



YEAR 2 RESIDENTIAL TRAVEL PLAN

Cavendish View, Thurston

Client: **Linden**
HOMES

October 2024

Project No: 80052

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer (Linden (Thurston) LLP) to manage, monitor and promote the residential Travel Plan (TP) for the development of Cavendish View in Thurston, Suffolk. The development scheme is for 200 residential dwellings (35% of which are classed as 'Affordable Homes' or 'Shared Ownership', with construction still undergoing. The provision of this TP is to oblige Section 5 Part 3 of the Fourth Schedule of the Section 106 Agreement associated with planning approval Ref: 5070/16 with Mid Suffolk District Council (MSDC). The site includes land for a new primary school on the south-eastern corner which is outside the scope of this TP. The layout of the development is included in **Appendix A**.
- 1.2. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The "Key Figures for 2011 Census" for the ward the development is located in has given the breakdown of number of people living per dwelling: 4,409 people living in 1,799 households; using this data it has been forecasted that a development of 200 residential dwellings has the potential to accommodate approximately 490 people. As of August 2024, shortly before the September 2024 monitoring, 120 dwellings had been occupied.
- 1.3. A Travel Plan is defined as a long term management strategy and package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.4. The Travel Plan Coordinator promotes, manages and monitors the success of the TP and report to Suffolk County Council (SCC) and MSDC as the Local Planning Authority for the monitoring period of five years (or one year after final occupation, whichever is longer) from the first multi-modal travel survey, undertaken prior to the occupation of the 100th dwelling of the development in 2022. The monitoring period is therefore likely to be completed no earlier than 2027, with the principal target to have a shift towards sustainable travel of up to 8% from the initial assessment of vehicular travel in the local area determined from 2011 Census data and Transport Assessment (TA) that supported the original planning application.
- 1.5. The development is located north of Norton Road, to the northeast of the centre of Thurston. The site is close to several key local amenities and public transport services within Thurston.

Definitions

1.6. The following definitions are used throughout this document:

- i. **“Travel Plan”** means a comprehensive “living” document that includes the sustainable travel objectives, targets and commitments, which is updated, amended and supplemented from time to time under the provisions of the conditions of the planning approval and “Travel Plan Reviews” which are obliged to be undertaken by the Travel Plan Coordinator on behalf of the Developer.
- ii. **“Travel Plan Coordinator (TPC)”** shall mean a permanent representative appointed by the Developer with the appropriate skills, budgetary provision and resources to produce and update a “Travel Plan” and manage the continued implementation of the “Travel Plan” including the provision of information to the Local Authority.
- iii. **“Travel Survey”** means a standardised travel survey undertaken annually with manual observations and a long-term Automatic Traffic Count survey at each principal access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by multi-modal or postal / online surveys, as required.
- iv. **“Travel Plan Review”** means an update of the Travel Plan annually and including the results and analysis of the “multi-modal survey” indicating how the “Travel Plan” is performing and updating the document as necessary to reflect changes in local area accordingly. Each “Travel Plan Review” will be uploaded to the Modeshift STARS communities to ensure consistent monitoring across the County by the Local Authority.
- v. **“Monitoring Period”** means the time period that the Developer is committed to fund and manage the “Travel Plan” and “Travel Plan Coordinator” to review travel behaviour to/from the site with an aim to reduce private car usage in favour of sustainable modes. This time period is set out as five years from 100th dwelling occupation (or one year from final occupation, whichever is later) and agreement with the Local Authority of the full version of this “Travel Plan”.
- vi. **“Local Authority”** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it. The travel surveys are used to help update objectives and measures set out within this TP and commence the monitoring period. The TP updates are uploaded to Modeshift STARS Communities to ensure consistent monitoring of Travel Plans in the county.
- 2.2. The development is wholly residential and therefore the TP is an important tool in helping to deliver sustainable communities. This will bring a number of benefits into the local area, including:
- i) Reducing the need to travel by private car and aim to cut congestion from the housing development.
 - ii) Increasing awareness of sustainable travel alternatives to the private car.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis of tackling climate change and reducing impact on the local environment.
 - v) Residents can enjoy improved health, less stress and better quality of life through the increased use of walking, cycling and public transport use. Financial savings over the ownership and running costs of a private car can also be achieved through providing a greater travel choice.
 - vi) Bringing new choices of modes of transport to the wider community with the promotion of a car sharing scheme.
- 2.3. This TP has been prepared in accordance with the National Planning Policy Framework, SCC Travel Plan guidance (September 2022) and Department for Transport (DfT) guidance documents “Using the Planning Process to Secure Travel Plans (April 2009)”; “Making Residential Travel Plans Work: Guidelines for New Development” and “Good Practice Guidelines: Delivering Travel Plans through the Planning Process” (April 2009). Reference is also made to the Government’s Guidance on Travel Plans, Transport Assessments and Statements (March 2014).

3. POLICY CONSIDERATIONS

National Policy

- 3.1. The Department for Transport document “*Smarter Choices – Changing the Way We Travel* (2004)” demonstrates the efficacy of measures such as the use of car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be of around 11% in traffic with appropriate travel plan measures implemented.
- 3.2. The Government’s white paper document “The Future of Transport: a network for 2030 (2004)” sets out the vision for a smarter choice of travel in England. The document has identified that marketing to promote sustainable transport can deliver “reductions in car use of between 7% and 15% in urban areas and 2% to 6% in rural and smaller urban areas”.

National Planning Policy Framework (NPPF)

- 3.3. The NPPF and the Department for Transport (DfT) guidance, referred to in **Chapter 2**, identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage (particularly single occupancy vehicle (SOV) journeys) and increased use of public transport, walking and cycling;
 - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements, including home delivery services.

Regional

- 3.4. SCC policy with respect to transport is embodied in the Local Transport Plan. The third Local Transport Plan (LTP3) sets out SCC’s ambitions and objectives for transport. LTP3 identifies how transport will play its part in supporting and facilitating future sustainable economic growth in Suffolk by:
- maintaining (and in the future improving) our transport networks;
 - tackling congestion;
 - improving access to jobs and markets; and
 - encouraging a shift to more sustainable travel patterns.

Mid Suffolk Local Plan

- 3.5. The then adopted MSDC Core Strategy Document (2012) plus Local Plan set out the council’s policies and proposals for the development and use of land within the district at the time this TP was first implemented. The subsequent Local Plan is in two parts, with Part 1 adopted in November 2023 and Part 2 still under preparation. Travel planning remains part of adopted policy LP29.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Linden (Thurston) LLP have agreed to the TP arrangements that demonstrate the importance of the environmental and health benefits of increasing the use of more sustainable modes of travel as an alternative to the private car. Linden (Thurston) LLP is committed to developing and funding this programme, with the support of a TPC, and delivery of measures set out herein to achieve the monitoring targets whilst supporting change in travel habits of residents of this development.
- 4.2. Linden (Thurston) LLP will be responsible for the ownership of the residential TP for this development for a period of not shorter than the date of the approval by MSDC and SCC interim version of this TP to five years post 100th occupation (or one year after final occupation, whichever is the sooner). It is therefore expected that the monitoring period is to end no later than 2027
- 4.3. The appointed TPC can delegate responsibilities to others to assist in the operation and monitoring of the TP. The contact details are set out below. Should the contact details of the TPC change at any time during the monitoring period the following details will be amended accordingly and advised to MSDC and SCC within two months.

***Acceptance and Commitment to the Role of
Travel Plan Coordinator***

Name: Elizabeth Evans

Company: Smarter Travel Ltd

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Website: www.SmarterTravel.uk.com/cavendishview

Date: October 2024

On behalf of: Linden (Thurston) LLP

5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The development is located north-eastern area of Thurston and east of the town of Bury St Edmunds. The site is bounded by Norton Road and Meadow Lane to the south and west respectively. To the east lies Manor Farm and to the north is primarily agricultural land.

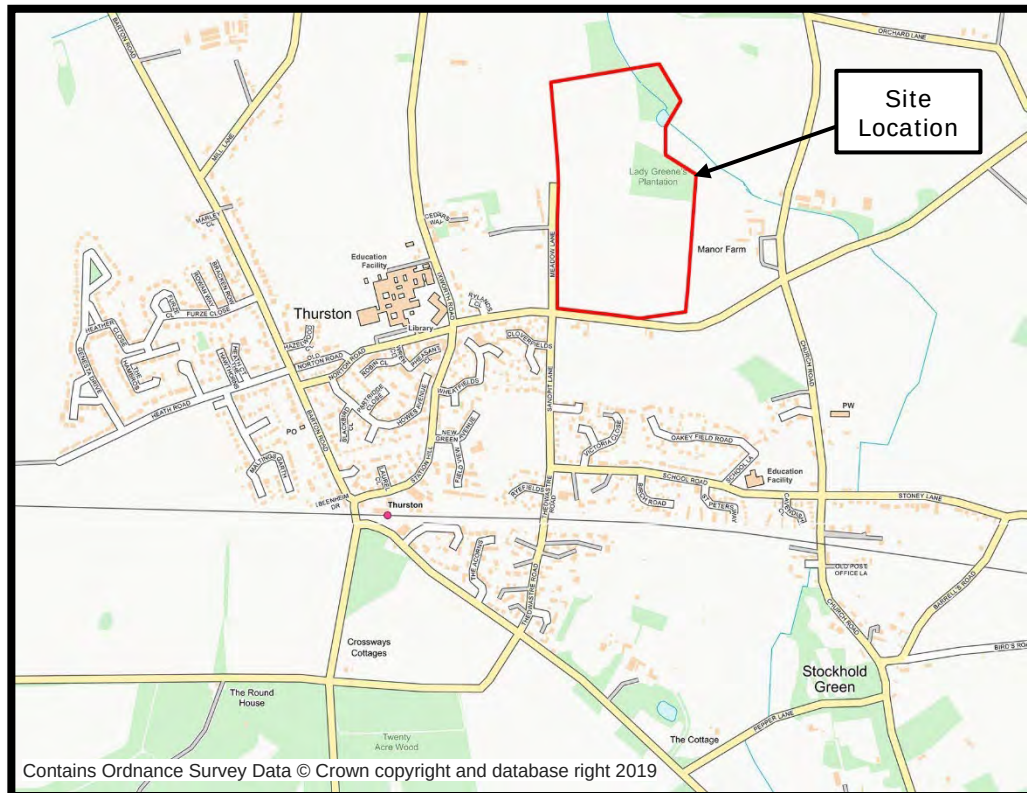


Figure 1 – Site Location

- 5.2. The accesses to the site are directly off Norton Road located to the southern side of the development site known as Lady Road and Pond Field Road. Norton Road is subject to a 30mph speed limit from the site to the west towards the village centre. To the east the national speed limit presently applies. The route to the village centre and key local amenities is to the west from the site access.
- 5.3. Bury St Edmunds lies 8.0km to the west and can be reached via the A14 to the south of Thurston. The route towards Bury St Edmunds follows Norton Road, Station Hill and New Road with trips retuning via Thurston Road, Thedwastre Road and Sandpit Lane to Norton Road. The routes differ due to the junction arrangements along the A14. Stowmarket is 13.8km to the southeast and is accessed via Norton Road, the A1088 and A14. For travel to the northeast the route to the A143 can be reached via Norton Road and Ixworth Road.

- 5.4. The development will assist through financial contribution to the following local highway improvements:
- A143 Bury Road/C691 Thurston Road/C649 Brand Road junction; Paid, March 2018.
 - An extension of the Norton Road speed limit; Paid, March 2018.
 - Pedestrian crossing facilities at Norton Road/Station Hill/Ixworth Road junction; Paid, March 2018.
 - Safety improvements to the C693 Thurston Road/C692 Thurston Road/C693 New Road junction; Paid, March 2018.
 - Improvements to Public Right of Way 001 between Meadow Lane and Ixworth Road; to be paid after 100th Occupation (approx. December 2023).
 - Improvements to Public Right of Way 007 to the north of Meadow Lane; to be paid after 100th Occupation (approx. December 2023).

Pedestrian and Cycle Network

- 5.5. The site provides a footway link to existing facilities on the south side of Norton Road to the west of Sandpit Lane which will include a zebra crossing on Norton Road. Existing footways are present from this point providing access to local amenities in the area. This was completed in 2022.
- 5.6. The village is covered by a 30mph speed limit which is considered to be suitable for cycling locally. National Cycle Route 51 can be reached from Norton Road/Station Hill junction to the west of the site or at Sandpit Lane/School Road to the south. The cycle route provides links to (and beyond) Bury St Edmunds, Stowmarket to the west and east respectively.
- 5.7. From the Norton Road/Sandpit Lane junction, footway is present on the south side of Norton Road and the west side of Sandpit Lane.
- 5.8. The site included land for a primary school which has been occupied by Thurston CE Primary Academy, which moved from its previous location on School Lane
- 5.9. For secondary education, footways on the south side of Norton Road from Sandpit Lane to the west are covered by street lighting providing a route to Thurston Community College located at the Norton Road/Station Hill/Ixworth Road junction.
- 5.10. Secure and sheltered cycle parking spaces are available for the development's residents of flats, within or adjacent to associated blocks. Residents of houses can store bicycles in garages or storage can be provided in gardens via sheds.

Public Transport

- 5.11. The closest current bus stops to the development, with a regular bus service in both directions, are on Sandpit lane approximately 450m from the centre of the development. Stops are marked by flags with bus shelters. Alternative bus stops are on Norton Road at Rylands Close approximately 550m from the centre of the development with stops are marked by a flag and pole and footway is present up to the carriageway edge.
- 5.12. Bus services from the Sandpit Lane and Rylands Close stops are by Dan's Coach Travel on routes DB1 and DB2 which both operate between Stowmarket and Bury St Edmunds. DB1 provides two/three services in each direction Monday to Friday including a typical commuter time return service to Bury St Edmunds, route DB2 offers 1 service each way on Monday, Wednesday and Friday.
- 5.13. Further services are available from Thurston Community College which include Simonds route 70A between Diss and Bury St Edmunds and Simonds two/three times daily Monday to Friday and Simonds route 73 three/four times daily Monday to Friday between Bury St Edmunds and Garboldisham.
- 5.14. Current timetables are in **Appendix B** and can be found at:

www.danscoachtravel.co.uk

www.simonds.co.uk/local-bus-times
- 5.15. A review of 2011 Census data for the Thurston area where the development is located shows that currently the use of bus services is very low for commuter purposes. This is discussed further later in this TP, but the existing bus service for travel for typical 9 - 5 working hours in Stowmarket will understandably have an impact of resident's travel habit.
- 5.16. Travel times to Stowmarket and Bury St Edmunds are 40-50 minutes and typically 25-30 minutes respectively. The use of Smartphone apps for live bus arrival times will be promoted to residents.
- 5.17. There are also discounts available for 16-19 year olds of 25% off the full adult fare via the Endeavour card. Further concessionary fares are also available for under 5's, family ticket, 6/12 month tickets. Further information will be included on the Travel Plan website for the development.
- 5.18. Community transport options are also available to residents that may have need for these services. Connecting Communities operate in the area offering those that can't access local public transport a way to link with bus / train routes that are easily accessible and further information can be found via their website (communities.suffolkonboard.com). Community transport options such as this has been highlighted to residents through the Welcome Pack and Travel Plan Website.

Train Services

- 5.19. Thurston Train Station is located at approximately 0.9km distance from the centre of the site. The station is located approximately a 12-minute walk from the development or a 4-minute ride via a bicycle. Services times are 52 minutes to Cambridge and 28 minutes to Ipswich and services are typically hourly Monday to Sunday.
- 5.20. Connecting services to Peterborough are available from Bury St Edmunds with trains to/from London available from both Ipswich and Cambridge.
- 5.21. Engineering works regularly take place at weekends and during holiday periods, particularly on Sundays and public holidays and users are recommended to check times before travelling.
- 5.22. The station provides cycle storage for 20 bicycles and 14 car parking spaces for commuters, with one accessible space. Step free access is available across the whole station with access to the westbound platform via a level crossing.
- 5.23. The National Rail Enquiries website (www.nationalrail.co.uk) provides an online journey planning tool and ability to purchase tickets by directing the user to a relevant rail franchise website, in this case Greater Anglia. Favourite journeys can be saved for later recall and live train tracking is available. There is a version of the site optimised for mobile devices and it is also available as a free mobile app for Android and Apple iOS.
- 5.24. Commuters travelling from Thurston to Bury St Edmunds (typical secondary commuter journey destination by train is shown by 2011 Census Data), for example, can purchase season tickets at a current cost (October 2024) of:
- 1 week £ 22.00
 - 1 month £ 84.50
 - 12 months £ 880.00
- 5.25. Non-commuters can also obtain various rail discounts via railcards (i.e. 16-25s and family and friends). This will be promoted to all new residents.
- 5.26. A review of 2011 Census data for the Thurston area shows that currently the use of the train is low for commuter purposes most of which are to London or Bury St Edmunds. This is discussed further, later in this TP.

Local Amenities

- 5.27. The Institution of Highways and Transportation in its publication “Guidelines for Providing for Journeys on Foot (2000)” suggests that an average walking speed of 1.4 m/s can be assumed.
- 5.28. Although now superseded by the National Planning Policy Framework, the Government’s document “Planning Policy Guidance 13: Transport” stated that *“walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.”* The same document also stated that *“cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.”*
- 5.29. Focusing upon the site, **Table 5.3** presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site.

Table 5.3 – List of Nearest Local Amenities

Amenity	Distance	Walking / Cycling time
Thurston CE Primary Academy	0.1 km	2 mins / 1 mins
Co-Op Food - Supermarket	0.4 km	6 mins / 3 mins
Thurston Library	0.6 km	10 mins / 4 mins
Thurston Community College	0.7 km	6 mins / 2 mins
St Peter’s Church	0.8 km	11 mins / 3 mins
Thurston Railway station	0.9 km	12 mins / 4 mins
Children’s playground	0.9 km	12 mins / 4 mins
Londis - Store / Post Office	1.0 km	12 mins / 4 mins
Thurston Pharmacy	1.1 km	12 mins / 4 mins
Fox and Hounds Public House	1.1 km	13 mins / 4 mins
Rougham Industrial Estate	3.8 km	15 min cycle
Skyliner Sports Centre	5.6 km	19 min cycle
Mount Farm Doctors Surgery	5.7 km	21 min cycle
Saxon Dental Practice	5.7 km	21 min cycle

- 5.30. In conclusion, the development is located well for a number of amenities which are accessible on foot, bicycle or by bus. Further to this Bury St Edmunds and Stowmarket can be reached by public transport where further amenities and employment is located. **Figure 2** shows the location of most of the amenities noted above.
- 5.31. The good range of amenity provision in the area should help influence the residents to use more sustainable modes of transport to travel locally, reducing the impact of the development.

Barriers to Sustainable Travel and Accessibility

- 5.32. The potential issues and barriers to the promotion of sustainable travel in association with the site and its locality have been identified as follows:
- Lack of knowledge of potential Car Sharing opportunities;

- Irregularly timed bus services to employment areas such as Bury St Edmunds;
 - Accessibility on bicycle to large employment areas; and
 - Perceived quality of facilities (shelters / seating etc) at bus stops.
 - Limited and reduced bus services in the area.
- 5.33. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

6. ANNUAL SITE AUDIT

- 6.1. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the conditions of both on- and off-site local footways, cycleways and public transport facilities, to identify any maintenance issues that could be detrimental to the promotion of sustainable travel. Any maintenance issues seen can then be reported to the relevant department at the Developer and / or Local Authority for remediation and be reported in monitoring reports or TP reviews.

On-Site

- 6.2. A site audit was conducted by the TPC on Tuesday 30th July 2024. There were no on-site maintenance issues to report.
- 6.3. The TPC noted that construction traffic was instructed to use Lady Road only, but had witnessed some smaller contractors also using Pond Field Road to access the construction area to the north of the development.
- 6.4. Also noted was that people living within the village seemed to be parking on-site along Pond Field Road or nearby off-site and walking through to the school via Norton Road during pick up and drop off periods, which may impact the monitoring data collected, therefore the TPC will set the ATC further into the development on Pond Field Road to discount school traffic, where possible.

Off-Site

- 6.5. As of July 2024, there were no off-site maintenance issues to report.
- 6.6. The SCC Highways Reporting Tool will continue to be promoted on the TP website and Welcome Packs to residents as a prompt way to identifying issues to the Highway Authority as they occur.

7. TRAVEL ASSESSMENT & MONITORING REPORT

- 7.1. The potential vehicular and non-vehicular generation of the development was taken from the Transport Assessment (2016) that supported the planning application which utilised TRICS data and is summarised below.
- 7.2. The development would have the potential to generate, without a TP, 129 vehicle movements (36 in and 92 out) during AM peak hour and 128 vehicle movements (86 in and 42 out) during PM peak hour.
- 7.3. Further to this, the 2011 Census statistics have been used to understand the current travel modes and typical work destination for existing local residents, these have been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.4. The April 2011 Census Statistics – WU03EW – Location of Usual Residence and Place of Work by method of travel to Work for Mid-Suffolk 004 (Middle Super Output Area), which is summarised in **Table 7.1**.

Table 7.1 – Method of Travel to work - 2011 Census

Mode of Transport	Number of commuters	Percentage	Main / Secondary Destination Preferences
Work at or mainly from home	0	N/A	N/A
Train	110	3.3%	London / Bury St Edmunds
Bus	59	1.7%	Bury St Edmunds
Taxi or minicab	3	0.1%	N/A
Driving a car or van	2809	83.3%	Bury St Edmunds / Thurston / Elmswell / Stowmarket
Passenger in a car or van (car sharing)	179	5.3%	Bury St Edmunds / Stowmarket
Motorcycle, scooter or moped	28	0.8%	Bury St Edmunds
Bicycle	58	1.7%	Thurston / Elmswell / Bury St Edmunds
On foot	120	3.6%	Thurston
Other	7	0.2%	Thurston
Total Commuting	3,373	100.0 %	

- 7.5. **Table 7.1** demonstrates that from the area 5.3% of the commuting was undertaken by cycling and walking, and a further 5.0% of the commuting was by using public transport.
- 7.6. Of the SOV movements shown in **Table 7.1**, some 6.6% commuted by private car (on their own) to a workplace within Thurston. This is within easy cycling distance and can be accessed by bus. The promotion of car sharing, rail travel, cycling and walking is therefore considered to be the key modes

of travel for this development location. According to 2011 Census data, the majority of car trips were to the Bury St Edmunds, Thurston, Elmswell and Stowmarket, respectively.

Objectives

- 7.7. There are a number of objectives that the implementation of a TP is intended to help fulfil. The main objectives of the residential development are to:
- Reduce the use of SOV through raising awareness of alternative travel modes available – especially for those working in the Stowmarket area;
 - Reduce the percentage share of SOV travel generated by the development to a lower level than would be predicted for the site without the implementation of the Travel Plan;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Accommodate those journeys that *need* to be made by car, such as for residents with mobility considerations that limit active travel and public transport usage; and
 - Assist in addressing specific problems that prevent children and older residents from gaining access to key amenities.

Targets

- 7.8. Targets should be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.9. The “aim type” Travel Plan targets are quantifiable and are given over two timescales: short-term (within one year) and long-term (within three years). The suggested key targets are based on the principal objectives of the TP and are as follows:
- Reduce the mode share of vehicular trip rates shown in **Table 7.1** by 4% within one year (2023) of the implementation of the full TP (100th occupation).
 - Reduce the mode share of vehicular trip rates shown in **Table 7.1** by 8% within three years (2025) of the implementation of the full TP.
 - Retain the reduced mode share of SOV trips at the third year (2025) of the TP monitoring period to the final year (2027) of monitoring.
- 7.10. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 25% return rate for postal / online surveys issued to residents.
 - 80% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.

