPENDIX 4: Education Impact & Mitigation Assessment

APPENDIX 5: Landscape & Visual Note

APPENDIX 6: Preliminary Traffic Assessment



1. Introduction

- 1.1 This representation, submitted on behalf of Bloor Homes Ltd, responds to the Regulation 18 'Preferred Options' consultation document and accompanying published evidence, having regard to the national and local planning policy context. It relates specifically to Land at Stafford Road, Eccleshall where Bloor Homes has secured land interests. A Development Framework Plan is attached at Appendix 1.
- 1.2 The representations are framed in the context of the requirements of Local Plans to be legally compliant and sound. The tests of soundness are set out in the National Planning Policy Framework (NPPF), paragraph 35. For a Development Plan to be sound it must be:
- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - **Effective** – deliverable over the Plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.
- 1.3 These representations also give consideration to the legal and procedural requirements associated with the plan-making process.

2. Planning Policy Context

- 2.1 Bloor Homes supports Stafford Borough Council's decision to progress the review of the adopted Stafford Borough Local Plan. This provides an opportunity for the Council to comprehensively review the vision, strategic objectives, development requirements, spatial development strategy and policies for shaping detailed development proposals.
- 2.2 The most recent National Planning Policy Framework (NPPF) (July 2021) requires local planning authorities to keep their Local Plan up to date by undertaking a review at least every five years. The proposed timescales, as set out within the Local Development Scheme, will ensure that an up-to-date Local Plan for the Borough will be in place to support growth and meet future development needs, noting The Plan for Stafford Borough was adopted in 2012.
- 2.3 The Local Plan Review is necessary in order to respond to the need for continued growth within the Borough to 2040 and to ensure consistency with national policy and guidance.
- 2.4 The Preferred Options consultation follows the previous Issues and Options consultation which identified a range of growth options. Bloor Homes supported Scenario F which reflected jobs growth experienced within the Borough between 2000 and 2018 and distribution of growth over a wide geographical area in line with the identified settlement hierarchy, with limited reliance placed on delivery of a new settlement.
- 2.5 Bloor Homes supports the Council's proactive approach in continuing with a review of the Local Plan to ensure that an up-to-date policy framework exists within the Borough to guide growth to 2040 and to ensure that development is genuinely plan led.

3. Vision & Objectives

- 3.1 Bloor Homes welcomes the proposed approach to streamlining the Vision and Objectives in contrast to those contained within The Plan for Stafford Borough.
- 3.2 Through the Issues and Options consultation Bloor Homes supported the proposal to shorten the Vision and remove sub-visions for Stafford and Stone which would more usefully sit within Neighbourhood Plans to be defined and refined by local communities. Whilst the Vision is clear and succinct, as presently drafted, it doesn't appear locally relevant and contains no spatially specific references.
- 3.3 In addition, if Stafford Borough Council is to pursue a Garden Community at Meecebrook, the Vision should look beyond 2040, for at least 30 years from adoption, in line with the requirements of paragraph 22 of the NPPF.
- 3.4 In respect of the proposed Objectives, these appear succinct and thematic. Bloor Homes requests that Objective 4 is broadened to recognise housing growth would provide income and jobs and meet identified housing needs.

4. Development Strategy & Climate Change Response

- 4.1 Bloor Homes would wish to raise significant concerns with the intended approach to determining the quantum and spatial distribution of growth identified through the Preferred Options consultation document.

Housing Requirement

- 4.2 Policy 1 proposes provision of 10,700 new homes to be delivered between 2020 and 2040 (535 dpa). This equates to 8,700 homes to meet local needs and a contribution of a further 2,000 homes to meet unmet needs of other authorities within the region.
- 4.3 Bloor Homes has previously submitted comments in respect of the Economic and Housing Development Needs Assessment (EHDNA). Bloor Homes supported the alignment of new homes and jobs growth but did not support the use of Scenario D to inform an appropriate housing requirement for the Borough.
- 4.4 Scenario D, which utilised the Cambridge Econometrics jobs growth projections, assumes no increase in the proportion of jobs filled by people commuting from outside the Borough or a reduction in the proportion of economically active residents commuting out of the Borough. Scenario D provided the lowest housing growth projected based on the four economic growth scenarios tested.
- 4.5 Scenario E included an uplift in homes to reflect additional jobs growth created to 2040 through employment sites at a new garden community and Stafford Station Gateway. Bloor Homes supported Scenario E as an absolute minimum if a garden community were to be pursued. A new garden community and the Stafford Station Gateway are now proposed as part of the development strategy.
- 4.6 Scenario F, supported previously by Bloor Homes, aligned housing growth to jobs growth experience between 2000 and 2018 (a period that included a significant period of economic uncertainty). Bloor Homes considers that this represents an appropriate scenario to consider growth over a 20 year period to 2040 which again is likely to include cyclical changes in the economy.
- 4.7 The Preferred Option for housing growth aligns to Scenario D which is not supported by Bloor Homes as it projects the lowest housing growth of all four economic growth scenarios tested.

Cross Boundary Housing Needs

- 4.8 The Council recognises the migratory links between the Borough and both North Staffordshire and the Greater Birmingham and Black Country Housing Market Areas (HMAs). Stafford Borough, as a discrete HMA in itself is sandwiched between these two neighbouring HMAs. It is clear from evidence that has been published by LPAs within both neighbouring HMAs that the urban areas are unable to meet their own housing needs. This has been further exacerbated by an urban centres uplift applied to Stoke-on-Trent, Birmingham and Wolverhampton. In addition, it is noted that the Black Country Authorities have requested that Stafford Borough Council takes between 1,500 and 2,000 homes as a contribution to meeting unmet needs in the Black Country.
- 4.9 Bloor Homes therefore supports the commitment of Stafford Borough Council to providing a contribution to assist in meeting these unmet housing needs. However, the proposed contribution of 2,000 homes should be explored and reviewed through the ongoing Duty to Cooperate with LPAs within neighbouring HMAs. In light of most recent evidence in respect of urban capacity, Birmingham City Council's stance contained within their latest Issues and Options consultation document that Birmingham is likely to experience a shortfall in housing provision of close to 80,000 homes by 2042. This is in addition to the 28,239 home shortfall evidence by the Black Country LPAs to 2038 and any shortfall to be experienced within Stoke on Trent.

Balance Between Housing and Jobs Growth

- 4.10 The Council's Preferred Development Strategy seeks to pursue Scenario D in respect of the housing requirement and a level of employment growth that is far in excess of all HEDNA Scenarios with a level of employment land in excess of the OAN range contained within the HEDNA.
- 4.11 The HEDNA states that *"the selection of the final employment land requirement will depend upon the preferred level of employment growth for the Borough and the extent to which Officers consider that this aligns with the Council's economic aspirations and housing targets, including the need to reduce net out commuting."* Bloor Homes does not accept that this balance has been achieved.
- 4.12 Bloor Homes considers the preferred development strategy is unbalanced and likely to result in a much higher level of jobs being created to 2040 than an increase in the working age population that would be resultant of the delivery of 535 net new homes a year, even with an additional contribution of 2,000 homes over the plan period to meet cross boundary shortfalls. Instead, this strategy would increase the level of unsustainable travel experienced.

- 4.13 If the Council pursues the preferred strategy for employment an uplift in the level of homes delivered is required to ensure a balance between increased jobs and working age population to support these jobs.

Distribution of Growth

- 4.14 Bloor Homes maintains the position that it is important that a range of sites across a wide geographical area should be identified to provide greater certainty of delivery. Bloor Homes considers that the spatial distribution of growth should be driven primarily by sustainability and the existing settlement hierarchy where possible support the creation of sustainable communities. Bloor Homes would therefore recommend the inclusion of sustainable extensions to the top-tier settlements as a primary driver of growth, including within Stafford, Stone and the Larger Settlements.
- 4.15 Bloor Homes therefore objects to over 50% of the new supply sources being focused to an isolated location at Meecebrook at the expense of growth provided to Stone and the Larger Settlements such as Eccleshall. This not only provides an unsustainable distribution of housing growth but undermines the delivery of the Local Plan through over reliance on delivery of this Garden Community.
- 4.16 Bloor Homes accepts the distribution of housing growth to 2040 will be heavily influenced by existing housing commitments within the Borough, which equate to 5,913 new homes as of 31st March 2022, however, the new Local Plan provides an opportunity to rebalance the distribution of housing growth in line with the proposed settlement hierarchy.
- 4.17 However, the preferred distribution of growth set out within the Preferred options document is unbalanced, with Stone the focus for just 7% of housing growth and the larger settlements including Eccleshall just 4% of housing growth over plan period compared to 59% in Stafford and 24% in Meecebrook.
- 4.18 The 4% of housing growth focused to the larger settlements such as Eccleshall does not reflect the position of these settlement within the identified settlement hierarchy set by Policy 2 or reflect the relative sustainability of these settlements which include a range of important services, facilities, employment and transport links and act as service centres for surrounding rural areas.
- 4.19 Bloor Homes objects to the Council's decision to restrict any new housing growth to Eccleshall, which appears to be primarily due to Staffordshire County Council raising issues relating to capacity at Sir Graham Balfour School. The Council has failed to consider a number of options of providing increased school capacity

to allow additional growth to come forward in Eccleshall. This is set out in a report prepared by EHP, attached at **Appendix 4** to these representations.

- 4.20 In addition, Bloor Homes considers housing growth and jobs growth are intrinsically linked. To ensure balanced and sustainable communities, housing growth should be focused to locations where job opportunities are present, having regard to not only planned employment allocation, but existing employment generating uses.
- 4.21 Instead Meecebrook Garden Community appears to represent a diversion of the housing supply away from Stone and the Larger Settlements; a strategy of not making best use of existing infrastructure within sustainable settlements containing existing employment, but the pursuit of the creation of an isolated, predominantly greenfield land led, settlement which runs the real risk of not performing as a sustainable community.
- 4.22 Meecebrook Garden Community should not be highlighted as the intended location for meeting housing needs from other authorities. Instead, any appropriate uplift provided to meet unmet needs from neighbouring authorities should form part of a comprehensive distribution of growth across the Borough within an integrated spatial development strategy. Stafford and Stone, for example, are better placed to meet needs arising from neighbouring areas due to existing public transport links, including the provision of existing, well served railway stations.
- 4.23 Bloor Homes fundamentally disagrees with the statement contained within the Housing & Employment Land Requirement Topic Paper that *“the rural peripheries of Stafford and Stone, have inferior sustainable transport links”* to Meecebrook and therefore growth in these areas *“would be less likely to contribute to the achievement of sustainable development.”*

Housing Supply

- 4.24 Bloor Homes does not agree that the identified sources of supply will provide a 10% supply buffer above the preferred minimum requirements. This is explored in further chapters to this representation having regard to the assumed supply that can be achieved at a new Garden Community at Meecebrook.

Settlement Hierarchy

- 4.25 Bloor Homes would question the inclusion of Meecebrook within the settlement hierarchy at this stage as development has yet to commence and uncertainty remains in respect of delivery and the level of services and facilities that can

realistically be provided if it were to come to fruition. Further information is provided in respect of Meecebrook in Chapter 5 to these representations.

- 4.26 It is recommended that Meecebrook is removed from the settlement hierarchy and the larger settlements, such as Eccleshall, promoted to Tier 3.

5. Meecebrook Garden Community

5.1 Bloor Homes considers the approach to Meecebrook Garden Community is fundamentally unsound.

5.2 In 2019 the Council secured Garden Community status and received over £1m of Government funding to support the development of visionary and evidence based documents. Since this time the form of the proposal has altered significantly through:

- Removal of the Ministry of Defence land, resulting in a predominantly greenfield site and no significant controlling landowner; and
- Reduction in quantum of homes from 10,000 to 6,000.

5.3 The Government's Garden Communities Prospectus (2018) highlights the prioritisation of proposals for settlements that will deliver more than 10,000 new homes, but offers support for proposals which are particularly strong in the following aspects:

- Demonstrating exceptional quality or innovations;
- Development on predominantly brownfield sites;
- Being in an area of particularly high housing demand; or
- Ability to expand substantially further in the future.

5.4 Following the removal of the significant brownfield element of the proposal, Meecebrook Garden Village is not considered strong in any of the aspects identified above. A reduction in the overall level of growth that can be realistically delivered at Meecebrook also gives rise to questions regarding the ability for necessary infrastructure to be delivered to allow the community to function self-sufficiently on a day-to-day basis. The opportunity for further growth is also constrained following the withdrawal of the adjacent Ministry of Defence land.

5.5 A new Garden Community at Meecebrook would require significant investment in new infrastructure to create a sustainable community with a good degree of self-containment. The broad extent of this supporting infrastructure is set out in Policy 7. The Council's Stage 1 Viability Report determined that Meecebrook is 'marginally viable' and engagement with the various landowners is required to 'solidify a red line boundary and manage expectations.' This is despite no actual costs being provided for S106 or infrastructure for Meecebrook. In addition, no

abnormal costs for Meecebrook were provided to inform the Stage 1 Viability Assessment as confirmed in para 6.15. The Stage 1 report also identifies that the infrastructure costs for Meecebrook per dwelling would be higher than those for Station Gateway due to its rural greenfield typology.

- 5.6 As part of the infrastructure requirements for Meecebrook, Policy 7 requires the delivery of a new railway station on the West Coast Main Line. Bloor Homes considers the delivery of a train station to support a new community is fundamental to the creation of a sustainable community in this location which is not well served by strategic highway infrastructure or existing sustainable transport links.
- 5.7 Intermodality has been commissioned by a consortium of promoters and developers, including Bloor Homes, to review the Council's proposals for the new station. This review is attached at **Appendix 3** to this representation.
- 5.8 The review, which considers the pre-feasibility and feasibility studies, highlights a number of key issues and areas of risk in developing a brand new, multi-platform station on the West Coast Main Line, including:
- The intensity of current rail services on the WCML, the 'Backbone of Britain', the busiest mixed-use railway in Europe with a nationally-significant role for moving passengers and freight;
 - A series of major upgrades to the WCML have been undertaken in recent years to improve capability and reduce journey times, including a major grade-separated junction at Norton Bridge, but without any provision being made in the previous or current strategy for any new station at Meecebrook;
 - Engineering access on the WCML, which shuts either the fast or slow lines passing the site, would necessitate a 4-platform station to be constructed for network operational reasons, but which would not otherwise be justified commercially, adding substantially to the complexity, cost and risk of delivering the station, relative to the size of the adjacent development which would need to fund and sustain it;
 - Current signalling not being suitable in capacity or location to accommodate a new station, and as such adding to the complexity, cost and risk of delivering the project, in terms of new and altered signalling;
 - A new station would abstract demand and revenue from existing stations;

- The need for the entire development to be completed (which might not occur for another 30 years) in order to generate sufficient critical mass of demand, with no indication in the reports on how / who would cover the financial losses in the intervening period;
- The ability to fund and deliver rail enhancements in the current climate in a post-COVID future;
- The conclusion from Atkins that, even if the station were to be delivered, the development would still generate considerable levels of highway trips, requiring further mitigation measures; and
- The conclusion of SLC that the station business case would achieve a BCR of 1.5, at the low end of the range for "medium" value for money.

5.9 The evidence published by the Council has been prepared without engagement with the rail industry. This is a fundamental concern that means the merits, deliverability and acceptability of the proposed new station cannot be confirmed at this stage.

5.10 The Council's evidence determines that a new station would not provide value for money until the proposal is completed. Assuming the Council's lead in time and delivery rates incorporated in the draft housing trajectory, completion of 6,000 homes would not be achieved before 2050, yet the fully operational date of the railway station is assumed to be 2026; some 4 years prior to the completion of the first property. With, at best a medium level of value for money on completion of Meecebrook, the viability of a new station is highly questionable, particularly in the intervening period between 2026 and 2050.

5.11 Bloor Homes considers the deliverability of a new railway station at Meecebrook is minimal at best, with the merits and deliverability carrying no weight in the absence of a review and validation by Network Rail and wider rail industry stakeholders. Lack of a new railway station at Meecebrook would undermine the sustainability merits of the Garden Community.

Delivery Timescales

5.12 The housing trajectory contained within the Preferred Options document assumes first completions within Meecebrook in 2030/31 and continuation of delivery beyond the plan period. Bloor Homes considers that a delivery of first homes in 2030/31 is unrealistic and lacking justification.

5.13 The Garden Community is being promoted by the Council. The site comprises land in multiple ownerships and requires the delivery of significant infrastructure which is likely to require a land equalisation agreement. There is no prospect of the new settlement being commenced in the next five years and delivery timescales would need to take account of:

- Progression of technical evidence to consider constraints and viability
- Business Case for new railway station/funding secured
- Preparation of SPD
- Preparation of comprehensive Masterplan and Design Code
- Preparation of Outline Planning Application
- Land equalisation and signing of S106 Agreement
- Identification of developer partner(s)
- Reserved Matters applications
- Discharge of pre-commencement conditions
- Acquisition of land by development partner
- Technical design and approval of enabling infrastructure
- Selection and mobilisation of contractors for enabling infrastructure

5.14 Lichfield's Start to Finish Report (Second Edition) identifies the average lead in time from validation of an outline application to delivery of the first dwelling on sites of 2,000+ dwellings as 8.4 years.

5.15 The lead in time of 4.5 years for sites of 500+ dwellings set out in the Council's Lead In and Build Rate Assumptions Topic Paper is not appropriate for Meecebrook Garden Community. Bloor Homes considers that the anticipated lead in time identified (2030/31) is far too optimistic. The assumptions also contradict the FAQs published by the Council which recognises that *"there are no plans to start until at least 2030 – and Meecebrook will be developed over a long period of time which could span a 30 year or more period."*

5.16 The Lead in and Build Rate Assumptions Topic Paper also considers the assumptions utilised by neighbouring authorities. These assumptions are not

relevant in respect of Meecebrook as none of these authorities are proposing a new settlement as part of their emerging Local Plans.

- 5.17 Bloor Homes considers that a new settlement at Meecebrook is unlikely to provide housing supply until 2034/5 at the earliest; 9 years beyond the scheduled adoption of the Local Plan and proposed supplementary planning document. This assumes that all technical evidence required to support the proposal (including business case and funding stream secured for railway station) is completed in tandem with the Local Plan review process and an outline application submitted in 2025 following swift adoption of the SPD.
- 5.18 In light of these more realistic timescales, Bloor Homes considers that allocation of a Garden Community at Meecebrook should be postponed and considered through a future Local Plan review in 5-10 years' time.

Delivery rates

- 5.19 The Council is assuming a delivery rate of 300dpa from 2030/31 as set out in the housing trajectory. As stated previously, the FAQs published by the Council assumes a build out period in excess of 30 years. This contradicts the trajectory which assumes 6,000 homes to be delivered over a period of 20 years.
- 5.20 The Council's Lead-in Times and Build Rate Assumptions Topic Paper concludes an annual build rate assumption of 160dpa for sites of 2,000+ dwellings. This assumption assumes multiple outlets with phases being completed simultaneously. The Topic Paper rightfully recognises that build rates do not double as the site size doubles. It is noted the Topic Paper caveats that sites or more than 2,000 dwellings are assumed to have their own projected housing trajectory so will not necessarily follow the assumption of 160dpa. The Topic Paper fails to provide the necessary evidence to support the 300dpa build out rate afforded to Meecebrook Garden Community within the draft housing trajectory contained within the Preferred Options consultation document.
- 5.21 Lichfield's Start to Finish Report (Second Edition) concludes the average completion rate on sites of 2,000+ dwellings equate to a mean of 160dpa. The highest site average recorded was 268dpa.
- 5.22 There is no compelling evidence to justify a delivery rate assumption in excess of 160dpa for Meecebrook garden Village. In reality, the pace of delivery will be related to, firstly, the critical infrastructure triggers and, secondly, how quickly demand for new homes will build up as a desirable place well served by community facilities is delivered. This is likely to result in a reduced annual delivery rate in early years.

- 5.23 Applying an average delivery rate of 160 dwellings from 2033/34 would result in a maximum supply of 1,120 dwellings within the plan period. This is significantly less than the 3,000 dwellings currently assumed by the Council and represents a level of development that would fail to support key infrastructure requirements to allow for an acceptable level of self-containment and inherent sustainability within a plan period to 2040.
- 5.24 Again, this supports a view that a Garden Community proposal is a source of supply that should be considered through a future Local Plan review.
- 5.25 With regard to the delivery of Meecebrook Garden Community, Bloor Homes considers this would have a number of disbenefits including requiring significant investment in new infrastructure, relying on long lead in times of a minimum of 8.4 years from the validation of an outline application and increased uncertainty related to delivery assumptions due to potential market saturation. Therefore, it is contended that proposed spatial strategy relies too heavily on the delivery of this new Garden Community. With reference to our comments set out above in respect of the housing requirement scenarios, and the potential for the Borough to accommodate increased housing numbers to 2040, it is clear that there is scope for a wide range of sites geographically spread across the Borough in accordance with the settlement hierarchy, without the need to rely on the possible inclusion of a Garden Community.

6. Site Allocation Policies

- 6.1 Bloor Homes has raised objections to the spatial distribution of growth proposed within Policy 1 and maintains a view that further allocations should be identified within the Tier 2 settlement of Stone and the Tier 4 Larger Settlements to create a balanced spatial strategy.

Policy 9. North of Stafford

- 6.2 Bloor Homes supports the continued allocation of land to the north of Stafford to support the delivery of the remaining allocation of 2,700 new homes. Bloor Homes has control of land within this Strategic Development Location and is progressing proposals.

Policy 12. Other Housing & Employment Land Allocations

- 6.3 In light of deliverability issues highlighted at the proposed Meecebrook Garden Community, further allocations should be identified to meet the shortfall in supply from this source within the plan period to 2040, including land between Stone and Stafford Road, Eccleshall.
- 6.4 Bloor Homes notes that the proposed allocations at the Former Staffordshire University Campus (HOP03) and MoD Site 4 (HOP08) are identified as not being currently achievable and are not counted in the housing trajectory for the plan period.
- 6.5 On the basis these two proposed allocations are currently unachievable, Bloor Homes would question the 'soundness' of these allocations and considers these should be reconsidered through a future local plan review.

7. Housing Policies

- 7.1 Bloor Homes wishes to raise a number of comments in respect of the preferred policies to shape the mix and form of housing to be delivered within Stafford Borough to 2040, recognising that any policy burdens or specific requirements need be considered through a whole plan viability assessment and justified through robust evidence.

Policy 23. Affordable Housing

- 7.2 Bloor Homes supports the approach of Whole Plan Viability to inform affordable housing requirements.
- 7.3 Having reviewed the Local Plan Viability Assessment Bloor Homes wishes to raise concerns that the benchmarking exercise only considered development sites of under 50 dwellings on greenfield sites in the high value areas. This fails to consider a range of site options that have been put forward by promoters, including those put forward by Bloor Homes at Stone (Rural) and Eccleshall.
- 7.4 Bloor Homes can confirm however that both sites can support the delivery of 40% affordable housing in line with the proposed tenure mix identified. Bloor Homes is satisfied that the tenure mix has been informed by the EHDNA.
- 7.5 It is assumed that First Homes to be delivered in Stafford Borough would be subject to the minimum 30% discount however, the emerging Policy should provide this clarification. The discount assumption contained within the Local Plan Viability report assumed a 30% discount.

Policy 24. Homes for Life

- 7.6 If the Council wishes to adopt the higher optional standards for Part M Category 2 and 3 then this should only be done in accordance with the NPPF (paragraph 127f & Footnote 46). The Written Ministerial Statement (WMS) dated 25th March 2015 stated that *"the optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the NPPG."*
- 7.7 The Economic and Housing Development Needs Assessment provides an overview of those living with a long-term health problem or disability (LTHPD) and concludes a need for accessible and adaptable homes provision. Bloor Homes considers that the preferred policy approach in respect of accessible and adaptable dwellings is evidenced and sound.

7.8 Bloor Homes maintain a position that the acceptability of dwelling design and provision of external spaces should be considered on a site-by-site basis.

7.9 The NDSS was published by the Department of Communities and Local Government on 27 March 2015. Its publication was accompanied by a Planning Update issued as a Written Ministerial Statement to Parliament by the Rt. Hon. Sir Eric Pickles MP on 25th March 2015.

7.10 In introducing the standards, the Written Ministerial Statement outlines:

"New homes need to be high quality, accessible and sustainable. To achieve this, the government has created a new approach for the setting of technical standards for new housing. This rationalises the many differing existing standards into a simpler, streamlined system which will reduce burdens and help bring forward much needed new homes."

7.11 However, the Written Ministerial Statement is also clear that the standards are optional, and that compliance cannot be required outside of a relevant current Local Plan policy:

"From 1 October 2015: Existing Local Plan, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy."

7.12 This is to ensure that the need for the application of the standards through planning policy is fully evidenced and that the impact on viability is considered alongside all of the other policies contained in the Plan:

"The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the National Planning Policy Framework and Planning Guidance."

7.13 The reference to the National Planning Policy Framework relates to paragraph 174 which states:

"Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development in their area of all existing and proposed local standards, supplementary planning

documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk, and should facilitate development throughout the economic cycle. Evidence supporting the assessment should be proportionate, using only appropriate available evidence."

7.14 The reference to the National Planning Guidance relates to the following:

"Where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies. Local planning authorities should take account of the following areas:

- *need – evidence should be provided on the size and type of dwellings currently being built in the area, to ensure the impacts of adopting space standards can be properly assessed, for example, to consider any potential impact on meeting demand for starter homes.*
- *viability – the impact of adopting the space standard should be considered as part of a plan's viability assessment with account taken of the impact of potentially larger dwellings on land supply. Local planning authorities will also need to consider impacts on affordability where a space standard is to be adopted.*
- *timing – there may need to be a reasonable transitional period following adoption of a new policy on space standards to enable developers to factor the cost of space standards into future land acquisitions."*

7.15 The Guidance is therefore clear that the application of the NDSS requires a Local Plan policy which has been fully evidenced, including identification of need and the consideration of any impact on viability. If the Council were to consider introducing such a requirement, further evidence is necessary.

7.16 Regarding need, no justification or evidence is provided and until it is the NDSS should not be applied to any site on the premise it would be unsound. Bloor Homes consider there is unlikely to be any local circumstances within Stafford Borough that would support such an imposition of the Nationally Described Space Standards (NDSS). There is no such support contained within the published Economic and Housing Development Needs Assessment.

7.17 Regarding viability, there is an intrinsic link between the affordability of a property and its size (in floorspace) typically expressed as a cost (£) per square metre (or square foot). Should the NDSS be implemented within Stafford

Borough, the building costs would increase, and these additional costs would be offset by the increase in market value, estimated to be in the order of 10%.

- 7.18 Therefore, artificially increasing the floor area of properties to achieve NDSS standards would serve the purpose of 'pricing out' a number of potential purchasers that have a current housing need. This is despite local evidence justifying a significant affordability issue being present within the Borough.

Policy 31. Housing Mix

- 7.19 Bloor Homes supports the considers that it is most appropriate for housing mix to be guided by market signals, as defined within the most up-to-date assessment of needs. The assessment of needs should be routinely updated across the 20-year Plan period. This ensures that housing mix is reflective of market-driven need.
- 7.20 Bloor Homes does however recognise the recommended range provides a good level of flexibility to allow for changing market signals across the Plan period and in different locations within the Borough. It is therefore considered sufficient in terms of ensuring the needs of all members of the community can be met.
- 7.21 Bloor Homes considers the existing housing stock within Eccleshall to be balanced however recognises the current demand for smaller 2 and 3 bed properties across the Borough.
- 7.22 The Policy requires the provision of self or custom build plots, equivalent to 1% of all dwellings, within a number of major sites. As previously submitted Bloor Homes favours the identification of specific sites for such development, as this option would have a greater chance of ensuring that the needs of local people wishing to build their own homes are met. It is likely that a high percentage of those on the self/custom build register are not looking for sites within major housing development sites. It is recommended that these sites are specifically allocated as self-build/custom build housing sites within the Local Plan Review document.
- 7.23 If major housing allocations are required to provide self and custom build plots, any such plots which remain unsold should be allowed to revert to delivery through conventional means. The appropriate period for marketing should be reduced to 12 months to allow for continuity of build out.
- 7.24 Bloor Homes supports the efficient use of land, in accordance with National Planning Policy and Guidance and supports the approach to residential

densities to be considered on a site-by-site basis, having regard to surrounding prevailing densities and landscape setting

- 7.25 Due to the size of the site at Stafford Road, Eccleshall and the lack of identified constraints, it is realistic to expect the delivery of an efficient scheme that could achieve a minimum average net density of 35dph. However, this would be achieved through the provision of character areas of varying density and would be reflective of the character of surrounding development, including committed development currently under construction to the east of the site, within the current housing allocation.

8. Design & Infrastructure Policies

- 8.1 Bloor Homes supports the preferred policies that are proposed to ensure the delivery of high-quality development, supported by necessary infrastructure, delivered in a timely manner.

Policy 34. Urban Design General Principles

- 8.2 The urban design general principles identified in Policy 34 are supported by Bloor Homes. Bloor Homes considers the policy provides an appropriate framework for creating high quality new communities in line with the National Design Guide, National Model Design Code and Manual for Streets.

Policy 25. Architectural Design

- 8.3 Bloor Homes supports the approach to architectural design set out in Policy 35. It is noted that this Policy should be read in conjunction with Policies 24, 27 28 and 29 relating to residential development to which Bloor Homes has provided comments separately.

Policy 36. Landscape Design

- 8.4 Bloor Homes promotes landscape led proposals and recognises the importance of the creation of new areas of public realm and landscaped areas in creating cohesive communities and development that responds to contextual sensitivities. Policy 36 is supported as sound.

Policy 37. Infrastructure to Support New Development

- 8.5 Where new development generates a demand for new or improved infrastructure, Bloor Homes recognises that a reliable mechanism such as a planning obligation is necessary.
- 8.6 Any infrastructure should be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

9. Environmental Policies

- 9.1 Bloor Homes supports the suite of preferred policies that seek to balance the delivery of the appropriate level of growth whilst ensuring environmental protection and enhancement where necessary.

Policy 41. Historic Environment

- 9.2 Bloor Homes supports the approach to the historic environment contained within Policy 41.

Policy 42. Flood Risk

- 9.3 Bloor Homes supports proposed Policy 42 in respect of Flood Risk which is informed by an up-to-date Strategic Flood Risk Assessment Level 1 and is consistent with national policy.

Policy 43. Sustainable Drainage

- 9.4 Bloor Homes broadly supports the approach to Sustainable Drainage outlined in Policy 43.

- 9.5 Bloor Homes supports the integration of blue and green infrastructure to create multifunctional spaces which can assist in delivering landscape, biodiversity and recreational benefits.

Policy 44. Landscapes

- 9.6 Bloor Homes supports the requirement for Landscape and Visual Impact Assessments for developments likely to have a significant visual effect on existing landscape.

Policy 46. Green & Blue Infrastructure Network

- 9.7 The importance of green and blue infrastructure is, unquestionably, important in delivering good design and ensuring that it reaches beyond the site linking to areas beyond. At the Issues and Options stage Bloor Homes suggested caution should be exercised in being too prescriptive as sites and their contexts will vary. Notwithstanding this, it is important that opportunities for linkages are maximised and clearly articulated, through an evidence-based approach which is then clearly shown on a policies map to provide certainty.

- 9.8 The general principles contained in Policy 46 (Para A) are supported in addition to the areas of Strategic Green Infrastructure Network identified.

- 9.9 As current drafted, the policy requires developments of 10 or more dwellings to contribute towards extending the green network by providing onsite publicly accessible open space to meet a standard of 32m² per person. In addition, equipped playspace is required on site for all developments providing 51 or more homes. Whilst these proposed standards appear reasonable, there needs to be recognition of a site's context and the existing provision of accessible open space or equipped play within the vicinity. If an existing, good quality play area is already in situ in close proximity to the site, it may be more appropriate to upgrade an existing facility rather than duplicate provision.
- 9.10 It should be noted that the initial Development Framework Plan for land at Stafford Road, Eccleshall identifies a significant new green infrastructure network to incorporate a range of recreational activities, including equipped play, natural play and a network of new routes to encourage walking and cycling. Provision is in excess of the proposed standards contained within Policy 46.

Policy 47. Biodiversity

- 9.11 The Council's proposed approach to achieve a net gain of at least 10% in line with the Environment Act 2021 is noted. Any requirement for biodiversity net gain should be considered through the Stage 2 Viability Assessment and provisions should be put in place by Stafford Borough Council to allow off-site mitigation where necessary. This will be particularly important in respect of smaller development sites where opportunities or viability for on-site provision are not available.

Policy 48. Cannock Chase SAC

- 9.12 Bloor Homes notes further evidence in respect of Cannock Chase SAC, including a review of mitigation measures and visitor survey. This evidence has informed the current mitigation measures to address any impact arising from development within a 15km radius of Cannock Chase SAC. Policy 48 is supported.

Policy 49. Trees

- 9.13 Bloor Homes broadly supports draft Policy 49 which seeks to retain, integrate and minimise the risk of harm to trees of value, hedgerow and woodland. The policy position to retain or ensure the replacement of existing trees, hedgerows and woodland is supported where these have value.

10. Land at Stafford Road, Eccleshall

- 10.1 Bloor Homes has an interest in approximately 25.32 hectares of land to the east of Eccleshall, occupying an area of land between Stafford Road to the south and Stone Road to the north.
- 10.2 The site is greenfield and comprises a single arable field enclosure. The site was historically split in several smaller field enclosures (refer to Plate 1 below). The site is located adjacent to the settlement edge of Eccleshall on the southern part of its western boundary. The northern part of the western site boundary is split from the settlement edge by agricultural field enclosures, part of which is currently being promoted by others, and Gentleshaw Wildlife Centre. The development immediately to the west of the site of 130 dwellings has been recently constructed (planning ref. 14/20665/OUT).
- 10.3 The site lies within site reference ECC06 as identified within the Borough Council's Strategic Housing & Employment Land Availability Assessment (SHELAA) most recently published in 2022. This identifies the site as Available, achievable and suitable.
- 10.4 The Site Selection Topic Paper confirms that no site within Eccleshall has been subject to the site selection process and the Site Assessment Profile concludes that the site was rejected. The Interim Sustainability Appraisal identified the only settlement scenario considered for Eccleshall was 0 homes but notes that the village benefits from a strong local offer.
- 10.5 The justification for the rejection of site ECC06 was *"education capacity constraints are unlikely to be resolved,"* and *"additionally, landscape concerns would need to be suitably mitigated for."*

Education Concerns

- 10.6 The Interim Sustainability Appraisal states that a primary driver of the decision not to direct any new allocations to Eccleshall was the lack of available capacity at Sit Graham Balfour high school in Stafford. Bloor Homes has commissioned EHP to prepare an Education Impact and Mitigation Assessment. This is included at **Appendix 4**.
- 10.7 EHP concludes that the site would generate a need for up to 98 primary education places. The report identifies a number of options for increasing primary school capacity:
- The total area of the 1.5FE Bishop Lonsdale CofE Primary is 2.09ha which is within the recommended range of site sizes that the DfE considers large

enough to accommodate an extension to 2FE primary school with 420 pupils plus 26 nursery places.

- Woodseaves CofE Primary Academy has potential for expansion from a 0.5FE to a 1FE primary school with 210 places. In EHP's view a potential catchment area adjustment alongside an expansion of Woodseaves CofE Primary Academy would free up capacity at Bishop Lonsdale

10.8 Either of the above two mitigation options would provide sufficient primary school places at Eccleshall CE Primary for the 98 primary school places that SCC predict would be needed by the site. The SCC Education Site Assessment report fails to consider these options. Moreover, the proposal makes provision for a new primary school on-site.

10.9 In addition, EHP considers the site would generate a need for up to 70 secondary education places utilising the SCC child yield methodology. The report identifies a number of options for increasing primary school capacity:

- Retaining a capacity of 925 secondary school places at Sir Graham Balfour High School rather than reducing it to a lower figure of 850 places. Merely by retaining its previous stated operating capacity, it would be doing so on a site which the DfE considers is sufficient in size to operate at this capacity.
- Delivery of the new secondary school to the north of Beaconside will provide 900 secondary school places within a Strategic Development Site that is forecast to generate 465 secondary school places. This will provide 435 more secondary school places than the 3,100 planned dwellings will require.

10.10 Overall, EHP conclude, Stafford Borough Council's decision to reject the ECC06 following consultation with Staffordshire County Council is flawed as it has been determined in-part on the basis of the education-related commentary from SCC which appears to have failed to consider any of the above potential secondary education mitigation options.

Landscape Concerns

10.11 Pegasus Group has been instructed to consider the landscape and visual constraints and opportunities of the site. A Landscape and Visual Note is attached at **Appendix 5**.

10.12 Regarding visual amenity, the combination of the settlement of Eccleshall, mature vegetation and topography generally contains the site from the wider

landscape. The recently constructed development immediately to the west of the site also offers existing built context to the proposed development.

10.13 The constraints for the site are considered to be:

- The existing vegetation network within the site and along its boundaries, in particular the mature oak trees within the southern part of the site. Noting that this also creates an opportunity to retain these features to conserve the local landscape character;
- The gap between the existing settlement boundary of Eccleshall and the northern part of the western site boundary, noting this land is currently being promoted by others;
- The relatively higher part of the southern area of the site which is more visually prominent in the surrounding landscape, noting that recent residential development to the west is built at this level and offers context;
- Views of new built form from residential receptors in close proximity and from the local road and PROW network to the north and east of the site on rising land, noting that potential views of the proposed development will generally be seen within the context of existing and recently constructed built form; and
- The relationship between the site and the agricultural landscape further north, east and south in landscape character terms.

10.14 The opportunities for the site are considered to be:

- The enclosure provided by mature hedgerow trees on parts of the site boundary, the mature woodland and riparian vegetation in close proximity, existing settlement edge of Eccleshall and rising landform to the south of the site;
- The site itself is not subject to any statutory landscape planning designations;
- The identification of the site, and site to the west, as 'potentially developable' within published guidance;
- The location of the site directly adjacent to the settlement boundary of Eccleshall on the southern part of the western site boundary and the visual relationship to this edge;

- The opportunity to integrate existing mature oak trees within the southern part of the site into the proposed development, which are identified as characteristic of the local landscape in published guidance;
- Existing mature vegetation along part of the site boundary, notably along the western edge, providing opportunities to enhance this through a comprehensive landscape strategy;
- The opportunity to reinstate historic field boundaries across the site, as promoted by published guidance;
- The opportunity to create high-quality public open space (POS) across the site with native landscape planting; and
- The potential to enhance public access across the site and connections to recently constructed development to the west, as promoted by published guidance.

10.15 Given the context of the site adjacent to the existing settlement edge and pockets of built form in close proximity, landscape and visual effects are likely to be limited. Furthermore, mitigation can be integrated into a scheme which would further reduce impacts. The landscape strategy for the site meets the aspirations of published guidance, including reinstatement of historic field boundaries, enhanced connectivity and contribution to local landscape character.

10.16 A landscape strategy has informed the emerging proposal which sets the development envelope back from the site boundaries to allow existing vegetation to be retained and enhanced. Development is restricted from the highest part of the site in the south-western corner to minimise prominence in the surrounding landscape.

10.17 Consequently, new development on the site is acceptable in landscape and visual terms.

Conclusion

10.18 Land at Stafford Road, Eccleshall represents a suitable housing development option. Issues highlighted, relating to education and landscape can be addressed, as evidenced by further work undertaken by Bloor Homes.

Land at Stafford Road, Eccleshall

- 10.19 An initial Development Framework Plan has been produced which is landscape led. The site provides an opportunity to provide approximately approximately 470-500 dwellings, a new road linking Stafford Road with Stone Road to the east of Eccleshall, a potential new primary school and a significant new green infrastructure network that provides an opportunity to deliver equipped play, natural play, community orchard and a range of new habitats to support wildlife. This is included at **Appendix 1**.
- 10.20 A smaller first phase development could be delivered that is contiguous with the existing settlement boundary for Eccleshall that could deliver approximately 145 dwellings alongside new green infrastructure. This is included at **Appendix 2**.
- 10.21 Key Design Principles of the comprehensive proposal include:
- Primary site access via Stafford Road and Stone Road, creating a new link to the east of Eccleshall;
 - Hierarchy of streets serving clusters of development;
 - Outward facing development providing natural surveillance over newly created public open space;
 - Retention of historic field boundaries, incorporated into a series of greenway corridors to provide opportunities for enhanced ecological infrastructure and habitat creation;
 - Central commons providing open spaces for recreation, including areas of equipped and natural play;
 - Cycle and pedestrian movement routes utilising the newly created green corridors;
 - Possible cycle and pedestrian connections to neighbouring development, including retention of existing Public Right of Way (PRoW);
 - Potential location for 'primary school' of up to 1.2 Ha;
 - Utilised site low points for sustainable drainage (SuDS);
 - Potential location for a community orchard for new and existing residents;
 - Proposed landscape to provide transition on approach to Eccleshall from the east and retention of long-distance views to surrounding countryside from site high point; and

- Proposed landscape structural enhancements to eastern boundary.

10.22 The Site Selection Assessment for ECC06 recognises a new perimeter road across the site forms a bypass to the east of Eccleshall. Capricorn Transport Planning was commissioned to advise on highways and transport issues in respect of the site. A Technical Note is included at **Appendix 6**.

10.23 The key findings are as follows:

- The majority of residential development traffic would have origins or destinations to the east of the site. The provision of a complete Link Road between the A5013 and B5026 would enable development traffic to access both routes efficiently without having to travel through the town centre.
- The Link Road is therefore expected to be an essential component of the package of highway mitigation measures and would enable the impact of development traffic within the town centre to be minimised.
- If the development were to include a school of a scale greater than that required to meet its internal needs, additional car-based trips may be generated on the external highway network, which may require additional mitigation.
- Traffic flows on Newport Road, Horse Fair and Stafford Street within the town centre would reduce as a result of trips transferring between the Link Road. The extent of traffic relief would need to be confirmed through additional data collection and modelling. However, overall, the Link Road would be expected to improve traffic and environmental conditions within the town centre.
- Most of this town centre traffic relief would result from trips between the A519 South and B5026 East transferring to/from the Link Road via Green Lane. Traffic flows on Green Lane would therefore increase, giving rise to traffic impacts on what is currently a narrow residential road. Additional mitigation would be required to address these.
- Traffic flows on the Link Road itself would not be considered excessive for a road passing through the new residential area, subject to provision of suitable pedestrian/cycle crossing facilities. It should be noted that traffic flows through the site would increase if the Link Road were extended in the future to provide a full bypass of the town.

- A future extension of the Link Road north and west of the B5026 as part of a full bypass of Eccleshall may provide additional traffic relief within the town centre. However, the extent of these benefits and hence the viability of a full bypass would rely on the journey time advantages that it would offer.
- A partial bypass, achieved by extending the Link Road south-eastwards to connect with the A519 south of Eccleshall, could offer proportionally greater benefits by removing traffic from Green Lane and thus off-setting traffic impacts along that corridor.
- In the absence of such an extension, traffic impacts on Green Lane arising from the Link Road would need to be addressed through complementary improvements. At this stage, the most appropriate solution appears to be a package of traffic calming/speed management measures covering the entire route between the A519 and the A5013.

10.24 Further testing can be carried out upon request.

Availability

10.25 The site is owned by a single private landowner. Bloor Homes has entered into an agreement with the landowner to promote the site for residential development with the option to acquire the site for development. The site is available.

10.26 The most recent Strategic Housing and Economic Land Availability Assessment (SHELAA), published in 2022, considers land between Stone and Stafford Road, Eccleshall (site reference ECC06) as available and achievable with an assumed yield of approximately 468 dwellings. The assumed yield aligns broadly to the emerging Development Framework Plan prepared by Bloor Homes.

Suitability

10.27 With regard to the suitability credentials of the site, it is located outside current settlement boundary but adjacent to the sustainable settlement of Eccleshall and in proximity to public transport routes, services and facilities. Bloor Homes has provided further evidence at **Appendices 4 and 5** to demonstrate the constraints relating to education and landscape, identified through the Council's site selection process, can be overcome.

10.28 Further evidence will be provided in respect of the nearby Historic Environment Record and mineral deposits referenced within the SHELAA however, it is considered that all such matters can be addressed through a well-designed

scheme and appropriate mitigation measures within the site. A number of Technical Reports have been commissioned to address these points and further information will be provided through the Local Plan Review process.

- 10.29 It is noted that the most recent Strategic Housing and Economic Land Availability Assessment (SHELAA), published in 2022, considers the site (site reference ECC06) as suitable. Bloor Homes concurs with this conclusion.

Summary

- 10.30 Land at Stafford Road, Eccleshall is a suitable and sustainable location for residential development and represents a deliverable proposition, being available now and providing every prospect that approximately 500 dwellings can be delivered. It should be noted that an option of a smaller first phase of approximately 145 dwellings is also being provided. The proposal would make best use of existing infrastructure and provides the opportunity to deliver further facilities not limited to a new link road to the east of Eccleshall to reduce congestion within the centre of Eccleshall, a primary school and a significant green infrastructure network.

11. Conclusion

- 1.1 This representation is made by Evolve Planning on behalf of Bloor Homes to the Stafford Local Plan Review, Preferred Options (Regulation 19). This representation relates to land at Stafford Road, Eccleshall, which is promoted as an available, achievable and suitable housing allocation within the Tier 4 sustainable settlement of Eccleshall.
- 11.1 Bloor Homes raise significant concerns with the intended approach to determining the quantum and spatial distribution of housing growth identified through the Preferred Options consultation document.
- 11.2 The Preferred Option for housing growth aligns to Scenario D which is not supported by Bloor Homes as it projects the lowest housing growth of all four economic growth scenarios tested. If the Council pursues the preferred strategy for employment an uplift in the level of homes delivered is required to ensure a balance between increased jobs and working age population to support these jobs.
- 11.3 Bloor Homes supports the commitment of Stafford Borough Council to providing a contribution to assist in meeting these unmet housing needs. However, the proposed contribution of 2,000 homes should be explored and reviewed through the ongoing Duty to Cooperate with LPAs in light of most the recent evidence in respect of the shortfall in housing provision in neighbouring HMAs.
- 11.4 Meecebrook Garden Community should not be highlighted as the intended location for meeting housing needs from other authorities. Instead, any appropriate uplift provided to meet unmet needs from neighbouring authorities should form part of a comprehensive distribution of growth across the Borough within an integrated spatial development strategy.
- 11.5 Bloor Homes objects to the proposed spatial distribution of growth including the focus of 3,000 homes to a new Garden Community at Meecebrook. Representing over 50% of the new supply sources, growth is being focused to an isolated location at Meecebrook at the expense of growth provided to Stone and the Larger Settlements including Eccleshall. This not only provides an unsustainable distribution of housing growth but undermines the delivery of the Local Plan through over reliance on delivery of this Garden Community.
- 11.6 A new Garden Community at Meecebrook would require significant investment in new infrastructure to create a sustainable community with a good degree of self-containment. The Council's own evidence highlights potential risks of viability and evidence commissioned by Bloor Homes and others has highlighted

the deliverability of a new railway station at Meecebrook is minimal at best, with the merits and deliverability carrying no weight in the absence of a review and validation by Network Rail and wider rail industry stakeholders. Lack of a new railway station at Meecebrook would completely undermine the sustainability merits of this proposed Garden Community.

- 11.7 Bloor Homes does not agree that the identified sources of supply will provide a 10% supply buffer above the preferred minimum requirements due to the unrealistic lead in times and delivery rates assumed for Meecebrook Garden Community. Bloor Homes contends that evidence provided by Stafford Council would only support the delivery of 1,120 dwellings within the plan period. This is significantly less than the 3,000 dwellings currently assumed by the Council and represents a level of development that would fail to support key infrastructure requirements to allow for an acceptable level of self-containment and inherent sustainability within a plan period to 2040.
- 11.8 Instead, Bloor Homes considers the spatial strategy should focus development to sustainable extensions to the top-tier established, settlements as a primary driver of growth, including within Stafford, Stone and the Larger Settlements to include Eccleshall.
- 11.9 Bloor Homes does not support the development strategy that focuses no housing growth to Eccleshall which appears to relate to education capacity. Bloor Homes has provided evidence at **Appendix 4**, that demonstrates there are a number of options to mitigate increased school places generated by further growth within Eccleshall.
- 11.10 Consideration of a Garden Community should be reserved for a future local plan review.
- 11.11 Land at Stafford Road, Eccleshall is a suitable and sustainable location for residential development and represents a deliverable proposition, being available now and providing every prospect that approximately 470 to 500 dwellings can be delivered. The suitability of the site is further detailed within the accompanying further evidence provided within the attached appendices. The proposal would make best use of existing infrastructure and provides the opportunity to deliver further facilities not limited to a new link road to the east of Eccleshall, a new primary school and a significant green infrastructure network.

APPENDIX 1

Development Framework Plan

APPENDIX 2

Development Framework Plan (Phase 1)

APPENDIX 3

Meecebrook New Passenger Station Review

APPENDIX 4

Education Impact & Mitigation Assessment

APPENDIX 5

Landscape & Visual Note

APPENDIX 6

Preliminary Traffic Study



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KEY

	SITE BOUNDARY (TBC) 25.32 HA 62.56 ACRES		POTENTIAL EMERGENCY ACCESS POINT (TBC)		PROPOSED "FRONTAGE" LANDSCAPE ON APPROACH
	PROPOSED RESIDENTIAL DEVELOPMENT PARCELS NDA 14.1 HA / 34.84 ACRES UP TO 500 DWELLINGS (AT 35 DPH)		KEY FOCAL JUNCTIONS		ORNAMENTAL PLANTING
	POTENTIAL LOCATION FOR PRIMARY SCHOOL ~1.2 HA / 2.96 ACRES		LONG DISTANCE VIEWS TO WIDER CONTEXTUAL LANDSCAPE FROM SITE HIGH POINT		COMMUNITY ORCHARD PLANTING
	POTENTIAL SITE ACCESS VIA STAFFORD ROAD AND STONE ROAD (TBC)		PUBLIC RIGHT OF WAYS		POTENTIAL AREAS OF WILDFLOWER PLANTING
	POTENTIAL ROUNDABOUT ACCESS FROM STAFFORD AND STONE ROAD (TBC)		POTENTIAL PEDESTRIAN ROUTES WITHIN DEVELOPMENT		SUSTAINABLE URBAN DRAINAGE (TBC)
	PRIMARY LINK ROAD MOVEMENT		POTENTIAL PEDESTRIAN CONNECTIONS TO EXISTING MOVEMENT INFRASTRUCTURE		LOCALLY EQUIPPED AREAS OF PLAY
	SECONDARY MOVEMENT ROUTE		EXISTING VEGETATION		AREA OF NATURAL PLAY
	TERTIARY MOVEMENT ROUTE		PROPOSED REINSTATEMENT OF HISTORIC FIELD BOUNDARIES		INDICATIVE CONTOUR LEVELS (TBC WITH TOPOGRAPHICAL REPORT)
	GRASCRETE EMERGENCY ACCESS ROAD		PROPOSED INCIDENTAL/STRUCTURAL PLANTING		

KEY PRINCIPLES

1. PRIMARY SITE ACCESS VIA STAFFORD ROAD AND STONE ROAD;
2. PRIMARY VEHICULAR MOVEMENT, PROVIDING A LINK ROAD TO ECCLESHALL VILLAGE CENTRE;
3. SECONDARY STREETS SERVING CLUSTERS OF DEVELOPMENT;
4. TERTIARY LANES PROVIDING FULL PERMEABILITY INTO THE DEVELOPMENT;
5. POTENTIAL EMERGENCY ACCESS;
6. CENTRAL COMMONS PROVIDING OPEN SPACES FOR RECREATION AND EQUIPPED AREAS OF PLAY FOR ALL AGES;
7. A SERIES OF GREENWAY CORRIDORS PROVIDE OPPORTUNITIES FOR AN ENHANCED ECOLOGICAL INFRASTRUCTURE AND ADDITIONAL WILDLIFE HABITATS;
8. WILD FLOWER PLANTING LOCATIONS OFFERS AN ENHANCED BIODIVERSITY TO THE SITE FOR VULNERABLE SPECIES;
9. POTENTIAL COMMUNITY ORCHARD PROVIDES NEW AND EXISTING RESIDENTS A SPACE FOR RECREATION AND SOCIAL INCLUSION;
10. ENHANCED PEDESTRIAN MOVEMENT ROUTES OFFER MAXIMUM SITE PERMEABILITY THROUGH ALL LEVELS OF OPEN SPACE;
11. MAXIMUM RETENTION OF EXISTING GREEN VEGETATION;
12. REINSTATED HISTORIC FIELD BOUNDARIES PROVIDING GREEN MOVEMENT THROUGH DEVELOPMENT;
13. UTILISED SITE LOW POINTS FOR SUSTAINABLE URBAN DRAINAGE;
14. OFFSET TO EXISTING FIELDHOUSE COTTAGE;
15. POTENTIAL LOCATION FOR PRIMARY SCHOOL OF UP TO 1.2 HA (TBC); AND
16. RETAINED LONG DISTANCE VIEWS TO SURROUNDING COUNTRYSIDE FROM SITE HIGH POINT.





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KEY PRINCIPLES

1. PRIMARY SITE ACCESS VIA STAFFORD ROAD;
2. PRIMARY VEHICULAR MOVEMENT, WITH POTENTIAL TO CONNECT WITH FUTURE DEVELOPMENT;
3. SECONDARY STREETS SERVING CLUSTERS OF DEVELOPMENT;
4. TERTIARY LANES PROVIDING FULL PERMEABILITY INTO THE DEVELOPMENT;
5. POTENTIAL EMERGENCY ACCESS;
6. CENTRAL COMMON "STAFFORD COMMON" PROVIDING A CENTRAL OPEN SPACE FOR RECREATION AND EQUIPPED AREAS OF PLAY;
7. A SERIES OF GREENWAY CORRIDORS PROVIDE OPPORTUNITIES FOR AN ENHANCED ECOLOGICAL INFRASTRUCTURE AND ADDITIONAL WILDLIFE HABITATS;
8. WILD FLOWER PLANTING LOCATIONS OFFERS AN ENHANCED BIODIVERSITY TO THE SITE FOR VULNERABLE SPECIES;
9. POTENTIAL COMMUNITY ORCHARD PROVIDES NEW AND EXISTING RESIDENTS A SPACE FOR RECREATION AND SOCIAL INCLUSION;
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11. MAXIMUM RETENTION OF EXISTING GREEN VEGETATION;
12. UTILISED SITE LOW POINTS FOR SUSTAINABLE URBAN DRAINAGE;
13. RETAINED LONG DISTANCE VIEWS TO SURROUNDING COUNTRYSIDE FROM SITE HIGH POINT.

KEY

<ul style="list-style-type: none"> SITE BOUNDARY (TBC) 19.15 ACRES LAND IN CLIENTS CONTROL (TBC) PROPOSED RESIDENTIAL DEVELOPMENT PARCELS NDA 4.04 HA / 9.98 ACRES UP TO 145 DWELLINGS (AT 35 DPH) POTENTIAL SITE ACCESS VIA STAFFORD ROAD (TBC) POTENTIAL ROUNDABOUT ACCESS FROM STAFFORD AND STONE ROAD (TBC) PRIMARY LINK ROAD MOVEMENT SECONDARY MOVEMENT ROUTE TERTIARY MOVEMENT ROUTE GRASCRETE EMERGENCY ACCESS ROAD 	<ul style="list-style-type: none"> POTENTIAL EMERGENCY ACCESS POINT (TBC) KEY FOCAL JUNCTIONS LONG DISTANCE VIEWS TO WIDER CONTEXTUAL LANDSCAPE FROM SITE HIGH POINT PUBLIC RIGHT OF WAYS POTENTIAL PEDESTRIAN ROUTES WITHIN DEVELOPMENT POTENTIAL PEDESTRIAN CONNECTIONS TO EXISTING MOVEMENT INFRASTRUCTURE EXISTING VEGETATION PROPOSED REINSTATEMENT OF HISTORIC FIELD BOUNDARIES PROPOSED INCIDENTAL/STRUCTURAL PLANTING 	<ul style="list-style-type: none"> PROPOSED "FRONTAGE" LANDSCAPE ON APPROACH ORNAMENTAL PLANTING COMMUNITY ORCHARD PLANTING POTENTIAL AREAS OF WILDFLOWER PLANTING SUSTAINABLE URBAN DRAINAGE (TBC) LOCALLY EQUIPPED AREAS OF PLAY AREA OF NATURAL PLAY INDICATIVE CONTOUR LEVELS (TBC WITH TOPOGRAPHICAL REPORT)
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LAND OFF STONE ROAD, ECCLESHALL | DEVELOPMENT FRAMEWORK PLAN

Meecebrook

Review of new passenger station proposals

5th December 2022

Document history

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1 Introduction

1.1 Scope of this report

- 1.1.1 Stafford Borough Council (SBC) is promoting a new Garden Community settlement at Meecebrook. SBC describe the site as lying approximately 6km west of the market town of Stone, in Staffordshire and near to the villages of Eccleshall, Swynnerton and Yarnfield. The M6 motorway runs east of the site, along with the HS2 line. The West Coast Main Line and Stafford to Manchester Railway Line, via Stoke-on-Trent, form part of the extensive railway network surrounding the site, with the closest station located in Stone.¹ The new Garden Community would include around 6,000 homes, employment space and community facilities. This will also include infrastructure needed to support the homes like GP and health provision, sustainable travel, and a new West Coast mainline railway station. Meecebrook Garden Community will be considered as part of the Council's Local Plan 2020-2040 process, with 3,000 new homes and necessary infrastructure to be delivered by 2040, and a further 3,000 new homes beyond 2040.²
- 1.1.2 Intermodality has been commissioned by a consortium of developers and land promoters, comprising Richborough Estates Ltd, Bloor Homes Ltd, Bellway Homes Ltd and Stoford Developments Ltd, to review the Council's proposals for the new station on the West Coast Main Line (WCML).

¹ Meecebrook Garden Community Leaflet, page 2

² <https://www.staffordbc.gov.uk/meecebrook-new-garden-settlement>

2 Development of new station proposals

2.1 Network Rail guidance

2.1.1 Network Rail (NR) is the licenced, regulated manager of the national rail network. Any new station proposal on the national rail network will require engagement with, and approval of, Network Rail. Network Rail's licence obligations require it to be confident that when schemes are completed, they can be operated and maintained safely, reliably, efficiently and cost effectively.³

2.1.2 In its guide to investment in new stations, Network Rail states (our highlighting):

The Investment in Stations Guidance is for use by any organisation which is interested in investing in station facilities. Such promoters would typically include **local authorities**, private developers, regional bodies and community rail partnerships. The guidance aims to ensure that such investment returns the maximum benefit to the investor and to passengers and other station users.

New Stations: A Guide for Promoters was originally published by the Strategic Rail Authority (SRA) in 2004. Following significant changes in the structure of the rail industry and the winding up of the SRA, Network Rail published a revised document Investment in Stations: A guide for promoters and developers in 2008. An update was published in 2011 to accompany the Network RUS: Stations published in the same year. This 2017 version retains the core guidance offered in the 2011 edition. Updates have been made to structure and content based on feedback from stakeholders:

- The document has been updated to take account of changes to legislation, policy and standards;
- **Greater emphasis is placed on the requirement that schemes be value for money, fit with industry plans, have an affordable whole life cost, and minimise disruption to the operational railway;**
- The document has been restructured to guide promoters clearly through key considerations for the initial development of a scheme.

The key considerations discussed are as follows:

- An option selection process should be carried out in order to establish that the option selected is the most effective means of achieving the promoter's objectives;
- **Engagement with both the local train operating company (TOC) or companies, the Station Facility Owner (SFO) and Network Rail is vital as they can advise the promoter as to the potential operational and financial viability of a proposal for station investment at an early stage;**
- **Enhancement of existing station facilities should generally be the first option considered for station investment as it is likely to minimise disruption and adverse operational impacts on the railway.** Consideration should be given to relocating an existing station or the opening of a new station where enhancement does not meet the scheme's objectives or there are additional benefits associated with these options. **However, station relocation or the addition of a new station to the network is likely to cause disruption and will only be possible where operational constraints allow;**

³ Investment in Stations, A guide for promoters and developers, Network Rail June 2017, page 17

- The timescale for construction of a new station is generally, on average, two years from start to finish. Significant time before this is required to develop and approve a proposal;
- Any proposed investment needs to demonstrate a positive impact for passengers and the existing railway network. For example, a new station needs to serve a new market and provide links to origins and destinations which would be desirable to potential passengers **without substantial disadvantages such as longer journey times for existing passengers**. This positive impact should be demonstrated in a WebTag compliant business case;
- Investment proposals must consider government objectives for the relevant route and the Long Term Planning Process (LTPP) which is the rail industry's plan to 2043. **Proposals which have impacts conflicting with industry strategy are unlikely to secure industry support**;
- Proposed investment should consider other recent and planned investments in stations and the rail network. A programme of planned investment may provide a good or even a one-off opportunity for coordinated third party investment in station facilities. Conversely, the relocation of a station which has recently seen substantial investment or **the opening of a new station on a section of line that has had journey time improvements is unlikely to offer benefit to the railway**;
- When station investment is partially or wholly funded by the Department for Transport (DfT) or Transport Scotland (TS) from a ring fenced fund, or is under a commercial framework to administer DfT or TS funding, the investment should be targeted to meet the conditions of that funding. These may include revenue return to the DfT or TS, generation of new revenue streams, passenger satisfaction improvement measurement through passenger survey Key Performance Indicators (KPIs) or other specific objectives.⁴

2.1.3 Network Rail then summarises the process for preparing a proposal for a new station:

- In order to show how the above objectives will be achieved by investing in a station the proposal will need to:
- Identify the nature of the local transport challenges being faced;
 - Determine the different transport options that could be adopted;
 - Understand the existing and future market for rail travel;
 - Demonstrate why a rail based enhancement is most appropriate as part of a package of enhancements or on its own;
 - Evaluate which of the potential options for rail investment is appropriate; consideration should be given to rolling stock and timetabling solutions which for some objectives may offer better value for money than investment in a station;
 - Consider the impact of the proposed option on the operation of the railway;
 - Consider how the proposed option fits with industry strategy and objectives.⁵

2.1.4 Throughout the document, Network Rail stresses the importance of early engagement with the rail industry on proposals for new stations, stating:

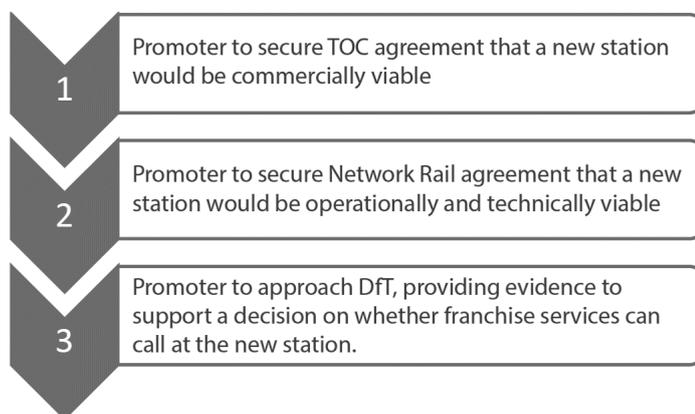
⁴ Pages 3-4

⁵ Page 5

A Train Operating Company (TOC) must support the provision of services to the new station and early engagement with TOCs is essential to any proposal.⁶

Without a positive business case a scheme will not be taken forward for consideration by railway industry stakeholders. The railway industry encourages promoters to have early discussions with the contacts identified in chapter 8 to establish the likely viability of proposals and for guidance in preparing a business case. It is vital that rail industry bodies are consulted as early as possible in the development of a proposal for investment in a station. Network Rail and the relevant TOC(s) will be able to gauge the potential viability of a scheme from the outset. They can also provide specific local advice and guidance on operational considerations which must be taken into account in order to develop a successful proposal, and information on any enhancements or changes to service patterns already planned at the station. The diagram below sets out the early steps promoters should take in developing a proposal for a new station.⁷

Figure 1 Early steps for promoters of new stations (source Network Rail)



Operational and performance issues need to be considered at the inception stage of the project and early engagement with Network Rail and TOCs is recommended to establish scheme feasibility. It is important that a proposal for a new station is developed with cognisance of the current and planned service pattern on the route and of existing infrastructure constraints. Engagement with Network Rail is advisable in these cases as they may be able to provide an early view of forthcoming Route Study recommendations.

Having established whether there is a fit with the industry planning framework, a promoter will also need to form an early view as to the appropriate service pattern at the new station. This would include the practicality of stopping all or just some of the existing services at the new station, or of introducing new services to serve the facility. The views of the relevant franchising authority should be sought.⁸

⁶ Page 6

⁷ Page 7

⁸ Page 13

Early engagement with the rail industry is indispensable to ensure that proposals for station enhancements or new stations can be developed successfully. Network Rail's route-based Strategic Planning teams act as the first point of contact for promoters. Where Network Rail is involved in the proposed enhancement, Network Rail's Strategic Planning teams will work with developers and local authorities on the scheme throughout the feasibility processes and planning stages.⁹

As the day to day operators of stations, TOCs have invaluable knowledge about the needs of their customers and the issues that need to be addressed. They are a key party to any changes that are proposed and should be involved in any proposal from an early stage.¹⁰

Early dialogue with industry parties is essential as they can assist promoters in working through these requirements and in some cases take the lead to ensure that certain requirements are met.¹¹

- 2.1.5 In addition to Network Rail, the Department for Transport (DfT) will in turn expect to receive an initial Strategic Outline Business Case (SOBC) for the new station, as with other station projects being developed or promoted in recent years (see Table below). This also highlights the range of lead times involved in delivering new stations:

Table 1 Examples of recent station SOBC

Site	First proposed	SOBC	BCR	Opening date
Old Oak (London) ¹²	2010	2017	3.5	2030
Magor and Undy (South Wales) ¹³	2013	2018	1.7	None at present
Worcestershire Parkway ¹⁴	2006	2014	3.3 – 3.6	2020
Cambridge South ¹⁵	2017	2021	1.9	2025
Darlaston and Willenhall stations (West Midlands) ¹⁶	2017	2021	4.7 – 6.5	2023

⁹ Page 17

¹⁰ Page 20

¹¹ Page 21

https://www.whatdotheyknow.com/request/599394/response/1427134/attach/3/FINAL%20Old%20Oak%20Overground%20Stations%20Consolidated%20SOBC%202017%20Full%20Document.pdf?cookie_passthrough=1

¹³ <http://magorstation.co.uk/wp-content/uploads/2020/06/Magor-and-Undy-Station-SOBC-revB.pdf>

¹⁴ <http://e-planning.worcestershire.gov.uk/swift/apas/run/WCHDISPLAYMEDIA.showImage?theSeqNo=15526&theApnkey=848&theModule=1>

¹⁵ <https://sacuksprodnrdigital0001.blob.core.windows.net/twao-cambridge-south-infrastructure-enhancements/Cambridge%20South%20station%20OBC/Cambridge%20South%20Outline%20Business%20Case.pdf>

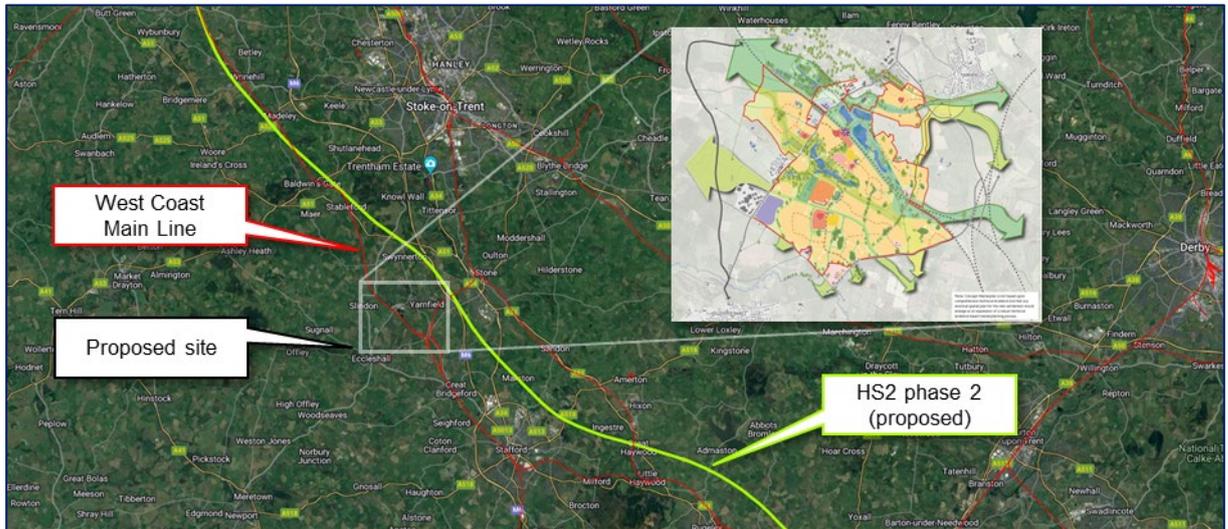
¹⁶ <https://governance.wmca.org.uk/documents/s5126/Report.pdf>

3 The proposed site

3.1 Location

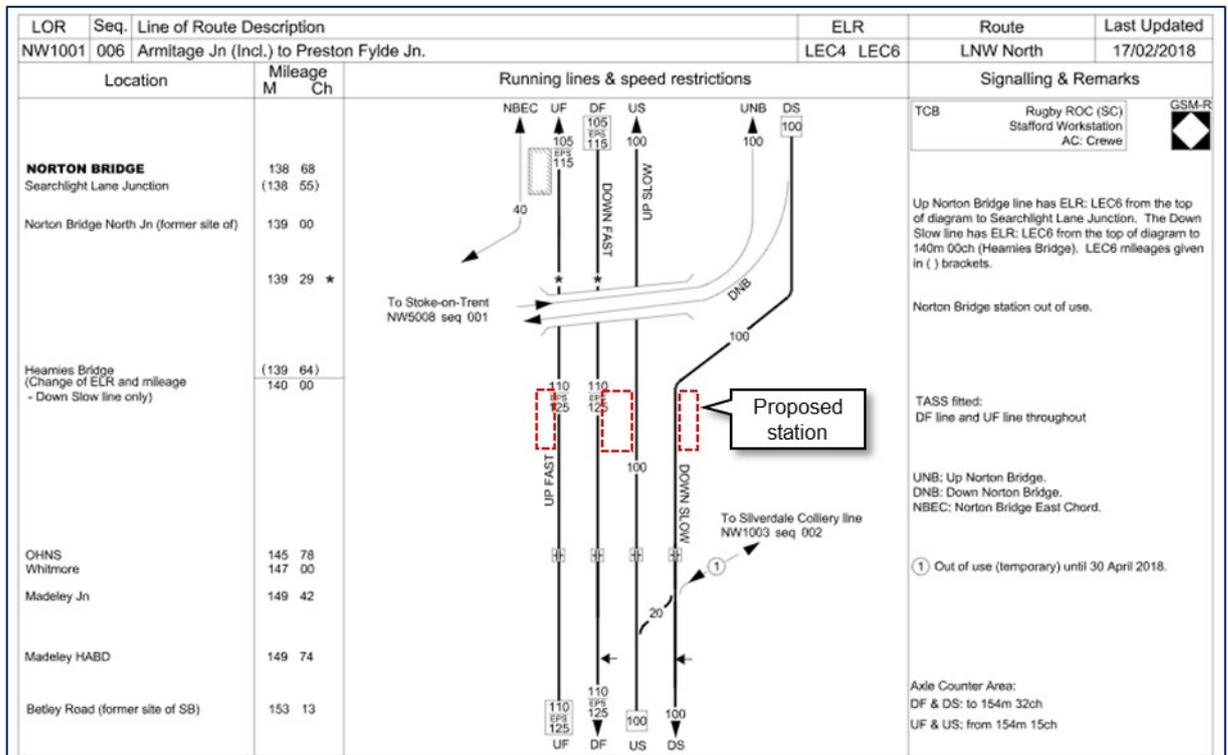
3.1.1 The location of the site relative to the West Coast Main Line (WCML) is shown in the Figure below:

Figure 2 Location plan



3.1.2 The site is located immediately to the north of Norton Bridge Junction, a major grade-separated intersection of the WCML between the routes to Crewe, Stafford and Stoke-on-Trent respectively:

Figure 3 Site location (source Network Rail Sectional Appendix, north to bottom of picture)



- 3.1.3 The proposed location is a four-track main line, with trains passing the site at speeds of up to 100-125mph. It is also worth noting that the track layout has two running lines for “fast” services at 110-125mph linespeed on the eastern side of the formation (left on the above Figure) and two running lines for “slow” services on the western side of the formation (right on the above Figure). The feasibility studies undertaken for SBC (see next section) assume that new platforms would be needed to enable trains to call at the station on the fast lines when the slow lines are closed for engineering and vice versa. This would require major works to (and disruption of) the entire WCML, to separate the fast and slow lines to allow the insertion of a new island platform and outer platforms, as indicated in the Figure above.

3.2 West Coast Main Line current traffic levels

- 3.2.1 The WCML falls within Network Rail’s North West & Central (NW&C) route, described as follows:

NW&C is the ‘Backbone of Britain’ – the economic spine linking our main cities. We connect workers with jobs, people with loved ones and goods to market.

Our infrastructure runs from London Euston and Marylebone in the south through the Chiltern and West Midlands regions, the North West of England and Cumbria before joining with Scotland at Gretna. We are home to the West Coast Main Line, the busiest mixed-use railway in Europe, serving London, Birmingham, Manchester, Liverpool, Edinburgh and Glasgow.

In the five years to 2024, passenger demand is set to grow by 12% and freight by 18%. Major railway upgrade schemes to cater for this growth include HS2, East West Rail, Midlands Rail Hub and the Great North Rail Project.

- 246.5 million annual rail passenger journeys;
- 1.3 million passengers travel through this region each weekday;
- 6,724 passenger and freight services per day;
- 700,000 tonnes of freight is moved each week.¹⁷

- 3.2.2 With regard to the section of the WCML south of Crewe, Network Rail further notes:

The West Coast South route stretches from the south of Crewe to London Euston. It carries millions of passengers and up to 10% of freight traffic a year.

It’s also the busiest mixed-use railway in Europe, forming Anglo-Scottish journeys between London, Glasgow and Edinburgh via the West Midlands and North West, as well as providing commuter links direct to the capital through Hertfordshire, Northamptonshire and Buckinghamshire.

This piece of track is the main route for electrified freight trains which helps to remove lorries from the roads and will contribute to the UK’s ambition to reach net zero carbon emissions by 2050.¹⁸

¹⁷ <https://www.networkrail.co.uk/running-the-railway/our-regions/north-west-and-central/>

¹⁸ <https://www.networkrail.co.uk/running-the-railway/our-routes/west-coast-mainline-south/>

- 3.2.3 The latest (December 2022) working timetable (WTT) shows over 500 trains passing the site every 24 hours, split almost 50:50 between passenger and freight, with a train passing the site of the new residential community every 3 minutes throughout the day and night, including 2,400 tonne aggregate trains, 775m long intermodal trains and 125mph high-speed passenger trains.¹⁹ This level of intensity and variety of rail traffic creates major challenges for developing any new station on this section of the WCML, not least the knock-on effects to existing passenger and freight services of introducing an additional station stop within the timetable.
- 3.2.4 Even with the proposed construction of phase 2 of HS2 (see below), the WCML is already expected to see additional growth in traffic for passenger and freight, the latter boosted by new developments such as the West Midlands Interchange project under construction to the south of Meecebrook, at Four Ashes in Staffordshire, which will have capacity to generate up to 10 new freight trains per day onto the WCML.²⁰

3.3 West Coast Main Line journey time improvements

- 3.3.1 The WCML has been the subject of a series of major route upgrades to improve capacity and capability over the last 20 years. The first phase of the upgrade, south of Manchester, opened in 2004 delivering journey time improvements of 1 hour 21 minutes for London to Birmingham and 2 hours 6 minutes for London to Manchester. A second phase, introducing 125 mph running along most of the line, opened in December 2005, bringing the fastest journey between London and Glasgow from 5 hours 10 minutes to 4 hours 25 mins. Substantial further works were undertaken, including quadrupling of the track in the Trent Valley, upgrading the slow lines, remodelling track and signalling through Nuneaton, Stafford, Rugby, Milton Keynes and Coventry stations, which was completed in late 2008. A £250 million project to grade-separate the tracks at Norton Bridge, which allowed for increased service frequency as well as improved line-speeds, was completed in 2016.
- 3.3.2 We are not aware of the Meecebrook station proposals ever being considered within any of these route upgrades, Network Rail noting in its new station guidance (see previous section) that “the opening of a new station on a section of line that has had journey time improvements is unlikely to offer benefit to the railway.”

3.4 West Coast Main Line route strategy

- 3.4.1 Network Rail’s specification of, and plans for, the WCML are set out in its 2021 Route Specification document.²¹ Network Rail makes no reference to proposals for a new station at Meecebrook.

3.5 HS2

- 3.5.1 Phase 2a would extend the new high speed railway line north west to the proposed Crewe Hub station from the northern extremity of Phase 1 (London to West Midlands) north of Lichfield. Phase 2a was approved by the House of Commons in July 2019, and received Royal Assent on 11 February 2021. Construction of phase 2a will be in parallel with Phase 1, HS2 suggesting that services will begin operating between London, Birmingham and Crewe between 2029 and 2033.²²

¹⁹ Source Network Rail (realtimetrains.co.uk website)

²⁰ <https://news.railbusinessdaily.com/west-midlands-interchange-is-set-to-boost-local-jobs-and-the-economy/>

²¹ Delivering a better railway for a better Britain Route Specifications 2021 North West and Central (NW&C) region, Network Rail

²² <https://www.hs2.org.uk/the-route/west-midlands-to-crewe/>

4 Meecebrook station feasibility studies

4.1 Reports produced to date

4.1.1 Reports produced to date include:

- Meecebrook Garden Community Transport Strategy, July 2020 (Atkins);
- Pre-Feasibility Report V0.1, March 2022 (SLC Rail);
- Feasibility Report v1.0, July 2022, updating work in the March 2022 report (SLC Rail).

4.2 July 2020 Atkins report

4.2.1 Notably, the Atkins report assumed a much higher level of development (around 10,000 homes²³) than currently proposed.

4.2.2 The main findings of the 2020 report related to the station included:

- Overall, it was found that the additional trips on the external highway network as a result of trips from Meecebrook Garden Community would still have a major impact even with the new railway station, and therefore potential mitigation solutions would need to be considered, including
 - Highway mitigation measures along existing corridors or junctions to improve the existing highway capacity;
 - An additional motorway junction to provide additional access to the SRN; or
 - The promotion of alternative sustainable modes of transport to reduce car dependency;²⁴
- It is understood that Staffordshire County Council (SCC) are engaging with Network Rail regarding the potential to deliver a new railway station on the West Coast Mainline;²⁵
- Stafford Borough has good rail connectivity and is served by the West Coast Main Line with existing railway stations located at Stone, Stafford and Stoke-on-Trent. It is important to note that the proposed alignment of HS2 runs to the north of the site. It is proposed that Stoke will become an 'integrated high-speed station' where passengers can travel on classic-compatible HS2 trains and access the high-speed network to the South.²⁶

²³ Page 4 section 1.1

²⁴ Page 7, 24

²⁵ Page 8

²⁶ Page 8

4.3 July 2022 SLC report

Demand modelling

- 4.3.1 SLC draws on an appended analysis by SYSTRA to conclude that once Meecebrook is fully built there is a prospect of station revenue generating a medium level of value for money (BCR 1.5). To set this in context, the Department for Transport's "WebTAG" categorisation of projects defines "medium" value for money as a BCR of between 1.5 and 2.0, so the case for the new station would be at the lower end of this range.
- 4.3.2 It is also important to note here the assumption in the demand forecasting that the new station would be open by 2026 (an optimistic assumption, given the time stations can take to plan, secure approval / funding and construct, see Table 1), but to achieve a viable position the entire 6,000 homes would need to have been delivered.
- 4.3.3 This is an important point to note, as SBC suggest an initial phase of 3,000 new homes and necessary infrastructure to be delivered by 2040, and a further 3,000 new homes beyond 2040, the implication being (assuming the Council's lead-in times and delivery rates of 300 dwellings per annum) that 6,000 homes could take until beyond 2050 to deliver. In the interim, SYSTRA has previously noted, in a separate analysis of another proposed settlement and station in Bedfordshire on behalf of the local planning authority, that:

The development, in isolation of any other new settlement development options, will allocate 4,500 dwellings, **below the 5,000 dwellings considered the indicative benchmark for considering the construction of a new railway station.**²⁷

- 4.3.4 It is also worth noting that SYSTRA forecast that a new station would abstract customers from existing stations of 4,423 per annum in 2026 (assumed first year of opening, 4 years before the delivery of any houses on site) to 9,936 in 2040 (end of Local Plan Period).²⁸ SYSTRA further note in this regard:

The number of passengers lost from existing services [14,000 in 2026 to 31,000 in 2040] is fairly significant compared to station trip generation in 2026. However, by 2040, after full development build out this is far less significant.²⁹

- 4.3.5 This level of abstraction from existing stations and services (which would be assumed to increase further beyond 2040) would be one of the key considerations by TOCs, Network Rail and DfT in determining the acceptability of the new station proposals. In the short term, the implication is that the new station, in a remote location devoid of any development, would then abstract passengers from existing stations, diverting highway trips into the local area.
- 4.3.6 SYSTRA conclude the analysis that:

Our analysis has shown that that station is predicted to generate medium value for money. However, this is entirely dependent on the delivery of development surrounding the station.³⁰

- 4.3.7 SYSTRA then reiterate later in the document that:

²⁷ Sharnbrook Railway Station Initial Transport Feasibility, SYSTRA for Bedford Council

²⁸ Page 13 of SYSTRA report

²⁹ Page 14 of SYSTRA report

³⁰ Page 9 of SYSTRA report

Delivering a station at Meecebrook is predicted to deliver Medium value for money. However, this is heavily dependent on the delivery of the adjacent Garden Village development.³¹

Train Service Planning

- 4.3.8 SLC conclude that there is a reasonable prospect of achieving a train frequency of two trains per hour at the station, albeit noting that HS2 introduces a level of complexity in developing a future train plan specification.
- 4.3.9 These conclusions draw on supporting appended work by Rail Aspects, which sets out the context in terms of current traffic levels and utilisation of the WCML, stating:

The Stafford-Crewe section of the WCML is intensively utilised, although the segregation of Fast Lines and Slow Lines combined with the recent grade-separation of the junction at Norton Bridge provide some flexibility with the principal constraints being either side of Crewe, where the four-track alignment narrows to a three-or two-track alignment.

South of Stafford, the Trent Valley is a 2-track railway between Milford Jn. and Colwich Jn., then reverts to 4-track except for a short distance south of Nuneaton.

The route between Stafford and Wolverhampton is, by the current standards of the railway network, relatively lightly utilised with only six trains passing in each direction in most hours. Further to the south, this route becomes increasingly congested through Wolverhampton and at Birmingham New Street and the service is sufficiently intensive throughout the day that it is very difficult to find flexibility in train paths.

Onwards towards Liverpool, the route is fairly congested with a mixture of high-speed, regional and local services, although with some flexibility around individual train paths.

In summary, retiming of services to accommodate a station call at Meecebrook would probably need to take place away from Birmingham New Street and the WCML South, and also minimise any impact on high-profile, high-speed services on the WCML.³²

- 4.3.10 An important point to note from the Rail Aspect report is the need for new platforms serving both the fast and slow lines on the WCML, the report stating:

Provision of station calls at Meecebrook is highly likely to require provision of a 4-platform station, i.e. platforms on the Fast Lines and on the Slow Lines. Although it would probably be possible to arrange for the majority of weekday stopping services to be timetabled on the Slow Lines, this would not be possible on Sundays owing to engineering access restrictions. It is also considered likely that services planned via the Slow Lines will be regularly run via the Fast Lines during periods of disrupted running, as a service recovery measure.³³

- 4.3.11 The Rail Aspect report notes potential issues with the signalling and operation of services through any new station:

³¹ Page 19 of SYSTRA report

³² Page 6 of Rail Aspect Report

³³ Page 2 of Rail Aspect Report

Local signalling is designed for high speed non-stop services, with block lengths of 1100m to 1400m (Figure 2) and the planning headway in the immediate vicinity is 3 minutes between following train services (up to a maximum of 13 trains per hour on the Fast Lines).

Consequently, it should be assumed that the current signalling would not be ideally suited to stopping of services within the signal blocks.

However, given the relatively anticipated level of service, together with the flexibility offered by the 4-track configuration, any alterations to existing signalling are considered likely to be necessary only if it is required to run consecutive stopping services at close headways or if the location of existing signals conflicts with other engineering considerations such as the location of station platforms.

4.3.12 In terms the performance impact on other services, the Rail Aspect report states (our highlighting):

Introduction of the station calls within the existing service would likely have some performance implications, particularly in the form of risk of knock-on delays to other train services, **as the route is congested, especially towards Liverpool, and towards Wolverhampton and Birmingham**. These risks have not been quantified but are considered unlikely to be severe enough to prevent further development of the scheme at this stage.³⁴

It is inevitable, when inserting additional station calls in existing services, that some level of performance risk is incurred. It is noted that the WMT London Northwestern service groups have recently performed below Operator target performance levels, and any proposals to modify the service are likely to have some degree of sensitivity around potential performance impacts.

In this case, the specific risks would be increases in “1st Order” reactionary delays along the Stafford-Crewe corridor and potentially on towards Rugby, Birmingham and Crewe, i.e. faster trains being delayed by the stopping services. “2nd Order” reactionary delays, i.e. outbound services delayed by late arrival of the inbound service might also be a risk, in particular at Liverpool (see Section 8.3) and Birmingham New Street where some splitting and joining of services takes place.

Avanti West Coast have stated an objective of running a second hourly Euston-Liverpool path. Details of this service are not yet available; there is some risk that this would further complicate adjustments to the timetable.

Aside from performance risks, there may be complexities in the detail of retiming of services either locally (for example, diverting from the Fast to the Slow line) or more widely (for example, rigid timetable structures in the Liverpool area) that are not apparent from this initial overview.³⁵

4.3.13 The situation post-HS2 is also referenced by Rail Aspect, which notes (our highlighting):

Once Phase 2a is open between Birmingham and Crewe, high speed services are expected to operate from London Euston via HS2 and Crewe Hub, to Glasgow, Edinburgh, Manchester, Liverpool and North Wales using classic-compatible high speed rolling stock.

³⁴ Page 2 of Rail Aspect Report

³⁵ Pages 11 and 12 of Rail Aspect Report

In theory, this will remove most long-distance high-speed traffic from the WCML south of Crewe; **however, it appears likely that at least some paths will be retained to maintain connectivity with intermediate stations** such as Milton Keynes, Rugby, Coventry, Wolverhampton, the Trent Valley stations and Stafford. As end-to-end journey times will become less sensitive, it is also possible that these paths will be regularised, e.g. adding additional calls at Milton Keynes or Stafford, for example.

This would offer improved journey times from these locations whilst also reducing constraints on capacity on the Stafford-Crewe section, either by reducing the number of required paths or by increasing the flexibility of remaining paths (possibly also opening up the potential to introduce calls at Meecebrook in residual train services).

However, constraints on other routes (Crewe to/from Liverpool in particular, and between Wolverhampton and Birmingham to some extent) would probably remain in place post-HS2.

4.3.14 In terms of industry engagement, Rail Aspect confirm that no industry engagement was undertaken at the time of writing, noting that Train Operating Companies (TOCs), Freight Operating Companies (FOCs) and Network Rail will need to be engaged at the earliest opportunity.³⁶

4.3.15 Rail Aspect concludes that:

Based on the analysis that has been conducted, and assuming a timetable baseline equivalent to the December 2019 (pre-COVID) service specification, station calls at Meecebrook could be accommodated in at least one of the two existing twice-hourly West Midlands Trains services between Liverpool Lime Street and Birmingham New Street/London Euston, by means of timing adjustments to these services and without undue consequences.

Insertion of calls in other passing services (predominantly Avanti West Coast high speed services) is likely to prove more problematic and has not been investigated in depth at this stage.³⁷

4.4 Station location, value-for-money and Strategic Case

4.4.1 SLC conclude in the Executive Summary that:

- A potentially viable location has been identified;
- A good prospect of obtaining an acceptable BCR;
- A proposed methodology to make the strategic case is defined, although the summary table indicates that work on the strategic case was yet to be completed.

4.4.2 SLC appear to have undertaken a considerable amount of work, covering technical disciplines and topics typically associated with, involving or led by Network Rail, but without any evidence of Network Rail (or wider industry) involvement in developing, reviewing or validating this work.

4.4.3 Of the options considered, SLC indicate the North Option to be preferable, within the context of the main risk and cost drivers identified as follows:

³⁶ Page 12 of Rail Aspect Report

³⁷ Page 1 of Rail Aspect Report

The main risk and cost drivers for this option are associated with the signalling modifications required to accommodate the station, as the existing signals are too far away (and obstructed by structures) to be visible from the platform ends. Early engagement with Network Rail's Signalling Project Engineer (PE) and Route Asset Manager (RAM) is therefore critical to the success of this option.

In addition, the Network Rail RRAP [Road-Rail maintenance vehicle Access Point] will need to be relocated to accommodate the new platform, however as the existing RRAP and access route is located fully within the boundaries of the current development masterplan, it is assumed that this relocation will be feasible and some change to the RRAP will be required as part of the development masterplan, regardless of the station project going ahead.³⁸

- 4.4.4 In terms of costs, SLC suggest the base cost for the North Option to be £34.1m, plus risk allowance of 60%, totalling £54.6m, SLC noting these exclude the significant recent increase in construction costs.³⁹ This differs from the assumption used in the SYSTRA report of £39.99m plus Optimism Bias, market price conversion and inflation totalling £102.6m, almost twice that assumed by SLC.⁴⁰
- 4.4.5 The reports do not explain how the difference between station / farebox income and the significant upfront investment costs, or annual operating costs (£200,000 excluding Optimism Bias of up to 41%⁴¹) would be covered in the period between 2026 and the mid-2050s when the development achieves the critical mass needed to deliver a viable business case.

4.5 Rail industry engagement

- 4.5.1 As with the Network Rail guidance set out in Section 2 earlier, the SLC report makes repeated references for the need to engage with the wider rail industry, but there is no evidence that the local authorities have engaged with Network Rail, TOCs, FOCs, the Rail Delivery Group, the Rail Freight Group, or the Department for Transport.
- 4.5.2 This lack of engagement is highlighted by a recent (October 2022) Freedom of Information request made to Network Rail asking for confirmation of whether a new station had been agreed with SBC and what stage the proposals had reached.⁴² Network Rail responded (see Appendix) stating that (our highlighting):

1) Please confirm if a new West Coast Mainline station has been agreed.

We have not made any agreements relating to a new station at Meecebrook. As mentioned above, our planners are carrying out work to assess the long-term impact of some new station proposals on the West Coast South route, but this work is not looking at developing the case for, or the deliverability of, a new station at Meecebrook in the short-to-medium term.

2) If it has not been agreed, what stage are proposals at?

There are currently no Network Rail proposals for a station at Meecebrook and our planners have advised that they have not been consulted with directly by Stafford Borough Council or Staffordshire County Council on this subject.

³⁸ Page 31 of the Feasibility Report

³⁹ Page 18 of Feasibility report

⁴⁰ Page 16 of SYSTRA report

⁴¹ Page 17 of SYSTRA report

⁴² https://www.whatdotheyknow.com/request/meecebrook_claims_regarding_new

3) What would be the approximate total cost of a new station?

We are unable to advise on this point, as Network Rail has not assessed this.

4) Who would pay for this?

Again, we are unable to advise as we do not have any specific proposals for Meecebrook.

5) Does a new development on greenfield (instead of brownfield) fit with the Network Rail environmental strategy?

As we have not been involved in any proposals, this is not something Network Rail has looked at.

5 Conclusions

5.1 The case for a new station at Meecebrook

5.1.1 The pre-feasibility and feasibility studies, and our assessment of the technical work, highlight several key issues and areas of risk in developing a brand new, multi-platform station on the WCML, including:

- The intensity of current rail services on the WCML, the 'Backbone of Britain', the busiest mixed-use railway in Europe with a nationally-significant role for moving passengers and freight;
- A series of major upgrades to the WCML have been undertaken in recent years to improve capability and reduce journey times, including a major grade-separated junction at Norton Bridge, but without any provision being made in the previous or current strategy for any new station at Meecebrook;
- Engineering access on the WCML, which shuts either the fast or slow lines passing the site, would necessitate a 4-platform station to be constructed for network operational reasons, but which would not otherwise be justified commercially, adding substantially to the complexity, cost and risk of delivering the station, relative to the size of the adjacent development which would need to fund and sustain it;
- Current signalling not being suitable in capacity or location to accommodate a new station, and as such adding to the complexity, cost and risk of delivering the project, in terms of new and altered signalling;
- A new station would abstract demand and revenue from existing stations;
- The need for the entire development to be completed (which might not occur for another 30 years) in order to generate sufficient critical mass of demand, with no indication in the reports on how / who would cover the financial losses in the intervening period;
- The ability to fund and deliver rail enhancements in the current climate, SLC noting recently that:

Covid-19 and its multiple impacts on ways and places of work, demand for rail travel, government funding of railway services and future enhancements, and some resultant semi-permanent service reductions, including a number affecting Worcestershire.

The collapse of rail passenger demand during the COVID lockdown from March 23rd 2020 not only required substantial funding support from government for the maintenance of services but challenged industry thinking and evidencing of future network development given its impact upon ways of working, locations of work, commuting and leisure travel, and hence of the nature of train services and connectivity that may be required in a post-COVID future.⁴³

- The conclusion from Atkins that, even if the station were to be delivered, the development would still generate considerable levels of highway trips, requiring further mitigation measures;⁴⁴
- The conclusion of SLC that the station business case would achieve a BCR of 1.5, at the low end of the range for "medium" value for money.

⁴³ Worcestershire Draft Rail Investment Strategy 2 2022 to 2050, SLC Rail for Worcestershire County Council, July 2022, pages 3 and 9

⁴⁴ Atkins report page 7, 24

- 5.1.2 Even setting aside these challenges, the fundamental concern with the conception of the proposals for a new station at Meecebrook is the apparent complete lack of early (or any) engagement with the rail industry, especially with Network Rail as the licenced, regulated manager of the national rail network. Network Rail's licence obligations require it to be confident that when schemes are completed, they can be operated and maintained safely, reliably, efficiently and cost effectively. Network Rail's guidance clearly and repeatedly states the need for, and benefits of, early engagement with industry, including TOCs, FOCs, DfT and other industry stakeholders
- 5.1.3 The WCML is one of the busiest routes in Britain, therefore demonstrating a compelling business case, in operational or commercial terms, will be particularly challenging. The post-COVID environment, with the substantial structural reductions in travel, farebox income and investment, means the value-for-money threshold for new stations across the network will now be set even higher, as promoters chase reduced public funding.
- 5.1.4 This creates a major concern with the viability of the proposed new station, given that the level of development needed to achieve (at best) a medium level of value-for-money would not be in place before the mid-2050's at the earliest, but with a scheme that assumes a station would be fully operational (with all investment and operating costs then covered) within the next 4 years. It is a major concern that the work to date does not explain how the significant upfront investment costs (£54-103m, which as SLC note does not factor in the significant recent increases in construction costs) or operating costs (£200,000 per annum excluding Optimism Bias of up to 41%) would be covered in the period between 2026 and the mid-2050s.
- 5.1.5 Having progressed early-stage multi-disciplinary feasibility work in the post-COVID rail sector, for a multi-platform station serving and affecting all four fast and slow lines of the 100-125mph WCML, with associated performance and capacity risks to over 500 existing passenger and freight services per day, without any early-stage engagement with Network Rail or wider industry stakeholders, clearly conflicts with the industry guidance (and the conclusions of the reports commissioned by SBC to date). The suggested merits and deliverability of the proposed new station therefore carry little or no weight in the absence of a review and validation by Network Rail and the wider rail industry stakeholders.
- 5.1.6 Based on our experience with the planning and implementation of major rail-related developments, we would have expected to see evidence of the station proposals being worked up to at least Engineering Stage 2 of Network Rail's governance for assessing new projects (Project Acceleration in a Controlled Environment or PACE), backed by a Basic Services Agreement (BSA) between SBC and Network Rail, within which a multi-disciplinary feasibility study would be undertaken jointly by the parties, with Network Rail providing a Commercial Scheme Sponsor to manage the process.
- 5.1.7 A critical initial component in this work would be a capability study, to determine to the satisfaction of Network Rail (and/or the TOCs/FOCs) the ability to path existing passenger services through any new station without importing unacceptable performance risk, as determined by Network Rail through its quality assurance process.
- 5.1.8 In the absence of such engagement, with reference to Network Rail's published guidance for new stations, the following limited conclusions can be drawn:

Table 2 Alignment of Meecebrook station proposals against NR guidance

Guidance	Current status
Greater emphasis is placed on the requirement that schemes be value for money, fit with industry plans, have an affordable whole life cost, and minimise disruption to the operational railway	A good prospect of obtaining an acceptable BCR provided entire development is built Construction and operation would bring disruption to all four WCML running lines
Option selection process to be undertaken	Limited assessment without industry engagement
Engagement with both the local train operating company (TOC) or companies, the Station Facility Owner (SFO) and Network Rail is vital as they can advise the promoter as to the potential operational and financial viability of a proposal for station investment at an early stage;	None to date as confirmed in writing by Network Rail
Enhancement of existing station facilities should generally be the first option considered for station investment as it is likely to minimise disruption and adverse operational impacts on the railway.	Not considered
Consideration should be given to relocating an existing station or the opening of a new station where enhancement does not meet the scheme's objectives or there are additional benefits associated with these options. However, station relocation or the addition of a new station to the network is likely to cause disruption and will only be possible where operational constraints allow	Relocation not considered Proposed addition of a new station Construction and operation would bring disruption to all four WCML running lines
The timescale for construction of a new station is generally, on average, two years from start to finish. Significant time before this is required to develop and approve a proposal	Reports produced in 2022 assume opening in 2026
Any proposed investment needs to demonstrate a positive impact for passengers and the existing railway network. For example, a new station needs to serve a new market and provide links to origins and destinations which would be desirable to potential passengers without substantial disadvantages such as longer journey times for existing passengers. This positive impact should be demonstrated in a WebTag compliant business case;	Limited assessment without industry engagement
Investment proposals must consider government objectives for the relevant route and the Long Term Planning Process (LTPP) which is the rail industry's plan to 2043. Proposals which have impacts conflicting with industry strategy are unlikely to secure industry support	Not referenced in Network Rail's Route Specification No evidence provided on LTPP alignment or other industry strategies
Proposed investment should consider other recent and planned investments in stations and the rail network. A programme of planned investment may provide a good or even a one-off opportunity for coordinated third party investment in station facilities. Conversely, the relocation of a station which has recently seen substantial investment or the opening of a new station on a section of line that has had journey time improvements is unlikely to offer benefit to the railway;	No evidence provided of wider synergies beyond HS2 The new station would be on a section of the WCML which has had substantial journey time improvements in recent years, but without any cognisance or provision for a new station
When station investment is partially or wholly funded by DfT from a ring fenced fund, or is under a commercial framework to administer DfT funding, the investment should be targeted to meet the conditions of that funding. These may include revenue return to the DfT, generation of new revenue streams, passenger satisfaction improvement measurement	Limited assessment without industry engagement

Guidance	Current status
through passenger survey Key Performance Indicators (KPIs) or other specific objectives	
Identify the nature of the local transport challenges being faced	Limited assessment without industry engagement
Identify the nature of the local transport challenges being faced	Limited assessment without industry engagement
Determine the different transport options that could be adopted	Limited assessment without industry engagement
Determine the different transport options that could be adopted	Limited assessment without industry engagement
Understand the existing and future market for rail travel	Limited assessment without industry engagement
Demonstrate why a rail based enhancement is most appropriate as part of a package of enhancements or on its own	Limited assessment without industry engagement
Demonstrate why a rail based enhancement is most appropriate as part of a package of enhancements or on its own	Limited assessment without industry engagement
Evaluate which of the potential options for rail investment is appropriate; consideration should be given to rolling stock and timetabling solutions which for some objectives may offer better value for money than investment in a station	Limited assessment without industry engagement
Consider the impact of the proposed option on the operation of the railway	Limited assessment without industry engagement
Consider how the proposed option fits with industry strategy and objectives.	No assessment
A Train Operating Company (TOC) must support the provision of services to the new station and early engagement with TOCs is essential to any proposal.	No engagement
Without a positive business case a scheme will not be taken forward for consideration by railway industry stakeholders. The railway industry encourages promoters to have early discussions to establish the likely viability of proposals and for guidance in preparing a business case. It is vital that rail industry bodies are consulted as early as possible in the development of a proposal for investment in a station. Network Rail and the relevant TOC(s) will be able to gauge the potential viability of a scheme from the outset. They can also provide specific local advice and guidance on operational considerations which must be taken into account in order to develop a successful proposal, and information on any enhancements or changes to service patterns already planned at the station.	No engagement
Operational and performance issues need to be considered at the inception stage of the project and early engagement with Network Rail and TOCs is recommended to establish scheme feasibility. It is important that a proposal for a new station is developed with cognisance of the current and planned service pattern on the route and of existing infrastructure constraints. Engagement with Network Rail is advisable in these cases as they may be able to provide an early view of forthcoming Route Study recommendations	Limited assessment without industry engagement
Having established whether there is a fit with the industry planning framework, a promoter will also need to form an early view as to the appropriate service pattern at the new	Limited assessment without industry engagement

Guidance	Current status
station. This would include the practicality of stopping all or just some of the existing services at the new station, or of introducing new services to serve the facility. The views of the relevant franchising authority should be sought	
Early engagement with the rail industry is indispensable to ensure that proposals for station enhancements or new stations can be developed successfully. Network Rail's route-based Strategic Planning teams act as the first point of contact for promoters. Where Network Rail is involved in the proposed enhancement, Network Rail's Strategic Planning teams will work with developers and local authorities on the scheme throughout the feasibility processes and planning stages.	None
As the day to day operators of stations, TOCs have invaluable knowledge about the needs of their customers and the issues that need to be addressed. They are a key party to any changes that are proposed and should be involved in any proposal from an early stage.	Limited assessment without industry engagement
Early dialogue with industry parties is essential as they can assist promoters in working through these requirements and in some cases take the lead to ensure that certain requirements are met.	None

5.1.9 As recommended by the Council's own advisers, the merits, deliverability and acceptability of the proposed new station can therefore only be confirmed with proper input from Network Rail, at least up to Engineering Stage 2 of the company's PACE corporate governance for assessing new stations, as well as input from other key stakeholders, including but not limited to:

- Passenger Train Operating Companies (TOCs), not least West Midlands Trains (London Northwestern Railway subsidiary), Avanti West Coast, CrossCountry, Caledonian Sleeper, Locomotive Services, West Coast Railways, Rail Operations Group and SLC Rail Operations;
- Rail Freight Operating Companies (FOCs), namely Colas Rail, DB Cargo, DC Rail, DRS, Freightliner, GB Railfreight and Varamis Rail;
- Rail Delivery Group and the Rail Freight Group;
- Department for Transport;
- Office of Rail & Road.

Appendix

Appendix A Freedom of Information response from Network Rail

Source: https://www.whatdotheyknow.com/request/meecebrook_claims_regarding_new



[REDACTED]

By email: request-906118-c2ae0023@whatdotheyknow.com

Network Rail
Freedom of Information

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

31 October 2022

Dear [REDACTED]

Information request
Reference number: FOI2022/01225

Thank you for your email of 9 October 2022, in which you requested the following information:

Stafford Borough Council is claiming that a new railway station will be built at a proposed garden village called Meecebrook on the West Coast Mainline.

The proposals are significantly scaled back now and exclude the MOD brownfield site that was originally part of the proposals in 2020.

- 1) Please confirm if a new West Coast Mainline station has been agreed.*
- 2) If it has not been agreed, what stage are proposals at?*
- 3) What would be the approximate total cost of a new station?*
- 4) Who would pay for this?*
- 5) Does a new development on greenfield (instead of brownfield) fit with the Network Rail environmental strategy?*

I have processed your request under the terms of the Environmental Information Regulations 2004 (EIR).¹

¹ The EIR, like the Freedom of Information Act 2000 (FOIA), allows people to access information held by public authorities like Network Rail. When people ask for environmental information, we need to consider the request under the EIR rather than the FOIA. In this case, I am of the view that information relating to major infrastructure proposals meets the definition of environmental information at regulation 2(1)(c) of the EIR because it is information about a measure that impacts the environment.

I have consulted colleagues in our Strategic Planning and Sponsorship teams for the West Coast. They have advised me that they do not hold any recorded information that meets your request. This is because Network Rail is currently assessing the potential impact on the network of some new station proposals, but has not carried out any specific assessments of a proposal for Meecebrook.

Please see below for some advice to help address each of your questions:

1) Please confirm if a new West Coast Mainline station has been agreed.

We have not made any agreements relating to a new station at Meecebrook. As mentioned above, our planners are carrying out work to assess the long-term impact of some new station proposals on the West Coast South route, but this work is not looking at developing the case for, or the deliverability of, a new station at Meecebrook in the short-to-medium term.

2) If it has not been agreed, what stage are proposals at?

There are currently no Network Rail proposals for a station at Meecebrook and our planners have advised that they have not been consulted with directly by Stafford Borough Council or Staffordshire County Council on this subject.

3) What would be the approximate total cost of a new station?

We are unable to advise on this point, as Network Rail has not assessed this.

4) Who would pay for this?

Again, we are unable to advise as we do not have any specific proposals for Meecebrook.

5) Does a new development on greenfield (instead of brownfield) fit with the Network Rail environmental strategy?

As we have not been involved in any proposals, this is not something Network Rail has looked at.

You may wish to find out more from Staffordshire County Council about their proposals – contact details are available at: [Contact - Staffordshire County Council](#)

If you have any enquiries about this response, please contact me in the first instance at [REDACTED] Details of your appeal rights are below.

Please remember to quote the reference number at the top of this letter in all future communications.

Yours sincerely

[REDACTED]

You are encouraged to use and re-use the information made available in this response freely and flexibly, with only a few conditions. These are set out in the [Open Government Licence](#) for public sector information. For further information please visit our [website](#).

Appeal rights

If you are unhappy with the way your request has been handled and wish to make a complaint or request a review of our decision, please write to the Compliance and Appeals team at Network Rail, Freedom of Information, [REDACTED] or by email at [REDACTED]. Your request must be submitted within 40 working days of receipt of this letter.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner (ICO) can be contacted at Information Commissioner's Office, [REDACTED] or you can contact the ICO through the 'Make a Complaint' section of their website on this link: <https://ico.org.uk/make-a-complaint/>

The relevant section to select will be "Official or Public Information".

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Education Impact & Mitigation Assessment[®]

Land off Stone Road, Eccleshall

Client: Bloor Homes Limited

Report By: [REDACTED]

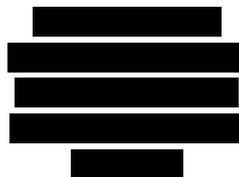
Document Date: 11th December 2022

Document Version: 1-1

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1. Introduction

1.1. Report Purpose & Scope

1.1.1. EHP Consultants has been asked to consider the proposed client development and other relevant developments for their likely impact on education places in the local area.

1.1.2. The purpose of this Assessment is to act as an initial point of reference following the recent Potential Sites Consultation regarding the Stafford Borough Council Local Plan 2020-2040 and to assist in the negotiation of education-specific mitigation pertaining to the proposed development.

1.2. Intended Audience

1.2.1. This Education Impact & Mitigation Assessment is intended for the client team and may be shared with other parties.

1.3. Research Sources

1.3.1. The contents of this Education Impact & Mitigation Assessment are based on publicly available information, including data from central government and any relevant local planning authorities and any relevant local education authorities.

1.4. Research & Analysis

1.4.1. Research for this Education Impact & Mitigation Assessment was carried out in November and December 2022.

1.4.2. Research has been conducted regarding the current position within local schools, current local policy on developer contributions and an analysis of the most up to date forecasts regarding local education provision in the public domain.

1.4.3. Staffordshire County Council ('SCC') produces school forecasts when assessing the impacts of residential development on school places.

1.4.4. Other related information for use within this Education Impact & Mitigation Assessment was requested via the submission of Freedom of Information ('FOI') requests to SCC.

1.4.5. Our commentary regarding the relevance of this data and related information is also set out within this Education Impact & Mitigation Assessment.



1.5. Community Infrastructure Levy Regulations

1.5.1. The Community Infrastructure Levy ('the levy') Regulations came into force in April 2010. The levy is intended to provide infrastructure to support the development of an area rather than to make individual planning applications acceptable in planning terms. As a result, there may still be some site specific impact mitigation requirements without which a development should not be granted planning permission.

1.5.2. However, in order to ensure that planning obligations and the levy can operate in a complementary way and the purposes of the two regimes are clarified, the regulations scale back the way planning obligations operate. Limitations are placed on the use of planning obligations in three respects.

1.5.3. The first of these, which is the relevant consideration in this matter, is putting the Government's policy tests on the use of planning obligations set out in Circular 5/05 Planning Obligations on a statutory basis for developments that are capable of being charged the levy.

1.5.4. The regulations place into law for the first time the Government's policy tests on the use of planning obligations. The statutory tests are intended to clarify the purpose of planning obligations in light of the levy and provide a stronger basis to dispute planning obligations policies, or practice, that breach these criteria. This seeks to reinforce the purpose of planning obligations in seeking only essential contributions to allow the granting of planning permission, rather than more general contributions that are better suited to use of the levy.

1.5.5. Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- a) necessary to make the development acceptable in planning terms; and
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

1.5.6. The above tests are set out as statutory tests in [regulation 122](#) (as amended by the 2011 and 2019 Regulations) and as policy tests in the National Planning Policy Framework at [paragraph 56](#). These tests apply whether or not there is a levy charging schedule for the area.

1.5.7. From 1st September 2019 revised regulations came into force and these, amongst other things, introduced a requirement on CIL charging authorities to produce an annual statement regarding sums received both through CIL and planning obligations.

1.5.8. These regulations also removed the limit of pooling no more than 5 planning obligations towards one item of infrastructure, which had been a particular issue with regards to the provision of education infrastructure.



1.6. Department for Education Guidance on Planning Obligations

1.6.1. In April 2019 the Department for Education ('DfE') published a non-statutory guidance document titled "Securing Developer Contributions for Education". This guidance was updated by the DfE in November 2019.

1.6.2. This DfE document is non-statutory guidance for local authorities regarding seeking planning obligations towards education provision from residential development.

1.6.3. Whilst this DfE document is non-statutory, it is important to consider elements of this guidance as they would carry some weight in a planning context.

1.6.4. The purpose of the DfE guidance is underpinned by four principles, as set out below:

- Housing development should mitigate its impact on community infrastructure, including schools;
- Pupil yield factors should be based on up-to-date evidence from recent housing developments;
- Developer contributions towards new school places should provide both funding for construction and land where applicable, subject to viability assessment when strategic plans are prepared and using up-to-date cost information;
- The early delivery of new schools within strategic developments should be supported where it would not undermine the viability of the school, or of existing schools in the area.

[Source: DfE Securing Developer Contributions for Education (November 2019), at Appendix EHP01].

1.6.5. However, it should be noted that nothing within this non-statutory guidance supersedes the tests set out in section 1.5 above.



2. Setting the Context for Local School Place Planning

2.1. Staffordshire County Council's Duty to Secure Sufficient School Places

2.1.1. The site lies within the primary and secondary designated catchment areas for schools for which the local education authority is Staffordshire County Council ('SCC').

2.1.2. The Education Act 1996 (as amended) provides in section 14(1):

"A local education authority shall secure that sufficient schools for providing – (a) primary education and (b) secondary education ... are available for their area".

2.1.3. The Education Act does not state it is the duty of a local education authority to ensure that there are sufficient school places at the catchment area school for all children residing within that particular school's catchment area.

2.1.4. The Education Act simply states that the education authority must provide school education appropriate to the requirements of pupils for its area. In the case of SCC that is the area defined as the county of Staffordshire.

2.1.5. This duty applies in relation to all the children in the local education authority area, whether they have lived there all their lives or have just moved into a new development.

2.1.6. The residential component of the proposed development will include family housing. Family housing often includes school age children who will seek to enrol in local schools. Those schools may or may not be sufficient to accommodate these children without the need for additional capacity to be provided.

2.2. School Organisation

2.2.1. The year of entry into primary schools is known as Year R, when children are typically 5 years of age. The year of entry into secondary schools is known as Year 7, when children are typically 11 years of age, with the exception of studio colleges or university technical colleges whose year of entry is Year 10 when children will be 14 years old.

2.2.2. Education is compulsory for children up until the age of 16, equivalent to Year 11; hence there are 5 year groups at secondary school. The sixth form year groups are known as Years 12 and 13 respectively. Not all secondary schools offer sixth form education.

2.2.3. All schools have a Published Admissions Number ('PAN') which indicates the number of pupils the school can take in each year group. If this number is then multiplied by the number of year groups at the school, this gives an indicative capacity of the numbers that the school can theoretically accept.

2.2.4. School capacity is often measured in terms of forms of entry ('FE'). A single class can typically accommodate up to 30 children. The Number on Roll ('NOR') is the number of children at a school.

2.2.5. Reception is the year of entry to primary school and is often referred to as "Year R". The subsequent year groups are often referred to as "Year 1" to "Year 6" respectively.



2.2.6. As primary schools have 7 year groups, a 2FE primary school would have capacity for 420 children [*calculation: 30 x 7 x 2 = 420*]; with 1FE of primary education provision equating to 210 primary school places.

2.2.7. Similarly, as secondary schools have 5 year groups, a 6FE secondary school would have capacity for 900 pupils aged 11-16 [*calculation: 30 x 5 x 6 = 900*]; with 1FE of secondary education provision equating to 150 secondary school places.

2.2.8. SCC currently operates a 2-tier education system (primary and secondary schools) in some areas and a 3-tier education system (first schools, middle schools and upper schools) in other areas.

2.3. Walking Distance to School

2.3.1. Two miles is considered the maximum reasonable statutory walking distance to school for children aged 8 and under, and three miles for those over 8 years of age, as indicated by the Department for Education in its document “Home to school travel and transport guidance” [Appendix EHP02].

2.3.2. Our analyses include an assessment of the position at the schools within a reasonable walking distance of the proposed development.

2.4. Patterns of Pupil Migration

2.4.1. There is likely to be movement of children between respective schools’ catchment areas, pseudo-catchment areas (based on furthest distances of places offered), designated areas, or priority areas. This movement of children due to parental preference and other factors is often referred to as “inflow” and “outflow”.

2.5. The Role of School Forecasts in School Place Planning

2.5.1. Each Local Education Authority (‘LEA’) is obliged to provide annual school forecasts to the DfE.

2.5.2. The DfE provides detailed guidance to LEAs to help ensure that school forecasts are as accurate as possible.

2.5.3. The DfE makes the following request with regards to how LEAs treat housing developments within their forecasts:

“Housing developments can have a big impact on the demand for places in individual planning areas, or across entire local authorities.

The pupil forecasts you submit in SCAP should only include expected pupil yields from housing developments that have a high probability of being delivered within the timeframe of the forecasts. In most cases such developments will have full planning permission. If you believe a development that does not have full planning permission will proceed and will yield pupils within the forecast’s timeframe, we expect that development to be present in the relevant planning authority’s latest 5-year land supply. Wherever this is the case we may test the suitability of inclusion of such housing developments in SCAP forecasts by reviewing evidence on the site’s deliverability and assessing delivery against previous 5-year land supply plans in the relevant planning authority.”

[Source: DfE - School Capacity (SCAP) Survey 2022 - Guide for local authorities (May 2022) at Appendix EHP03]

3. The Proposed Development Site

3.1. Proposed Development Location

3.1.1. The proposed development site ('the Site') in Eccleshall lies within the planning remit of Stafford Borough Council ('SBC').

3.1.2. Sites were submitted through the 'Call for Sites' process to be included in the SBC Strategic Housing and Employment Land Availability Assessment (SHELAA). The Site is referred to as site 'ECC06' within the SBC Site Assessment Profiles document [*source*: Stafford Borough Local Plan 2020-2040 [website](#)].

3.1.3. The Site location is off Stone Road in east Eccleshall as shown in the Development Framework Plan extract below:



[Source: Site location extract, at Appendix EHP04]



3.2. Dwelling Mix

3.2.1. The client's Development Framework Plan for site ECC06 included up to 468 dwellings of which 40% includes affordable provision (comprising 65% social rented, 25% First Homes and 10% shared ownership dwellings).

3.2.2. The Open Market Mix currently includes 15% 1 bed, 35% 2 bed, 40% 3 bed and 10% 4+ bed dwellings.

3.2.3. If a different dwelling number and mix is specified at a later date then we will be able to adjust our analysis and conclusions accordingly.

3.3. Estimated Build Programme

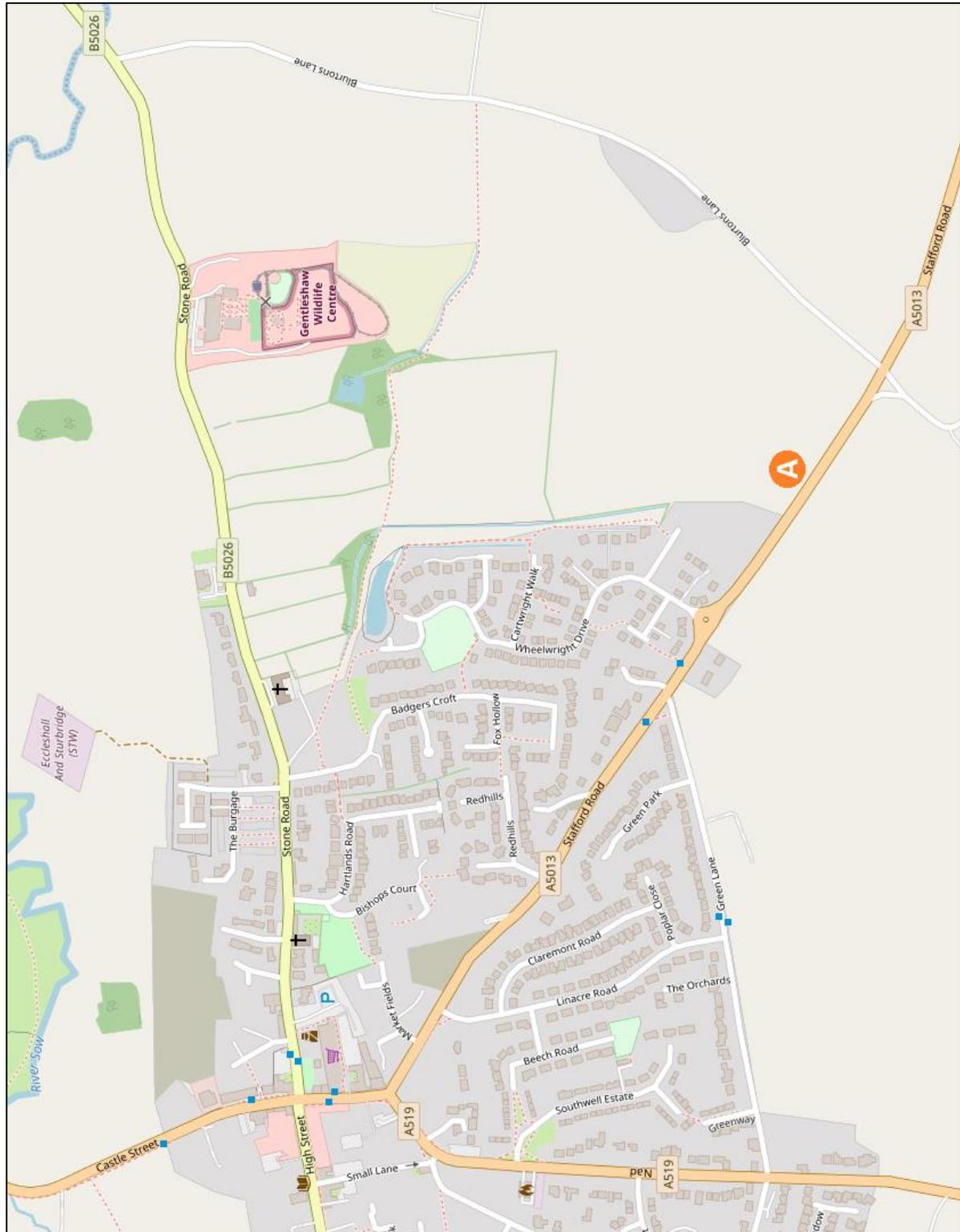
3.3.1. We set out the following scenario below using a build-rate of 50 dwellings per annum and the client's estimated start date of 2025/26:

Year >	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35
The Site		50	50	50	50	50	50	50	50	50	18
Cumulative Total		50	100	150	200	250	300	350	400	450	468

[Source: Estimated build programme for the Site based on current client estimates]

3.4. Walking Routes from the Site Location

3.4.1. For the purposes of this Assessment all walking distances have been measured from Stafford Road adjacent to the southern vehicular entrance to the Site, as shown by the orange 'A' icon on the map extract below:



4. The Position at Local Schools

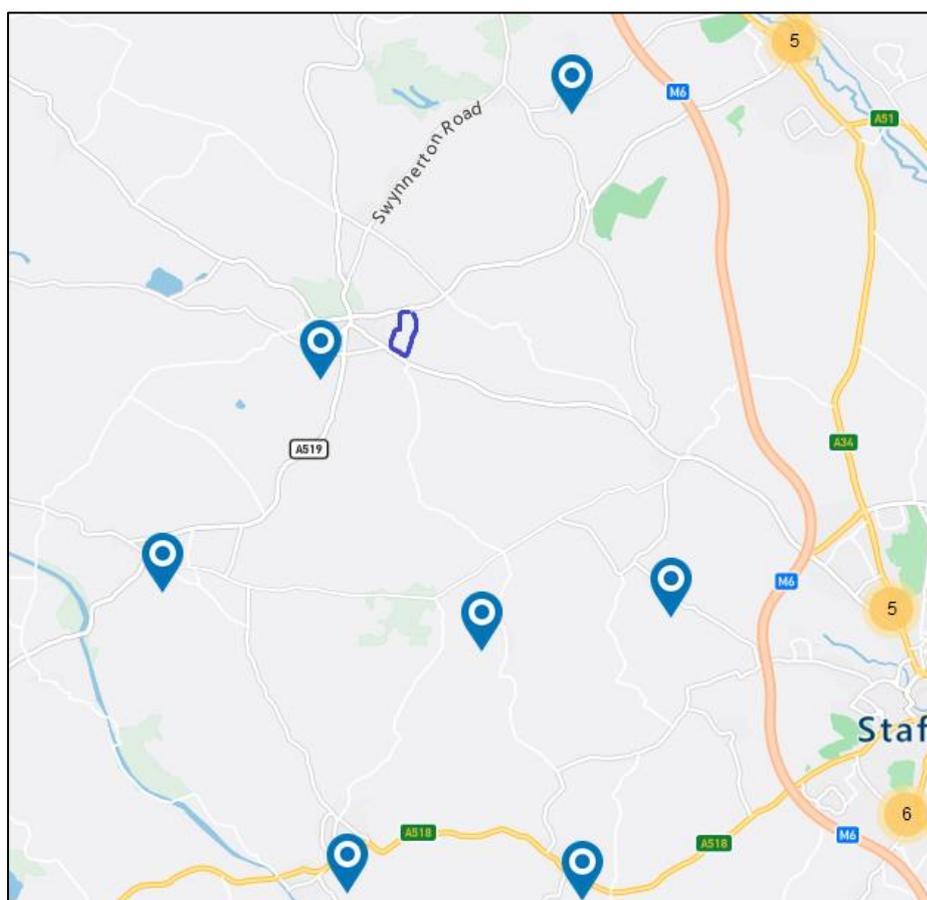
4.1. Local Primary School Locations

4.1.1. SCC defines 'Stafford Rural 1 Primary' as the relevant local primary school planning area for the Site based on the location of the Site.

4.1.2. Stafford Rural 1 Primary planning area contains the following 6 primary (including any infant and junior) schools in alphabetical order:

- All Saints CofE (VC) Primary School
- Bishop Lonsdale Church of England Primary Academy
- Church Eaton Primary School
- Gnosall St Lawrence Coe Primary Academy
- Houghton St Giles CofE Primary Academy
- Woodseaves CE Primary Academy

4.1.3. The broad locations of the closest local primary schools are indicated below (any blue icons indicate single school locations, any numbered icons indicate multiple schools near the same location and the blue-lined area is an indication of the approximate location of the Site):



Graphic: Primary school locations relative to the Site.

[Source: DfE website]



4.1.4. The primary schools within the Stafford Rural 1 Primary planning area are the following travel distances from the Site:

Primary School (including any infant and first schools)	Travel Distance from the Site (miles)
Bishop Lonsdale CofE Primary Academy	0.9
All Saints CofE (VC) Primary School	3.4
Woodseaves CofE Primary Academy	3.9
Gnosall St Lawrence CofE Primary Academy	6.8
Houghton St Giles CofE Primary Academy	9.0
Church Eaton Primary School	9.3

Table: Travel distances from the Site to primary schools within the Stafford Rural 1 Primary planning area, in order of increasing distance.

4.1.5. It is evident that of the 6 primary schools (including infant and junior schools) in the Stafford Rural 1 Primary planning area only 1 of these schools, Bishop Lonsdale Church of England Primary Academy, is within 2 miles' travel distance of the Site.

4.1.6. Any other primary schools are beyond 2 miles' travel distance of the Site; the closest primary school being Cooper Perry Primary School at 4.4 miles' travel distance of the Site.

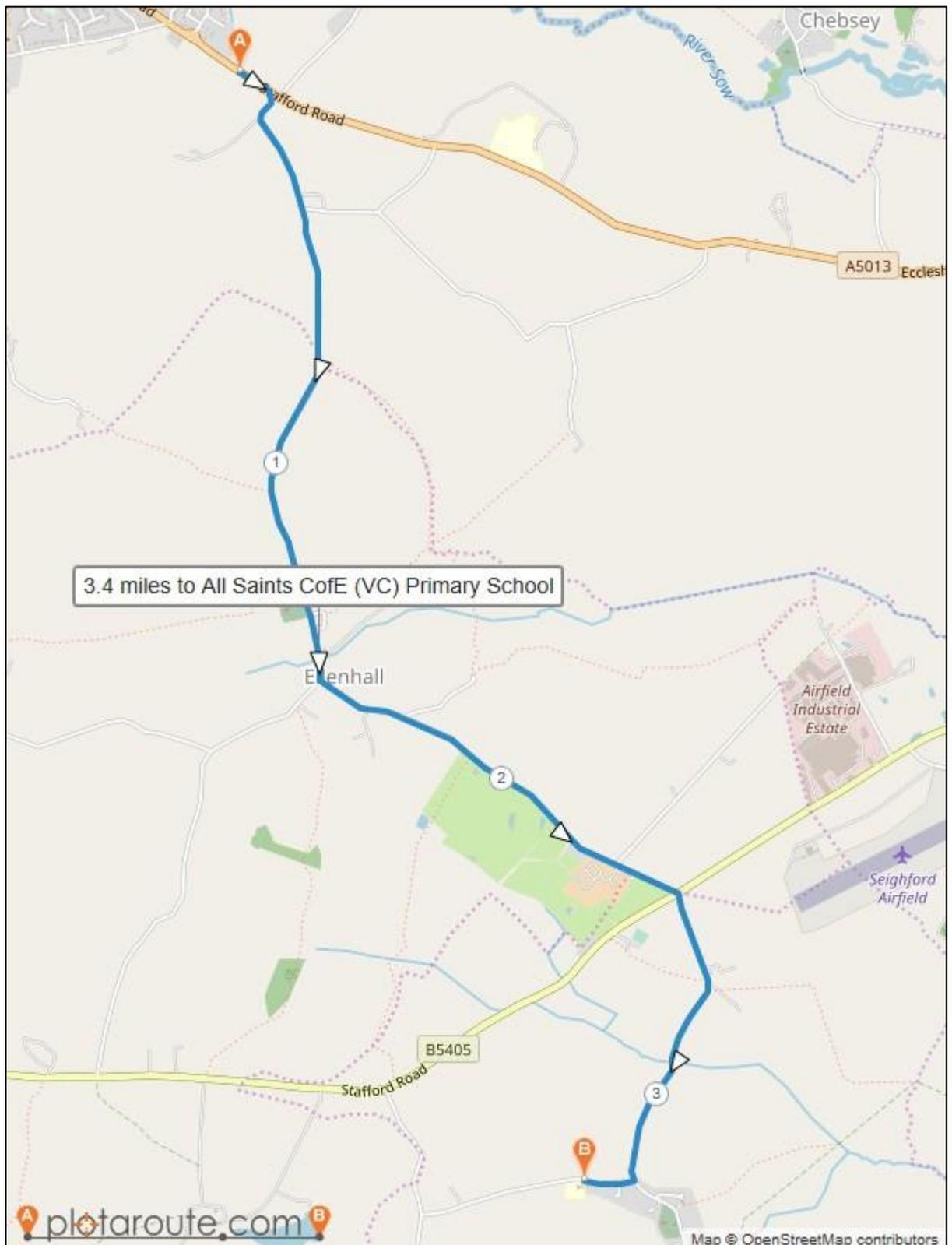


4.1.7. The following map shows a 0.9-mile travel route from the Site to Bishop Lonsdale Church of England Primary Academy:



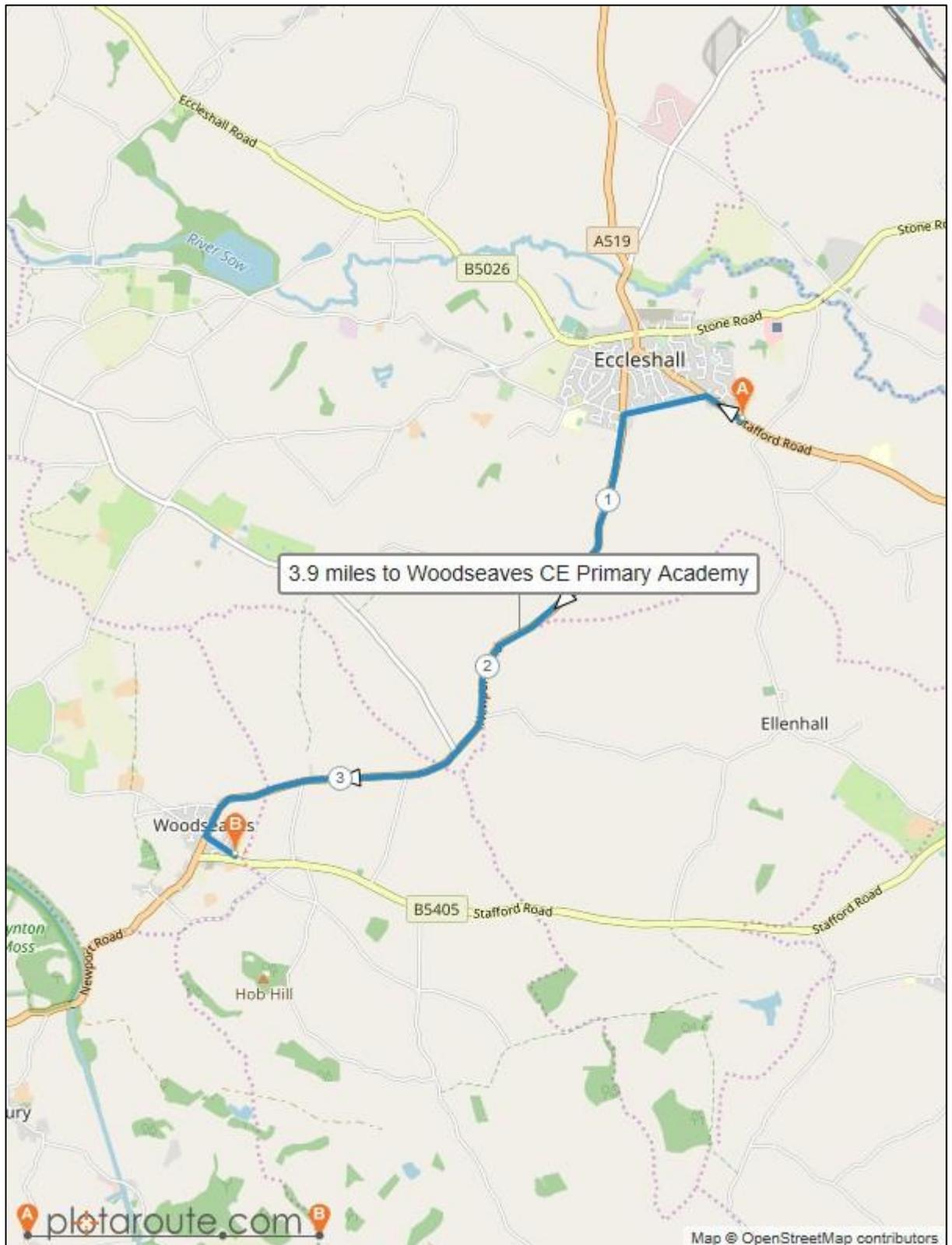


4.1.8. The following map shows a 3.4-mile travel route from the Site to the location of All Saints CofE (VC) Primary School:



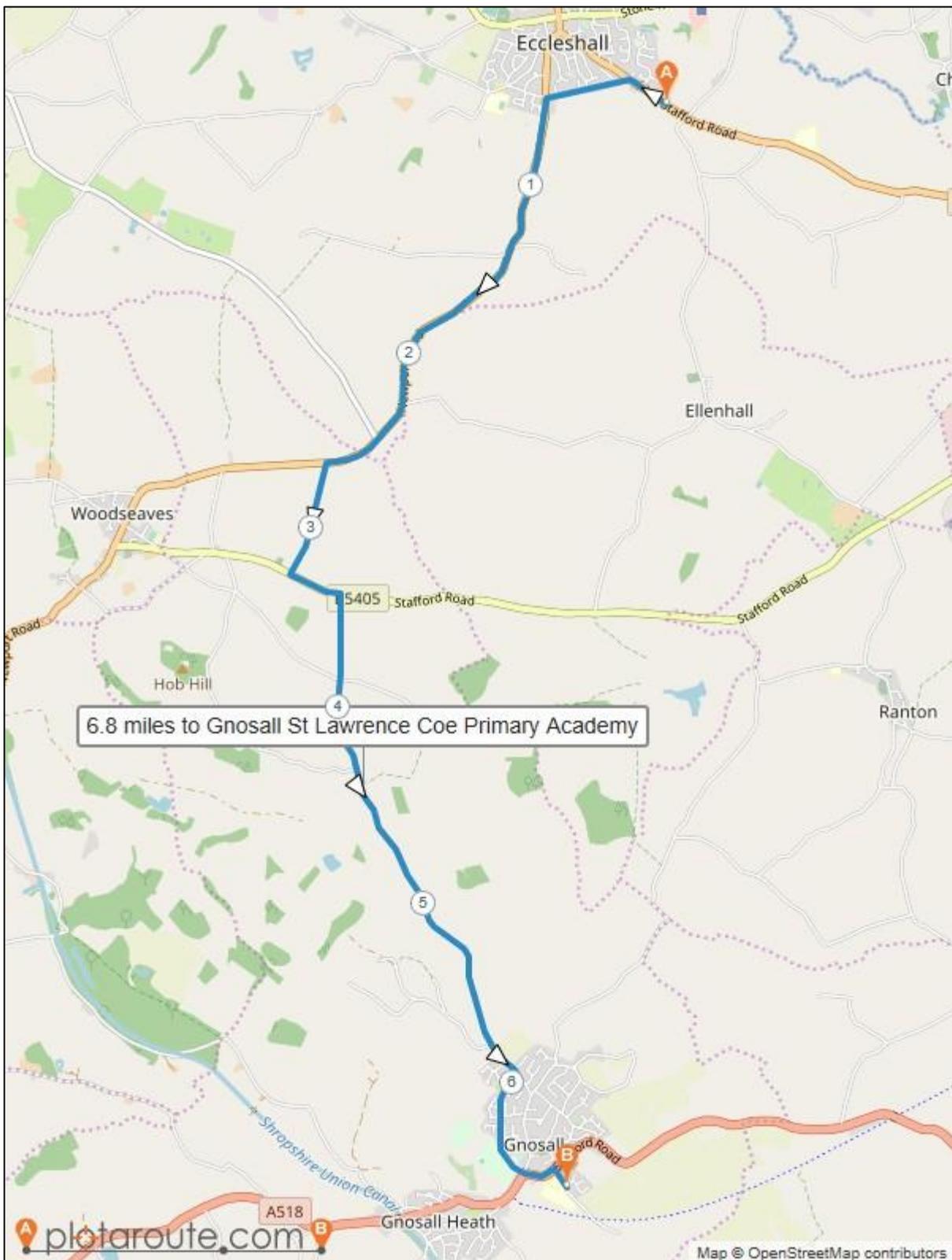


4.1.9. The following map shows a 3.9-mile travel route from the Site to the location of Woodseaves CE Primary Academy:



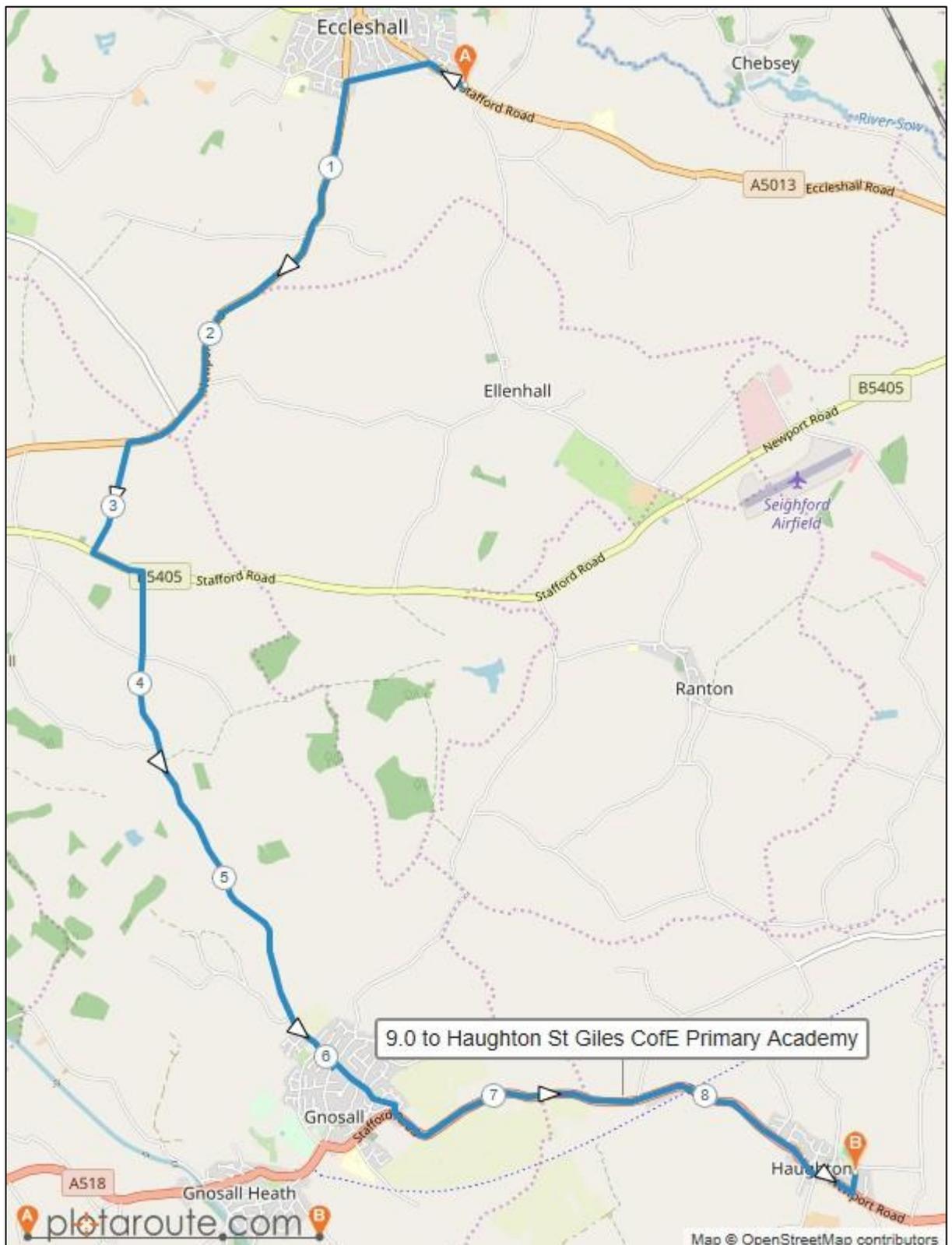


4.1.10. The following map shows a 6.8-mile travel route from the Site to the location of Gnosall St Lawrence Coe Primary Academy:



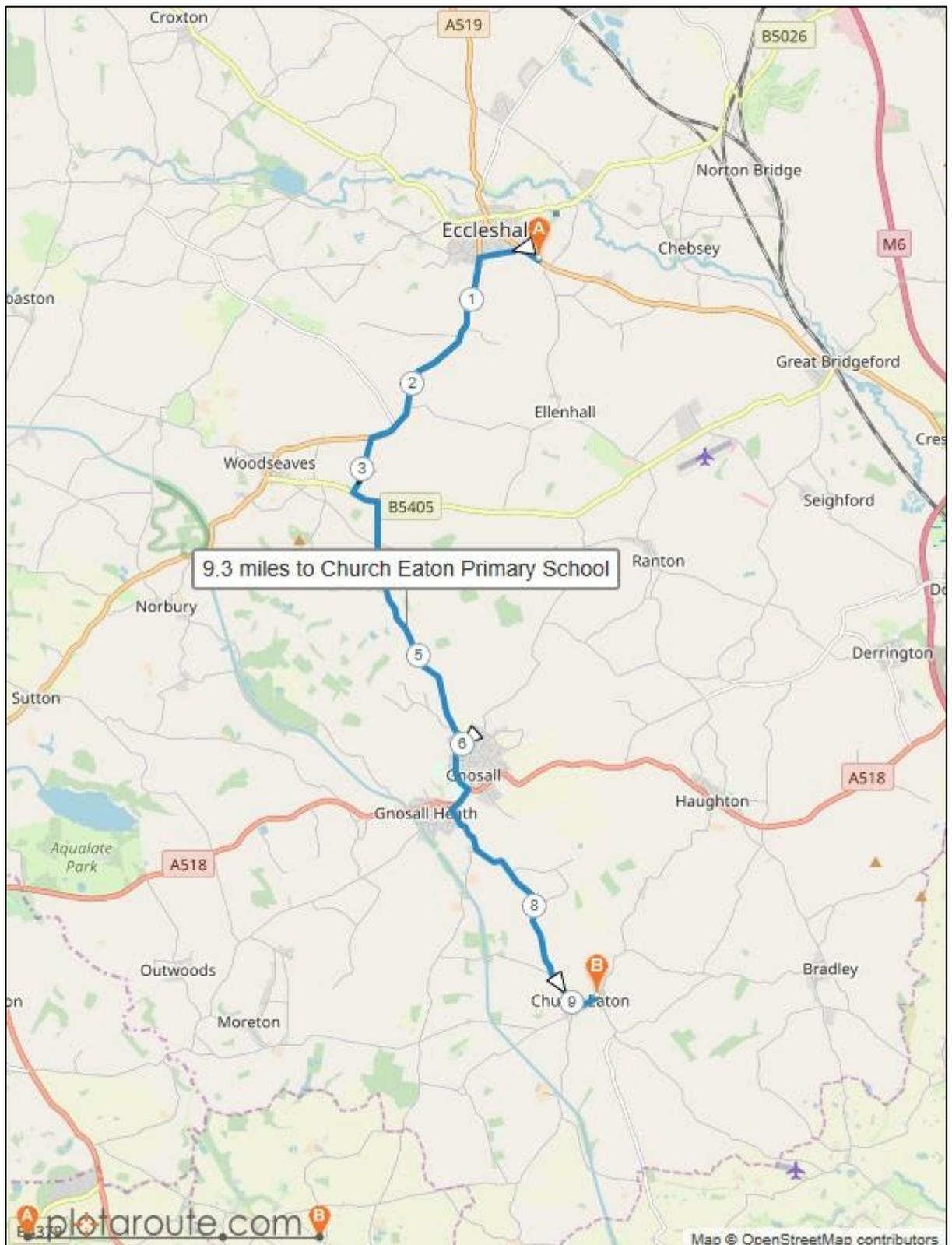


4.1.11. The following map shows a 9.0-mile travel route from the Site to the location of Haughton St Giles CofE Primary Academy:



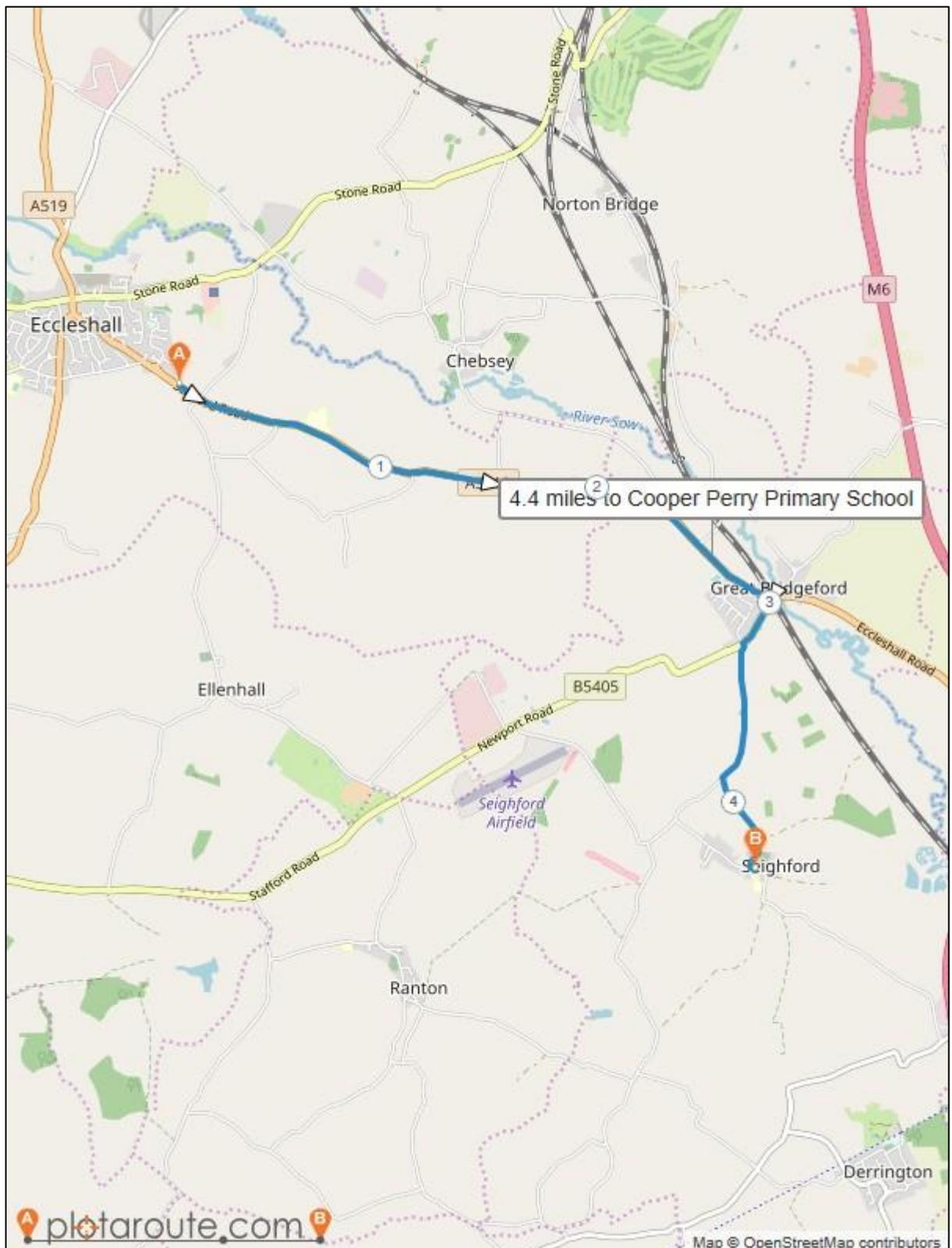


4.1.12. The following map shows a 9.3-mile travel route from the Site to the location of Church Eaton Primary School:





4.1.13. The following map shows a 4.4-mile travel route from the Site to the location of Cooper Perry Primary School:





4.2. Local Primary Schools – Forecast Status of Pupil Places

4.2.1. The latest available primary school forecasts were those submitted to the DfE as part of the annual school data submission in mid-2022, contained within what is known as the annual “SCAP”.