- 50% of the respondents to the postal / online survey will have obtained a Personal Travel Plan provided by the TPC.
- 15% of the dwellings of the development should have requested a multi-modal voucher.

7.11. The “action-type” TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the “aim-type” targets and the principal objectives of the TP.

Remedial Measures and Triggers

7.12. If the agreed targets are not being met after the third year (2025) monitoring, the TPC will analyse the situation, a promotional event may be undertaken on-site to door knock and ascertain what the barriers are that restrict residents from travelling sustainably. Multi-modal vouchers and Personal Travel Plans could then be offered again to residents, to help them encourage a shift in their travel behaviour.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented in a table included within **Appendix C**.
- 8.2. A TPC has been appointed prior to any occupation of the site to manage, review and monitor the Travel Plan. Contact details are set out in **Chapter 4** with the responsibilities and appointment of the TPC are detailed in **Chapter 9**.

On-site Accessibility

- 8.3. It is essential to ensure that pedestrian and cycle routes are safe and accessible. The site layout is designed to respect the permeability for pedestrians and cyclists, with the routes within the site being well defined.
- 8.4. Through direct communication channels from residents to the TPC, as well as personal site visits, any maintenance issues identified with constructed pedestrian/cyclist routes on site are identified to the Developer or SCC (as applicable) to be rectified.

Public Transport

- 8.5. An up-to-date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies are permanently available to the residents of the site (see **Marketing and Promotion**). The use of smartphone apps / cards and mobile technology are promoted so residents can access up to date bus timetables.
- 8.6. The TPC will continue to liaise with bus operators and SCC to ensure that issues raised regularly by residents are considered by the operators, so that the potential use of public transport is maximised.
- 8.7. Residents are also made aware of the discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the development webpage and social media page. The Endeavour Card is promoted to the residents via the various mediums presented in **Marketing and Promotion**. This enables young people to obtain discounts on local bus travel in Suffolk.
- 8.8. Each dwelling has the opportunity to gain a one-month rail or bus tickets to either Stowmarket or Bury St Edmunds on Stephensons services or cycle/active travel voucher(s) to the equivalent value (see below). The tickets may be split (as far as is practicable) between different residents of the same property upon request. This is promoted through a "Travel Welcome Pack" that each residential dwelling is issued upon moving into their property. Reminders are sent out annually in Spring, in the form of a newsletter distributed by post to all residents.
- 8.9. The TPC will continue to liaise with Greater Anglia about potential measures that could be utilised to promote the use of train services in Thurston. The National Railcard has been and will continue to be promoted to the residents via the various mediums presented in **Marketing and Promotion**. This enables up to 1/3 discount on off-peak rail travel.

Walking

- 8.10. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Thurston. However, the TPC will continue to liaise with the relevant authority to highlight any maintenance issues.
- 8.11. The residents have been provided information on pedestrian routes from the site to relevant local amenities within the Travel Welcome Pack. Branded merchandise can also be considered to be given out to residents to promote walking such as travel umbrellas during promotional events.
- 8.12. For those less able to travel by bus or bicycle, an active travel voucher (see below) is provided to those that request it as an alternative. This voucher is the equivalent value with an online retailer and can be redeemed on items such as waterproof clothing or rucksacks.
- 8.13. The TPC has liaised with the TPC for the local Primary School in 2023. This is to encourage any pupils living on the development to walk to school. At the time of contact, no assistance was required, but this can be revisited when the site is more developed.
- 8.14. A new pedestrian crossing has been provided on Norton Road near to the junction with Sandpit Lane/Meadow Lane, to assist pedestrians and cyclists to access existing infrastructure and local amenities.

Cycling

- 8.15. The travel survey provides information about the potential to increase the number of trips made from the development by bicycle. This mode of travel is underrepresented in the area for travelling to/from Stowmarket and could be improved.
- 8.16. The TPC will continue to liaise with the relevant authority to ensure that local cycle routes are properly maintained, should residents provide information on issues. The residents are provided with information and advice concerning appropriate cycle routes from the site to relevant regular destinations via Personal Travel Planning (see **Marketing & Promotion**) and Travel Welcome Packs.
- 8.17. Residents can redeem £150, per household, from the Developer for cycling equipment (or rail/bus travel) from an online retailer or a local bicycle store. The voucher can be used for walking or cycling equipment. It is clearly explained within the Travel Welcome Pack how the £150 can be obtained via completing the initial travel survey.
- 8.18. A free cycling event was implemented on the 17th September 2022, in which a local bicycle company attended the site for a day and enable safety checks and pre-bookable bicycle services to again further promote the use of cycling for local travel to areas.
- 8.19. Cycling related branded merchandise can also be considered to be given out to residents via the promotional events such as a high visibility backpack rain covers, lights, among others.

Car Sharing

- 8.20. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents. The TPC can establish from the travel survey, the potential for car sharing to and from regular destinations and will continue to arrange for individual residents to be made aware of that potential.
- 8.21. The TPC will continue to promote the Liftshare car share scheme (<http://www.liftshare.com/>), to provide opportunities to car share with residents from the surrounding areas. Residents are made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.22. Residents are made aware of the car sharing scheme via the Travel Welcome Pack, social media, the development's TP website and through annual newsletters.

Marketing and Promotion

- 8.23. The TPC has provided training to the development's sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. Posters are provided so that sales staff can visually show the sustainable travel options available to them.
- 8.24. It is important to liaise with any Affordable Homes operator appointed for the site. These residents may not be aware of the house builder and may query the information given to them. Training to the person(s) responsible for the site should be given on the Travel Plan, its measures and opportunities. Including the branding of the Affordable Homes operator on all marketing collateral for the residents to engage with the content.
- 8.25. It is considered that to best promote a change in sustainable travel habits of new residents to an area, it is key to provide information within the first few weeks of moving in. Therefore, each new dwelling is provided with a Travel Welcome Pack within the first few weeks of first occupancy that directs residents to the development Travel Plan website and social media for travel related information and contact details of the TPC. A survey of current intended travel habits is also included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 8.26. A travel website is created specifically for the development's residents via <http://www.SmarterTravel.uk.com/cavendishview> that provides links to this TP and summary reports as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. The website and Travel Welcome Pack also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Local area map indicating local amenities;
 - Links to the social media pages and news articles;

- Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus mobile app service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps;
 - Details of how to obtain local rail/bus tickets and a cycle/active travel voucher as well as other measures;
 - Railway Users Plan explaining the operation of the level crossing at Thurston station;
 - Marketing for Suffolk car sharing website and rail discount card information; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.27. The TPC, through the use of social media and other marketing materials for the development including an annual newsletter, promotes the use of sustainable travel and any nationally promoted travel days such as national bike week, etc.
- 8.28. It is recommended that the TPC undertake promotional events at the following times to increase awareness of the Travel Plan. Suggested minimum events are as follows:
- Regular marketing to highlight website, social media and cycle/active travel voucher/rail/bus ticket promotion as well as Personal Travel Plans and merchandise.
 - Around the 100th dwelling occupation a mini on-site promotional event including cycle surgery if a suitable area is available on site to accommodate it – completed in 2022.
 - General small social media promotional events to engage with residents and provide information directly on sustainable travel.
 - An annual newsletter with any updates to public transport services, local events and other travel related information.

Personal Travel Planning

- 8.29. The TPC can provide Personalised Travel Planning to residents who request it. They are made aware of this scheme by information provided on the website, promotional events and via marketing media issued to them. They can also contact directly the TPC through details given in **Chapter 4** of this TP.

- 8.30. The above list of measures is not exhaustive and should provide a basis of measures that can be implemented easily. The TPC can identify other measures throughout the life of the plan to aid in achieving the set targets and reducing SOV travel.

9. MANAGEMENT & MONITORING

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review is the responsibility of the TPC.
- 9.2. Total budget has been agreed with the Developer of £80,000 excluding VAT and remedial measures.

The Travel Plan Coordinator

- 9.3. The TPC has been identified and appointed – with the contact details to be set out in **Chapter 4** closer to the time of first occupation. The TP will be managed for a duration of five years as part of the monitoring cycle commencing in spring or autumn as close as possible to 100th occupation or one year following final occupation whichever is sooner. The TPC is funded by the Developer from appointment prior to first occupation and for the monitoring period (commencing at 100th occupation).
- 9.4. The TPC has responsibility for the development and management of the TP and ensure its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.5. The TPC can provide Personal Travel Planning (PTP) to residents of this development. This service is provided on demand and is available within ten working days of residents' request. A follow up survey of the PTP will be provided to the resident accordingly to ascertain if it has assisted in changing their travel habits.
- 9.6. The TPC ensures that structures for the on-going management of the plan are set up and running effectively, and helps to promote individual measures such as rail/bus tickets, car sharing, etc. This can be undertaken through social media / marketing material, PTP and / or via the development TP website.
- 9.7. The TPC will continue to liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.
- 9.8. The TP is reviewed at every completion of the multi modal travel survey, as part of an on-going monitoring process. The TPC submits details of each review to the Local Authority within two months of the completion of the surveys. The Travel Plan reviews are uploaded to Modeshift STARS Communities to ensure consistent monitoring of Travel Plans in the County.

Monitoring

- 9.9. To ascertain whether the residents will already change their mode of travel as a result of moving to this development from another location, a short survey has been provided within the Travel Welcome Pack that the resident can complete to obtain the £150 cycle / active travel voucher or two-month free rail travel, or bus equivalent.
- 9.10. To identify the travel patterns for the residential development, an annual travel survey will be undertaken on the anniversary of the Full TP update. This is to analyse how the residents and visitors actually travel from and to the site when compared to that of the 2011 Census data and vehicular trip rates that are set out in **Chapter 7** and **Table 7.1**.
- 9.11. This mode split of travel is then used to compare the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey are issued to SCC as part of the TP review identifying the progress against the original objectives and targets. If the set targets have not been reached the TPC can seek to address and improve use of any mode, which seems to be underrepresented and where greater utilisation could reasonably be achieved and report to SCC.
- 9.13. In addition to the multi-modal traffic surveys noted above, the take-up of additional TP measures are monitored to demonstrate the impact of the TP on the residential estate, and to understand which measures are successful. The measures to be monitored are:
- The take up of Personal Travel Planning and response to follow up surveys; and
 - The level of redemption of the multi-modal vouchers; and

Travel Survey

- 9.14. The travel survey is undertaken at a cost to the Developer and is at a similar time of the year to provide a comparative assessment with the baseline survey taking place in autumn prior to 100th dwelling occupation. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or
 - Any publicised strike action.
- 9.15. The methodology of undertaking the manual count survey is to have cameras located at the main access points of the development off Norton Road and

record all movements in and out of the site for a 12-hour period (7am to 7pm).

- 9.16. A two-week ATC will also be provided as part of the monitoring, located at each of the main vehicular access points. The ATC's can then be provided on an annual basis for each open vehicular access.
- 9.17. As the development will be undergoing construction, during the monitoring any vehicle movements identified as construction traffic should be discredited in the survey results.
- 9.18. The travel surveys noted previously will be supplemented with a postal / online survey, annually, directly to residents that will enable a more direct questioning of their travel habits and identify measures that can assist in changing their travel habits to more sustainable means. A copy of the latest travel survey questions is contained within **Appendix D**.
- 9.19. To maximise the potential for return of postal / online surveys, an incentive could be provided for respondents such as a voucher to a local restaurant or equivalent. The result of each postal / online survey will be issued to the Local Authority via the TP reviews.
- 9.20. All online / postal surveys are confidential. No names or addresses shall be passed on to any third party (such as a public transport operator) unless prior approval has been given by the participant. The only personal information deemed necessary for the purposes of the TP are as follows:
- Name and address;
 - Telephone number / email address;
 - Whether they have a disability which would affect transport choice;
 - Number and age of any dependants;
- 9.21. All survey information shall be kept secure by the TPC. Hard copies of any surveys that have any personal information on shall be kept on file in a lockable cabinet for a period of no more than two years and shall be securely destroyed thereafter. Electronic copies of surveys that hold any personal information shall be saved securely on the local server and the file shall be password protected. Electronic copies shall not be kept longer than a period of two years and shall be securely deleted thereafter. Refer to the Smarter Travel Ltd Privacy Policy for more details.

10. MONITORING RESULTS

Baseline (2022)

- 10.1. Baseline monitoring on Cavendish View was undertaken in October 2022. At the time of 2022 monitoring, 81 dwellings were occupied. The manual count survey was undertaken on Thursday the 13th of October 2022. On this day, the weather was dry. There is also an ATC survey to supplement this data, which commenced on the 11th of October 2022.

Year 1 (2023)

- 10.2. Year 1 monitoring was undertaken in September/October 2023. At the time of 2023 monitoring, 87 dwellings were occupied. The manual count survey was completed on Friday 29th September 2023, the weather remained dry all day. There was also a 2-week ATC survey carried out from 18th September to 1st October 2023.

Year 2 (2024)

- 10.3. Year 2 monitoring consisted of two 2-week ATCs on Lady Road and Pond Field Road, commencing 17th September 2024, and manual count surveys on both accesses over a 12-hour period on Wednesday 25th September 2024. At the time of 2024 monitoring, 120 dwellings were occupied. The combined survey results can be found in **Appendix E**.

Mode Split and Trip Rates

- 10.4. **Table 10.1** compares the modal split observed from annual monitoring with the 2011 Census data.

Table 10.1 – Modal Split Comparison

Mode of Transport	Census (2011)	Baseline (2022)	Year 1 (2023)	Year 2 (2024)
Train	3.3%	N/A	N/A	N/A
Bus	1.7%	N/A	N/A	N/A
Taxi or minicab	0.1%	0.6%	0.3%	1.9%
Driving a car or van	83.3%	56.4% (61.5% SOV)	37.4% (66.6% SOV)	59.2% (72% SOV)
Passenger in a car or van (car sharing)	5.3%	21.7%	13.6%	17.4%
Motorcycle, scooter, moped	0.8%	0.2%	0.1%	0.4%
Bicycle	1.7%	1.0%	1.4%	0.6%
On foot	3.6%	13.5%	44.7%	14.1%
Other (inc. LGVs/OVGs)	0.2%	6.6%	2.5%	6.4%
Total	100 %	100 %	100 %	100 %

- 10.5. **Table 10.1** highlights a consistently lower share of residents driving in a car or van and a higher proportion of car or van passengers at the development when compared to the 2011 Census. This is a positive indication that the aim-type target outlined in **Chapter 7**, to reduce the mode share of SOV trip rates by 8% within three years, has been exceeded.

- 10.6. The Baseline (2022) and Year 2 (2024) datasets produced comparable results, whereas the Year 1 (2023) results produced anomalous data. As can be seen in **Table 10.1** above, the trip rates observed in 2023 were heavily influenced by school traffic with a significantly higher percentage of walking and lower share of driving, but this was not considered an accurate representation of residential travel within the development.
- 10.7. Whilst it is not possible to specifically monitor public transport usage for this development, it is included within other modes such as walking, as there are local bus stops and the train station is within walking distance.
- 10.8. **Table 10.2** below compares the vehicular trip rates identified in the annual monitoring with the TA estimate (2016), which was based on 175 dwellings. The trips rates shown are per dwelling, and it should be noted that since the previous TP update the TA trip rate figures have been updated to display the correct figures from the TRICS data, as shown in Appendix 11 of the TA.

Table 10.2 – Trip Rate Comparison

Monitoring Period	Time Period (Two-Way)		
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	12 Hour (07:00-19:00)
TA (2016)	0.650	0.646	5.743
Baseline (2022)	2.342	0.997	-
Year 1 (2023)	2.740	1.291	11.985
Year 2 (2024)	1.429	0.685	10.491

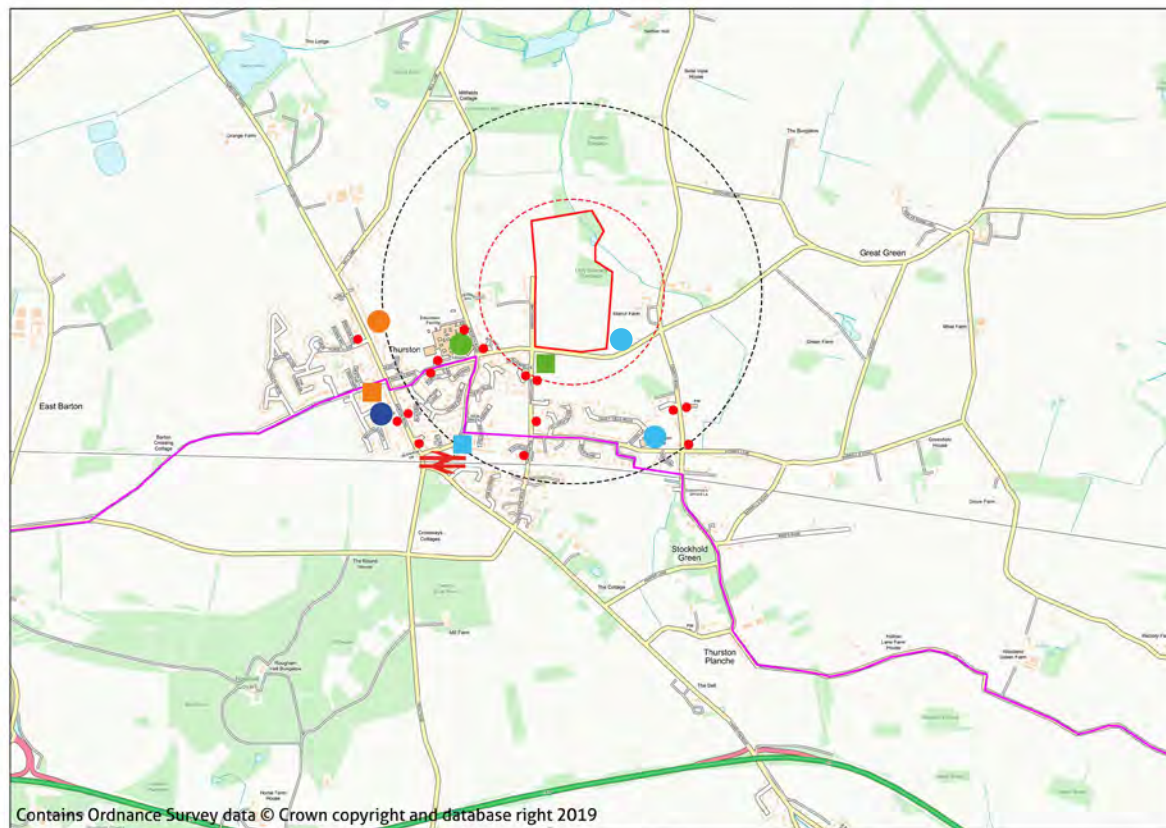
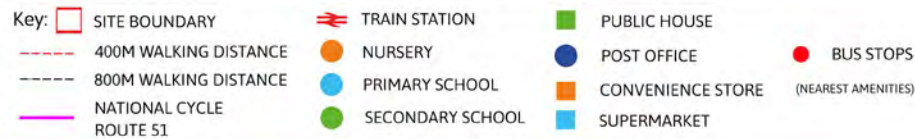
- 10.9. By comparing the 2024 data with the TA, it is clear that the total vehicular movements remain higher than expected, but more positively, shows a decline since 2023 monitoring for both the AM and PM peaks and the 12-hour trips. The PM peak trip rate is almost matching that estimated in the TA, showing positive signs of declining trip rates overall.
- 10.10. The AM peak and 12-hour trip rates are expected to be higher due to the impact of school traffic on Pond Field Road and construction traffic on Lady Road. Whilst every effort was made to exclude these trips from the dataset, where possible, these variables will continue to influence the results until the site develops further and ATCs can be considered in more strategic locations.

Residential Travel Surveys

- 10.11. The 2024 Travel Survey invites were distributed by post to all 120 occupied dwellings in August 2024, during school holidays to try and encourage uptake as more residents were likely to be at home for extended periods. Reminders were sent out after two weeks and the survey included a prize draw with 3 prizes to encourage participation; a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher.
- 10.12. Overall, the survey collected 14 responses, achieving a 12% response rate, which did not meet the original 25% target set out in **Chapter 7**, which was considered an unrealistic target and a revision of 10% was suggested following 2023 monitoring, which has been achieved.
- 10.13. 3 (21%) respondents claimed a PTP from the annual Travel Survey, in addition to 9 PTP claims from the Initial Travel Survey (as of October 2024) which brings total PTP claims for Cavendish View to 12 (10%). This does not meet the original 50% target set out in **Chapter 7** nor the suggested revision of 25%. PTPs will continue to be promoted in the Travel Welcome Pack, the Travel Plan webpages and the annual Travel Surveys and newsletters, to encourage uptake.
- 10.14. Theoretically, 100% of occupied dwellings should have some awareness of the Travel Plan and associated measures, as each occupied dwelling at the time of monitoring was sent a postal invitation to participate in the annual Travel Survey, to provide feedback to be included in this TP update. However, when asked whether they found the Travel Welcome Pack useful, only 21% said they had read it, which suggests that they may not have received a copy from the Sales Office when they moved in and would therefore be less likely to have an awareness of the TP and associated measures. This does not achieve the original 80% awareness target set out in **Chapter 7**, nor the revised target of 50% suggested in 2023. This will continue to be promoted in the annual Travel Surveys and newsletters, on the Travel Plan webpages and in the Travel Welcome Pack. The Sales Office has been contacted to ask whether additional Travel Welcome Packs are needed for distribution to residents.
- 10.15. As of October 2024, the total number of households that had claimed a voucher was 34 (28% of a total 120 occupied), of which 22 claimed a £150 active travel voucher and 12 claimed 2-months' worth of train travel. This surpasses the 15% target set out in **Chapter 7**.
- 10.16. Participants were asked how many days of the week they regularly travel and which mode(s) they used, to which 79% stated that they drive alone for an average of 3 days per week, 43% stated that they walk for an average 1 day per week and 36% stated that they travel by train for an average 1 day per week. Comparatively, 86% of participants stated that they work from home for an average of 2 days per week.
- 10.17. When asked what alternative mode of travel they would use if their main mode was unavailable, the top 3 modes were car sharing (36%), train (29%) and working from home (21%).

- 10.18. Participants were asked whether they consider the barrow crossing at Thurston Train Station to be safe, to which 43% stated they use it and feel safe, compared to 7% who use it but do not feel safe. For those who do not currently use the barrow crossing, 36% believe it to be safe, compared to 7% who do not use it because it does not seem safe.
- 10.19. When asked whether they would consider car sharing regularly, 21% stated that they would if they could find someone to car share with, or if they were incentivised, compared to 36% who stated that they would not consider car sharing regularly as they prefer using public transport or have family / childcare commitments.
- 10.20. Participants were asked what is stopping them from travelling more sustainably, to which 57% stated that their regular destinations are too far away to walk or cycle, 36% stated that they need their vehicle for family / childcare commitments and 29% believe they have no other option that their regular method of travel. 21% suggested that they need their vehicle to carry out their job role, 14% perceived public transport to be too expensive, 7% stated that the bus times don't suit their needs and 7% say it's because they haven't found anyone to car share with.
- 10.21. Participants were then asked whether the cost of living crisis had impacted the way they travel, to which 6 (43%) stated it had no impact, compared to 57% who stated that it had, providing comments heavily focussed on vehicle usage, such as: *"Yes we went down to 1 car"*, *"The cost of living affects doing additional trips in the car or by train due to the high price of fuel and tickets"* and *"I think twice before making longer journeys due to petrol costs"*. As well as comments that focussed more on employment and working patterns, including: *"Now I have to work from home more often"* and *"Yes, changed jobs to travel less"*.

Figures



Appendix

Appendix A



LEGEND

Soft Landscape

- Existing and enhanced woodland / trees including proposed woodland buffer and extensions
- Proposed large specimen tree
- Proposed parkland trees
- Proposed medium sized primary street trees
- Proposed medium sized fastigate secondary street trees
- Proposed small ornamental tertiary street trees
- Proposed trees to central residential POS areas - species to have wider canopies than street trees
- Proposed large trees for screening and filtering views
- Proposed medium to large native hedging
- Proposed small ornamental hedging
- Proposed robust structural planting to walls and roadsides
- Proposed ornamental planting
- Proposed lawn to plot frontages
- Proposed grass to POS areas
- Proposed long grass
- Proposed mown paths
- Proposed marginal/aquatic planting to balancing ponds

Hard Landscape

- Proposed black macadam primary road or similar approved
- Proposed block paving to secondary roads; colour: Autumn gold or similar approved
- Proposed block paving to tertiary roads; colour: Brindle or similar approved
- Proposed granite setts to driveways; colour: Charcoal or similar approved
- Proposed black macadam to pedestrian paths or similar approved

Boundary Treatments

- Proposed brick / flint wall to public boundaries
- Proposed timber close board boundary fence; 1800mm height
- Proposed green powder coated weld mesh fencing to school site

Other

- Proposed balancing ponds to engineers details
- Proposed buildings to architects details
- Site application boundary

- Woodland planted to connect existing patches
- Woodland edge enhanced through additional native tree planting
- Proposed woodland path
- Proposed new school location
- Proposed LAP location
- Proposed balancing pond for drainage and aesthetic purpose. Banks to be gently graded to permanent water body
- Proposed green corridor location. To be lined with native hedging, ornamental planting and medium to large tree species.
- Proposed self-build site
- Existing pond

Rev	Date	Description
A	21.12.16	School trees amended, path line added
B	21.12.16	Tree/roof layout amendments
C	22.05.17	Architectural layout redesign

Title:	Landscape Masterplan
Project:	Norton Road, Thurston
Client:	Pigeon Capital Management 2
Date:	December 2016
Scale:	1:1250 @ A1
Drawing No:	1892 01 C
Rev:	

Appendix B

Monday to Friday (Except Bank Holidays)

	Operator	DNCT	DNCT	DNCT	DNCT
			Sch	NSch	
Stowmarket, Mallard Way (adj)	—	1535	—	—	
Stowupland, High School (inside)	—	1550	—	—	
Cedars Park, Tesco (adj)	—	1557	—	—	
Combs Ford, Cracknells (o/s)	0710	1605	1605	1745	
Stowmarket, Argos Store (o/s)	0714	1609	1609	1749	
Stowmarket, Mallard Way (adj)	0718	1613	1613	1753	
Stowmarket, Kipling Way (adj)	0720	1615	1615	1755	
Haughley, Station Road (opp)	0725	1620	1620	1800	
Haughley, Post Office (adj)	0727	1622	1622	1802	
Haughley New Street, The Close (adj)	0730	1625	1625	1805	
Wetherden, Maypole (adj)	0733	1628	1628	1808	
Elmswell, Mill Gardens (adj)	0736	1631	1631	1811	
Elmswell, Memorial Library (adj)	0738	1633	1633	1813	
Elmswell, Shop Corner (opp)	0740	1635	1635	1815	
Woolpit, Garage (o/s)	0745	1640	1640	s	
Woolpit, Briar Hill (adj)	0747	1642	1642	s	
Norton, Baptist Church (adj)	0751	1646	1646	—	
Thurston, Shops (o/s)	0758	1653	1653	—	
Thurston, College Main Entrance (opp)	0800	1655	1655	—	
Thurston, Post Office (opp)	0802	1657	1657	—	
Beyton, The Green (opp)	0807			—	
Moreton Hall, Skyliner Sports Centre	0814	1703	1703	—	
Moreton Hall, Sainsbury's (adj)	0817	1706	1706	—	
Bury St Edmunds, West Suffolk Hospital (adj)	0822			—	
Bury St Edmunds, Arc Shopping Centre (o/s)	0827			—	
Bury St Edmunds, Bus Station (Stand 4)	0829	1713	1713	—	
	Saturday			Sunday	Spring Bank Holiday
	no service			no service	no service
	Summer Bank Holiday				
	no service				

NOTES

NSch Not School Days
Sch School Days Only
s sets down only

OPERATORS
DNCT Dan's Coach Travel 07885 661112

Monday to Friday (Except Bank Holidays)

Operator	DNCT	DNCT	DNCT	DNCT
	Sch	NSch		
Bury St Edmunds, Bus Station (Stand 4)	0718	0718	1615	1745
Bury St Edmunds, Arc Shopping Centre (opp)				1747
Bury St Edmunds, West Suffolk Hospital (opp)				1753
Moreton Hall, Sainsbury's (opp)	0725	0725	1628	1758
Moreton Hall, Skyliner Sports Centre (adj)	0728	0728	1631	1801
Beyton, The Green (opp)			1638	1808
Thurston, Post Office (o/s)	0734	0734	1643	1813
Thurston, College Main Entrance (o/s)	0736	0736	1645	1815
Thurston, Shops (opp)	0738	0738	1647	1817
Norton, The Dog (adj)	0745	0745	1654	1824
Woolpit, Briar Hill (opp)	0749	0749	1658	1828
Woolpit, Garage (opp)	0751	0751	1700	1830
Elmswell, Shop Corner (adj)	0756	0756	1705	1835
Elmswell, Memorial Library (opp)	0758	0758	1707	1837
Elmswell, Mill Gardens (opp)	0800	0800	1709	1839
Wetherden, Maypole (opp)	0803	0803	1712	1842
Haughley New Street, The Close (opp)	0806	0806	1715	1845
Haughley, Post Office (opp)	0809	0809	1718	1848
Haughley, Station Road (adj)	0811	0811	1720	1850
Stowmarket, Kipling Way (opp)	0816	0816	1725	s
Stowmarket, Mallard Way (opp)	0818	0818	1727	s
Stowmarket, Violet Hill Road (opp)	0822	0822	1731	s
Stowmarket, Station Road West (adj)	0825	0825	1734	s
Combs Ford, The Ford (o/s)	0830	0830	1739	s
Cedars Park, Tesco (opp)	0837	—	—	—
Stowupland, High School (inside)	0844	—	—	—
	Saturday		Sunday	
	no service		no service	
	Spring Bank Holiday			
	no service			
	Summer Bank Holiday			
	no service			

NOTES

NSch Not School Days
Sch School Days Only
s sets down only

OPERATORS
DNCT Dan's Coach Travel 07885 661112

Monday to Friday (Except Bank Holidays)		
Operator DNCT		
	MWF	
Combs Ford, Cracknells (o/s)	0930	
Stowmarket, Argos Store (o/s)	0934	
Stowmarket, Mallard Way (adj)	0938	
Stowmarket, Kipling Way (adj)	0940	
Cedars Park, Redwing Drive (opp)	0945	
Old Newton, The Mandarin (opp)	0952	
Haughley, Mill Fields (opp)	0957	
Haughley, Station Road (opp)	0959	
Haughley, Post Office (adj)	1002	
Haughley New Street, The Close (adj)	1005	
Wetherden, Maypole (adj)	1008	
Elmswell, Mill Gardens (adj)	1011	
Elmswell, Memorial Library (adj)	1013	
Elmswell, Shop Corner (opp)	1015	
Woolpit, Garage (o/s)	1020	
Woolpit, Briar Hill (adj)	1022	
Norton, Baptist Church (adj)	1026	
Thurston, Shops (o/s)	1033	
Thurston, College Main Entrance (opp)	1035	
Thurston, Post Office (opp)	1037	
Moreton Hall, Sainsbury's (adj)	1043	
Bury St Edmunds, West Suffolk Hospital (adj)	1047	
Bury St Edmunds, Arc Shopping Centre (o/s)	1053	
Bury St Edmunds, Bus Station (Stand 4)	1055	
	Saturday	Sunday
	no service	no service
Spring Bank Holiday		
		no service
Summer Bank Holiday		
		no service

NOTES
MWF Operates on Mondays, Wednesdays and Fridays

OPERATORS
DNCT Dan's Coach Travel 07885 661112

Monday to Friday (Except Bank Holidays)

Operator DNCT	
	MWF
Bury St Edmunds, Bus Station (Stand 4)	1345
Bury St Edmunds, Arc Shopping Centre (opp)	1347
Bury St Edmunds, West Suffolk Hospital (opp)	1353
Moreton Hall, Sainsbury's (opp)	1357
Thurston, Post Office (o/s)	1403
Thurston, College Main Entrance (o/s)	1405
Thurston, Shops (opp)	1407
Norton, The Dog (adj)	1413
Woolpit, Briar Hill (opp)	1417
Woolpit, Garage (opp)	1419
Elmswell, Shop Corner (adj)	1424
Elmswell, Memorial Library (opp)	1426
Elmswell, Mill Gardens (opp)	1428
Wetherden, Maypole (opp)	1431
Haughley New Street, The Close (opp)	1434
Haughley, Post Office (opp)	1437
Haughley, Station Road (adj)	1439
Haughley, Mill Fields (adj)	1441
Old Newton, The Mandarin (adj)	1446
Cedars Park, Redwing Drive (adj)	1453
Combs Ford, Cracknells (o/s)	1458
Stowmarket, Argos Store (o/s)	1502
Stowmarket, Mallard Way (adj)	s
Stowmarket, Britten Avenue (opp)	s

Saturday	Sunday	Spring Bank Holiday
no service	no service	no service

Summer Bank Holiday
no service

NOTES
MWF Operates on Mondays, Wednesdays and Fridays
s sets down only

OPERATORS
DNCT Dan's Coach Travel 07885 661112

Diss > Botesdale > Stanton > Ixworth > Great Barton > Bury St Edmunds

MONDAY TO FRIDAY | Except Bank Holidays

Buses towards Bury St Edmunds	70	70A	70	70	70	70	70	70A	70	70	Buses towards Diss	70	70A	70	70	70	70	70	70A	70A	70	70	
Diss, Bus Station	06:40	07:30	09:30	10:30	11:30	12:30	13:30	14:45	16:30	17:40	Bury St Edmunds, St Benedicts Catholic School	-	-	-	-	-	-	-	-	16:15	-	-	
Diss, Railway Station	06:43	07:33	09:33	10:33	11:33	12:33	13:33	14:48	16:33	17:43	Bury St Edmunds, West Suffolk College	-	-	-	-	-	-	-	-	16:20	-	-	
Palgrave, Church	06:47	07:37	09:37	10:37	11:37	12:37	13:37	14:52	16:37	17:47	Bury St Edmunds, Bus Station (Stand 14)	-	08:10	09:30	10:30	11:30	12:30	13:30	14:15	15:30	16:30	17:45	18:45
Wortham, School	06:51	07:41	09:41	10:41	11:41	12:41	13:41	14:56	16:41	17:51	Bury St Edmunds, Railway Station	-	08:13	09:33	10:33	11:33	12:33	13:33	14:18	15:33	16:33	17:48	18:48
Botesdale, Simonds Court	06:56	07:46	09:46	10:46	11:46	12:46	13:46	15:01	16:46	17:56	Great Barton, A143 Bus Shelter	-	08:21	09:41	10:41	11:41	12:41	13:41	14:26	15:41	16:41	17:56	18:56
Rickinghall, Church	06:59	07:49	09:49	10:49	11:49	12:49	13:49	15:04	16:49	17:59	Thurston, Community College	-	08:31							15:51	16:51		
Wattisfield, The Street	07:03	07:53	09:53	10:53	11:53	12:53	13:53	15:08	16:53	18:03	Ixworth, Village Hall	-	08:41	09:51	10:51	11:51	12:51	13:51	14:36	16:01	17:01	18:06	19:06
Stanton, Memorial	07:08	07:58	09:58	10:58	11:58	12:58	13:58	15:13	16:58	18:08	Stanton, Memorial	-	08:48	09:58	10:58	11:58	12:58	13:58	14:43	16:08	17:08	18:13	19:13
Ixworth, Village Hall	07:16	08:06	10:06	11:06	12:06	13:06	14:06	15:21	17:06	18:16	Wattisfield, The Street	-	08:53	10:03	11:03	12:03	13:03	14:03	14:48	16:13	17:13	18:18	19:18
Thurston, Community College		08:16						15:31			Rickinghall, Church	07:05	08:57	10:07	11:07	12:07	13:07	14:07	14:52	16:17	17:17	18:22	19:22
Great Barton, A143 Bus Shelter	07:26	08:26	10:16	11:16	12:16	13:16	14:16	15:41	17:16	18:26	Botesdale, Simonds Court	07:07	09:00	10:10	11:10	12:10	13:10	14:10	14:55	16:20	17:20	18:25	19:25
Bury St Edmunds, Railway Station	07:35	08:35	10:25	11:25	12:25	13:25	14:25	15:50	17:25	18:35	Wortham, School	07:11	09:08	10:18	11:18	12:18	13:18	14:18	15:03	16:28	17:28	18:33	19:33
Bury St Edmunds, Bus Station (Stand 14)	07:40	08:40	10:30	11:30	12:30	13:30	14:30	15:55	17:30	18:40	Palgrave, Church	07:17	09:13	10:23	11:23	12:23	13:23	14:23	15:08	16:33	17:33	18:38	19:38
Bury St Edmunds, West Suffolk College	-	08:45	-	-	-	-	-	-	-	-	Diss, Station Road (for Railway Station)	07:22	09:18	10:28	11:28	12:28	13:28	14:28	15:13	16:38	17:38	18:43	19:43
											Diss, Bus Station	07:25	09:20	10:30	11:30	12:30	13:30	14:30	15:15	16:40	17:40	18:45	19:45

SATURDAY

Buses towards Bury St Edmunds	70	70A	70	70	70	70	70	70	70	70	70A	Buses towards Diss	70	70	70	70	70	70	70	70	70	70	
Diss, Bus Station	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	Bury St Edmunds, Bus Station (Stand 14)	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:45	18:45
Diss, Railway Station	07:33	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:33	Bury St Edmunds, Railway Station	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	17:48	18:48
Palgrave, Church	07:37	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	Great Barton, A143 Bus Shelter	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:56	18:56
Wortham, School	07:41	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	Ixworth, Village Hall	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	18:06	19:06
Botesdale, Simonds Court	07:46	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46	17:46	Stanton, Memorial	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	18:13	19:13
Rickinghall, Church	07:49	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	Wattisfield, The Street	09:03	10:03	11:03	12:03	13:03	14:03	15:03	16:03	17:03	18:18	19:18
Wattisfield, The Street	07:53	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	Rickinghall, Church	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:22	19:22
Stanton, Memorial	07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	Botesdale, Simonds Court	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	17:10	18:25	19:25
Ixworth, Village Hall	08:06	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	Wortham, School	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:33	19:33
Great Barton, A143 Bus Shelter	08:16	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	18:16	Palgrave, Church	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:38	19:38
Bury St Edmunds, Railway Station	08:25	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	17:25	18:25	Diss, Station Road (for Railway Station)	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28	18:43	19:43
Bury St Edmunds, Bus Station (Stand 14)	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30	Diss, Bus Station	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:45	19:45

[Garboldisham](#) > [Bardwell](#) > [Stanton](#) > [Thurston](#) > [Bury St Edmunds](#)

MONDAY TO FRIDAY | Except Bank Holidays

Buses towards Bury St Edmunds	73	73	73
Garboldisham, Fox Inn	07:15	09:15	11:15
Hopton, Post Office	07:18	09:18	11:18
Market Weston, Village Hall	07:20	09:20	11:20
Coney Weston, The Swan	07:24	09:24	11:24
Barningham, Royal George	07:26	09:26	11:26
Bardwell, Tithe Barn	07:32	09:32	11:32
Stanton, Hilltop Way	07:35	09:35	11:35
Stanton, Memorial	07:40	09:40	11:40
<i>Bus 70 departs Stanton for Diss:</i>	-	09:58	11:58
<i>Bus 70 departs Stanton for Bury St Edmunds:</i>	07:58	09:58	11:58
Walsham Le Willows, Six Bells	07:48	09:48	11:48
Badwell Ash, Village Hall	07:52	09:52	11:52
Stowlangtoft, Church	07:58	09:58	11:58
Pakenham, The Fox	08:02	10:02	12:02
Thurston, Community College	08:07	10:07	12:07
Great Barton, Bunbury Avenue	08:14	10:12	12:12
Beeton's Way, St Benedict's' Catholic School	08:24	10:19	12:19
West Suffolk College	08:26	10:21	12:21
Bury St Edmunds, Bus Station (Stand 5)	08:30	10:24	12:24

Buses towards Garboldisham	73	73	73	73
Bury St Edmunds, Bus Station (Stand 5)	09:15	11:15	13:15	16:15
West Suffolk College	09:18	11:18	13:18	16:18
Beeton's Way, St Benedicts' Catholic School	09:20	11:20	13:20	16:20
Great Barton, Bunbury Avenue	09:26	11:26	13:26	16:26
Thurston, Community College	09:33	11:33	13:33	16:33
Pakenham, The Fox	09:38	11:38	13:38	16:38
Stowlangtoft, Church	09:42	11:42	13:42	16:42
Badwell Ash, Village Hall	09:48	11:48	13:48	16:48
Walsham Le Willows, Six Bells	09:52	11:52	13:52	16:52
<i>Bus 70 arrives Stanton from Diss:</i>	<i>09:58</i>	<i>11:58</i>	<i>13:58</i>	<i>16:58</i>
<i>Bus 70 arrives Stanton from Bury St Edmunds:</i>	<i>09:58</i>	<i>11:58</i>	<i>13:58</i>	-
Stanton, Memorial	10:00	12:00	14:00	17:00
Stanton, Hilltop Way	10:05	12:05	14:05	17:05
Bardwell, Tithe Barn	10:08	12:08	14:08	17:08
Barningham, Royal George	10:14	12:14	14:14	17:14
Coney Weston, The Swan	10:16	12:16	14:16	17:16
Market Weston, Village Hall	10:20	12:20	14:20	17:20
Hopton, Post Office	10:22	12:22	14:22	17:22
Garboldisham, Fox Inn	10:25	12:25	14:25	17:25

81 SUMMARY TIMETABLE

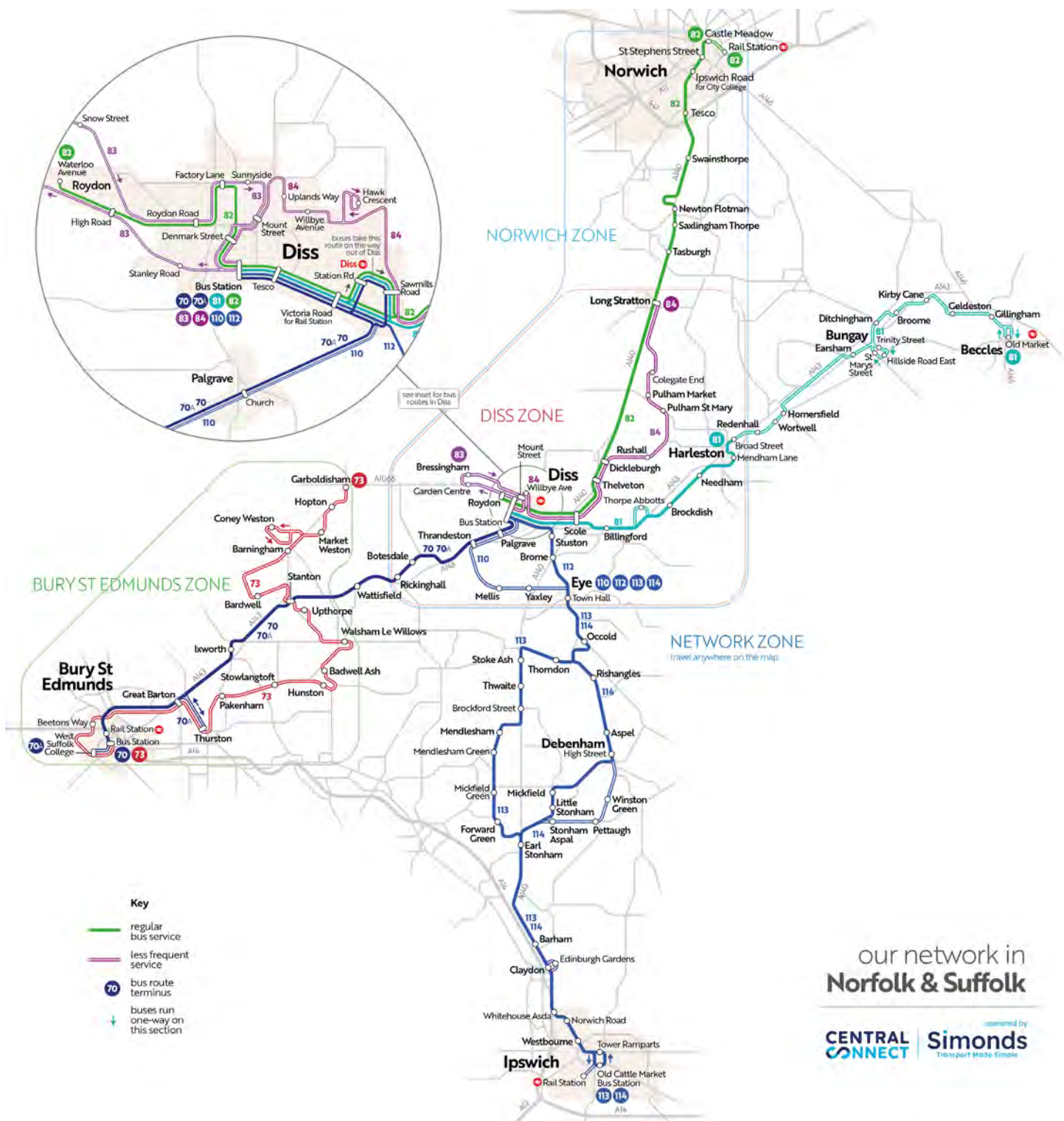
Diss > Scole > Harleston > Beccles

Key:

Sch - Journey only operates on schooldays

NSch - Journey only operates on non-schooldays

Buses towards Diss											Buses towards Diss																
	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81	81							
Diss High School	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Diss, Bus Station	07:50	08:50	09:50	10:50	11:50	12:50	13:50	15:30	16:30	17:30	Buses towards Diss											12:30	14:30	14:40	-	-	
Diss, Railway station	07:54	08:54	09:54	11:54	12:54	13:54	15:34	16:34	17:34												12:34	14:34	14:44	-	-		
Scote, Karen Close	07:57	08:57	09:57	10:57	11:57	12:57	13:57	15:37	16:37	17:37												12:39	14:39	14:49	-	-	
Billington, The Horseshoes	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:40	16:40	17:40												12:43	14:43	14:53	-	-	
Thorpe Abbotts, Village Hall	08:05	-	-	-	-	-	-	-	-	-												12:48	14:48	14:58	-	-	
Brockdish, Village Hall	08:10	09:04	10:04	11:04	12:04	13:04	14:04	15:44	16:44	17:44												12:52	14:52	15:02	-	-	
Needham, Shingle House Farm	08:18	09:12	10:12	11:12	12:12	13:12	14:12	15:52	16:52	17:52												13:01	15:01	15:11	-	-	
Harleston, Suncroft Academy	08:25	-	-	-	-	-	-	-	-	-												13:05	15:05	15:15	-	-	
Harleston, Broad Street	08:35	09:19	10:19	11:19	12:19	13:19	14:19	15:59	16:59	17:59												13:09	15:09	15:19	-	-	
Redenhall, Church	08:38	-	-	11:22	-	13:22	-	-	-	-												13:13	15:13	15:23	-	-	
Wortwell, Bell Public House	08:40	-	-	11:24	-	13:24	-	-	-	-												13:15	15:15	15:25	-	-	
Wortwell, Station Farm	-	-	-	11:26	-	13:26	-	-	-	-												13:17	15:17	15:27	-	-	
Earsham, Queens Head	08:46	-	-	11:30	-	13:30	-	-	-	-												13:20	15:20	15:30	-	-	
Bungy, Holy Trinity Church	08:50	-	-	11:34	-	13:34	-	-	-	-												13:20	15:20	15:30	-	-	
Bungy, Hillside Road	08:54	-	-	11:38	-	13:38	-	-	-	-												13:20	15:20	15:30	-	-	
Bungy, Butter Cross	08:58	-	-	11:42	-	13:42	-	-	-	-												13:20	15:20	15:30	-	-	
Ditchingham, Village hall	09:03	-	-	11:47	-	13:47	-	-	-	-												13:20	15:20	15:30	-	-	
Broome, The Artichoke	09:05	-	-	11:49	-	13:49	-	-	-	-												13:20	15:20	15:30	-	-	
Kirby Cane, Yarmouth Road	09:10	-	-	11:54	-	13:54	-	-	-	-												13:20	15:20	15:30	-	-	
Gailestone, The Wherry Inn	09:14	-	-	11:58	-	13:58	-	-	-	-												13:20	15:20	15:30	-	-	
Gillingham, Emma's Hair Studio	09:19	-	-	12:03	-	14:03	-	-	-	-												13:20	15:20	15:30	-	-	
Beccles Old Market Place (Stop 2)	09:23	-	-	12:07	-	14:07	-	-	-	-												13:20	15:20	15:30	-	-	



Appendix C

Appendix B – Travel Plan Measures Action Plan

Measure	Action	Timescale	Next Due
Travel Information Pack (TIP)	Every resident will receive a welcome pack when moving in, promoting sustainable travel and incentives available to residents	Ongoing	Until final occupation
Vouchers	Promotion and distribution of £150 active travel vouchers and 2-month bus/rail tickets (per dwelling)	Ongoing	Ongoing as per residents' request
Social Media	Maintenance of Cavendish View webpage and social media channels	Ongoing	Ongoing as per updates required
Personal Travel Plans (PTP)	Promotion of Personal Travel Plan service offered by the TPC to all residents via marketing channels (website, TIP, surveys)	Ongoing	Ongoing as per residents' request
Sustainable Travel Promotion	Promotion of walking, cycling, public transport and car sharing options, news and incentives via website, Facebook, Instagram, Twitter, LinkedIn	Biannual (seasonal)	Winter 2024
Newsletter	Promoting sustainable modes, news and incentives	Annual	Spring 2025
Automatic Traffic Count	A 2-week ATC of all open vehicular accesses to monitor movement in/out of the site	Annual	Autumn 2025
Manual Count Survey	A 12-Hour Manual Count of all movement in/out of the site	Annual	Autumn 2025
Residential Travel Survey	A postal / online travel survey to collect behavioural data	Annual	Autumn 2025
Promotional Event	Undertake promotional event to promote PTPs and bike surgery or equivalent voucher.	In penultimate year, if required	

Appendix D

Cavendish View Travel Survey Sept 2024

14 responses

Would you like a free Personal Travel Plan?

14 out of 14 answered

Yes 3 resp. 21.4%



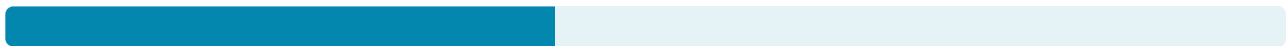
No 11 resp. 78.6%



Do you / would you feel safe using the barrow crossing at Thurston Railway Station?

14 out of 14 answered

I use it and I feel safe 6 resp. 42.9%



I do not use it but it seems safe 5 resp. 35.7%



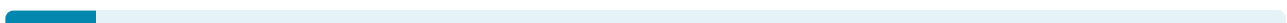
I do not use it because it does not seem safe 1 resp. 7.1%



I never travel by train 1 resp. 7.1%



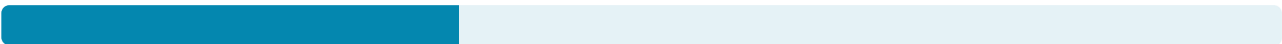
I use it but I do not feel safe 1 resp. 7.1%



If your main mode of travel was unavailable, how would you get around?

14 out of 14 answered

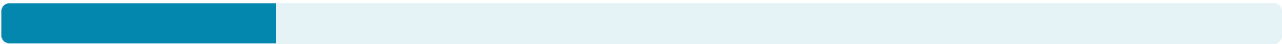
Car (sharing) 5 resp. 35.7%



Train 4 resp. 28.6%



Work from Home 3 resp. 21.4%



Bus 1 resp. 7.1%



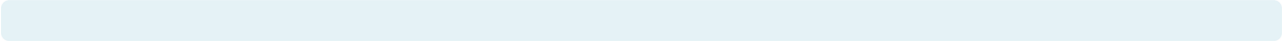
Cycling 1 resp. 7.1%



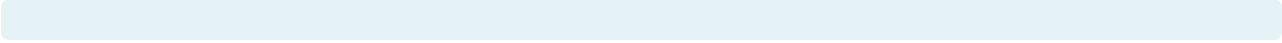
Car (alone) 0 resp. 0%



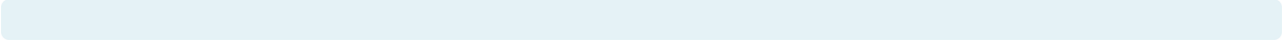
Electric Vehicle (alone) 0 resp. 0%



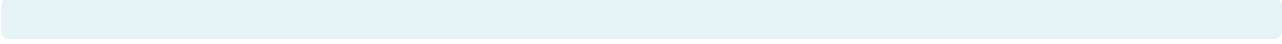
Electric Vehicle (sharing) 0 resp. 0%



Motorbike 0 resp. 0%



Other 0 resp. 0%



Park & Ride 0 resp. 0%



Walking

0 resp. 0%

Would you consider car sharing regularly?

9 out of 14 answered

No, I prefer using public transport

3 resp. 33.3%

No, I have family / child commitments (i.e. school run)

2 resp. 22.2%

I already car share regularly

1 resp. 11.1%

Yes, if I could find someone on the same shifts as me

1 resp. 11.1%

Yes, if I could find someone to share with

1 resp. 11.1%

Yes, if it was incentivised (i.e. work perks; priority parking)

1 resp. 11.1%

I cannot travel by car due to mobility considerations

0 resp. 0%

No, I prefer to walk / cycle

0 resp. 0%

Other

1 resp. 11.1%



What is stopping you from travelling more sustainably?

14 out of 14 answered

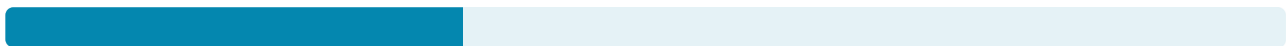
I can't walk / cycle to my regular destinations - too far away

8 resp. 57.1%



I need my vehicle due to family / child care

5 resp. 35.7%



I don't think I have any other options

4 resp. 28.6%



I need my vehicle to carry out my job role

3 resp. 21.4%



Public transport seems too expensive

2 resp. 14.3%



Bus times don't suit my needs

1 resp. 7.1%



I haven't found anyone to car share with

1 resp. 7.1%



I need my vehicle to assist with my limited mobility

0 resp. 0%



Surrounding roads aren't safe to walk / cycle

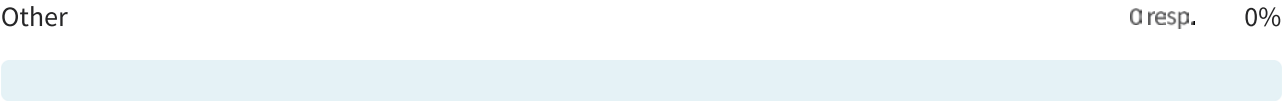
0 resp. 0%



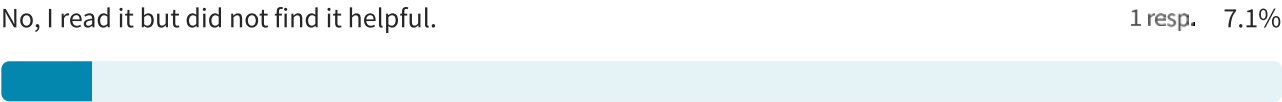
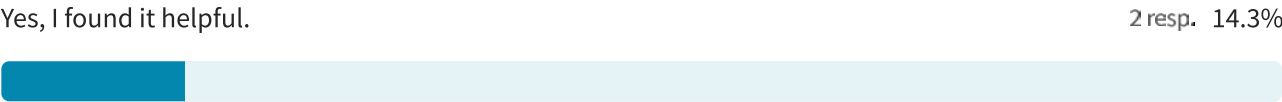
There are no shower / changing facilities at work

0 resp. 0%

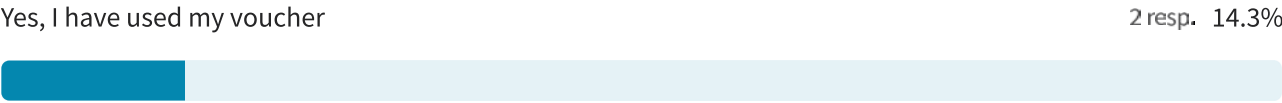
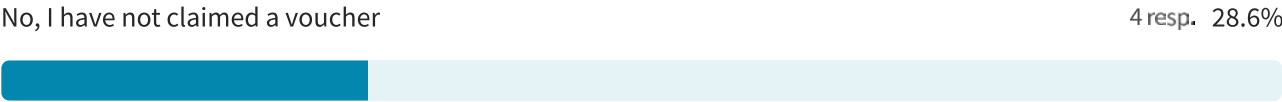


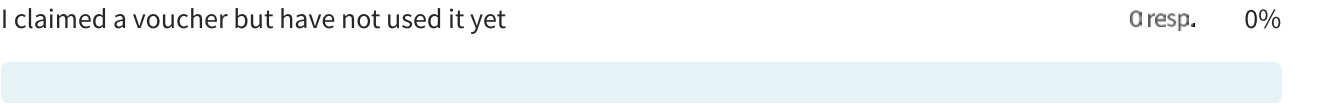


Has the Travel Information Pack helped you make informed decisions about the way you travel?
14 out of 14 answered



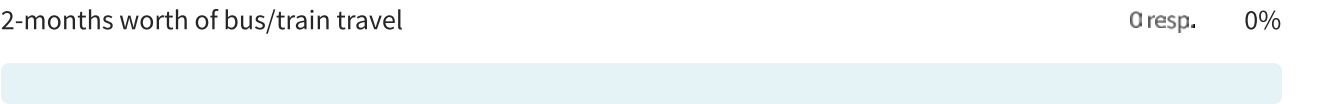
Have you claimed your welcome voucher yet?
14 out of 14 answered





Which voucher did you claim?

2 out of 14 answered



Powered by Typeform

How many days of the week do you regularly travel and which mode do you use?

14 out of 14 answered

	0	1	2	3	4	5	6	7
Car (alone)	21.4%	0%	21.4%	21.4%	21.4%	7.1%	7.1%	0%
Car (sharing)	85.7%	0%	0%	0%	0%	14.3%	0%	0%
Electric Car (alone)	92.9%	0%	7.1%	0%	0%	0%	0%	0%
Electric Car (sharing)	85.7%	0%	7.1%	7.1%	0%	0%	0%	0%
Walk	57.1%	14.3%	7.1%	14.3%	7.1%	0%	0%	0%
Cycle	85.7%	0%	14.3%	0%	0%	0%	0%	0%
Bus	92.9%	0%	7.1%	0%	0%	0%	0%	0%
Train	64.3%	14.3%	21.4%	0%	0%	0%	0%	0%
Motorbike	92.9%	0%	7.1%	0%	0%	0%	0%	0%
Work from Home	14.3%	14.3%	35.7%	7.1%	21.4%	0%	7.1%	0%
Other	85.7%	0%	7.1%	0%	7.1%	0%	0%	0%

Appendix E

PROJECT 40821 Suffolk
SITE CODE 40821-001
LOCATION Lady Road - Cavendish

START DATE Tue 17 Sep, 2024
END DATE Mon 23 Sep, 2024 (inc.)
SPEED LIMIT 20mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	5,354
Total recorded HGVs	58
% of vehicles that are HGVs	1.1%
Avg daily volume (based on 7 days)	764.9
Average daily speed (7 days)	10.1mph
Average daily 85%ile (7 days)	12.0mph
AADT (annual average daily traffic)	786.1
AAWT (annual average weekday traffic)	930.9
Avg weekday volume (Mon-Fri, 24hrs)	904.4
Avg weekday speed (Mon-Fri, 24hrs)	10.0mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	814.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	9.9mph

NORTHBOUND

Total recorded volume	2,731
Total recorded HGVs	28
% of vehicles that are HGVs	1.0%
Avg daily volume (based on 7 days)	390.1
Average daily speed (7 days)	10.7mph
Average daily 85%ile (7 days)	12.6mph
% of vehicles exceeding 20mph	0.1%
AADT (annual average daily traffic)	401.7
AAWT (annual average weekday traffic)	477.6

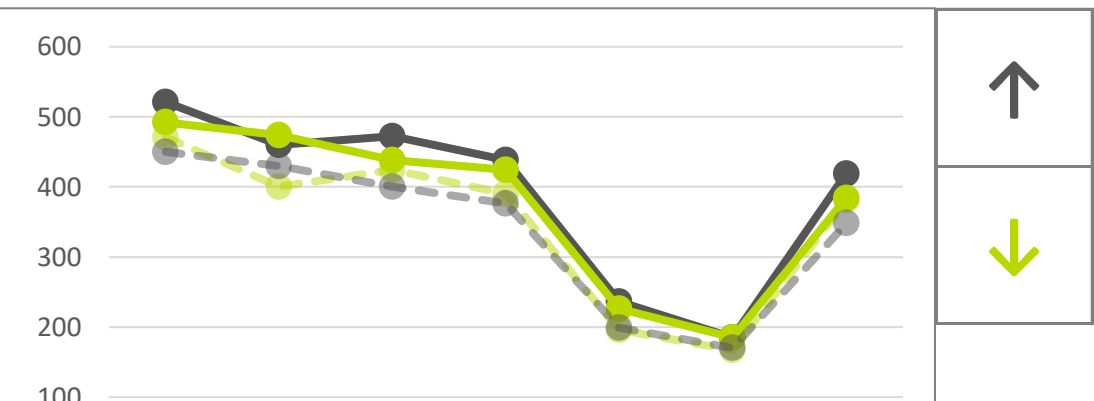
Avg weekday volume (Mon-Fri, 24hrs)	462.0
Avg weekday speed (Mon-Fri, 24hrs)	10.6mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	413.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	10.6mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	12.5mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

SITE LOCATION



DAILY VOLUMES

NORTH- & SOUTHBOUND



ATC SUMMARY REPORT

7-DAY AUTOMATIC TRAFFIC COUNT

A 7-day automatic traffic count on Lady Road - Cavendish, commencing Tue 17 Sep 2024, recorded a total of 5,354 vehicles. The posted speed limit of 20mph was exceeded by 0.1% of vehicles, and the seasonally adjusted, combined AADT value is 786 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND

Total recorded volume	2,623
Total recorded HGVs	30
% of vehicles that are HGVs	1.1%
Avg daily volume (based on 7 days)	374.7
Average daily speed (7 days)	9.4mph
Average daily 85%ile (7 days)	11.4mph
% of vehicles exceeding 20mph	0.0%
AADT (annual average daily traffic)	384.4
AAWT (annual average weekday traffic)	453.3

Avg weekday volume (Mon-Fri, 24hrs)	442.4
Avg weekday speed (Mon-Fri, 24hrs)	9.3mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	400.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	9.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	11.1mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

LOCATION	Lady Road - Cavendish
DATES	Tue 17 Sep to Mon 23 Sep inc.
LAT / LNG	52°15'14.98"N, 0°48'58.03"E
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

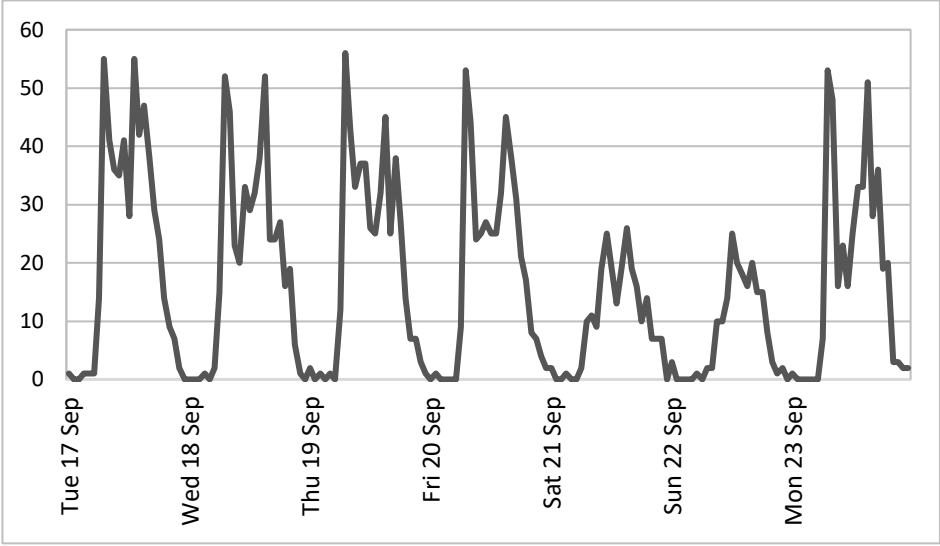
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Tuesday.



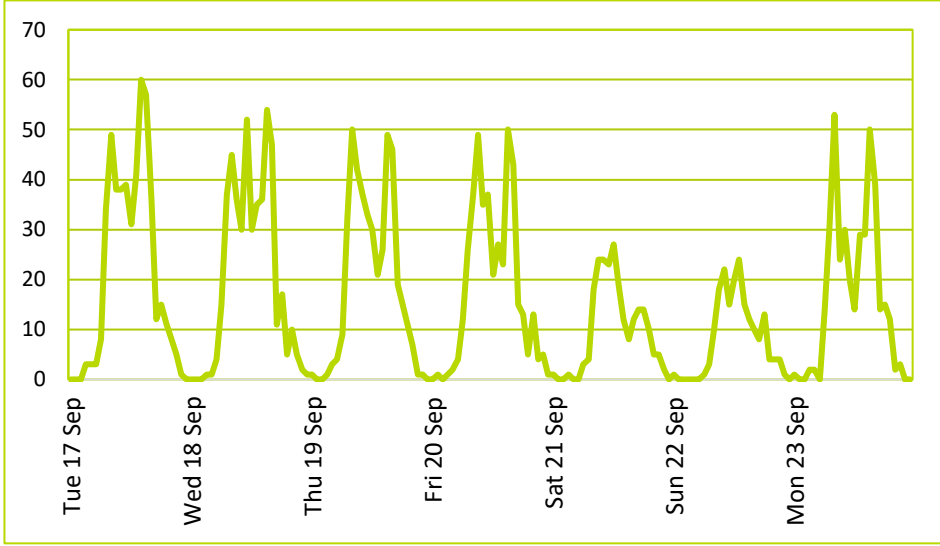
DAILY VOL

HOURLY VOLUMES



HOURLY VOL

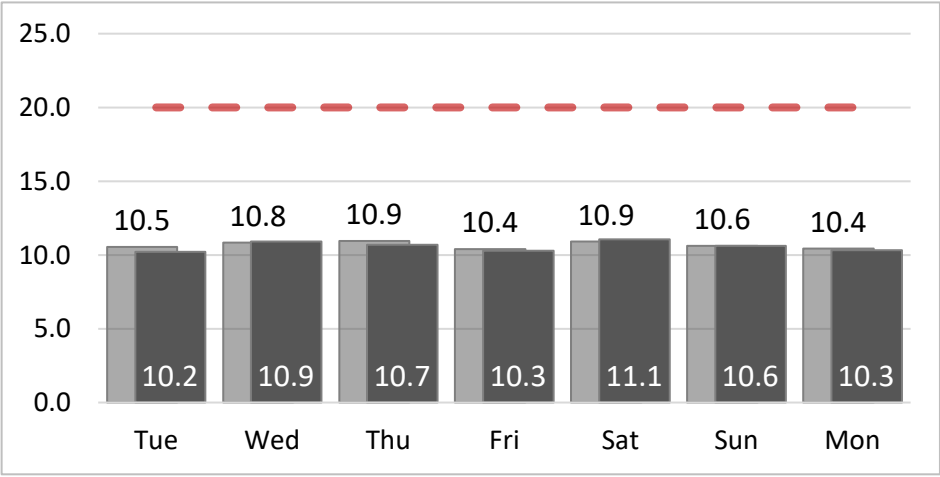
Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

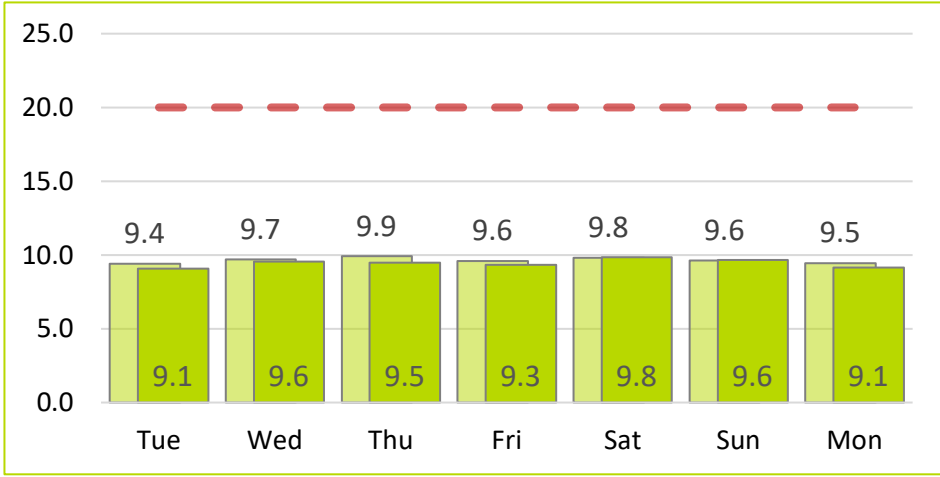
Hourly southbound traffic volumes over each 24hr period for 7 days from all available data