4.2.2. It is important to note that in mid-2019 BBC did not produce primary school forecasts beyond the academic year 2025/26, as at that time forecasts beyond 2025/26 would have needed to rely on a degree of assumed birth rates, rather than known, actual birth rates.

4.2.3. The forecast horizon until 2025/26 was that which was expected by the DfE when local education authorities submitted their primary school forecast data in mid-2022.

4.2.4. It would have been possible for LEAs to produce forecasts beyond 2025/26, however these would have needed to rely on a degree of assumed, rather than known actual, birth rates.

4.2.5. The latest available SCC school data showing the forecast position of pupil places for the 6 primary schools in the Stafford Rural 1 Primary planning area, of which only 1 school is within a 2-mile travel distance of the Site, was due to be as shown in the Table below:

School Planning Area	Total Net Capacity	SCC Forecast Children on Roll			SCC Forecast Surplus / Deficit Places		
		23/24	24/25	25/26	23/24	24/25	25/26
Stafford Rural 1 Primary	1,015	877	881	896	138	134	119

Table: Forecast position of pupil places for the 6 primary schools in the Stafford Rural 1 Primary planning area for the academic years from 2023/24 to 2025/26, as provided by SCC.

[Source: School forecast data and capacity data at Appendices EHP05 and EHP06]

4.2.6. On the basis of these SCC forecasts for these 6 primary schools it is evident that there were a number of local school places forecast to be available in the near future.

4.2.7. The above net capacity figure includes the additional 105 places that were added to Bishop Lonsdale CofE Primary Academy in 2021:

“The new extension, which is home to three classrooms, a multi-purpose room for children who need extra support and toilets, is named The Wedgwood Wing in honour of Sue Wedgwood ..., the CEO of St Chad’s Academies Trust. It was funded using local authority money from new housing developments in the area and replaced mobile classrooms which housed pupils previously.”

[Source: [Diocese website](#)]



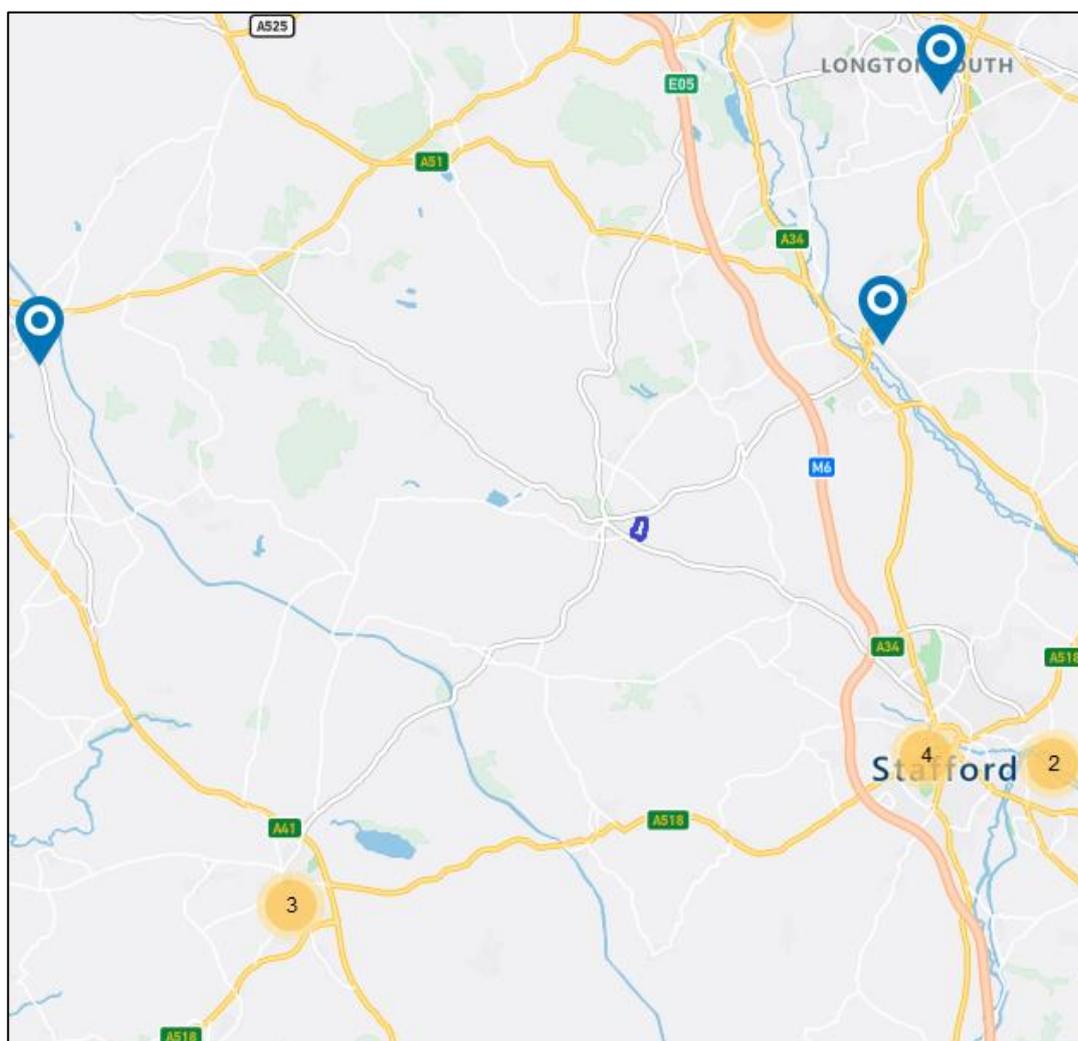
- 4.2.8. Including the recent provision of this extra capacity at Bishop Lonsdale CofE Primary Academy, the number of surplus places was due to decrease slightly from **138 places** in 2023/24 to **119 places** in 2025/26, shortly after when the first dwellings on the Site would be built and occupied.
- 4.2.9. On the basis of these SCC forecasts it is evident that the percentage of surplus places was due to decrease slightly from **13.6%** in 2023/24 [*calculation: 138 / 1,015 = 13.6%*] to **11.7%** in 2025/26 [*calculation: 119 / 1,015 = 11.7%*].
- 4.2.10. It is also very important to emphasise that the SCC primary school forecast data includes the impact of any residential sites which were consented as planning applications.
- 4.2.11. Further commentary regarding the demand for local primary school places and the wider implications for primary school place planning in the area is also set out later in this Assessment.

4.3. Local Secondary School Locations

4.3.1. SCC defines 'Stafford Secondary' as the relevant local secondary school planning area and contains only the following secondary schools:

- Blessed William Howard Catholic School
- King Edward VI High School
- Sir Graham Balfour High School
- Stafford Manor High School
- The Weston Road Academy
- Walton High School

4.3.2. The broad locations of the closest local secondary schools are indicated below (any blue icons indicate single school locations, any numbered icons indicate multiple schools near the same location and the blue-lined area is an indication of the approximate location of the Site):



Graphic: Secondary school locations relative to the Site.

[Source: DfE website]



4.3.3. The secondary schools within the Stafford Secondary planning area are the following travel distances from the Site:

Secondary School	Travel Distance from the Site (miles)
Sir Graham Balfour High School	6.1
Blessed William Howard Catholic School	7.4
King Edward VI High School	8.0
Stafford Manor High School	8.4
The Weston Road Academy	8.5
Walton High School	9.4

Table: Travel distances from the Site to secondary schools within the Stafford Secondary planning area, in order of increasing distance.

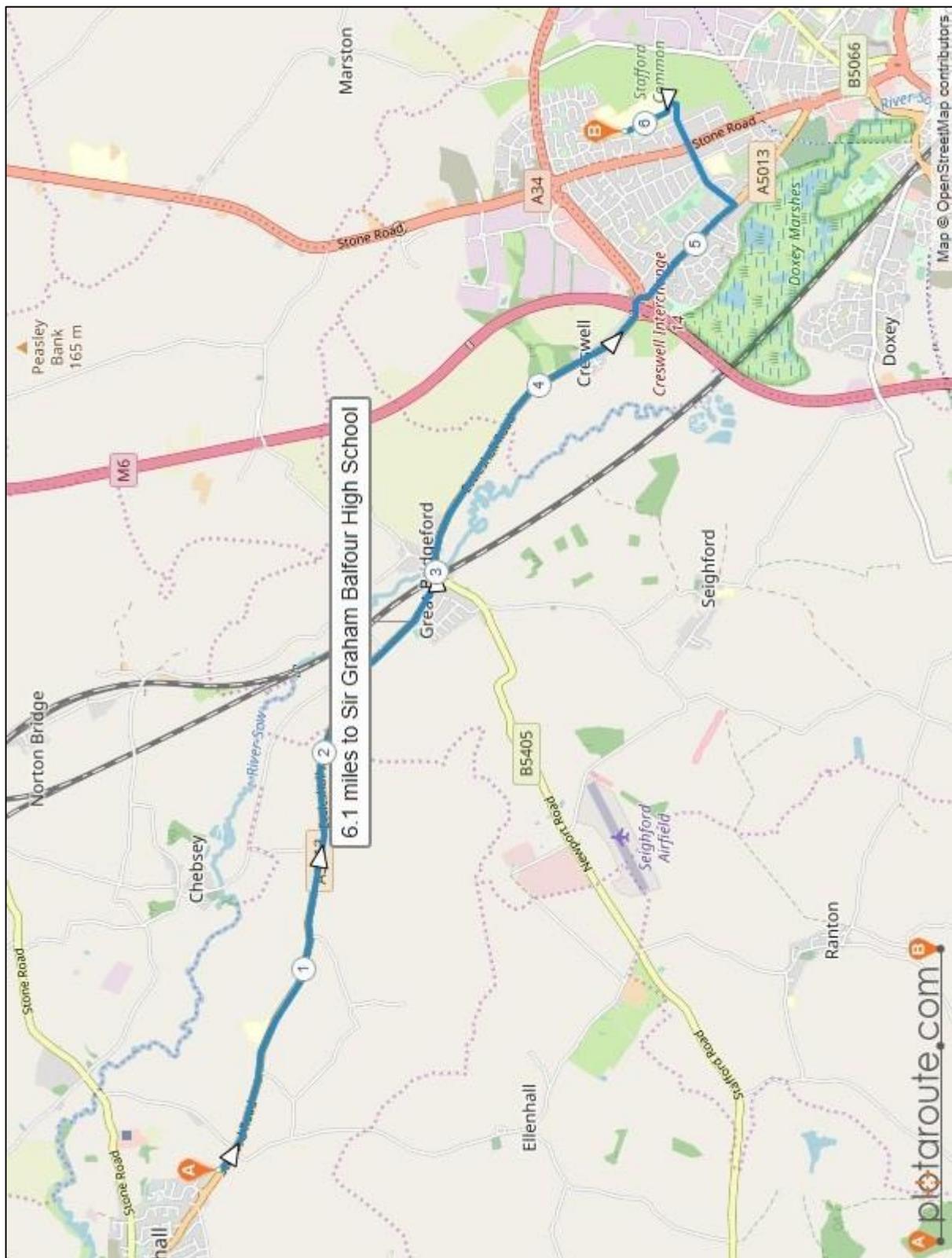
4.3.4. It is evident that of the 6 secondary schools in the Stafford Secondary planning area none of these schools is within 3 miles' travel distance of the Site.

4.3.5. Any other secondary schools are beyond 3 miles' travel distance of the Site; the closest secondary school being Alleyne's Academy at 6.9 miles' travel distance of the Site.

4.3.6. As all SCC secondary schools are beyond 3 miles' travel distance of the Site SCC provides home to school transport for all children of secondary school age who attend an SCC secondary school.

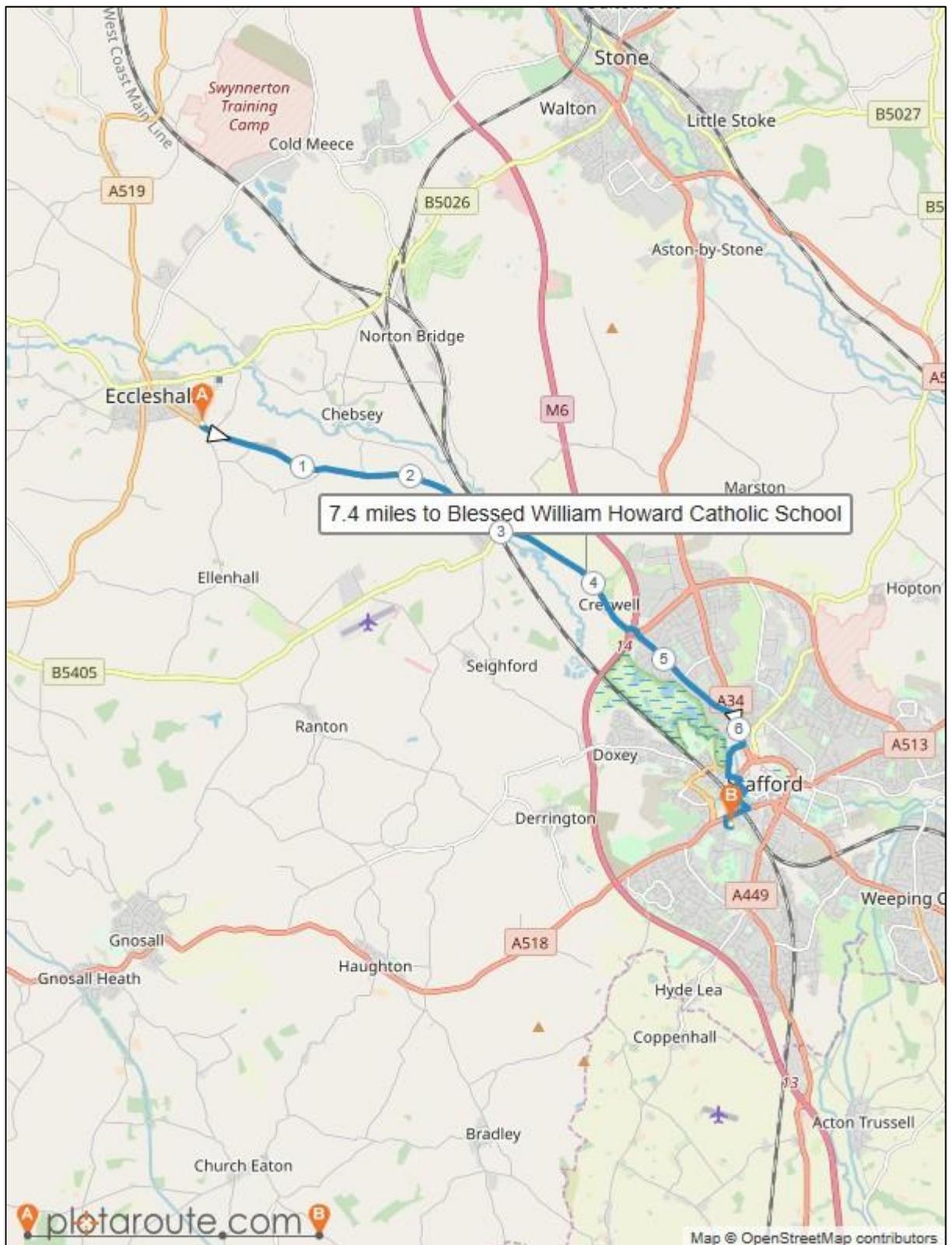


4.3.7. The following map shows a 6.1-mile travel route from the Site to Sir Graham Balfour High School:



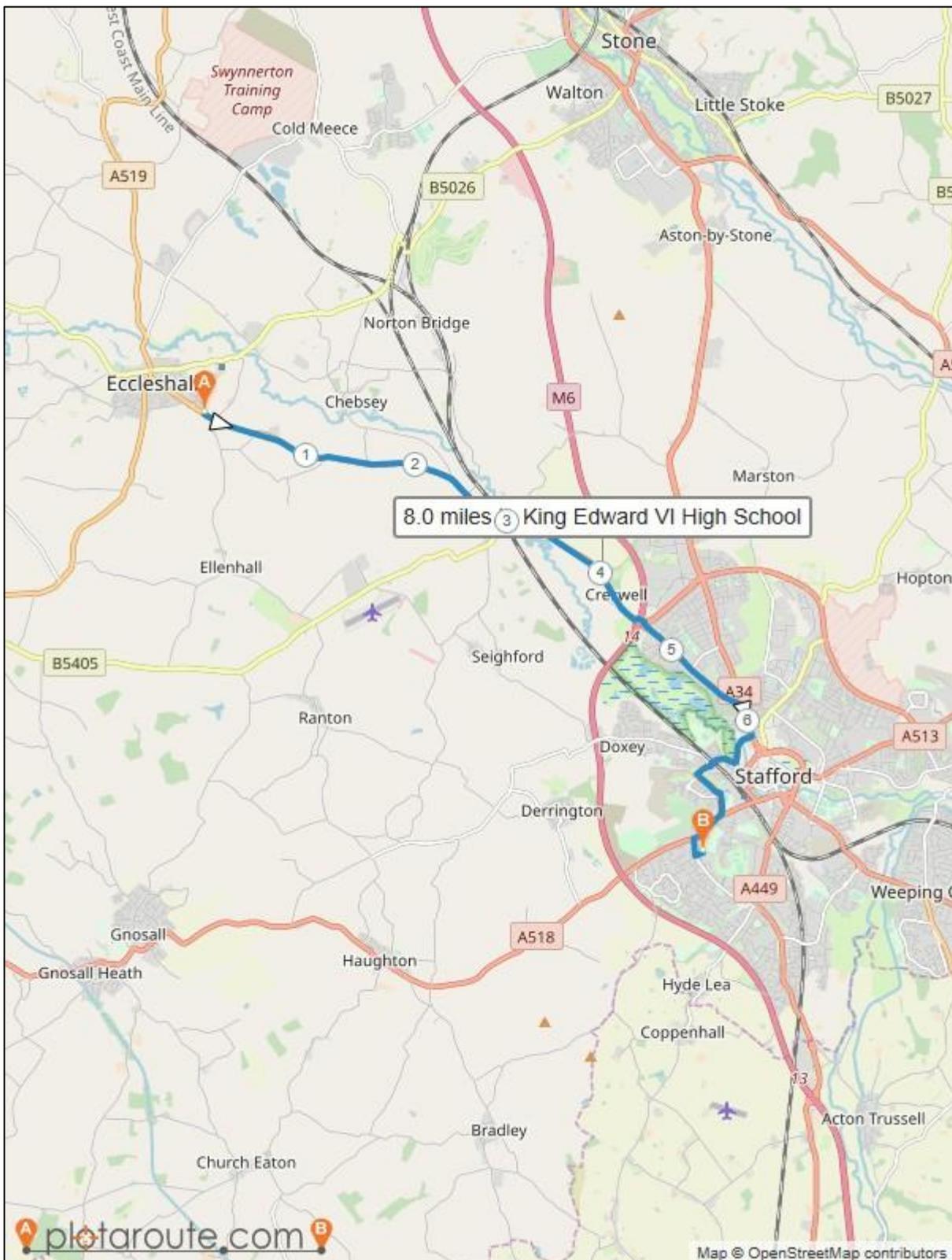


4.3.8. The following map shows a 7.4-mile travel route from the Site to Blessed William Howard Catholic School:



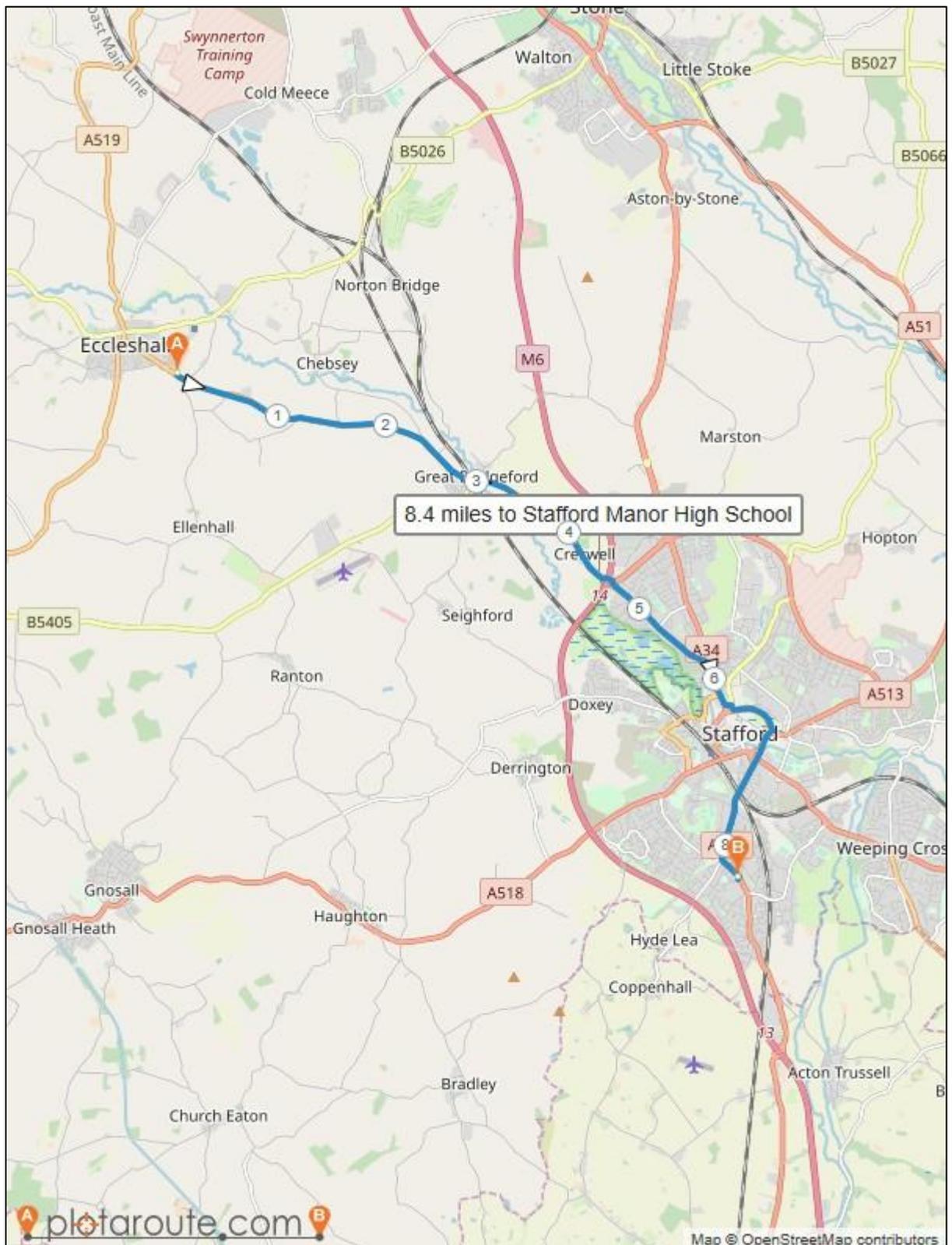


4.3.9. The following map shows a 8.0-mile travel route from the Site to King Edward VI High School:



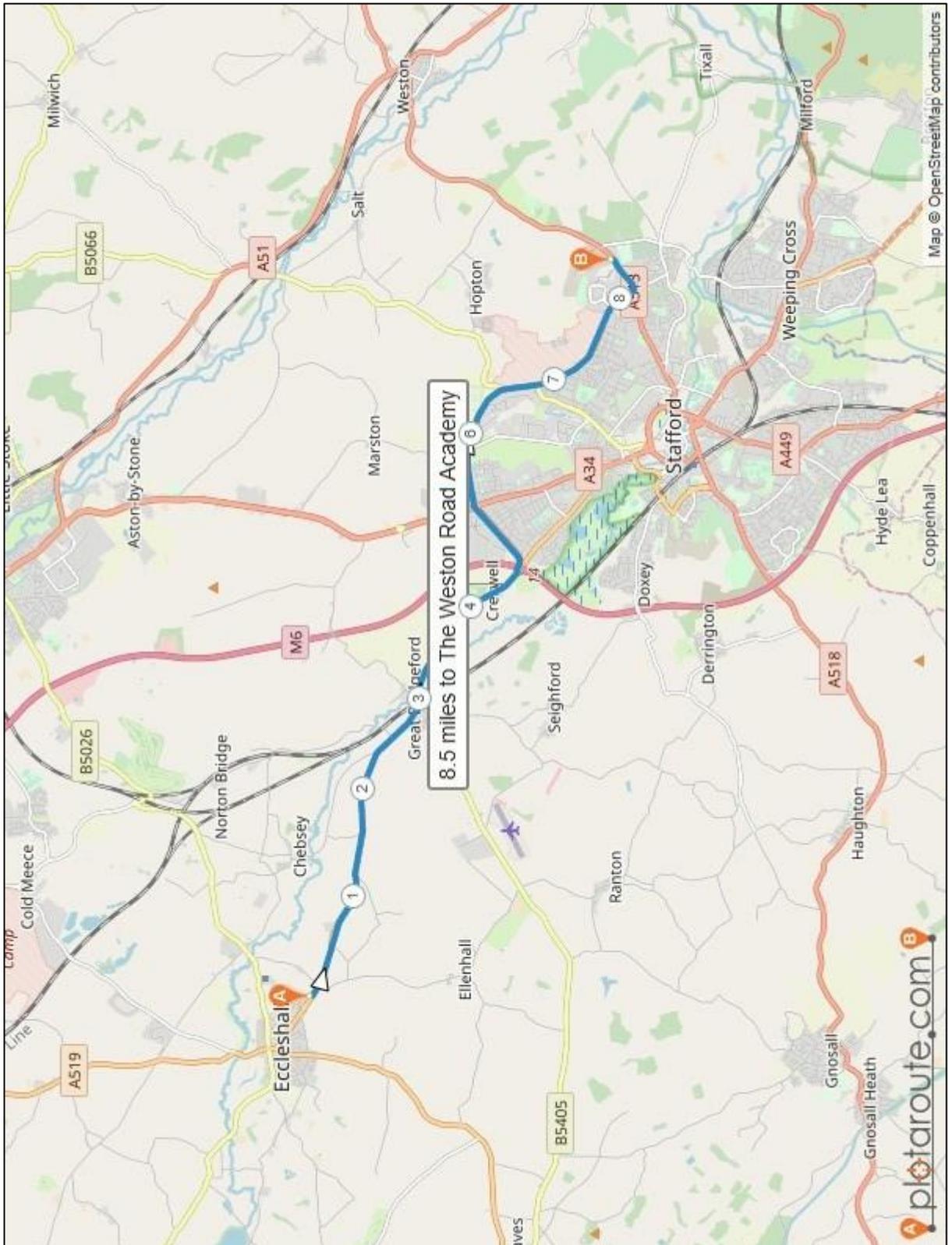


4.3.10. The following map shows a 8.4-mile travel route from the Site to Stafford Manor High School:



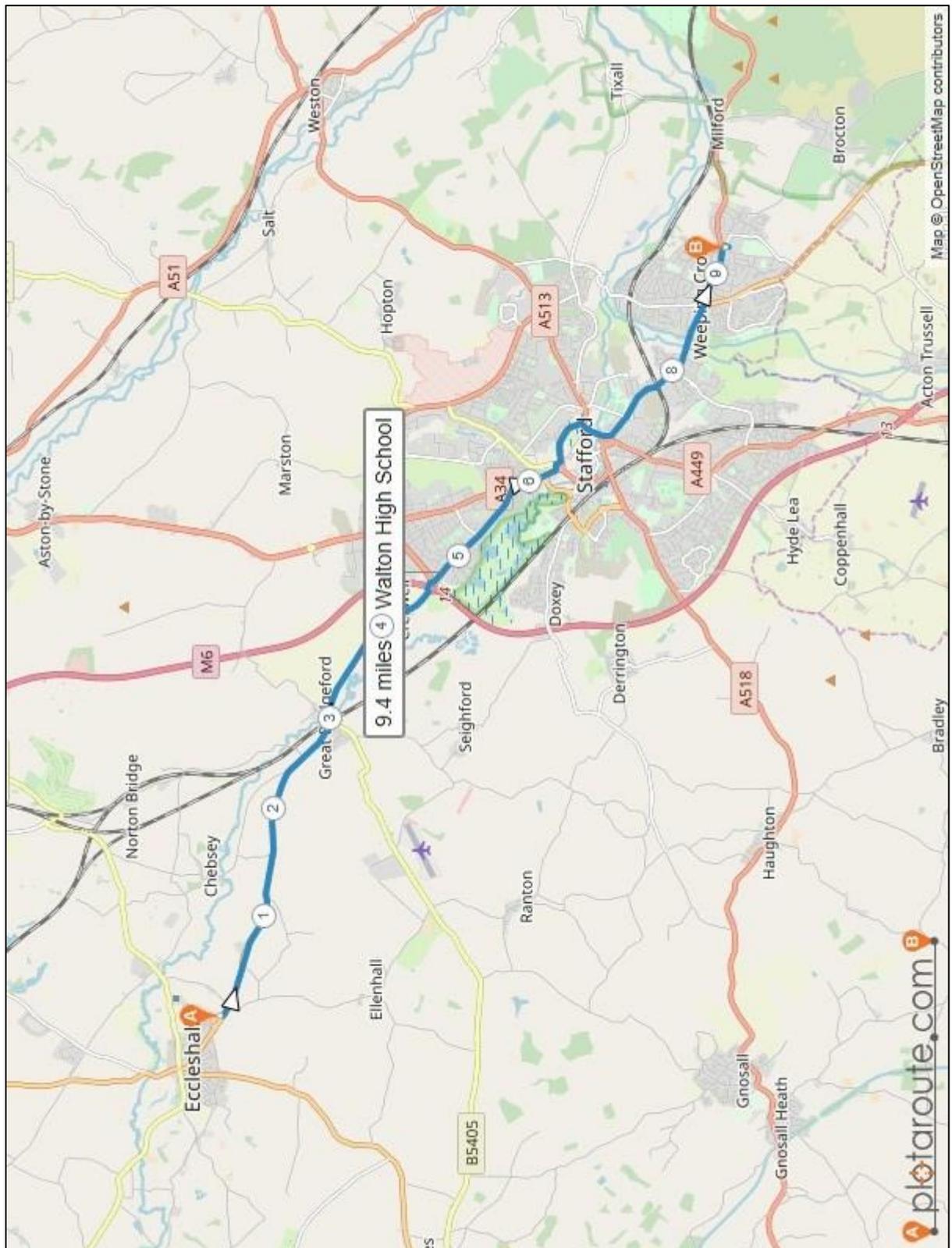


4.3.11. The following map shows a 8.5-mile travel route from the Site to The Weston Road Academy:



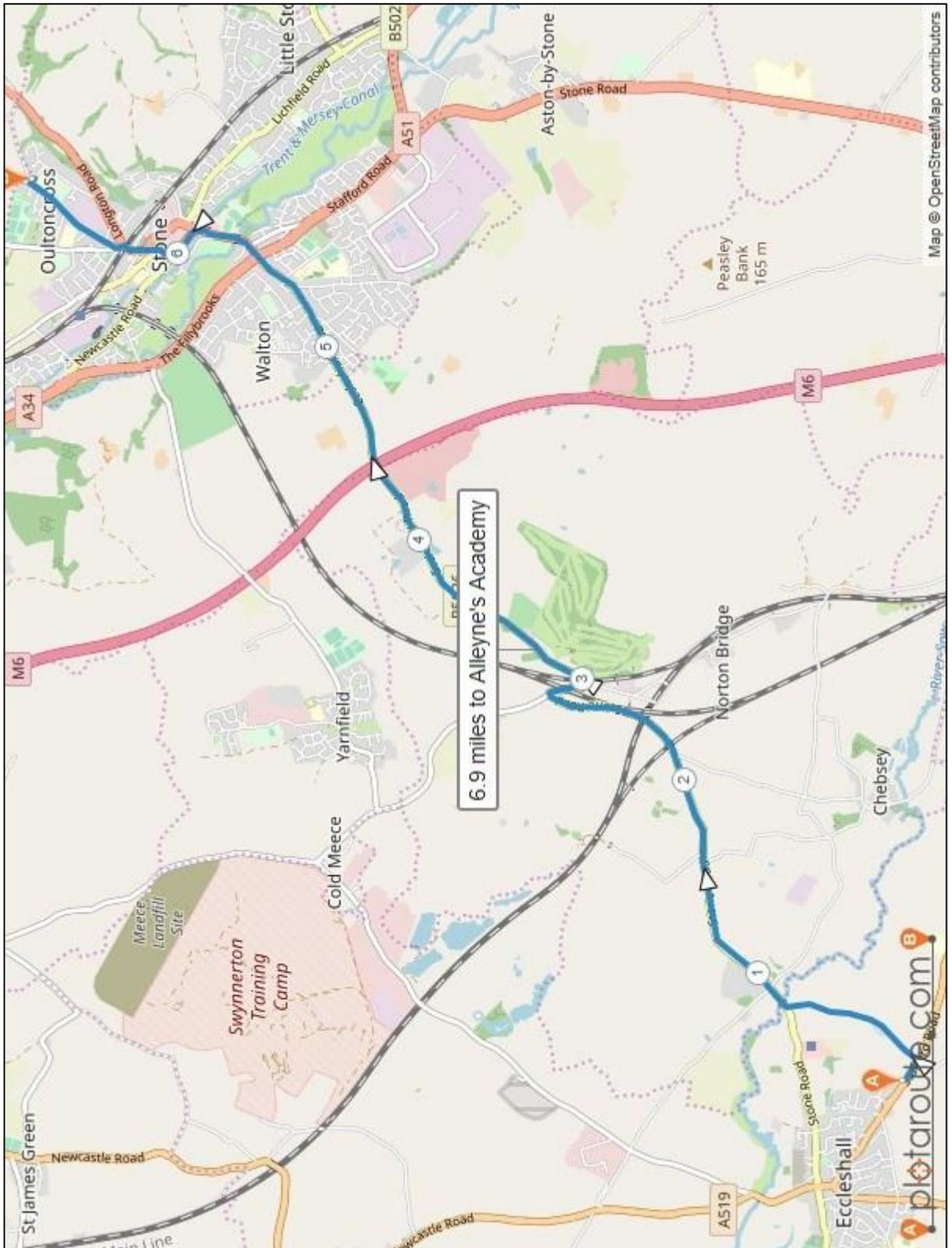


4.3.12. The following map shows a 9.4-mile travel route from the Site to Walton High School:





4.3.13. The following map shows a 6.9-mile travel route from the Site to Alleyne's Academy:





4.4. Local Secondary Schools – Forecast Status of Pupil Places

4.4.1. The latest available secondary school forecasts were those submitted to the DfE as part of the annual school data submission in mid-2022, contained within what is known as the annual “SCAP”.

4.4.2. The forecast horizon until 2027/28 was that which was expected by the DfE when local education authorities submitted their secondary school forecast data in mid-2022.

4.4.3. The latest available SCC school data showing the forecast position of pupil places for the 6 secondary schools in the Stafford Secondary planning area was due to be as shown in the Table below:

School Planning Area (excluding sixth form)	Total Net Capacity	SCC Forecast Children on Roll			SCC Forecast Surplus / Deficit Places		
		23/24	25/26	27/28	23/24	25/26	27/28
Stafford Secondary	5,339	4,939	5,108	5,206	400	231	133

Table: Forecast position of pupil places for the secondary school in the Stafford Secondary planning area for academic years from 2023/24 to 2027/28, as provided by SCC.

[Source: School forecast data and capacity data at Appendices EHP05 and EHP06]

4.4.4. The above net capacity figure does not include any potential school expansions in the relevant Stafford Secondary planning area, nor does it include the following proposed new secondary school in north Stafford:

“a 5FE (900 place) secondary school ... proposed to be delivered on a residential development to the north of Beaconside as part of the Stafford North Strategic Development Site”

[Source: [SCC website](#)]

“The vision for the North of Stafford SDL has evolved over a long period of time in partnership with Stafford Borough Council and Staffordshire County Council ... The site can provide approximately 3,100 new homes, up to 36 hectares of employment, local centres, primary and secondary school provision, along with green infrastructure, community facilities and highway capacity improvements.”

[Source: North of Stafford SDL details on [SBC website](#)]

4.4.5. On the basis of these SCC forecasts for these 6 secondary schools it is evident that there were a number of local school places forecast to be available in the near future.

4.4.6. The number of surplus places was due to decrease slightly from **400 places** in 2023/24 to **133 places** in 2027/28, shortly after when the first dwellings on the Site would be built and occupied.



4.4.7. On the basis of these SCC forecasts it is evident that the percentage of surplus places was due to decrease significantly from **7.5%** in 2023/24 [*calculation: 400 / 5,339 = 7.5%*] to **2.5%** in 2027/28 [*calculation: 133 / 5,339 = 2.5%*].

4.4.8. It is also very important to emphasise that the SCC secondary school forecast data includes the impact of any residential sites which were consented as planning applications.

4.4.9. Further commentary regarding the demand for local secondary school places and the wider implications for secondary school place planning in the area is also set out later in this Assessment.

5. Primary and Secondary Education Mitigation

5.1. SCC Child Yield & Education Contributions Methodology

5.1.1.SCC provides the following approach with regarding how it currently assesses child yield from housing developments and any requests for S106 education contributions:

“There are currently four primary areas and one High area where the PPR is higher (0.045 pupils per dwelling) than the standard PPR (0.03 pupils per dwelling). PPR’s are subject to change and will be reviewed as appropriate by analysing the number of pupils generated based on new housing completion data provided by each Local Planning Authority (LPA). In addition, if there is a change to school place planning clusters, a review of the PPR’s will automatically be undertaken and updated below as necessary.”

“This is based upon an assessment of children resident in new housing in each area.”

“The table below calculates the total number of pupils generated for each phase of education per 100 dwellings using both the standard PPR (0.03 pupils per dwelling) and the higher PPR (0.045 pupils per dwelling).”

Phase of Education	Pupil Ages	Number of year groups	Total number of pupils generated from 100 dwellings using the:	
			standard PPR per dwelling of 0.03	higher PPR per dwelling of 0.045
Two tier system				
Primary schools	4 – 11	7	21	32
Infant schools	4 – 7	3	9	14
Junior schools	7 – 11	4	12	18
Secondary schools (no sixth form)	11 – 16	5	15	23
*Secondary schools (with sixth form)	11 - 18	6	18	27
3-tier system				
First schools	4 – 9	5	15	23
Middle schools	9 – 13	4	12	18
High schools (no sixth form)	13 – 16	3	9	14
*High school (with sixth form)	13 - 18	4	12	18

* There are at least 2-year groups in Sixth Forms, but the total number of pupils generated is based on 1 year group, as average staying-on rates are around 50%.

[Source: SCC Education Infrastructure Contributions Policy, updated July 2022, at Appendix EHP07]



5.1.2.SCC provides the following Building Cost Multipliers with regards to the cost of providing additional school places where the expansion of an existing school is an option:

“Where a specific project has not yet been costed, a cost multiplier is used to calculate the education infrastructure contribution required to mitigate against the impact of a development.

The mainstream BCM per pupil per phase of education are based on the cost of providing additional education infrastructure. The basis for the amount is all England average costs published annually by DfE, adjusted with the BCIS location factor. The DfE did not publish up-to-date costs in 2021 due to the impact of Covid-19. The latest available costs published in June 2020 have been adjusted for inflation based on the BCIS All-In TPI in line with DfE guidance.

The table below shows the latest BCM to be used.”

Phase of Education	Mainstream cost multiplier per pupil including weighting
Early Years/Nursery, First and Primary (including Infant and Junior schools)	£17,450
Middle	£20,738
Secondary and High	£24,026
Sixth Form	£24,026

[Source: SCC Education Infrastructure Contributions Policy, updated July 2022, at Appendix EHP07]

5.1.3.SCC provides the following home to school transport contributions costs:

“The average annual school transport cost per pupil as per financial year April 2021 to March 2022 was £996 (index linked). This cost is applied to any eligible pupil attending school between Reception and Year 11. This figure will be updated annually to reflect the most up to date costs.”

“Example calculations to determine the School Transport Contribution based on 10 primary/secondary pupils generated from a development”

<p>Primary School Transport Contribution example</p> <p>10 primary pupils generated x £996 annual transport cost x 7 years = £69,720</p>
<p>Primary School Transport Contribution example</p> <p>10 secondary pupils generated x £996 annual transport cost x 5 years = £49,800</p>
<p>Where there is already existing home to school transport provision in an area which could be utilised, the average cost per pupil may be based upon known costs if possible. More rural developments may require a bespoke calculation as additional funds may be required.</p>

[Source: SCC Education Infrastructure Contributions Policy, updated July 2022, at Appendix EHP07]



5.2. Anticipated Child Yield of the Site

5.2.1. The Stafford area, which includes the location of Site, is one of the areas where SCC uses the standard PPR (0.03 pupils per dwelling per year group).

5.2.2. On the basis of the current SCC child yield methodology the Site with up to 468 dwellings would have the following child yield:

Phase of Education	SCC Yield Rate (Per Dwelling)	Calculation (Yield per house x Number of houses / flats)	Child Yield
Primary (4-11 years)	0.21	0.21 x 468 dwellings	98
Secondary (11-16 years)	0.15	0.15 x 468 dwellings	70

5.3. Potential S106 Education Contributions

5.3.1. On the basis of the current SCC education contributions methodology the Site with up to 468 dwellings could potentially attract the following request for S106 contributions from SCC up to the following maximum total values using the following current SCC Building Cost Multipliers rates and current SCC school transport costs per pupil excluding indexation:

Phase of Education	Cost Per Pupil	Calculation (Child Yield x cost per additional pupil place)	Potential Maximum S106 Education Infrastructure Contributions
Primary (4-11 years)	£17,450	(468 x 0.21) x £17,450	£1,714,986
Secondary (11-16 years)	£24,026	(468 x 0.15) x £24,026	£1,686,625

Phase of Education	Cost Per Pupil Per Year	Calculation (Child Yield x Transport Cost x 5 Years)	Potential Maximum S106 Home to School Transport Contributions
Secondary (11-16 years)	£996	70 x £996 x 5	£348,600



5.4. SCC's Commentary on the Potential Sites Consultation

5.4.1. In February 2022 SCC published its response to the SBC Potential Sites Consultation regarding the Stafford Borough Council Local Plan 2020-2040.

5.4.2. The SCC document sets out the following background:

“Stafford Borough Council have asked SCC to consider the impact on education of sites identified in the SHELAA which includes 100 sites across Stafford totalling 17,523 dwellings, and 36 sites across Stone totalling 16,870 dwellings.

It is not possible to assess each site individually due to the number and range of sites, and the various combinations of sites that could be brought forward would have different education requirements. Once preferred options/sites have been identified more detail can be provided about the specific education requirements.

The information below gives an overview of the impact of residential development on a school place planning area basis to enable SBC to consider in conjunction with comments from other stakeholders to take an overall view on settlements/sites for the preferred options.

The response is based on current demographics and the assumption that not all the housing is delivered at the same time. Given the period that the revision of the Local Plan covers, circumstances may change which could change education infrastructure requirements.

High level indicative studies have been undertaken to assess the expansion potential of some existing schools for the purposes of this report. These studies advise whether a school site is (on paper) large enough to accommodate a bigger school based on standard land requirements as stated in DfE guidance ‘Area Guidelines for Mainstream Schools – Building Bulletin 103’. High level indicative studies do not take into account the configuration of the school buildings, use of outdoor spaces, capacity of coach parks, vehicular and/or pedestrian access, or the shape/contours/topography of the school site.”

“Comments for primary and secondary need to be read in conjunction with each other as it must be possible to mitigate development at all education phases.

Red – No mitigation possible on existing sites at all required education phases

Orange – mitigation possible at all education phases but only in specific school catchment area within the planning area and/or with new school(s)

Yellow – mitigation possible at all education phases with capacity increases or potential expansions
Green – mitigation possible at all education phases”

[Source: SCC's Commentary on the SBC Potential Sites Consultation, pages 1 and 5, at Appendix EHP08].



5.4.3. As stated earlier in this Assessment the Site is located in the SCC Stafford Rural 1 Primary and Stafford Secondary school planning areas.

5.4.4. SCC provided the following commentary on these school planning areas within the scope of the SBC Potential Sites Consultation:

Primary Planning Area	Primary Capacity	Primary Additional Notes / Associated Secondary Planning Area
Stafford Rural 1 6 primary schools	<p>The schools in this planning area each serve individual rural settlements/ villages.</p> <p>There are expected to be no available places across Stafford Rural 1 based on current pupil movement and modelling.</p> <p>High level indicative studies suggest expansion may be possible at Gnosall St. Lawrence CofE Primary Academy and Woodseaves CE Primary Academy.</p> <p>Bishop Lonsdale has recently been expanded and it is not possible to mitigate further new housing in the catchment area of the school.</p>	<p>The schools in this primary planning area predominantly fall into the catchment area of King Edward VI High School (read full report for Stafford Secondary planning area).</p> <p>Bishop Lonsdale falls within the catchment area of Sir Graham Balfour.</p> <p>Due to the rural location of this planning area, new development may require transport to secondary school provision which would have additional implications in terms of transport costs, logistics and highway constraints around school sites. This could involve education contributions being sought towards additional school places, transport costs, highway improvements such as crossing points, and enlargement of the school coach park.</p>

Stafford and Surrounding Rural Area – see full text for settlements covered and schools within planning areas
Stafford Secondary Planning Area
<p>6 Secondary Schools (will increase to 7)</p> <p>Expected to be 2.5Fe available places across Stafford secondary planning area based on current pupil movement and modelling; this equates to around 2,500 new homes that could be mitigated across the town and surrounding rural area.</p> <p>Any available capacity is likely to be at schools in the South-west of the town including King Edward VI High School, Stafford Manor and Blessed William Howard.</p>

[Source: SCC’s Commentary on the Potential Sites Consultation, at Appendix EHP08].



5.4.5.SBC has since rejected this proposed development within the SBC Site Assessment Profiles document on the following basis:

Site Selection Assessment	
Topic Area	Evaluation
Education	Primary School: Bishop Lonsdale CE Primary Academy. Limited capacity to accommodate further new houses within Eccleshall, and school cannot be expanded. Secondary School: Sir Graham Balfour High School. Development cannot be accommodated within existing capacity; school cannot be expanded.
Transport	Two access points required. Consider new bus service. Perimeter road across site to form bypass to east of Eccleshall. Accessibility Score: 3/6
Ecology	Medium / Low overall ecological sensitivity. Red Great Crested Newt risk impact zone.
Landscape	High / Medium overall landscape sensitivity.
Heritage	Low direct impacts, Medium setting impacts. No substantial harm.
Water	Medium potential impact on sewerage infrastructure. Low potential impact on surface water sewerage infrastructure.
Electricity	No issues for this site.
Outcome of Assessment: Rejected Site	
Reasoning: Education capacity constraints are unlikely to be able to be resolved. Additionally, landscape concerns would need to be suitably mitigated for.	

5.4.6.We have reviewed the basis of this position within the context of our own analyses of the local education position and we set out our summary regarding primary and secondary education in the following sections.



5.5. EHP Commentary & Conclusions on Primary Education Impact & Mitigation

5.5.1. As stated earlier, according to the SCC child yield methodology the Site with up to 468 dwellings would generate a need for up to **98 primary education places**.

5.5.2. This section of our Assessment sets out our commentary on how sufficient mitigation could be provided to enable enough primary education places if this number of primary schoolchildren were to arise as a result of the Site being built and occupied.

5.5.3. As also stated earlier, including the recent provision of extra capacity at Bishop Lonsdale CofE Primary Academy, the number of surplus places in the Stafford Rural 1 Primary planning area was due to decrease slightly from **138 places** in 2024/25 to **119 places** in 2026/27, shortly after when the first dwellings on the Site would be built and occupied.

5.5.4. It is important to note that following its recent expansion Bishop Lonsdale CofE Primary Academy currently operates as a 1.5FE with 315 primary school places, plus 26 nursery places [*source*: Bishop Lonsdale CofE Primary Academy [website](#)], making a total capacity of 341 nursery and primary education places.

5.5.5. SCC provides the following commentary regarding schools which operate at half forms of entry, such as 1.5FE schools:

“It is possible for schools to operate at half forms of entry for example 1.5FE is 45 children per school year group. Schools with half forms of entry normally operate with classes that are mixed across year groups.

From an educational perspective some schools and governing bodies believe that teaching children from two age groups in one class (mixed age teaching) is beneficial to pupils. However, many educators don’t believe this is the most appropriate method to organise and teach pupils, as it can present challenges due to differences in ages and abilities which can affect learning outcomes.

“Irrespective of school governance it is important that the views of schools, Trusts and governing bodies are considered when proposing expansions or new schools, especially where this would require a different class organisation than currently used. It is anticipated that any options that require a change to mixed age teaching may not be the preferred option by the majority of schools.”

[*Source*: SCC’s Commentary on the SBC Potential Sites Consultation, page 2, at Appendix EHP08].

5.5.6. The following image from 2021 shows the site of Bishop Lonsdale CofE Primary Academy with the recent added new classrooms circled in red:



5.5.7. The following image shows the total area of the site of Bishop Lonsdale CofE Primary School excluding the area in the south-eastern corner of the site, part of which appears to have been landscaped with the addition of a number of small trees:

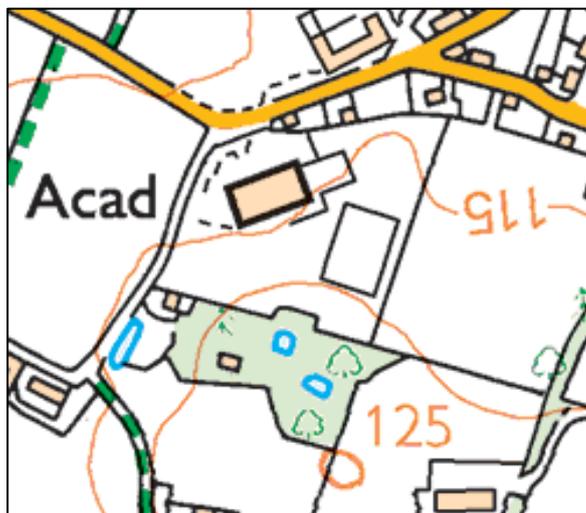


Area Output

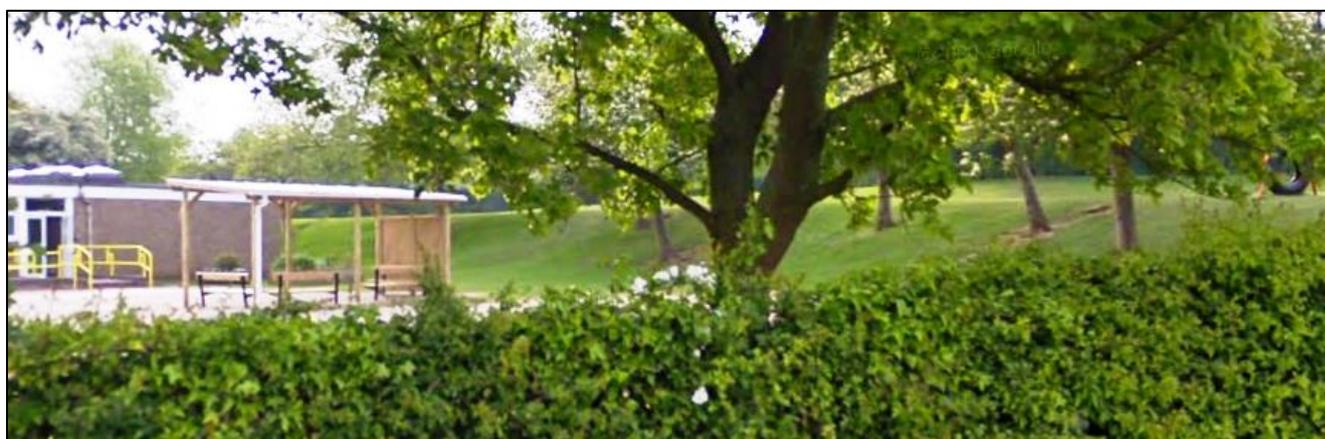
20891.710 m²
 0.021 km²
 5.162 Acres
 2.089 Hectares
 224876.494 Feet²

5.5.8. It is evident that the total area of the site of Bishop Lonsdale CofE Primary excluding this area in the south-eastern corner of the site is approximately **2.09 Hectares**.

5.5.9. It is evident from the following map extract that the school site slopes slightly from the south-east corner to the north-west corner of the site:



5.5.10. It is also evident that although the school site has a slight slope previous landscaping of the grounds has enabled the site to use its existing space effectively; such as at the access entrance to the school and between the school buildings and the playing fields:



5.5.11. According to current DfE guidance the following calculation methodology would need to be used to estimate the total area required as part of any further expansion of the school:

<p>Total site area (m²) =</p> <p>from 2,000 + 33.3N up to 2,400 + 42N</p> <p>(N = Required Number of Pupil Places)</p>
--

[Source: DfE Building Bulletin 103, page 44, attached at Appendix EHP13]

5.5.12. Based on the above DfE formula the size of a **2FE primary school with 420 pupils plus 26 nursery places** would be a **minimum area of 1.61Ha** [calculation: 2,000 + (33.3 x 420) + (6 x 26) = 16,142m²] up to a **maximum area of 2.02Ha** [calculation: 2,400 + (42 x 420) + (7.5 x 26) = 20,235m²]. **The average of this range of site areas being 1.82Ha** [calculation: (16,142m² + 20,235m²) / 2 = 1.8Ha].

5.5.13. In our opinion further expansion of Bishop Lonsdale CofE Primary School could be possible if similar landscaping is incorporated into any potential expansion plans as **the existing school site is clearly within the recommended range of site sizes that the DfE considers large enough to accommodate a 2FE primary school with 420 pupils plus 26 nursery places.**

5.5.14. The following image shows the existing play area that could potentially be relocated further east on the site to free-up land for the addition of new classroom buildings:

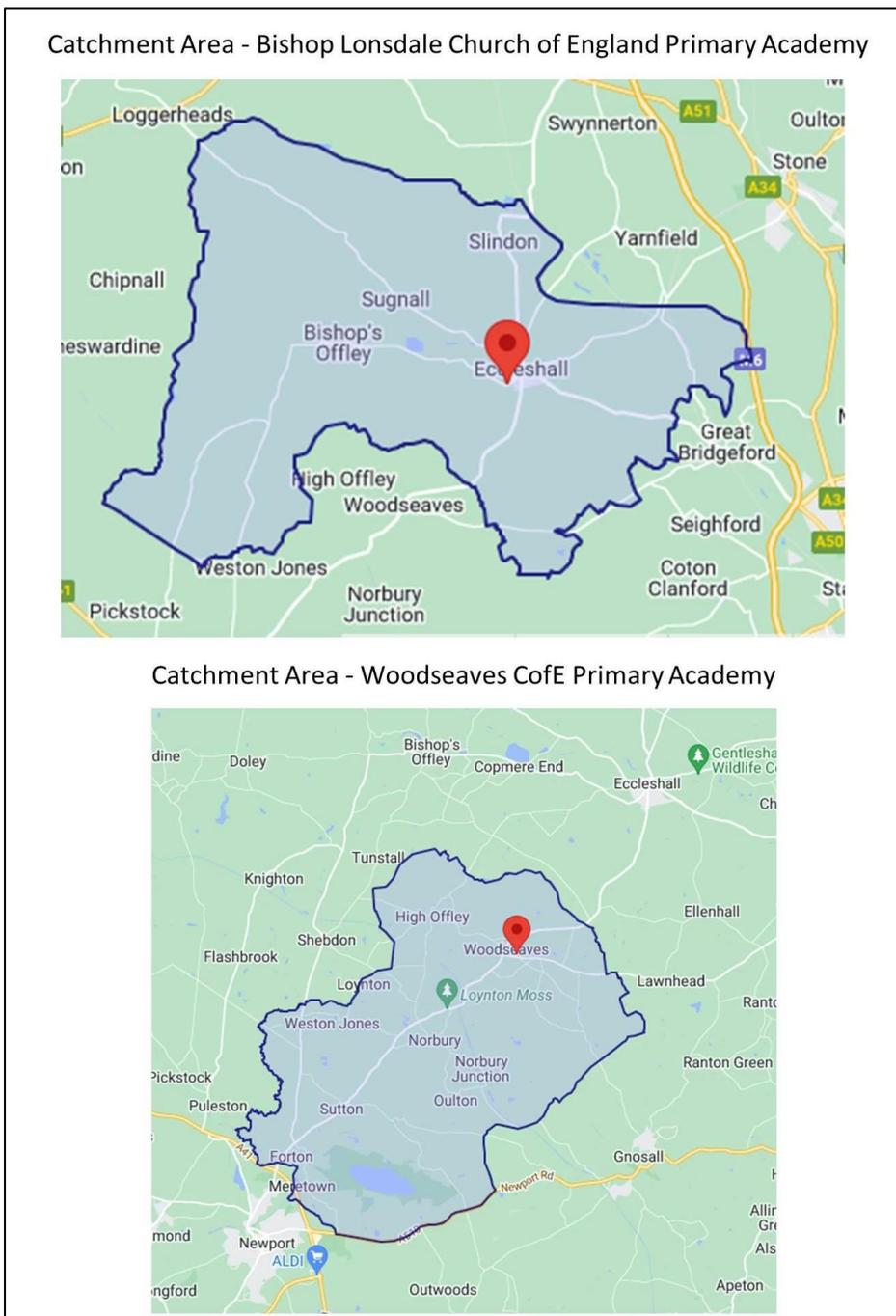




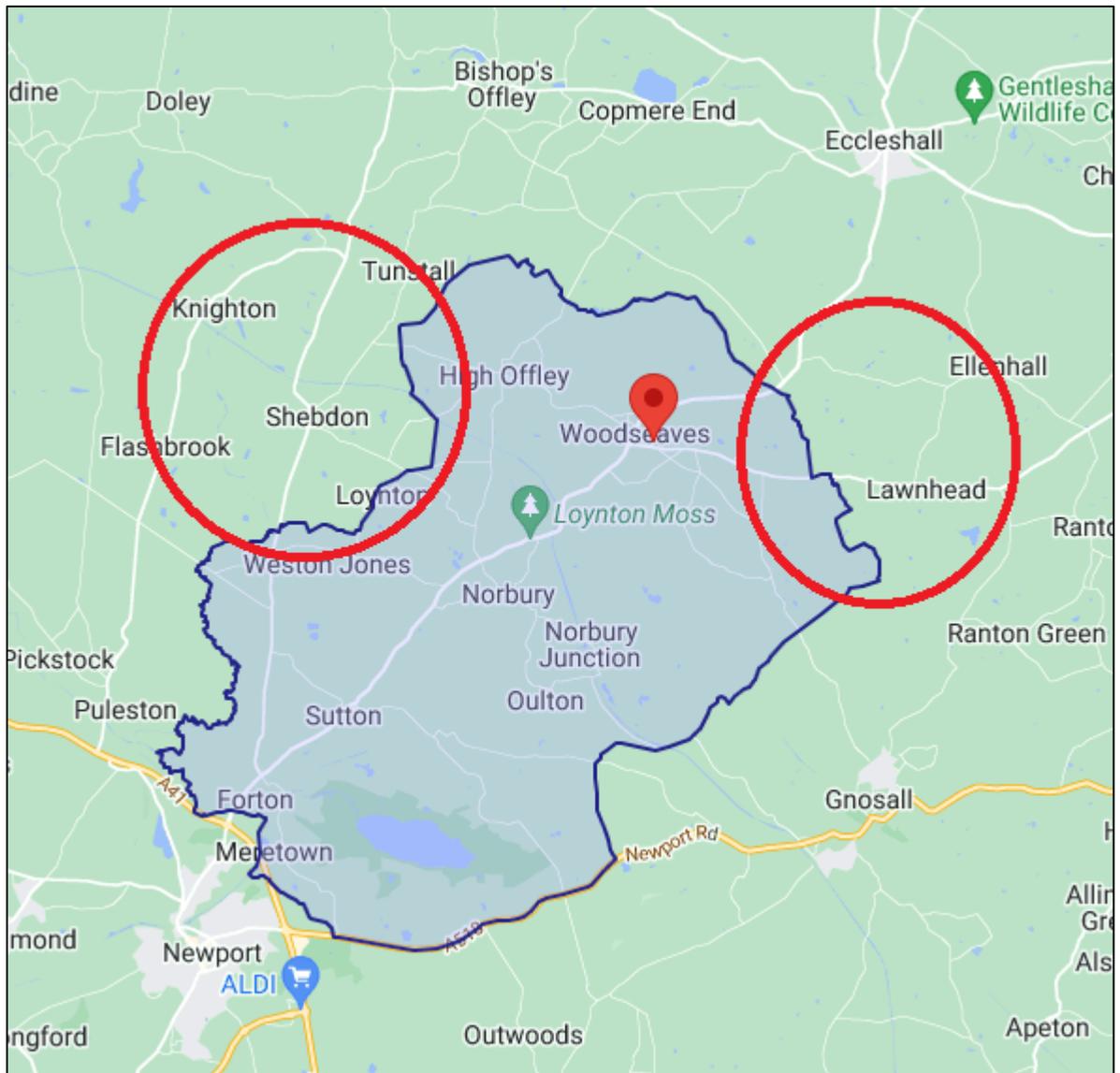
5.5.15. In our opinion there is also an alternative, or additional, primary education mitigation option.

5.5.16. As set out earlier in this Assessment SCC has indicated that Woodseaves CofE Primary Academy has potential for expansion. This expansion would most likely increase the school’s current capacity from 105 to 210 places, with the school becoming a 1FE school.

5.5.17. It is evident that according to SCC the southern edge of the catchment area of Bishop Lonsdale CofE Primary School coalesces the northern edge of the catchment area of Woodseaves CofE Primary Academy:



5.5.18. In our opinion the southern areas of the catchment area of Bishop Lonsdale CofE Primary School, which are located west and east of the northern edge of the catchment area of Woodseaves CofE Primary Academy, following a public consultation could be included within an adjusted larger catchment area for Woodseaves CofE Primary Academy, as shown in the approximate areas circled in red below:



5.5.19. It is important to note that these areas are both currently very significantly closer to Woodseaves CofE Primary Academy than to Bishop Lonsdale CofE Primary School.

5.5.20. In our opinion if this potential local catchment area adjustment was to coincide with an expansion of Woodseaves CofE Primary Academy then the future revised pattern of pupil migration living in these areas from attendance at Bishop Lonsdale CofE Primary School to attendance at Woodseaves CofE Primary Academy has the potential to free-up sufficient capacity at Bishop Lonsdale CofE Primary School to accommodate all of the 98 primary schoolchildren predicted to arise as a result of the Site being built and occupied.



- 5.5.21. On the basis of our analyses and comments above **if either of the above two mitigation options were pursued then in our opinion there would be sufficient primary school places at Bishop Lonsdale CofE Primary School for the 98 primary school places that SCC would predict would be needed by the Site.**
- 5.5.22. Whilst there are currently other residential sites in Eccleshall which will give rise to the need for primary education places (such as Castle Street with 37 dwellings and Claremont Garage 9 dwellings) the impact of these sites on the demand for primary education places has already been taken into consideration within the current SCC forecasts and would not change SCC's longer-term assessment of primary school place planning as part of its education-related commentary to SBC during the Potential Sites Consultation.
- 5.5.23. On this basis in our opinion **SBC's decision to reject the Site known as ECC06 following consultation with SCC was flawed as it was determined in-part on the basis of the education-related commentary from SCC which appears to have failed to consider either of the above two potential primary education mitigation options.**
- 5.5.24. Moreover, as the Site in Eccleshall makes provision for land for a new primary school on-site, should neither of the above primary education mitigation options be pursued by SCC and SBC then there would clearly be the option of building a new primary school on the Site which could be funded through developer S106 primary education contributions and which would provide sufficient primary school places for the 98 primary schoolchildren predicted to arise on the Site.

5.6. EHP Commentary & Conclusions on Secondary Education Impact & Mitigation

5.6.1. As stated earlier, according to the SCC child yield methodology the Site with up to 468 dwellings would generate a need for up to **70 secondary education places**.

5.6.2. This section of our Assessment sets out our commentary on how sufficient mitigation could be provided to enable enough secondary education places if this number of secondary schoolchildren were to arise as a result of the Site being built and occupied.

5.6.3. As also stated earlier, excluding the planned new secondary school, the number of surplus places was due to decrease slightly from **400 places** in 2023/24 to **133 places** in 2027/28, shortly after when the first dwellings on the Site would be built and occupied.

5.6.4. The following image shows the total area of the site of Sir Graham Balfour High School:



5.6.5. It is evident that the total area of the site of Sir Graham Balfour High School is approximately **6.91 Hectares**.



5.6.6. According to the [SCC data submitted to the DfE](#) in 2022 Sir Graham Balfour High School has a current capacity of 925 secondary school (11-16) places and a total capacity of 1,042 places including sixth form.

5.6.7. However, it is important to note that **the secondary school capacity is planned to reduce by 75 places back to 850 places after 2022/23** when the PAN will reduce back to 170 places after the recent provision of bulge classes at the school:

“Staffordshire County Council is responsible for ensuring that there are sufficient school places in the county. They have been in discussion with the School over the last 15 months to provide additional capacity until the proposed new secondary school in the north end of town is built and open.”

[Source: Sir Graham Balfour School Classroom Extension - Consultation Document (2020), at Appendix EHP16].

5.6.8. It is evident that SCC has stated that further expansion of Sir Graham Balfour High School is not possible. However, **it is not apparent whether SCC was basing this position on the current capacity of 925 secondary school (11-16) places or on the lower figure of 850 secondary school (11-16) places.**

5.6.9. According to current DfE guidance the following calculation methodology would need to be used to estimate the recommended total area required for a secondary school with sixth form:

<p>Total site area (m²) =</p> <p>from 9,000 + 50N up to 11,000 + 63N</p> <p>(N = Required Number of Pupil Places)</p>

[Source: DfE Building Bulletin 103, page 44, attached at Appendix EHP13]

5.6.10. Based on the above DfE formula the size of a **secondary school including sixth form for 1,042 pupils** would be a **minimum area of 6.11Ha** [calculation: 9,000 + (50 x 1,042) = 61,100m²] up to a **maximum area of 7.66Ha** [calculation: 11,000 + (63 x 1,042) = 76,646m²]. **The average of this range of site areas being 6.88Ha** [calculation: (61,100 m² + 76,646m²) / 2 = 6.88Ha].

5.6.11. On the above basis it is evident that **the 6.88Ha size of the current Sir Graham Balfour High School site is within the recommended range of site sizes suitable for a secondary school including sixth form for 1,042 pupils.**



- 5.6.12. In our opinion, if SCC was to persuade Sir Graham Balfour High School to retain a capacity of 925 secondary school (11-16) places rather than reduce it to the lower figure of 850 secondary school (11-16) places then 75 more places would be available at this school. If the school agreed to this longer-term higher capacity then it would not only merely be retaining its previous stated operating capacity but it would be doing so on a site which the DfE considers is sufficient in size to operate at this capacity.
- 5.6.13. Moreover, it is also important to note that the reason why Sir Graham Balfour High School wishes to reduce its capacity back to the lower figure of 850 secondary school (11-16) places in the future is because of the planned new 900-place secondary school which is proposed to be delivered on a residential development to the north of Beaconside as part of the Stafford North Strategic Development Site:
- “...to provide additional capacity until the proposed new secondary school in the north end of town is built and open.”*
- “The proposal to provide additional teaching spaces will enable the school to assist the local authority in providing additional capacity ahead of the delivery of the new secondary school and enable catchment students to be admitted.”*
- [Source: Sir Graham Balfour School Classroom Extension - Consultation Document (2020), at Appendix EHP16].
- 5.6.14. In our opinion in the longer-term SCC clearly intends for these additional 75 secondary school places to be provided at the new 900-place secondary school.
- 5.6.15. The new 900-place secondary school is due to be built on a development of up to 3,100 dwellings.
- 5.6.16. According to the SCC child yield methodology 3,100 dwellings would give rise to a requirement for 465 secondary school places [*calculation: 0.15 x 3,100 dwellings = 465 places*].
- 5.6.17. On this basis **the new 900-place school will provide 435 more secondary school places than these 3,100 dwellings will require** [*calculation: 900 places – 465 places = 435 places*].
- 5.6.18. As all secondary school children currently living in Eccleshall have home to school transport provided by SCC where necessary, it would clearly be the same case for the 70 secondary school children predicted to arise on the Site.
- 5.6.19. On this basis in our opinion the net effect of Sir Graham Balfour High School reducing its capacity back to the lower figure of 850 secondary school (11-16) places could be that secondary school children arising on the Site could be offered a place at the new 900-place secondary school rather than at Sir Graham Balfour High School and these children would require home to school transport to the new 900-place secondary school (or another school in the Stafford Secondary planning area) rather than to Sir Graham Balfour High School.



- 5.6.20. On the basis of our analyses and comments above **if one or both of the above two mitigation options were pursued then in our opinion there would be sufficient secondary school places available for the 70 secondary school places that SCC would predict would be needed by the Site.**
- 5.6.21. Whilst there are currently other residential sites in Eccleshall which will give rise to the need for secondary education places (such as Castle Street with 37 dwellings and Claremont Garage 9 dwellings) the impact of these sites on the demand for secondary education places has already been taken into consideration within the current SCC forecasts and would not change SCC's longer-term assessment of secondary school place planning as part of its education-related commentary to SBC during the Potential Sites Consultation.
- 5.6.22. On this basis in our opinion **SBC's decision to reject the Site known as ECC06 following consultation with SCC was flawed as it was determined in-part on the basis of the education-related commentary from SCC which appears to have failed to consider either of the above two potential secondary education mitigation options.**



6. Appendices

The following appendices accompany this document:

- APPENDIX EHP01 - DfE Securing Developer Contributions for Education (November 2019)
- APPENDIX EHP02 - DfE Home to School Travel and Transport Guidance (July 2014)
- APPENDIX EHP03 - DfE - School Capacity (SCAP) Survey 2022 - Guide for local authorities (May 2022)
- APPENDIX EHP04 - P20-1024_003-1B Development Framework Plan
- APPENDIX EHP05 - SCC - school capacity and NOR data (May 2022)
- APPENDIX EHP06 - SCC - school forecast data (May 2022)
- APPENDIX EHP07 - SCC - Staffordshire-SEICP-March-2021-Version-1.2-Updated-July-2022
- APPENDIX EHP08 - SCC - Stafford-Borough-Education-Site-Assessment-report-Accessible
- APPENDIX EHP09 - Satellite Image - Bishop Lonsdale Church of England Primary Academy (2021) (showing expansion)
- APPENDIX EHP10 - Satellite Image - Bishop Lonsdale Church of England Primary Academy (land area 2.08 Ha)
- APPENDIX EHP11 - Map Image - Bishop Lonsdale Church of England Primary Academy (topography)
- APPENDIX EHP12 - Photo Images - Bishop Lonsdale Church of England Primary Academy (entrance & playing fields)
- APPENDIX EHP13 - DfE - Building Bulletin 103 - Area Guidelines for Mainstream Schools (June 2014)
- APPENDIX EHP14 - Catchment Areas - Bishop Lonsdale Church of England Primary Academy & Woodseaves CofE Primary Academy
- APPENDIX EHP15 - Satellite Image - Sir Graham Balfour High School (land area 6.91 Ha)
- APPENDIX EHP16 - Sir Graham Balfour School Classroom Extension - Consultation Document (2020)

LAND OFF STONE ROAD, ECCLESHALL

LANDSCAPE AND VISUAL CONSTRAINTS AND OPPORTUNITIES

ON BEHALF OF BLOOR HOMES



Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

DESIGN **ENVIRONMENT** **PLANNING** **ECONOMICS** **HERITAGE**

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1.0 INTRODUCTION

Terms of reference

- 1.1 Pegasus Group have been instructed by Bloor Homes to undertake a preliminary consideration of landscape and visual constraints and opportunities in relation to land off Stone Road, Eccleshall.
- 1.2 The site area being considered is brownfield and comprises ca. 25.32 hectares (ha) of arable land. The site is located on the eastern edge of the settlement of Eccleshall, which is within the administrative area of Stafford Borough Council (SBC).
- 1.3 This report sets out the preliminary landscape and visual context of the site and the surrounding area. This is then used to inform a landscape and visual analysis to identify key landscape and visual constraints and opportunities. This report then proceeds to consider how the various constraints and opportunities might serve to influence the development of the site and the subsequent design response.
- 1.4 Principles and good practice for undertaking landscape and visual impact assessment are set out in the Landscape Institute (LI) and the Institute of Environmental Management (IEMA) Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013). The concepts and procedures set out in this guidance have been adopted where appropriate.

2.0 LANDSCAPE AND VISUAL CONTEXT

Site Overview

- 2.1 The site is greenfield and comprises a single arable field enclosure. The site was historically split in several smaller field enclosures (refer to **Plate 1** below). The site is located adjacent to the settlement edge of Eccleshall on the southern part of its western boundary. The northern part of the western site boundary is split from the settlement edge by agricultural field enclosures, part of which is currently being promoted by others, and Gentleshaw Wildlife Centre. The development immediately to the west of the site of 130 dwellings has been recently constructed (planning ref. 14/20665/OUT).

Plate 1: Screenshot of 1991 map of the site from old-maps.co.uk



- 2.2 The site is bound to the north by Stone Road (B5026), to the east by an unnamed road, to the south by Stafford Road (A5013) and to the west by a mix of existing built form and agricultural field enclosures. Stone Road and Stafford Road form key transport routes into the settlement of Eccleshall from the east. Further to the north, east and south of the site lies agricultural land with interspersed pockets of development, including Fieldhouse Cottage immediately adjacent to the eastern site boundary.

-
- 2.3 The boundaries of the site generally comprise low-cut hedgerow with mature hedgerow trees in places, notably along the western boundary and adjacent to Fieldhouse Cottage. Several mature oak trees exist in the southern part of the site. The vegetation on site is typical of the arable field enclosures within the local landscape. Mature vegetation also exists in the locality, including 'The Dingle' woodland, located ca. 250m to the east of the site, and vegetation associated with the River Sow adjacent to the north-eastern corner of the site.
- 2.4 The landform of the site slopes from south-west to north-east, which is more gradual in the northern part of the site. The lowest point of site lies at its north-eastern corner at ca. 87m Above Ordnance Datum (AOD), near to the course of the River Sow, and then rises to ca. 117m AOD in the south-western corner.
- 2.5 A public footpath (Eccleshall 17) passes through the site, broadly through the centre, and connects the unnamed road to the east of the site through to the settlement of Eccleshall and Stone Road to the west. The surrounding public right of way (PROW) network mainly consists of public footpaths through countryside. These routes connect various roads, settlements and interspersed development, including the settlement of Ellenhall to the south. The Stones Circles Challenge recreational route lies further east, which continues east towards the town of Stafford.
- 2.6 The influence of existing built form adjacent to the eastern and western site boundaries, notably the recently constructed development to the east, and presence of Stafford Road and Stone Road to the north and south, which are key routes in Eccleshall, differentiates the site from the wider agricultural landscape to the north, east and south. These elements influence the local landscape character. The landscape quality (or condition) of the site is typical of the surrounding landscape and is not considered to be unique. The mature oak trees within the southern part of the site have the opportunity to be incorporated into proposed development of the site.

Policy Context

2.7 The site is located within the administrative area of SBC. The Stafford Borough Local Plan 2011-2031 comprises The Plan for Stafford Borough (and The Plan Part 2) and several Neighbourhood Plan documents, including for Eccleshall.

2.8 The Plan for Stafford Borough was adopted by SBC in June 2014. In relation to landscape and visual matters, 'Policy N4: The Natural Environment & Green Infrastructure' sets out how these will both be protected, enhanced and improved. The policy notes the importance of protecting 'the natural and historic environment and irreplaceable semi-natural habitats' and states that:

"any new development where damage to the natural environment is unavoidable must include measures to mitigate and/or compensate such impacts, through the establishment of replacement habitats or features".

2.9 The policy notes that 'local landscape and heritage features should':

"be positively managed to conserve and enhance their significance and contribution to the character of the landscape".

2.10 In relation to new developments, the policy also notes that these will:

"be set within a well-designed and maintained attractive green setting".

2.11 Also in relation to landscape and visual matters, 'Policy N8: Landscape Character' refers to published guidance and states that:

"Development should demonstrate that proposals with landscape and visual implications, should protect, conserve and, where appropriate, enhance:

- *a. The elements of the landscape that contribute to the local distinctiveness of the area (including heritage assets, cultural character and biodiversity);*

- *b. Historic elements of the present day landscape that contribute significantly to landscape character;*
- *c. The setting and views of or from heritage assets, including conservation areas, Registered Parks and Gardens, Scheduled Monuments, Listed Buildings and assets identified in the Historic Environment Record; and*
- *d. The locally distinctive pattern of landscape elements such as woodland, streams, hedgerows, trees and field boundaries”.*

2.12 The Plan for Stafford Borough: Part 2 was adopted by SBC in January 2017 and guides where new development will take place within the Borough. The site lies outside the Eccleshall ‘Settlement Boundary’, as defined by within Part 2 by SBC. However, the site lies adjacent to the settlement boundary on its south-western boundary and to the north-west to development promoted by others (which lies adjacent to the settlement boundary to the west).

2.13 The Stafford Borough Council Strategic Housing & Employment Land Availability Assessment (SHELAA) 2019 update identifies the site as ‘Land between Stone and Stafford Road’ (Site ID ECC06). It notes the site will ‘become available in the next 5-10 years’, it is ‘achievable’ and ‘part of the site is potentially developable...where it directly abuts the settlement boundary’. The SHELAA also refers to the site promoted by others to the west of the site (Site ID ECC02) as ‘available’, ‘achievable’ and ‘potentially developable’. In terms of suitability, the SHELAA notes policy compliance and regarding ‘suitability’, the site locations adjacent to the recognised Local Plan settlement.

2.14 The Green Infrastructure Strategy for Stafford was published by SBC in November 2009. This document notes the importance of improving the rights of way network and states:

“There are several areas however that should be a priority for improvement including around settlement edges to encourage use of the surrounding countryside, such as: Areas close to important historic or visitor assets to widen the visitor offer, such as Stafford Castle or Eccleshall Wildlife Centre”

2.15 The Eccleshall Neighbourhood Plan 2011-2031 was adopted by SBC in July

2016. In relation to landscape and visual matters, the document states that proposed development should be:

"sympathetic to the character of the area as it has evolved to the present day and to ensure that this development is wholly sustainable in the context of existing infrastructure and services".

2.16 The Stafford Borough Historic Environment Character Assessment was published by Staffordshire County Council in August 2009. The site is located within Historic Environment Character Area 5f (HECA) and Eccleshall Historic Environment Character Zone 4 (EHECZ) (East of Eccleshall). There are no historic features located within the boundaries of the site. The study states for EHECZ 4:

"The historic enclosure pattern has been significantly impacted through the removal of field boundaries during the 20th century".

2.17 Overall, the policy context in relation to the site highlights the importance of the green infrastructure network within a proposed development and its contribution to local landscape character. It also notes retaining historical features where possible, notably field patterns that have been lost, and the opportunity to enhance the public accessibility in this locality.

Landscape Character

National Landscape Character

2.18 The site is located within the eastern part of the National Character Area Profile 61: Shropshire, Cheshire & Staffordshire Plain, as published by Natural England (2014).

2.19 Shropshire, Cheshire & Staffordshire Plain National Character Area (NCA) is an expansive area which covers most of Cheshire, northern half of Shropshire and

a large part of north-west Staffordshire. The NCA mainly comprises flat/gently undulating pastoral farmland but is influenced by urban areas to the east and south-east.

County Landscape Character

2.20 The site is located within the 'Ancient clay farmlands' Landscape character type (LCT), as identified within the Staffordshire County Council Planning for Landscape Change (PLC) 1996-2011 (adopted May 2001). The key characteristics of this LCT relevant to the site and study area as set out in the PLC are summarised as follows:

- *"Irregular pattern of hedged fields with ancient hedgerows and oaks;*
- *Dispersed settlement pattern with small rural towns;*
- *Narrow winding lanes;*
- *Rural feel;*
- *Well treed stream and canal corridors;*
- *Gently rolling landscape, with occasional high points, allow long distance views;*
- *Mixed arable and pastoral farmland...strongly influenced by existing land use and farming practices;*
- *Varying tree and hedgerow density;*
- *Local small-scale ancient woodland and plantation provide areas of denser visual containment; and*
- *Major road corridors have a significant localised effect".*

2.21 Regarding 'Specific guidelines', the PLC states to:

"increase planting of hedgerow trees and field corners to rebuild the structure of the landscape where decline is occurring".

2.22 The PLC also identified the LCT to be 'very sensitive to impacts of development and land use change'. The site itself is in close proximity to the settlement of Eccleshall and is therefore somewhat separated from the 'rural feel' of the surrounding landscape. The site does not contain any notable landscape

features that could not be integrated into development of the site and therefore it is reasonable to assume that, considering the site in its local context, the landscape sensitivity would be lower than that identified for the wider LCT.

Visual Amenity

- 2.23 A site visit has been undertaken in October 2020 and several representative viewpoint photographs were taken, concentrated largely on the public right of way passing through the site, the emerging residential edge to the west and the local road network (refer to **Figure 1: Viewpoint Photographs**).
- 2.24 In terms of short distance views of the proposed development, these are likely to be limited to the local road/PROW network within and surrounding the site and adjacent residential receptors, including Fieldhouse Farm to the east. This is due to the general containment of the site from the wider landscape by the settlement of Eccleshall to the west and mature vegetation to the east, including 'The Dingle' woodland. Mature vegetation also exists to the north and east from mature vegetation associated with the River Sow and to the south of the site along Stafford Road and in pockets on Acton Hill. The combination of the rising landform and mature vegetation in this direction limits views from the south.
- 2.25 There are likely to be middle to long distance views of the proposed development from the road and PROW network to the north and east where the landform rises from the route of the River Sow. Such views will be within the context of the existing settlement of Eccleshall, including recently constructed built form adjacent to the site and interspersed development in the surrounding landform.

3.0 LANDSCAPE AND VISUAL ANALYSIS

3.1 The following section sets out a brief analysis of the landscape and visual constraints and opportunities for the site.

Constraints and Opportunities

3.2 The constraints and opportunities for the site and its surrounding landscape context have been identified following a site visit and the review of baseline information in relation to landscape and visual matters.

3.3 The constraints for the site are considered to be:

- The existing vegetation network within the site and along its boundaries, in particular the mature oak trees within the southern part of the site. Noting that this also creates an opportunity to retain these features to conserve the local landscape character;
- The gap between the existing settlement boundary of Eccleshall and the northern part of the western site boundary, noting this land is currently being promoted by others;
- The relatively higher part of the southern area of the site which is more visually prominent in the surrounding landscape, noting that recent residential development to the west is built at this level and offers context;
- Views of new built form from residential receptors in close proximity and from the local road and PROW network to the north and east of the site on rising land, noting that potential views of the proposed development will generally be seen within the context of existing and recently constructed built form; and
- The relationship between the site and the agricultural landscape further north, east and south in landscape character terms.

3.4 The opportunities for the site are considered to be:

- The enclosure provided by mature hedgerow trees on parts of the site

boundary, the mature woodland and riparian vegetation in close proximity, existing settlement edge of Eccleshall and rising landform to the south of the site;

- The site itself is not subject to any statutory landscape planning designations;
- The identification of the site, and site to the west, as 'potentially developable' within published guidance;
- The location of the site directly adjacent to the settlement boundary of Eccleshall on the southern part of the western site boundary and the visual relationship to this edge;
- The opportunity to integrate existing mature oak trees within the southern part of the site into the proposed development, which are identified as characteristic of the local landscape in published guidance;
- Existing mature vegetation along part of the site boundary, notably along the western edge, providing opportunities to enhance this through a comprehensive landscape strategy;
- The opportunity to reinstate historic field boundaries across the site, as promoted by published guidance;
- The opportunity to create high-quality public open space (POS) across the site with native landscape planting; and
- The potential to enhance public access across the site and connections to recently constructed development to the west, as promoted by published guidance.

4.0 LANDSCAPE STRATEGY

- 4.1 In response to the constraints and opportunities considered above, the following components of the landscape strategy are shown within the Development Framework Plan (refer to **Appendix A**).

Development envelope

- 4.2 The development envelope for the site is to be set back from the site boundaries to allow existing vegetation to be retained and enhanced where possible. This will also be restricted from the highest part of the site in the south-western corner, in line with the recently constructed development to the west, to minimise prominence in the surrounding landscape.
- 4.3 The development envelope parcels will be split to reinstate historical field boundaries with native hedgerow planting in their place across the site, as advocated in published guidance. The development parcels are also split to allow several areas of POS and areas of proposed native planting, notably along the north-eastern site boundary adjacent to Fieldhouse Farm to minimise views of the proposed development from the east.
- 4.4 Access to the site is proposed from Stone Road from the north and Stafford Road from the south. This will result in some losses of the existing low-level hedgerow vegetation along the northern and southern boundaries and additional removal of vegetation to establish required visibility splays. Locating the access points here will minimise mature vegetation loss and it is anticipated that replacement planting can be implemented elsewhere on site as part of the green infrastructure strategy.

Open space and green infrastructure

- 4.5 The green infrastructure strategy across the site will include proposed native landscaping both to create green corridors within the development itself and

enhance existing vegetation along the site boundaries. The landscape planting will complement the local landscape character, including hedgerow trees which are identified as a guideline in published character guidance. The mature oak trees within the southern part of the site will also be retained, which are identified as characteristic of the local landscape in published guidance. The indicative development consequently incorporates a landscape mitigation strategy which will avoid, reduce or remedy adverse impacts.

- 4.6 There are several areas of proposed POS across the site, including linear areas along the northern, eastern and southern edges of the site to create a softened and attractive edge to the proposed development with proposed 'frontage' landscape planting. The area of POS in the south-western area of the site will enable views of the wider contextual landscape from this high point. Other areas of POS across the site include opportunity for Greenways, play area, orchard planting and two Common areas in the larger of the POS areas. There will also be several areas of attenuation, including in the lowest point of the site in the north-eastern corner.
- 4.7 In terms on enhancing connectivity across the site, as advocated in published guidance, potential pedestrian routes are proposed throughout between development parcels and through areas of POS. This includes a potential pedestrian connection to the recently constructed development to the west. These routes will also connect to the existing PROW which runs through the site and will therefore enhance this route.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 This report has been prepared to consider constraints and opportunities of land off Stone Road, Eccleshall, in respect of landscape and visual matters. This report considers the landscape and visual context of the site. The site is located adjacent to a recently constructed residential development on the settlement edge of Eccleshall. This report also considers published guidance, including reference to green infrastructure and landscape character.
- 5.2 Regarding visual amenity, the combination of the settlement of Eccleshall, mature vegetation and topography generally contains the site from the wider landscape. The recently constructed development immediately to the west of the site also offers existing built context to the proposed development.
- 5.3 The report then uses the landscape and visual baseline information to inform landscape and visual constraints for the site. This includes opportunities across the site such as reinstating historic field boundaries, strengthening local landscape character with native landscape planting and enhancing public access across the site.
- 5.4 The components of the landscape strategy are then described, both in terms of the proposed development and open space and green infrastructure. The indicative development incorporates a landscape mitigation strategy which will avoid, reduce or remedy adverse impacts and responds to local landscape characteristics such as landform, field boundaries, tree belts etc; all physical features in the landscape.
- 5.5 Given the context of the site adjacent to the existing settlement edge and pockets of built form in close proximity, landscape and visual effects are likely to be limited. Furthermore, mitigation can be integrated into a scheme which would further reduce impacts. The landscape strategy for the site meets the aspirations of published guidance, including reinstatement of historic field boundaries, enhanced connectivity and contribution to local landscape character.

5.6 Consequently, new development on the site is acceptable in landscape and visual terms.

Appendix A: Development Framework Plan



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KEY

- SITE BOUNDARY (TBC)
25.32 HA / 62.56 ACRES
- PROPOSED RESIDENTIAL DEVELOPMENT PARCELS
NDA 14.1 HA / 34.84 ACRES
UP TO 500 DWELLINGS (AT 35 DPH)
- POTENTIAL LOCATION FOR PRIMARY SCHOOL
- 1.2 HA / 2.96 ACRES
- POTENTIAL SITE ACCESS
VIA STAFFORD ROAD AND STONE
ROAD (TBC)
- POTENTIAL ROUNDABOUT ACCESS
FROM STAFFORD AND STONE ROAD
(TBC)
- PRIMARY LINK ROAD MOVEMENT
- SECONDARY MOVEMENT ROUTE
- TERTIARY MOVEMENT ROUTE
- GRASCRETE EMERGENCY ACCESS ROAD
- POTENTIAL EMERGENCY ACCESS POINT (TBC)
- KEY FOCAL JUNCTIONS
- LONG DISTANCE VIEWS TO WIDER CONTEXTUAL
LANDSCAPE FROM SITE HIGH POINT
- PUBLIC RIGHT OF WAYS
- POTENTIAL PEDESTRIAN ROUTES
WITHIN DEVELOPMENT
- POTENTIAL PEDESTRIAN CONNECTIONS TO
EXISTING MOVEMENT INFRASTRUCTURE
- EXISTING VEGETATION
- PROPOSED REINSTATEMENT OF HISTORIC FIELD
BOUNDARIES
- PROPOSED INCIDENTAL/STRUCTURAL PLANTING
- PROPOSED "FRONTAGE" LANDSCAPE ON APPROACH
- ORNAMENTAL PLANTING
- COMMUNITY ORCHARD PLANTING
- POTENTIAL AREAS OF WILDFLOWER PLANTING
- SUSTAINABLE URBAN DRAINAGE (TBC)
- LOCALLY EQUIPPED AREAS OF PLAY
- AREA OF NATURAL PLAY
- INDICATIVE CONTOUR LEVELS (TBC WITH
TOPOGRAPHICAL REPORT)

KEY PRINCIPLES

1. PRIMARY SITE ACCESS VIA STAFFORD ROAD AND STONE ROAD;
2. PRIMARY VEHICULAR MOVEMENT, PROVIDING A LINK ROAD TO ECCLESHALL VILLAGE CENTRE;
3. SECONDARY STREETS SERVING CLUSTERS OF DEVELOPMENT;
4. TERTIARY LANES PROVIDING FULL PERMEABILITY INTO THE DEVELOPMENT;
5. POTENTIAL EMERGENCY ACCESS;
6. CENTRAL COMMONS PROVIDING OPEN SPACES FOR RECREATION AND EQUIPPED AREAS OF PLAY FOR ALL AGES.
7. A SERIES OF GREENWAY CORRIDORS PROVIDE OPPORTUNITIES FOR AN ENHANCED ECOLOGICAL INFRASTRUCTURE AND ADDITIONAL WILDLIFE HABITATS;
8. WILD FLOWER PLANTING LOCATIONS OFFERS AN ENHANCED BIODIVERSITY TO THE SITE FOR VULNERABLE SPECIES;
9. POTENTIAL COMMUNITY ORCHARD PROVIDES NEW AND EXISTING RESIDENTS A SPACE FOR RECREATION AND SOCIAL INCLUSION;
10. ENHANCED PEDESTRIAN MOVEMENT ROUTES OFFER MAXIMUM SITE PERMEABILITY THROUGH ALL LEVELS OF OPEN SPACE;
11. MAXIMUM RETENTION OF EXISTING GREEN VEGETATION;
12. REINSTATED HISTORIC FIELD BOUNDARIES PROVIDING GREEN MOVEMENT THROUGH DEVELOPMENT;
13. UTILISED SITE LOW POINTS FOR SUSTAINABLE URBAN DRAINAGE;
14. OFFSET TO EXISTING FIELDHOUSE COTTAGE;
15. POTENTIAL LOCATION FOR PRIMARY SCHOOL OF UP TO 1.2 HA (TBC); AND
16. RETAINED LONG DISTANCE VIEWS TO SURROUNDING COUNTRYSIDE FROM SITE HIGH POINT.



Figure 1: Viewpoint Photographs



Viewpoint 1 | View from public right of way within the site, south of Gentleshaw Wildlife Centre, looking north-east.



Viewpoint 2 | View from public right of way within the site, close to Fieldhouse Farm access track, looking west.

Land off Stone Road,
Eccleshall

Fig. 1: Viewpoint Photographs

Drawing Ref: P20-1024

Client: Bloor Homes

Date : 11/12/20

Drawn by : CLW

Checked by : KM





Viewpoint 5 | View from public right of way within the site, south-east of Bridge Farm, looking north.



Viewpoint 6 | View from public right of way within the site, south of woodland associated with Gentleshaw Wildlife Centre, looking north-east.

Land off Stone Road,
Eccleshall

Fig. 1: Viewpoint Photographs

Drawing Ref: P20-1024
Client: Bloor Homes

Date : 11/12/20
Drawn by : CLW
Checked by : KM





Viewpoint 7 | View from public right of way within the site, east of the recently constructed residential edge in this location, looking west.



Viewpoint 8 | View from public right of way within the site, east of the recently constructed residential edge in this location, looking south-east.

Land off Stone Road,
Eccleshall

Fig. 1: Viewpoint Photographs

Drawing Ref: P20-1024
Client: Bloor Homes

Date : 11/12/20
Drawn by : CLW
Checked by : KM





Viewpoint 9 | View from public open space, Sancere Walk, looking east.



Viewpoint 10 | View from lane north of A5013, looking through access gate west towards the emerging settlement edge.

Land off Stone Road,
Eccleshall

Fig. 1: Viewpoint Photographs
 Drawing Ref: P20-1024
 Client: Bloor Homes
 Date : 11/12/20
 Drawn by : CLW
 Checked by : KM





Viewpoint 11 | View from Stafford Road, along southern boundary of the site, looking north.



Viewpoint 12 | View from lane, just south of Stone Road, looking south-west across the site.

Land off Stone Road,
Eccleshall

Fig. 1: Viewpoint Photographs

Drawing Ref: P20-1024
Client: Bloor Homes

Date : 11/12/20
Drawn by : CLW
Checked by : KM



Bloor Homes

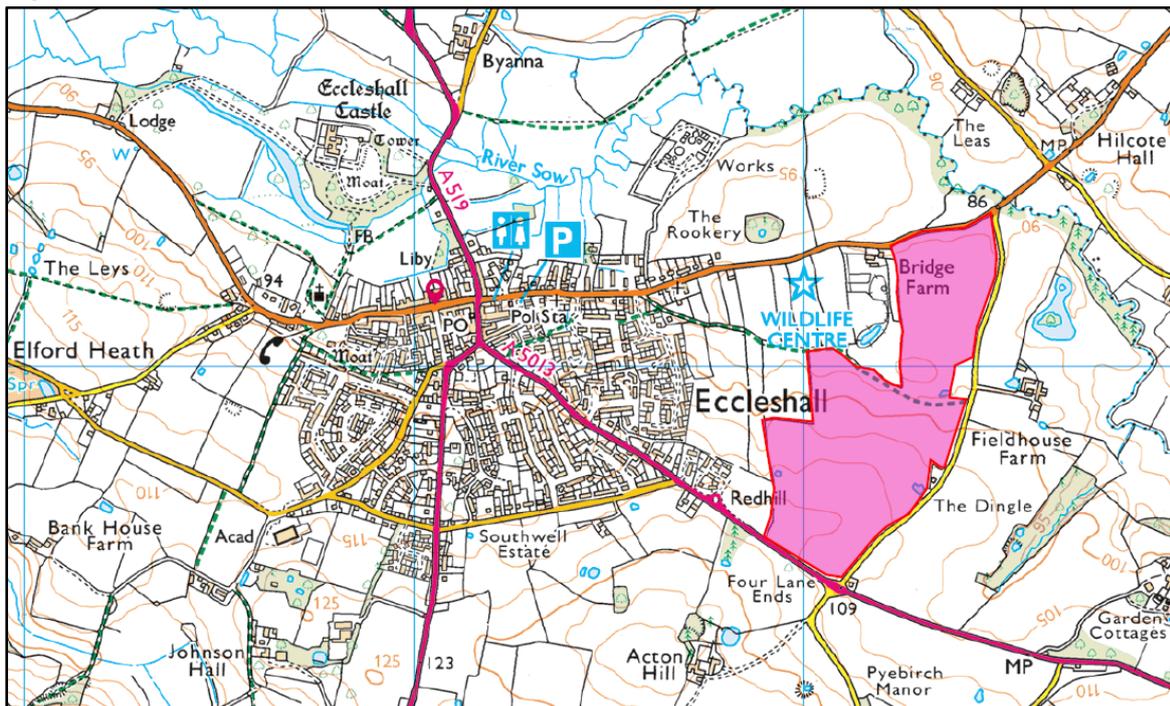
LAND EAST OF ECCLESHALL, STAFFORDSHIRE

TECHNICAL NOTE 1 (Rev. A): PRELIMINARY TRAFFIC ASSESSMENT

1. Introduction

Capricorn Transport Planning Ltd (CTP) is appointed to advise on the highways and transport planning issues relevant to proposals by Bloor Homes to develop land east of Eccleshall. The site comprises existing agricultural fields between the A5013 Stafford Road and the B5026 Stone Road and has highway frontages to both routes. The site location and boundaries are shown on **Figure TN1.1**.

Figure TN1.1: Site Location



The proposed development would comprise around 500 dwellings. It would be served by a new *Link Road* that would connect the A5013 with the B5026. This concept is shown on a Development Framework Plan, reproduced in **Figure TN1.2** below.

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Figure TN1.2: Development Framework Plan (Extract)



It has been suggested that the Link Road could form the first phase of an eastern bypass for Eccleshall, eventually connecting with the A519 to the north and south of the town and removing through traffic from the town centre. To investigate the potential benefits of the Link Road as a stand-alone scheme, traffic surveys were undertaken in April and September 2021.

This Technical Note (TN1) presents the traffic survey data and a preliminary assessment of the potential traffic effects of the Link Road and proposed development. It also provides a view on the possible benefits of extending the Link Road in the future to provide a full or partial eastern bypass of Eccleshall.

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TN1 has been prepared for the information of Bloor Homes and is not intended as a formal Transport Assessment (TA). Should the development proposals be taken forward to planning application stage, a detailed transport modelling exercise would need to be undertaken involving further data collection.

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2. Traffic Surveys

The survey programme included the following types of data collection:

- Automatic Traffic Counter (ATC) surveys of traffic flows and speeds on the A5013 and B5026 approaches to the site.
- Manual Classified Count (MCC) surveys of turning movements and queues at 6 key junctions within and adjacent to the town.
- Origin-Destination (O-D) survey of through-traffic measured at 5 locations on a cordon around the town, using vehicle registration number matching.

Bloor Homes commissioned PCC Traffic Information Consultancy Ltd (PCC) to undertake the above surveys, which took place after the easing of COVID-19-related restrictions. The data obtained is therefore considered valid for use in this preliminary transport assessment work.

The traffic surveys were undertaken on the following dates:

- ATC surveys: Tuesday 20 April to Monday 26 April 2021 (7 days continuous)
- MCC surveys: Tuesday 7 September 2021
- O-D surveys: Tuesday 7 September 2021

PCC advised that during both survey periods, there were no reported incidents around the locations of interest that would have been expected to influence vehicle flows or cause abnormal queuing.

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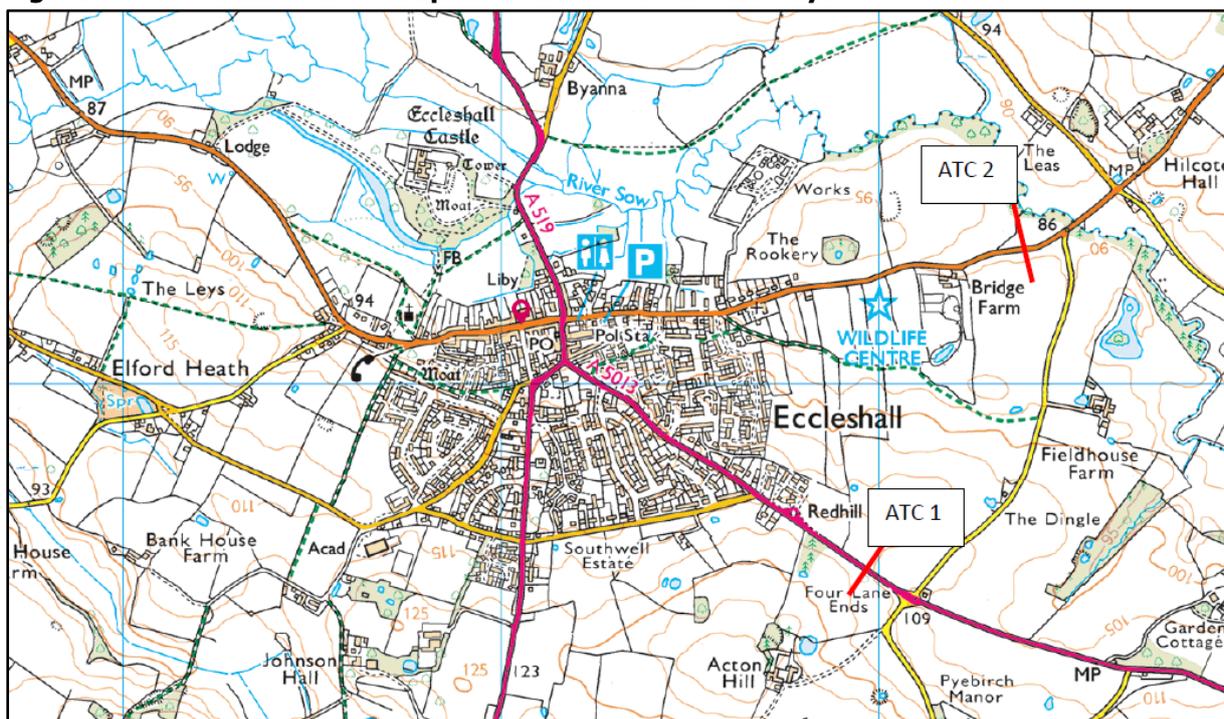
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3. ATC Data (Traffic Flows and Speeds)

The location of the ATC surveys is shown in **Figure TN1.3** below.

Figure TN1.3: Location of ATC Speed and Traffic Flow Surveys



The ATC data is presented in **Appendix TN1-A**. The headline results are summarised in the following tables.

Table TN1.1: Speed Survey Results (w/c 20 April 2021)

SITE REF	ROAD NAME	DIRECTION	RECORDED SPEEDS (7-DAY AVERAGE)	
			MEAN	85TH PERCENTILE
ATC1	A5013	WESTBOUND	40 mph	47 mph
		EASTBOUND	39 mph	45 mph
ATC2	B5026	WESTBOUND	39 mph	45 mph
		EASTBOUND	38 mph	34 mph

Table TN1.1 shows that vehicle speeds are significantly below the prevailing 60mph speed limits on all approaches to the site. New roundabout junctions with the Link Road, as proposed, would further reduce traffic speeds on both routes, enabling the town's 30mph speed limit zone to be extended eastwards as far as the Link Road.



Table TN1.2: Average Two-Way Traffic Flows (w/c 20 April 2021) – Vehicles

SITE REF	ROAD NAME	WEEKDAY PEAK HOURS		24-HOUR AVERAGE	
		08:00-09:00	17:00-18:00	WEEKDAY	7-DAY
ATC1	A5013	492	464	5752	5286
ATC2	B5026	309	343	4244	4070

Table TN2.2 shows that hourly 2-way traffic flows on both routes are relatively low for class A and B roads. Flows are slightly greater on the A5013 than on the B5026.

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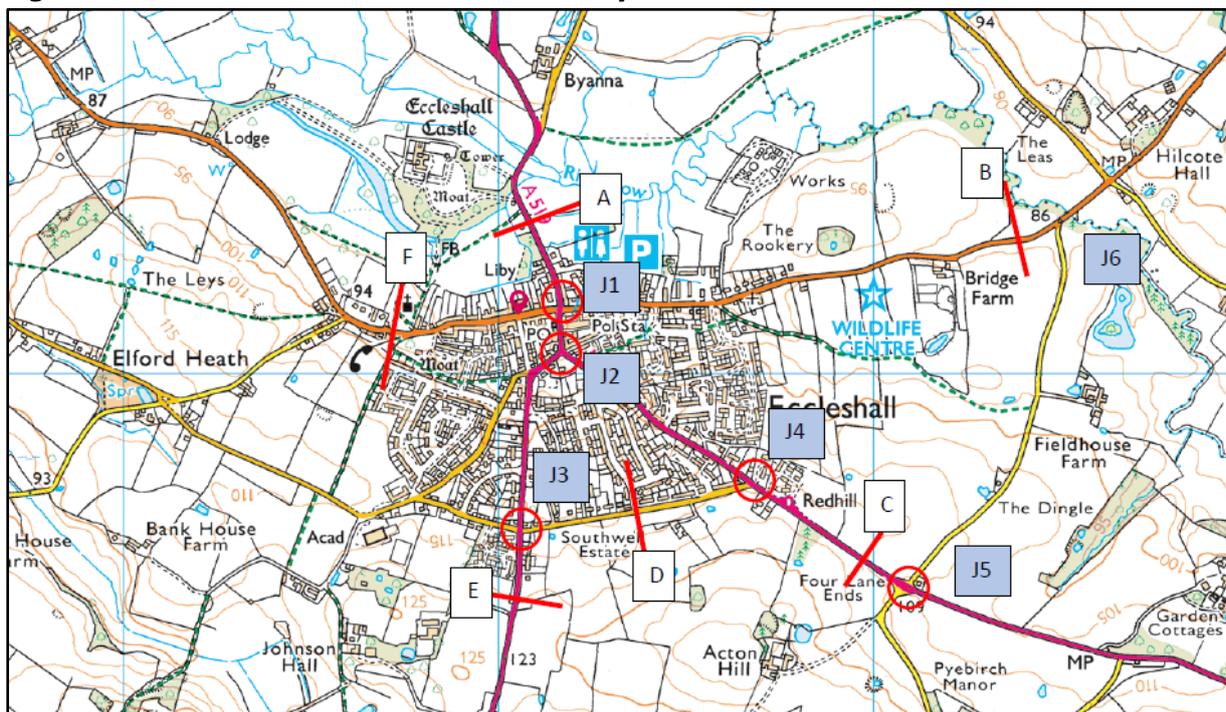
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4. MCC Data (Junction Counts) and O-D Surveys

The location of the MCC junction surveys (J1 to J6) and the O-D data collection points (A to F) are shown in **Figure TN1.4**. The MCC and O-D surveys were undertaken on the same day and covered the morning and evening peak periods (07:30 to 09:30 and 16:30 to 18:30). They can therefore be considered compatible in terms of their findings.

Figure TN1.4: Location of MCC and O-D Surveys



The MCC data (including recorded queues) is presented in **Appendix TN1-B**. The queue data indicates occasionally significant queuing at the following locations:

- **Junction 1 (A519/B5026 mini-roundabout):** all approaches, but particularly the A519 southbound/B5026 westbound approaches (both peak hours) and A519 northbound approach (PM peak hour).
- **Junction 2 (A519/A5013 mini-roundabout):** A5013 westbound and A519 Horse Fair (northbound) approaches during both peak hours and particularly significant during the PM peak hour when some queuing on the A519 southbound approach was also recorded.

The data suggests that a degree of congestion may occur on the A519 Stafford Street through Eccleshall town centre and on the connecting approaches from the A5013 and B5026 to the east.

The section of Stafford Street between Junctions 1 and 2 is less than 100m long, which would accommodate a queue of between 15 and 20 vehicles. The data suggests that queues are close to

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this level at various times during the peak hours, possibly affecting the operation of both junctions and impeding their performance.

The O-D survey data is presented in **Appendix TN1-C**. The surveys recorded vehicle registration numbers passing locations A to F (shown on **Figure TN1.4**) in both directions of travel. These points form a cordon around the town and the number of matched registration numbers provides an indication of the volume of through traffic between the cordon points.

Matrices of surveyed vehicle matches are provided for each peak hour in **Tables TN1.3 and 1.4** below. For the purpose of this initial assessment, the peak hours have been taken as 08:00 to 09:00 and 17:00 to 18:00. Vehicles matched between cordon points during these hours are assumed to be through movements.

Table TN1.3: Matrix of Through Movements (Tue 07/09/21, 08:00-09:00) - Vehicles

From	A	B	C	D	E	F	Total
A	2	3	36	2	94	2	139
B	3	2	5	0	29	5	44
C	13	3	1	3	1	0	21
D	0	1	27	1	5	0	34
E	51	25	18	19	5	1	119
F	11	8	15	1	1	1	37
Total	80	42	102	26	135	9	394

Table TN1.4: Matrix of Through Movements (Tue 07/09/21, 17:00-18:00) - Vehicles

From	A	B	C	D	E	F	Total
A	3	4	33	3	106	6	155
B	7	3	1	0	27	3	41
C	22	0	0	3	0	2	27
D	1	1	16	1	6	0	25
E	37	40	6	9	6	2	100
F	7	8	10	0	1	0	26
Total	77	56	66	16	146	13	374

The most significant through movements are highlighted in yellow and are generally similar during both peak hours. They are as follows:

- A to E: A519 North to A519 South.
- E to A: A519 South to A519 North.

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- B to E: B5026 East to A519 South.
- E to B: A519 South to B5026 East.
- A to C: A519 North to A5013 East.
- C to A: A5013 East to A519 North.

The most significant through movement is from the A519 North to A519 South. The next highest is from A519 North to A5031 East. The corresponding movements in the opposite directions of travel (A519 South to A519 North and A5013 East to A519 north) are lower in both peak hours, although the data provides no obvious explanation for this.

5. Link Road Benefits

A Link Road between the A5013 and B5026 as indicated on the Development Framework Plan (**Figure TN1.2**) would have an overall length of approximately 1km. Because it would pass through a residential development, the speed limit on the Link Road is likely to be 30mph (48kph) and it would take approximately 75 seconds to travel along its length.

As such, through movements most likely to transfer to the Link Road are those that would achieve a reduced overall journey time by not having to negotiate the town centre junctions. These routes are:

- B to C and C to B (between the B5026 East and A5013 East). However, the trip matrices in Tables TN1.3 and TN1.4 suggest that these movements are modest.
- B to E and E to B (between the B5026 East and A519 South). These are expected to account for most of the trips that could be diverted from the town centre to the Link Road. However, they would then connect with the A519 via Green Lane, which is a residential road of limited width.

For other movements, the existing route through the town is more direct and the advantages of using the Link Road would be less clear. However, in response to increasing congestion within the town, a proportion of movements between the following routes may switch to the Link Road at peak times:

- A to C and C to A (between the A519 North and A5013 East).
- F to C and C to F (between the B5026 west and A5013 East).

The proportion of these trips that might transfer to the Link Road would depend on the relative journey time offered compared with the more direct existing route through the town centre. To measure this would require journey time surveys to be carried out over a representative number of peak periods. However, at this stage, journey time data from *Google Maps* can be used to provide a rough indication of journey times through the town centre during the peak hours of interest.

This information from Google Maps suggests that a journey along from Junction 1 (A519/B5026) to the southern end of the Link Road via the town centre, a distance of approximately 1.1km, would take around 2 minutes during each peak hour; this is equivalent to an average speed of 33kph.

Using the Link Road, the total distance travelled would increase to approximately 2.2km. Travelling at an expected speed limit of 30mph (48kph) on the Link Road and the routes leading to it, the minimum journey time via the Link Road would be 2.75 minutes. Taking into account junction delay, the total journey time is expected to be 3 minutes or more in practice. On this basis, the Link Road would only offer an advantageous route if journey times through the town centre were to increase.

Traffic growth over the Local Plan period can be expected to increase delays and hence journey times through the town centre. In practice, therefore, some traffic between the A519/B5026 routes north and west of the town and the A5013 to the east may transfer to the Link Road in response to increasing traffic congestion within the town centre.

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A preliminary assessment of the net traffic effects of the Link Road and the proposed development, taking into account future traffic growth and potential re-routing, is provided below.

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6. Net Traffic Effects

Appendix TN1-D presents a simple spreadsheet model of the combined traffic effects of the Link Road and proposed residential development. The following assumptions are made:

1. The assessment considers the AM and PM peak hours, which are taken as 08:00 to 09:00 and 17:00 to 18:00.
2. An assessment year of 2040 has been adopted, which is the end of the emerging Local Plan period.
3. Traffic growth between the survey year (2021) and assessment year (2040) has been estimated in accordance with the National Transport Model (NTM) forecasts, adjusted to local values for Stafford Borough using the TEMPRO 7.2 system and datasets (TEMPRO growth forecasts are based on the 2018 Road Traffic Forecasts (RTF) "Scenario 1" central assumptions with respect to economic growth and fuel costs). The resulting traffic growth factors are 1.139 and 1.135 for the AM and PM weekday peak periods respectively.
4. The following proportions of surveyed through-traffic are assumed to transfer to the Link Road during the AM and PM peak hours:

Table TN1.5: Traffic Reassignment Assumptions

FROM ROUTE	TO ROUTE	% Transfer to Link Road	COMMENTS
A - A519 North	C - A5013 East	50%	Assumes increasing congestion in town centre
B - B5026 East	C - A5013 East	100%	Movements between these points are minimal
B - B5026 East	E - A519 South	100%	Traffic uses Green Lane to reach Link Road
C - A5013 East	A - A519 North	50%	Assumes increasing congestion in town centre
C - A5013 East	B - B5026 East	100%	Movements between these points are minimal
C - A5013 East	F - B5026 West	50%	Assumes increasing congestion in town centre
E - A519 South	B - B5026 East	100%	Traffic uses Green Lane to reach Link Road
F - B5026 West	C - A5013 East	50%	Assumes increasing congestion in town centre

5. At this stage, the traffic generation of the proposed development has been estimated using trip rates that were agreed with Staffordshire County Council for a recently approved development by Bloor Homes at Pendeford Mill Lane, Bilbrook. These are summarised below:

Table TN1.6: Residential Trip Rates (Vehicle Trips per Dwelling)

Time	Arrivals	Departures	TOTAL
AM (08:00-09:00)	0.138	0.397	0.535
PM (17:00-18:00)	0.363	0.191	0.554

Application of these trip rates to a proposed development of 500 dwellings results in peak hour traffic generation forecasts as summarised below.

Table TN1.7: Residential Traffic Generation (Vehicles)

Time	Arrivals	Departures	TOTAL
AM (08:00-09:00)	69	199	268
PM (17:00-18:00)	182	96	277

- The distribution of residential traffic on the highway network is assumed to be in accordance with the TA by PTB Transport Planning Ltd (date: 28/05/14) that was approved by SCC in respect of the residential development on Stafford Road immediately west of the site (SBC planning ref: 14/20665/OUT, now completed by Bovis Homes). Full details are presented in Appendix TN1-D, which shows that the majority of residential traffic (up to 70%) would have origins or destinations to the east of the site. The provision of a complete Link Road between the A5013 and B5026 would enable development traffic to access both routes efficiently without having to travel through the town centre.
- Land has been identified for a new school within the scheme. Details on the scale and format of such a facility have not yet been established. At this stage, however, it is assumed that a new school would primarily serve the development itself and would not attract significant additional vehicle traffic from beyond its boundaries. This assumption would need to be revisited once the type of school provision has been determined. If a school of significant scale were provided, it could attract additional car-based trips onto the external highway network, which would need to be considered in a formal TA.

The resulting net traffic effects of the proposed development and Link Road are summarised in Tables **TN1.8 and TN1.9**.

The headline results are summarised below:

- Traffic flows on the A519 corridor through the town centre (Newport Road, Horse Fair and Stafford Street) would be reduced by approximately 60 to 85 vehicles (two-way) in each peak hour. The equivalent reduction in daily traffic flow would be around 700 vehicles per day on Stafford Street. This is likely to improve traffic and environmental conditions within the town centre.
- Traffic flows on Green Lane are forecast to increase as a result of traffic to/from the A519 south diverting from the town centre to the Link Road. The peak hour increase would be in the range of approximately 100 to 120 vehicles per hour (two-way), equivalent to a daily

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increase of around 1,000 vehicles per day. This is expected to require mitigation and possible measures are identified in Section 7 below.

- By providing the Link Road, the majority of development traffic would not need to travel through the town centre and would directly access the A5013 and B5026 east of the site.
- Traffic flows on the Link Road would reach approximately 300 vehicles per peak hour (two-way), equivalent to around 2,700 vehicles per day. These flows would not normally be considered excessive for a road passing through the new residential area.

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Table TN1.8: Summary of Traffic Effects – 2040 AM Peak Hour (Vehicles)

LINK	AM PEAK HOUR (08:00 - 09:00)				
	DO MINIMUM	LINK ROAD EFFECT	DEV. TRAFFIC	DO SOMETHING	NET CHANGE
A519 NORTH OF TOWN	735	0	43	778	43
B5026 EAST OF TOWN	516	-34	29	511	-5
B5026 EAST OF SITE	336	0	57	393	57
LINK ROAD NORTH	0	107	86	193	193
LINK ROAD SOUTH	0	107	181	288	288
A5013 EAST OF SITE	576	0	117	693	117
A5013 EAST OF GREEN LANE	604	16	64	684	80
A5013 EAST OF TOWN CENTRE	509	-46	29	493	-16
GREEN LANE	181	61	35	278	97
A519 SOUTH OF TOWN	634	0	35	669	35
NEWPORT RD SOUTH OF TOWN CTR	616	-61	0	555	-61
TOWN CENTRE - HORSE FAIR	771	-61	0	709	-61
TOWN CENTRE - STAFFORD STREET	1162	-107	29	1084	-78
B5026 WEST OF TOWN	408	0	16	423	16

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Table TN1.9: Summary of Traffic Effects – 2040 PM Peak Hour (Vehicles)

LINK	PM PEAK HOUR (17:00 - 18:00)				
	DO MINIMUM	LINK ROAD EFFECT	DEV. TRAFFIC	DO SOMETHING	NET CHANGE
A519 NORTH OF TOWN	818	0	47	866	47
B5026 EAST OF TOWN	623	-39	31	615	-8
B5026 EAST OF SITE	398	0	65	463	65
LINK ROAD NORTH	0	116	96	212	212
LINK ROAD SOUTH	0	116	181	296	296
A5013 EAST OF SITE	596	0	107	703	107
A5013 EAST OF GREEN LANE	642	37	73	753	110
A5013 EAST OF TOWN CENTRE	558	-39	31	550	-8
GREEN LANE	155	76	42	274	118
A519 SOUTH OF TOWN	622	0	42	664	42
NEWPORT RD SOUTH OF TOWN CTR	639	-76	0	563	-76
TOWN CENTRE - HORSE FAIR	820	-76	0	744	-76
TOWN CENTRE - STAFFORD STREET	1270	-116	31	1186	-84
B5026 WEST OF TOWN	468	0	15	483	15

7. Additional Comments

In the absence of a complete Link Road, development would need to be served by means of cul-de-sac accesses from either the B5026 Stone Road or A5013 Stafford Road. The trip distribution adopted in this assessment suggests that the majority of development trips (almost 50%) would be routed via the A5013 to the east. A single point of access from the B5026 would require all such trips to pass through Eccleshall town centre, giving rise to potentially significant traffic impacts. The same issue would arise, albeit to a lesser extent, with a single point of access from the A5013; this would result in some 20% of trips to/from the B5026 corridor being routed via the town centre. Similar issues would arise with any significant development located north and west of the town centre.

The Link Road is therefore considered an essential component of the package of highway mitigation measures if the impact of development traffic within the town centre is to be minimised.

It has been suggested that the Link Road could form the first phase of a full eastern bypass for Eccleshall, linking the A519 north and south of the town. Any such scheme would not be deliverable by Bloor Homes within the currently identified land boundaries and would rely on SCC or other developments.

The O-D surveys recorded around 150 vehicles per hour between the A519 north and south of Eccleshall and a proportion of these movements could theoretically transfer from Stafford Street/Horse Fair/Newport Road through the town centre to a complete eastern bypass.

In practice, this would require the resulting new route to be of an alignment and standard that offers a journey time advantage over the existing town centre route. The additional traffic relief within the town centre that could be achieved, and hence the economic viability of a full bypass, would be dependent on this.

A partial bypass could be achieved by extending the Link Road south and west of the A5013 to connect with the A519 south of the town. This would provide a more direct route for movements between the east and south. As such, it would offer proportionally greater benefits by removing traffic from Green Lane and thus off-setting traffic impacts along that corridor.

In the shorter term, traffic impacts on Green Lane would need to be addressed through "on-line" mitigation measures. The alignment of Green Lane is relatively straight and flat, affording generous forward visibility and encouraging higher speeds. However, the carriageway width is limited and there are residential dwellings on its northern side. Widening of the carriageway is likely to encourage higher traffic speeds and may not be deliverable within existing highway boundaries. However, the development could provide an opportunity to reduce traffic speeds and accommodate the additional traffic generated by the scheme through measures such as:

- A comprehensive traffic calming scheme covering the full length of the route (A519 to A5013) and comprising road humps and/or chicane features as appropriate (subject to consultation).
- Additional signage to reinforce the 30mph speed limit.

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-
- Adjustment of kerb-lines and/or road markings at the A5013/Green Lane junction to reduce vehicle speeds.
 - Improved pedestrian crossing facilities west of Greenway, where the footway switches from the north to the south side of the carriageway.
 - Further improvements to signage and road markings at the A519/Green Lane junction, possibly including carriageway surface treatments, to reduce traffic speeds and improve driver awareness.

The feasibility of these measures would need to be explored further and discussed with the highway/planning authorities and the local community.

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8. Summary

This Technical Note (TN1) has been prepared for Bloor Homes, who are promoting land to the east of Eccleshall for residential development. The scheme would be accessed via a Link Road through the site, connecting the A5013 to the south with the B5026 to the north.

TN1 presents data obtained from an initial programme of traffic surveys, which have been used to undertake a preliminary assessment of the potential traffic effects of the Link Road and proposed development.

TN1 is not intended as a formal Transport Assessment (TA). It is based on a limited data collection exercise and a set of assumptions about future traffic movements which have yet to be fully tested.

Notwithstanding these limitations, the key findings of the assessment are summarised below:

- The majority of residential development traffic would have origins or destinations to the east of the site. The provision of a complete Link Road between the A5013 and B5026 would enable development traffic to access both routes efficiently without having to travel through the town centre.
- The Link Road is therefore expected to be an essential component of the package of highway mitigation measures and would enable the impact of development traffic within the town centre to be minimised.
- If the development were to include a school of a scale greater than that required to meet its internal needs, additional car-based trips may be generated on the external highway network, which may require additional mitigation.
- Traffic flows on Newport Road, Horse Fair and Stafford Street within the town centre would reduce as a result of trips transferring between the Link Road. The extent of traffic relief would need to be confirmed through additional data collection and modelling. However, overall, the Link Road would be expected to improve traffic and environmental conditions within the town centre.
- Most of this town centre traffic relief would result from trips between the A519 South and B5026 East transferring to/from the Link Road via Green Lane. Traffic flows on Green Lane would therefore increase, giving rise to traffic impacts on what is currently a narrow residential road. Additional mitigation would be required to address these.
- Traffic flows on the Link Road itself would not be considered excessive for a road passing through the new residential area, subject to provision of suitable pedestrian/cycle crossing facilities. It should be noted that traffic flows through the site would increase if the Link Road were extended in the future to provide a full bypass of the town.
- A future extension of the Link Road north and west of the B5026 as part of a full bypass of Eccleshall may provide additional traffic relief within the town centre. However, the extent of

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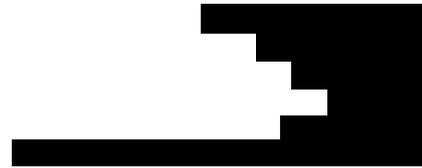


these benefits and hence the viability of a full bypass would rely on the journey time advantages that it would offer.

- A partial bypass, achieved by extending the Link Road south-eastwards to connect with the A519 south of Eccleshall, could offer proportionally greater benefits by removing traffic from Green Lane and thus off-setting traffic impacts along that corridor.
- In the absence of such an extension, traffic impacts on Green Lane arising from the Link Road would need to be addressed through complementary improvements. At this stage, the most appropriate solution appears to be a package of traffic calming/speed management measures covering the entire route between the A519 and the A5013.

Should the development proposals be taken forward to planning application stage, the above findings would need to be tested further by means of a more detailed transport modelling exercise and additional data collection.

Capricorn Transport Planning Ltd
18 January 2022



APPENDIX TN1-A: ATC SURVEY RESULTS


A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Vehicle Count Report

Week Begin: 20 April 2021

Channel: Westbound

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	10	10	9	13	10	18	6	10	11
01:00	7	4	11	6	9	5	3	6	6
02:00	5	3	4	4	9	3	2	4	4
03:00	4	9	5	5	6	1	2	5	5
04:00	7	12	19	8	3	2	2	10	8
05:00	20	26	11	11	14	7	12	16	14
06:00	69	90	73	86	29	24	78	79	64
07:00	204	209	206	180	60	47	186	197	156
08:00	216	218	188	204	140	90	224	210	183
09:00	185	233	185	172	146	120	179	191	174
10:00	124	171	192	186	174	132	147	164	161
11:00	186	164	164	203	223	166	172	178	183
12:00	172	171	205	215	192	216	195	192	195
13:00	161	182	189	201	193	220	178	182	189
14:00	189	210	229	265	201	165	224	223	212
15:00	272	234	237	292	150	150	243	256	225
16:00	266	278	258	275	169	160	259	267	238
17:00	262	261	273	250	161	106	291	267	229
18:00	165	183	159	155	115	80	162	165	146
19:00	113	103	133	115	95	73	89	111	103
20:00	63	77	70	67	57	47	59	67	63
21:00	41	46	51	43	46	25	39	44	42
22:00	37	33	29	55	22	20	17	34	30
23:00	11	22	27	19	10	8	13	18	16
Total									
12H(7-19)	2402	2514	2485	2598	1924	1652	2460	2492	2291
16H(6-22)	2688	2830	2812	2909	2151	1821	2725	2793	2562
18H(6-24)	2736	2885	2868	2983	2183	1849	2755	2845	2608
24H(0-24)	2789	2949	2927	3030	2234	1885	2782	2895	2657
AM Peak	08:00 216	09:00 233	07:00 206	08:00 204	11:00 223	11:00 166	08:00 224	08:00 210	08:00 183
PM Peak	15:00 272	16:00 278	17:00 273	15:00 292	14:00 201	13:00 220	17:00 291	17:00 267	16:00 238

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Site No. 540201

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A5013

Vehicle Count Report

Week Begin: 20 April 2021

Channel: Eastbound

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	6	5	6	6	7	10	1	5	6
01:00	8	3	2	4	1	5	5	4	4
02:00	2	5	7	0	6	5	5	4	4
03:00	3	4	5	5	3	0	5	4	4
04:00	15	9	13	16	8	11	12	13	12
05:00	56	41	50	34	17	14	52	47	38
06:00	123	135	120	93	38	28	118	118	94
07:00	263	282	276	239	79	49	257	263	206
08:00	300	291	278	276	146	94	265	282	236
09:00	196	226	195	210	187	167	194	204	196
10:00	193	195	201	231	168	186	174	199	193
11:00	154	157	186	212	241	174	177	177	186
12:00	157	172	192	233	203	171	196	190	189
13:00	179	186	188	206	194	168	188	189	187
14:00	194	181	192	206	153	169	205	196	186
15:00	208	177	191	245	165	192	194	203	196
16:00	249	236	228	248	147	125	223	237	208
17:00	184	200	205	197	123	110	197	197	174
18:00	119	112	124	104	126	88	130	118	115
19:00	78	74	89	86	64	68	77	81	77
20:00	46	57	77	53	49	42	50	57	53
21:00	34	49	33	35	34	24	39	38	35
22:00	19	19	29	22	30	9	15	21	20
23:00	13	12	9	14	18	8	7	11	12
Total									
12H(7-19)	2396	2415	2456	2607	1932	1693	2400	2455	2271
16H(6-22)	2677	2730	2775	2874	2117	1855	2684	2748	2530
18H(6-24)	2709	2761	2813	2910	2165	1872	2706	2780	2562
24H(0-24)	2799	2828	2896	2975	2207	1917	2786	2857	2630
AM Peak	08:00 300	08:00 291	08:00 278	08:00 276	11:00 241	10:00 186	08:00 265	08:00 282	08:00 236
PM Peak	16:00 249	16:00 236	16:00 228	16:00 248	12:00 203	15:00 192	16:00 223	16:00 237	16:00 208

PCC Traffic Information Consultancy Ltd.

Site No. 540201

Site Ref. 540201

A5013

Vehicle Count Report

Week Begin: 20 April 2021

Channel: Total Flow

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	16	15	15	19	17	28	7	14	17
01:00	15	7	13	10	10	10	8	11	10
02:00	7	8	11	4	15	8	7	7	9
03:00	7	13	10	10	9	1	7	9	8
04:00	22	21	32	24	11	13	14	23	20
05:00	76	67	61	45	31	21	64	63	52
06:00	192	225	193	179	67	52	196	197	158
07:00	467	491	482	419	139	96	443	460	362
08:00	516	509	466	480	286	184	489	492	419
09:00	381	459	380	382	333	287	373	395	371
10:00	317	366	393	417	342	318	321	363	353
11:00	340	321	350	415	464	340	349	355	368
12:00	329	343	397	448	395	387	391	382	384
13:00	340	368	377	407	387	388	366	372	376
14:00	383	391	421	471	354	334	429	419	398
15:00	480	411	428	537	315	342	437	459	421
16:00	515	514	486	523	316	285	482	504	446
17:00	446	461	478	447	284	216	488	464	403
18:00	284	295	283	259	241	168	292	283	260
19:00	191	177	222	201	159	141	166	191	180
20:00	109	134	147	120	106	89	109	124	116
21:00	75	95	84	78	80	49	78	82	77
22:00	56	52	58	77	52	29	32	55	51
23:00	24	34	36	33	28	16	20	29	27
Total									
12H(7-19)	4798	4929	4941	5205	3856	3345	4860	4947	4562
16H(6-22)	5365	5560	5587	5783	4268	3676	5409	5541	5093
18H(6-24)	5445	5646	5681	5893	4348	3721	5461	5625	5171
24H(0-24)	5588	5777	5823	6005	4441	3802	5568	5752	5286
AM Peak	08:00 516	08:00 509	07:00 482	08:00 480	11:00 464	11:00 340	08:00 489	08:00 492	08:00 419
PM Peak	16:00 515	16:00 514	16:00 486	15:00 537	12:00 395	13:00 388	17:00 488	16:00 504	16:00 446



A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

Week Begin: 20 April 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	2789	25	2319	322	111	12
Wed 21 Apr	2949	24	2396	383	140	6
Thu 22 Apr	2927	42	2416	347	113	9
Fri 23 Apr	3030	46	2556	311	109	8
Sat 24 Apr	2234	56	2022	125	30	1
Sun 25 Apr	1885	83	1709	75	18	0
Mon 26 Apr	2782	34	2303	339	98	8
5 Day Ave.	2895	34	2398	340	114	9
7 Day Ave.	2657	44	2246	272	88	6

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Site No. 540201

Site Ref. 540201

A5013

Classification Report

Week Begin: 20 April 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	2799	27	2317	334	107	14
Wed 21 Apr	2828	22	2338	331	129	8
Thu 22 Apr	2896	47	2390	341	107	11
Fri 23 Apr	2975	47	2495	312	110	11
Sat 24 Apr	2207	55	1992	128	31	1
Sun 25 Apr	1917	88	1715	101	13	0
Mon 26 Apr	2786	41	2291	341	105	8
5 Day Ave.	2857	37	2366	332	112	10
7 Day Ave.	2630	47	2220	270	86	8

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Site No. 540201

Site Ref. 540201

A5013

Classification I Site No.

Week Begin: 20 April 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	5588	52	4636	656	218	26
Wed 21 Apr	5777	46	4734	714	269	14
Thu 22 Apr	5823	89	4806	688	220	20
Fri 23 Apr	6005	93	5051	623	219	19
Sat 24 Apr	4441	111	4014	253	61	2
Sun 25 Apr	3802	171	3424	176	31	0
Mon 26 Apr	5568	75	4594	680	203	16
5 Day Ave.	5752	71	4764	672	226	19
7 Day Ave.	5286	91	4466	541	174	14

PCC Traffic Information Consultancy Ltd.