24hr & 12hr AVG SPEEDS



AVG SPEEDS

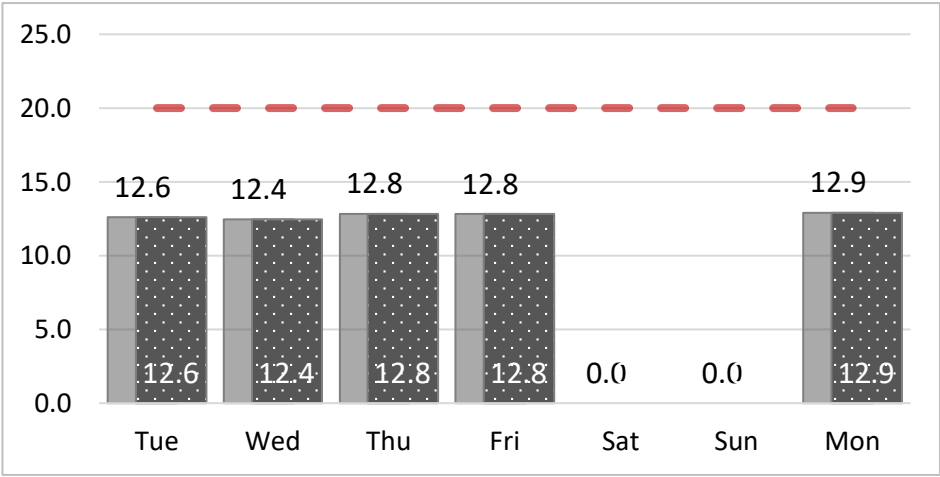
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)



AVG SPEEDS

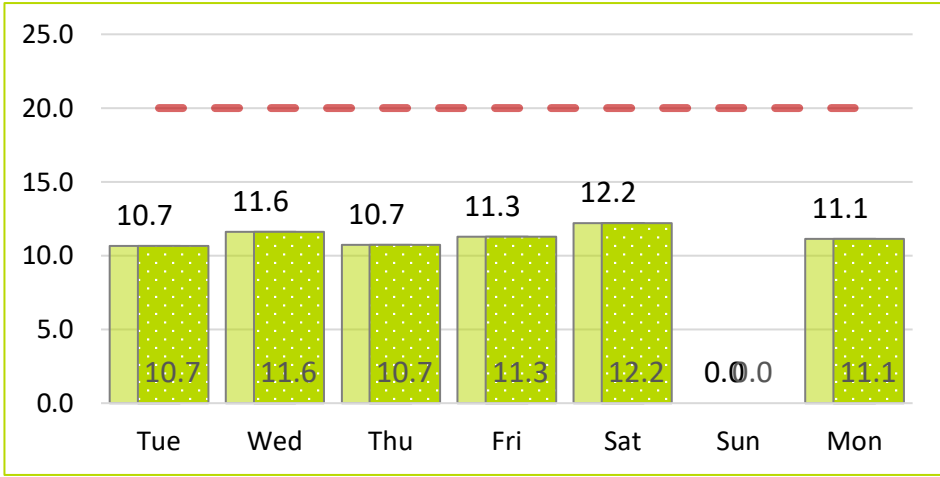
24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)

24hr & 12hr 85%ile SPEEDS



AVG 85%ILES

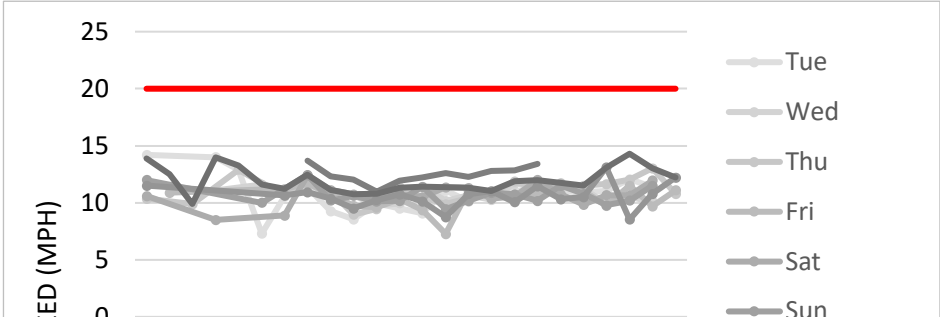
24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)



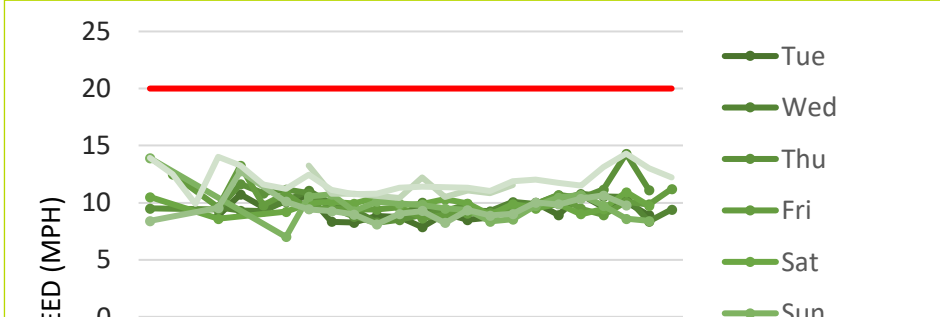
AVG 85%ILES

24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)

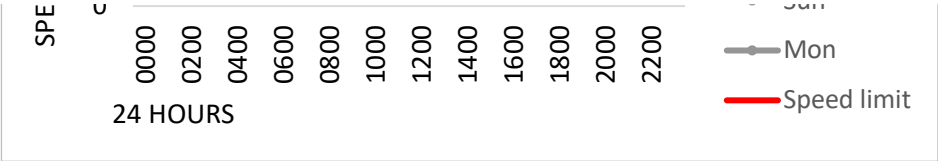
HOURLY SPEEDS



Y SPEED



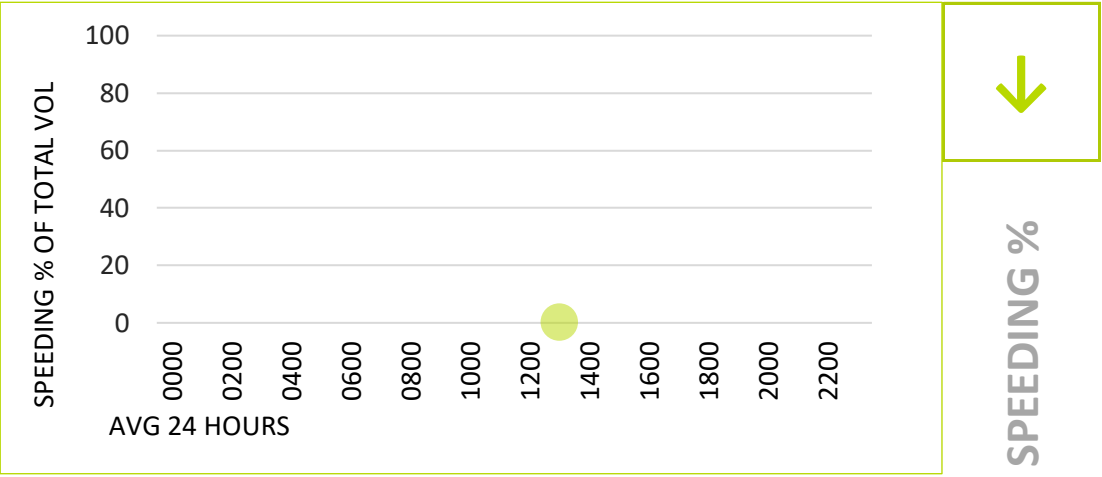
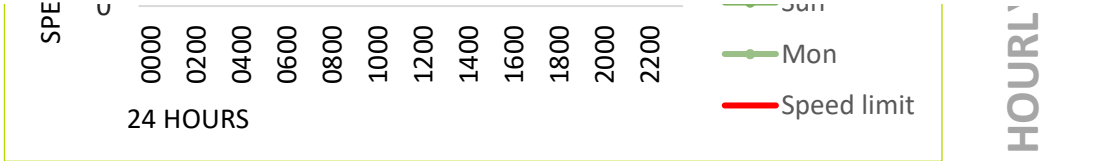
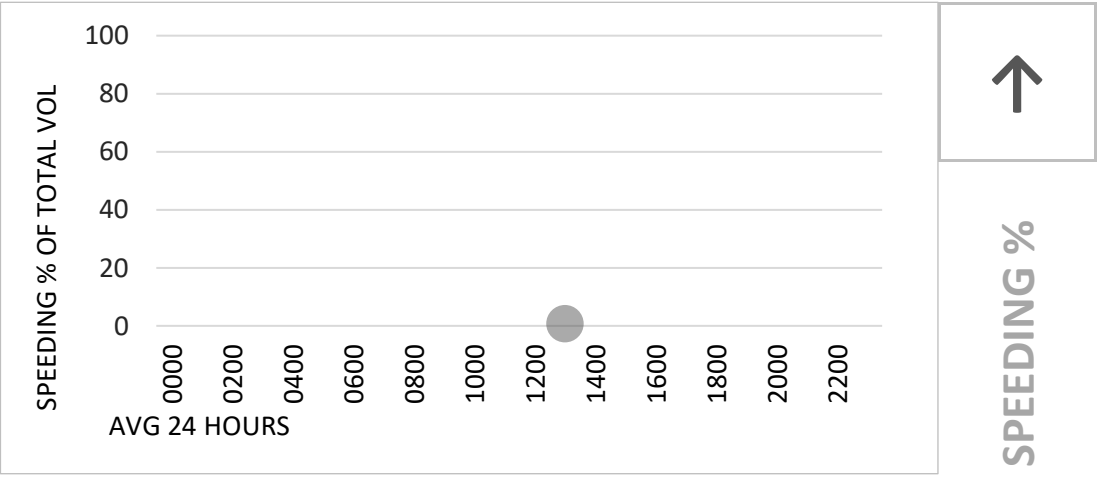
Y SPEED



Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

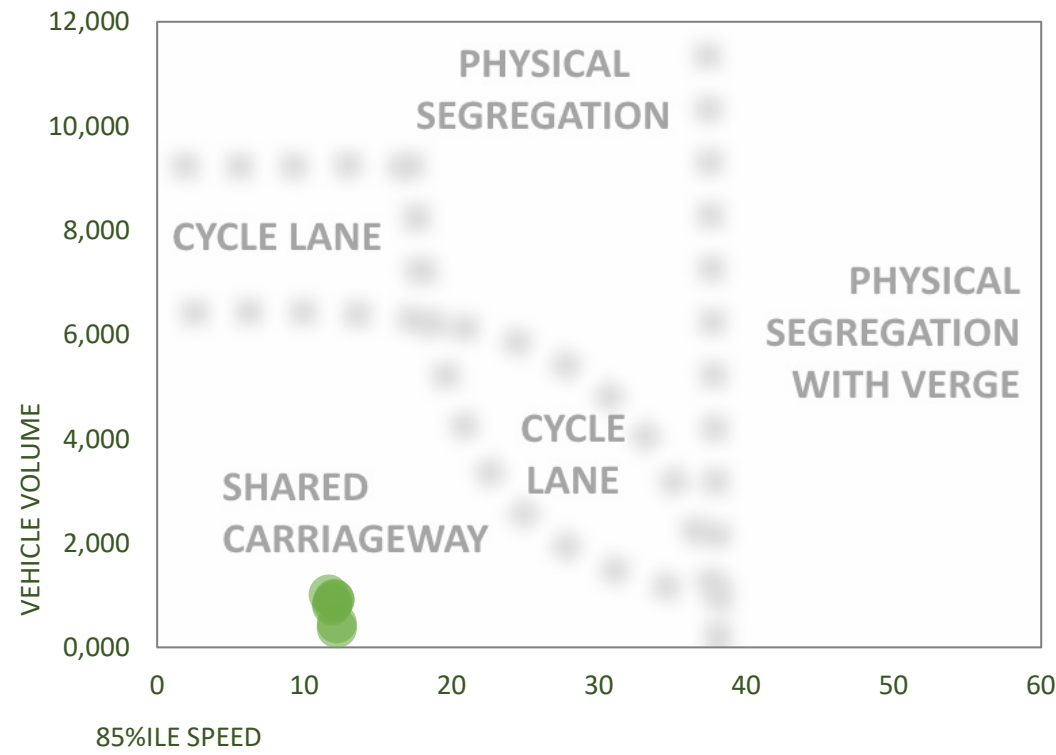
The peak northbound daytime speed was 13.4mph at 13:15 on Tue 17 Sep, whilst the peak southbound speed was 12.9mph at 07:15 on Sat 21 Sep (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 20mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 20 and 25mph, whilst the larger markers represent those at 26mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG						↑
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.4	0.4	0.0	0.0	0.8
0100	0.0	0.0	0.2	0.0	0.0	0.2
0200	0.0	0.2	0.0	0.0	0.0	0.2
0300	0.0	0.4	0.0	0.0	0.0	0.4
0400	0.0	0.2	0.2	0.0	0.0	0.4
0500	0.0	0.2	0.0	0.4	0.0	0.6
0600	0.0	10.4	1.0	0.0	0.0	11.4
0700	0.8	47.8	5.2	0.0	0.0	53.8
0800	0.2	39.4	4.2	0.4	0.2	44.4
0900	1.6	22.0	2.4	0.0	0.4	26.4
1000	0.8	25.0	1.6	0.4	0.2	28.0
1100	0.4	29.0	1.2	0.0	0.2	30.8
1200	0.6	24.0	1.2	0.4	0.4	26.6
1300	1.8	28.6	3.0	0.6	0.0	34.0
1400	1.2	32.4	1.2	0.4	0.2	35.4
1500	0.6	44.4	2.8	0.2	0.0	48.0
1600	0.4	27.4	2.6	0.2	0.0	30.6
1700	0.2	30.2	0.8	0.4	0.0	31.6
1800	0.0	23.4	0.2	0.0	0.0	23.6

SOUTHBOUND WEEKDAY AVG						↓
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.2	0.2	0.0	0.0	0.4
0100	0.0	0.0	0.2	0.0	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	1.4	0.2	0.0	0.0	1.6
0400	0.0	2.2	0.0	0.0	0.0	2.2
0500	0.0	2.6	0.4	0.0	0.0	3.0
0600	0.0	10.4	1.2	0.0	0.0	11.6
0700	0.4	28.4	3.0	0.2	0.0	32.0
0800	0.2	43.6	2.6	0.2	0.0	46.6
0900	1.4	32.8	3.0	0.6	0.0	37.8
1000	1.2	30.2	2.2	0.2	0.2	34.0
1100	1.6	32.0	1.6	0.4	0.6	36.2
1200	0.8	22.0	1.4	0.8	0.2	25.2
1300	1.2	26.6	2.6	0.2	0.0	30.6
1400	0.8	30.2	3.2	0.6	0.0	34.8
1500	0.0	45.8	5.0	0.6	0.2	51.6
1600	0.0	38.4	2.8	0.6	0.0	41.8
1700	0.2	13.8	0.2	0.0	0.0	14.2
1800	0.0	13.8	1.0	0.2	0.0	15.0

1900	0.0	15.0	1.0	0.2	0.0	16.2
2000	0.0	8.2	1.0	0.0	0.0	9.2
2100	0.0	5.6	0.2	0.2	0.0	6.0
2200	0.0	2.0	0.4	0.0	0.0	2.4
2300	0.0	1.0	0.0	0.0	0.0	1.0
12hr TTL	8.6	373.6	26.4	3.0	1.6	413.2
24hr TTL	8.6	417.2	30.8	3.8	1.6	462.0
	2%	90%	7%	1%	0%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.0	8.6	0.0	0.2	0.0	8.8
2000	0.0	7.2	0.8	0.0	0.0	8.0
2100	0.0	3.4	0.2	0.0	0.0	3.6
2200	0.0	1.8	0.0	0.0	0.0	1.8
2300	0.0	0.4	0.0	0.0	0.0	0.4
12hr TTL	7.8	357.6	28.6	4.6	1.2	399.8
24hr TTL	7.8	395.8	31.8	4.8	1.2	441.4
	2%	90%	7%	1%	0%	

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40821 Suffolk

SITE40821-001

LOCATIONLADY ROAD - CAVENDISH

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

ALL VEHICLES

Mcycles

Cars, taxis, 4WD

LGV

OGV1

OGV2

PSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

60 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 20mph

% > 20mph

DAY 1	Tue 17 Sep							TIME																											
	TOTAL	CLS	CLS	CLS	CLS	CLS	CLS		SPD1	SPD2	SPD3	SPD4	SPD5	SPD6	SPD7	SPD8	SPD9	SPD10	SPD11	SPD12	SPD13	SPD14	AVG	85%ile	PSL	PSL%	SL1	SL1%	SL2	SL2%					
	1	2	3	4	5	6	0		10	15	20	25	30	35	40	45	50	60	70	80	90	100			20	20	24	24	35	35					
																														ACPO		ACPO		DFT	
										10	15	20	25	30	35	40	45	50	60	70	80	90	100												
0000	0	0	0	0	0	0	0	0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0015	0	0	0	0	0	0	0	0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0030	1	0	1	0	0	0	0	0030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0				
0045	0	0	0	0	0	0	0	0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0100	0	0	0	0	0	0	0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0115	0	0	0	0	0	0	0	0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
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0145	0	0	0	0	0	0	0	0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0200	0	0	0	0	0	0	0	0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
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0230	0	0	0	0	0	0	0	0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0245	0	0	0	0	0	0	0	0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0300	0	0	0	0	0	0	0	0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0315	0	0	0	0	0	0	0	0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
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0345	1	0	1	0	0	0	0	0345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0				
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0415	0	0	0	0	0	0	0	0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0430	0	0	0	0	0	0	0	0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0445	0	0	0	0	0	0	0	0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0500	0	0	0	0	0	0	0	0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0515	0	0	0	0	0	0	0	0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0530	0	0	0	0	0	0	0	0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0545	1	0	0	0	1	0	0	0545	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.3	-	0	0.0	0	0.0	0	0.0				
0600	0	0	0	0	0	0	0	0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0				
0615	1	0	1	0	0	0	0	0615	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0.0	0	0.0	0	0.0				
0630	4	0	4	0	0	0	0	0630	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0				
0645	9	0	8	1	0	0	0	0645	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0				
0700	12	0	11	1	0	0	0	0700	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12.0	13.8	0	0.0	0	0.0	0	0.0				
0715	23	2	18	3	0	0	0	0715	4	19	0	0	0	0	0	0	0	0	0	0	0	0	0	11.0	12.3	0	0.0	0	0.0	0	0.0				
0730	16	1	15	0	0	0	0	0730	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.0	0	0.0	0	0.0	0	0.0				
0745	4	0	3	1	0	0	0	0745	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0				
0800	5	0	4	0	0	1	0	0800	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0				
0815	12	0	9	3	0	0	0	0815	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.4	10.9	0	0.0	0	0.0	0	0.0				
0830	18	0	17	1	0	0	0	0830	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	10.0	0	0.0	0	0.0	0	0.0				
0845	6	1	5	0	0	0	0	0845	5	1	0	0	0	0	0	0	0																		

PROJECT40821 Suffolk

SITE40821-001

LOCATIONLADY ROAD - CAVENDISH

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

	ALL VEHICLES									0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph													
	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV																																		
1345	8	0	7	1	0	0	0	1345	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1400	8	1	7	0	0	0	0	1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1415	8	0	8	0	0	0	0	1415	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1430	7	0	7	0	0	0	0	1430	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1445	10	0	10	0	0	0	0	1445	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1500	24	0	23	1	0	0	0	1500	6	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	13.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1515	19	0	19	0	0	0	0	1515	6	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	12.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1530	6	0	6	0	0	0	0	1530	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1545	2	0	1	1	0	0	0	1545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1600	6	0	5	0	1	0	0	1600	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1615	7	0	7	0	0	0	0	1615	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1630	9	0	9	0	0	0	0	1630	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1645	6	0	4	2	0	0	0	1645	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1700	7	0	6	1	0	0	0	1700	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1715	10	0	10	0	0	0	0	1715	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1730	9	0	9	0	0	0	0	1730	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1745	10	0	10	0	0	0	0	1745	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1800	7	0	7	0	0	0	0	1800	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1815	5	0	5	0	0	0	0	1815	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1830	1	0	1	0	0	0	0	1830	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1845	6	0	6	0	0	0	0	1845	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1900	10	0	10	0	0	0	0	1900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1915	1	0	1	0	0	0	0	1915	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1930	5	0	5	0	0	0	0	1930	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1945	4	0	4	0	0	0	0	1945	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2000	0	0	0	0	0	0	0	2000	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
2015	2	0	2	0	0	0	0	2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2030	0	0	0	0	0	0	0	2030	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
2045	1	0	1	0	0	0	0	2045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2100	0	0	0	0	0	0	0	2100	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
2115	2	0	1	1	0	0	0	2115	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2130	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2145	1	0	1	0	0	0	0	2145	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.8	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2200	1	0	1	0	0	0	0	2200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2215	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2230	1	0	1	0	0	0	0	2230	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2245	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2300	2	0	2	0	0	0	0	2300	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2315	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2330	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2345	0	0	0	0	0	0	0	2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0700-1900	381	5	348	24	2	2	0	07-19	144	231	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	12.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
0600-2200	414	5																																						

PROJECT40821 Suffolk

SITE40821-001

LOCATIONLADY ROAD - CAVENDISH

DIRECTIONSOUTHBOUND ↓

PSL20mph

ALL VEHICLES

Mcycles

Cars, taxis, 4WD

LGV

OGV1

OGV2

PSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

60 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 20mph

% > 20mph

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DAY 1

TOTAL

CLS 1

CLS 2

CLS 3

CLS 4

CLS 5

CLS 6

TIME

SPD1 0 10

SPD2 10 15

SPD3 15 20

SPD4 20 25

SPD5 25 30

SPD6 30 35

SPD7 35 40

SPD8 40 45

SPD9 45 50

SPD10 50 60

SPD11 60 70

SPD12 70 80

SPD13 80 90

SPD14 90 100

AVG

85%ile

PSL 20

PSL% 20

SL1 24 ACPO

SL1% 24 ACPO

SL2 35 DFT

SL2% 35 DFT

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PROJECT40821 Suffolk

SITE40821-001

LOCATIONLADY ROAD - CAVENDISH

DIRECTIONSOUTHBOUND ↓

PSL20mph

|--|

PROJECT 40821 Suffolk
SITE CODE 40821-001
LOCATION Lady Road - Cavendish

START DATE Tue 24 Sep, 2024
END DATE Mon 30 Sep, 2024 (inc.)
SPEED LIMIT 20mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	5,910
Total recorded HGVs	91
% of vehicles that are HGVs	1.5%
Avg daily volume (based on 7 days)	844.3
Average daily speed (7 days)	9.8mph
Average daily 85%ile (7 days)	11.8mph
AADT (annual average daily traffic)	867.0
AAWT (annual average weekday traffic)	1,024.7
Avg weekday volume (Mon-Fri, 24hrs)	996.4
Avg weekday speed (Mon-Fri, 24hrs)	9.5mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	905.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	9.5mph

NORTHBOUND

Total recorded volume	3,047
Total recorded HGVs	43
% of vehicles that are HGVs	1.4%
Avg daily volume (based on 7 days)	435.3
Average daily speed (7 days)	10.5mph
Average daily 85%ile (7 days)	12.6mph
% of vehicles exceeding 20mph	0.1%
AADT (annual average daily traffic)	447.5
AAWT (annual average weekday traffic)	532.3

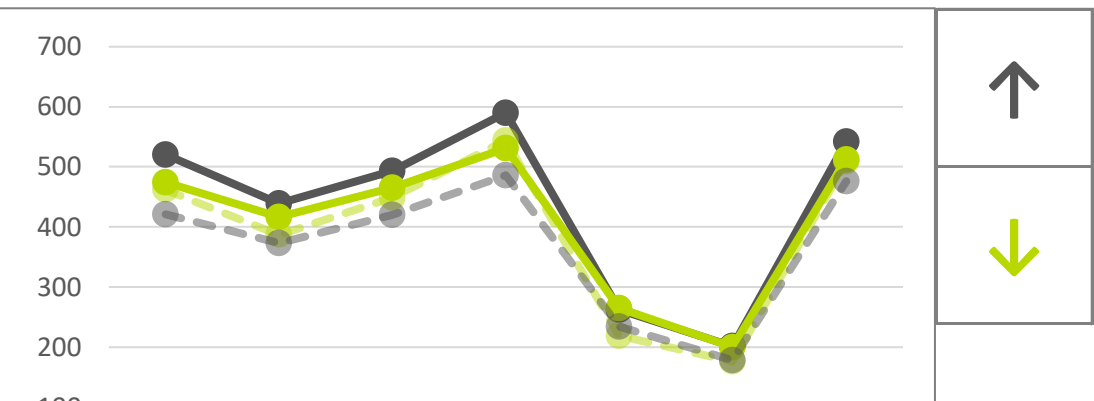
Avg weekday volume (Mon-Fri, 24hrs)	516.8
Avg weekday speed (Mon-Fri, 24hrs)	10.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	470.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	10.2mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	12.4mph
AM avg peak vol period (Mon-Fri)	08:30 to 08:45
PM avg peak vol period (Mon-Fri)	15:00 to 15:15

SITE LOCATION



DAILY VOLUMES

NORTH- & SOUTHBOUND



A 7-day automatic traffic count on Lady Road - Cavendish, commencing Tue 24 Sep 2024, recorded a total of 5,910 vehicles. The posted speed limit of 20mph was exceeded by 0.1% of vehicles, and the seasonally adjusted, combined AADT value is 867 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND

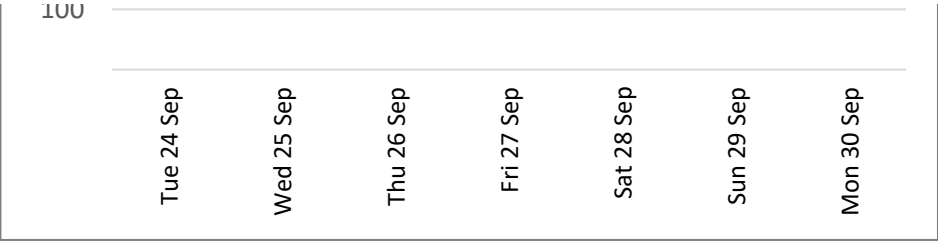
Total recorded volume	2,863
Total recorded HGVs	48
% of vehicles that are HGVs	1.7%
Avg daily volume (based on 7 days)	409.0
Average daily speed (7 days)	9.1mph
Average daily 85%ile (7 days)	11.0mph
% of vehicles exceeding 20mph	0.1%
AADT (annual average daily traffic)	419.5
AAWT (annual average weekday traffic)	492.5

Avg weekday volume (Mon-Fri, 24hrs)	479.6
Avg weekday speed (Mon-Fri, 24hrs)	8.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	435.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	8.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	10.7mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

LOCATION	Lady Road - Cavendish
DATES	Tue 24 Sep to Mon 30 Sep inc.
LAT / LNG	52°15'14.98"N, 0°48'58.03"E
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

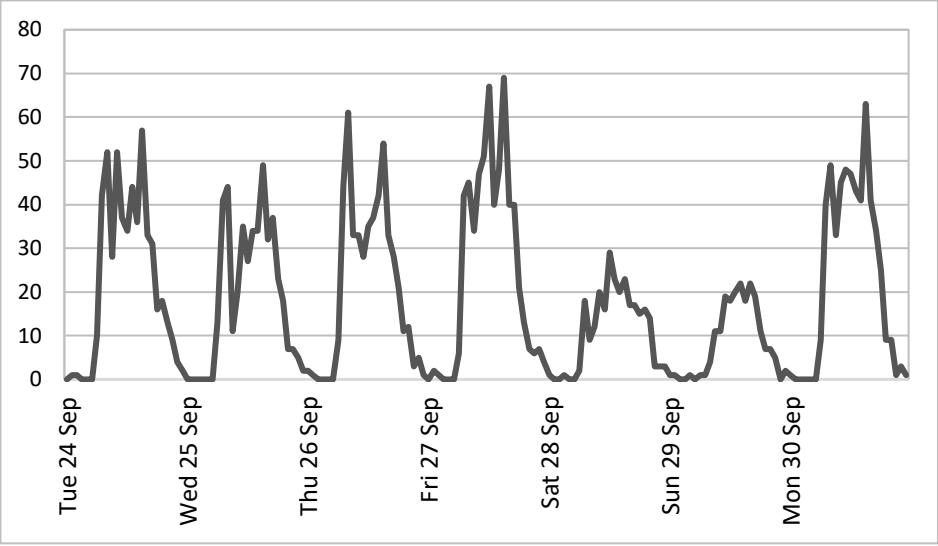
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.



DAILY VOL

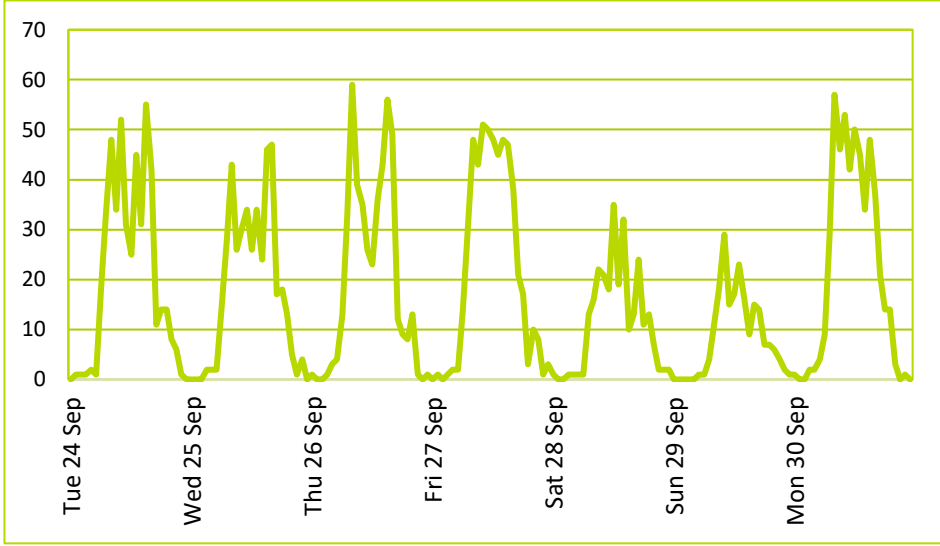
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

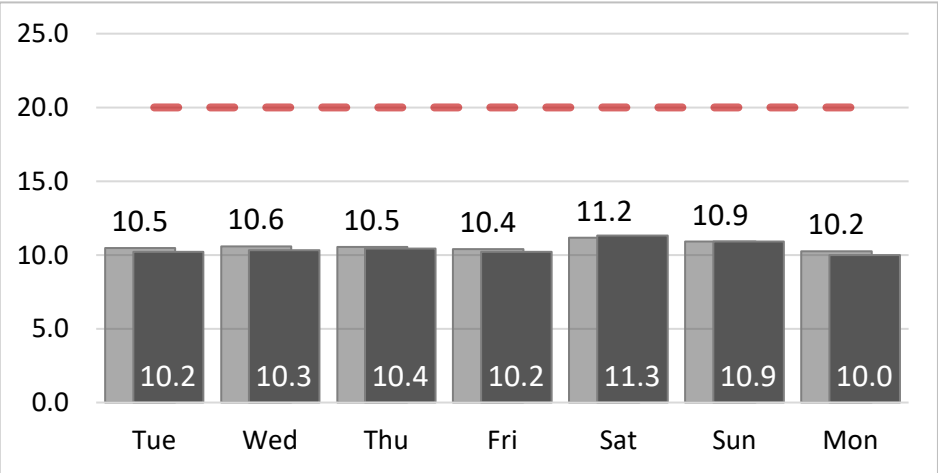


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

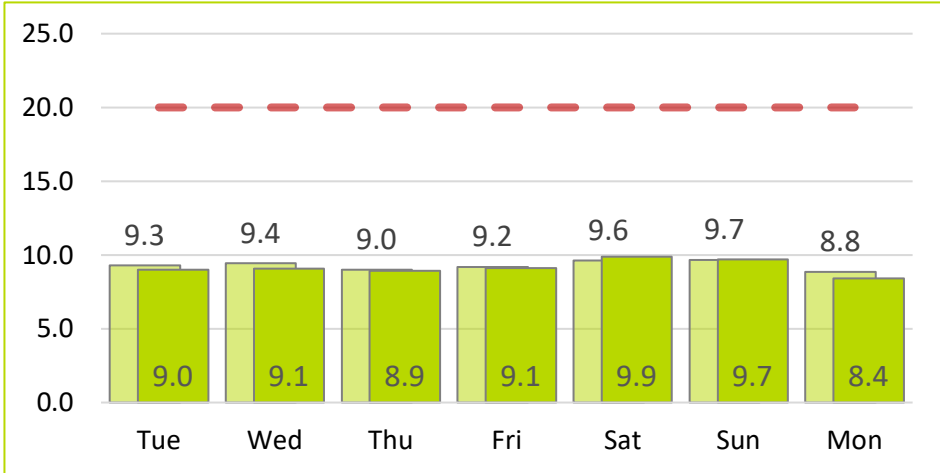
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG SPEEDS

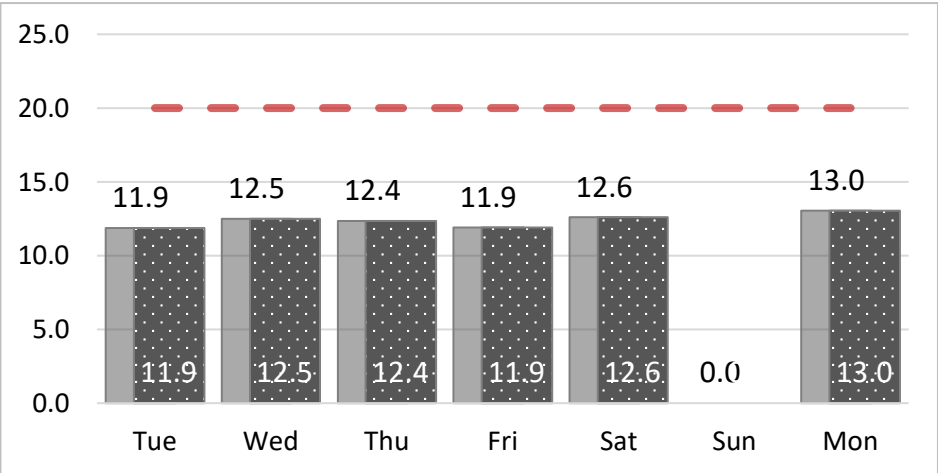


24hr (light) & 12hr daytime (dark green) average southbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG SPEEDS

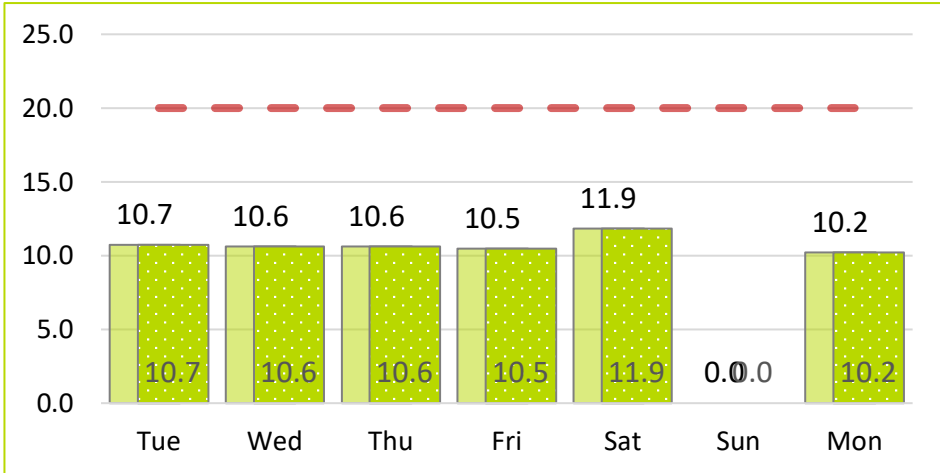
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG 85%ILES

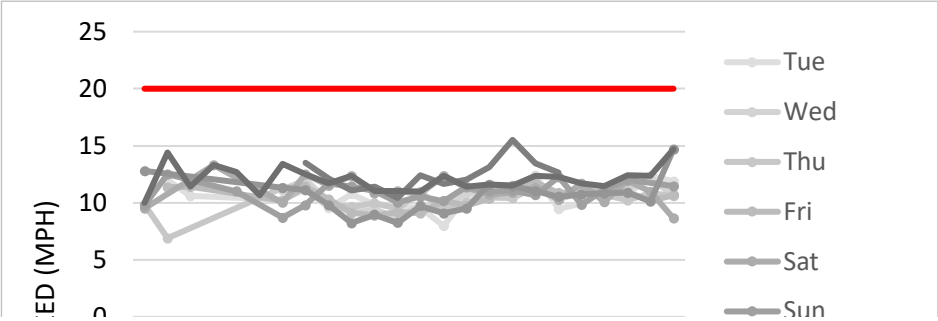


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)

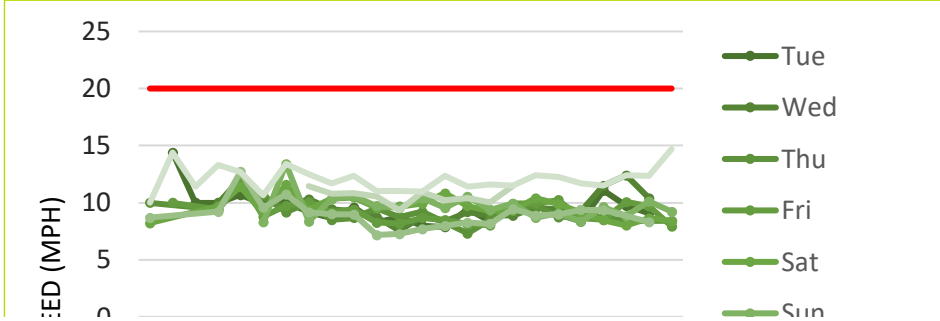


AVG 85%ILES

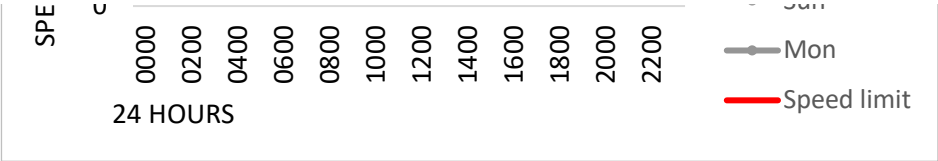
HOURLY SPEEDS



Y SPEED



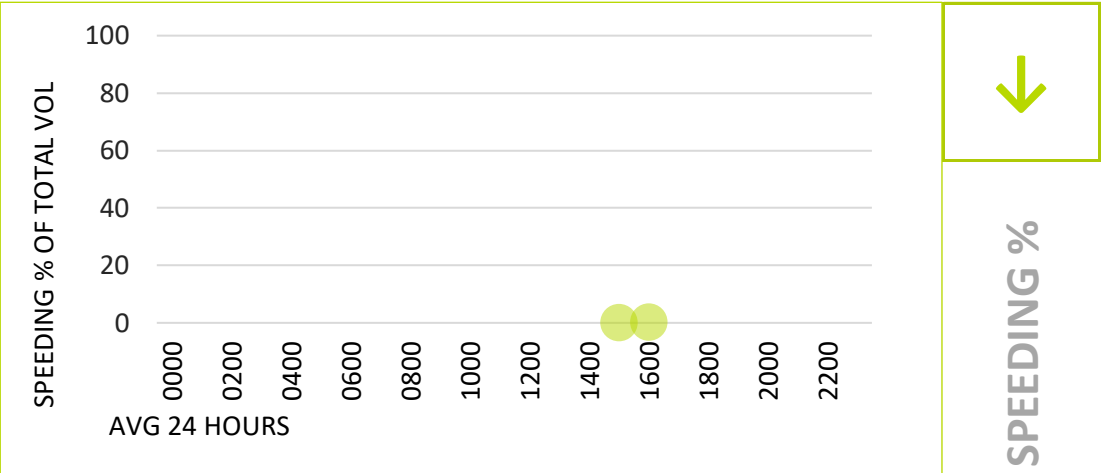
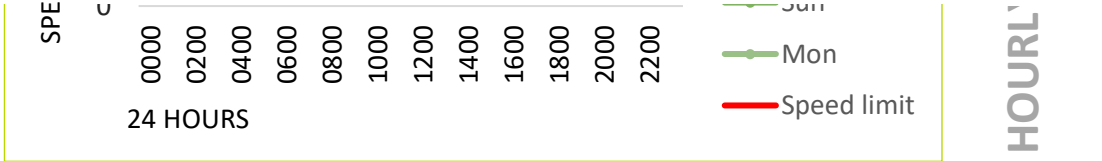
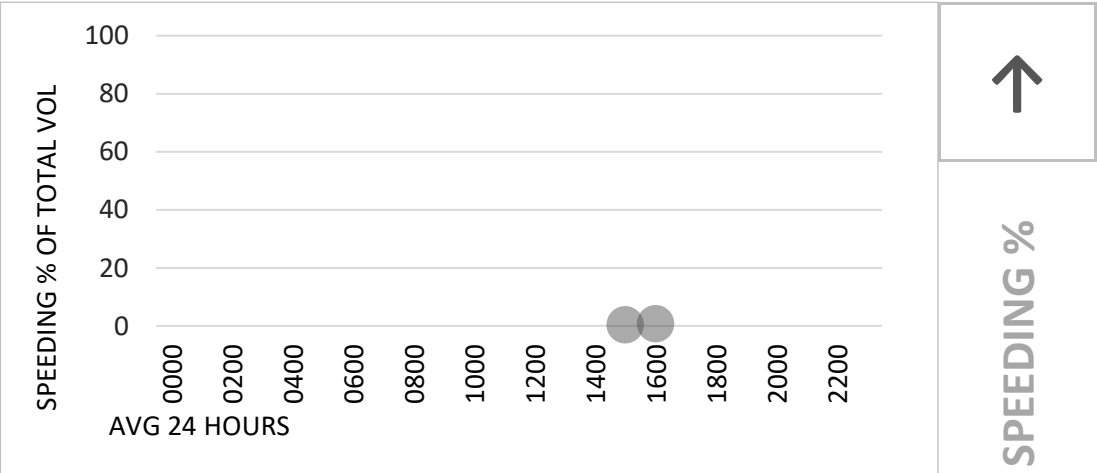
Y SPEED



Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

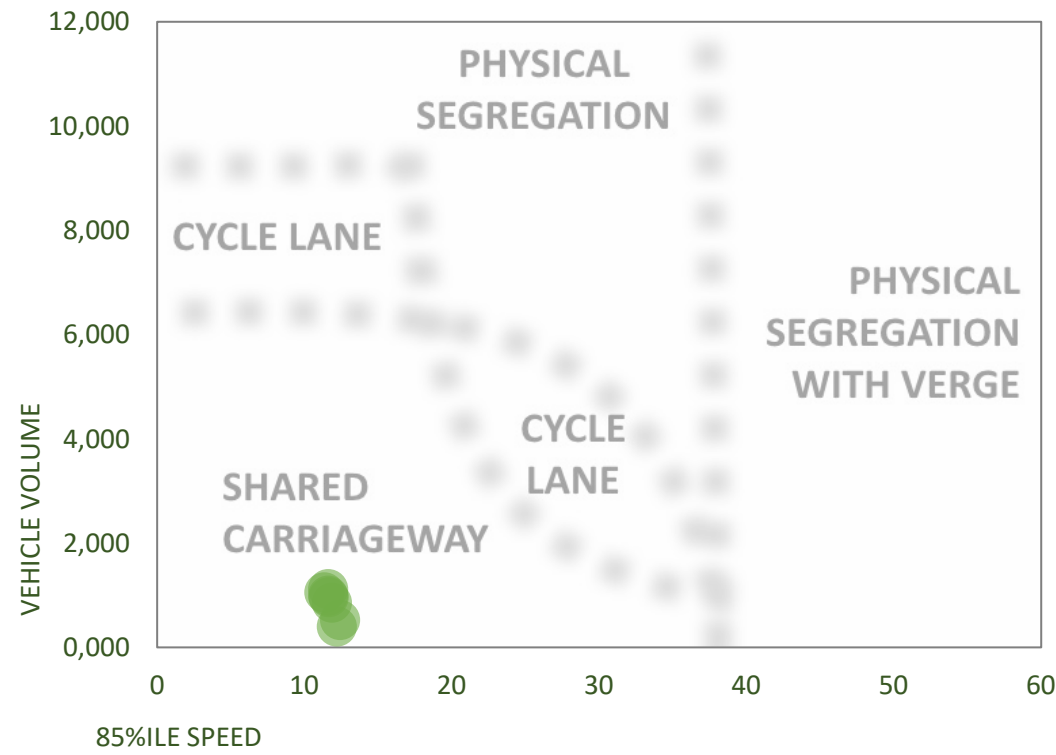
The peak northbound daytime speed was 15.7mph at 15:30 on Mon 30 Sep, whilst the peak southbound speed was 13.2mph at 13:45 on Sat 28 Sep (based on 15min averages between 0700 & 1900).