PCC A5013, Eccelshall, ATC 1
Traffic Information Consultancy

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 20 Apr	2789	46	39	7	6	7	19	52	171	460	828	741	353	106	36	9	1
Wed 21 Apr	2949	46	39	7	2	6	9	44	167	538	838	834	342	121	30	13	5
Thu 22 Apr	2927	48	40	8	8	14	20	41	211	410	726	801	444	183	47	13	9
Fri 23 Apr	3030	47	39	7	7	16	16	48	190	475	810	864	441	115	29	12	7
Sat 24 Apr	2234	48	41	7	6	17	6	25	74	217	530	699	448	133	59	10	10
Sun 25 Apr	1885	48	41	7	6	28	15	15	59	180	450	598	350	130	32	19	3
Mon 26 Apr	2782	47	40	7	4	13	11	42	198	371	751	825	377	136	36	12	6
5 Day Ave.	2895	47	39	7	5	11	15	45	187	451	791	813	391	132	36	12	6
7 Day Ave.	2657	47	40	7	6	14	14	38	153	379	705	766	394	132	38	13	6

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 20 Apr	2799	45	39	6	0	6	16	18	107	580	939	749	273	83	19	5	4
Wed 21 Apr	2828	44	38	6	0	10	10	22	119	682	983	651	233	73	28	10	7
Thu 22 Apr	2896	45	39	6	0	11	14	36	130	538	1012	726	309	77	23	9	11
Fri 23 Apr	2975	45	39	6	0	7	22	17	142	595	986	804	300	68	19	7	8
Sat 24 Apr	2207	45	39	6	0	13	35	6	82	380	755	623	218	66	13	9	7
Sun 25 Apr	1917	45	39	6	0	12	25	11	48	308	682	533	202	55	24	10	7
Mon 26 Apr	2786	45	39	6	0	7	16	12	139	516	976	723	281	81	22	10	3
5 Day Ave.	2857	45	39	6	0	8	16	21	127	582	979	731	279	76	22	8	7
7 Day Ave.	2630	45	39	6	0	9	20	17	110	514	905	687	259	72	21	9	7

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201

A5013

Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 ≥>65
Tue 20 Apr	5588	45	39	6	6	13	35	70	278	1040	1767	1490	626	189	55	14	5
Wed 21 Apr	5777	45	39	6	2	16	19	66	286	1220	1821	1485	575	194	58	23	12
Thu 22 Apr	5823	46	39	7	8	25	34	77	341	948	1738	1527	753	260	70	22	20
Fri 23 Apr	6005	46	39	7	7	23	38	65	332	1070	1796	1668	741	183	48	19	15
Sat 24 Apr	4441	47	40	7	6	30	41	31	156	597	1285	1322	666	199	72	19	17
Sun 25 Apr	3802	47	40	7	6	40	40	26	107	488	1132	1131	552	185	56	29	10
Mon 26 Apr	5568	46	39	7	4	20	27	54	337	887	1727	1548	658	217	58	22	9
5 Day Ave.	5752	46	39	7	5	19	31	66	315	1033	1770	1544	671	209	58	20	12
7 Day Ave.	5286	46	39	7	6	24	33	56	262	893	1609	1453	653	204	60	21	13

PCC Traffic Information Consultancy Ltd.


A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

20 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	5	3	2	0
01:00	7	0	4	1	2	0
02:00	5	0	2	2	1	0
03:00	4	0	1	1	2	0
04:00	7	0	5	0	2	0
05:00	20	0	12	4	4	0
06:00	69	1	54	10	3	1
07:00	204	0	157	34	13	0
08:00	216	1	184	20	9	2
09:00	185	1	141	33	9	1
10:00	124	1	92	23	5	3
11:00	186	1	152	19	14	0
12:00	172	0	139	23	10	0
13:00	161	3	126	25	6	1
14:00	189	1	156	25	7	0
15:00	272	3	226	28	13	2
16:00	266	2	237	22	4	1
17:00	262	4	236	19	2	1
18:00	165	3	153	8	1	0
19:00	113	0	106	7	0	0
20:00	63	2	55	5	1	0
21:00	41	2	33	5	1	0
22:00	37	0	34	3	0	0
23:00	11	0	9	2	0	0
Total						
12H(7-19)	2402	20	1999	279	93	11
16H(6-22)	2688	25	2247	306	98	12
18H(6-24)	2736	25	2290	311	98	12
24H(0-24)	2789	25	2319	322	111	12
AM Peak	08:00	11:00	08:00	07:00	11:00	10:00
	216	1	184	34	14	3
PM Peak	15:00	17:00	16:00	15:00	15:00	15:00
	272	4	237	28	13	2

Site No. 540201
A5013
Classification Report

Site Ref. 540201
20 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	6	0	0	0
01:00	8	0	4	1	3	0
02:00	2	0	1	1	0	0
03:00	3	0	1	2	0	0
04:00	15	0	12	1	2	0
05:00	56	0	43	8	5	0
06:00	123	0	96	22	5	0
07:00	263	2	231	23	6	1
08:00	300	4	253	30	10	3
09:00	196	0	159	26	9	2
10:00	193	3	156	23	10	1
11:00	154	1	125	16	11	1
12:00	157	0	123	25	9	0
13:00	179	1	142	24	12	0
14:00	194	0	155	28	8	3
15:00	208	0	165	37	5	1
16:00	249	8	210	26	3	2
17:00	184	4	156	20	4	0
18:00	119	2	105	10	2	0
19:00	78	1	73	3	1	0
20:00	46	1	40	4	1	0
21:00	34	0	33	1	0	0
22:00	19	0	17	1	1	0
23:00	13	0	11	2	0	0
Total						
12H(7-19)	2396	25	1980	288	89	14
16H(6-22)	2677	27	2222	318	96	14
18H(6-24)	2709	27	2250	321	97	14
24H(0-24)	2799	27	2317	334	107	14
AM Peak	08:00 300	08:00 4	08:00 253	08:00 30	11:00 11	08:00 3
PM Peak	16:00 249	16:00 8	16:00 210	15:00 37	13:00 12	14:00 3

Site No. 540201

Site Ref. 540201

A5013

Classification Report

20 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	16	0	11	3	2	0
01:00	15	0	8	2	5	0
02:00	7	0	3	3	1	0
03:00	7	0	2	3	2	0
04:00	22	0	17	1	4	0
05:00	76	0	55	12	9	0
06:00	192	1	150	32	8	1
07:00	467	2	388	57	19	1
08:00	516	5	437	50	19	5
09:00	381	1	300	59	18	3
10:00	317	4	248	46	15	4
11:00	340	2	277	35	25	1
12:00	329	0	262	48	19	0
13:00	340	4	268	49	18	1
14:00	383	1	311	53	15	3
15:00	480	3	391	65	18	3
16:00	515	10	447	48	7	3
17:00	446	8	392	39	6	1
18:00	284	5	258	18	3	0
19:00	191	1	179	10	1	0
20:00	109	3	95	9	2	0
21:00	75	2	66	6	1	0
22:00	56	0	51	4	1	0
23:00	24	0	20	4	0	0
Total						
12H(7-19)	4798	45	3979	567	182	25
16H(6-22)	5365	52	4469	624	194	26
18H(6-24)	5445	52	4540	632	195	26
24H(0-24)	5588	52	4636	656	218	26
AM Peak	08:00	08:00	08:00	09:00	11:00	08:00
	516	5	437	59	25	5
PM Peak	16:00	16:00	16:00	15:00	12:00	16:00
	515	10	447	65	19	3

PCC Traffic Information Consultancy Ltd.


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Site No. 540201

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A5013

Classification Report

21 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	7	2	1	0
01:00	4	0	1	1	2	0
02:00	3	0	1	0	2	0
03:00	9	0	4	2	2	1
04:00	12	0	6	4	2	0
05:00	26	1	14	7	4	0
06:00	90	0	49	27	14	0
07:00	209	0	157	29	21	2
08:00	218	2	161	38	16	1
09:00	233	0	170	45	18	0
10:00	171	1	139	27	4	0
11:00	164	0	135	20	9	0
12:00	171	2	136	23	10	0
13:00	182	1	161	9	11	0
14:00	210	1	175	24	9	1
15:00	234	3	200	24	6	1
16:00	278	3	244	31	0	0
17:00	261	3	225	31	2	0
18:00	183	3	165	12	3	0
19:00	103	0	91	12	0	0
20:00	77	1	65	10	1	0
21:00	46	3	41	1	1	0
22:00	33	0	32	0	1	0
23:00	22	0	17	4	1	0
Total						
12H(7-19)	2514	19	2068	313	109	5
16H(6-22)	2830	23	2314	363	125	5
18H(6-24)	2885	23	2363	367	127	5
24H(0-24)	2949	24	2396	383	140	6
AM Peak	09:00 233	08:00 2	09:00 170	09:00 45	07:00 21	07:00 2
PM Peak	16:00 278	21:00 3	16:00 244	17:00 31	13:00 11	15:00 1

Site No. 540201
A5013
Classification Report

Site Ref. 540201
21 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	3	0	0	1	2	0
02:00	5	0	1	2	2	0
03:00	4	0	2	0	2	0
04:00	9	0	7	0	2	0
05:00	41	0	33	6	2	0
06:00	135	0	109	20	6	0
07:00	282	2	241	27	9	3
08:00	291	1	241	34	13	2
09:00	226	1	190	25	10	0
10:00	195	0	162	19	13	1
11:00	157	1	117	22	16	1
12:00	172	0	142	20	10	0
13:00	186	0	150	28	8	0
14:00	181	1	151	18	10	1
15:00	177	2	147	25	3	0
16:00	236	5	187	37	7	0
17:00	200	3	174	17	6	0
18:00	112	4	91	16	1	0
19:00	74	1	64	6	3	0
20:00	57	0	53	3	1	0
21:00	49	1	45	3	0	0
22:00	19	0	18	0	1	0
23:00	12	0	8	2	2	0
Total						
12H(7-19)	2415	20	1993	288	106	8
16H(6-22)	2730	22	2264	320	116	8
18H(6-24)	2761	22	2290	322	119	8
24H(0-24)	2828	22	2338	331	129	8
AM Peak	08:00	07:00	08:00	08:00	11:00	07:00
	291	2	241	34	16	3
PM Peak	16:00	16:00	16:00	16:00	14:00	14:00
	236	5	187	37	10	1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

21 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	15	0	12	2	1	0
01:00	7	0	1	2	4	0
02:00	8	0	2	2	4	0
03:00	13	0	6	2	4	1
04:00	21	0	13	4	4	0
05:00	67	1	47	13	6	0
06:00	225	0	158	47	20	0
07:00	491	2	398	56	30	5
08:00	509	3	402	72	29	3
09:00	459	1	360	70	28	0
10:00	366	1	301	46	17	1
11:00	321	1	252	42	25	1
12:00	343	2	278	43	20	0
13:00	368	1	311	37	19	0
14:00	391	2	326	42	19	2
15:00	411	5	347	49	9	1
16:00	514	8	431	68	7	0
17:00	461	6	399	48	8	0
18:00	295	7	256	28	4	0
19:00	177	1	155	18	3	0
20:00	134	1	118	13	2	0
21:00	95	4	86	4	1	0
22:00	52	0	50	0	2	0
23:00	34	0	25	6	3	0
Total						
12H(7-19)	4929	39	4061	601	215	13
16H(6-22)	5560	45	4578	683	241	13
18H(6-24)	5646	45	4653	689	246	13
24H(0-24)	5777	46	4734	714	269	14
AM Peak	08:00	08:00	08:00	08:00	07:00	07:00
	509	3	402	72	30	5
PM Peak	16:00	16:00	16:00	16:00	12:00	14:00
	514	8	431	68	20	2



A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

22 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	9	0	7	1	1	0
01:00	11	0	7	2	2	0
02:00	4	0	0	1	3	0
03:00	5	0	2	2	1	0
04:00	19	0	9	4	6	0
05:00	11	1	6	3	1	0
06:00	73	0	57	12	3	1
07:00	206	1	156	38	11	0
08:00	188	1	141	38	7	1
09:00	185	4	146	27	8	0
10:00	192	3	152	27	9	1
11:00	164	4	127	23	10	0
12:00	205	2	169	22	11	1
13:00	189	2	166	13	8	0
14:00	229	5	187	27	8	2
15:00	237	5	197	22	11	2
16:00	258	2	229	23	3	1
17:00	273	7	234	27	5	0
18:00	159	2	143	12	2	0
19:00	133	0	123	10	0	0
20:00	70	0	67	3	0	0
21:00	51	3	44	4	0	0
22:00	29	0	25	2	2	0
23:00	27	0	22	4	1	0
Total						
12H(7-19)	2485	38	2047	299	93	8
16H(6-22)	2812	41	2338	328	96	9
18H(6-24)	2868	41	2385	334	99	9
24H(0-24)	2927	42	2416	347	113	9
AM Peak	07:00 206	11:00 4	07:00 156	08:00 38	07:00 11	10:00 1
PM Peak	17:00 273	17:00 7	17:00 234	17:00 27	15:00 11	15:00 2

Site No. 540201
A5013
Classification Report

Site Ref. 540201
22 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	4	1	1	0
01:00	2	0	2	0	0	0
02:00	7	0	4	1	2	0
03:00	5	0	1	3	0	1
04:00	13	0	13	0	0	0
05:00	50	0	36	8	5	1
06:00	120	0	107	12	1	0
07:00	276	2	228	39	5	2
08:00	278	2	234	27	14	1
09:00	195	0	153	30	12	0
10:00	201	5	171	20	3	2
11:00	186	4	146	25	10	1
12:00	192	6	151	23	11	1
13:00	188	1	165	18	4	0
14:00	192	3	144	33	12	0
15:00	191	2	155	26	7	1
16:00	228	2	189	29	8	0
17:00	205	8	174	19	4	0
18:00	124	5	105	11	2	1
19:00	89	5	77	6	1	0
20:00	77	0	74	0	3	0
21:00	33	2	25	5	1	0
22:00	29	0	26	3	0	0
23:00	9	0	6	2	1	0
Total						
12H(7-19)	2456	40	2015	300	92	9
16H(6-22)	2775	47	2298	323	98	9
18H(6-24)	2813	47	2330	328	99	9
24H(0-24)	2896	47	2390	341	107	11
AM Peak	08:00 278	10:00 5	08:00 234	07:00 39	08:00 14	10:00 2
PM Peak	16:00 228	17:00 8	16:00 189	14:00 33	14:00 12	18:00 1

Site No. 540201
A5013
Classification Report

Site Ref. 540201
22 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	15	0	11	2	2	0
01:00	13	0	9	2	2	0
02:00	11	0	4	2	5	0
03:00	10	0	3	5	1	1
04:00	32	0	22	4	6	0
05:00	61	1	42	11	6	1
06:00	193	0	164	24	4	1
07:00	482	3	384	77	16	2
08:00	466	3	375	65	21	2
09:00	380	4	299	57	20	0
10:00	393	8	323	47	12	3
11:00	350	8	273	48	20	1
12:00	397	8	320	45	22	2
13:00	377	3	331	31	12	0
14:00	421	8	331	60	20	2
15:00	428	7	352	48	18	3
16:00	486	4	418	52	11	1
17:00	478	15	408	46	9	0
18:00	283	7	248	23	4	1
19:00	222	5	200	16	1	0
20:00	147	0	141	3	3	0
21:00	84	5	69	9	1	0
22:00	58	0	51	5	2	0
23:00	36	0	28	6	2	0
Total						
12H(7-19)	4941	78	4062	599	185	17
16H(6-22)	5587	88	4636	651	194	18
18H(6-24)	5681	88	4715	662	198	18
24H(0-24)	5823	89	4806	688	220	20
AM Peak	07:00	11:00	07:00	07:00	08:00	10:00
	482	8	384	77	21	3
PM Peak	16:00	17:00	16:00	14:00	12:00	15:00
	486	15	418	60	22	3


A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

23 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	13	0	6	5	2	0
01:00	6	0	5	0	1	0
02:00	4	0	1	1	2	0
03:00	5	0	4	0	1	0
04:00	8	0	6	2	0	0
05:00	11	1	8	2	0	0
06:00	86	1	61	15	9	0
07:00	180	3	137	31	8	1
08:00	204	1	152	36	15	0
09:00	172	0	137	22	12	1
10:00	186	5	149	21	11	0
11:00	203	3	162	27	10	1
12:00	215	5	177	24	8	1
13:00	201	5	174	14	7	1
14:00	265	4	230	23	8	0
15:00	292	5	242	36	8	1
16:00	275	2	250	20	3	0
17:00	250	4	233	11	2	0
18:00	155	5	140	10	0	0
19:00	115	0	112	3	0	0
20:00	67	0	64	2	1	0
21:00	43	2	39	2	0	0
22:00	55	0	53	0	1	1
23:00	19	0	14	4	0	1
Total						
12H(7-19)	2598	42	2183	275	92	6
16H(6-22)	2909	45	2459	297	102	6
18H(6-24)	2983	45	2526	301	103	8
24H(0-24)	3030	46	2556	311	109	8
AM Peak	08:00	10:00	11:00	08:00	08:00	11:00
	204	5	162	36	15	1
PM Peak	15:00	18:00	16:00	15:00	15:00	23:00
	292	5	250	36	8	1

Site No. 540201
A5013
Classification Report

Site Ref. 540201
23 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	5	0	1	0
01:00	4	0	3	0	1	0
02:00	0	0	0	0	0	0
03:00	5	0	3	0	2	0
04:00	16	0	12	0	4	0
05:00	34	0	26	7	1	0
06:00	93	0	79	13	1	0
07:00	239	2	206	23	7	1
08:00	276	2	230	29	14	1
09:00	210	1	180	21	7	1
10:00	231	6	193	21	9	2
11:00	212	8	169	23	10	2
12:00	233	3	188	29	11	2
13:00	206	2	169	25	9	1
14:00	206	3	173	25	4	1
15:00	245	2	202	32	9	0
16:00	248	7	207	26	8	0
17:00	197	4	169	20	4	0
18:00	104	4	93	4	3	0
19:00	86	3	76	5	2	0
20:00	53	0	50	2	1	0
21:00	35	0	31	3	1	0
22:00	22	0	20	1	1	0
23:00	14	0	11	3	0	0
Total						
12H(7-19)	2607	44	2179	278	95	11
16H(6-22)	2874	47	2415	301	100	11
18H(6-24)	2910	47	2446	305	101	11
24H(0-24)	2975	47	2495	312	110	11
AM Peak	08:00	11:00	08:00	08:00	08:00	11:00
	276	8	230	29	14	2
PM Peak	16:00	16:00	16:00	15:00	12:00	12:00
	248	7	207	32	11	2

Site No. 540201

Site Ref. 540201

A5013

Classification Report

23 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	19	0	11	5	3	0
01:00	10	0	8	0	2	0
02:00	4	0	1	1	2	0
03:00	10	0	7	0	3	0
04:00	24	0	18	2	4	0
05:00	45	1	34	9	1	0
06:00	179	1	140	28	10	0
07:00	419	5	343	54	15	2
08:00	480	3	382	65	29	1
09:00	382	1	317	43	19	2
10:00	417	11	342	42	20	2
11:00	415	11	331	50	20	3
12:00	448	8	365	53	19	3
13:00	407	7	343	39	16	2
14:00	471	7	403	48	12	1
15:00	537	7	444	68	17	1
16:00	523	9	457	46	11	0
17:00	447	8	402	31	6	0
18:00	259	9	233	14	3	0
19:00	201	3	188	8	2	0
20:00	120	0	114	4	2	0
21:00	78	2	70	5	1	0
22:00	77	0	73	1	2	1
23:00	33	0	25	7	0	1
Total						
12H(7-19)	5205	86	4362	553	187	17
16H(6-22)	5783	92	4874	598	202	17
18H(6-24)	5893	92	4972	606	204	19
24H(0-24)	6005	93	5051	623	219	19
AM Peak	08:00	11:00	08:00	08:00	08:00	11:00
	480	11	382	65	29	3
PM Peak	15:00	18:00	16:00	15:00	12:00	12:00
	537	9	457	68	19	3



A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

24 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	8	1	1	0
01:00	9	0	5	1	3	0
02:00	9	0	7	1	1	0
03:00	6	0	3	0	3	0
04:00	3	0	3	0	0	0
05:00	14	0	11	1	1	1
06:00	29	0	20	6	3	0
07:00	60	7	46	5	2	0
08:00	140	2	122	14	2	0
09:00	146	5	126	10	5	0
10:00	174	4	160	8	2	0
11:00	223	8	202	11	2	0
12:00	192	4	181	6	1	0
13:00	193	7	174	10	2	0
14:00	201	9	179	12	1	0
15:00	150	3	140	7	0	0
16:00	169	4	159	6	0	0
17:00	161	0	150	11	0	0
18:00	115	3	108	3	1	0
19:00	95	0	91	4	0	0
20:00	57	0	53	4	0	0
21:00	46	0	43	3	0	0
22:00	22	0	22	0	0	0
23:00	10	0	9	1	0	0
Total						
12H(7-19)	1924	56	1747	103	18	0
16H(6-22)	2151	56	1954	120	21	0
18H(6-24)	2183	56	1985	121	21	0
24H(0-24)	2234	56	2022	125	30	1
AM Peak	11:00 223	11:00 8	11:00 202	08:00 14	09:00 5	05:00 1
PM Peak	14:00 201	14:00 9	12:00 181	14:00 12	13:00 2	23:00 0

Site No. 540201
A5013
Classification Report

Site Ref. 540201
24 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	6	0	1	0
01:00	1	0	0	1	0	0
02:00	6	1	5	0	0	0
03:00	3	0	0	2	1	0
04:00	8	0	6	0	2	0
05:00	17	0	13	2	2	0
06:00	38	0	30	6	2	0
07:00	79	3	65	9	2	0
08:00	146	2	130	9	5	0
09:00	187	10	171	4	2	0
10:00	168	1	154	12	1	0
11:00	241	8	220	10	3	0
12:00	203	3	187	11	2	0
13:00	194	5	171	16	2	0
14:00	153	5	143	4	1	0
15:00	165	4	150	11	0	0
16:00	147	5	133	7	1	1
17:00	123	1	111	9	2	0
18:00	126	3	120	3	0	0
19:00	64	1	57	5	1	0
20:00	49	3	43	2	1	0
21:00	34	0	31	3	0	0
22:00	30	0	29	1	0	0
23:00	18	0	17	1	0	0
Total						
12H(7-19)	1932	50	1755	105	21	1
16H(6-22)	2117	54	1916	121	25	1
18H(6-24)	2165	54	1962	123	25	1
24H(0-24)	2207	55	1992	128	31	1
AM Peak	11:00 241	09:00 10	11:00 220	10:00 12	08:00 5	11:00 0
PM Peak	12:00 203	16:00 5	12:00 187	13:00 16	17:00 2	16:00 1

Site No. 540201
A5013
Classification Report

Site Ref. 540201
24 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	17	0	14	1	2	0
01:00	10	0	5	2	3	0
02:00	15	1	12	1	1	0
03:00	9	0	3	2	4	0
04:00	11	0	9	0	2	0
05:00	31	0	24	3	3	1
06:00	67	0	50	12	5	0
07:00	139	10	111	14	4	0
08:00	286	4	252	23	7	0
09:00	333	15	297	14	7	0
10:00	342	5	314	20	3	0
11:00	464	16	422	21	5	0
12:00	395	7	368	17	3	0
13:00	387	12	345	26	4	0
14:00	354	14	322	16	2	0
15:00	315	7	290	18	0	0
16:00	316	9	292	13	1	1
17:00	284	1	261	20	2	0
18:00	241	6	228	6	1	0
19:00	159	1	148	9	1	0
20:00	106	3	96	6	1	0
21:00	80	0	74	6	0	0
22:00	52	0	51	1	0	0
23:00	28	0	26	2	0	0
Total						
12H(7-19)	3856	106	3502	208	39	1
16H(6-22)	4268	110	3870	241	46	1
18H(6-24)	4348	110	3947	244	46	1
24H(0-24)	4441	111	4014	253	61	2
AM Peak	11:00 464	11:00 16	11:00 422	08:00 23	09:00 7	05:00 1
PM Peak	12:00 395	14:00 14	12:00 368	13:00 26	13:00 4	16:00 1



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Site No. 540201

Site Ref. 540201

A5013

Classification Report

25 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	18	1	16	0	1	0
01:00	5	0	5	0	0	0
02:00	3	0	1	1	1	0
03:00	1	0	1	0	0	0
04:00	2	0	2	0	0	0
05:00	7	0	7	0	0	0
06:00	24	0	23	1	0	0
07:00	47	4	35	6	2	0
08:00	90	11	76	3	0	0
09:00	120	7	105	7	1	0
10:00	132	8	116	5	3	0
11:00	166	6	150	5	5	0
12:00	216	7	199	10	0	0
13:00	220	11	199	9	1	0
14:00	165	8	150	7	0	0
15:00	150	10	135	5	0	0
16:00	160	3	151	5	1	0
17:00	106	1	101	3	1	0
18:00	80	1	74	4	1	0
19:00	73	1	69	2	1	0
20:00	47	2	43	2	0	0
21:00	25	2	23	0	0	0
22:00	20	0	20	0	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1652	77	1491	69	15	0
16H(6-22)	1821	82	1649	74	16	0
18H(6-24)	1849	82	1677	74	16	0
24H(0-24)	1885	83	1709	75	18	0
AM Peak	11:00 166	08:00 11	11:00 150	09:00 7	11:00 5	11:00 0
PM Peak	13:00 220	13:00 11	13:00 199	12:00 10	19:00 1	23:00 0

Site No. 540201
A5013
Classification Report

Site Ref. 540201
25 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	10	0	0	0
01:00	5	0	5	0	0	0
02:00	5	0	4	1	0	0
03:00	0	0	0	0	0	0
04:00	11	0	9	0	2	0
05:00	14	0	12	2	0	0
06:00	28	0	26	2	0	0
07:00	49	2	40	6	1	0
08:00	94	1	83	9	1	0
09:00	167	1	153	13	0	0
10:00	186	10	168	7	1	0
11:00	174	10	161	3	0	0
12:00	171	5	159	6	1	0
13:00	168	16	141	9	2	0
14:00	169	15	146	8	0	0
15:00	192	8	165	18	1	0
16:00	125	14	109	1	1	0
17:00	110	3	99	6	2	0
18:00	88	0	84	3	1	0
19:00	68	2	64	2	0	0
20:00	42	0	41	1	0	0
21:00	24	1	21	2	0	0
22:00	9	0	8	1	0	0
23:00	8	0	7	1	0	0
Total						
12H(7-19)	1693	85	1508	89	11	0
16H(6-22)	1855	88	1660	96	11	0
18H(6-24)	1872	88	1675	98	11	0
24H(0-24)	1917	88	1715	101	13	0
AM Peak	10:00	11:00	10:00	09:00	04:00	11:00
	186	10	168	13	2	0
PM Peak	15:00	13:00	15:00	15:00	17:00	23:00
	192	16	165	18	2	0

Site No. 540201
A5013
Classification Report

Site Ref. 540201
25 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	28	1	26	0	1	0
01:00	10	0	10	0	0	0
02:00	8	0	5	2	1	0
03:00	1	0	1	0	0	0
04:00	13	0	11	0	2	0
05:00	21	0	19	2	0	0
06:00	52	0	49	3	0	0
07:00	96	6	75	12	3	0
08:00	184	12	159	12	1	0
09:00	287	8	258	20	1	0
10:00	318	18	284	12	4	0
11:00	340	16	311	8	5	0
12:00	387	12	358	16	1	0
13:00	388	27	340	18	3	0
14:00	334	23	296	15	0	0
15:00	342	18	300	23	1	0
16:00	285	17	260	6	2	0
17:00	216	4	200	9	3	0
18:00	168	1	158	7	2	0
19:00	141	3	133	4	1	0
20:00	89	2	84	3	0	0
21:00	49	3	44	2	0	0
22:00	29	0	28	1	0	0
23:00	16	0	15	1	0	0
Total						
12H(7-19)	3345	162	2999	158	26	0
16H(6-22)	3676	170	3309	170	27	0
18H(6-24)	3721	170	3352	172	27	0
24H(0-24)	3802	171	3424	176	31	0
AM Peak	11:00	10:00	11:00	09:00	11:00	11:00
	340	18	311	20	5	0
PM Peak	13:00	13:00	12:00	15:00	17:00	23:00
	388	27	358	23	3	0


A5013, Eccelshall, ATC 1

Site No. 540201

Site Ref. 540201

A5013

Classification Report

26 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	6	0	0	0
01:00	3	0	2	0	1	0
02:00	2	0	1	1	0	0
03:00	2	0	1	1	0	0
04:00	2	0	0	1	1	0
05:00	12	1	7	3	1	0
06:00	78	0	58	13	6	1
07:00	186	1	137	38	9	1
08:00	224	1	177	36	9	1
09:00	179	1	138	30	9	1
10:00	147	2	119	19	7	0
11:00	172	1	142	17	12	0
12:00	195	3	157	29	5	1
13:00	178	2	143	22	11	0
14:00	224	3	185	25	9	2
15:00	243	0	205	31	6	1
16:00	259	2	220	35	2	0
17:00	291	5	262	17	7	0
18:00	162	3	151	7	1	0
19:00	89	5	75	8	1	0
20:00	59	0	57	1	1	0
21:00	39	4	33	2	0	0
22:00	17	0	16	1	0	0
23:00	13	0	11	2	0	0
Total						
12H(7-19)	2460	24	2036	306	87	7
16H(6-22)	2725	33	2259	330	95	8
18H(6-24)	2755	33	2286	333	95	8
24H(0-24)	2782	34	2303	339	98	8
AM Peak	08:00 224	10:00 2	08:00 177	07:00 38	11:00 12	09:00 1
PM Peak	17:00 291	19:00 5	17:00 262	16:00 35	13:00 11	14:00 2

Site No. 540201
A5013
Classification Report

Site Ref. 540201
26 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	0	0	1	0
01:00	5	0	2	1	2	0
02:00	5	0	1	0	4	0
03:00	5	0	3	0	2	0
04:00	12	0	8	2	2	0
05:00	52	0	42	7	3	0
06:00	118	0	97	17	4	0
07:00	257	2	223	24	7	1
08:00	265	4	217	34	9	1
09:00	194	2	158	25	8	1
10:00	174	1	147	18	8	0
11:00	177	2	145	22	8	0
12:00	196	4	159	22	10	1
13:00	188	0	158	22	7	1
14:00	205	4	160	24	17	0
15:00	194	1	154	34	2	3
16:00	223	5	178	35	5	0
17:00	197	8	164	20	5	0
18:00	130	2	112	16	0	0
19:00	77	4	68	5	0	0
20:00	50	2	43	5	0	0
21:00	39	0	35	4	0	0
22:00	15	0	12	2	1	0
23:00	7	0	5	2	0	0
Total						
12H(7-19)	2400	35	1975	296	86	8
16H(6-22)	2684	41	2218	327	90	8
18H(6-24)	2706	41	2235	331	91	8
24H(0-24)	2786	41	2291	341	105	8
AM Peak	08:00 265	08:00 4	07:00 223	08:00 34	08:00 9	09:00 1
PM Peak	16:00 223	17:00 8	16:00 178	16:00 35	14:00 17	15:00 3

Site No. 540201
A5013
Classification Report

Site Ref. 540201
26 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	6	0	1	0
01:00	8	0	4	1	3	0
02:00	7	0	2	1	4	0
03:00	7	0	4	1	2	0
04:00	14	0	8	3	3	0
05:00	64	1	49	10	4	0
06:00	196	0	155	30	10	1
07:00	443	3	360	62	16	2
08:00	489	5	394	70	18	2
09:00	373	3	296	55	17	2
10:00	321	3	266	37	15	0
11:00	349	3	287	39	20	0
12:00	391	7	316	51	15	2
13:00	366	2	301	44	18	1
14:00	429	7	345	49	26	2
15:00	437	1	359	65	8	4
16:00	482	7	398	70	7	0
17:00	488	13	426	37	12	0
18:00	292	5	263	23	1	0
19:00	166	9	143	13	1	0
20:00	109	2	100	6	1	0
21:00	78	4	68	6	0	0
22:00	32	0	28	3	1	0
23:00	20	0	16	4	0	0
Total						
12H(7-19)	4860	59	4011	602	173	15
16H(6-22)	5409	74	4477	657	185	16
18H(6-24)	5461	74	4521	664	186	16
24H(0-24)	5568	75	4594	680	203	16
AM Peak	08:00	08:00	08:00	08:00	11:00	09:00
	489	5	394	70	20	2
PM Peak	17:00	17:00	17:00	16:00	14:00	15:00
	488	13	426	70	26	4

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	10	49	46	4	0	0	0	0	1	0	0	3	4	1	1	0	0
01:00	7	45	45	0	0	0	0	0	1	0	2	1	0	1	2	0	0
02:00	5	49	49	0	0	0	0	0	0	0	1	1	0	1	2	0	0
03:00	4	49	49	0	0	0	0	0	0	0	0	1	1	2	0	0	0
04:00	7	43	43	0	0	0	0	0	0	1	2	0	3	1	0	0	0
05:00	20	44	40	4	0	0	0	0	1	4	8	4	1	0	2	0	0
06:00	69	50	42	7	0	1	1	0	1	9	13	15	18	8	2	1	0
07:00	204	46	40	7	0	0	4	3	7	29	55	64	37	4	1	0	0
08:00	216	46	40	6	0	0	0	1	10	38	65	61	29	10	2	0	0
09:00	185	44	37	7	1	1	3	8	20	40	47	44	13	4	4	0	0
10:00	124	44	37	7	1	1	1	5	14	17	42	30	11	0	2	0	0
11:00	186	44	38	6	0	0	1	6	12	44	54	45	14	2	7	1	0
12:00	172	44	38	6	0	0	0	3	17	33	57	43	13	3	3	0	0
13:00	161	45	39	6	1	1	0	0	8	24	57	43	22	4	0	1	0
14:00	189	44	37	7	0	0	3	12	16	37	51	48	16	6	0	0	0
15:00	272	44	38	6	0	0	0	3	14	60	107	61	20	6	0	1	0
16:00	266	45	39	6	0	0	0	1	10	59	96	62	24	11	3	0	0
17:00	262	47	40	7	1	0	0	7	22	20	61	92	46	11	1	1	0
18:00	165	48	40	9	0	3	6	3	6	21	41	38	32	13	1	1	0
19:00	113	49	43	6	0	0	0	0	3	9	24	39	27	7	2	1	1
20:00	63	46	40	6	0	0	0	0	8	4	18	21	11	0	0	1	0
21:00	41	49	41	8	2	0	0	0	0	2	10	15	6	6	0	0	0
22:00	37	45	40	5	0	0	0	0	0	9	13	9	3	3	0	0	0
23:00	11	53	47	7	0	0	0	0	0	0	4	1	2	2	1	1	0
Total																	
12H(7-19)	2402	45	39	7	4	6	18	52	156	422	733	631	277	74	24	5	0
16H(6-22)	2688	46	39	7	6	7	19	52	168	446	798	721	339	95	28	8	1
18H(6-24)	2736	46	39	7	6	7	19	52	168	455	815	731	344	100	29	9	1
24H(0-24)	2789	46	39	7	6	7	19	52	171	460	828	741	353	106	36	9	1
AM Peak	08:00	06:00	02:00	06:00	10:00	09:00	08:00	09:00	09:00	11:00	08:00	07:00	07:00	08:00	11:00	11:00	11:00
	216	50	49	7	1	1	4	8	20	44	65	64	37	10	7	1	0
PM Peak	15:00	23:00	23:00	18:00	21:00	18:00	18:00	14:00	14:00	15:00	15:00	17:00	17:00	18:00	21:00	23:00	18:00
	272	53	47	9	2	3	6	12	22	60	107	92	46	13	3	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	6	42	42	0	0	0	0	0	0	1	1	1	3	0	0	0	0
01:00	8	37	37	0	0	0	0	0	1	3	1	3	0	0	0	0	0
02:00	2	40	40	0	0	0	0	0	0	0	1	1	0	0	0	0	0
03:00	3	46	46	0	0	0	0	0	0	0	0	1	2	0	0	0	0
04:00	15	45	41	4	0	0	0	0	0	5	2	5	0	2	0	1	0
05:00	56	52	45	7	0	0	0	0	1	3	11	15	13	8	4	1	0
06:00	123	48	42	7	0	0	1	0	0	14	39	34	22	9	4	0	0
07:00	263	46	40	5	0	0	0	0	5	40	77	94	33	12	0	1	1
08:00	300	44	38	6	0	0	4	0	11	64	113	80	19	7	2	0	0
09:00	196	44	38	6	0	0	0	0	15	45	75	39	17	4	1	0	0
10:00	193	43	36	7	0	3	5	6	11	43	73	41	10	1	0	0	0
11:00	154	43	38	5	0	0	1	0	6	35	60	42	8	1	1	0	0
12:00	157	44	37	7	0	0	0	4	14	35	53	33	16	2	0	0	0
13:00	179	43	38	6	0	0	1	0	5	52	68	38	13	2	0	0	0
14:00	194	44	38	6	0	0	1	0	6	44	77	42	18	5	0	1	0
15:00	208	44	38	6	0	0	0	1	9	60	67	51	15	5	0	0	0
16:00	249	44	38	6	0	3	1	2	5	59	86	73	14	4	2	0	0
17:00	184	47	41	6	0	0	1	1	7	24	42	70	27	10	1	0	1
18:00	119	46	39	6	0	0	1	3	6	19	42	27	16	2	1	1	1
19:00	78	46	41	6	0	0	0	1	1	15	16	29	13	2	0	0	1
20:00	46	46	40	6	0	0	0	0	2	9	12	13	7	3	0	0	0
21:00	34	50	43	7	0	0	0	0	1	2	11	9	5	3	3	0	0
22:00	19	42	37	5	0	0	0	0	1	6	6	5	0	1	0	0	0
23:00	13	43	39	4	0	0	0	0	0	2	6	3	2	0	0	0	0
Total																	
12H(7-19)	2396	44	38	6	0	6	15	17	100	520	833	630	206	55	8	3	3
16H(6-22)	2677	45	39	6	0	6	16	18	104	560	911	715	253	72	15	3	4
18H(6-24)	2709	45	39	6	0	6	16	18	105	568	923	723	255	73	15	3	4
24H(0-24)	2799	45	39	6	0	6	16	18	107	580	939	749	273	83	19	5	4
AM Peak	08:00	01:00	03:00	07:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	09:00	11:00	11:00	11:00	09:00
	300	52	46	7	0	3	5	6	15	64	113	94	33	12	4	1	1
PM Peak	16:00	23:00	23:00	21:00	23:00	15:00	16:00	16:00	17:00	21:00	18:00	23:00	23:00	23:00	17:00	23:00	23:00
	249	50	43	7	0	3	1	4	14	60	86	73	27	10	3	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	16	49	44	5	0	0	0	0	1	1	1	4	7	1	1	0	0
01:00	15	45	40	4	0	0	0	0	2	3	3	4	0	1	2	0	0
02:00	7	47	47		0	0	0	0	0	0	2	2	0	1	2	0	0
03:00	7	47	47		0	0	0	0	0	0	0	2	3	2	0	0	0
04:00	22	49	42	8	0	0	0	0	0	6	4	5	3	3	0	1	0
05:00	76	51	43	8	0	0	0	0	2	7	19	19	14	8	6	1	0
06:00	192	49	42	7	0	1	2	0	1	23	52	49	40	17	6	1	0
07:00	467	46	40	6	0	0	4	3	12	69	132	158	70	16	1	1	1
08:00	516	45	39	6	0	0	4	1	21	102	178	141	48	17	4	0	0
09:00	381	44	37	7	1	1	3	8	35	85	122	83	30	8	5	0	0
10:00	317	43	36	7	1	4	6	11	25	60	115	71	21	1	2	0	0
11:00	340	44	38	6	0	0	2	6	18	79	114	87	22	3	8	1	0
12:00	329	44	38	6	0	0	0	7	31	68	110	76	29	5	3	0	0
13:00	340	44	38	6	1	1	1	0	13	76	125	81	35	6	0	1	0
14:00	383	44	38	7	0	0	4	12	22	81	128	90	34	11	0	1	0
15:00	480	44	38	6	0	0	0	4	23	120	174	112	35	11	0	1	0
16:00	515	44	38	6	0	3	1	3	15	118	182	135	38	15	5	0	0
17:00	446	47	40	7	1	0	1	8	29	44	103	162	73	21	2	1	1
18:00	284	47	39	8	0	3	7	6	12	40	83	65	48	15	2	2	1
19:00	191	48	42	6	0	0	0	1	4	24	40	68	40	9	2	1	2
20:00	109	46	40	6	0	0	0	0	10	13	30	34	18	3	0	1	0
21:00	75	50	42	8	2	0	0	0	1	4	21	24	11	9	3	0	0
22:00	56	44	39	5	0	0	0	0	1	15	19	14	3	4	0	0	0
23:00	24	49	43	7	0	0	0	0	0	2	10	4	4	2	1	1	0
Total																	
12H(7-19)	4798	45	38	6	4	12	33	69	256	942	1566	1261	483	129	32	8	3
16H(6-22)	5365	45	39	6	6	13	35	70	272	1006	1709	1436	592	167	43	11	5
18H(6-24)	5445	45	39	6	6	13	35	70	273	1023	1738	1454	599	173	44	12	5
24H(0-24)	5588	45	39	6	6	13	35	70	278	1040	1767	1490	626	189	55	14	5
AM Peak	08:00 516	04:00 51	03:00 47	10:00 8	11:00 1	08:00 4	08:00 6	08:00 11	08:00 35	08:00 102	07:00 178	06:00 158	05:00 70	06:00 17	11:00 8	11:00 1	09:00 1
PM Peak	15:00 515	22:00 50	23:00 43	14:00 8	23:00 2	16:00 3	15:00 7	16:00 12	15:00 31	13:00 120	18:00 182	20:00 162	23:00 73	23:00 21	20:00 5	23:00 2	23:00 2

PCC Traffic Information Consultancy Ltd.

PCC A5013, Eccelshall, ATC 1
 Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	10	46	43	3	0	0	0	0	0	2	1	4	2	0	0	1	0
01:00	4	36	36		0	0	0	0	0	2	1	1	0	0	0	0	0
02:00	3	39	39		0	0	0	0	0	0	2	1	0	0	0	0	0
03:00	9	43	43		0	0	0	0	0	1	3	2	1	1	0	1	0
04:00	12	55	46	10	0	0	1	0	0	1	1	3	2	1	2	0	1
05:00	26	53	44	9	0	0	0	1	0	3	5	7	3	4	2	1	0
06:00	90	49	41	8	0	0	1	5	2	16	8	32	13	8	1	3	1
07:00	209	45	39	6	0	0	0	1	11	47	78	40	20	12	0	0	0
08:00	218	44	38	6	0	0	0	3	6	54	78	51	16	7	3	0	0
09:00	233	45	37	7	0	0	2	3	26	56	60	55	28	2	1	0	0
10:00	171	44	38	6	0	0	1	2	10	36	65	40	14	2	1	0	0
11:00	164	44	39	5	0	0	0	0	9	27	51	60	13	4	0	0	0
12:00	171	45	39	6	0	1	0	1	14	28	43	63	14	6	0	1	0
13:00	182	45	39	6	0	1	0	0	5	36	65	48	19	4	3	1	0
14:00	210	45	39	6	1	0	0	4	10	42	44	80	22	6	0	1	0
15:00	234	44	38	7	0	1	2	3	25	51	62	60	22	5	2	0	1
16:00	278	47	40	7	0	0	1	3	16	43	82	75	36	16	5	1	0
17:00	261	46	39	7	0	1	1	6	13	45	78	69	33	11	2	1	1
18:00	183	48	40	8	0	1	0	9	11	16	47	49	39	9	1	0	1
19:00	103	50	42	8	0	0	0	0	5	16	20	31	15	14	2	0	0
20:00	77	46	40	5	0	0	0	1	2	10	23	27	11	1	2	0	0
21:00	46	48	40	7	1	1	0	1	2	3	10	15	10	2	1	0	0
22:00	33	50	44	6	0	0	0	1	0	3	7	9	7	3	1	2	0
23:00	22	49	44	5	0	0	0	0	0	0	4	12	2	3	1	0	0
Total																	
12H(7-19)	2514	45	39	6	1	5	7	35	156	481	753	690	276	84	18	5	3
16H(6-22)	2830	46	39	6	2	6	8	42	167	526	814	795	325	109	24	8	4
18H(6-24)	2885	46	39	7	2	6	8	43	167	529	825	816	334	115	26	10	4
24H(0-24)	2949	46	39	7	2	6	9	44	167	538	838	834	342	121	30	13	5
AM Peak	09:00	04:00	04:00	04:00	11:00	08:00	09:00	07:00	09:00	09:00	08:00	11:00	09:00	07:00	04:00	06:00	07:00
	233	55	46	10	0	0	2	5	26	56	78	60	28	12	3	3	1
PM Peak	16:00	22:00	23:00	19:00	21:00	21:00	19:00	18:00	15:00	15:00	16:00	14:00	18:00	16:00	13:00	22:00	23:00
	278	50	44	8	1	1	2	9	25	51	82	80	39	16	5	2	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	5	47	47		0	0	0	0	0	0	1	1	2	0	1	0	0
01:00	3	37	37		0	0	0	0	0	0	3	0	0	0	0	0	0
02:00	5	38	38		0	0	0	0	0	1	2	2	0	0	0	0	0
03:00	4	38	38		0	0	0	0	1	1	1	0	0	1	0	0	0
04:00	9	39	39		0	0	0	0	2	2	1	2	0	1	1	0	0
05:00	41	53	45	8	0	0	0	1	2	1	7	12	8	5	2	1	2
06:00	135	49	42	7	0	0	0	0	1	12	44	41	20	10	5	2	0
07:00	282	45	39	6	0	2	2	4	7	60	77	90	27	10	1	1	1
08:00	291	42	37	6	0	0	1	8	16	77	119	52	13	3	2	0	0
09:00	226	43	37	6	0	1	0	1	12	83	75	37	12	5	0	0	0
10:00	195	42	37	5	0	1	0	0	10	69	73	31	9	2	0	0	0
11:00	157	43	38	5	0	2	0	1	5	33	74	32	6	2	1	1	0
12:00	172	43	38	5	0	0	0	1	7	47	68	33	8	4	2	2	0
13:00	186	44	38	6	0	0	1	0	14	42	68	40	17	2	2	0	0
14:00	181	44	38	6	0	0	0	1	8	44	70	41	12	3	2	0	0
15:00	177	43	37	6	0	1	0	3	6	51	66	37	13	0	0	0	0
16:00	236	44	38	6	0	2	2	1	16	52	75	62	23	1	2	0	0
17:00	200	44	38	6	0	0	1	1	4	49	76	46	16	6	1	0	0
18:00	112	47	40	7	0	1	1	0	6	21	32	28	15	4	2	1	1
19:00	74	45	40	5	0	0	2	0	1	15	18	25	9	0	2	1	1
20:00	57	48	42	6	0	0	0	0	1	7	17	19	6	6	0	0	1
21:00	49	49	43	6	0	0	0	0	0	9	8	11	15	4	1	1	0
22:00	19	50	42	8	0	0	0	0	0	4	5	4	2	3	1	0	0
23:00	12	44	42	2	0	0	0	0	0	2	3	5	0	1	0	0	1
Total																	
12H(7-19)	2415	44	38	6	0	10	8	21	111	628	873	529	171	42	15	5	2
16H(6-22)	2730	44	38	6	0	10	10	21	114	671	960	625	221	62	23	9	4
18H(6-24)	2761	44	38	6	0	10	10	21	114	677	968	634	223	66	24	9	5
24H(0-24)	2828	44	38	6	0	10	10	22	119	682	983	651	233	73	28	10	7
AM Peak	08:00	00:00	02:00	09:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00	06:00	02:00	09:00	11:00	11:00	00:00
	291	53	47	8	0	2	2	8	16	83	119	90	27	10	5	2	2
PM Peak	16:00	23:00	23:00	20:00	23:00	16:00	16:00	16:00	17:00	17:00	18:00	18:00	19:00	22:00	14:00	23:00	23:00
	236	50	43	8	0	2	2	3	16	52	76	62	23	6	2	2	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
A5013

Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	15	48	44	4	0	0	0	0	0	2	2	5	4	0	1	1	0
01:00	7		37		0	0	0	0	0	2	4	1	0	0	0	0	0
02:00	8		39		0	0	0	0	0	1	4	3	0	0	0	0	0
03:00	13	50	42	8	0	0	0	0	1	2	4	2	1	2	0	1	0
04:00	21	54	43	12	0	0	1	0	2	3	2	5	2	2	3	0	1
05:00	67	53	44	9	0	0	0	2	2	4	12	19	11	9	4	2	2
06:00	225	49	42	7	0	0	1	5	3	28	52	73	33	18	6	5	1
07:00	491	45	39	6	0	2	2	5	18	107	155	130	47	22	1	1	1
08:00	509	43	37	6	0	0	1	11	22	131	197	103	29	10	5	0	0
09:00	459	44	37	7	0	1	2	4	38	139	135	92	40	7	1	0	0
10:00	366	43	37	6	0	1	1	2	20	105	138	71	23	4	1	0	0
11:00	321	44	38	5	0	2	0	1	14	60	125	92	19	6	1	1	0
12:00	343	44	38	6	0	1	0	2	21	75	111	96	22	10	2	3	0
13:00	368	45	39	6	0	1	1	0	19	78	133	88	36	6	5	1	0
14:00	391	44	39	6	1	0	0	5	18	86	114	121	34	9	2	1	0
15:00	411	44	37	6	0	2	2	6	31	102	128	97	35	5	2	0	1
16:00	514	45	39	6	0	2	3	4	32	95	157	137	59	17	7	1	0
17:00	461	45	39	6	0	1	2	7	17	94	154	115	49	17	3	1	1
18:00	295	48	40	8	0	2	1	9	17	37	79	77	54	13	3	1	2
19:00	177	48	41	7	0	0	2	0	6	31	38	56	24	14	4	1	1
20:00	134	47	41	6	0	0	0	1	3	17	40	46	17	7	2	0	1
21:00	95	49	42	7	1	1	0	1	2	12	18	26	25	6	2	1	0
22:00	52	51	43	8	0	0	0	1	0	7	12	13	9	6	2	2	0
23:00	34	49	44	6	0	0	0	0	0	2	7	17	2	4	1	0	1
Total																	
12H(7-19)	4929	45	38	6	1	15	15	56	267	1109	1626	1219	447	126	33	10	5
16H(6-22)	5560	45	39	6	2	16	18	63	281	1197	1774	1420	546	171	47	17	8
18H(6-24)	5646	45	39	6	2	16	18	64	281	1206	1793	1450	557	181	50	19	9
24H(0-24)	5777	45	39	6	2	16	19	66	286	1220	1821	1485	575	194	58	23	12
AM Peak	08:00 509	01:00 54	03:00 44	09:00 12	11:00 0	08:00 2	08:00 2	08:00 11	08:00 38	09:00 139	07:00 197	07:00 130	07:00 47	09:00 22	03:00 6	11:00 5	00:00 2
PM Peak	16:00 514	23:00 51	23:00 44	12:00 8	23:00 1	17:00 2	16:00 3	16:00 9	17:00 32	13:00 102	18:00 157	20:00 137	19:00 59	22:00 17	14:00 7	23:00 3	23:00 2

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	9		44		0	0	0	0	1	0	0	4	2	2	0	0	0
01:00	11	57	46	11	0	0	0	0	0	1	4	1	1	0	3	1	0
02:00	4		44		0	0	0	0	0	0	2	1	0	0	1	0	0
03:00	5		42		0	0	0	0	0	1	0	3	1	0	0	0	0
04:00	19	49	44	5	0	0	0	0	0	2	3	3	9	2	0	0	0
05:00	11	52	44	8	0	0	0	0	1	2	1	3	0	3	0	0	1
06:00	73	49	43	6	0	0	0	1	2	3	11	28	20	8	0	0	0
07:00	206	48	41	8	0	0	0	0	13	36	48	59	26	14	9	1	0
08:00	188	46	39	7	0	1	0	4	22	15	61	50	22	10	2	1	0
09:00	185	45	38	7	1	1	0	2	19	37	55	39	21	7	2	1	0
10:00	192	46	38	7	2	1	2	2	13	40	52	47	22	10	1	0	0
11:00	164	45	38	7	2	2	1	5	18	23	48	40	16	6	1	1	1
12:00	205	45	39	6	0	0	0	3	14	38	63	53	27	4	2	0	1
13:00	189	47	41	7	0	1	0	2	14	15	50	61	33	11	1	1	0
14:00	229	46	39	7	0	3	1	2	20	28	78	57	23	13	3	0	1
15:00	237	45	38	8	1	3	3	13	16	46	52	63	33	5	2	0	0
16:00	258	47	40	7	0	1	0	2	18	42	66	77	35	12	4	0	1
17:00	273	49	40	9	2	0	10	1	18	50	41	77	41	29	3	1	0
18:00	159	52	44	8	0	0	1	0	9	7	26	53	30	23	6	2	2
19:00	133	48	42	7	0	0	1	4	2	12	34	36	35	5	2	2	0
20:00	70	51	45	6	0	0	0	2	4	7	19	25	11	1	0	1	0
21:00	51	48	40	8	0	1	1	0	6	4	10	14	10	4	0	0	1
22:00	29	49	43	6	0	0	0	0	2	10	7	6	1	2	1	0	0
23:00	27	51	43	8	0	0	0	0	3	2	4	6	6	3	2	1	0
Total																	
12H(7-19)	2485	47	39	8	8	13	18	36	194	377	640	676	329	144	36	8	6
16H(6-22)	2812	48	40	8	8	14	20	41	206	400	702	773	419	172	39	10	8
18H(6-24)	2868	48	40	8	8	14	20	41	209	404	716	786	431	176	43	12	8
24H(0-24)	2927	48	40	8	8	14	20	41	211	410	726	801	444	183	47	13	9
AM Peak	07:00 206	01:00 57	01:00 46	01:00 11	11:00 2	11:00 2	10:00 2	11:00 5	08:00 22	10:00 40	09:00 61	07:00 59	07:00 26	07:00 14	07:00 9	09:00 1	11:00 1
PM Peak	17:00 273	18:00 52	20:00 45	17:00 9	17:00 2	15:00 3	17:00 10	15:00 13	12:00 20	17:00 50	14:00 78	17:00 77	17:00 41	17:00 29	18:00 6	18:00 2	20:00 2

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	6		39		0	0	0	0	0	2	0	4	0	0	0	0	0
01:00	2		38		0	0	0	0	0	0	2	0	0	0	0	0	0
02:00	7		41		0	0	0	0	0	1	3	1	1	1	0	0	0
03:00	5		44		0	0	0	0	0	0	1	1	3	0	0	0	0
04:00	13	50	44	6	0	0	0	0	0	2	2	3	3	1	2	0	0
05:00	50	49	42	7	0	0	0	2	0	9	10	14	8	4	0	0	3
06:00	120	48	42	6	0	0	0	0	1	5	39	41	27	5	1	1	0
07:00	276	47	41	6	0	1	0	0	8	37	85	86	41	9	3	2	4
08:00	278	43	38	5	0	2	0	3	9	55	114	75	16	3	1	0	0
09:00	195	44	37	6	0	0	0	1	17	54	61	40	17	5	0	0	0
10:00	201	44	37	7	0	3	3	6	12	49	68	37	19	3	1	0	0
11:00	186	44	38	7	0	2	0	3	19	28	73	37	18	5	0	1	0
12:00	192	44	38	6	0	0	0	3	2	6	48	68	43	16	3	1	1
13:00	188	44	38	6	0	0	0	5	8	41	67	50	14	3	0	0	0
14:00	192	43	37	6	0	0	2	2	14	38	85	38	11	2	0	0	0
15:00	191	45	39	6	0	0	1	3	12	38	59	49	22	7	0	0	0
16:00	228	44	38	6	0	0	2	5	10	51	81	57	17	3	2	0	0
17:00	205	47	40	7	0	2	2	2	5	27	67	55	30	10	4	1	0
18:00	124	45	39	6	0	1	1	0	2	20	54	29	15	2	0	0	0
19:00	89	47	41	6	0	0	0	1	1	14	29	26	9	5	2	2	0
20:00	77	48	41	6	0	0	0	0	3	10	26	19	12	2	3	1	1
21:00	33	45	40	5	0	0	0	1	1	4	10	11	5	1	0	0	0
22:00	29	49	42	7	0	0	0	0	2	4	8	8	2	1	3	0	1
23:00	9		48		0	0	0	0	0	1	0	2	3	2	0	0	1
Total																	
12H(7-19)	2456	45	38	6	0	11	14	32	122	486	882	596	236	55	12	5	5
16H(6-22)	2775	45	39	6	0	11	14	34	128	519	986	693	289	68	18	9	6
18H(6-24)	2813	45	39	6	0	11	14	34	130	524	994	703	294	71	21	9	8
24H(0-24)	2896	45	39	6	0	11	14	36	130	538	1012	726	309	77	23	9	11
AM Peak	08:00 278	05:00 50	01:00 44	09:00 7	11:00 0	08:00 3	08:00 3	08:00 6	08:00 19	09:00 55	07:00 114	06:00 86	11:00 41	05:00 9	11:00 3	11:00 2	11:00 4
PM Peak	17:00 228	23:00 49	23:00 48	21:00 7	23:00 0	16:00 2	16:00 3	17:00 5	15:00 14	18:00 51	22:00 85	17:00 57	19:00 30	22:00 10	23:00 4	23:00 2	23:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	15	47	42	5	0	0	0	0	1	2	0	8	2	2	0	0	0
01:00	13	57	45	12	0	0	0	0	0	1	6	1	1	0	3	1	0
02:00	11	47	42	4	0	0	0	0	0	1	5	2	1	1	1	0	0
03:00	10	47	43	4	0	0	0	0	0	1	1	4	4	0	0	0	0
04:00	32	50	44	5	0	0	0	0	0	4	5	6	12	3	2	0	0
05:00	61	50	42	8	0	0	0	2	1	11	11	17	8	7	0	0	4
06:00	193	48	43	6	0	0	0	1	3	8	50	69	47	13	1	1	0
07:00	482	48	41	7	0	1	0	0	21	73	133	145	67	23	12	3	4
08:00	466	44	38	6	0	3	0	7	31	70	175	125	38	13	3	1	0
09:00	380	45	38	7	1	1	0	3	36	91	116	79	38	12	2	1	0
10:00	393	45	37	7	2	4	5	8	25	89	120	84	41	13	2	0	0
11:00	350	45	38	7	2	4	1	8	37	51	121	77	34	11	1	2	1
12:00	397	45	38	6	0	0	3	5	20	86	131	96	43	7	3	1	2
13:00	377	45	39	6	0	1	0	7	22	56	117	111	47	14	1	1	0
14:00	421	44	38	6	0	3	3	4	34	66	163	95	34	15	3	0	1
15:00	428	45	38	7	1	3	4	16	28	84	111	112	55	12	2	0	0
16:00	486	45	39	6	0	1	2	7	28	93	147	134	52	15	6	0	1
17:00	478	48	40	8	2	2	12	3	23	77	108	132	71	39	7	2	0
18:00	283	49	42	7	0	1	2	0	11	27	80	82	45	25	6	2	2
19:00	222	48	41	7	0	0	1	5	3	26	63	62	44	10	4	4	0
20:00	147	50	43	7	0	0	0	0	5	14	33	38	37	13	4	1	2
21:00	84	47	40	7	0	1	1	1	7	8	20	25	15	5	0	0	1
22:00	58	49	43	7	0	0	0	0	2	6	18	15	8	2	5	1	1
23:00	36	53	45	8	0	0	0	0	3	3	4	8	9	5	2	1	1
Total																	
12H(7-19)	4941	46	39	7	8	24	32	68	316	863	1522	1272	565	199	48	13	11
16H(6-22)	5587	46	39	7	8	25	34	75	334	919	1688	1466	708	240	57	19	14
18H(6-24)	5681	46	39	7	8	25	34	75	339	928	1710	1489	725	247	64	21	16
24H(0-24)	5823	47	39	7	8	25	34	77	341	948	1738	1527	753	260	70	22	20
AM Peak	08:00 482	00:00 57	00:00 45	04:00 12	11:00 2	08:00 4	08:00 5	08:00 8	08:00 37	09:00 91	07:00 175	07:00 145	06:00 67	00:00 23	11:00 12	11:00 3	11:00 4
PM Peak	16:00 486	22:00 53	23:00 45	21:00 8	23:00 2	16:00 3	16:00 12	16:00 16	15:00 34	18:00 93	18:00 163	17:00 134	17:00 71	23:00 39	20:00 7	23:00 4	23:00 2

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	13	53	48	5	0	0	0	0	0	0	0	6	3	2	1	1	0
01:00	6	47	47		0	0	0	0	0	0	1	2	2	0	0	1	0
02:00	4	42	42		0	0	0	0	1	0	1	0	0	0	1	0	0
03:00	5	44	44		0	0	0	0	0	0	0	4	1	0	0	0	0
04:00	8	49	49		0	0	0	0	0	0	2	2	0	1	2	1	0
05:00	11	49	46	4	0	0	0	0	0	1	2	2	4	1	0	0	1
06:00	86	49	43	6	0	0	0	1	3	7	15	25	24	6	3	2	0
07:00	180	47	40	7	0	0	0	1	7	35	45	52	28	10	1	1	0
08:00	204	45	40	5	0	0	0	1	7	34	61	67	24	8	2	0	0
09:00	172	45	37	7	0	0	3	5	18	37	37	50	19	2	1	0	0
10:00	186	44	38	6	1	4	0	3	5	37	64	49	20	1	1	1	0
11:00	203	46	39	7	0	2	1	1	12	26	72	52	30	7	0	0	0
12:00	215	44	37	7	2	1	0	9	29	40	49	58	16	9	1	1	0
13:00	201	45	38	7	1	3	4	6	11	44	51	51	21	7	1	1	0
14:00	265	45	39	6	0	1	5	7	16	30	86	77	38	3	0	1	1
15:00	292	44	38	6	0	1	1	3	21	63	100	72	27	4	0	0	0
16:00	275	46	40	6	1	0	0	2	21	39	73	90	38	7	4	0	0
17:00	250	47	38	8	1	3	1	7	25	42	54	62	45	7	2	0	1
18:00	155	49	44	6	0	0	1	0	2	8	28	55	42	13	4	1	1
19:00	115	49	43	7	0	0	0	0	4	13	26	28	29	12	1	1	1
20:00	67	49	42	7	0	1	0	2	1	3	18	21	14	4	3	0	0
21:00	43	46	39	6	1	0	0	0	6	4	10	14	3	4	0	0	1
22:00	55	48	42	6	0	0	0	0	1	8	11	19	11	3	1	0	1
23:00	19	50	42	8	0	0	0	0	0	4	4	5	2	4	0	0	0
Total																	
12H(7-19)	2598	46	39	7	6	15	16	45	174	435	720	735	348	78	17	6	3
16H(6-22)	2909	46	39	7	7	16	16	48	188	462	789	823	418	104	24	9	5
18H(6-24)	2983	46	39	7	7	16	16	48	189	474	804	847	431	111	25	9	6
24H(0-24)	3030	47	39	7	7	16	16	48	190	475	810	864	441	115	29	12	7
AM Peak	08:00	00:00	04:00	09:00	10:00	10:00	10:00	09:00	10:00	10:00	07:00	08:00	11:00	06:00	08:00	06:00	11:00
	204	53	49	7	1	4	3	5	18	37	72	67	30	10	3	2	1
PM Peak	15:00	23:00	18:00	17:00	12:00	17:00	14:00	12:00	12:00	15:00	15:00	16:00	17:00	17:00	16:00	20:00	23:00
	292	50	44	8	2	3	5	9	29	63	100	90	45	13	4	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 64.98716 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	6	40	40		0	0	0	0	1	0	1	3	1	0	0	0	0
01:00	4	39	39		0	0	0	0	1	0	1	1	1	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	44	44		0	0	0	0	1	1	0	1	1	0	0	0	1
04:00	16	46	40	7	0	0	0	0	3	2	3	4	2	1	1	0	0
05:00	34	52	45	6	0	0	0	0	1	0	7	9	9	5	2	0	1
06:00	93	49	42	6	0	0	0	1	0	6	26	29	21	10	0	0	0
07:00	239	47	42	5	0	0	1	0	3	16	72	95	40	6	5	0	1
08:00	276	44	38	6	0	0	1	1	12	63	84	91	19	3	1	1	0
09:00	210	44	38	6	0	0	1	1	9	61	63	49	19	4	3	0	0
10:00	231	43	37	6	0	2	3	0	13	55	96	42	20	0	0	0	0
11:00	212	44	38	6	0	0	1	0	16	48	80	38	25	2	0	1	1
12:00	233	42	35	6	0	2	1	7	28	73	73	36	13	0	0	0	0
13:00	206	43	37	6	0	1	1	2	10	62	73	49	6	2	0	0	0
14:00	206	45	39	6	0	0	0	1	8	42	73	55	20	4	1	1	1
15:00	245	44	38	6	0	1	5	1	11	37	101	68	17	3	1	0	0
16:00	248	45	38	6	0	1	3	2	12	47	84	67	24	7	0	1	0
17:00	197	46	40	6	0	0	0	0	8	29	65	57	27	6	3	2	0
18:00	104	45	40	5	0	0	3	0	1	19	25	42	8	4	1	0	1
19:00	86	46	40	5	0	0	2	0	1	18	20	30	8	5	1	0	1
20:00	53	46	41	6	0	0	0	1	1	5	18	17	8	2	0	1	0
21:00	35	46	40	6	0	0	0	0	2	6	8	12	6	1	0	0	0
22:00	22	45	40	5	0	0	0	0	0	3	10	5	3	1	0	0	0
23:00	14	50	44	6	0	0	0	0	0	2	3	4	2	2	0	0	1
Total																	
12H(7-19)	2607	44	38	6	0	7	20	15	131	552	889	689	238	41	15	6	4
16H(6-22)	2874	45	39	6	0	7	22	17	135	587	961	777	281	59	16	7	5
18H(6-24)	2910	45	39	6	0	7	22	17	135	592	974	786	286	62	16	7	6
24H(0-24)	2975	45	39	6	0	7	22	17	142	595	986	804	300	68	19	7	8
AM Peak	07:00	05:00	03:00	09:00	11:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	00:00	04:00	07:00	05:00	11:00
	276	52	45	7	0	2	3	1	16	63	96	95	40	10	5	1	1
PM Peak	16:00	23:00	23:00	15:00	23:00	15:00	15:00	17:00	17:00	19:00	20:00	23:00	21:00	20:00	23:00	23:00	23:00
	248	50	44	6	0	2	5	7	28	73	101	68	27	7	3	2	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
A5013

Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	19	50	45	5	0	0	0	0	1	0	1	9	4	2	1	1	0
01:00	10	48	44	4	0	0	0	0	1	0	2	3	3	0	0	1	0
02:00	4	4	42		0	0	0	0	1	0	1	1	0	0	1	0	0
03:00	10	46	44	3	0	0	0	0	1	1	0	5	2	0	0	0	1
04:00	24	53	43	11	0	0	0	0	3	2	5	6	2	2	3	1	0
05:00	45	52	46	6	0	0	0	0	1	1	9	11	13	6	2	0	2
06:00	179	49	43	6	0	0	0	2	3	13	41	54	45	16	3	2	0
07:00	419	47	41	6	0	0	1	1	10	51	117	147	68	16	6	1	1
08:00	480	45	39	5	0	0	1	2	19	97	145	158	43	11	3	1	0
09:00	382	44	38	7	0	0	4	6	27	98	100	99	38	6	4	0	0
10:00	417	44	37	6	1	6	3	3	18	92	160	91	40	1	1	1	0
11:00	415	45	39	7	0	2	2	1	28	74	152	90	55	9	0	1	1
12:00	448	43	36	7	2	3	1	16	57	113	122	94	29	9	1	1	0
13:00	407	44	37	7	1	4	5	8	21	106	124	100	27	9	1	1	0
14:00	471	45	39	6	0	1	5	8	24	72	159	132	58	7	1	2	2
15:00	537	44	38	6	0	2	6	4	32	100	201	140	44	7	1	0	0
16:00	523	45	39	6	1	1	3	4	33	86	157	157	62	14	4	1	0
17:00	447	47	39	7	1	3	1	7	33	71	119	119	72	13	5	2	1
18:00	259	48	42	6	0	0	4	0	3	27	53	97	50	17	5	1	2
19:00	201	49	41	7	0	0	2	0	5	31	46	58	37	17	2	1	2
20:00	120	48	41	7	0	1	0	3	2	8	36	38	22	6	3	1	0
21:00	78	46	40	6	1	0	0	0	8	10	18	26	9	5	0	0	1
22:00	77	48	41	6	0	0	0	0	1	11	21	24	14	4	1	0	1
23:00	33	51	43	8	0	0	0	0	0	6	7	9	4	6	0	0	1
Total																	
12H(7-19)	5205	45	39	6	6	22	36	60	305	987	1609	1424	586	119	32	12	7
16H(6-22)	5783	45	39	6	7	23	38	65	323	1049	1750	1600	699	163	40	16	10
18H(6-24)	5893	45	39	6	7	23	38	65	324	1066	1778	1633	717	173	41	16	12
24H(0-24)	6005	46	39	7	7	23	38	65	332	1070	1796	1668	741	183	48	19	15
AM Peak	08:00 480	05:00 53	03:00 46	11:00 11	11:00 1	10:00 6	08:00 4	08:00 6	08:00 28	07:00 98	07:00 160	07:00 158	06:00 68	04:00 16	07:00 6	05:00 2	11:00 2
PM Peak	16:00 537	23:00 51	23:00 43	23:00 8	23:00 2	15:00 4	15:00 6	15:00 16	17:00 57	13:00 113	19:00 201	20:00 157	21:00 72	22:00 17	23:00 5	23:00 2	23:00 2

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	10	49	46	4	0	0	0	0	0	1	1	2	4	1	1	0	0
01:00	9	45	45	0	0	0	0	0	0	0	3	2	2	1	0	1	0
02:00	9	42	42	0	0	0	0	0	0	1	3	2	2	0	1	0	0
03:00	6	39	39	0	0	1	0	0	0	1	0	2	1	0	1	0	0
04:00	3	46	46	0	0	0	0	0	0	0	1	0	1	1	0	0	0
05:00	14	50	43	6	0	0	0	0	1	1	4	3	2	2	0	0	1
06:00	29	53	45	8	0	0	0	0	0	2	4	10	5	4	4	0	0
07:00	60	53	43	10	1	3	0	1	2	1	8	15	15	7	6	1	0
08:00	140	49	43	7	1	0	0	2	2	12	31	39	36	13	2	1	1
09:00	146	46	39	6	1	2	0	2	5	20	46	44	21	2	3	0	0
10:00	174	47	40	7	0	1	1	2	8	23	54	44	29	6	4	1	1
11:00	223	47	40	7	2	3	0	3	13	19	61	74	41	7	0	0	0
12:00	192	48	42	7	0	0	0	1	4	26	41	65	38	13	3	0	1
13:00	193	48	42	6	0	1	0	0	3	15	44	69	48	7	4	1	1
14:00	201	48	41	7	0	3	2	5	1	18	50	72	37	8	3	1	1
15:00	150	48	41	7	1	0	0	1	6	17	33	46	37	6	3	0	0
16:00	169	48	41	7	0	2	0	4	3	18	51	46	31	12	1	1	0
17:00	161	49	43	6	0	0	1	0	5	11	23	69	38	9	3	1	1
18:00	115	50	41	9	0	1	1	3	13	12	13	36	18	12	5	1	0
19:00	95	53	44	9	0	0	0	1	2	7	20	25	18	12	9	1	0
20:00	57	50	43	6	0	0	0	0	1	4	16	14	13	5	3	0	1
21:00	46	48	41	7	0	0	1	0	3	5	13	11	9	1	1	0	2
22:00	22	49	41	8	0	0	0	0	2	2	7	5	2	3	1	0	0
23:00	10	44	42	2	0	0	0	0	0	1	3	4	0	1	1	0	0
Total																	
12H(7-19)	1924	48	41	7	6	16	5	24	65	192	455	619	389	102	37	8	6
16H(6-22)	2151	49	41	7	6	16	6	25	71	210	508	679	434	124	54	9	9
18H(6-24)	2183	49	41	7	6	16	6	25	73	213	518	688	436	128	56	9	9
24H(0-24)	2234	49	41	7	6	17	6	25	74	217	530	699	448	133	59	10	10
AM Peak																	
11:00	223	06:00	04:00	07:00	11:00	11:00	10:00	08:00	11:00	10:00	11:00	11:00	11:00	07:00	07:00	11:00	11:00
	223	53	46	10	2	3	1	3	13	23	61	74	41	13	6	1	1
PM Peak																	
14:00	201	19:00	19:00	18:00	15:00	15:00	18:00	14:00	18:00	12:00	16:00	14:00	13:00	19:00	19:00	18:00	21:00
	201	53	44	9	1	3	2	5	13	26	51	72	48	13	9	1	2

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	7	40	40	0	0	0	0	0	0	2	2	1	2	0	0	0	0
01:00	1	42	42	0	0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	6	37	37	0	0	1	0	0	0	1	1	2	0	1	0	0	0
03:00	3	43	43	0	0	0	0	0	0	0	1	1	1	0	0	0	0
04:00	8	40	40	0	0	0	0	0	1	1	2	1	3	0	0	0	0
05:00	17	47	42	4	0	0	0	0	0	2	4	6	4	0	0	1	0
06:00	38	48	42	6	0	0	0	1	2	1	8	13	10	3	0	0	0
07:00	79	48	41	7	0	2	1	0	0	4	27	26	11	6	1	0	1
08:00	146	47	40	7	0	1	2	1	4	19	41	45	26	6	1	0	0
09:00	187	44	38	6	0	2	6	0	10	39	56	55	14	4	1	0	0
10:00	168	44	39	5	0	0	0	0	3	28	64	56	13	2	0	1	1
11:00	241	44	38	6	0	1	6	1	9	53	87	60	15	7	0	1	1
12:00	203	44	38	6	0	0	6	1	3	38	86	47	14	5	1	1	1
13:00	194	45	39	6	0	2	2	0	7	27	80	46	22	5	2	0	1
14:00	153	44	38	6	0	1	6	1	9	27	47	43	12	5	0	0	2
15:00	165	43	37	6	0	3	2	0	6	44	54	44	9	3	0	0	0
16:00	147	44	38	6	0	0	1	0	6	31	54	41	11	3	0	0	0
17:00	123	45	40	5	0	0	1	0	4	18	41	39	14	5	1	0	0
18:00	126	46	39	7	0	0	1	0	14	16	40	32	16	5	2	0	0
19:00	64	45	39	6	0	0	1	1	2	15	16	18	9	1	0	1	0
20:00	49	47	41	6	0	0	0	0	1	10	16	12	3	1	4	2	0
21:00	34	46	42	4	0	0	0	0	1	1	12	13	4	1	0	2	0
22:00	30	45	42	3	0	0	0	0	0	1	10	14	2	3	0	0	0
23:00	18	45	41	4	0	0	0	0	0	2	6	7	3	0	0	0	0
Total																	
12H(7-19)	1932	45	39	6	0	12	34	4	75	344	677	534	177	56	9	3	7
16H(6-22)	2117	45	39	6	0	12	35	6	81	371	729	590	203	62	13	8	7
18H(6-24)	2165	45	39	6	0	12	35	6	81	374	745	611	208	65	13	8	7
24H(0-24)	2207	45	39	6	0	13	35	6	82	380	755	623	218	66	13	9	7
AM Peak																	
08:00	241	00:00	02:00	09:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	02:00	11:00	05:00	11:00	11:00
	241	48	43	7	0	2	6	1	10	53	87	60	26	7	1	1	1
PM Peak																	
16:00	203	22:00	23:00	19:00	23:00	15:00	15:00	15:00	17:00	17:00	21:00	22:00	20:00	22:00	23:00	23:00	23:00
	203	47	42	7	0	3	6	1	14	44	86	47	22	5	4	2	2

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
A5013

Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	17	49	43	6	0	0	0	0	0	3	3	3	6	1	1	0	0
01:00	10	49	45	4	0	0	0	0	0	0	3	3	2	1	0	1	0
02:00	15	47	40	7	0	1	0	0	0	2	4	4	2	1	1	0	0
03:00	9	40	40	0	0	1	0	0	0	1	1	3	2	0	1	0	0
04:00	11	48	41	6	0	0	0	0	1	1	3	1	4	1	0	0	0
05:00	31	49	43	6	0	0	0	0	1	3	8	9	6	2	0	1	1
06:00	67	50	43	6	0	0	0	1	2	3	12	23	15	7	4	0	0
07:00	139	50	42	8	1	5	1	1	2	5	35	41	26	13	7	1	1
08:00	286	48	41	7	1	1	2	3	6	31	72	84	62	19	3	1	1
09:00	333	45	38	6	1	4	6	2	15	59	102	99	35	6	4	0	0
10:00	342	46	40	6	0	1	1	2	11	51	118	100	42	8	4	2	2
11:00	464	45	39	6	2	4	6	4	22	72	148	134	56	14	0	1	1
12:00	395	47	40	7	0	0	6	2	7	64	127	112	52	18	4	1	2
13:00	387	47	41	7	0	3	2	0	10	42	124	115	70	12	6	1	2
14:00	354	46	40	7	0	4	8	6	10	45	97	115	49	13	3	1	3
15:00	315	46	39	7	1	3	2	1	12	61	87	90	46	9	3	0	0
16:00	316	46	40	7	0	2	1	4	9	49	105	87	42	15	1	1	0
17:00	284	48	41	6	0	0	2	0	9	29	64	108	52	14	4	1	1
18:00	241	48	40	8	0	1	2	3	27	28	53	68	34	17	7	1	0
19:00	159	50	42	8	0	0	1	2	4	22	36	43	27	13	9	2	0
20:00	106	50	42	7	0	0	0	0	2	14	32	26	16	6	7	2	1
21:00	80	48	42	6	0	0	1	0	4	6	25	24	13	2	1	2	2
22:00	52	48	42	6	0	0	0	0	2	3	17	19	4	6	1	0	0
23:00	28	45	41	4	0	0	0	0	0	3	9	11	3	1	1	0	0
Total																	
12H(7-19)	3856	47	40	7	6	28	39	28	140	536	1132	1153	566	158	46	11	13
16H(6-22)	4268	47	40	7	6	28	41	31	152	581	1237	1269	637	186	67	17	16
18H(6-24)	4348	47	40	7	6	28	41	31	154	587	1263	1299	644	193	69	17	16
24H(0-24)	4441	47	40	7	6	30	41	31	156	597	1285	1322	666	199	72	19	17
AM Peak	08:00 464	05:00 50	02:00 45	09:00 8	11:00 2	08:00 5	08:00 6	08:00 4	08:00 22	09:00 72	07:00 148	06:00 134	06:00 62	00:00 19	05:00 7	11:00 2	11:00 2
PM Peak	15:00 395	23:00 50	23:00 42	14:00 8	23:00 1	15:00 4	15:00 8	16:00 6	17:00 27	17:00 64	21:00 127	22:00 115	23:00 70	23:00 18	23:00 9	23:00 2	23:00 3

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	18	50	44	7	0	0	0	0	1	1	5	4	3	3	0	0	1
01:00	5	41	41		0	0	0	0	1	1	1	0	1	0	1	0	0
02:00	3	46	46		0	0	0	0	0	0	2	0	1	0	0	0	0
03:00	1	42	42		0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	35	35		0	0	0	0	0	1	1	0	0	0	0	0	0
05:00	7	42	42		0	0	0	0	0	1	2	1	2	1	0	0	0
06:00	24	50	44	6	0	0	0	0	1	2	4	3	9	5	0	0	0
07:00	47	49	42	7	0	1	1	0	2	2	11	11	13	5	1	0	0
08:00	90	54	45	9	0	3	0	0	1	8	9	23	22	11	8	5	0
09:00	120	48	41	7	1	2	3	1	1	7	19	45	34	5	2	0	0
10:00	132	48	39	8	0	3	1	2	13	15	31	37	16	13	0	1	0
11:00	166	45	39	6	1	4	2	0	4	21	57	49	19	6	3	0	0
12:00	216	45	39	6	0	3	0	4	10	33	66	65	27	6	2	0	0
13:00	220	47	41	6	0	0	0	1	1	26	67	74	37	11	0	2	1
14:00	165	47	40	7	0	2	6	2	5	17	38	56	29	6	1	3	0
15:00	150	46	39	7	2	4	0	3	5	17	39	53	14	11	1	1	0
16:00	160	49	42	6	0	2	0	0	3	8	39	55	35	14	4	0	0
17:00	106	49	43	6	0	1	0	0	3	6	15	36	34	7	3	1	0
18:00	80	49	43	7	0	3	1	0	1	3	16	23	23	6	2	2	0
19:00	73	51	43	9	0	0	1	2	3	4	15	24	9	12	0	3	0
20:00	47	47	40	7	1	0	0	0	3	5	9	18	7	3	1	0	0
21:00	25	53	46	7	1	0	0	0	0	4	7	6	4	1	1	1	1
22:00	20	48	43	4	0	0	0	0	0	2	2	9	6	0	1	0	0
23:00	8	45	45		0	0	0	0	1	0	0	2	4	0	1	0	0
Total																	
12H(7-19)	1652	48	41	7	4	28	14	13	49	163	407	527	303	101	27	15	1
16H(6-22)	1821	48	41	7	6	28	15	15	56	174	439	579	334	125	29	19	2
18H(6-24)	1849	48	41	7	6	28	15	15	57	176	441	590	344	125	31	19	2
24H(0-24)	1885	49	41	7	6	28	15	15	59	180	450	598	350	130	32	19	3
AM Peak	11:00	08:00	02:00	08:00	11:00	11:00	09:00	09:00	10:00	09:00	11:00	11:00	09:00	10:00	08:00	08:00	09:00
	166	54	46	9	1	4	3	2	13	21	57	49	34	13	8	5	1
PM Peak	13:00	21:00	21:00	19:00	15:00	18:00	14:00	14:00	12:00	12:00	15:00	13:00	13:00	19:00	14:00	19:00	22:00
	220	53	46	9	2	4	6	4	10	33	67	74	37	14	4	3	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	10	47	43	5	0	0	0	0	0	1	4	2	1	1	1	0	0
01:00	5	47	47		0	0	0	0	0	1	1	1	2	0	0	1	0
02:00	5	41	41		0	0	0	0	0	1	1	2	1	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	11	47	41	5	0	0	0	0	1	2	1	4	1	2	0	0	0
05:00	14	50	42	7	0	0	0	1	0	1	3	4	2	2	1	0	0
06:00	28	49	43	5	0	0	0	0	0	4	1	12	8	3	0	0	0
07:00	49	48	42	7	0	1	0	0	1	4	13	12	15	3	0	0	0
08:00	94	45	40	5	0	2	0	0	2	9	36	29	11	4	1	0	0
09:00	167	46	40	6	0	1	1	1	4	21	59	51	19	4	4	1	1
10:00	186	44	37	7	0	0	10	1	6	43	60	46	16	4	0	0	0
11:00	174	44	38	6	0	3	4	1	6	27	60	52	18	3	0	0	0
12:00	171	45	40	5	0	0	2	0	4	24	73	44	16	3	1	3	1
13:00	168	44	38	6	0	1	1	4	2	37	65	38	15	2	3	0	0
14:00	169	45	39	6	0	1	3	2	7	20	64	46	13	9	3	0	1
15:00	192	44	38	6	0	1	1	0	8	49	67	51	12	2	1	0	0
16:00	125	46	40	6	0	1	0	1	1	17	49	32	15	3	4	2	0
17:00	110	45	41	4	0	0	1	0	2	8	46	36	7	6	2	1	1
18:00	88	45	40	5	0	1	0	0	3	15	18	36	11	2	1	0	1
19:00	68	43	38	5	0	0	2	0	1	9	35	14	5	2	0	0	0
20:00	42	46	40	5	0	0	0	0	0	10	15	9	5	0	1	1	1
21:00	24	48	42	6	0	0	0	0	0	5	6	5	6	0	1	1	0
22:00	9	44	44		0	0	0	0	0	1	2	4	1	0	0	0	1
23:00	8	42	42		0	0	0	0	0	0	3	3	2	0	0	0	0
Total																	
12H(7-19)	1693	45	39	6	0	12	23	10	46	274	610	473	168	45	20	7	5
16H(6-22)	1855	45	39	6	0	12	25	10	47	302	667	513	192	50	22	9	6
18H(6-24)	1872	45	39	6	0	12	25	10	47	303	672	520	195	50	22	9	7
24H(0-24)	1917	45	39	6	0	12	25	11	48	308	682	533	202	55	24	10	7
AM Peak	08:00	11:00	11:00	11:00	11:00	08:00	11:00	11:00	10:00	08:00	07:00	07:00	01:00	00:00	01:00	11:00	00:00
	186	50	47	7	0	3	10	1	6	43	60	52	19	4	4	1	1
PM Peak	17:00	16:00	19:00	16:00	23:00	16:00	12:00	13:00	13:00	14:00	22:00	23:00	23:00	23:00	18:00	23:00	15:00
	192	48	44	6	0	1	3	4	8	49	73	51	16	9	4	3	1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
 A5013

Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Total Flow

	Total Volume	95th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	28	51	43	8	0	0	0	0	1	2	9	6	4	4	1	0	1
01:00	10	49	44	5	0	0	0	0	1	1	2	1	3	0	1	1	0
02:00	8		43		0	0	0	0	0	1	1	4	1	1	0	0	0
03:00	1		42		0	0	0	0	0	0	0	1	0	0	0	0	0
04:00	13	45	40	5	0	0	0	0	1	3	2	4	1	2	0	0	0
05:00	21	50	43	7	0	0	0	1	0	2	5	5	4	3	1	0	0
06:00	52	50	44	6	0	0	0	0	1	6	5	15	17	8	0	0	0
07:00	96	49	42	7	0	2	1	0	3	6	24	23	28	8	1	0	0
08:00	184	50	42	8	0	5	0	0	3	17	45	52	33	15	9	5	0
09:00	287	47	41	7	1	3	4	2	5	28	78	96	53	9	6	1	1
10:00	318	45	38	7	0	3	11	3	19	58	91	83	32	17	0	1	0
11:00	340	45	39	6	1	7	6	1	10	48	117	101	37	9	3	0	0
12:00	387	45	39	6	0	3	2	4	14	57	139	109	43	9	3	3	1
13:00	388	46	40	6	0	1	1	5	3	63	132	112	52	13	3	2	1
14:00	334	47	40	7	0	3	9	4	12	37	102	102	42	15	4	3	1
15:00	342	45	38	6	2	5	1	3	13	66	106	104	26	13	2	1	0
16:00	285	48	42	7	0	3	0	1	4	25	88	87	50	17	8	2	0
17:00	216	48	42	6	0	1	1	0	5	14	61	72	41	13	5	2	1
18:00	168	48	41	7	0	4	1	0	4	18	34	59	34	8	3	2	1
19:00	141	48	40	8	0	0	3	2	4	13	50	38	14	14	0	3	0
20:00	89	47	40	6	1	0	0	0	3	15	24	27	12	3	2	1	1
21:00	49	51	44	7	1	0	0	0	0	5	10	12	12	4	2	2	1
22:00	29	48	43	4	0	0	0	0	0	3	4	13	7	0	1	0	1
23:00	16	48	43	5	0	0	0	0	1	0	3	5	6	0	1	0	0
Total																	
12H(7-19)	3345	47	40	7	4	40	37	23	95	437	1017	1000	471	146	47	22	6
16H(6-22)	3676	47	40	7	6	40	40	25	103	476	1106	1092	526	175	51	28	8
18H(6-24)	3721	47	40	7	6	40	40	25	104	479	1113	1110	539	175	53	28	9
24H(0-24)	3802	47	40	7	6	40	40	26	107	488	1132	1131	552	185	56	29	10
AM Peak	08:00 340	08:00 51	03:00 44	08:00 8	11:00 1	08:00 7	10:00 11	10:00 3	11:00 19	09:00 58	07:00 117	07:00 101	01:00 53	00:00 17	01:00 9	11:00 5	00:00 1
PM Peak	17:00 388	16:00 51	23:00 44	14:00 8	23:00 2	12:00 5	13:00 9	13:00 5	13:00 14	17:00 66	17:00 139	23:00 112	23:00 52	23:00 17	18:00 8	23:00 3	15:00 1

PCC A5013, Eccelshall, ATC 1

Site Ref. 540201 Site No. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	6		53		0	0	0	0	0	0	0	1	2	1	1	0	1
01:00	3		44		0	0	0	0	0	0	1	0	2	0	0	0	0
02:00	2		37		0	0	0	0	0	1	0	1	0	0	0	0	0
03:00	2		53		0	0	0	0	0	0	0	0	0	2	0	0	0
04:00	2		40		0	0	0	0	0	1	0	0	1	0	0	0	0
05:00	12	49	41	8	0	0	0	0	1	2	4	0	3	2	0	0	0
06:00	78	49	41	8	0	0	0	3	6	5	18	23	12	8	3	0	0
07:00	186	49	41	7	0	0	0	2	5	26	40	66	24	19	3	1	0
08:00	224	45	40	6	0	0	0	1	12	36	68	69	29	7	2	0	0
09:00	179	44	38	6	1	0	0	6	13	23	58	57	15	5	1	0	0
10:00	147	44	36	7	0	1	5	5	17	31	34	40	12	2	0	0	0
11:00	172	43	37	6	1	0	2	0	8	44	64	39	12	2	0	0	0
12:00	195	45	37	7	2	3	0	3	23	36	56	44	21	5	2	0	0
13:00	178	46	39	7	0	1	1	2	11	26	59	46	27	3	1	1	0
14:00	224	45	38	7	0	1	0	10	24	32	71	55	19	6	6	0	0
15:00	243	45	39	6	0	0	0	1	21	30	67	83	36	4	1	0	0
16:00	259	49	42	7	0	1	0	1	10	22	61	81	54	25	1	2	1
17:00	291	46	40	7	0	2	1	5	29	26	70	102	41	13	2	0	0
18:00	162	49	43	6	0	0	0	1	6	15	24	66	31	12	5	1	1
19:00	89	50	42	8	0	1	2	1	2	4	30	20	16	7	2	3	1
20:00	59	49	42	6	0	0	0	0	3	4	15	19	11	4	0	3	0
21:00	39	48	38	10	0	3	0	1	6	6	5	9	3	3	1	1	1
22:00	17	53	45	8	0	0	0	0	0	1	6	2	1	5	2	0	0
23:00	13	57	49	7	0	0	0	0	1	0	0	2	5	1	3	0	1
Total																	
12H(7-19)	2460	46	39	7	4	9	9	37	179	347	672	748	321	103	24	5	2
16H(6-22)	2725	47	40	7	4	13	11	42	196	366	740	819	363	125	30	12	4
18H(6-24)	2755	47	40	7	4	13	11	42	197	367	746	823	369	131	35	12	5
24H(0-24)	2782	47	40	7	4	13	11	42	198	371	751	825	377	136	36	12	6
AM Peak	08:00 224	06:00 49	03:00 53	06:00 8	11:00 1	10:00 1	10:00 5	09:00 6	10:00 17	11:00 44	08:00 68	08:00 69	08:00 29	07:00 19	07:00 3	08:00 1	06:00 1
PM Peak	17:00 291	23:00 57	23:00 49	21:00 10	12:00 2	21:00 3	17:00 2	14:00 10	17:00 29	12:00 36	14:00 71	18:00 102	16:00 54	16:00 25	14:00 6	20:00 3	23:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 64.98716 Site Ref. 540201
 A5013
 Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	5		36		0	0	0	0	0	2	2	1	0	0	0	0	0
02:00	5		36		0	0	0	0	0	2	2	1	0	0	0	0	0
03:00	5		41		0	0	0	0	0	2	0	1	1	1	0	0	0
04:00	12	49	42	7	0	0	0	0	1	2	2	2	3	1	1	0	0
05:00	52	50	44	6	0	0	0	0	0	6	9	16	13	6	1	1	0
06:00	118	48	42	6	0	0	0	0	2	14	36	30	25	6	1	3	1
07:00	257	46	41	6	0	1	1	0	5	17	89	93	39	8	4	0	0
08:00	265	44	38	6	0	1	1	4	11	52	98	75	13	7	2	1	0
09:00	194	44	38	6	0	1	1	0	18	36	66	51	17	3	1	0	0
10:00	174	42	36	6	0	0	2	0	16	54	61	30	9	2	0	0	0
11:00	177	44	38	6	0	0	0	1	12	45	61	38	15	3	2	0	0
12:00	196	43	37	6	0	0	1	1	16	46	79	32	16	5	0	0	0
13:00	188	43	37	6	0	2	2	3	9	43	74	42	9	4	0	0	0
14:00	205	43	37	6	0	0	3	0	12	55	80	41	12	2	0	0	0
15:00	194	44	38	6	0	0	0	0	13	42	76	44	15	4	0	0	0
16:00	223	45	40	5	0	0	1	1	9	21	85	73	28	4	0	1	0
17:00	197	46	40	6	0	2	2	1	8	30	53	65	24	7	5	0	0
18:00	130	47	40	7	0	0	1	0	2	27	38	36	15	8	2	0	1
19:00	77	47	41	6	0	0	1	0	4	5	27	23	9	4	2	1	1
20:00	50	44	39	5	0	0	0	1	1	6	23	13	4	1	1	0	0
21:00	39	48	42	6	0	0	0	0	0	5	10	13	8	2	0	1	0
22:00	15	50	44	5	0	0	0	0	0	3	3	2	4	1	0	2	0
23:00	7		45		0	0	0	0	0	0	2	1	2	2	0	0	0
Total																	
12H(7-19)	2400	44	38	6	0	7	15	11	131	468	860	620	212	57	16	2	1
16H(6-22)	2684	45	39	6	0	7	16	12	138	498	956	699	258	70	20	7	3
18H(6-24)	2706	45	39	6	0	7	16	12	138	501	961	702	264	73	20	9	3
24H(0-24)	2786	45	39	6	0	7	16	12	139	516	976	723	281	81	22	10	3
AM Peak	11:00 265	03:00 50	03:00 44	03:00 7	11:00 0	10:00 1	11:00 2	10:00 4	10:00 18	11:00 54	09:00 98	03:00 93	02:00 39	00:00 8	11:00 4	11:00 3	11:00 1
PM Peak	13:00 223	22:00 50	22:00 45	18:00 7	23:00 0	16:00 2	13:00 3	15:00 3	16:00 16	17:00 55	18:00 85	22:00 73	22:00 28	20:00 8	18:00 5	23:00 2	23:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 540201 Site Ref. 540201
A5013

Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	7		50		0	0	0	0	0	1	0	1	2	1	1	0	1
01:00	8		39		0	0	0	0	0	2	3	1	2	0	0	0	0
02:00	7		37		0	0	0	0	0	3	2	2	0	0	0	0	0
03:00	7		45		0	0	0	0	0	2	0	1	1	3	0	0	0
04:00	14	49	42	7	0	0	0	0	1	3	2	2	4	1	1	0	0
05:00	64	50	43	7	0	0	0	0	1	8	13	16	16	8	1	1	0
06:00	196	49	42	7	0	0	0	3	8	19	54	53	37	14	4	3	1
07:00	443	47	41	6	0	1	1	2	10	43	129	159	63	27	7	1	0
08:00	489	45	39	6	0	1	1	5	23	88	166	144	42	14	4	1	0
09:00	373	44	38	6	1	1	1	6	31	59	124	108	32	8	2	0	0
10:00	321	43	36	7	0	1	7	5	33	85	95	70	21	4	0	0	0
11:00	349	44	38	6	1	0	2	1	20	89	125	77	27	5	2	0	0
12:00	391	44	37	7	2	3	1	4	39	82	135	76	37	10	2	0	0
13:00	366	44	38	6	0	3	3	5	20	69	133	88	36	7	1	1	0
14:00	429	44	37	6	0	1	3	10	36	87	151	96	31	8	6	0	0
15:00	437	45	39	6	0	0	0	1	34	72	143	127	51	8	1	0	0
16:00	482	48	41	7	0	1	1	2	19	43	146	154	82	29	1	3	1
17:00	488	46	40	7	0	4	3	6	37	56	123	167	65	20	7	0	0
18:00	292	48	42	7	0	0	1	1	8	42	62	102	46	20	7	1	2
19:00	166	49	42	7	0	1	3	1	6	9	57	43	25	11	4	4	2
20:00	109	47	41	6	0	0	0	1	4	10	38	32	15	5	1	3	0
21:00	78	48	40	8	0	3	0	1	6	11	15	22	11	5	1	2	1
22:00	32	53	45	9	0	0	0	0	0	4	9	4	5	6	2	2	0
23:00	20	55	48	7	0	0	0	0	1	0	2	3	7	3	3	0	1
Total																	
12H(7-19)	4860	45	39	6	4	16	24	48	310	815	1532	1368	533	160	40	7	3
16H(6-22)	5409	46	39	6	4	20	27	54	334	864	1696	1518	621	195	50	19	7
18H(6-24)	5461	46	39	6	4	20	27	54	335	868	1707	1525	633	204	55	21	8
24H(0-24)	5568	46	39	7	4	20	27	54	337	887	1727	1548	658	217	58	22	9
AM Peak	11:00 489	03:00 50	03:00 50	10:00 7	11:00 1	10:00 1	11:00 7	11:00 6	11:00 33	11:00 89	10:00 166	08:00 159	02:00 63	03:00 27	02:00 7	11:00 3	02:00 1
PM Peak	15:00 488	23:00 55	23:00 48	18:00 9	23:00 2	15:00 4	13:00 3	15:00 10	15:00 39	16:00 87	18:00 151	21:00 167	22:00 82	22:00 29	18:00 7	23:00 4	23:00 2


A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Vehicle Count Report

Week Begin: 20 April 2021

Channel: Westbound

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	2	3	0	3	7	7	2	2	3
01:00	1	1	1	2	0	3	2	1	1
02:00	0	0	0	0	0	2	1	0	0
03:00	1	0	1	0	2	2	0	0	1
04:00	5	3	3	3	1	2	5	4	3
05:00	8	7	13	8	9	3	12	10	9
06:00	59	60	64	61	15	8	59	61	47
07:00	147	127	149	122	38	28	113	132	103
08:00	136	150	139	147	79	52	134	141	120
09:00	126	149	131	148	131	91	127	136	129
10:00	128	133	151	152	185	155	147	142	150
11:00	123	143	139	181	186	172	111	139	151
12:00	131	158	154	157	195	180	146	149	160
13:00	150	122	147	173	195	167	153	149	158
14:00	147	130	145	175	177	143	155	150	153
15:00	173	177	173	204	193	99	163	178	169
16:00	172	164	173	187	132	118	157	171	158
17:00	182	186	178	175	101	92	184	181	157
18:00	99	101	124	120	88	85	124	114	106
19:00	71	68	74	95	71	61	62	74	72
20:00	36	56	54	47	48	36	47	48	46
21:00	15	22	36	36	45	23	22	26	28
22:00	12	12	9	20	22	12	14	13	14
23:00	3	10	8	15	15	3	6	8	9
Total									
12H(7-19)	1714	1740	1803	1941	1700	1382	1714	1782	1713
16H(6-22)	1895	1946	2031	2180	1879	1510	1904	1991	1906
18H(6-24)	1910	1968	2048	2215	1916	1525	1924	2013	1929
24H(0-24)	1927	1982	2066	2231	1935	1544	1946	2030	1947
AM Peak	07:00 147	08:00 150	10:00 151	11:00 181	11:00 186	11:00 172	10:00 147	10:00 142	11:00 151
PM Peak	17:00 182	17:00 186	17:00 178	15:00 204	13:00 195	12:00 180	17:00 184	17:00 181	15:00 169

PCC Traffic Information Consultancy Ltd.

Site No. 540202

Site Ref. 540202

Stone Road
Vehicle Count Report

Week Begin: 20 April 2021

Channel: Eastbound

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	3	3	0	4	10	5	0	2	4
01:00	2	5	1	2	1	3	2	2	2
02:00	5	0	5	3	5	2	0	3	3
03:00	4	5	2	3	1	0	0	3	2
04:00	11	6	8	7	1	4	11	9	7
05:00	33	29	41	26	15	3	30	32	25
06:00	65	79	70	62	24	13	63	68	54
07:00	152	170	167	168	46	35	160	163	128
08:00	149	177	171	167	112	67	176	168	146
09:00	146	173	171	171	168	105	162	165	157
10:00	129	150	137	181	164	160	136	147	151
11:00	162	169	140	164	161	185	160	159	163
12:00	142	158	159	193	205	164	156	162	168
13:00	160	154	142	186	205	167	160	160	168
14:00	168	171	160	246	203	160	179	185	184
15:00	171	192	195	157	196	166	173	178	179
16:00	170	178	190	181	178	145	155	175	171
17:00	143	176	151	169	127	94	173	162	148
18:00	116	114	111	126	90	64	98	113	103
19:00	54	59	78	64	88	60	52	61	65
20:00	36	51	51	49	45	40	42	46	45
21:00	25	16	30	37	32	20	22	26	26
22:00	9	19	24	26	21	7	11	18	17
23:00	6	7	8	14	16	8	6	8	9
Total									
12H(7-19)	1808	1982	1894	2109	1855	1512	1888	1936	1864
16H(6-22)	1988	2187	2123	2321	2044	1645	2067	2137	2054
18H(6-24)	2003	2213	2155	2361	2081	1660	2084	2163	2080
24H(0-24)	2061	2261	2212	2406	2114	1677	2127	2213	2123
AM Peak	11:00 162	08:00 177	09:00 171	10:00 181	09:00 168	11:00 185	08:00 176	08:00 168	11:00 163
PM Peak	15:00 171	15:00 192	15:00 195	14:00 246	13:00 205	13:00 167	14:00 179	14:00 185	14:00 184

PCC Traffic Information Consultancy Ltd.

Site No. 540202

Site Ref. 540202

Stone Road

Vehicle Count Report

Week Begin: 20 April 2021

Channel: Total Flow

	Tue Apr 20	Wed Apr 21	Thu Apr 22	Fri Apr 23	Sat Apr 24	Sun Apr 25	Mon Apr 26	5-Day Ave.	7-Day Ave.
00:00	5	6	0	7	17	12	2	4	7
01:00	3	6	2	4	1	6	4	4	4
02:00	5	0	5	3	5	4	1	3	3
03:00	5	5	3	3	3	2	0	3	3
04:00	16	9	11	10	2	6	16	12	10
05:00	41	36	54	34	24	6	42	41	34
06:00	124	139	134	123	39	21	122	128	100
07:00	299	297	316	290	84	63	273	295	232
08:00	285	327	310	314	191	119	310	309	265
09:00	272	322	302	319	299	196	289	301	286
10:00	257	283	288	333	349	315	283	289	301
11:00	285	312	279	345	347	357	271	298	314
12:00	273	316	313	350	400	344	302	311	328
13:00	310	276	289	359	400	334	313	309	326
14:00	315	301	305	421	380	303	334	335	337
15:00	344	369	368	361	389	265	336	356	347
16:00	342	342	363	368	310	263	312	345	329
17:00	325	362	329	344	228	186	357	343	304
18:00	215	215	235	246	178	149	222	227	209
19:00	125	127	152	159	159	121	114	135	137
20:00	72	107	105	96	93	76	89	94	91
21:00	40	38	66	73	77	43	44	52	54
22:00	21	31	33	46	43	19	25	31	31
23:00	9	17	16	29	31	11	12	17	18
Total									
12H(7-19)	3522	3722	3697	4050	3555	2894	3602	3719	3577
16H(6-22)	3883	4133	4154	4501	3923	3155	3971	4128	3960
18H(6-24)	3913	4181	4203	4576	3997	3185	4008	4176	4009
24H(0-24)	3988	4243	4278	4637	4049	3221	4073	4244	4070
AM Peak	07:00 299	08:00 327	07:00 316	11:00 345	10:00 349	11:00 357	08:00 310	08:00 309	11:00 314
PM Peak	15:00 344	15:00 369	15:00 368	14:00 421	13:00 400	12:00 344	17:00 357	15:00 356	15:00 347



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

Week Begin: 20 April 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	1927	17	1583	243	75	9
Wed 21 Apr	1982	15	1658	224	75	10
Thu 22 Apr	2066	44	1723	217	78	4
Fri 23 Apr	2231	31	1890	233	70	7
Sat 24 Apr	1935	54	1743	109	29	0
Sun 25 Apr	1544	61	1395	79	9	0
Mon 26 Apr	1946	25	1611	233	74	3
5 Day Ave.	2030	26	1693	230	74	7
7 Day Ave.	1947	35	1658	191	59	5

PCC Traffic Information Consultancy Ltd.

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

Week Begin: 20 April 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	2061	17	1724	222	90	8
Wed 21 Apr	2261	14	1866	250	125	6
Thu 22 Apr	2212	66	1821	219	101	5
Fri 23 Apr	2406	42	2053	219	86	6
Sat 24 Apr	2114	82	1889	117	25	1
Sun 25 Apr	1677	79	1505	77	16	0
Mon 26 Apr	2127	32	1791	209	95	0
5 Day Ave.	2213	34	1851	224	99	5
7 Day Ave.	2123	47	1807	188	77	4

PCC Traffic Information Consultancy Ltd.

Site No. 540202

Site Ref. 540202

Stone Road

Classification I Site No.

Week Begin: 20 April 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Tue 20 Apr	3988	34	3307	465	165	17
Wed 21 Apr	4243	29	3524	474	200	16
Thu 22 Apr	4278	110	3544	436	179	9
Fri 23 Apr	4637	73	3943	452	156	13
Sat 24 Apr	4049	136	3632	226	54	1
Sun 25 Apr	3221	140	2900	156	25	0
Mon 26 Apr	4073	57	3402	442	169	3
5 Day Ave.	4244	61	3544	454	174	12
7 Day Ave.	4070	83	3465	379	135	8

PCC Traffic Information Consultancy Ltd.

PCC A5026, Stone Road, Eccelshall, ATC 2
Traffic Information Consultancy

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 20 Apr	1927	45	39	6	0	4	5	11	60	315	699	566	209	46	9	1	2
Wed 21 Apr	1982	45	39	6	0	0	8	12	55	388	701	564	201	37	13	3	0
Thu 22 Apr	2066	45	39	6	0	7	14	19	47	344	700	628	243	54	9	0	1
Fri 23 Apr	2231	45	39	6	0	9	23	40	94	372	809	592	224	46	18	3	1
Sat 24 Apr	1935	45	39	6	0	2	18	27	60	293	625	601	243	52	11	2	1
Sun 25 Apr	1544	45	39	6	0	5	16	20	43	229	557	425	182	39	14	8	6
Mon 26 Apr	1946	45	39	6	0	10	9	18	49	338	668	569	216	50	11	6	2
5 Day Ave.	2030	45	39	6	0	6	12	20	61	351	715	584	219	47	12	3	1
7 Day Ave.	1947	45	39	6	0	5	13	21	58	326	680	564	217	46	12	3	2

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 20 Apr	2061	43	37	6	0	0	8	17	109	536	855	411	103	19	2	0	1
Wed 21 Apr	2261	43	38	6	0	1	7	17	127	490	885	558	138	28	8	1	1
Thu 22 Apr	2212	44	39	6	0	1	31	23	89	384	803	627	200	38	12	2	2
Fri 23 Apr	2406	44	38	6	2	15	28	15	103	441	890	664	200	41	3	3	1
Sat 24 Apr	2114	44	38	6	0	19	30	21	85	442	786	526	153	34	14	2	2
Sun 25 Apr	1677	44	37	6	2	15	39	17	87	334	627	402	116	34	3	1	0
Mon 26 Apr	2127	44	38	6	0	6	14	17	90	458	841	520	148	21	10	1	1
5 Day Ave.	2213	44	38	6	0	5	18	18	104	462	855	556	158	29	7	1	1
7 Day Ave.	2123	44	38	6	1	8	22	18	99	441	812	530	151	31	7	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

Week Begin: 20 April 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Tue 20 Apr	3988	44	38	6	0	4	13	28	169	851	1554	977	312	65	11	1	3
Wed 21 Apr	4243	44	38	6	0	1	15	29	182	878	1586	1122	339	65	21	4	1
Thu 22 Apr	4278	45	39	6	0	8	45	42	136	728	1503	1255	443	92	21	2	3
Fri 23 Apr	4637	44	38	6	2	24	51	55	197	813	1699	1256	424	87	21	6	2
Sat 24 Apr	4049	44	39	6	0	21	48	48	145	735	1411	1127	396	86	25	4	3
Sun 25 Apr	3221	44	38	6	2	20	55	37	130	563	1184	827	298	73	17	9	6
Mon 26 Apr	4073	44	39	6	0	16	23	35	139	796	1509	1089	364	71	21	7	3
5 Day Ave.	4244	44	38	6	0	11	29	38	165	813	1570	1140	376	76	19	4	2
7 Day Ave.	4070	44	38	6	1	13	36	39	157	766	1492	1093	368	77	20	5	3

PCC Traffic Information Consultancy Ltd.



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

20 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	2	0	1	0	0	1
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	1	0	0	1	0	0
04:00	5	0	4	0	1	0
05:00	8	0	7	0	1	0
06:00	59	0	43	13	3	0
07:00	147	3	107	27	9	1
08:00	136	0	105	21	9	1
09:00	126	0	96	20	9	1
10:00	128	2	98	21	6	1
11:00	123	0	104	15	4	0
12:00	131	1	112	12	6	0
13:00	150	3	116	22	7	2
14:00	147	0	125	17	4	1
15:00	173	1	149	19	4	0
16:00	172	1	145	18	7	1
17:00	182	2	157	22	1	0
18:00	99	2	88	6	3	0
19:00	71	1	64	5	1	0
20:00	36	1	35	0	0	0
21:00	15	0	13	2	0	0
22:00	12	0	11	1	0	0
23:00	3	0	2	1	0	0
Total						
12H(7-19)	1714	15	1402	220	69	8
16H(6-22)	1895	17	1557	240	73	8
18H(6-24)	1910	17	1570	242	73	8
24H(0-24)	1927	17	1583	243	75	9
AM Peak	07:00	07:00	07:00	07:00	09:00	10:00
	147	3	107	27	9	1
PM Peak	17:00	13:00	17:00	17:00	16:00	13:00
	182	3	157	22	7	2

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 20 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	3	0	3	0	0	0
01:00	2	0	1	0	1	0
02:00	5	0	2	1	2	0
03:00	4	0	2	0	1	1
04:00	11	0	8	1	2	0
05:00	33	0	28	3	2	0
06:00	65	1	52	11	0	1
07:00	152	1	127	19	5	0
08:00	149	0	125	13	11	0
09:00	146	1	121	16	6	2
10:00	129	0	109	10	10	0
11:00	162	1	132	15	14	0
12:00	142	0	115	18	9	0
13:00	160	2	133	18	7	0
14:00	168	2	132	27	7	0
15:00	171	2	146	17	4	2
16:00	170	2	142	21	3	2
17:00	143	1	127	12	3	0
18:00	116	1	102	13	0	0
19:00	54	1	47	4	2	0
20:00	36	2	33	1	0	0
21:00	25	0	23	2	0	0
22:00	9	0	8	0	1	0
23:00	6	0	6	0	0	0
Total						
12H(7-19)	1808	13	1511	199	79	6
16H(6-22)	1988	17	1666	217	81	7
18H(6-24)	2003	17	1680	217	82	7
24H(0-24)	2061	17	1724	222	90	8
AM Peak	11:00	11:00	11:00	07:00	11:00	09:00
	162	1	132	19	14	2
PM Peak	15:00	20:00	15:00	14:00	12:00	16:00
	171	2	146	27	9	2

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 20 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	4	0	0	1
01:00	3	0	2	0	1	0
02:00	5	0	2	1	2	0
03:00	5	0	2	1	1	1
04:00	16	0	12	1	3	0
05:00	41	0	35	3	3	0
06:00	124	1	95	24	3	1
07:00	299	4	234	46	14	1
08:00	285	0	230	34	20	1
09:00	272	1	217	36	15	3
10:00	257	2	207	31	16	1
11:00	285	1	236	30	18	0
12:00	273	1	227	30	15	0
13:00	310	5	249	40	14	2
14:00	315	2	257	44	11	1
15:00	344	3	295	36	8	2
16:00	342	3	287	39	10	3
17:00	325	3	284	34	4	0
18:00	215	3	190	19	3	0
19:00	125	2	111	9	3	0
20:00	72	3	68	1	0	0
21:00	40	0	36	4	0	0
22:00	21	0	19	1	1	0
23:00	9	0	8	1	0	0
Total						
12H(7-19)	3522	28	2913	419	148	14
16H(6-22)	3883	34	3223	457	154	15
18H(6-24)	3913	34	3250	459	155	15
24H(0-24)	3988	34	3307	465	165	17
AM Peak	07:00 299	07:00 4	11:00 236	07:00 46	08:00 20	09:00 3
PM Peak	15:00 344	13:00 5	15:00 295	14:00 44	12:00 15	16:00 3



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

21 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	3	0	3	0	0	0
01:00	1	0	0	1	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	3	0	2	1	0	0
05:00	7	0	6	1	0	0
06:00	60	0	40	13	6	1
07:00	127	1	100	17	7	2
08:00	150	1	115	28	5	1
09:00	149	0	116	21	10	2
10:00	133	1	116	11	4	1
11:00	143	1	120	13	7	2
12:00	158	1	123	25	9	0
13:00	122	0	101	11	10	0
14:00	130	1	115	11	3	0
15:00	177	1	153	18	5	0
16:00	164	1	147	13	3	0
17:00	186	2	166	16	1	1
18:00	101	3	84	12	2	0
19:00	68	1	60	7	0	0
20:00	56	0	50	4	2	0
21:00	22	1	21	0	0	0
22:00	12	0	11	0	1	0
23:00	10	0	9	1	0	0
Total						
12H(7-19)	1740	13	1456	196	66	9
16H(6-22)	1946	15	1627	220	74	10
18H(6-24)	1968	15	1647	221	75	10
24H(0-24)	1982	15	1658	224	75	10
AM Peak	08:00	11:00	11:00	08:00	09:00	11:00
	150	1	120	28	10	2
PM Peak	17:00	18:00	17:00	12:00	13:00	17:00
	186	3	166	25	10	1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 21 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	3	0	2	1	0	0
01:00	5	0	0	1	4	0
02:00	0	0	0	0	0	0
03:00	5	0	0	1	4	0
04:00	6	0	4	1	1	0
05:00	29	0	24	3	2	0
06:00	79	2	62	9	6	0
07:00	170	0	142	20	7	1
08:00	177	0	148	16	13	0
09:00	173	1	131	27	14	0
10:00	150	0	118	22	9	1
11:00	169	0	137	18	11	3
12:00	158	3	130	17	8	0
13:00	154	0	125	18	11	0
14:00	171	0	138	20	13	0
15:00	192	3	159	20	10	0
16:00	178	0	155	17	5	1
17:00	176	1	153	21	1	0
18:00	114	3	106	4	1	0
19:00	59	1	52	4	2	0
20:00	51	0	44	5	2	0
21:00	16	0	15	1	0	0
22:00	19	0	16	2	1	0
23:00	7	0	5	2	0	0
Total						
12H(7-19)	1982	11	1642	220	103	6
16H(6-22)	2187	14	1815	239	113	6
18H(6-24)	2213	14	1836	243	114	6
24H(0-24)	2261	14	1866	250	125	6
AM Peak	08:00 177	06:00 2	08:00 148	09:00 27	09:00 14	11:00 3
PM Peak	15:00 192	18:00 3	15:00 159	17:00 21	14:00 13	16:00 1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 21 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	5	1	0	0
01:00	6	0	0	2	4	0
02:00	0	0	0	0	0	0
03:00	5	0	0	1	4	0
04:00	9	0	6	2	1	0
05:00	36	0	30	4	2	0
06:00	139	2	102	22	12	1
07:00	297	1	242	37	14	3
08:00	327	1	263	44	18	1
09:00	322	1	247	48	24	2
10:00	283	1	234	33	13	2
11:00	312	1	257	31	18	5
12:00	316	4	253	42	17	0
13:00	276	0	226	29	21	0
14:00	301	1	253	31	16	0
15:00	369	4	312	38	15	0
16:00	342	1	302	30	8	1
17:00	362	3	319	37	2	1
18:00	215	6	190	16	3	0
19:00	127	2	112	11	2	0
20:00	107	0	94	9	4	0
21:00	38	1	36	1	0	0
22:00	31	0	27	2	2	0
23:00	17	0	14	3	0	0
Total						
12H(7-19)	3722	24	3098	416	169	15
16H(6-22)	4133	29	3442	459	187	16
18H(6-24)	4181	29	3483	464	189	16
24H(0-24)	4243	29	3524	474	200	16
AM Peak	08:00 327	06:00 2	08:00 263	09:00 48	09:00 24	11:00 5
PM Peak	15:00 369	18:00 6	17:00 319	12:00 42	13:00 21	17:00 1



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

22 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	1	0	1	0	0	0
04:00	3	0	1	1	0	1
05:00	13	0	12	1	0	0
06:00	64	0	49	12	2	1
07:00	149	4	112	26	6	1
08:00	139	1	114	19	5	0
09:00	131	1	106	18	6	0
10:00	151	4	122	16	9	0
11:00	139	3	110	18	7	1
12:00	154	4	126	15	9	0
13:00	147	6	119	12	10	0
14:00	145	5	120	12	8	0
15:00	173	2	151	14	6	0
16:00	173	5	149	14	5	0
17:00	178	3	163	10	2	0
18:00	124	3	104	14	3	0
19:00	74	2	65	7	0	0
20:00	54	0	50	4	0	0
21:00	36	1	32	3	0	0
22:00	9	0	8	1	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1803	41	1496	188	76	2
16H(6-22)	2031	44	1692	214	78	3
18H(6-24)	2048	44	1708	215	78	3
24H(0-24)	2066	44	1723	217	78	4
AM Peak	10:00	10:00	10:00	07:00	10:00	11:00
	151	4	122	26	9	1
PM Peak	17:00	13:00	17:00	12:00	13:00	23:00
	178	6	163	15	10	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 22 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	1	0	0	0	1	0
02:00	5	0	0	2	2	1
03:00	2	0	1	0	1	0
04:00	8	0	3	1	4	0
05:00	41	0	30	8	3	0
06:00	70	1	56	10	3	0
07:00	167	1	141	17	8	0
08:00	171	1	138	22	9	1
09:00	171	2	136	22	10	1
10:00	137	7	103	14	13	0
11:00	140	0	114	18	7	1
12:00	159	3	135	15	6	0
13:00	142	5	116	14	7	0
14:00	160	2	130	20	7	1
15:00	195	9	169	11	6	0
16:00	190	5	157	21	7	0
17:00	151	5	132	9	5	0
18:00	111	6	98	7	0	0
19:00	78	12	65	1	0	0
20:00	51	7	43	1	0	0
21:00	30	0	26	3	1	0
22:00	24	0	22	2	0	0
23:00	8	0	6	1	1	0
Total						
12H(7-19)	1894	46	1569	190	85	4
16H(6-22)	2123	66	1759	205	89	4
18H(6-24)	2155	66	1787	208	90	4
24H(0-24)	2212	66	1821	219	101	5
AM Peak	09:00	10:00	07:00	09:00	10:00	11:00
	171	7	141	22	13	1
PM Peak	15:00	19:00	15:00	16:00	16:00	14:00
	195	12	169	21	7	1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 22 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	2	0	1	0	1	0
02:00	5	0	0	2	2	1
03:00	3	0	2	0	1	0
04:00	11	0	4	2	4	1
05:00	54	0	42	9	3	0
06:00	134	1	105	22	5	1
07:00	316	5	253	43	14	1
08:00	310	2	252	41	14	1
09:00	302	3	242	40	16	1
10:00	288	11	225	30	22	0
11:00	279	3	224	36	14	2
12:00	313	7	261	30	15	0
13:00	289	11	235	26	17	0
14:00	305	7	250	32	15	1
15:00	368	11	320	25	12	0
16:00	363	10	306	35	12	0
17:00	329	8	295	19	7	0
18:00	235	9	202	21	3	0
19:00	152	14	130	8	0	0
20:00	105	7	93	5	0	0
21:00	66	1	58	6	1	0
22:00	33	0	30	3	0	0
23:00	16	0	14	1	1	0
Total						
12H(7-19)	3697	87	3065	378	161	6
16H(6-22)	4154	110	3451	419	167	7
18H(6-24)	4203	110	3495	423	168	7
24H(0-24)	4278	110	3544	436	179	9
AM Peak	07:00 316	10:00 11	07:00 253	07:00 43	10:00 22	11:00 2
PM Peak	15:00 368	19:00 14	15:00 320	16:00 35	13:00 17	14:00 1



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

23 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	3	0	3	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	3	0	2	1	0	0
05:00	8	0	6	2	0	0
06:00	61	1	42	13	4	1
07:00	122	2	92	22	5	1
08:00	147	1	118	22	6	0
09:00	148	2	123	15	7	1
10:00	152	0	127	15	9	1
11:00	181	2	150	21	7	1
12:00	157	1	132	20	4	0
13:00	173	2	146	18	6	1
14:00	175	5	141	22	7	0
15:00	204	2	178	15	8	1
16:00	187	4	164	16	3	0
17:00	175	1	162	10	2	0
18:00	120	3	108	8	1	0
19:00	95	3	84	7	1	0
20:00	47	1	42	4	0	0
21:00	36	1	33	2	0	0
22:00	20	0	20	0	0	0
23:00	15	0	15	0	0	0
Total						
12H(7-19)	1941	25	1641	204	65	6
16H(6-22)	2180	31	1842	230	70	7
18H(6-24)	2215	31	1877	230	70	7
24H(0-24)	2231	31	1890	233	70	7
AM Peak	11:00	11:00	11:00	08:00	10:00	11:00
	181	2	150	22	9	1
PM Peak	15:00	14:00	15:00	14:00	15:00	15:00
	204	5	178	22	8	1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 23 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	4	0	4	0	0	0
01:00	2	0	2	0	0	0
02:00	3	0	0	1	2	0
03:00	3	0	1	0	2	0
04:00	7	0	4	1	2	0
05:00	26	0	24	1	1	0
06:00	62	1	48	8	5	0
07:00	168	0	141	18	6	3
08:00	167	1	134	20	11	1
09:00	171	3	133	23	11	1
10:00	181	9	157	8	7	0
11:00	164	2	136	19	7	0
12:00	193	8	159	20	6	0
13:00	186	2	163	15	6	0
14:00	246	2	212	22	9	1
15:00	157	4	130	19	4	0
16:00	181	2	157	18	4	0
17:00	169	3	155	8	3	0
18:00	126	1	117	8	0	0
19:00	64	3	59	2	0	0
20:00	49	1	45	3	0	0
21:00	37	0	33	4	0	0
22:00	26	0	26	0	0	0
23:00	14	0	13	1	0	0
Total						
12H(7-19)	2109	37	1794	198	74	6
16H(6-22)	2321	42	1979	215	79	6
18H(6-24)	2361	42	2018	216	79	6
24H(0-24)	2406	42	2053	219	86	6
AM Peak	10:00 181	10:00 9	10:00 157	09:00 23	09:00 11	07:00 3
PM Peak	14:00 246	12:00 8	14:00 212	14:00 22	14:00 9	14:00 1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 23 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	7	0	0	0
01:00	4	0	4	0	0	0
02:00	3	0	0	1	2	0
03:00	3	0	1	0	2	0
04:00	10	0	6	2	2	0
05:00	34	0	30	3	1	0
06:00	123	2	90	21	9	1
07:00	290	2	233	40	11	4
08:00	314	2	252	42	17	1
09:00	319	5	256	38	18	2
10:00	333	9	284	23	16	1
11:00	345	4	286	40	14	1
12:00	350	9	291	40	10	0
13:00	359	4	309	33	12	1
14:00	421	7	353	44	16	1
15:00	361	6	308	34	12	1
16:00	368	6	321	34	7	0
17:00	344	4	317	18	5	0
18:00	246	4	225	16	1	0
19:00	159	6	143	9	1	0
20:00	96	2	87	7	0	0
21:00	73	1	66	6	0	0
22:00	46	0	46	0	0	0
23:00	29	0	28	1	0	0
Total						
12H(7-19)	4050	62	3435	402	139	12
16H(6-22)	4501	73	3821	445	149	13
18H(6-24)	4576	73	3895	446	149	13
24H(0-24)	4637	73	3943	452	156	13
AM Peak	11:00 345	10:00 9	11:00 286	08:00 42	09:00 18	07:00 4
PM Peak	14:00 421	12:00 9	14:00 353	14:00 44	14:00 16	15:00 1



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

24 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	6	1	0	0
01:00	0	0	0	0	0	0
02:00	0	0	0	0	0	0
03:00	2	0	1	1	0	0
04:00	1	0	1	0	0	0
05:00	9	0	7	2	0	0
06:00	15	0	12	3	0	0
07:00	38	2	29	6	1	0
08:00	79	1	67	11	0	0
09:00	131	5	111	7	8	0
10:00	185	1	173	8	3	0
11:00	186	11	165	9	1	0
12:00	195	4	179	9	3	0
13:00	195	10	176	7	2	0
14:00	177	5	162	7	3	0
15:00	193	9	171	10	3	0
16:00	132	1	122	8	1	0
17:00	101	1	93	5	2	0
18:00	88	2	79	7	0	0
19:00	71	1	66	3	1	0
20:00	48	0	48	0	0	0
21:00	45	0	41	3	1	0
22:00	22	0	21	1	0	0
23:00	15	1	13	1	0	0
Total						
12H(7-19)	1700	52	1527	94	27	0
16H(6-22)	1879	53	1694	103	29	0
18H(6-24)	1916	54	1728	105	29	0
24H(0-24)	1935	54	1743	109	29	0
AM Peak	11:00	11:00	10:00	08:00	09:00	11:00
	186	11	173	11	8	0
PM Peak	13:00	13:00	12:00	15:00	15:00	23:00
	195	10	179	10	3	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 24 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	10	0	10	0	0	0
01:00	1	0	1	0	0	0
02:00	5	0	2	2	0	1
03:00	1	0	0	0	1	0
04:00	1	0	1	0	0	0
05:00	15	0	12	2	1	0
06:00	24	0	19	5	0	0
07:00	46	0	39	7	0	0
08:00	112	1	94	14	3	0
09:00	168	6	147	12	3	0
10:00	164	8	138	12	6	0
11:00	161	5	148	5	3	0
12:00	205	11	182	11	1	0
13:00	205	8	185	12	0	0
14:00	203	8	189	5	1	0
15:00	196	11	171	11	3	0
16:00	178	15	158	5	0	0
17:00	127	2	117	7	1	0
18:00	90	4	84	2	0	0
19:00	88	2	84	2	0	0
20:00	45	1	43	1	0	0
21:00	32	0	32	0	0	0
22:00	21	0	18	2	1	0
23:00	16	0	15	0	1	0
Total						
12H(7-19)	1855	79	1652	103	21	0
16H(6-22)	2044	82	1830	111	21	0
18H(6-24)	2081	82	1863	113	23	0
24H(0-24)	2114	82	1889	117	25	1
AM Peak	09:00	10:00	11:00	08:00	10:00	02:00
	168	8	148	14	6	1
PM Peak	13:00	16:00	14:00	13:00	15:00	23:00
	205	15	189	12	3	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 24 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	17	0	16	1	0	0
01:00	1	0	1	0	0	0
02:00	5	0	2	2	0	1
03:00	3	0	1	1	1	0
04:00	2	0	2	0	0	0
05:00	24	0	19	4	1	0
06:00	39	0	31	8	0	0
07:00	84	2	68	13	1	0
08:00	191	2	161	25	3	0
09:00	299	11	258	19	11	0
10:00	349	9	311	20	9	0
11:00	347	16	313	14	4	0
12:00	400	15	361	20	4	0
13:00	400	18	361	19	2	0
14:00	380	13	351	12	4	0
15:00	389	20	342	21	6	0
16:00	310	16	280	13	1	0
17:00	228	3	210	12	3	0
18:00	178	6	163	9	0	0
19:00	159	3	150	5	1	0
20:00	93	1	91	1	0	0
21:00	77	0	73	3	1	0
22:00	43	0	39	3	1	0
23:00	31	1	28	1	1	0
Total						
12H(7-19)	3555	131	3179	197	48	0
16H(6-22)	3923	135	3524	214	50	0
18H(6-24)	3997	136	3591	218	52	0
24H(0-24)	4049	136	3632	226	54	1
AM Peak	10:00	11:00	11:00	08:00	09:00	02:00
	349	16	313	25	11	1
PM Peak	13:00	15:00	13:00	15:00	15:00	23:00
	400	20	361	21	6	0



A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

25 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	5	2	0	0
01:00	3	0	3	0	0	0
02:00	2	0	2	0	0	0
03:00	2	0	2	0	0	0
04:00	2	0	2	0	0	0
05:00	3	0	3	0	0	0
06:00	8	0	7	1	0	0
07:00	28	1	23	3	1	0
08:00	52	9	39	4	0	0
09:00	91	6	77	7	1	0
10:00	155	14	132	6	3	0
11:00	172	5	158	9	0	0
12:00	180	3	170	5	2	0
13:00	167	4	154	9	0	0
14:00	143	4	132	7	0	0
15:00	99	9	85	4	1	0
16:00	118	4	107	7	0	0
17:00	92	0	88	3	1	0
18:00	85	1	78	6	0	0
19:00	61	0	59	2	0	0
20:00	36	0	34	2	0	0
21:00	23	1	21	1	0	0
22:00	12	0	11	1	0	0
23:00	3	0	3	0	0	0
Total						
12H(7-19)	1382	60	1243	70	9	0
16H(6-22)	1510	61	1364	76	9	0
18H(6-24)	1525	61	1378	77	9	0
24H(0-24)	1544	61	1395	79	9	0
AM Peak	11:00	10:00	11:00	11:00	10:00	11:00
	172	14	158	9	3	0
PM Peak	12:00	15:00	12:00	13:00	12:00	23:00
	180	9	170	9	2	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 25 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	4	1	0	0
01:00	3	0	3	0	0	0
02:00	2	0	1	1	0	0
03:00	0	0	0	0	0	0
04:00	4	0	1	1	2	0
05:00	3	0	3	0	0	0
06:00	13	0	11	2	0	0
07:00	35	0	31	2	2	0
08:00	67	3	58	5	1	0
09:00	105	8	90	6	1	0
10:00	160	5	148	7	0	0
11:00	185	14	154	13	4	0
12:00	164	11	142	8	3	0
13:00	167	7	157	2	1	0
14:00	160	6	146	8	0	0
15:00	166	16	147	3	0	0
16:00	145	2	135	7	1	0
17:00	94	7	83	3	1	0
18:00	64	0	63	1	0	0
19:00	60	0	60	0	0	0
20:00	40	0	35	5	0	0
21:00	20	0	19	1	0	0
22:00	7	0	6	1	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1512	79	1354	65	14	0
16H(6-22)	1645	79	1479	73	14	0
18H(6-24)	1660	79	1493	74	14	0
24H(0-24)	1677	79	1505	77	16	0
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00
	185	14	154	13	4	0
PM Peak	13:00	15:00	13:00	14:00	12:00	23:00
	167	16	157	8	3	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 25 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	12	0	9	3	0	0
01:00	6	0	6	0	0	0
02:00	4	0	3	1	0	0
03:00	2	0	2	0	0	0
04:00	6	0	3	1	2	0
05:00	6	0	6	0	0	0
06:00	21	0	18	3	0	0
07:00	63	1	54	5	3	0
08:00	119	12	97	9	1	0
09:00	196	14	167	13	2	0
10:00	315	19	280	13	3	0
11:00	357	19	312	22	4	0
12:00	344	14	312	13	5	0
13:00	334	11	311	11	1	0
14:00	303	10	278	15	0	0
15:00	265	25	232	7	1	0
16:00	263	6	242	14	1	0
17:00	186	7	171	6	2	0
18:00	149	1	141	7	0	0
19:00	121	0	119	2	0	0
20:00	76	0	69	7	0	0
21:00	43	1	40	2	0	0
22:00	19	0	17	2	0	0
23:00	11	0	11	0	0	0
Total						
12H(7-19)	2894	139	2597	135	23	0
16H(6-22)	3155	140	2843	149	23	0
18H(6-24)	3185	140	2871	151	23	0
24H(0-24)	3221	140	2900	156	25	0
AM Peak	11:00 357	11:00 19	11:00 312	11:00 22	11:00 4	11:00 0
PM Peak	12:00 344	15:00 25	12:00 312	14:00 15	12:00 5	23:00 0


A5026, Stone Road, Eccelshall, ATC 2

Site No. 540202

Site Ref. 540202

Stone Road

Classification Report

26 Apr 2021

Channel: Westbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	2	0	2	0	0	0
01:00	2	0	1	1	0	0
02:00	1	0	1	0	0	0
03:00	0	0	0	0	0	0
04:00	5	0	4	1	0	0
05:00	12	0	8	3	1	0
06:00	59	0	44	13	1	1
07:00	113	2	84	21	5	1
08:00	134	2	108	19	5	0
09:00	127	0	94	18	15	0
10:00	147	1	122	18	6	0
11:00	111	1	85	19	6	0
12:00	146	4	119	16	7	0
13:00	153	0	126	21	5	1
14:00	155	1	137	7	10	0
15:00	163	2	139	19	3	0
16:00	157	1	132	18	6	0
17:00	184	4	161	18	1	0
18:00	124	3	106	13	2	0
19:00	62	2	57	3	0	0
20:00	47	1	42	3	1	0
21:00	22	0	21	1	0	0
22:00	14	1	12	1	0	0
23:00	6	0	6	0	0	0
Total						
12H(7-19)	1714	21	1413	207	71	2
16H(6-22)	1904	24	1577	227	73	3
18H(6-24)	1924	25	1595	228	73	3
24H(0-24)	1946	25	1611	233	74	3
AM Peak	10:00	08:00	10:00	07:00	09:00	07:00
	147	2	122	21	15	1
PM Peak	17:00	17:00	17:00	13:00	14:00	13:00
	184	4	161	21	10	1

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 26 Apr 2021

Channel: Eastbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	0	0	0	0	0	0
01:00	2	0	1	0	1	0
02:00	0	0	0	0	0	0
03:00	0	0	0	0	0	0
04:00	11	0	11	0	0	0
05:00	30	0	27	2	1	0
06:00	63	0	48	8	7	0
07:00	160	0	140	16	4	0
08:00	176	0	156	13	7	0
09:00	162	0	131	21	10	0
10:00	136	4	110	14	8	0
11:00	160	2	131	15	12	0
12:00	156	3	127	19	7	0
13:00	160	5	129	13	13	0
14:00	179	4	154	17	4	0
15:00	173	3	138	26	6	0
16:00	155	1	132	18	4	0
17:00	173	3	151	12	7	0
18:00	98	3	89	5	1	0
19:00	52	2	44	3	3	0
20:00	42	1	37	4	0	0
21:00	22	1	20	1	0	0
22:00	11	0	11	0	0	0
23:00	6	0	4	2	0	0
Total						
12H(7-19)	1888	28	1588	189	83	0
16H(6-22)	2067	32	1737	205	93	0
18H(6-24)	2084	32	1752	207	93	0
24H(0-24)	2127	32	1791	209	95	0
AM Peak	08:00	10:00	08:00	09:00	11:00	11:00
	176	4	156	21	12	0
PM Peak	14:00	13:00	14:00	15:00	13:00	23:00
	179	5	154	26	13	0

Site No. 540202
 Stone Road
 Classification Report

Site Ref. 540202
 26 Apr 2021

Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	2	0	2	0	0	0
01:00	4	0	2	1	1	0
02:00	1	0	1	0	0	0
03:00	0	0	0	0	0	0
04:00	16	0	15	1	0	0
05:00	42	0	35	5	2	0
06:00	122	0	92	21	8	1
07:00	273	2	224	37	9	1
08:00	310	2	264	32	12	0
09:00	289	0	225	39	25	0
10:00	283	5	232	32	14	0
11:00	271	3	216	34	18	0
12:00	302	7	246	35	14	0
13:00	313	5	255	34	18	1
14:00	334	5	291	24	14	0
15:00	336	5	277	45	9	0
16:00	312	2	264	36	10	0
17:00	357	7	312	30	8	0
18:00	222	6	195	18	3	0
19:00	114	4	101	6	3	0
20:00	89	2	79	7	1	0
21:00	44	1	41	2	0	0
22:00	25	1	23	1	0	0
23:00	12	0	10	2	0	0
Total						
12H(7-19)	3602	49	3001	396	154	2
16H(6-22)	3971	56	3314	432	166	3
18H(6-24)	4008	57	3347	435	166	3
24H(0-24)	4073	57	3402	442	169	3
AM Peak	08:00 310	10:00 5	08:00 264	09:00 39	09:00 25	07:00 1
PM Peak	17:00 357	17:00 7	17:00 312	15:00 45	13:00 18	13:00 1

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	2	45			0	0	0	0	0	0	1	0	0	1	0	0	0
01:00	1	42			0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	38			0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	5	44			0	0	0	0	0	0	1	1	3	0	0	0	0
05:00	8	46			0	0	0	0	0	0	3	1	0	3	1	0	0
06:00	59	47	43	4	0	0	0	0	0	2	13	28	15	0	1	0	0
07:00	147	45	40	5	0	0	0	0	3	19	62	42	18	2	1	0	0
08:00	136	45	40	5	0	0	0	2	3	15	48	52	14	2	0	0	0
09:00	126	44	37	7	0	0	1	5	13	26	37	29	14	1	0	0	0
10:00	128	44	38	5	0	1	0	0	2	29	53	32	11	0	0	0	0
11:00	123	43	38	5	0	0	0	0	5	26	53	29	10	0	0	0	0
12:00	131	44	39	4	0	0	0	0	2	16	57	45	8	2	1	0	0
13:00	150	44	38	6	0	2	0	1	4	34	59	34	12	4	0	0	0
14:00	147	43	37	6	0	0	2	0	12	33	59	32	7	1	0	1	0
15:00	173	44	39	5	0	0	2	1	2	32	77	41	14	3	0	0	1
16:00	172	45	39	6	0	0	0	0	11	35	56	48	16	6	0	0	0
17:00	182	46	41	5	0	1	0	1	0	16	60	69	27	6	2	0	0
18:00	99	48	42	6	0	0	0	0	1	11	21	38	18	7	3	0	0
19:00	71	47	41	6	0	0	0	1	1	11	18	25	9	5	0	0	1
20:00	36	45	40	6	0	0	0	0	1	7	11	10	6	1	0	0	0
21:00	15	47	42	5	0	0	0	0	0	1	5	4	5	0	0	0	0
22:00	12	48	42	6	0	0	0	0	0	2	3	3	2	2	0	0	0
23:00	3	41			0	0	0	0	0	0	1	2	0	0	0	0	0
Total																	
12H(7-19)	1714	45	39	6	0	4	5	10	58	292	642	491	169	34	7	1	1
16H(6-22)	1895	45	39	6	0	4	5	11	60	313	689	558	204	40	8	1	2
18H(6-24)	1910	45	39	6	0	4	5	11	60	315	693	563	206	42	8	1	2
24H(0-24)	1927	45	39	6	0	4	5	11	60	315	699	566	209	46	9	1	2
AM Peak	07:00	06:00	05:00	09:00	11:00	10:00	11:00	09:00	07:00	10:00	07:00	11:00	07:00	05:00	07:00	11:00	11:00
	147	47	46	7	0	1	1	5	13	29	62	52	18	3	1	0	0
PM Peak	17:00	18:00	18:00	18:00	23:00	13:00	20:00	19:00	13:00	16:00	15:00	17:00	17:00	18:00	18:00	14:00	19:00
	182	48	42	6	0	2	2	1	12	35	77	69	27	7	3	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 64.98716 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	3	42			0	0	0	0	0	0	2	0	0	1	0	0	0
01:00	2	37			0	0	0	0	0	1	0	1	0	0	0	0	0
02:00	5	44			0	0	0	0	0	0	1	2	2	0	0	0	0
03:00	4	41			0	0	0	0	0	1	2	0	0	0	1	0	0
04:00	11	43	40	4	0	0	0	0	0	2	3	5	1	0	0	0	0
05:00	33	45	40	4	0	0	0	0	1	2	14	11	4	1	0	0	0
06:00	65	45	41	4	0	0	0	0	0	6	24	25	9	1	0	0	0
07:00	152	44	38	6	0	0	0	0	13	35	53	38	11	2	0	0	0
08:00	149	43	37	5	0	0	0	0	6	40	59	36	8	0	0	0	0
09:00	146	40	36	4	0	0	1	0	4	55	68	15	2	1	0	0	0
10:00	129	42	37	5	0	0	0	1	6	39	54	25	3	1	0	0	0
11:00	162	41	36	5	0	0	1	0	9	55	67	23	5	2	0	0	0
12:00	142	41	36	5	0	0	0	4	8	39	62	28	1	0	0	0	0
13:00	160	42	37	5	0	0	1	3	8	43	70	29	6	0	0	0	0
14:00	168	41	36	5	0	0	1	2	19	53	60	26	6	0	1	0	0
15:00	171	39	35	4	0	0	1	1	16	60	79	10	2	1	0	0	1
16:00	170	42	37	5	0	0	0	1	9	43	75	33	9	0	0	0	0
17:00	143	42	38	4	0	0	1	0	2	30	76	27	7	0	0	0	0
18:00	116	44	38	6	0	0	0	5	6	20	36	36	12	1	0	0	0
19:00	54	44	39	4	0	0	0	0	1	6	25	17	4	1	0	0	0
20:00	36	46	40	6	0	0	2	0	0	4	11	11	6	2	0	0	0
21:00	25	50	43	8	0	0	0	0	0	1	9	8	2	5	0	0	0
22:00	9	39			0	0	0	0	0	1	5	3	0	0	0	0	0
23:00	6	43			0	0	0	0	1	0	0	2	3	0	0	0	0
Total																	
12H(7-19)	1808	42	37	5	0	0	6	17	106	512	759	326	72	8	1	0	1
16H(6-22)	1988	43	37	5	0	0	8	17	107	529	828	387	93	17	1	0	1
18H(6-24)	2003	43	37	5	0	0	8	17	108	530	833	392	96	17	1	0	1
24H(0-24)	2061	43	37	6	0	0	8	17	109	536	855	411	103	19	2	0	1
AM Peak	11:00	03:00	03:00	03:00	11:00	10:00	11:00	10:00	10:00	11:00	09:00	03:00	02:00	00:00	11:00	11:00	11:00
	162	45	44	6	0	0	1	1	13	55	68	38	11	2	1	0	0
PM Peak	13:00	22:00	22:00	18:00	23:00	16:00	13:00	15:00	16:00	17:00	18:00	22:00	22:00	20:00	18:00	23:00	23:00
	171	50	43	8	0	0	2	5	19	60	79	36	12	5	1	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