SPEEDING % EXCEEDING 20mph



7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 20 and 25mph, whilst the larger markers represent those at 26mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG						↑
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.2	0.2	0.2	0.0	0.0	0.6
0100	0.0	0.6	0.2	0.0	0.0	0.8
0200	0.0	0.2	0.2	0.0	0.0	0.4
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.0	0.0	0.0	0.0
0500	0.0	0.0	0.0	0.0	0.0	0.0
0600	0.0	8.4	1.0	0.0	0.0	9.4
0700	0.0	37.4	4.2	0.0	0.2	41.8
0800	1.4	45.4	2.6	0.6	0.2	50.2
0900	1.2	25.2	0.6	0.6	0.2	27.8
1000	2.0	35.0	1.4	0.6	0.4	39.4
1100	1.2	36.0	2.0	0.4	0.2	39.8
1200	1.2	38.2	1.4	0.8	0.4	42.0
1300	1.8	35.4	1.2	0.4	0.8	39.6
1400	1.0	37.4	1.2	0.4	0.2	40.2
1500	0.4	54.2	3.0	0.4	0.4	58.4
1600	1.0	31.4	2.8	0.6	0.0	35.8
1700	0.2	31.4	2.4	0.0	0.0	34.0
1800	0.2	19.4	1.4	0.2	0.0	21.2

SOUTHBOUND WEEKDAY AVG						↓
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.4	0.0	0.0	0.4
0100	0.0	0.2	0.2	0.0	0.0	0.4
0200	0.0	0.0	0.2	0.0	0.0	0.2
0300	0.0	1.4	0.0	0.0	0.0	1.4
0400	0.0	2.2	0.0	0.0	0.0	2.2
0500	0.0	2.0	0.6	0.0	0.0	2.6
0600	0.0	11.6	2.0	0.0	0.0	13.6
0700	0.2	26.8	3.2	0.0	0.0	30.2
0800	0.2	45.6	3.8	0.6	0.2	50.4
0900	0.4	34.8	1.8	0.6	0.0	37.6
1000	1.6	40.6	1.6	0.2	0.2	44.2
1100	0.6	33.8	1.8	0.4	0.0	36.6
1200	1.6	30.4	1.4	1.0	0.0	34.4
1300	2.2	35.2	2.0	1.4	0.2	41.0
1400	3.2	30.6	1.4	0.8	0.0	36.0
1500	1.0	43.6	4.0	0.8	0.8	50.2
1600	0.0	38.6	3.4	0.4	0.0	42.4
1700	0.0	16.0	0.0	0.4	0.0	16.4
1800	0.2	13.0	1.0	0.2	0.0	14.4

1900	0.0	13.4	0.2	0.0	0.2	13.8
2000	0.2	9.2	0.2	0.0	0.0	9.6
2100	0.0	5.0	0.2	0.0	0.0	5.2
2200	0.0	4.8	0.0	0.0	0.0	4.8
2300	0.0	2.0	0.0	0.0	0.0	2.0
12hr TTL	11.6	426.4	24.2	5.0	3.0	470.2
24hr TTL	12.0	470.2	26.4	5.0	3.2	516.8
	2%	91%	5%	1%	1%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.2	8.4	1.8	0.0	0.0	10.4
2000	0.0	7.2	0.4	0.2	0.0	7.8
2100	0.0	3.0	0.2	0.0	0.0	3.2
2200	0.0	1.4	0.0	0.0	0.0	1.4
2300	0.0	0.6	0.2	0.0	0.0	0.8
12hr TTL	11.2	389.0	25.4	6.8	1.4	433.8
24hr TTL	11.4	427.0	31.4	7.0	1.4	478.2
	2%	89%	7%	1%	0%	

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40821 Suffolk

SITE40821-001

LOCATIONLADY ROAD - CAVENDISH

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

	ALL VEHICLES								0 - 10 mph																			10 - 15 mph																			15 - 20 mph																			20 - 25 mph																			25 - 30 mph																			30 - 35 mph																			35 - 40 mph																			40 - 45 mph																			45 - 50 mph																			50 - 60 mph																			60 - 70 mph																			70 - 80 mph																			80 - 90 mph																			90 - 100 mph																			AVG SPD																			85%ile																			> 20mph																			% > 20mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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PROJECT 40821 Suffolk
SITE CODE 40821-002
LOCATION Pond Fld Rd - Cavendish

START DATE Tue 17 Sep, 2024
END DATE Mon 23 Sep, 2024 (inc.)
SPEED LIMIT 20mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	1,702
Total recorded HGVs	57
% of vehicles that are HGVs	3.3%
Avg daily volume (based on 7 days)	243.1
Average daily speed (7 days)	13.6mph
Average daily 85%ile (7 days)	17.3mph
AADT (annual average daily traffic)	249.9
AAWT (annual average weekday traffic)	295.3
Avg weekday volume (Mon-Fri, 24hrs)	286.2
Avg weekday speed (Mon-Fri, 24hrs)	13.1mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	262.2
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.1mph

NORTHBOUND

Total recorded volume	854
Total recorded HGVs	35
% of vehicles that are HGVs	4.1%
Avg daily volume (based on 7 days)	122.0
Average daily speed (7 days)	13.9mph
Average daily 85%ile (7 days)	17.3mph
% of vehicles exceeding 20mph	3.2%
AADT (annual average daily traffic)	125.2
AAWT (annual average weekday traffic)	148.3

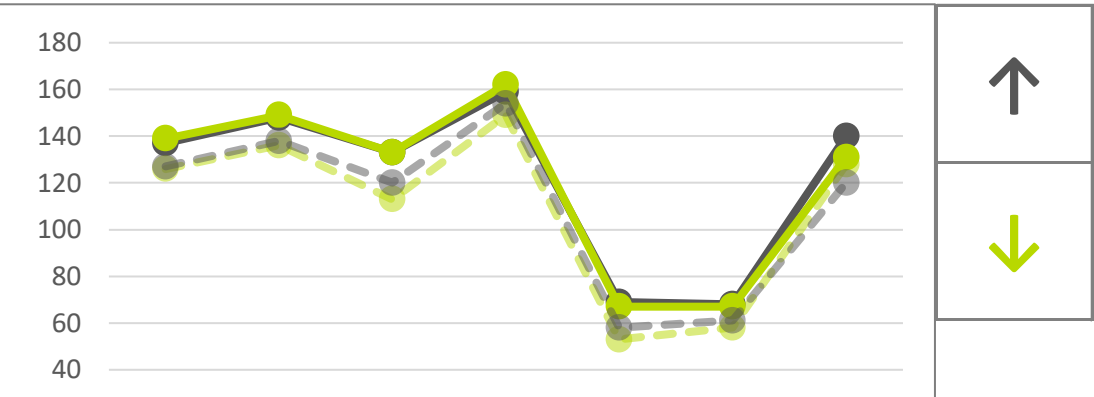
Avg weekday volume (Mon-Fri, 24hrs)	143.4
Avg weekday speed (Mon-Fri, 24hrs)	13.4mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	130.4
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.5mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.1mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

SITE LOCATION



DAILY VOLUMES

NORTH- & SOUTHBOUND



A 7-day automatic traffic count on Pond Fld Rd - Cavendish, commencing Tue 17 Sep 2024, recorded a total of 1,702 vehicles. The posted speed limit of 20mph was exceeded by 3.9% of vehicles, and the seasonally adjusted, combined AADT value is 250 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND

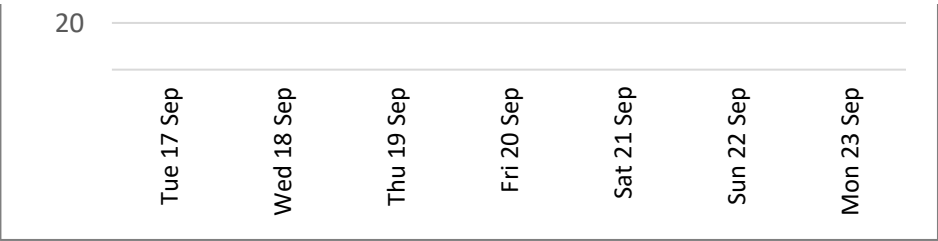
Total recorded volume	848
Total recorded HGVs	22
% of vehicles that are HGVs	2.6%
Avg daily volume (based on 7 days)	121.1
Average daily speed (7 days)	13.2mph
Average daily 85%ile (7 days)	17.4mph
% of vehicles exceeding 20mph	4.6%
AADT (annual average daily traffic)	124.6
AAWT (annual average weekday traffic)	147.0

Avg weekday volume (Mon-Fri, 24hrs)	142.8
Avg weekday speed (Mon-Fri, 24hrs)	12.8mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	131.8
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	12.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	16.7mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

LOCATION	Pond Fld Rd - Cavendish
DATES	Tue 17 Sep to Mon 23 Sep inc.
LAT / LNG	52°15'18.66"N, 0°49'3.43"E
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

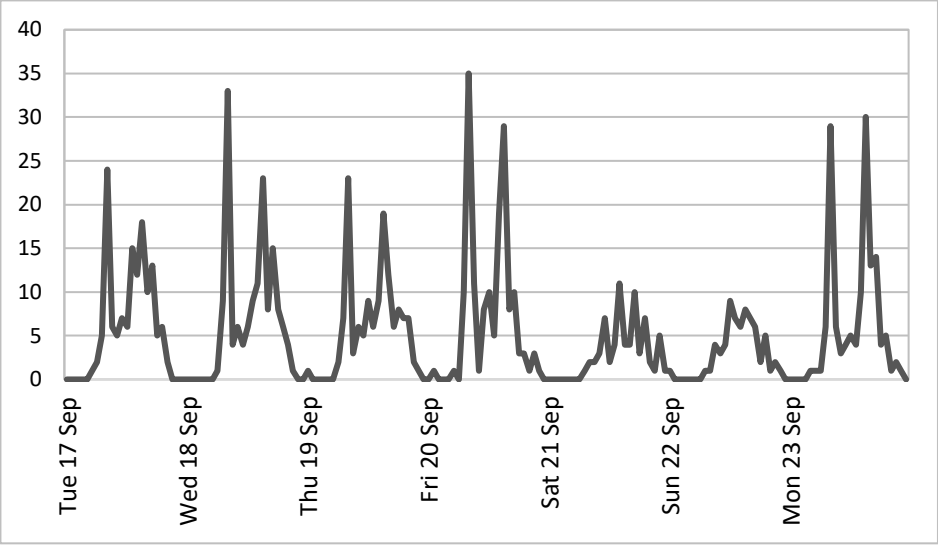
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Friday.



DAILY VOL

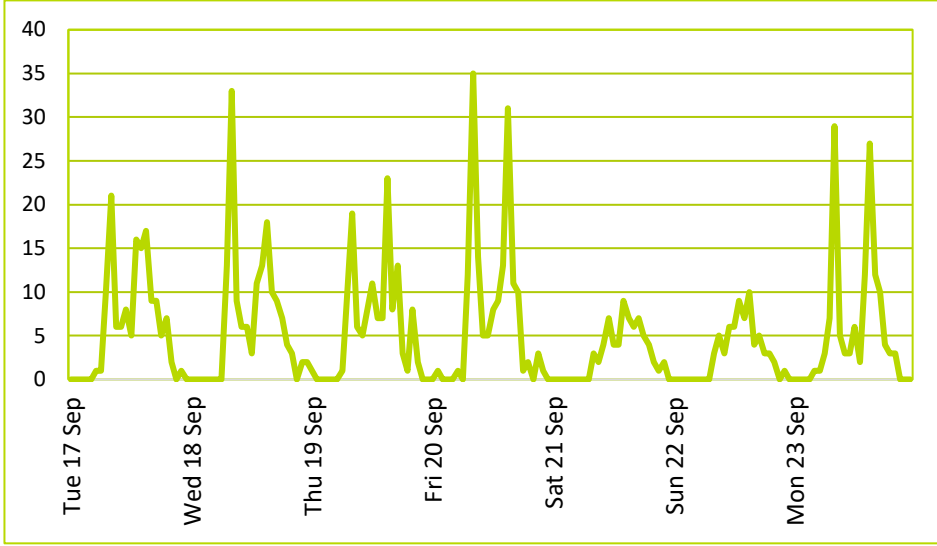
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

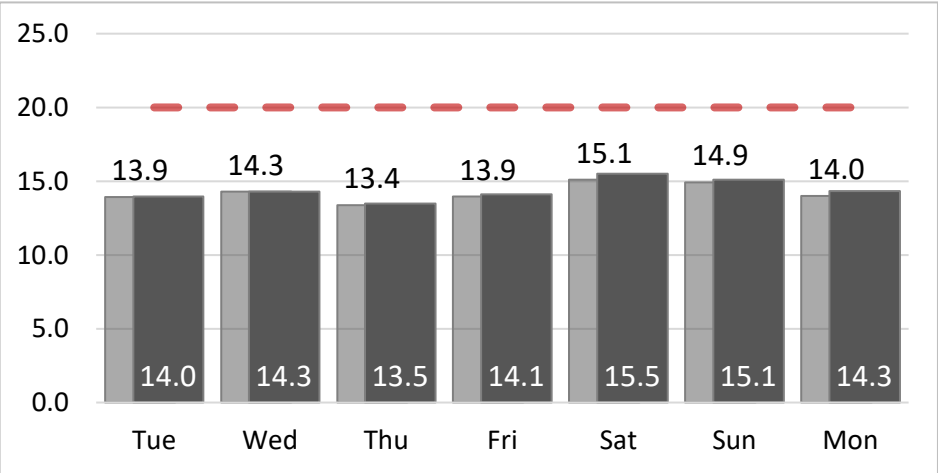


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

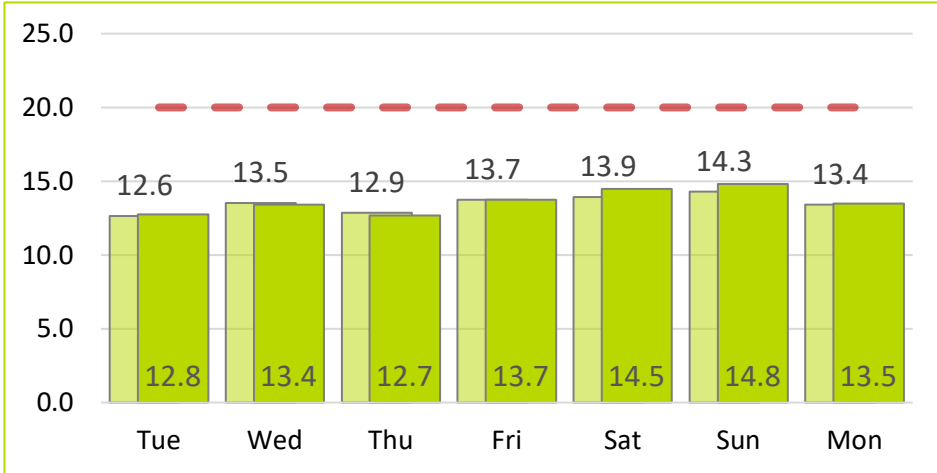
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)



AVG SPEEDS

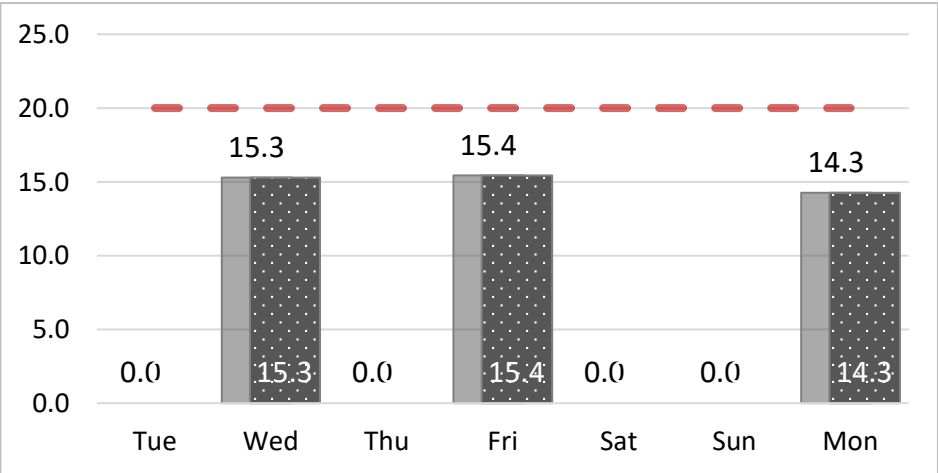


24hr (light) & 12hr daytime (dark green) average southbound speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)



AVG SPEEDS

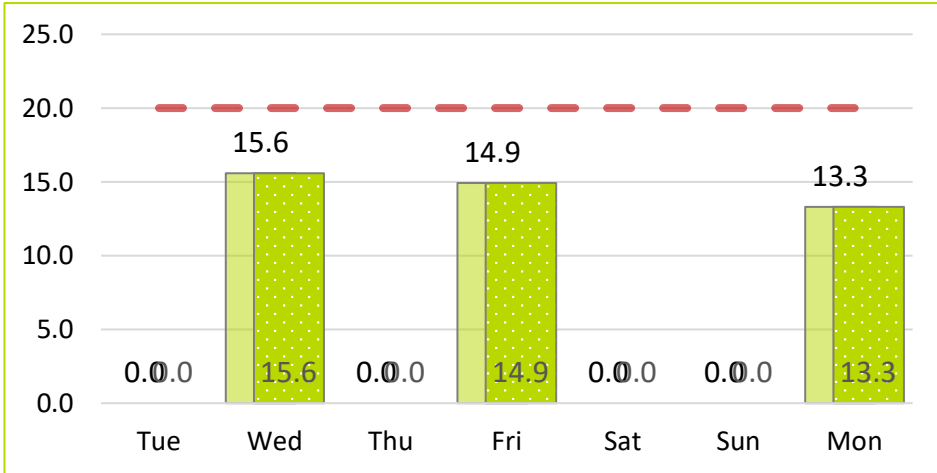
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)



AVG 85%ILES

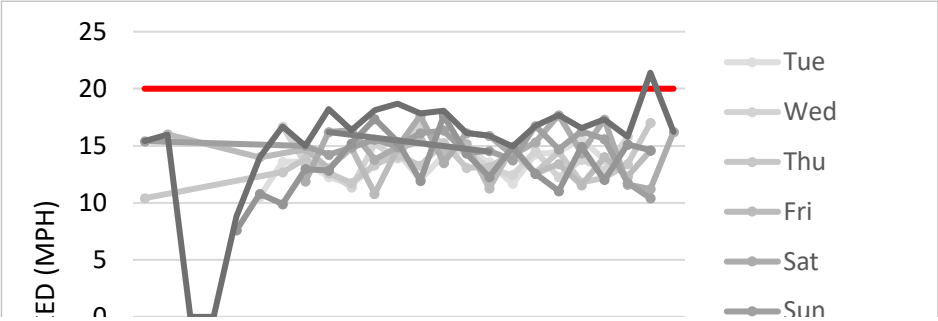


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 23 Sep, 2024 (inc.)

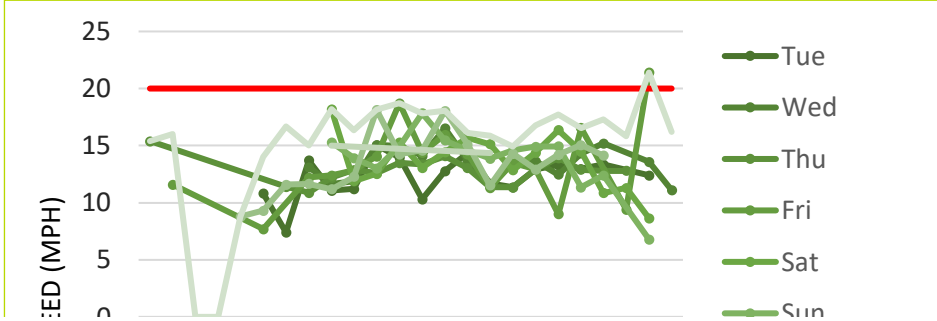


AVG 85%ILES

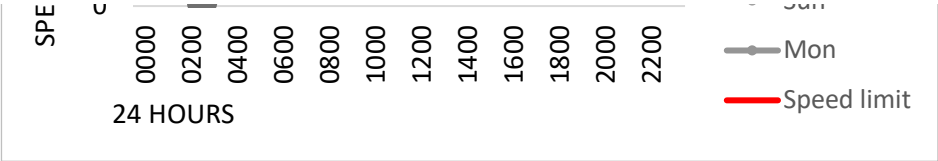
HOURLY SPEEDS



Y SPEED



Y SPEED

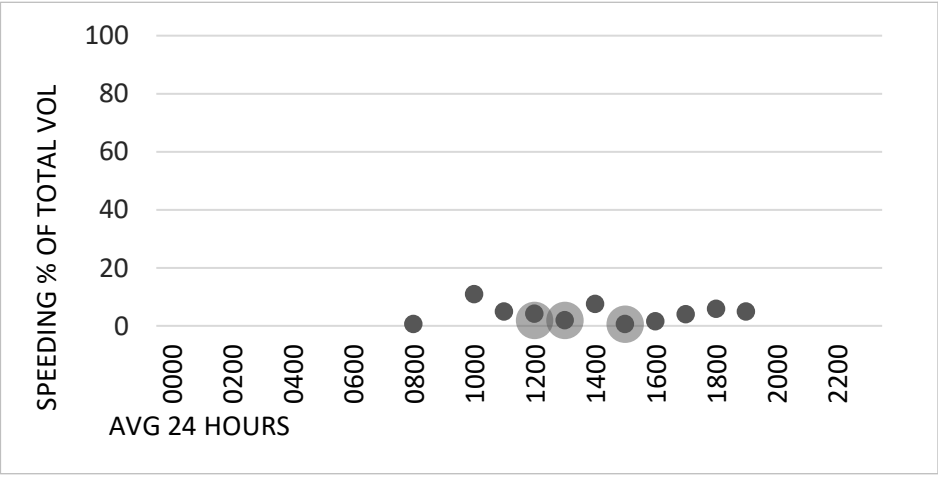


HOURLY

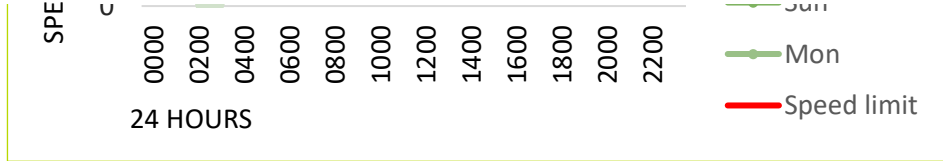
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 23.6mph at 15:45 on Sat 21 Sep, whilst the peak southbound speed was 29.2mph at 11:00 on Fri 20 Sep (based on 15min averages between 0700 & 1900).