20 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	5		43		0	0	0	0	0	0	3	0	0	2	0	0	0
01:00	3		39		0	0	0	0	0	1	0	2	0	0	0	0	0
02:00	5		44		0	0	0	0	0	0	1	2	2	0	0	0	0
03:00	5		40		0	0	0	0	0	1	3	0	0	0	1	0	0
04:00	16	46	41	4	0	0	0	0	0	2	4	6	4	0	0	0	0
05:00	41	47	41	6	0	0	0	0	1	2	17	12	4	4	1	0	0
06:00	124	46	42	5	0	0	0	0	0	8	37	53	24	1	1	0	0
07:00	299	44	39	6	0	0	0	0	16	54	115	80	29	4	1	0	0
08:00	285	44	39	5	0	0	0	2	9	55	107	88	22	2	0	0	0
09:00	272	42	36	6	0	0	2	5	17	81	105	44	16	2	0	0	0
10:00	257	43	37	5	0	1	0	1	8	68	107	57	14	1	0	0	0
11:00	285	42	37	5	0	0	1	0	14	81	120	52	15	2	0	0	0
12:00	273	43	38	5	0	0	0	4	10	55	119	73	9	2	1	0	0
13:00	310	43	37	6	0	2	1	4	12	77	129	63	18	4	0	0	0
14:00	315	42	36	6	0	0	3	2	31	86	119	58	13	1	1	1	0
15:00	344	42	37	5	0	0	3	2	18	92	156	51	16	4	0	0	2
16:00	342	44	38	6	0	0	0	1	20	78	131	81	25	6	0	0	0
17:00	325	45	39	5	0	1	1	1	2	46	136	96	34	6	2	0	0
18:00	215	46	40	6	0	0	0	5	7	31	57	74	30	8	3	0	0
19:00	125	45	40	5	0	0	0	1	2	17	43	42	13	6	0	0	1
20:00	72	46	40	6	0	0	2	0	1	11	22	21	12	3	0	0	0
21:00	40	49	42	6	0	0	0	0	0	2	14	12	7	5	0	0	0
22:00	21	45	41	4	0	0	0	0	0	3	8	6	2	2	0	0	0
23:00	9		42		0	0	0	0	1	0	1	4	3	0	0	0	0
Total																	
12H(7-19)	3522	44	38	6	0	4	11	27	164	804	1401	817	241	42	8	1	2
16H(6-22)	3883	44	38	6	0	4	13	28	167	842	1517	945	297	57	9	1	3
18H(6-24)	3913	44	38	6	0	4	13	28	168	845	1526	955	302	59	9	1	3
24H(0-24)	3988	44	38	6	0	4	13	28	169	851	1554	977	312	65	11	1	3
AM Peak	11:00 299	03:00 47	03:00 44	10:00 6	11:00 0	10:00 1	11:00 2	11:00 5	11:00 17	11:00 81	10:00 120	08:00 88	02:00 29	03:00 4	02:00 1	11:00 0	02:00 0
PM Peak	15:00 344	23:00 49	23:00 42	18:00 6	23:00 0	15:00 2	13:00 3	15:00 5	15:00 31	16:00 92	18:00 156	21:00 96	22:00 34	22:00 8	18:00 3	23:00 1	23:00 2

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	3		44		0	0	0	0	0	0	0	2	1	0	0	0	0
01:00	1		42		0	0	0	0	0	0	0	1	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3		44		0	0	0	0	0	0	1	0	2	0	0	0	0
05:00	7		47		0	0	0	0	0	1	0	0	4	2	0	0	0
06:00	60	47	41	6	0	0	0	0	0	12	15	16	14	1	2	0	0
07:00	127	45	40	4	0	0	0	0	2	14	42	51	13	5	0	0	0
08:00	150	44	38	6	0	0	1	0	8	36	47	44	12	2	0	0	0
09:00	149	43	37	6	0	0	2	1	6	38	56	36	7	2	1	0	0
10:00	133	43	38	6	0	0	4	0	3	33	52	30	7	2	2	0	0
11:00	143	43	38	5	0	0	0	1	5	30	65	36	5	1	0	0	0
12:00	158	43	37	5	0	0	0	0	3	47	67	30	10	1	0	0	0
13:00	122	44	38	5	0	0	0	1	3	19	59	29	11	0	0	0	0
14:00	130	43	38	5	0	0	1	0	6	29	59	26	7	2	0	0	0
15:00	177	44	39	5	0	0	0	0	5	35	69	48	15	2	3	0	0
16:00	164	46	40	6	0	0	0	0	1	33	46	51	29	2	1	1	0
17:00	186	46	40	5	0	0	0	4	3	22	61	64	26	6	0	0	0
18:00	101	45	39	5	0	0	0	5	5	9	22	48	11	1	0	0	0
19:00	68	45	40	5	0	0	0	0	2	10	23	21	9	2	1	0	0
20:00	56	46	39	7	0	0	0	0	2	17	9	15	13	0	0	0	0
21:00	22	53	45	7	0	0	0	0	0	1	4	8	3	3	2	1	0
22:00	12	44	43	1	0	0	0	0	0	0	3	7	0	1	1	0	0
23:00	10	51	44	8	0	0	0	0	1	2	1	1	2	2	0	1	0
Total																	
12H(7-19)	1740	44	39	6	0	0	8	12	50	345	645	493	153	26	7	1	0
16H(6-22)	1946	45	39	6	0	0	8	12	54	385	696	553	192	32	12	2	0
18H(6-24)	1968	45	39	6	0	0	8	12	55	387	700	561	194	35	13	3	0
24H(0-24)	1982	45	39	6	0	0	8	12	55	388	701	564	201	37	13	3	0
AM Peak	10:00	06:00	05:00	06:00	11:00	11:00	10:00	11:00	08:00	09:00	11:00	07:00	06:00	07:00	10:00	11:00	11:00
	150	47	47	6	0	0	4	1	8	38	65	51	14	5	2	0	0
PM Peak	17:00	21:00	21:00	23:00	23:00	23:00	18:00	18:00	17:00	12:00	15:00	17:00	16:00	15:00	21:00	23:00	23:00
	186	53	45	8	0	0	1	5	6	47	69	64	29	6	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	3		41		0	0	0	0	0	0	1	2	0	0	0	0	0
01:00	5		37		0	0	0	0	0	1	3	1	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5		36		0	0	0	0	0	2	2	1	0	0	0	0	0
04:00	6		42		0	0	0	0	0	0	2	3	1	0	0	0	0
05:00	29	46	41	6	0	0	0	3	0	2	6	11	6	0	0	0	1
06:00	79	46	40	6	0	0	0	0	3	10	27	24	10	2	3	0	0
07:00	170	44	39	5	0	0	0	0	3	26	71	57	11	2	0	0	0
08:00	177	43	37	6	0	0	0	1	15	40	64	46	10	1	0	0	0
09:00	173	42	37	5	0	0	0	0	10	56	64	35	8	0	0	0	0
10:00	150	43	37	5	0	0	0	1	11	39	56	37	3	2	1	0	0
11:00	169	41	36	5	0	0	0	0	14	59	65	25	5	1	0	0	0
12:00	158	40	36	4	0	0	1	2	12	46	71	20	6	0	0	0	0
13:00	154	42	37	4	0	0	0	0	4	37	78	28	6	1	0	0	0
14:00	171	41	36	5	0	0	0	2	23	41	71	30	3	1	0	0	0
15:00	192	42	37	5	0	0	1	1	18	41	85	36	6	4	0	0	0
16:00	178	44	38	6	0	1	2	1	8	31	64	54	13	3	0	1	0
17:00	176	45	40	5	0	0	0	0	3	29	63	58	21	1	1	0	0
18:00	114	45	39	6	0	0	1	6	2	16	36	39	11	3	0	0	0
19:00	59	45	40	5	0	0	2	0	0	6	22	19	7	2	1	0	0
20:00	51	45	40	4	0	0	0	0	1	6	20	16	4	3	1	0	0
21:00	16	48	43	5	0	0	0	0	0	0	6	5	3	1	1	0	0
22:00	19	45	41	4	0	0	0	0	0	2	6	8	2	1	0	0	0
23:00	7		43		0	0	0	0	0	0	2	3	2	0	0	0	0
Total																	
12H(7-19)	1982	43	37	6	0	1	5	14	123	461	788	465	103	19	2	1	0
16H(6-22)	2187	43	38	6	0	1	7	14	127	483	863	529	127	27	8	1	0
18H(6-24)	2213	43	38	6	0	1	7	14	127	485	871	540	131	28	8	1	0
24H(0-24)	2261	44	38	6	0	1	7	17	127	490	885	558	138	28	8	1	1
AM Peak	08:00	01:00	03:00	07:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	09:00	11:00	11:00	11:00	09:00
	177	46	42	6	0	0	0	3	15	59	71	57	11	2	3	0	1
PM Peak	16:00	23:00	23:00	21:00	23:00	15:00	16:00	16:00	17:00	21:00	18:00	23:00	23:00	23:00	17:00	23:00	23:00
	192	48	43	6	0	1	2	6	23	46	85	58	21	4	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

21 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	6		43		0	0	0	0	0	0	1	4	1	0	0	0	0
01:00	6		38		0	0	0	0	0	1	3	2	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5		36		0	0	0	0	0	2	2	1	0	0	0	0	0
04:00	9		42		0	0	0	0	0	0	3	3	3	0	0	0	0
05:00	36	48	42	6	0	0	0	3	0	3	6	11	10	2	0	0	1
06:00	139	47	41	6	0	0	0	0	3	22	42	40	24	3	5	0	0
07:00	297	44	40	5	0	0	0	0	5	40	113	108	24	7	0	0	0
08:00	327	44	38	6	0	0	1	1	23	76	111	90	22	3	0	0	0
09:00	322	43	37	6	0	0	2	1	16	94	120	71	15	2	1	0	0
10:00	283	43	37	6	0	0	4	1	14	72	108	67	10	4	3	0	0
11:00	312	42	37	5	0	0	0	1	19	89	130	61	10	2	0	0	0
12:00	316	42	37	5	0	0	1	2	15	93	138	50	16	1	0	0	0
13:00	276	43	38	5	0	0	0	1	7	56	137	57	17	1	0	0	0
14:00	301	42	37	5	0	0	1	2	29	70	130	56	10	3	0	0	0
15:00	369	43	38	6	0	0	1	1	23	76	154	84	21	6	3	0	0
16:00	342	45	39	6	0	1	2	1	9	64	110	105	42	5	1	2	0
17:00	362	45	40	5	0	0	0	4	6	51	124	122	47	7	1	0	0
18:00	215	45	39	6	0	0	1	11	7	25	58	87	22	4	0	0	0
19:00	127	46	40	5	0	0	2	0	2	16	45	40	16	4	2	0	0
20:00	107	46	40	6	0	0	0	0	3	23	29	31	17	3	1	0	0
21:00	38	51	44	7	0	0	0	0	0	1	10	13	6	4	3	1	0
22:00	31	45	42	3	0	0	0	0	0	2	9	15	2	2	1	0	0
23:00	17	49	43	6	0	0	0	0	1	2	3	4	4	2	0	1	0
Total																	
12H(7-19)	3722	44	38	6	0	1	13	26	173	806	1433	958	256	45	9	2	0
16H(6-22)	4133	44	38	6	0	1	15	26	181	868	1559	1082	319	59	20	3	0
18H(6-24)	4181	44	38	6	0	1	15	26	182	872	1571	1101	325	63	21	4	0
24H(0-24)	4243	44	38	6	0	1	15	29	182	878	1586	1122	339	65	21	4	1
AM Peak	08:00	04:00	03:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	06:00	05:00	06:00	11:00	11:00	09:00
	327	48	43	6	0	0	4	3	23	94	130	108	24	7	5	0	1
PM Peak	15:00	22:00	23:00	14:00	23:00	16:00	15:00	16:00	15:00	13:00	18:00	20:00	23:00	23:00	20:00	23:00	23:00
	369	51	44	7	0	1	2	11	29	93	154	122	47	7	3	2	0

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		52		0	0	0	0	0	0	0	0	0	1	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	38			0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3	39			0	0	0	0	1	0	0	1	1	0	0	0	0
05:00	13	50	46	4	0	0	0	0	0	0	1	5	4	3	0	0	0
06:00	64	48	41	6	0	0	0	0	1	10	17	17	15	3	1	0	0
07:00	149	45	40	5	0	0	0	0	0	18	56	53	19	3	0	0	0
08:00	139	45	40	5	0	0	1	0	0	22	36	61	15	4	0	0	0
09:00	131	44	38	5	0	0	1	0	3	30	55	30	11	1	0	0	0
10:00	151	44	38	6	0	1	0	1	5	41	59	27	13	2	2	0	0
11:00	139	43	37	6	0	0	4	6	10	22	48	39	8	2	0	0	0
12:00	154	44	39	6	0	1	0	3	4	25	61	41	17	1	0	0	1
13:00	147	45	39	5	0	0	3	1	2	24	53	45	15	3	1	0	0
14:00	145	44	38	6	0	0	3	3	4	25	55	43	11	1	0	0	0
15:00	173	43	37	6	0	0	0	2	11	53	59	38	5	5	0	0	0
16:00	173	45	39	6	0	5	1	0	0	32	64	47	19	5	0	0	0
17:00	178	46	40	5	0	0	1	0	4	21	53	66	29	4	0	0	0
18:00	124	48	42	6	0	0	0	1	2	7	33	47	26	6	2	0	0
19:00	74	47	42	6	0	0	0	2	0	7	15	31	14	4	1	0	0
20:00	54	47	42	6	0	0	0	0	0	3	19	18	10	4	0	0	0
21:00	36	46	42	5	0	0	0	0	0	2	13	13	6	1	1	0	0
22:00	9	41			0	0	0	0	0	2	2	3	1	1	0	0	0
23:00	8	47			0	0	0	0	0	0	0	3	4	0	1	0	0
Total																	
12H(7-19)	1803	45	39	6	0	7	14	17	45	320	632	537	188	37	5	0	1
16H(6-22)	2031	45	39	6	0	7	14	19	46	342	696	616	233	49	8	0	1
18H(6-24)	2048	45	39	6	0	7	14	19	46	344	698	622	238	50	9	0	1
24H(0-24)	2066	45	39	6	0	7	14	19	47	344	700	628	243	54	9	0	1
AM Peak	10:00	05:00	01:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00	10:00	08:00	09:00	11:00	10:00	11:00	11:00
	151	50	52	6	0	1	4	6	10	41	59	61	19	4	2	0	0
PM Peak	17:00	18:00	23:00	16:00	23:00	16:00	16:00	14:00	16:00	15:00	16:00	17:00	17:00	17:00	23:00	23:00	12:00
	178	48	47	6	0	5	3	3	11	53	64	66	29	6	2	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	5	42			0	0	0	0	0	0	2	2	1	0	0	0	0
03:00	2	43			0	0	0	0	0	0	1	0	1	0	0	0	0
04:00	8	34			0	0	0	0	2	2	4	0	0	0	0	0	0
05:00	41	47	41	5	0	0	0	0	0	7	6	18	9	1	0	0	0
06:00	70	49	43	6	0	0	0	0	0	9	13	25	14	6	3	0	0
07:00	167	46	41	5	0	0	0	0	0	12	66	55	28	6	0	0	0
08:00	171	45	39	6	0	0	4	4	6	20	56	52	25	3	1	0	0
09:00	171	43	37	6	0	0	3	5	11	33	68	43	8	0	0	0	0
10:00	137	42	36	6	0	0	10	4	3	30	55	28	5	2	0	0	0
11:00	140	43	37	6	0	0	0	5	12	26	55	31	9	2	0	0	0
12:00	159	43	37	6	0	0	1	2	10	40	63	36	6	1	0	0	0
13:00	142	42	37	5	0	1	0	0	7	37	63	24	9	1	0	0	0
14:00	160	43	38	5	0	0	0	0	5	45	56	47	4	2	1	0	0
15:00	195	43	37	6	0	0	1	0	19	41	72	49	12	1	0	0	0
16:00	190	44	38	6	0	0	2	0	11	33	70	59	15	0	0	0	0
17:00	151	45	40	5	0	0	1	0	0	20	52	54	20	2	2	0	0
18:00	111	45	40	5	0	0	4	1	0	11	33	49	11	2	0	0	0
19:00	78	48	40	8	0	0	4	2	2	5	29	17	9	5	1	2	2
20:00	51	44	39	4	0	0	1	0	0	5	26	14	3	1	1	0	0
21:00	30	44	41	3	0	0	0	0	0	5	5	17	1	2	0	0	0
22:00	24	49	44	5	0	0	0	0	0	0	8	5	8	1	2	0	0
23:00	8	41			0	0	0	0	1	2	0	2	2	0	1	0	0
Total																	
12H(7-19)	1894	44	38	6	0	1	26	21	84	348	709	527	152	22	4	0	0
16H(6-22)	2123	44	38	6	0	1	31	23	86	372	782	600	179	36	9	2	2
18H(6-24)	2155	44	38	6	0	1	31	23	87	374	790	607	189	37	12	2	2
24H(0-24)	2212	44	39	6	0	1	31	23	89	384	803	627	200	38	12	2	2
AM Peak	08:00	00:00	02:00	09:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00	06:00	02:00	09:00	11:00	11:00	00:00
	171	49	43	6	0	0	10	5	12	33	68	55	28	6	3	0	0
PM Peak	16:00	23:00	23:00	20:00	23:00	16:00	16:00	16:00	17:00	17:00	18:00	18:00	19:00	22:00	14:00	23:00	23:00
	195	49	44	8	0	1	4	2	19	45	72	59	20	5	2	2	2

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

22 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2		42		0	0	0	0	0	1	0	0	0	1	0	0	0
02:00	5		42		0	0	0	0	0	0	2	2	1	0	0	0	0
03:00	3		41		0	0	0	0	0	0	2	0	1	0	0	0	0
04:00	11	39	35	4	0	0	0	0	3	2	4	1	1	0	0	0	0
05:00	54	48	43	5	0	0	0	0	0	7	7	23	13	4	0	0	0
06:00	134	49	42	6	0	0	0	0	1	19	30	42	29	9	4	0	0
07:00	316	46	41	5	0	0	0	0	0	30	122	108	47	9	0	0	0
08:00	310	45	40	5	0	0	5	4	6	42	92	113	40	7	1	0	0
09:00	302	43	37	6	0	0	4	5	14	63	123	73	19	1	0	0	0
10:00	288	43	37	6	0	1	10	5	8	71	114	55	18	4	2	0	0
11:00	279	43	37	6	0	0	4	11	22	48	103	70	17	4	0	0	0
12:00	313	44	38	6	0	1	1	5	14	65	124	77	23	2	0	0	1
13:00	289	44	38	6	0	1	3	1	9	61	116	69	24	4	1	0	0
14:00	305	43	38	6	0	0	3	3	9	70	111	90	15	3	1	0	0
15:00	368	43	37	6	0	0	1	2	30	94	131	87	17	6	0	0	0
16:00	363	44	38	6	0	5	3	0	11	65	134	106	34	5	0	0	0
17:00	329	46	40	5	0	0	2	0	4	41	105	120	49	6	2	0	0
18:00	235	46	41	5	0	0	4	2	2	18	66	96	37	8	2	0	0
19:00	152	48	41	7	0	0	4	4	2	12	44	48	23	9	2	2	2
20:00	105	46	41	5	0	0	1	0	0	8	45	32	13	5	1	0	0
21:00	66	45	41	4	0	0	0	0	0	7	18	30	7	3	1	0	0
22:00	33	49	43	6	0	0	0	0	0	2	10	8	9	2	2	0	0
23:00	16	49	44	5	0	0	0	0	1	2	0	5	6	0	2	0	0
Total																	
12H(7-19)	3697	44	38	6	0	8	40	38	129	668	1341	1064	340	59	9	0	1
16H(6-22)	4154	45	39	6	0	8	45	42	132	714	1478	1216	412	85	17	2	3
18H(6-24)	4203	45	39	6	0	8	45	42	133	718	1488	1229	427	87	21	2	3
24H(0-24)	4278	45	39	6	0	8	45	42	136	728	1503	1255	443	92	21	2	3
AM Peak	08:00 316	01:00 49	03:00 43	09:00 6	11:00 0	08:00 1	08:00 10	08:00 11	08:00 22	09:00 71	07:00 123	07:00 113	07:00 47	09:00 9	03:00 4	11:00 0	00:00 0
PM Peak	16:00 368	23:00 49	23:00 44	12:00 7	23:00 0	17:00 5	16:00 4	16:00 5	17:00 30	13:00 94	18:00 134	20:00 120	19:00 49	22:00 9	14:00 2	23:00 2	23:00 2

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	3	39			0	0	0	0	1	0	0	1	1	0	0	0	0
01:00	2	53			0	0	0	0	0	0	0	0	1	0	1	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	44			0	0	0	0	0	0	2	1	0	0	0	0	0
05:00	8	46			0	0	0	0	0	1	0	2	4	0	1	0	0
06:00	61	49	43	6	0	0	1	0	0	8	10	18	17	4	3	0	0
07:00	122	45	40	5	0	0	1	0	4	13	44	42	16	2	0	0	0
08:00	147	44	38	6	0	0	1	2	8	30	53	39	9	5	0	0	0
09:00	148	44	36	8	0	1	3	16	8	30	44	27	16	2	0	0	1
10:00	152	42	37	5	0	0	7	3	3	28	77	27	5	2	0	0	0
11:00	181	43	38	6	0	1	1	4	10	33	72	47	11	1	1	0	0
12:00	157	43	37	6	0	3	0	1	11	40	60	29	9	2	1	1	0
13:00	173	43	38	5	0	0	0	0	10	41	73	37	8	4	0	0	0
14:00	175	43	36	7	0	4	6	3	11	36	67	34	11	2	1	0	0
15:00	204	43	38	6	0	0	0	3	17	35	79	58	9	2	1	0	0
16:00	187	45	39	6	0	0	1	4	7	30	55	61	22	7	0	0	0
17:00	175	46	41	5	0	0	0	0	1	14	57	68	31	3	1	0	0
18:00	120	45	40	5	0	0	1	3	1	12	47	40	13	1	1	1	0
19:00	95	46	40	6	0	0	1	1	2	12	35	24	18	0	2	0	0
20:00	47	49	43	6	0	0	0	0	0	4	12	15	9	5	2	0	0
21:00	36	48	42	6	0	0	0	0	0	2	14	10	6	2	1	1	0
22:00	20	46	41	5	0	0	0	0	0	2	8	5	4	1	0	0	0
23:00	15	50	45	5	0	0	0	0	0	1	2	6	3	1	2	0	0
Total																	
12H(7-19)	1941	44	38	6	0	9	21	39	91	342	728	509	160	33	6	2	1
16H(6-22)	2180	45	38	6	0	9	23	40	93	368	799	576	210	44	14	3	1
18H(6-24)	2215	45	38	6	0	9	23	40	93	371	809	587	217	46	16	3	1
24H(0-24)	2231	45	39	6	0	9	23	40	94	372	809	592	224	46	18	3	1
AM Peak	10:00	06:00	01:00	09:00	11:00	11:00	10:00	09:00	11:00	11:00	10:00	11:00	06:00	06:00	06:00	11:00	09:00
	181	49	53	8	0	1	7	16	10	33	77	47	17	5	3	0	1
PM Peak	15:00	23:00	23:00	14:00	23:00	14:00	14:00	16:00	15:00	13:00	15:00	17:00	17:00	20:00	23:00	21:00	23:00
	204	50	45	7	0	4	6	4	17	41	79	68	31	7	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	4	37			0	0	0	0	0	1	2	1	0	0	0	0	0
01:00	2	43			0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	41			0	0	0	0	0	0	2	0	1	0	0	0	0
03:00	3	39			0	0	0	0	0	0	2	1	0	0	0	0	0
04:00	7	42			0	0	0	0	0	0	3	2	2	0	0	0	0
05:00	26	47	43	4	0	0	0	0	0	9	9	7	0	0	0	0	1
06:00	62	48	42	7	0	0	1	0	0	8	17	16	14	5	0	0	1
07:00	168	46	41	5	0	0	0	2	2	8	63	63	28	1	0	1	0
08:00	167	44	40	4	0	0	1	0	1	18	60	71	15	1	0	0	0
09:00	171	43	37	6	0	2	0	0	11	49	57	40	12	0	0	0	0
10:00	181	44	36	7	0	4	3	4	14	43	58	38	13	4	0	0	0
11:00	164	43	37	6	0	1	2	1	6	42	58	44	8	2	0	0	0
12:00	193	42	35	7	0	6	11	0	8	47	76	36	8	1	0	0	0
13:00	186	43	37	6	0	0	3	2	11	45	64	49	9	3	0	0	0
14:00	246	42	36	6	0	2	0	0	22	77	90	40	8	7	0	0	0
15:00	157	43	37	6	2	0	3	0	9	34	62	41	6	0	0	0	0
16:00	181	43	37	6	0	0	4	5	7	33	69	51	11	1	0	0	0
17:00	169	45	40	5	0	0	0	0	10	8	74	55	17	4	1	0	0
18:00	126	44	40	4	0	0	0	0	0	14	53	45	10	4	0	0	0
19:00	64	45	40	5	0	0	0	1	2	5	23	24	6	2	1	0	0
20:00	49	45	41	4	0	0	0	0	0	2	23	15	6	2	0	1	0
21:00	37	47	42	5	0	0	0	0	0	3	11	12	9	1	1	0	0
22:00	26	47	42	5	0	0	0	0	0	1	11	8	3	3	0	0	0
23:00	14	47	42	6	0	0	0	0	0	3	2	3	6	0	0	0	0
Total																	
12H(7-19)	2109	44	38	6	2	15	27	14	101	418	784	573	145	28	1	1	0
16H(6-22)	2321	44	38	6	2	15	28	15	103	436	858	640	180	38	3	3	0
18H(6-24)	2361	44	38	6	2	15	28	15	103	440	871	651	189	41	3	3	0
24H(0-24)	2406	44	38	6	2	15	28	15	103	441	890	664	200	41	3	3	1
AM Peak	08:00	05:00	01:00	09:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00	06:00	11:00	05:00	11:00	11:00	11:00
	181	48	43	7	0	4	3	4	14	49	63	71	28	5	0	1	1
PM Peak	17:00	23:00	23:00	21:00	23:00	16:00	16:00	17:00	15:00	18:00	22:00	17:00	19:00	22:00	23:00	23:00	23:00
	246	47	42	7	2	6	11	5	22	77	90	55	17	7	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

23 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	7		38		0	0	0	0	1	1	2	2	1	0	0	0	0
01:00	4		48		0	0	0	0	0	0	1	0	2	0	1	0	0
02:00	3		41		0	0	0	0	0	0	2	0	1	0	0	0	0
03:00	3		39		0	0	0	0	0	0	2	1	0	0	0	0	0
04:00	10	46	42	3	0	0	0	0	0	3	4	3	0	0	0	0	0
05:00	34	48	44	4	0	0	0	0	0	1	9	11	11	0	1	0	1
06:00	123	49	42	7	0	0	2	0	0	16	27	34	31	9	3	1	0
07:00	290	45	40	5	0	0	1	2	6	21	107	105	44	3	0	1	0
08:00	314	44	39	5	0	0	2	2	9	48	113	110	24	6	0	0	0
09:00	319	44	37	7	0	3	3	16	19	79	101	67	28	2	0	0	1
10:00	333	43	36	6	0	4	10	7	17	71	135	65	18	6	0	0	0
11:00	345	43	37	6	0	2	3	5	16	75	130	91	19	3	1	0	0
12:00	350	43	36	6	0	9	11	1	19	87	136	65	17	3	1	1	0
13:00	359	43	37	6	0	0	3	2	21	86	137	86	17	7	0	0	0
14:00	421	43	36	6	0	6	6	3	33	113	157	74	19	9	1	0	0
15:00	361	43	37	6	2	0	3	3	26	69	141	99	15	2	1	0	0
16:00	368	44	38	6	0	0	5	9	14	63	124	112	33	8	0	0	0
17:00	344	45	40	5	0	0	0	0	11	22	131	123	48	7	2	0	0
18:00	246	45	40	5	0	0	1	3	1	26	100	85	23	5	1	1	0
19:00	159	46	40	6	0	0	1	2	4	17	58	48	24	2	3	0	0
20:00	96	48	42	6	0	0	0	0	0	6	35	30	15	7	2	1	0
21:00	73	48	42	6	0	0	0	0	0	5	25	22	15	3	2	1	0
22:00	46	47	41	6	0	0	0	0	0	3	19	13	7	4	0	0	0
23:00	29	49	43	5	0	0	0	0	0	4	4	9	9	1	2	0	0
Total																	
12H(7-19)	4050	44	38	6	2	24	48	53	192	760	1512	1082	305	61	7	3	1
16H(6-22)	4501	44	38	6	2	24	51	55	196	804	1657	1216	390	82	17	6	1
18H(6-24)	4576	44	38	6	2	24	51	55	196	811	1680	1238	406	87	19	6	1
24H(0-24)	4637	44	38	6	2	24	51	55	197	813	1699	1256	424	87	21	6	2
AM Peak	08:00	00:00	00:00	04:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00	07:00	06:00	00:00	11:00	11:00	11:00
	345	49	48	7	0	4	10	16	19	79	135	110	44	9	3	1	1
PM Peak	16:00	22:00	23:00	21:00	23:00	16:00	16:00	16:00	15:00	18:00	18:00	17:00	17:00	23:00	20:00	23:00	23:00
	421	49	43	6	2	9	11	9	33	113	157	123	48	9	3	1	0

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	7		42		0	0	0	0	0	1	2	1	2	1	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2		40		0	0	0	0	0	0	1	1	0	0	0	0	0
04:00	1		52		0	0	0	0	0	0	0	0	0	1	0	0	0
05:00	9		47		0	0	0	0	0	0	3	1	1	2	2	0	0
06:00	15	47	44	3	0	0	0	0	0	0	2	8	4	0	1	0	0
07:00	38	47	42	5	0	0	0	1	1	1	7	16	11	1	0	0	0
08:00	79	47	40	7	0	0	0	2	5	9	27	18	11	5	2	0	0
09:00	131	44	37	7	0	1	4	8	8	24	33	40	9	4	0	0	0
10:00	185	44	39	5	0	0	1	1	7	26	71	65	12	2	0	0	0
11:00	186	45	39	5	0	0	1	4	2	22	70	64	22	0	1	0	0
12:00	195	44	38	6	0	0	3	2	9	44	53	66	16	2	0	0	0
13:00	195	45	40	5	0	0	0	1	3	35	65	63	22	4	1	0	1
14:00	177	45	39	6	0	0	5	1	3	32	63	47	20	5	1	0	0
15:00	193	43	37	6	0	0	4	1	11	52	72	39	13	1	0	0	0
16:00	132	46	40	6	0	0	0	0	2	19	51	35	23	2	0	0	0
17:00	101	46	41	5	0	1	0	2	1	8	24	44	20	0	0	1	0
18:00	88	48	41	6	0	0	0	4	3	6	17	36	15	7	0	0	0
19:00	71	48	42	6	0	0	0	0	1	5	25	17	18	4	1	0	0
20:00	48	50	43	7	0	0	0	0	0	4	13	16	7	7	0	1	0
21:00	45	47	41	6	0	0	0	0	3	3	14	14	9	1	1	0	0
22:00	22	46	41	5	0	0	0	0	1	2	7	7	4	1	0	0	0
23:00	15	50	45	5	0	0	0	0	0	0	5	3	4	2	1	0	0
Total																	
12H(7-19)	1700	45	39	6	0	2	18	27	55	278	553	533	194	33	5	1	1
16H(6-22)	1879	45	39	6	0	2	18	27	59	290	607	588	232	45	8	2	1
18H(6-24)	1916	45	39	6	0	2	18	27	60	292	619	598	240	48	9	2	1
24H(0-24)	1935	45	39	6	0	2	18	27	60	293	625	601	243	52	11	2	1
AM Peak	11:00	07:00	04:00	08:00	11:00	11:00	11:00	11:00	08:00	10:00	10:00	10:00	11:00	10:00	08:00	11:00	11:00
	186	47	52	7	0	1	4	8	8	26	71	65	22	5	2	0	0
PM Peak	13:00	20:00	23:00	20:00	23:00	17:00	15:00	18:00	13:00	13:00	15:00	12:00	12:00	19:00	23:00	20:00	19:00
	195	50	45	7	0	1	5	4	11	52	72	66	23	7	1	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 64.98716 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	10	44	41	3	0	0	0	0	0	2	2	4	1	1	0	0	0
01:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	5		41		0	0	0	0	0	1	1	1	2	0	0	0	0
03:00	1		32		0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	1		42		0	0	0	0	0	0	0	1	0	0	0	0	0
05:00	15	43	38	6	0	0	2	0	0	1	4	7	1	0	0	0	0
06:00	24	48	44	4	0	0	0	0	0	2	2	11	7	0	2	0	0
07:00	46	48	42	6	0	0	0	0	2	4	12	16	8	3	1	0	0
08:00	112	44	39	5	0	0	0	0	3	14	45	38	10	2	0	0	0
09:00	168	43	37	6	0	2	2	1	8	39	62	43	7	2	0	2	0
10:00	164	42	36	6	0	1	7	9	7	35	70	27	5	3	0	0	0
11:00	161	43	37	6	0	1	4	4	7	29	68	38	7	1	2	0	0
12:00	205	43	36	6	0	1	7	3	10	63	65	46	7	3	0	0	0
13:00	205	44	37	7	0	7	3	1	8	52	74	40	17	2	1	0	0
14:00	203	42	36	6	0	4	1	3	13	54	75	43	8	2	0	0	0
15:00	196	43	38	5	0	0	1	0	8	50	84	36	11	4	2	0	0
16:00	178	43	37	6	0	3	1	0	7	37	78	38	13	1	0	0	0
17:00	127	44	39	5	0	0	2	0	3	15	50	45	12	0	0	0	0
18:00	90	44	40	4	0	0	0	0	4	9	34	32	6	2	2	0	1
19:00	88	47	41	6	0	0	0	0	0	19	21	27	15	3	2	0	1
20:00	45	45	40	5	0	0	0	0	2	9	14	13	3	2	2	0	0
21:00	32	46	41	5	0	0	0	0	1	2	13	9	5	2	0	0	0
22:00	21	46	41	5	0	0	0	0	1	1	8	6	5	0	0	0	0
23:00	16	46	40	6	0	0	0	0	1	3	3	5	3	1	0	0	0
Total																	
12H(7-19)	1855	43	37	6	0	19	28	21	80	401	717	442	111	25	8	2	1
16H(6-22)	2044	44	38	6	0	19	28	21	83	433	767	502	141	32	14	2	2
18H(6-24)	2081	44	38	6	0	19	28	21	85	437	778	513	149	33	14	2	2
24H(0-24)	2114	44	38	6	0	19	30	21	85	442	786	526	153	34	14	2	2
AM Peak	07:00	05:00	03:00	09:00	11:00	09:00	08:00	08:00	08:00	07:00	07:00	07:00	00:00	04:00	07:00	05:00	11:00
	168	48	44	6	0	2	7	9	8	39	70	43	10	3	2	2	0
PM Peak	16:00	23:00	23:00	15:00	23:00	15:00	15:00	17:00	17:00	19:00	20:00	23:00	21:00	20:00	23:00	23:00	23:00
	205	47	41	7	0	7	7	3	13	63	84	46	17	4	2	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

24 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	17	47	42	6	0	0	0	0	0	3	4	5	3	2	0	0	0
01:00	1		38		0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	5		41		0	0	0	0	0	1	1	1	2	0	0	0	0
03:00	3		37		0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	2		47		0	0	0	0	0	0	0	1	0	1	0	0	0
05:00	24	48	41	7	0	0	2	0	0	1	7	8	2	2	2	0	0
06:00	39	48	44	4	0	0	0	0	0	2	4	19	11	0	3	0	0
07:00	84	48	42	6	0	0	0	1	3	5	19	32	19	4	1	0	0
08:00	191	45	40	5	0	0	0	2	8	23	72	56	21	7	2	0	0
09:00	299	44	37	6	0	3	6	9	16	63	95	83	16	6	0	2	0
10:00	349	43	37	6	0	1	8	10	14	61	141	92	17	5	0	0	0
11:00	347	44	38	6	0	1	5	8	9	51	138	102	29	1	3	0	0
12:00	400	44	37	6	0	1	10	5	19	107	118	112	23	5	0	0	0
13:00	400	44	38	6	0	7	3	2	11	87	139	103	39	6	2	0	1
14:00	380	44	37	6	0	4	6	4	16	86	138	90	28	7	1	0	0
15:00	389	43	37	6	0	0	5	1	19	102	156	75	24	5	2	0	0
16:00	310	44	38	6	0	3	1	0	9	56	129	73	36	3	0	0	0
17:00	228	45	40	5	0	1	2	2	4	23	74	89	32	0	0	1	0
18:00	178	46	41	6	0	0	0	4	7	15	51	68	21	9	2	0	1
19:00	159	48	41	6	0	0	0	0	1	24	46	44	33	7	3	0	1
20:00	93	48	41	7	0	0	0	0	2	13	27	29	10	9	2	1	0
21:00	77	47	41	6	0	0	0	0	4	5	27	23	14	3	1	0	0
22:00	43	46	41	6	0	0	0	0	2	3	15	13	9	1	0	0	0
23:00	31	49	42	6	0	0	0	0	1	3	8	8	7	3	1	0	0
Total																	
12H(7-19)	3555	44	38	6	0	21	46	48	135	679	1270	975	305	58	13	3	2
16H(6-22)	3923	45	38	6	0	21	46	48	142	723	1374	1090	373	77	22	4	3
18H(6-24)	3997	45	39	6	0	21	46	48	145	729	1397	1111	389	81	23	4	3
24H(0-24)	4049	45	39	6	0	21	48	48	145	735	1411	1127	396	86	25	4	3
AM Peak	08:00 349	05:00 48	03:00 47	11:00 7	11:00 0	10:00 3	08:00 8	08:00 10	08:00 16	07:00 63	07:00 141	07:00 102	06:00 29	04:00 7	07:00 3	05:00 2	11:00 0
PM Peak	16:00 400	23:00 49	23:00 42	23:00 7	23:00 0	15:00 7	15:00 10	15:00 5	17:00 19	13:00 107	19:00 156	20:00 112	21:00 39	22:00 9	23:00 3	23:00 1	23:00 1

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	7	40			0	0	0	0	1	0	3	1	2	0	0	0	0
01:00	3	33			0	0	0	0	0	3	0	0	0	0	0	0	0
02:00	2	45			0	0	0	0	0	1	0	0	0	0	1	0	0
03:00	2	38			0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	2	40			0	0	0	0	0	0	1	1	0	0	0	0	0
05:00	3	46			0	0	0	0	0	0	1	0	1	1	0	0	0
06:00	8	38			0	0	0	0	1	0	5	1	1	0	0	0	0
07:00	28	48	41	7	0	0	2	0	1	2	5	7	10	1	0	0	0
08:00	52	55	42	13	0	0	2	2	2	8	10	10	7	2	5	2	2
09:00	91	46	40	6	0	1	2	0	3	13	33	23	9	4	0	1	2
10:00	155	43	37	6	0	3	3	2	12	29	66	28	9	3	0	0	0
11:00	172	43	37	5	0	0	2	0	6	53	67	32	10	1	0	0	1
12:00	180	44	38	6	0	1	1	6	4	25	78	44	19	2	0	0	0
13:00	167	45	40	5	0	0	0	1	3	26	62	53	16	3	2	1	0
14:00	143	45	40	5	0	0	0	3	5	12	65	36	17	3	1	1	0
15:00	99	44	38	6	0	0	0	4	2	0	15	43	22	10	2	1	0
16:00	118	45	40	5	0	0	0	3	1	15	38	44	15	1	0	1	0
17:00	92	48	42	6	0	0	0	0	3	7	21	35	22	3	1	0	0
18:00	85	46	42	4	0	0	0	1	0	4	16	46	15	2	1	0	0
19:00	61	46	41	5	0	0	0	0	0	10	21	18	6	3	1	1	1
20:00	36	49	43	6	0	0	0	0	0	2	11	11	7	5	0	0	0
21:00	23	47	42	4	0	0	0	0	0	1	7	9	4	1	1	0	0
22:00	12	50	44	6	0	0	0	0	0	3	0	4	2	2	0	1	0
23:00	3	34			0	0	0	0	1	0	2	0	0	0	0	0	0
Total																	
12H(7-19)	1382	45	39	6	0	5	16	20	40	209	504	380	159	27	11	6	5
16H(6-22)	1510	45	39	6	0	5	16	20	41	222	548	419	177	36	13	7	6
18H(6-24)	1525	45	39	6	0	5	16	20	42	225	550	423	179	38	13	8	6
24H(0-24)	1544	45	39	6	0	5	16	20	43	229	557	425	182	39	14	8	6
AM Peak	11:00	08:00	05:00	08:00	11:00	10:00	10:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	08:00	08:00	09:00
	172	55	46	13	0	3	3	2	12	53	67	32	10	4	5	2	2
PM Peak	12:00	22:00	22:00	22:00	23:00	16:00	15:00	12:00	14:00	13:00	12:00	13:00	16:00	17:00	15:00	22:00	19:00
	180	50	44	6	0	1	4	6	5	26	78	53	22	5	2	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	5	39			0	0	0	0	0	1	2	1	1	0	0	0	0
01:00	3	39			0	0	0	0	0	2	1	0	0	0	0	0	0
02:00	2	40			0	0	0	0	0	0	1	1	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	36			0	0	0	0	0	2	1	1	0	0	0	0	0
05:00	3	44			0	0	0	0	0	0	0	2	1	0	0	0	0
06:00	13	44	39	4	0	0	0	0	0	3	4	4	2	0	0	0	0
07:00	35	46	42	5	0	0	0	0	1	2	9	15	6	2	0	0	0
08:00	67	46	40	6	0	0	0	2	3	5	24	21	7	5	0	0	0
09:00	105	44	38	6	0	0	5	0	3	15	42	33	5	2	0	0	0
10:00	160	43	37	6	0	2	3	2	7	33	64	39	8	2	0	0	0
11:00	185	41	34	7	0	4	17	5	15	47	64	22	8	3	0	0	0
12:00	164	43	36	7	0	3	8	2	6	37	65	31	9	3	0	0	0
13:00	167	43	37	6	0	0	1	0	15	36	65	42	6	1	0	1	0
14:00	160	43	36	6	0	0	1	4	17	44	53	29	11	1	0	0	0
15:00	166	43	36	6	0	3	3	2	10	45	54	39	6	3	1	0	0
16:00	145	43	37	5	0	1	1	0	8	30	65	32	7	1	0	0	0
17:00	94	45	39	6	2	2	0	0	0	12	36	30	10	2	0	0	0
18:00	64	47	41	6	0	0	0	0	0	8	26	15	13	2	0	0	0
19:00	60	45	40	4	0	0	0	0	1	6	23	21	6	3	0	0	0
20:00	40	47	42	5	0	0	0	0	0	3	13	15	6	2	1	0	0
21:00	20	42	38	4	0	0	0	0	0	4	10	5	1	0	0	0	0
22:00	7	41			0	0	0	0	0	1	3	2	0	0	1	0	0
23:00	8	44			0	0	0	0	1	0	1	1	3	2	0	0	0
Total																	
12H(7-19)	1512	44	37	6	2	15	39	17	85	314	567	348	96	27	1	1	0
16H(6-22)	1645	44	37	6	2	15	39	17	86	330	617	393	111	32	2	1	0
18H(6-24)	1660	44	37	6	2	15	39	17	87	331	621	396	114	34	3	1	0
24H(0-24)	1677	44	37	6	2	15	39	17	87	334	627	402	116	34	3	1	0
AM Peak	08:00	00:00	02:00	09:00	11:00	08:00	08:00	08:00	08:00	08:00	07:00	07:00	02:00	11:00	05:00	11:00	11:00
	185	46	44	7	0	4	17	5	15	47	64	39	8	5	0	0	0
PM Peak	16:00	22:00	23:00	19:00	23:00	15:00	15:00	15:00	17:00	17:00	21:00	22:00	20:00	22:00	23:00	23:00	23:00
	167	47	44	7	2	3	8	4	17	45	65	42	13	3	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

25 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	12	45	40	6	0	0	0	0	1	1	5	2	3	0	0	0	0
01:00	6		36		0	0	0	0	0	3	2	1	0	0	0	0	0
02:00	4		43		0	0	0	0	0	1	1	1	0	0	1	0	0
03:00	2		38		0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	6		38		0	0	0	0	0	2	2	2	0	0	0	0	0
05:00	6		45		0	0	0	0	0	0	1	2	2	1	0	0	0
06:00	21	44	39	5	0	0	0	0	1	3	9	5	3	0	0	0	0
07:00	63	48	41	6	0	0	2	0	2	4	14	22	16	3	0	0	0
08:00	119	49	41	8	0	0	2	4	5	13	34	31	14	7	5	2	2
09:00	196	44	39	6	0	1	7	0	6	28	75	56	14	6	0	1	2
10:00	315	43	37	6	0	5	6	4	19	62	130	67	17	5	0	0	0
11:00	357	42	35	7	0	4	19	5	21	100	131	54	18	4	0	0	1
12:00	344	44	37	6	0	4	9	8	10	62	143	75	28	5	0	0	0
13:00	334	44	38	5	0	0	1	1	18	62	127	95	22	4	2	2	0
14:00	303	44	38	6	0	0	1	7	22	56	118	65	28	4	1	1	0
15:00	265	44	37	6	0	3	7	4	10	60	97	61	16	5	2	0	0
16:00	263	44	38	5	0	1	1	3	9	45	103	76	22	2	0	1	0
17:00	186	46	40	6	2	2	0	0	3	19	57	65	32	5	1	0	0
18:00	149	47	41	5	0	0	0	1	0	12	42	61	28	4	1	0	0
19:00	121	46	41	5	0	0	0	0	1	16	44	39	12	6	1	1	1
20:00	76	48	42	6	0	0	0	0	0	5	24	26	13	7	1	0	0
21:00	43	45	41	4	0	0	0	0	0	5	17	14	5	1	1	0	0
22:00	19	50	43	7	0	0	0	0	0	4	3	6	2	2	1	1	0
23:00	11	49	41	7	0	0	0	0	2	0	3	1	3	2	0	0	0
Total																	
12H(7-19)	2894	44	38	6	2	20	55	37	125	523	1071	728	255	54	12	7	5
16H(6-22)	3155	44	38	6	2	20	55	37	127	552	1165	812	288	68	15	8	6
18H(6-24)	3185	44	38	6	2	20	55	37	129	556	1171	819	293	72	16	9	6
24H(0-24)	3221	45	38	6	2	20	55	37	130	563	1184	827	298	73	17	9	6
AM Peak	08:00	05:00	02:00	09:00	11:00	08:00	08:00	08:00	08:00	09:00	07:00	06:00	06:00	00:00	05:00	11:00	11:00
	357	49	45	8	0	5	19	5	21	100	131	67	18	7	5	2	2
PM Peak	15:00	23:00	23:00	14:00	23:00	15:00	15:00	16:00	17:00	17:00	21:00	22:00	23:00	23:00	23:00	23:00	23:00
	344	50	43	7	2	4	9	8	22	62	143	95	32	7	2	2	1

PCC A5026, Stone Road, Eccelshall, ATC 2

Site Ref. 540202 Site No. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	2		40		0	0	0	0	0	0	1	1	0	0	0	0	0
01:00	2		48		0	0	0	0	0	0	1	0	0	0	1	0	0
02:00	1		52		0	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5		49		0	0	0	0	0	0	1	0	2	1	1	0	0
05:00	12	53	46	7	0	0	0	0	1	0	1	5	1	2	1	1	0
06:00	59	49	43	6	0	0	0	0	0	6	11	18	18	5	1	0	0
07:00	113	47	41	6	0	0	0	2	0	14	31	38	21	6	1	0	0
08:00	134	45	40	5	0	1	2	0	0	13	55	42	16	4	0	1	0
09:00	127	43	37	5	0	0	0	0	0	5	41	45	28	5	3	0	0
10:00	147	42	37	5	0	0	2	0	8	34	67	26	8	1	0	1	0
11:00	111	44	38	5	0	1	0	1	1	26	36	37	9	0	0	0	0
12:00	146	43	38	5	0	0	1	3	4	31	62	36	8	1	0	0	0
13:00	153	43	37	6	0	7	1	0	5	30	62	37	11	0	0	0	0
14:00	155	43	37	6	0	0	0	1	11	42	56	38	6	0	0	1	0
15:00	163	44	39	5	0	1	0	0	2	32	55	58	12	2	1	0	0
16:00	157	44	39	5	0	0	0	0	2	25	60	57	9	3	1	0	0
17:00	184	48	41	6	0	0	0	4	5	16	52	58	39	8	2	0	0
18:00	124	47	40	6	0	0	3	6	0	10	31	48	20	3	1	2	0
19:00	62	47	41	6	0	0	0	0	0	11	17	19	10	4	1	0	0
20:00	47	47	41	6	0	0	0	1	4	4	11	16	6	3	0	0	2
21:00	22	48	43	6	0	0	0	0	0	1	9	3	7	2	0	0	0
22:00	14	47	41	6	0	0	0	0	1	2	3	3	5	0	0	0	0
23:00	6		46		0	0	0	0	0	0	1	1	3	1	0	0	0
Total																	
12H(7-19)	1714	44	39	6	0	10	9	17	43	314	612	503	164	31	6	5	0
16H(6-22)	1904	45	39	6	0	10	9	18	47	336	660	559	205	45	8	5	2
18H(6-24)	1924	45	39	6	0	10	9	18	48	338	664	563	213	46	8	5	2
24H(0-24)	1946	45	39	6	0	10	9	18	49	338	668	569	216	50	11	6	2
AM Peak	10:00 147	05:00 53	02:00 52	05:00 7	11:00 0	11:00 1	10:00 2	11:00 2	11:00 8	09:00 41	08:00 67	08:00 42	07:00 21	07:00 6	05:00 1	10:00 1	11:00 0
PM Peak	17:00 184	21:00 48	23:00 46	17:00 6	23:00 0	13:00 7	18:00 3	18:00 6	13:00 11	12:00 42	13:00 62	17:00 58	17:00 39	17:00 8	17:00 2	18:00 2	20:00 2

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 >=65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2		43		0	0	0	0	0	0	0	2	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	11	44	41	3	0	0	0	0	0	2	1	7	1	0	0	0	0
05:00	30	49	43	6	0	0	0	0	0	3	8	6	10	3	0	0	0
06:00	63	48	42	6	0	0	0	1	0	4	21	20	12	3	2	0	0
07:00	160	46	41	5	0	0	0	0	1	17	56	55	25	2	4	0	0
08:00	176	44	40	5	0	0	0	0	4	20	67	69	15	1	0	0	0
09:00	162	43	38	5	0	0	0	0	5	42	72	33	8	2	0	0	0
10:00	136	40	36	4	0	0	0	0	16	33	64	19	4	0	0	0	0
11:00	160	40	36	4	0	0	1	1	7	56	70	23	2	0	0	0	0
12:00	156	43	36	6	0	1	3	4	14	42	49	37	5	0	0	0	1
13:00	160	39	35	5	0	3	4	0	11	62	63	12	3	2	0	0	0
14:00	179	41	36	5	0	0	1	2	10	66	65	31	4	0	0	0	0
15:00	173	43	37	6	0	1	2	2	16	44	63	30	13	0	2	0	0
16:00	155	43	38	5	0	1	1	0	3	21	77	40	12	0	0	0	0
17:00	173	43	39	5	0	0	0	5	2	19	77	63	5	1	0	1	0
18:00	98	43	39	4	0	0	0	1	0	10	52	30	3	2	0	0	0
19:00	52	45	38	6	0	0	2	1	1	8	17	15	8	0	0	0	0
20:00	42	47	41	5	0	0	0	0	0	6	11	15	7	2	1	0	0
21:00	22	49	44	5	0	0	0	0	0	1	4	8	6	2	1	0	0
22:00	11	47	42	4	0	0	0	0	0	1	2	4	4	0	0	0	0
23:00	6		42		0	0	0	0	0	1	2	1	1	1	0	0	0
Total																	
12H(7-19)	1888	43	37	6	0	6	12	15	89	432	775	442	99	10	6	1	1
16H(6-22)	2067	43	38	6	0	6	14	17	90	451	828	500	132	17	10	1	1
18H(6-24)	2084	44	38	6	0	6	14	17	90	453	832	505	137	18	10	1	1
24H(0-24)	2127	44	38	6	0	6	14	17	90	458	841	520	148	21	10	1	1
AM Peak	08:00 176	11:00 49	11:00 43	11:00 6	11:00 0	08:00 0	11:00 1	11:00 1	10:00 16	08:00 56	07:00 72	07:00 69	01:00 25	00:00 3	01:00 4	11:00 0	00:00 0
PM Peak	17:00 179	16:00 49	19:00 44	16:00 6	23:00 0	16:00 3	12:00 4	13:00 5	13:00 16	14:00 66	22:00 77	23:00 63	23:00 13	23:00 2	18:00 2	23:00 1	15:00 1

PCC Traffic Information Consultancy Ltd.

Site No. 540202 Site Ref. 540202
 Stone Road
 Speed Report (Speed Limit 60 Mph)

26 Apr 2021

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 65->
00:00	2		40		0	0	0	0	0	0	1	1	0	0	0	0	0
01:00	4		45		0	0	0	0	0	0	1	2	0	0	1	0	0
02:00	1		52		0	0	0	0	0	0	0	0	0	1	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	16	48	43	4	0	0	0	0	0	2	2	7	3	1	1	0	0
05:00	42	50	44	6	0	0	0	0	1	3	9	11	11	5	1	1	0
06:00	122	49	42	6	0	0	0	1	0	10	32	38	30	8	3	0	0
07:00	273	47	41	6	0	0	0	2	1	31	87	93	46	8	5	0	0
08:00	310	45	40	5	0	1	2	0	4	33	122	111	31	5	0	1	0
09:00	289	43	37	5	0	0	0	0	10	83	117	61	13	5	0	0	0
10:00	283	42	37	5	0	0	2	0	24	67	131	45	12	1	0	1	0
11:00	271	42	37	5	0	1	1	2	8	82	106	60	11	0	0	0	0
12:00	302	43	37	6	0	1	4	7	18	73	111	73	13	1	0	0	1
13:00	313	42	36	6	0	10	5	0	16	92	125	49	14	2	0	0	0
14:00	334	42	36	6	0	0	1	3	21	108	121	69	10	0	0	1	0
15:00	336	44	38	6	0	2	2	2	18	76	118	88	25	2	3	0	0
16:00	312	44	39	5	0	1	1	0	5	46	137	97	21	3	1	0	0
17:00	357	45	40	5	0	0	0	9	7	35	129	121	44	9	2	1	0
18:00	222	45	40	5	0	0	3	7	0	20	83	78	23	5	1	2	0
19:00	114	46	40	6	0	0	2	1	1	19	34	34	18	4	1	0	0
20:00	89	47	41	6	0	0	0	1	4	10	22	31	13	5	1	0	2
21:00	44	49	43	6	0	0	0	0	0	2	13	11	13	4	1	0	0
22:00	25	47	42	6	0	0	0	0	1	3	5	7	9	0	0	0	0
23:00	12	49	44	5	0	0	0	0	0	1	3	2	4	2	0	0	0
Total																	
12H(7-19)	3602	44	38	6	0	16	21	32	132	746	1387	945	263	41	12	6	1
16H(6-22)	3971	44	38	6	0	16	23	35	137	787	1488	1059	337	62	18	6	3
18H(6-24)	4008	44	38	6	0	16	23	35	138	791	1496	1068	350	64	18	6	3
24H(0-24)	4073	44	39	6	0	16	23	35	139	796	1509	1089	364	71	21	7	3
AM Peak	08:00 310	08:00 50	03:00 52	08:00 6	11:00 0	08:00 1	10:00 2	10:00 2	11:00 24	09:00 83	07:00 131	07:00 111	01:00 46	00:00 8	01:00 5	11:00 1	00:00 0
PM Peak	17:00 357	16:00 49	23:00 44	14:00 6	23:00 0	12:00 10	13:00 5	13:00 9	13:00 21	17:00 108	17:00 137	23:00 121	23:00 44	23:00 9	18:00 3	23:00 2	15:00 2



APPENDIX TN1-B: MCC AND QUEUE SURVEY RESULTS



Eccleshall, Tuesday 7th September 2021

Junction: 1
Approach: A519 Stafford Street

TIME	To B5026 High Street							To A519 Castle Street							To B5026 Stone Road							U-Turn											
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:30 - 07:45	0	0	14	4	0	0	0	18	0	0	97	12	1	1	0	111	0	1	17	7	2	1	0	0	28	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	9	6	0	0	0	15	0	1	73	11	3	1	0	89	0	1	35	2	1	0	0	0	39	0	0	1	1	0	0	0	2
Hourly Total	0	0	23	10	0	0	0	33	0	1	170	23	4	2	0	200	0	2	52	9	3	1	0	0	67	0	0	2	1	0	0	0	3
08:00 - 08:15	0	0	14	5	0	1	0	20	0	1	47	10	2	2	2	64	0	0	24	6	0	1	0	0	31	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	10	1	0	0	0	11	0	0	53	3	0	3	0	59	0	1	30	5	0	1	0	0	37	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	8	4	0	0	0	12	0	0	76	10	4	0	0	90	0	0	34	2	1	0	0	0	37	0	0	1	0	0	0	0	1
08:45 - 09:00	0	1	25	10	0	0	0	36	2	1	51	7	0	4	0	65	0	0	37	7	1	0	0	0	45	0	0	1	0	0	0	0	1
Hourly Total	0	1	57	20	0	1	0	79	2	2	227	30	6	9	2	278	0	1	125	20	2	2	0	0	150	0	0	3	0	0	0	0	3
09:00 - 09:15	0	0	20	4	0	0	0	24	0	0	50	12	4	3	1	70	0	0	43	0	0	0	0	0	43	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	20	2	1	0	0	23	0	1	40	13	2	0	0	56	0	0	34	5	2	0	0	0	41	0	0	1	0	0	0	0	1
Hourly Total	0	0	40	6	1	0	0	47	0	1	90	25	6	3	1	126	0	0	77	5	2	0	0	0	84	0	0	1	0	0	0	0	1
TOTAL	0	1	120	36	1	1	0	159	2	4	487	78	16	14	3	604	0	3	254	34	7	3	0	301	0	0	6	1	0	0	0	7	
16:30 - 16:45	0	1	37	7	1	1	0	47	0	1	40	13	0	0	0	54	0	1	34	1	2	0	0	0	38	0	0	1	0	0	0	0	1
16:45 - 17:00	1	0	41	4	0	4	0	50	0	0	39	16	0	2	1	58	0	0	34	8	0	0	0	0	42	0	0	0	2	0	0	0	2
Hourly Total	1	1	78	11	1	5	0	97	0	1	79	29	0	2	1	112	0	1	68	9	2	0	0	0	80	0	0	1	2	0	0	0	3
17:00 - 17:15	0	0	34	2	0	2	0	38	0	1	56	11	0	0	0	68	0	0	43	14	0	0	0	0	57	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	30	5	1	0	0	36	0	0	43	11	0	1	0	55	0	0	44	6	0	0	0	0	50	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	34	2	0	0	0	36	0	0	52	6	2	1	0	61	1	0	42	2	0	0	0	0	45	0	0	0	0	0	0	0	0
17:45 - 18:00	0	2	22	8	0	0	0	32	0	0	45	11	0	2	1	59	0	0	35	4	0	0	0	0	39	0	0	1	0	0	0	0	1
Hourly Total	0	2	120	17	1	2	0	142	0	1	196	39	2	4	1	243	1	0	164	26	0	0	0	0	191	0	0	2	0	0	0	0	2
18:00 - 18:15	0	2	38	3	0	0	0	43	0	0	46	2	2	0	0	50	0	0	27	4	0	0	0	0	31	0	0	0	1	0	0	0	1
18:15 - 18:30	0	0	25	6	0	0	0	31	0	1	36	5	0	1	0	43	0	1	28	1	0	0	0	0	30	0	0	1	0	0	0	0	1
Hourly Total	0	2	63	9	0	0	0	74	0	1	82	7	2	1	0	93	0	1	55	5	0	0	0	0	61	0	0	1	1	0	0	0	2
TOTAL	1	5	261	37	2	7	0	313	0	3	357	75	4	7	2	448	1	2	287	40	2	0	0	332	0	0	4	3	0	0	0	7	



Eccleshall, Tuesday 7th September 2021

Junction: 1
Approach: B5026 High Street

TIME	To A519 Castle Street							To B5026 Stone Road							To A519 Stafford Street							U-Turn									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
07:30 - 07:45	0	0	10	4	0	0	0	14	0	0	4	3	0	0	0	7	0	1	13	1	1	0	0	16	0	0	0	0	0	0	0
07:45 - 08:00	0	0	7	0	0	0	0	7	0	0	19	1	0	0	0	20	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0
Hourly Total	0	0	17	4	0	0	0	21	0	0	23	4	0	0	0	27	0	1	26	4	1	0	0	32	0						
08:00 - 08:15	0	0	13	0	0	0	0	13	0	0	10	8	0	1	0	19	0	0	25	4	1	0	1	31	0	0	0	0	0	0	0
08:15 - 08:30	0	0	8	1	0	0	0	9	0	0	11	0	1	0	0	12	0	0	27	3	2	0	0	32	0	0	0	0	0	0	0
08:30 - 08:45	0	0	4	3	0	0	0	7	0	0	7	2	0	0	0	9	0	2	25	1	1	0	0	29	0	0	0	0	0	0	0
08:45 - 09:00	0	0	11	3	0	1	0	15	0	0	4	1	0	0	0	5	0	0	17	2	0	1	0	20	0	0	0	0	0	0	0
Hourly Total	0	0	36	7	0	1	0	44	0	0	32	11	1	1	0	45	0	2	94	10	4	1	1	112	0						
09:00 - 09:15	0	0	3	2	0	0	0	5	0	0	8	3	0	0	0	11	0	0	11	1	1	0	0	13	0	0	1	0	0	0	0
09:15 - 09:30	0	0	5	2	1	0	0	8	0	1	2	0	0	0	0	3	0	0	17	5	0	0	0	22	0	0	0	0	0	0	0
Hourly Total	0	0	8	4	1	0	0	13	0	1	10	3	0	0	0	14	0	0	28	6	1	0	0	35	0	0	1	0	0	0	1
TOTAL	0	0	61	15	1	1	0	78	0	1	65	18	1	1	0	86	0	3	148	20	6	1	1	179	0	0	1	0	0	0	1
16:30 - 16:45	0	0	6	2	0	0	0	8	0	0	9	2	0	0	0	11	1	0	15	4	1	0	0	21	0	0	1	0	0	0	0
16:45 - 17:00	0	1	7	1	0	0	0	9	0	0	4	3	0	0	0	7	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0
Hourly Total	0	1	13	3	0	0	0	17	0	0	13	5	0	0	0	18	1	0	24	4	1	0	0	30	0	0	1	0	0	0	1
17:00 - 17:15	0	0	2	2	0	0	0	4	0	0	9	3	0	0	0	12	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0
17:15 - 17:30	0	0	7	0	0	0	0	7	0	0	19	2	0	0	0	21	0	0	13	7	0	0	0	20	0	0	0	1	0	0	0
17:30 - 17:45	3	0	6	0	0	0	0	9	0	0	8	0	0	0	0	8	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0
17:45 - 18:00	0	0	10	0	0	0	0	10	0	0	10	0	0	0	0	10	0	0	16	1	0	0	0	17	0	0	2	0	0	0	2
Hourly Total	3	0	25	2	0	0	0	30	0	0	46	5	0	0	0	51	0	0	62	11	0	0	0	73	0	0	2	1	0	0	3
18:00 - 18:15	2	0	5	0	0	0	0	7	0	1	12	0	0	0	0	13	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	8	0	0	0	0	8	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0
Hourly Total	2	0	9	0	0	0	0	11	0	1	20	0	0	0	0	21	0	0	25	5	0	0	0	30	0						
TOTAL	5	1	47	5	0	0	0	58	0	1	79	10	0	0	0	90	1	0	111	20	1	0	0	133	0	0	3	1	0	0	4



Eccleshall, Tuesday 7th September 2021

Junction: 2

Approach: A519 Stafford Street

TIME	To A5013 Stafford Street								To A519 Horse Fair								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	1	27	2	1	0	0	31	0	1	52	17	1	0	0	71	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	36	7	5	1	0	49	0	0	46	17	0	1	0	64	0	0	1	0	0	0	0	1
Hourly Total	0	1	63	9	6	1	0	80	0	1	98	34	1	1	0	135	0	0	1	0	0	0	0	1
08:00 - 08:15	0	0	42	8	2	3	0	55	0	0	65	21	1	1	2	90	0	0	0	1	0	0	0	1
08:15 - 08:30	0	0	47	7	2	2	1	59	0	0	57	19	4	0	0	80	0	0	0	1	0	0	0	1
08:30 - 08:45	0	3	32	2	3	0	0	40	0	0	52	11	4	2	0	69	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	24	7	1	1	0	33	0	0	53	17	2	3	0	75	0	0	0	2	0	0	0	2
Hourly Total	0	3	145	24	8	6	1	187	0	0	227	68	11	6	2	314	0	0	0	5	0	0	0	5
09:00 - 09:15	0	0	30	5	3	1	0	39	0	0	40	9	3	3	0	55	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	30	7	3	3	0	43	0	0	26	11	2	1	0	40	0	0	0	0	0	0	0	0
Hourly Total	0	0	60	12	6	4	0	82	0	0	66	20	5	4	0	95	0							
TOTAL	0	4	268	45	20	11	1	349	0	1	391	122	17	11	2	544	0	0	1	5	0	0	0	6
16:30 - 16:45	2	0	42	4	4	0	0	52	0	1	71	15	0	1	0	88	0	0	0	2	0	0	0	2
16:45 - 17:00	5	1	29	5	0	1	1	42	0	1	71	12	2	0	0	86	0	0	1	1	0	0	0	2
Hourly Total	7	1	71	9	4	1	1	94	0	2	142	27	2	1	0	174	0	0	1	3	0	0	0	4
17:00 - 17:15	0	2	47	1	1	2	1	54	0	0	95	9	2	1	0	107	0	0	2	0	0	0	0	2
17:15 - 17:30	1	1	25	3	0	0	0	30	0	2	78	18	0	2	0	100	0	0	2	2	1	0	0	5
17:30 - 17:45	0	0	40	3	0	0	0	43	0	1	79	11	3	2	0	96	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	44	6	0	0	1	51	0	0	64	7	0	2	0	73	0	0	0	0	0	0	0	0
Hourly Total	1	3	156	13	1	2	2	178	0	3	316	45	5	7	0	376	0	0	5	2	1	0	0	8
18:00 - 18:15	1	2	48	3	0	1	0	55	0	0	72	8	0	1	0	81	0	0	0	0	0	0	0	0
18:15 - 18:30	4	0	30	8	1	0	0	43	0	0	56	5	0	0	0	61	0	0	0	0	0	0	0	0
Hourly Total	5	2	78	11	1	1	0	98	0	0	128	13	0	1	0	142	0							
TOTAL	13	6	305	33	6	4	3	370	0	5	586	85	7	9	0	692	0	0	6	5	1	0	0	12



Eccleshall, Tuesday 7th September 2021

Junction: 2

Approach: A5013 Stafford Street

TIME	To A519 Horse Fair								To A519 Stafford Street							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	31	7	3	1	0	42
07:45 - 08:00	0	0	4	2	0	0	0	6	0	1	32	12	3	2	0	50
Hourly Total	0	0	7	2	0	0	0	9	0	1	63	19	6	3	0	92
08:00 - 08:15	0	0	1	1	0	0	0	2	0	1	34	8	0	2	1	46
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	39	1	0	2	0	42
08:30 - 08:45	0	0	3	2	2	0	0	7	0	0	42	11	2	0	0	55
08:45 - 09:00	0	0	6	2	0	0	0	8	0	1	47	14	0	3	0	65
Hourly Total	0	0	14	5	2	0	0	21	0	2	162	34	2	7	1	208
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	40	8	3	3	1	55
09:15 - 09:30	1	1	6	0	0	1	0	9	0	0	29	10	1	0	0	40
Hourly Total	1	1	8	0	0	1	0	11	0	0	69	18	4	3	1	95
TOTAL	1	1	29	7	2	1	0	41	0	3	294	71	12	13	2	395
16:30 - 16:45	0	0	3	0	0	0	0	3	0	1	52	11	1	1	0	66
16:45 - 17:00	0	0	3	0	0	0	0	3	0	0	72	10	0	4	0	86
Hourly Total	0	0	6	0	0	0	0	6	0	1	124	21	1	5	0	152
17:00 - 17:15	0	1	7	2	0	0	0	10	0	1	54	8	0	2	0	65
17:15 - 17:30	0	0	6	1	0	0	0	7	0	0	67	5	0	1	0	73
17:30 - 17:45	0	0	8	0	0	0	0	8	1	0	56	5	2	0	0	64
17:45 - 18:00	0	0	5	0	0	0	0	5	0	0	55	8	0	1	0	64
Hourly Total	0	1	26	3	0	0	0	30	1	1	232	26	2	4	0	266
18:00 - 18:15	0	0	5	1	0	0	0	6	0	2	57	5	1	0	0	65
18:15 - 18:30	0	0	5	0	0	0	0	5	0	0	38	5	0	1	0	44
Hourly Total	0	0	10	1	0	0	0	11	0	2	95	10	1	1	0	109
TOTAL	0	1	42	4	0	0	0	47	1	4	451	57	4	10	0	527



Eccleshall, Tuesday 7th September 2021

Junction: 3
Approach: Green Lane

TIME	To A519 Newport Road (S)								To Cross Butts								To A519 Newport Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	4	1	0	0	0	5	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	6	0	0	0	0	6	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
Hourly Total	0	0	9	0	0	0	0	9	0	0	13	1	0	0	0	14	0	0	1	0	0	0	0	1
08:00 - 08:15	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	3	0	0	0	0	3	0	1	4	1	0	1	0	7	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	2	0	0	0	0	2	3	0	12	0	0	0	0	15	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	5	0	0	0	0	5	2	0	25	1	0	0	0	28	0	0	0	0	0	0	0	0
Hourly Total	0	0	16	0	0	0	0	16	5	1	47	2	0	1	0	56	0	0	2	0	0	0	0	2
09:00 - 09:15	0	0	1	0	0	0	0	1	0	1	6	0	0	0	0	7	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	3	1	0	0	0	4	0	0	6	1	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	4	1	0	0	0	5	0	1	12	1	0	0	0	14	0	0	1	0	0	0	0	1
TOTAL	0	0	29	1	0	0	0	30	5	2	72	4	0	1	0	84	0	0	4	0	0	0	0	4
16:30 - 16:45	0	0	1	1	0	0	0	2	0	1	8	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	4	0	0	0	0	4	0	0	13	1	0	0	0	14	0	0	2	0	0	0	0	2
Hourly Total	0	0	5	1	0	0	0	6	0	1	21	1	0	0	0	23	0	0	2	0	0	0	0	2
17:00 - 17:15	0	0	2	2	0	0	0	4	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	1	0	0	0	3	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	3	0	0	0	0	3	0	0	8	1	0	0	0	9	0	0	3	0	0	0	0	3
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1
Hourly Total	0	0	10	3	0	0	0	13	0	0	26	6	0	0	0	32	0	0	5	0	0	0	0	5
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	3	0	0	0	0	3	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	0	0	7	0	0	0	0	7	0	0	19	0	0	0	0	19	0	0	1	0	0	0	0	1
TOTAL	0	0	22	4	0	0	0	26	0	1	66	7	0	0	0	74	0	0	8	0	0	0	0	8



Eccleshall, Tuesday 7th September 2021

Junction: 3

Approach: A519 Newport Road South

TIME	To Cross Butts								To A519 Newport Road (N)								To Green Lane							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	2	0	0	0	0	2	0	1	62	11	1	1	0	76	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	1	60	10	0	0	0	71	0	0	5	0	0	0	0	5
Hourly Total	0	0	2	0	0	0	0	2	0	2	122	21	1	1	0	147	0	0	6	0	0	0	0	6
08:00 - 08:15	0	0	2	1	0	0	0	3	0	0	40	7	2	2	1	52	0	0	5	1	0	0	0	6
08:15 - 08:30	0	0	1	0	0	0	0	1	0	1	43	10	0	1	0	55	0	0	5	0	0	0	0	5
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	54	7	3	0	0	64	0	0	4	1	0	0	0	5
08:45 - 09:00	0	0	2	1	0	0	0	3	2	0	52	11	1	1	0	67	0	0	6	0	0	0	0	6
Hourly Total	0	0	7	2	0	0	0	9	2	1	189	35	6	4	1	238	0	0	20	2	0	0	0	22
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	37	9	1	0	0	47	0	0	5	0	0	0	0	5
09:15 - 09:30	0	0	2	0	0	0	0	2	0	0	30	7	3	0	0	40	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	0	0	0	0	3	0	0	67	16	4	0	0	87	0	0	6	0	0	0	0	6
TOTAL	0	0	12	2	0	0	0	14	2	3	378	72	11	5	1	472	0	0	32	2	0	0	0	34
16:30 - 16:45	0	0	2	0	0	0	0	2	0	2	47	15	2	0	0	66	0	0	7	0	0	0	0	7
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	34	15	0	0	1	50	0	0	1	1	0	0	0	2
Hourly Total	0	0	3	0	0	0	0	3	0	2	81	30	2	0	1	116	0	0	8	1	0	0	0	9
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	55	18	0	0	0	73	0	0	3	0	0	0	0	3
17:15 - 17:30	0	0	3	2	0	0	0	5	0	0	42	10	0	1	0	53	0	0	3	1	0	0	0	4
17:30 - 17:45	0	0	4	0	0	0	0	4	1	0	39	5	0	1	0	46	0	0	3	0	0	0	0	3
17:45 - 18:00	0	0	2	0	0	0	0	2	0	2	34	12	1	1	1	51	0	0	2	0	0	0	0	2
Hourly Total	0	0	10	2	0	0	0	12	1	2	170	45	1	3	1	223	0	0	11	1	0	0	0	12
18:00 - 18:15	0	0	4	0	0	0	0	4	0	0	46	2	0	0	0	48	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	3	0	0	0	0	3	0	2	29	5	0	0	0	36	0	0	1	0	0	0	0	1
Hourly Total	0	0	7	0	0	0	0	7	0	2	75	7	0	0	0	84	0	0	3	0	0	0	0	3
TOTAL	0	0	20	2	0	0	0	22	1	6	326	82	3	3	2	423	0	0	22	2	0	0	0	24



Eccleshall, Tuesday 7th September 2021

Junction: 3

Approach: Cross Butts

TIME	To A519 Newport Road (N)								To Green Lane								To A519 Newport Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	3	1	0	0	0	4	0	0	8	2	0	0	0	10	0	0	3	0	1	0	0	4
07:45 - 08:00	0	0	5	0	0	0	0	5	0	0	16	0	0	0	0	16	0	0	3	1	0	0	0	4
Hourly Total	0	0	8	1	0	0	0	9	0	0	24	2	0	0	0	26	0	0	6	1	1	0	0	8
08:00 - 08:15	0	0	3	1	0	0	0	4	0	1	13	1	0	0	0	15	0	0	2	0	0	0	0	2
08:15 - 08:30	0	0	2	1	0	1	0	4	0	0	7	0	0	0	1	8	0	0	3	0	0	0	0	3
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	9	1	0	0	0	10	0	0	2	1	0	0	0	3
08:45 - 09:00	0	0	5	1	0	0	0	6	1	0	21	1	0	0	0	23	0	0	2	0	0	0	0	2
Hourly Total	0	0	14	3	0	1	0	18	1	1	50	3	0	0	1	56	0	0	9	1	0	0	0	10
09:00 - 09:15	0	0	7	1	0	0	0	8	2	0	19	1	1	1	0	24	0	0	4	0	0	0	0	4
09:15 - 09:30	0	0	1	1	0	0	0	2	0	0	13	0	0	0	0	13	0	0	0	2	0	0	0	2
Hourly Total	0	0	8	2	0	0	0	10	2	0	32	1	1	1	0	37	0	0	4	2	0	0	0	6
TOTAL	0	0	30	6	0	1	0	37	3	1	106	6	1	1	1	119	0	0	19	4	1	0	0	24
16:30 - 16:45	0	0	4	1	0	0	0	5	0	0	7	3	0	0	0	10	0	0	2	1	0	0	0	3
16:45 - 17:00	0	0	2	2	0	2	0	6	0	0	5	2	0	0	0	7	0	0	1	0	0	0	0	1
Hourly Total	0	0	6	3	0	2	0	11	0	0	12	5	0	0	0	17	0	0	3	1	0	0	0	4
17:00 - 17:15	0	0	6	1	0	0	0	7	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2
17:15 - 17:30	0	0	4	0	0	0	0	4	2	2	10	2	0	0	0	16	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	3	1	0	0	0	4	1	0	9	1	0	0	0	11	0	0	4	0	0	0	0	4
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	10	0	0	0	0	10	0	0	2	0	0	0	0	2
Hourly Total	0	0	16	2	0	0	0	18	3	2	40	3	0	0	0	48	0	0	8	0	0	0	0	8
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	2	1	0	0	0	3
18:15 - 18:30	0	0	6	0	0	0	0	6	1	0	5	0	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	0	0	0	0	8	1	0	8	1	0	0	0	10	0	0	2	1	0	0	0	3
TOTAL	0	0	30	5	0	2	0	37	4	2	60	9	0	0	0	75	0	0	13	2	0	0	0	15



Eccleshall, Tuesday 7th September 2021

Junction: 4
Approach: Stafford Road

TIME	To A5013 Stafford Road (E)								To Green Lane								To A5013 Stafford Road (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1



Eccleshall, Tuesday 7th September 2021

Junction: 4
Approach: Green Lane

TIME	To A5013 Stafford Road (W)								To Stafford Road								To A5013 Stafford Road (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	25	0	0	0	0	26
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	38	2	0	0	0	41
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	18	2	0	0	1	22
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	17	2	0	0	1	20
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25
Hourly Total	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	1	73	8	0	0	2	84
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	1	1	0	0	23
09:15 - 09:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	16	1	0	1	0	18
Hourly Total	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	36	2	1	1	0	41
TOTAL	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2	2	1	147	12	1	1	2	166
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	12
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	19	7	0	0	0	26
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	16	8	0	0	0	29
17:30 - 17:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13
17:45 - 18:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12
Hourly Total	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	4	2	51	9	0	0	0	66
18:00 - 18:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	12
TOTAL	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	5	2	81	16	0	0	0	104



Eccleshall, Tuesday 7th September 2021

Junction: 4

Approach: A5013 Stafford Road West

TIME	To Stafford Road								To A5013 Stafford Road (E)								To Green Lane							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	0	0	0	0	0	0	1	34	3	1	0	0	39	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	36	5	2	1	0	44	0	0	2	1	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	1	70	8	3	1	0	83	0	0	3	1	0	0	0	4
08:00 - 08:15	0	0	0	0	0	0	0	0	1	1	41	9	2	4	0	58	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	55	7	2	2	1	67	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	2	36	2	3	0	0	43	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	1	26	6	1	1	0	35	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	1	4	158	24	8	7	1	203	0	0	0	1	0	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	29	5	1	1	0	37	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	34	4	3	2	0	43	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	1	63	9	4	3	0	80	0	0	0	0	0	0	0	0
TOTAL	0	0	2	0	0	0	0	2	1	6	291	41	15	11	1	366	0	0	3	2	0	0	0	5
16:30 - 16:45	0	0	0	0	0	0	0	0	2	0	41	5	4	0	0	52	0	0	3	1	0	0	0	4
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	22	8	0	1	1	33	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	1	63	13	4	1	1	85	0	0	3	1	0	0	0	4
17:00 - 17:15	0	0	0	0	0	0	0	0	5	1	45	3	1	2	1	58	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	1	0	0	0	0	1	0	1	28	4	0	0	0	33	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	28	5	0	0	0	33	0	0	3	1	0	0	0	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	39	5	0	0	1	45	0	0	3	0	0	0	0	3
Hourly Total	0	0	1	0	0	0	0	1	5	2	140	17	1	2	2	169	0	0	7	1	0	0	0	8
18:00 - 18:15	0	0	0	0	0	0	0	0	0	2	47	5	1	0	0	55	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	1	0	0	0	0	1	2	0	24	7	1	0	0	34	0	0	4	0	0	0	0	4
Hourly Total	0	0	1	0	0	0	0	1	2	2	71	12	2	0	0	89	0	0	4	0	0	0	0	4
TOTAL	0	0	2	0	0	0	0	2	9	5	274	42	7	3	3	343	0	0	14	2	0	0	0	16



Eccleshall, Tuesday 7th September 2021

Junction: 5

Approach: Unnamed Road North

TIME	To A5013 (E)								To Unnamed Road (S)								To A5013 (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	1	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	0	1	1	0	0	0	3	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1	
08:00 - 08:15	0	1	3	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	18	0	0	0	0	19	0	0	2	0	0	0	2	2	0	1	0	0	0	0	1	
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	0	1	1	0	0	2	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	3	1	1	0	0	5	0	0	2	0	0	0	2	2	0	1	1	0	0	0	2	
TOTAL	1	1	22	2	1	0	0	27	1	0	4	0	0	0	5	0	0	3	1	0	0	0	4	
16:30 - 16:45	0	0	2	1	1	0	0	4	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
Hourly Total	0	0	4	3	1	0	0	8	1	0	0	2	0	0	0	3	0	0	4	0	0	0	0	4
17:00 - 17:15	0	0	2	1	0	0	0	3	1	0	1	0	0	0	0	2	0	0	2	1	0	0	0	3
17:15 - 17:30	0	0	3	0	0	0	0	3	1	0	1	0	0	0	0	2	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	5	1	0	0	0	6	2	0	3	0	0	0	5	0	0	8	1	0	0	0	0	9
18:00 - 18:15	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	4	0	0	0	0	4	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	
TOTAL	0	0	13	4	1	0	0	18	3	0	3	3	0	0	9	0	0	12	2	0	0	0	14	



Eccleshall, Tuesday 7th September 2021

Junction: 5

Approach: A5013 East

TIME	To Unnamed Road (S)								To A5013 (W)								To Unnamed Road (N)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	23	5	2	1	0	31	0	0	2	0	0	0	0	2
07:45 - 08:00	0	0	1	0	0	0	0	1	0	1	32	13	1	1	1	49	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	1	55	18	3	2	1	80	0	0	3	0	0	0	0	3
08:00 - 08:15	0	0	0	0	0	0	0	0	0	1	22	5	0	4	0	32	0	0	4	1	0	0	0	5
08:15 - 08:30	0	0	1	0	0	0	0	1	0	1	29	2	0	2	0	34	0	0	4	0	0	0	0	4
08:30 - 08:45	0	0	0	1	0	0	0	1	0	1	32	11	4	0	0	48	0	0	4	1	0	0	0	5
08:45 - 09:00	0	0	0	0	0	0	0	0	0	1	56	14	0	4	0	75	0	0	5	0	0	0	0	5
Hourly Total	0	0	1	1	0	0	0	2	0	4	139	32	4	10	0	189	0	0	17	2	0	0	0	19
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	30	8	3	2	1	45	0	0	6	1	1	0	0	8
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	30	11	1	2	0	44	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	60	19	4	4	1	89	0	0	6	1	1	0	0	8
TOTAL	0	0	2	1	0	0	0	3	0	6	254	69	11	16	2	358	0	0	26	3	1	0	0	30
16:30 - 16:45	0	0	0	1	0	0	0	1	0	1	58	7	1	1	0	68	0	1	3	0	0	0	0	4
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	80	8	0	4	0	92	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1	0	1	138	15	1	5	0	160	0	1	3	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	0	0	0	0	2	60	6	0	1	0	69	0	0	4	0	0	0	0	4
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	63	10	0	1	0	74	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	75	5	1	1	0	82	0	0	3	0	0	0	0	3
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	68	12	0	1	0	82	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	2	266	33	1	4	0	307	0	0	7	0	0	0	0	7
18:00 - 18:15	0	0	0	0	0	0	0	0	0	2	64	5	1	0	0	72	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	0	0	0	0	1	0	0	43	3	0	1	0	47	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1	0	2	107	8	1	1	0	119	0	0	0	0	0	0	0	0
TOTAL	1	0	0	1	0	0	0	2	1	5	511	56	3	10	0	586	0	1	10	0	0	0	0	11



Eccleshall, Tuesday 7th September 2021

Junction: 5
Approach: Unnamed Road South

TIME	To A5013 (W) via Slip Road							To Unnamed Road (N)							To A5013 (E)									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	5	2	0	0	0	7	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	3	1	0	1	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	3	0	1	0	12	0	0	1	1	0	0	0	2	0							
08:00 - 08:15	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	4	2	0	0	0	6	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	13	2	0	0	0	15	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
09:00 - 09:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0						
TOTAL	0	0	29	7	0	1	0	37	0	0	7	1	0	0	0	8	0	0	4	0	0	0	0	4
16:30 - 16:45	0	0	3	1	0	0	0	4	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	10	5	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	13	6	0	1	0	20	0	0	1	1	0	0	0	2	0							
17:00 - 17:15	0	0	2	2	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	3	1	0	0	0	4	1	0	2	2	0	0	0	5	0	0	0	0	0	0	0	0
Hourly Total	0	0	13	3	0	0	0	16	1	0	4	3	0	0	0	8	0							
18:00 - 18:15	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0						
TOTAL	0	0	27	11	0	1	0	39	1	0	5	4	0	0	0	10	0							

To A5013 (W) via Crossroads Junction							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1



Eccleshall, Tuesday 7th September 2021

Junction: 5

Approach: A5013 West

TIME	To Unnamed Road (N)								To A5013 (E)								To Unnamed Road (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	1	0	0	0	0	1	0	1	47	6	0	1	0	55	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	2	0	0	0	0	2	1	0	50	7	2	1	0	61	0	0	4	0	0	0	0	4
Hourly Total	0	0	3	0	0	0	0	3	1	1	97	13	2	2	0	116	0	0	5	0	0	0	0	5
08:00 - 08:15	0	0	2	0	0	0	0	2	1	2	65	11	2	3	1	85	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	74	8	2	2	2	88	0	0	2	1	0	1	0	4
08:30 - 08:45	0	0	0	0	0	0	0	0	0	2	45	5	1	1	0	54	0	0	3	0	0	0	0	3
08:45 - 09:00	0	0	1	0	0	0	0	1	0	1	47	7	1	1	0	57	1	0	2	0	1	0	0	4
Hourly Total	0	0	5	0	0	0	0	5	1	5	231	31	6	7	3	284	1	0	8	1	1	1	0	12
09:00 - 09:15	0	0	1	0	0	0	0	1	0	1	37	4	2	0	0	44	0	0	5	1	0	1	0	7
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	42	4	3	2	0	51	0	0	6	1	0	1	0	8
Hourly Total	0	0	1	0	0	0	0	1	0	1	79	8	5	2	0	95	0	0	11	2	0	2	0	15
TOTAL	0	0	9	0	0	0	0	9	2	7	407	52	13	11	3	495	1	0	24	3	1	3	0	32
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	42	7	3	0	0	52	0	0	2	0	0	0	0	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	1	27	10	0	1	1	40	0	0	2	1	0	1	0	4
Hourly Total	0	0	0	0	0	0	0	0	0	1	69	17	3	1	1	92	0	0	4	1	0	1	0	6
17:00 - 17:15	0	0	1	0	0	0	0	1	5	1	53	3	1	2	1	66	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	3	32	5	0	0	0	40	1	0	2	0	0	0	0	3
17:30 - 17:45	0	0	1	0	0	0	0	1	0	0	31	6	0	0	0	37	0	0	2	1	0	0	0	3
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	32	2	0	0	1	35	1	0	4	1	0	0	0	6
Hourly Total	0	0	2	0	0	0	0	2	5	4	148	16	1	2	2	178	2	0	9	2	0	0	0	13
18:00 - 18:15	0	0	1	0	0	0	0	1	0	2	46	5	0	1	0	54	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	1	0	0	0	0	1	0	0	23	5	0	1	0	29	2	0	3	0	0	0	0	5
Hourly Total	0	0	2	0	0	0	0	2	0	2	69	10	0	2	0	83	2	0	4	0	0	0	0	6
TOTAL	0	0	4	0	0	0	0	4	5	7	286	43	4	5	3	353	4	0	17	3	0	1	0	25



Eccleshall, Tuesday 7th September 2021

Junction: 6

Approach: B5026 Stone Road East

TIME	To Unnamed Road								To B5026 Stone Road (W)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	1	0	0	0	0	0	0	1	0	0	19	2	1	1	0	23
07:45 - 08:00	1	0	3	0	0	0	0	4	0	0	25	3	2	0	0	30
Hourly Total	2	0	3	0	0	0	0	5	0	0	44	5	3	1	0	53
08:00 - 08:15	0	1	2	0	0	0	0	3	0	0	26	5	1	0	0	32
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	23	9	2	0	0	34
08:30 - 08:45	0	0	6	0	0	0	0	6	0	0	38	3	3	0	0	44
08:45 - 09:00	0	0	4	0	0	0	0	4	0	0	22	1	1	0	0	24
Hourly Total	0	1	16	0	0	0	0	17	0	0	109	18	7	0	0	134
09:00 - 09:15	0	0	4	0	0	0	0	4	2	0	26	6	1	0	0	35
09:15 - 09:30	0	0	1	2	1	0	0	4	0	0	14	8	0	0	1	23
Hourly Total	0	0	5	2	1	0	0	8	2	0	40	14	1	0	1	58
TOTAL	2	1	24	2	1	0	0	30	2	0	193	37	11	1	1	245
16:30 - 16:45	0	0	0	1	0	0	0	1	1	2	35	10	1	1	0	50
16:45 - 17:00	1	0	7	1	0	0	0	9	0	1	40	7	0	1	0	49
Hourly Total	1	0	7	2	0	0	0	10	1	3	75	17	1	2	0	99
17:00 - 17:15	1	0	6	1	0	0	0	8	0	1	30	1	0	0	1	33
17:15 - 17:30	0	0	6	0	0	0	0	6	1	2	40	9	0	0	0	52
17:30 - 17:45	0	0	3	0	0	0	0	3	2	1	31	1	2	0	0	37
17:45 - 18:00	0	0	1	0	0	0	0	1	1	1	44	3	0	0	1	50
Hourly Total	1	0	16	1	0	0	0	18	4	5	145	14	2	0	2	172
18:00 - 18:15	0	0	1	1	0	0	0	2	0	0	33	2	0	0	0	35
18:15 - 18:30	0	0	0	1	0	0	0	1	2	0	27	0	0	0	0	29
Hourly Total	0	0	1	2	0	0	0	3	2	0	60	2	0	0	0	64
TOTAL	2	0	24	5	0	0	0	31	7	8	280	33	3	2	2	335



Eccleshall, Tuesday 7th September 2021

Junction: 6

Approach: Unnamed Road

TIME	To B5026 Stone Road (W)								To B5026 Stone Road (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4
Hourly Total	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	5	2	0	0	0	7
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4
08:30 - 08:45	0	0	1	1	0	0	0	2	0	0	6	0	0	0	0	6
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
Hourly Total	0	0	6	1	0	0	0	7	0	0	20	2	0	0	0	22
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1	0	0	7	0	0	0	0	7
TOTAL	0	0	9	1	0	0	0	10	0	0	33	3	0	0	0	36
16:30 - 16:45	0	0	2	0	0	0	0	2	0	1	3	1	0	0	0	5
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	2	0	1	3	1	0	0	0	5
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
Hourly Total	0	0	4	0	0	0	0	4	0	0	7	2	0	0	0	9
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5
TOTAL	0	0	6	0	0	0	0	6	1	1	13	4	0	0	0	19



Eccleshall, Tuesday 7th September 2021

Junction: 6

Approach: B5026 Stone Road West

TIME	To B5026 Stone Road (E)								To Unnamed Road							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:30 - 07:45	0	1	25	10	0	1	0	37	0	0	0	0	0	0	0	0
07:45 - 08:00	0	1	37	2	1	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	0	2	62	12	1	1	0	78	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	40	8	0	2	1	51	0	0	1	0	0	0	0	1
08:15 - 08:30	0	1	28	9	1	1	0	40	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	26	5	1	0	0	32	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	19	5	1	0	0	25	0	0	3	0	0	0	0	3
Hourly Total	0	1	113	27	3	3	1	148	0	0	6	0	0	0	0	6
09:00 - 09:15	0	0	30	3	0	0	0	33	0	0	0	0	0	0	0	0
09:15 - 09:30	0	1	26	3	1	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	0	1	56	6	1	0	0	64	0	0	0	0	0	0	0	0
TOTAL	0	4	231	45	5	4	1	290	0	0	6	0	0	0	0	6
16:30 - 16:45	1	1	22	4	2	0	0	30	0	0	2	0	0	0	0	2
16:45 - 17:00	0	0	31	5	0	0	0	36	0	0	0	1	0	0	0	1
Hourly Total	1	1	53	9	2	0	0	66	0	0	2	1	0	0	0	3
17:00 - 17:15	0	0	39	9	0	0	0	48	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	43	7	0	0	0	50	0	0	0	0	0	0	0	0
17:30 - 17:45	3	2	29	1	0	0	0	35	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	39	3	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	3	2	150	20	0	0	0	175	0	0	0	0	0	0	0	0
18:00 - 18:15	2	1	25	1	0	0	0	29	0	0	1	0	0	0	0	1
18:15 - 18:30	0	3	29	2	0	0	0	34	0	0	2	0	0	0	0	2
Hourly Total	2	4	54	3	0	0	0	63	0	0	3	0	0	0	0	3
TOTAL	6	7	257	32	2	0	0	304	0	0	5	1	0	0	0	6

PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021

Time	A519 Castle Street	B5026 Stone Road	A519 Stafford Street	B5026 High Street
07:45	2	3	2	3
08:00	3	5	5	8
08:15	5	4	1	9
08:30	6	5	3	9
08:45	3	9	8	3
09:00	11	5	5	5
09:15	6	12	5	2
09:30	7	3	9	3

16:45	4	11	7	3
17:00	12	9	11	3
17:15	16	13	9	11
17:30	14	6	15	5
17:45	7	9	11	3
18:00	5	11	4	5
18:15	8	9	6	1
18:30	6	3	2	1



PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021
Public Information Consultancy

Time	A519 Stafford Street	A5013 Stafford Road	A519 Horse Fair
07:45	1	2	2
08:00	1	3	4
08:15	0	3	4
08:30	0	4	3
08:45	0	10	11
09:00	1	14	5
09:15	1	5	6
09:30	1	3	7

16:45	7	6	10
17:00	7	11	6
17:15	8	17	12
17:30	8	16	8
17:45	11	8	6
18:00	10	20	6
18:15	7	5	7
18:30	4	4	1



PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021

Time	A519 Newport Road North	Green Lane	A519 Newport Road South	Cross Butts
07:45	1	1	0	1
08:00	1	2	0	2
08:15	0	1	2	2
08:30	0	1	2	2
08:45	0	2	0	2
09:00	1	3	3	2
09:15	0	1	0	1
09:30	0	2	0	2

16:45	0	1	0	1
17:00	0	2	0	3
17:15	0	2	0	1
17:30	2	2	1	1
17:45	3	1	0	1
18:00	3	1	0	3
18:15	1	2	3	2
18:30	2	0	1	3



PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021

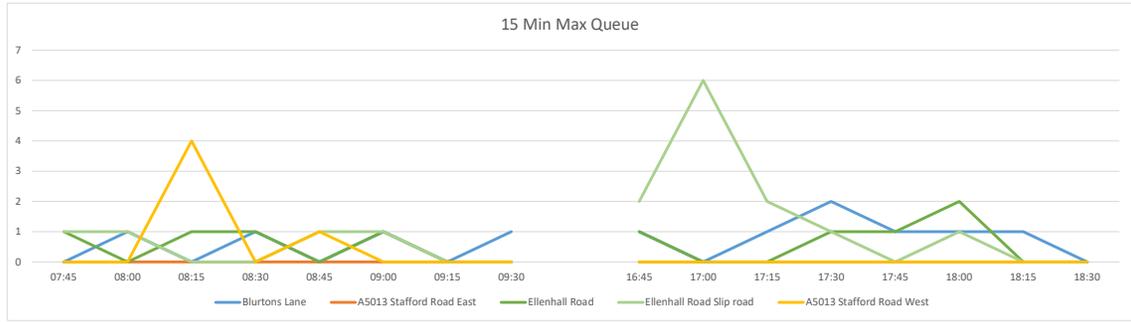
Time	Stafford Road	A5013 Stafford Road East	Green Lane	A5013 Stafford Road West
07:45	1	0	2	0
08:00	0	0	3	1
08:15	1	0	1	0
08:30	0	0	1	0
08:45	0	0	2	4
09:00	0	0	2	0
09:15	0	0	2	0
09:30	1	0	1	0

16:45	0	0	2	3
17:00	0	0	2	0
17:15	0	0	1	0
17:30	0	0	2	0
17:45	0	0	1	4
18:00	0	0	3	0
18:15	0	0	1	0
18:30	0	0	1	0



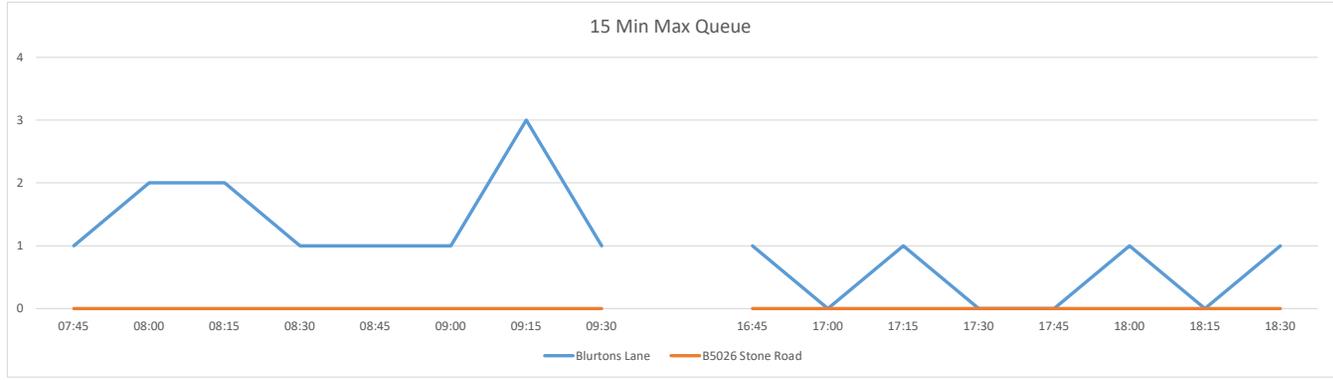
PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021

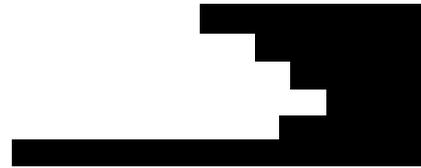
Time	Blurtons Lane	A5013 Stafford Road East	Ellenhall Road	Ellenhall Road Slip road	A5013 Stafford Road West
07:45	0	0	1	1	0
08:00	1	0	0	1	0
08:15	0	0	1	0	4
08:30	1	0	1	0	0
08:45	0	0	0	1	1
09:00	1	0	1	1	0
09:15	0	0	0	0	0
09:30	1	0	0	0	0
16:45	1	0	1	2	0
17:00	0	0	0	6	0
17:15	1	0	0	2	0
17:30	2	0	1	1	0
17:45	1	0	1	0	0
18:00	1	0	2	1	0
18:15	1	0	0	0	0
18:30	0	0	0	0	0



PCC Eccleshall - 15 Minute Max Queue Length Survey, Tuesday 7th September 2021
Traffic Information Consultancy

Time	Blurtons Lane	B5026 Stone Road
07:45	1	0
08:00	2	0
08:15	2	0
08:30	1	0
08:45	1	0
09:00	1	0
09:15	3	0
09:30	1	0
16:45	1	0
17:00	0	0
17:15	1	0
17:30	0	0
17:45	0	0
18:00	1	0
18:15	0	0
18:30	1	0





APPENDIX TN1-C: ORIGIN-DESTINATION SURVEY RESULTS

Registration Matches

TIME	Origin Site A					
	To A	To B	To C	To D	To E	To F
07:30 - 07:45	0	1	8	0	16	0
07:45 - 08:00	1	1	9	1	19	1
Hourly Total	1	2	17	1	35	1
08:00 - 08:15	1	0	14	1	37	0
08:15 - 08:30	0	0	9	0	15	1
08:30 - 08:45	1	2	4	0	17	0
08:45 - 09:00	0	1	8	1	25	1
Hourly Total	2	3	35	2	94	2
09:00 - 09:15	0	2	7	2	18	0
09:15 - 09:30	1	0	6	0	13	2
Hourly Total	1	2	13	2	31	2
TOTAL	4	7	65	5	160	5

Origin Site B						
To A	To B	To C	To D	To E	To F	
0	0	1	0	6	1	
1	0	0	0	7	1	
1	0	1	0	13	2	
0	0	3	0	7	0	
1	1	2	0	8	2	
1	1	0	0	9	0	
1	0	0	0	5	3	
3	2	5	0	29	5	
1	0	1	0	6	3	
0	0	2	0	4	0	
1	0	3	0	10	3	
5	2	9	0	52	10	

Origin Site C						
To A	To B	To C	To D	To E	To F	
4	0	0	0	0	1	
2	2	0	1	0	0	
6	2	0	1	0	1	
3	0	1	0	0	0	
6	0	0	1	0	0	
2	2	0	1	1	0	
2	1	0	1	0	0	
13	3	1	3	1	0	
5	0	1	1	1	0	
3	0	0	0	0	0	
8	0	1	1	1	0	
27	5	2	5	2	1	

Origin Site D						
To A	To B	To C	To D	To E	To F	
0	0	6	0	1	0	
0	0	8	0	2	0	
0	0	14	0	3	0	
0	0	6	0	3	0	
0	0	4	0	1	0	
0	1	6	0	0	0	
0	0	11	1	1	0	
0	1	27	1	5	0	
0	0	3	0	1	0	
0	0	5	0	2	0	
0	0	8	0	3	0	
0	1	49	1	11	0	

Origin Site E						
To A	To B	To C	To D	To E	To F	
16	9	2	3	0	1	
15	6	4	5	0	0	
31	15	6	8	0	1	
7	9	6	6	2	1	
14	8	4	4	0	0	
14	4	3	4	2	0	
16	5	5	5	1	0	
51	26	18	19	5	1	
12	5	3	3	0	1	
6	4	0	0	1	0	
18	9	3	3	1	1	
100	50	27	30	6	3	

Origin Site F						
To A	To B	To C	To D	To E	To F	
3	4	2	0	0	0	
2	1	4	0	1	0	
5	5	6	0	1	0	
2	4	6	0	0	0	
0	1	4	0	0	0	
3	1	2	0	0	1	
6	2	3	1	1	0	
11	8	15	1	1	1	
3	2	2	0	0	0	
1	0	2	0	0	0	
4	2	4	0	0	0	
20	16	25	1	2	1	

16:30 - 16:45	0	0	6	1	26	0
16:45 - 17:00	0	1	8	1	25	2
Hourly Total	0	1	14	2	51	2
17:00 - 17:15	1	3	10	0	34	0
17:15 - 17:30	0	0	13	1	20	1
17:30 - 17:45	2	0	6	2	26	3
17:45 - 18:00	0	1	4	0	26	1
Hourly Total	3	4	33	3	106	5
18:00 - 18:15	1	2	8	1	22	1
18:15 - 18:30	0	0	5	0	16	1
Hourly Total	1	2	13	1	38	2
TOTAL	4	7	60	6	195	9

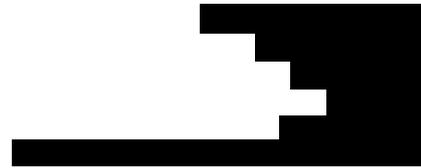
0	0	0	0	5	0
0	0	2	0	10	2
0	0	2	0	15	2
1	2	1	0	8	0
1	1	0	0	9	2
3	0	0	0	3	1
2	0	0	0	7	0
7	3	1	0	27	3
2	0	1	0	8	1
0	0	0	0	6	0
2	0	1	0	14	1
9	3	4	0	56	6

6	0	0	0	0	1
6	0	0	1	1	0
12	0	0	1	1	1
8	0	0	2	0	1
4	0	0	1	0	1
7	0	0	0	0	0
3	0	0	0	0	0
22	0	0	3	0	2
5	0	0	1	1	0
2	0	0	0	0	0
7	0	0	1	1	0
41	0	0	5	2	3

0	0	5	0	2	0
0	0	3	0	1	0
0	0	8	0	3	0
0	0	4	0	0	0
1	0	5	0	3	0
0	1	3	0	2	0
0	0	3	1	1	0
1	1	15	1	6	0
0	0	2	0	3	0
0	0	3	0	0	0
0	0	5	0	3	0
1	1	28	1	12	0

11	6	2	2	0	0
8	8	1	2	0	2
19	14	3	4	0	2
13	14	1	2	2	1
5	14	2	4	2	1
10	7	1	1	2	0
9	5	2	2	0	0
37	40	6	9	6	2
7	5	2	2	0	1
6	6	1	1	1	0
13	11	3	3	1	1
69	65	12	16	7	5

2	1	2	0	0	0
0	1	3	0	0	0
2	2	5	0	0	0
4	3	2	0	0	0
1	3	1	0	1	0
0	0	5	0	0	0
2	2	2	0	0	0
7	8	10	0	1	0
1	2	2	0	1	0
1	1	2	0	0	0
2	3	4	0	1	0
11	13	19	0	2	0



APPENDIX TN1-D: SPREADSHEET TRAFFIC ASSIGNMENT MODEL

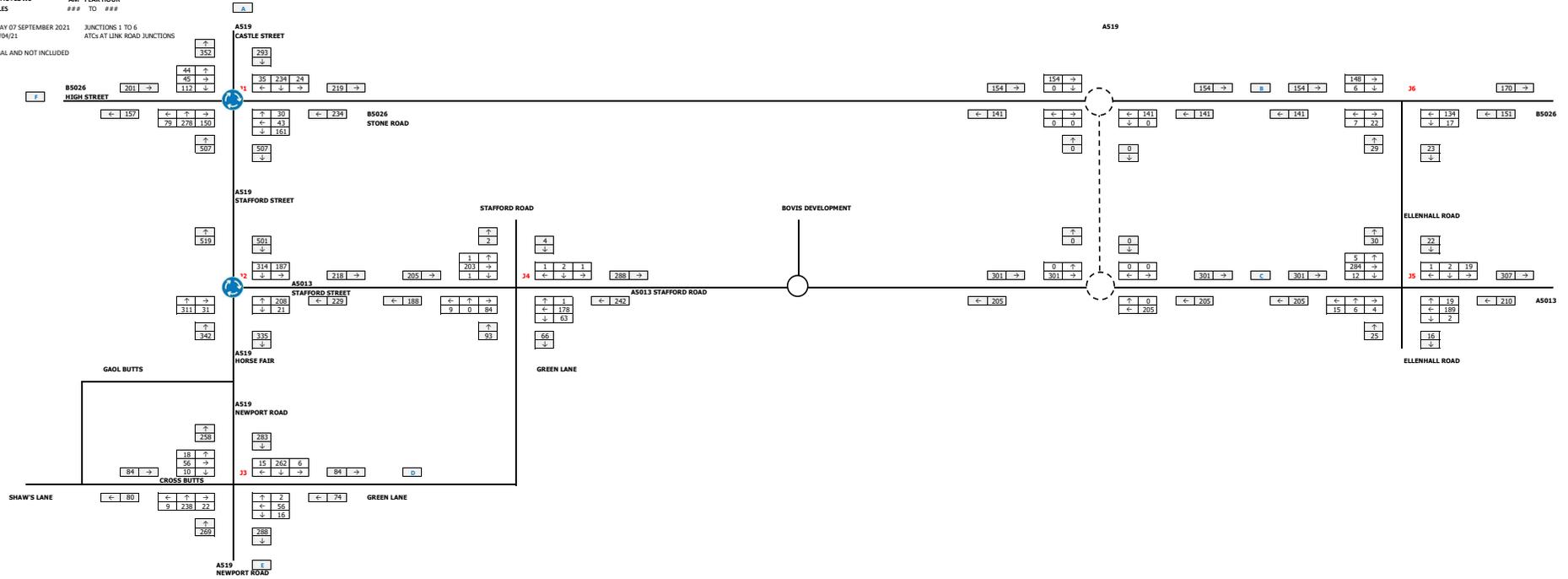
C2202 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

SURVEYED TRAFFIC FLOWS AM PEAK HOUR 2021 VEHICLES

DATE: TUESDAY 07 SEPTEMBER 2021 w/c 20/04/21 JUNCTIONS 1 TO 6 ATCS AT LINK ROAD JUNCTIONS

U-TURNS MINIMAL AND NOT INCLUDED



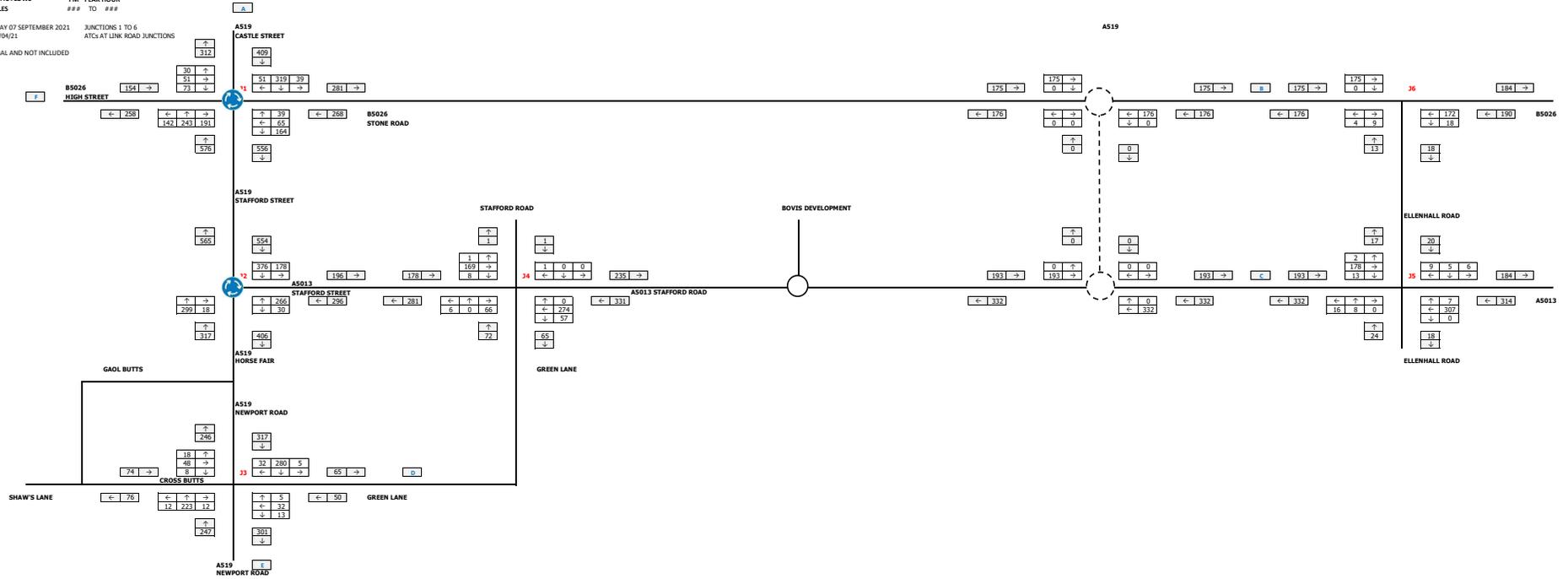
C2202 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

SURVEYED TRAFFIC FLOWS
2021 VEHICLES PM PEAK HOUR
TO

DATE: TUESDAY 07 SEPTEMBER 2021 JUNCTIONS 1 TO 6
w/c 20/04/21 ATCS AT LINK ROAD JUNCTIONS

U-TURNS MINIMAL AND NOT INCLUDED

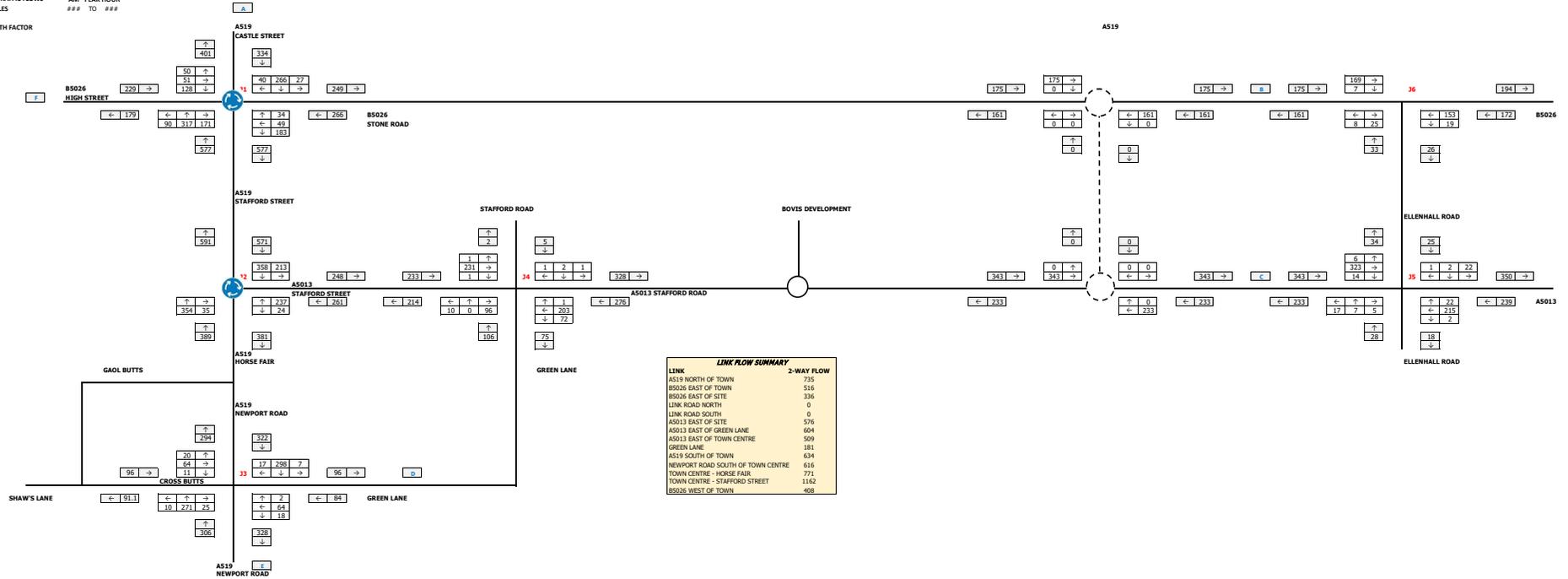


C22002 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

DO MINIMUM TRAFFIC FLOWS AM PEAK HOUR
2040 VEHICLES ### TO ###

TEMPRO GROWTH FACTOR
1.139



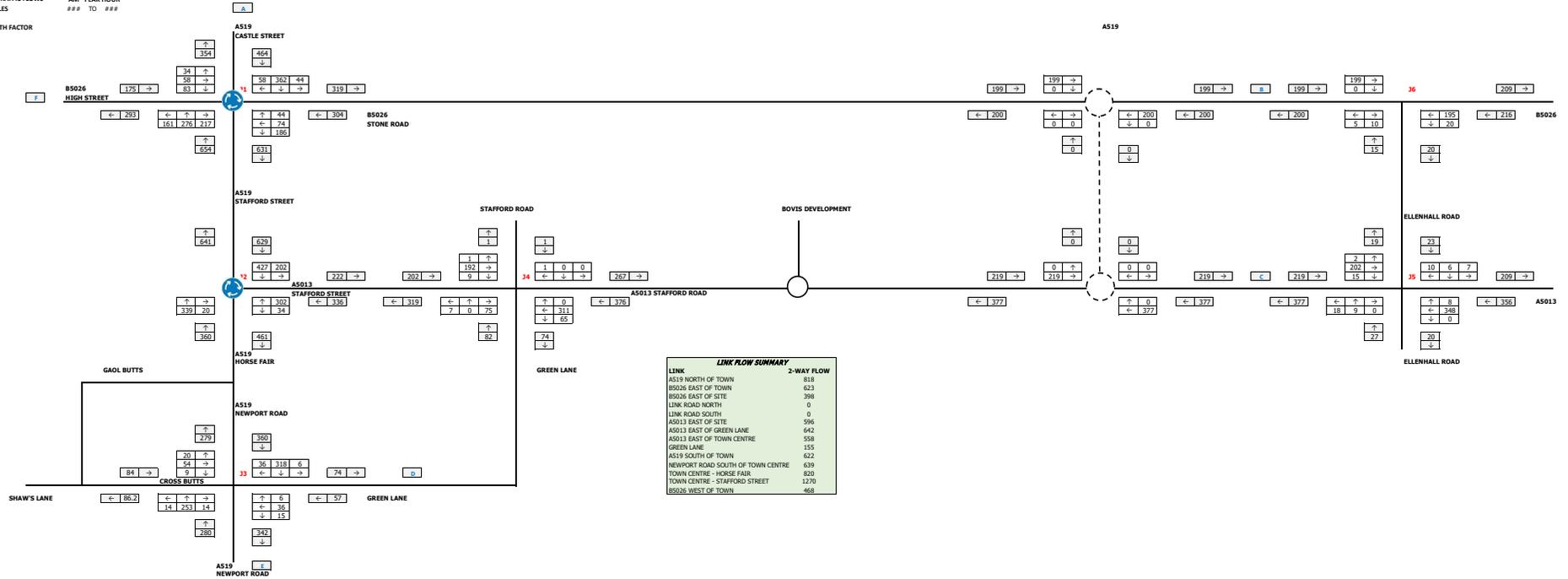
LINK FLOW SUMMARY	
LINK	2-WAY FLOW
A519 NORTH OF TOWN	735
B5026 EAST OF TOWN	516
B5026 EAST OF SITE	336
LINK ROAD NORTH	0
LINK ROAD SOUTH	0
AS013 EAST OF SITE	576
AS013 EAST OF GREEN LANE	604
AS013 EAST OF TOWN CENTRE	509
GREEN LANE	181
A519 SOUTH OF TOWN	634
NEWPORT ROAD SOUTH OF TOWN CENTRE	616
TOWN CENTRE - HORSE FAIR	771
TOWN CENTRE - STAFFORD STREET	1162
BROOK WEST OF TOWN	488

C2202 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

DO MINIMUM TRAFFIC FLOWS AM PEAK HOUR
2040 VEHICLES ### TO ###

TEMPRO GROWTH FACTOR
1.132



LINK FLOW SUMMARY	
LINK	2-WAY FLOW
A519 NORTH OF TOWN	818
B5026 EAST OF TOWN	623
B5026 EAST OF SITE	398
LINK ROAD NORTH	0
LINK ROAD SOUTH	0
A5013 EAST OF SITE	596
A5013 EAST OF GREEN LANE	642
A5013 EAST OF TOWN CENTRE	558
GREEN LANE	155
A519 SOUTH OF TOWN	622
NEWPORT ROAD SOUTH OF TOWN CENTRE	639
TOWN CENTRE - HORSE FAIR	820
TOWN CENTRE - STAFFORD STREET	1270
BROOK WEST OF TOWN	468

C2202 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

LINK ROAD TRAFFIC EFFECTS PM PEAK HOUR
2040 VEHICLES

ORIGIN-DESTINATION SURVEY RESULTS (VEHICLE MATCHES)

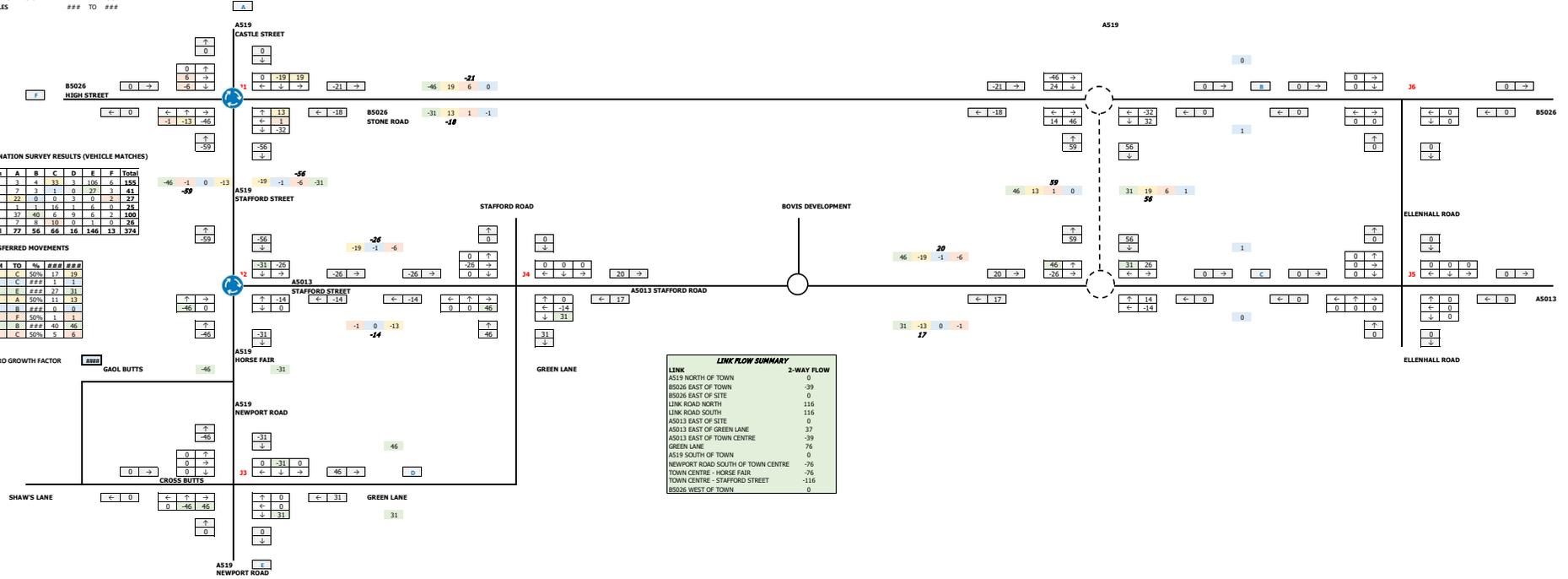
From	A	B	C	D	E	F	Total
A	3	4	19	3	106	6	135
B	7	5	0	0	27	3	41
C	22	0	0	3	0	2	27
D	1	1	16	1	6	0	24
E	37	40	6	0	6	2	100
F	7	0	10	0	0	0	26
Total	77	56	66	16	146	13	324

TRANSFERRED MOVEMENTS

FROM	TO	%	###	###
A	C	50%	17	19
B	C	##	1	1
B	E	##	27	31
C	A	50%	11	13
C	B	##	0	0
C	F	50%	1	1
E	B	##	40	46
F	C	50%	5	6

TEMPRO GROWTH FACTOR

GAOL BUTTS -46

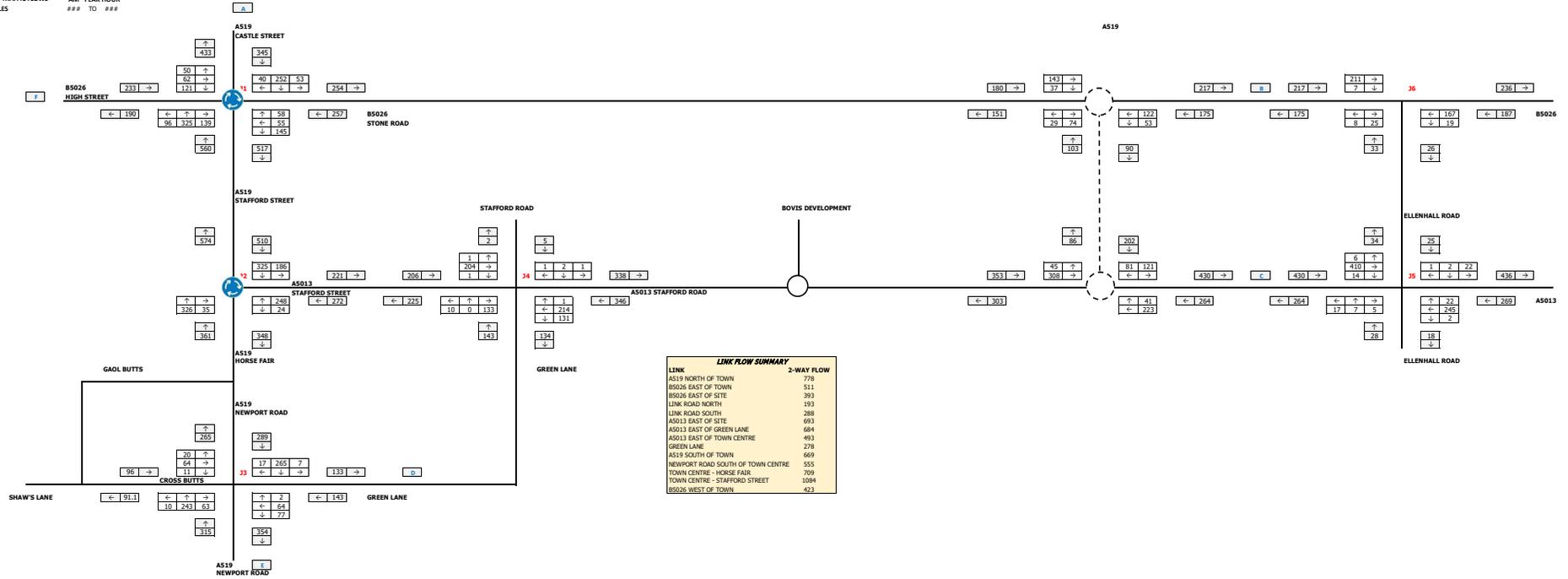


LINK	2-WAY FLOW
AS19 NORTH OF TOWN	0
B5026 EAST OF TOWN	-39
B5026 EAST OF SITE	0
LINK ROAD NORTH	116
LINK ROAD SOUTH	116
AS013 EAST OF SITE	0
AS013 EAST OF GREEN LANE	37
AS013 EAST OF TOWN CENTRE	-39
GREEN LANE	76
AS19 SOUTH OF TOWN	0
NEWPORT ROAD SOUTH OF TOWN CENTRE	-76
TOWN CENTRE - HORSE FAIR	-76
TOWN CENTRE - STAFFORD STREET	-116
B5026 WEST OF TOWN	0

C2202 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

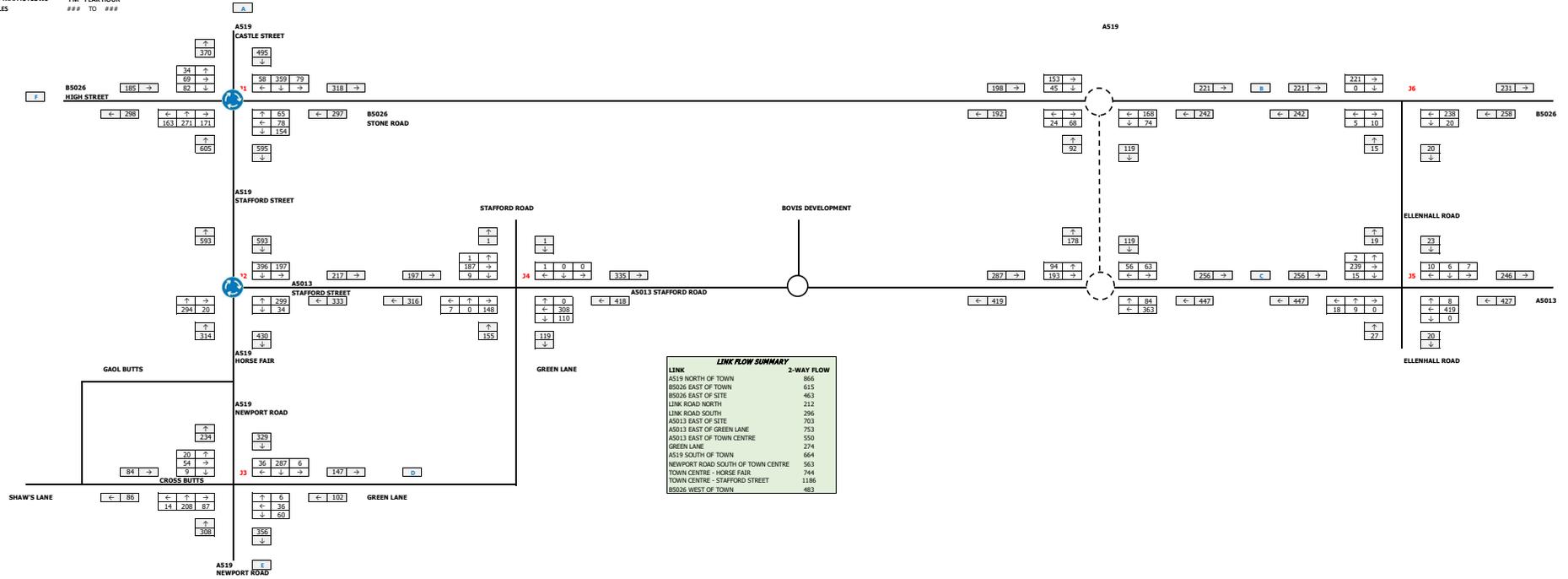
DO SOMETHING TRAFFIC FLOWS AM PEAK HOUR
2040 VEHICLES ### TO ###



C22002 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

DO SOMETHING TRAFFIC FLOWS PM PEAK HOUR
2040 VEHICLES ### TO ###

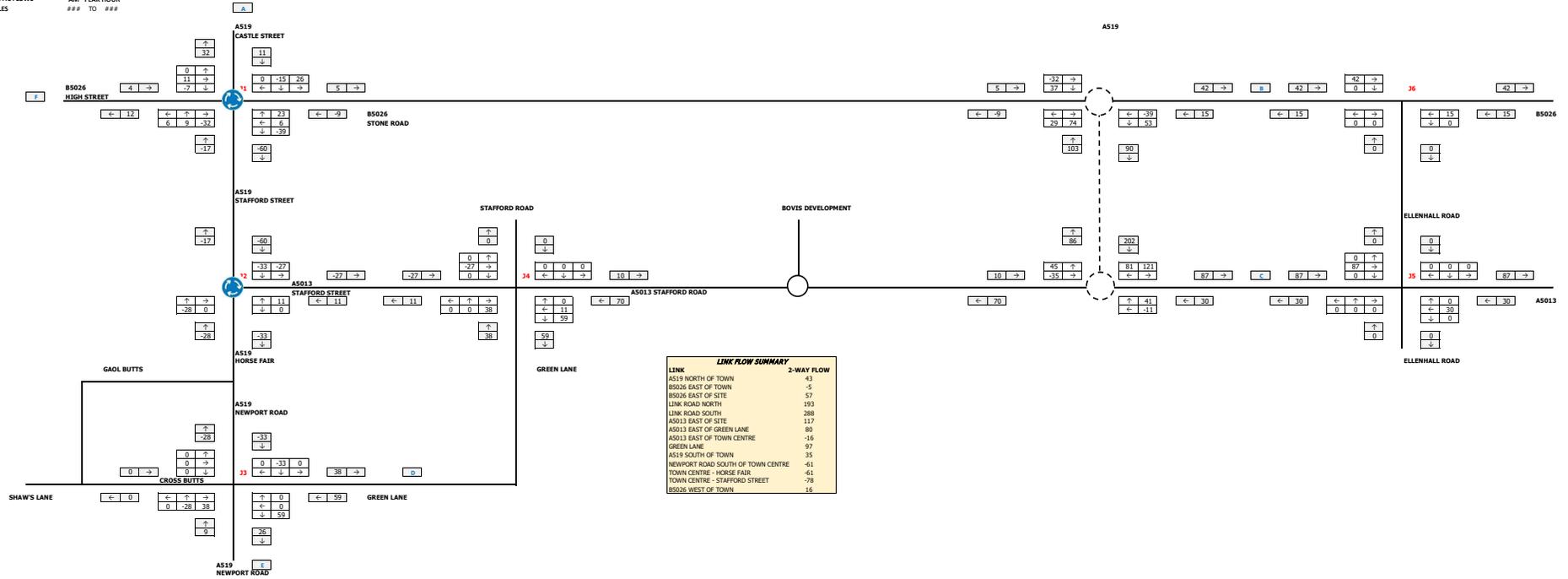


C22002 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

CHANGE IN TRAFFIC FLOWS
 2040 VEHICLES
 DS - DM

AM PEAK HOUR
 ### TO ###



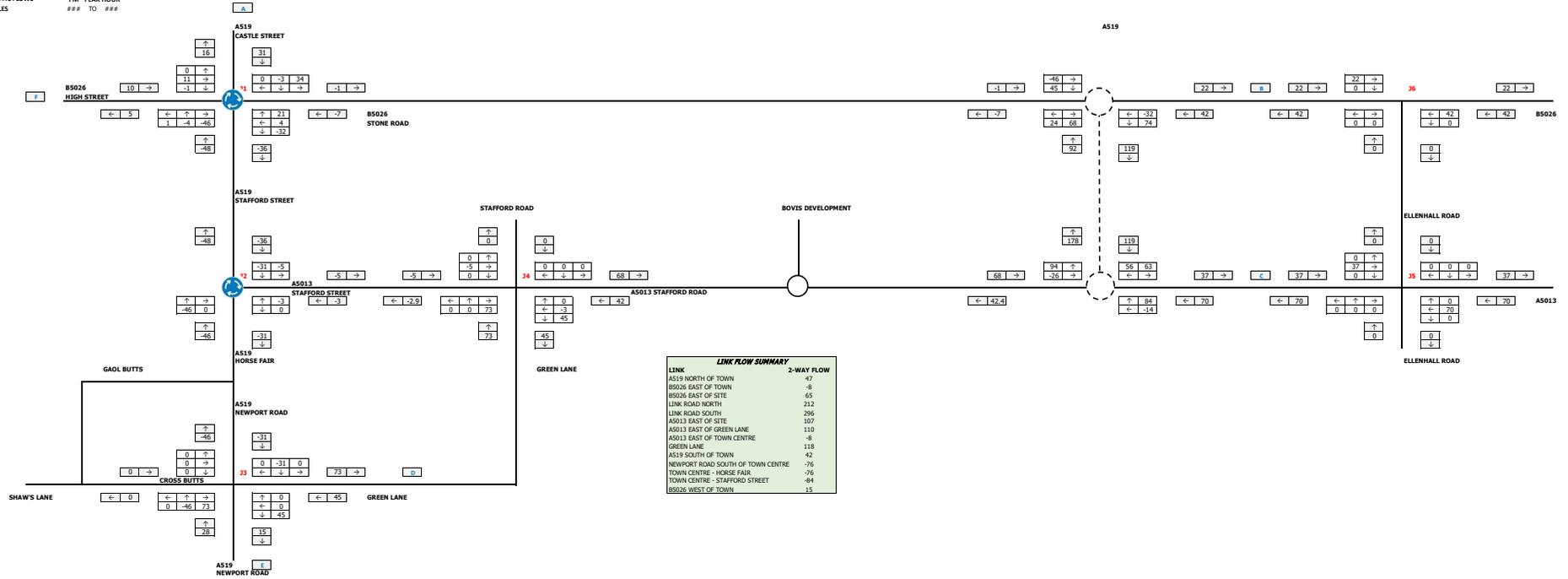
LINK FLOW SUMMARY	
LINK	2-WAY FLOW
A519 NORTH OF TOWN	43
B5026 EAST OF TOWN	-5
B5026 EAST OF SITE	57
LINK ROAD NORTH	193
LINK ROAD SOUTH	288
AS013 EAST OF SITE	117
AS013 EAST OF GREEN LANE	80
AS013 EAST OF TOWN CENTRE	-16
GREEN LANE	97
A519 SOUTH OF TOWN	35
NEWPORT ROAD SOUTH OF TOWN CENTRE	-61
TOWN CENTRE - HORSE FAIR	-61
TOWN CENTRE - STAFFORD STREET	-78
B5026 WEST OF TOWN	16

C22002 LAND EAST OF ECCLESHALL

PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT

CHANGE IN TRAFFIC FLOWS
 2500 VEHICLES
 DS - DM

PM PEAK HOUR
 ### TO ###



LINK FLOW SUMMARY	
LINK	2-WAY FLOW
A519 NORTH OF TOWN	47
B5026 EAST OF TOWN	-8
B5026 EAST OF SITE	65
LINK ROAD NORTH	212
LINK ROAD SOUTH	296
AS013 EAST OF SITE	107
AS013 EAST OF GREEN LANE	110
AS013 EAST OF TOWN CENTRE	-8
GREEN LANE	118
A519 SOUTH OF TOWN	42
NEWPORT ROAD SOUTH OF TOWN CENTRE	-76
TOWN CENTRE - HORSE FAIR	-84
TOWN CENTRE - STAFFORD STREET	-84
B5026 WEST OF TOWN	15

C22002 LAND EAST OF ECCLESHALL**PROPOSED LINK ROAD - PRELIMINARY TRAFFIC ASSESSMENT****SUMMARY OF TRAFFIC EFFECTS 2040 VEHICLES**

LINK	AM PEAK HOUR (08:00 - 09:00)				
	DO MINIMUM	LINK ROAD EFFECT	DEV. TRAFFIC	DO SOMETHING	NET CHANGE
A519 NORTH OF TOWN	735	0	43	778	43
B5026 EAST OF TOWN	516	-34	29	511	-5
B5026 EAST OF SITE	336	0	57	393	57
LINK ROAD NORTH	0	107	86	193	193
LINK ROAD SOUTH	0	107	181	288	288
A5013 EAST OF SITE	576	0	117	693	117
A5013 EAST OF GREEN LANE	604	16	64	684	80
A5013 EAST OF TOWN CENTRE	509	-46	29	493	-16
GREEN LANE	181	61	35	278	97
A519 SOUTH OF TOWN	634	0	35	669	35
NEWPORT RD SOUTH OF TOWN CTR	616	-61	0	555	-61
TOWN CENTRE - HORSE FAIR	771	-61	0	709	-61
TOWN CENTRE - STAFFORD STREET	1162	-107	29	1084	-78
B5026 WEST OF TOWN	408	0	16	423	16

LINK	PM PEAK HOUR (17:00 - 18:00)				
	DO MINIMUM	LINK ROAD EFFECT	DEV. TRAFFIC	DO SOMETHING	NET CHANGE
A519 NORTH OF TOWN	818	0	47	866	47
B5026 EAST OF TOWN	623	-39	31	615	-8
B5026 EAST OF SITE	398	0	65	463	65
LINK ROAD NORTH	0	116	96	212	212
LINK ROAD SOUTH	0	116	181	296	296
A5013 EAST OF SITE	596	0	107	703	107
A5013 EAST OF GREEN LANE	642	37	73	753	110
A5013 EAST OF TOWN CENTRE	558	-39	31	550	-8
GREEN LANE	155	76	42	274	118
A519 SOUTH OF TOWN	622	0	42	664	42
NEWPORT RD SOUTH OF TOWN CTR	639	-76	0	563	-76
TOWN CENTRE - HORSE FAIR	820	-76	0	744	-76
TOWN CENTRE - STAFFORD STREET	1270	-116	31	1186	-84
B5026 WEST OF TOWN	468	0	15	483	15