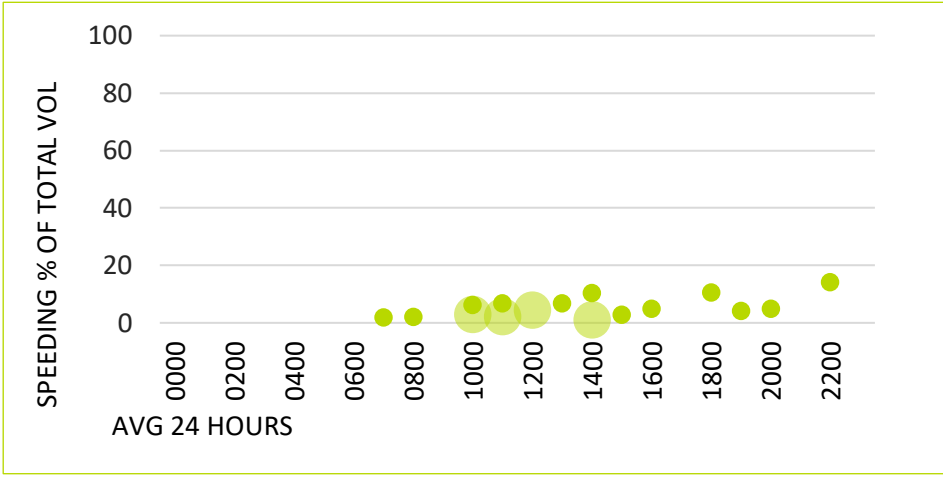
SPEEDING % EXCEEDING 20mph



SPEEDING %



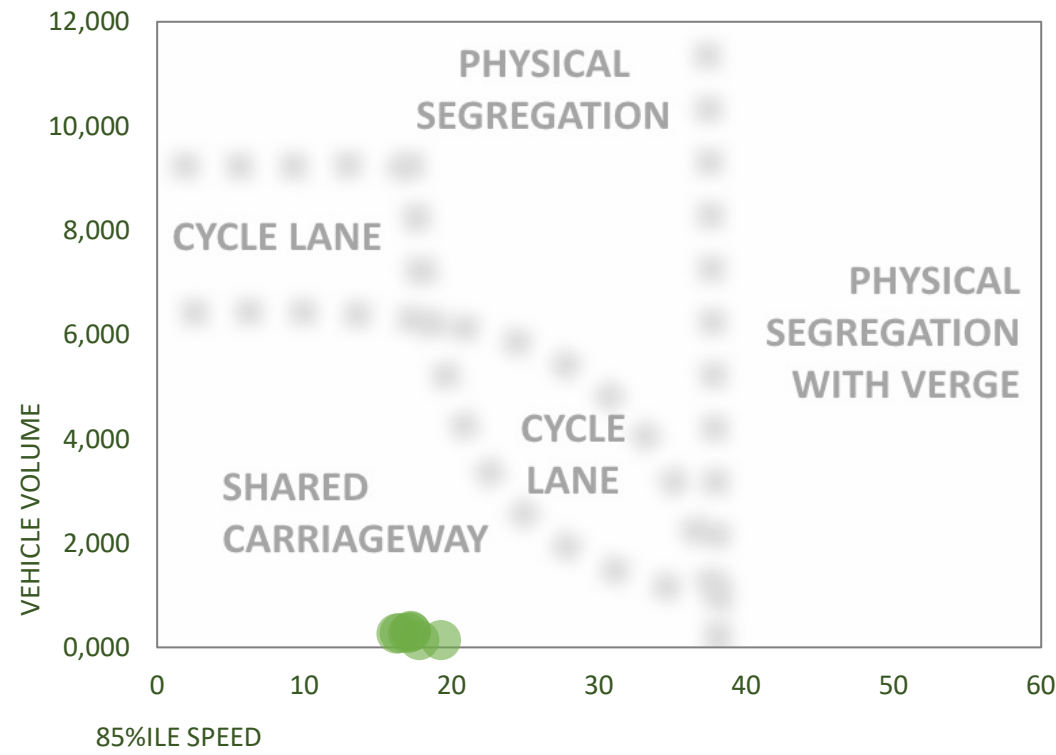
HOURLY



SPEEDING %

7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 20 and 25mph, whilst the larger markers represent those at 26mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG						↑
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.2	0.0	0.0	0.2
0100	0.0	0.0	0.0	0.2	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.2	0.0	0.0	0.2
0500	0.0	0.2	0.2	0.2	0.0	0.6
0600	0.0	1.0	0.2	0.0	0.0	1.2
0700	0.2	5.2	1.8	0.2	0.0	7.4
0800	0.0	22.6	5.6	0.6	0.0	28.8
0900	0.0	4.2	1.6	0.2	0.0	6.0
1000	0.0	3.4	0.4	0.4	0.0	4.2
1100	0.0	4.4	1.2	0.0	0.0	5.6
1200	0.0	5.6	1.0	0.6	0.0	7.2
1300	0.0	5.4	1.6	0.8	0.0	7.8
1400	0.6	9.0	1.6	0.6	0.2	12.0
1500	0.4	18.4	4.2	0.8	0.0	23.8
1600	0.0	7.4	2.4	0.4	0.0	10.2
1700	0.2	9.4	1.8	0.2	0.0	11.6
1800	0.0	5.0	0.4	0.2	0.0	5.6

SOUTHBOUND WEEKDAY AVG						↓
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.2	0.0	0.0	0.2
0100	0.0	0.0	0.2	0.0	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.2	0.0	0.0	0.2
0500	0.0	0.2	0.4	0.0	0.0	0.6
0600	0.0	0.4	0.6	0.0	0.0	1.0
0700	0.0	9.2	1.0	0.0	0.2	10.4
0800	0.6	24.6	2.2	0.0	0.0	27.4
0900	0.2	6.0	1.4	0.2	0.0	7.8
1000	0.0	4.0	0.8	0.2	0.0	5.0
1100	0.0	5.0	1.0	0.0	0.0	6.0
1200	0.0	5.2	0.6	0.8	0.0	6.6
1300	0.0	6.4	1.8	0.8	0.0	9.0
1400	0.0	9.8	1.4	0.6	0.0	11.8
1500	0.4	19.8	2.6	0.4	0.0	23.2
1600	0.0	7.8	1.8	0.4	0.0	10.0
1700	1.0	8.2	1.0	0.0	0.0	10.2
1800	0.2	3.0	0.8	0.0	0.0	4.0

1900	0.8	3.6	1.0	0.0	0.0	5.4
2000	0.2	2.4	0.4	0.0	0.0	3.0
2100	0.0	1.4	0.2	0.0	0.0	1.6
2200	0.0	0.6	0.0	0.0	0.0	0.6
2300	0.0	0.0	0.0	0.0	0.0	0.0
12hr TTL	1.4	100.0	23.6	5.0	0.2	130.2
24hr TTL	2.4	109.2	26.0	5.4	0.2	143.2
	2%	76%	18%	4%	0%	

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.2	3.0	0.2	0.0	0.0	3.4
2000	0.0	2.8	0.4	0.0	0.0	3.2
2100	0.0	1.0	0.0	0.0	0.0	1.0
2200	0.0	0.8	0.0	0.0	0.0	0.8
2300	0.0	0.4	0.0	0.0	0.0	0.4
12hr TTL	2.4	109.0	16.4	3.4	0.2	131.4
24hr TTL	2.6	117.6	18.6	3.4	0.2	142.4
	2%	83%	13%	2%	0%	

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40821 Suffolk

SITE40821-002

LOCATIONPOND FLD RD - CAVENDISH

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

	ALL VEHICLES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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PROJECT 40821 Suffolk
SITE CODE 40821-002
LOCATION Pond Fld Rd - Cavendish

START DATE Tue 24 Sep, 2024
END DATE Mon 30 Sep, 2024 (inc.)
SPEED LIMIT 20mph
SURVEY TYPE 7-day ATC, 15min periods, 6 veh. classes

SUMMARY

COMBINED NORTH & SOUTHBOUND

Total recorded volume	1,749
Total recorded HGVs	52
% of vehicles that are HGVs	3.0%
Avg daily volume (based on 7 days)	249.9
Average daily speed (7 days)	13.5mph
Average daily 85%ile (7 days)	17.6mph
AADT (annual average daily traffic)	257.6
AAWT (annual average weekday traffic)	300.2
Avg weekday volume (Mon-Fri, 24hrs)	291.8
Avg weekday speed (Mon-Fri, 24hrs)	13.2mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	268.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.2mph

NORTHBOUND

Total recorded volume	878
Total recorded HGVs	30
% of vehicles that are HGVs	3.4%
Avg daily volume (based on 7 days)	125.4
Average daily speed (7 days)	13.9mph
Average daily 85%ile (7 days)	17.8mph
% of vehicles exceeding 20mph	4.0%
AADT (annual average daily traffic)	129.0
AAWT (annual average weekday traffic)	149.3

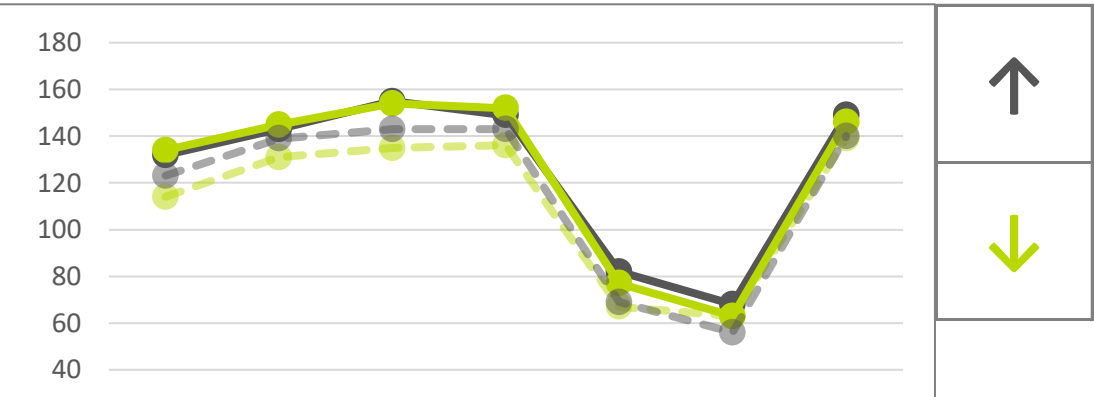
Avg weekday volume (Mon-Fri, 24hrs)	145.6
Avg weekday speed (Mon-Fri, 24hrs)	13.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	131.0
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	13.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.6mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:15 to 15:30

SITE LOCATION



DAILY VOLUMES

NORTH- & SOUTHBOUND



A 7-day automatic traffic count on Pond Fld Rd - Cavendish, commencing Tue 24 Sep 2024, recorded a total of 1,749 vehicles. The posted speed limit of 20mph was exceeded by 3.7% of vehicles, and the seasonally adjusted, combined AADT value is 258 (see 'Equipment & methodology' below).

The combined summary on the left shows the total volumes, average speeds, AADT and 85%iles recorded in both directions from all the recorded data, plus the Mon-Fri peak periods. Speeding vehicles are defined as those travelling 21mph and above.

The summaries below provide directionalised details including speeding percentages and weekday daytime details.

SOUTHBOUND

Total recorded volume	871
Total recorded HGVs	22
% of vehicles that are HGVs	2.5%
Avg daily volume (based on 7 days)	124.4
Average daily speed (7 days)	13.1mph
Average daily 85%ile (7 days)	17.4mph
% of vehicles exceeding 20mph	3.4%
AADT (annual average daily traffic)	128.7
AAWT (annual average weekday traffic)	150.8

Avg weekday volume (Mon-Fri, 24hrs)	146.2
Avg weekday speed (Mon-Fri, 24hrs)	12.7mph
Avg 12hr weekday volume (Mon-Fri, 0700-1900)	137.6
Avg 12hr weekday speed (Mon-Fri, 0700-1900)	12.7mph
Avg 12hr weekday 85%ile (Mon-Fri, 0700-1900)	17.0mph
AM avg peak vol period (Mon-Fri)	08:45 to 09:00
PM avg peak vol period (Mon-Fri)	15:30 to 15:45

LOCATION	Pond Fld Rd - Cavendish
DATES	Tue 24 Sep to Mon 30 Sep inc.
LAT / LNG	52°15'18.66"N, 0°49'3.43"E
PSL	20mph
DIRECTION 1	↑ Northbound
DIRECTION 2	Southbound ↓

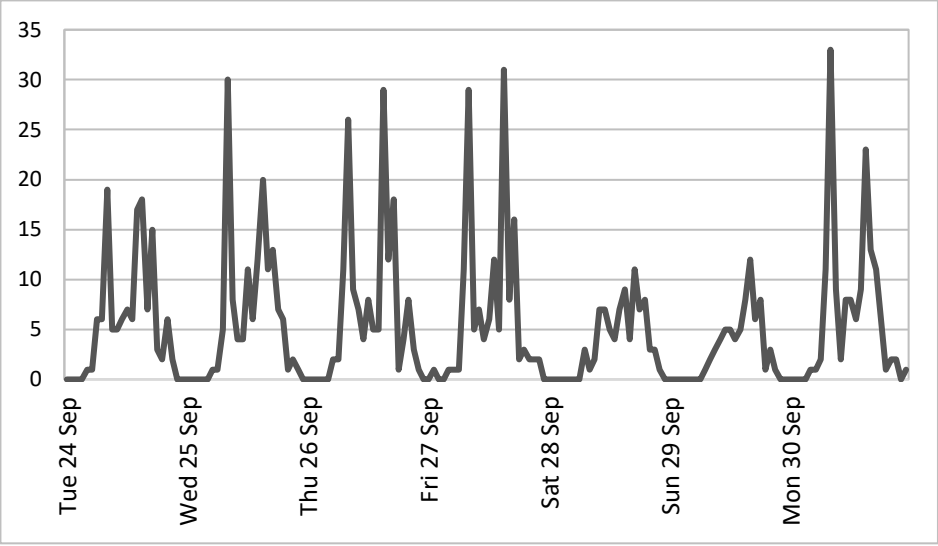
Total 24hr northbound (solid, dark grey) and southbound (solid, dark green) traffic volumes, with light dashed grey and green representing 12hr volumes (0700-1900), over 7 consecutive days from all available data.

As can be expected, the lowest 24hr volumes were recorded on the Sunday, whilst the highest was on the Thursday.



DAILY VOL

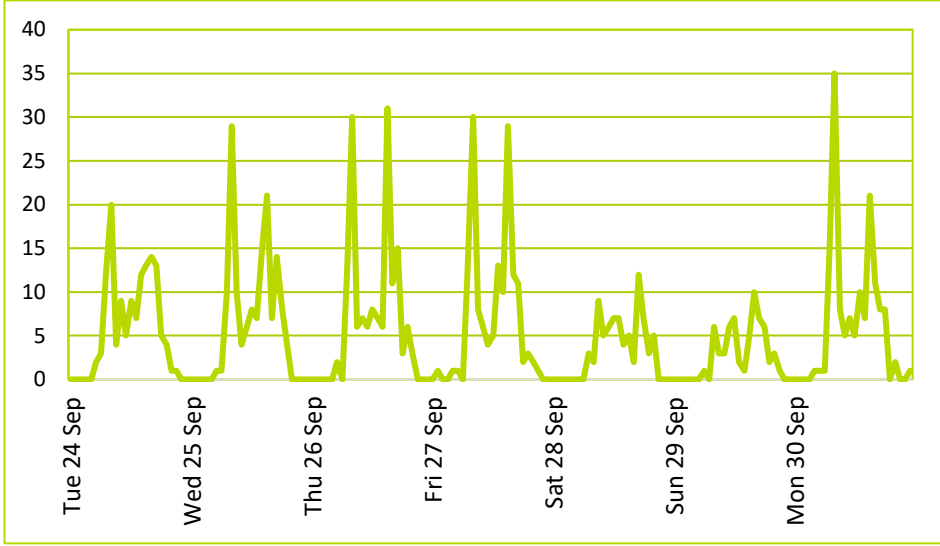
HOURLY VOLUMES



Hourly northbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

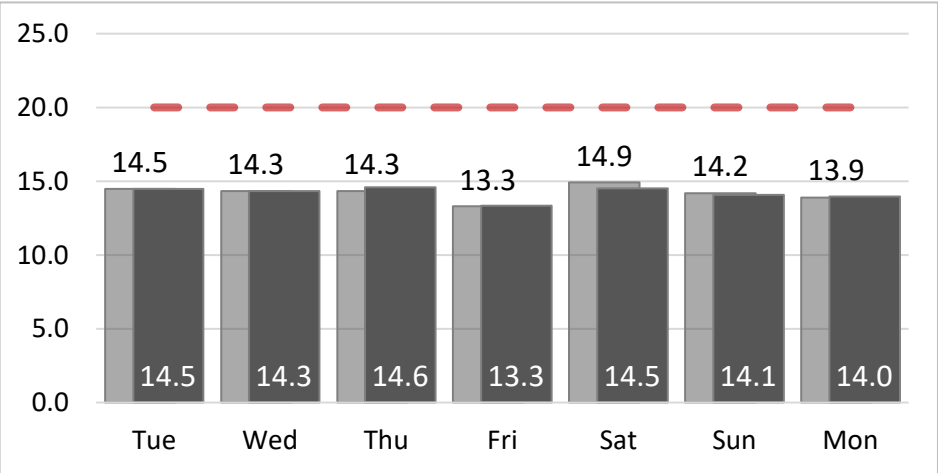


Hourly southbound traffic volumes over each 24hr period for 7 days from all available data



HOURLY VOL

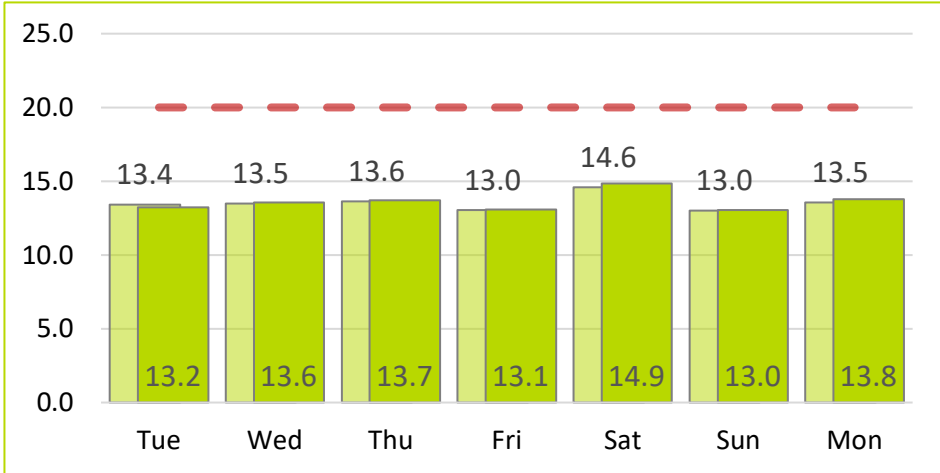
24hr & 12hr AVG SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG SPEEDS

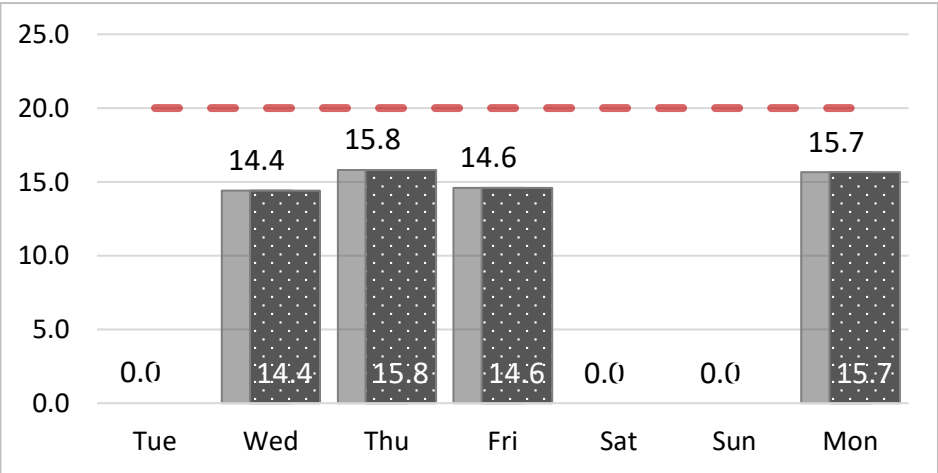


24hr (light) & 12hr daytime (dark green) average southbound speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG SPEEDS

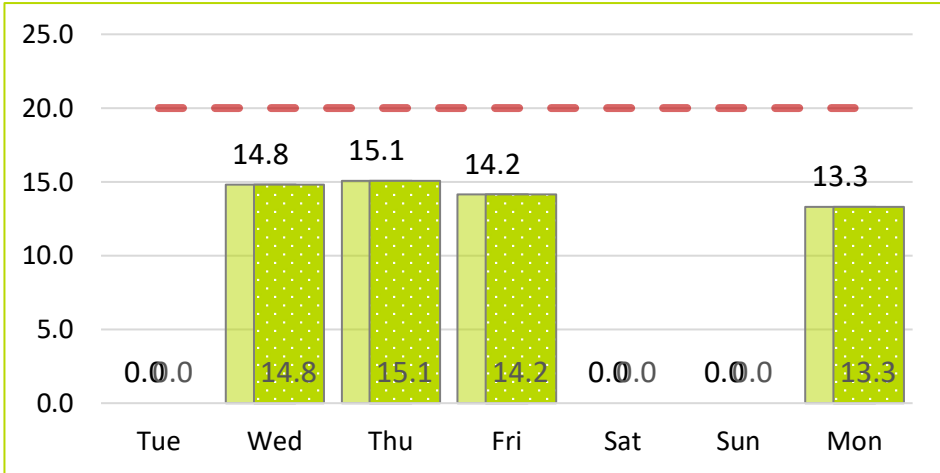
24hr & 12hr 85%ile SPEEDS



24hr (light) & 12hr daytime (dark grey, 0700-1900) average northbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG 85%ILES

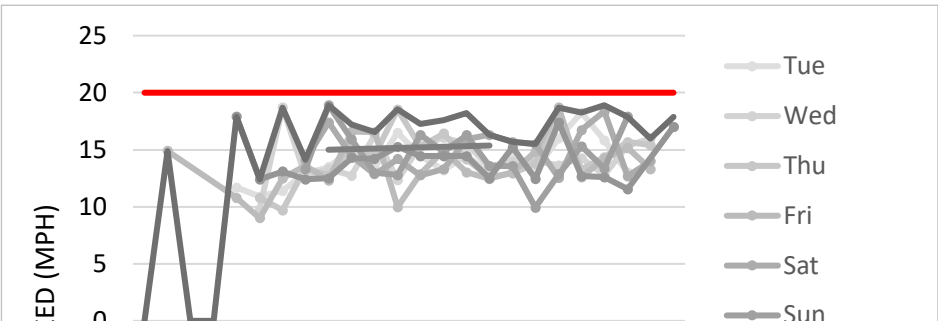


24hr (light) & 12hr daytime (dark green, 0700-1900) average southbound 85%ile speeds compared against the posted speed limit of Mon 30 Sep, 2024 (inc.)



AVG 85%ILES

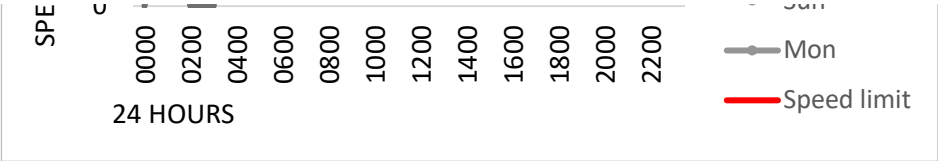
HOURLY SPEEDS



Y SPEED



Y SPEED

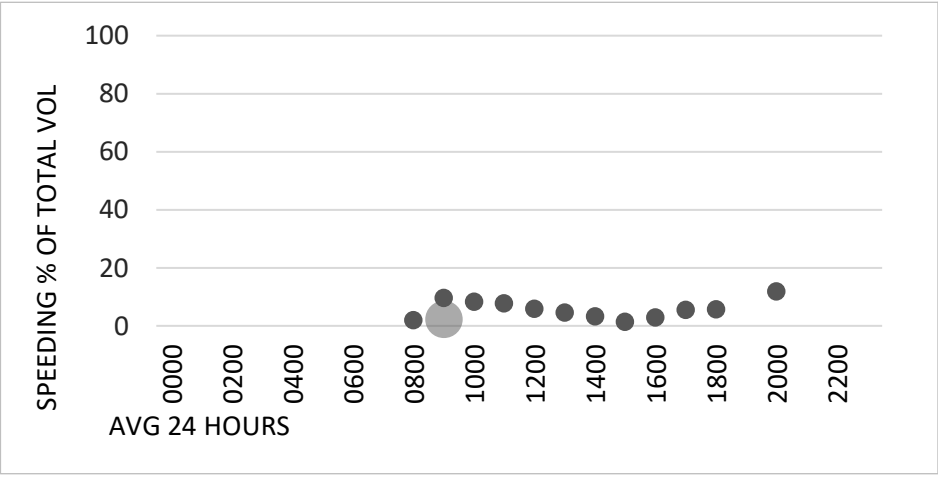


HOURLY

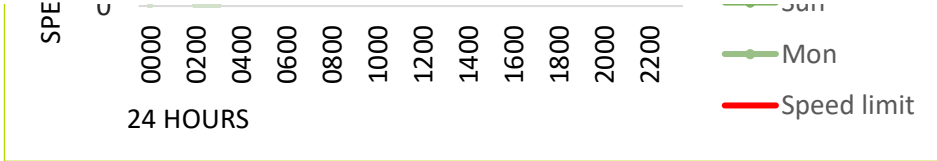
Average hourly speeds (solid thin colours) and 85%ile (dashed black) compared against 20mph posted speed limit (dashed red). The 85%ile is the speed at which 85% of all vehicles are observed to travel under free flowing conditions. A minimum of ten vehicles per speed bin are required for this calculation, hence the overnight low-volume 85%ile values may be zero.

The peak northbound daytime speed was 21.2mph at 14:15 on Wed 25 Sep, whilst the peak southbound speed was 27.1mph at 09:30 on Sat 28 Sep (based on 15min averages between 0700 & 1900).

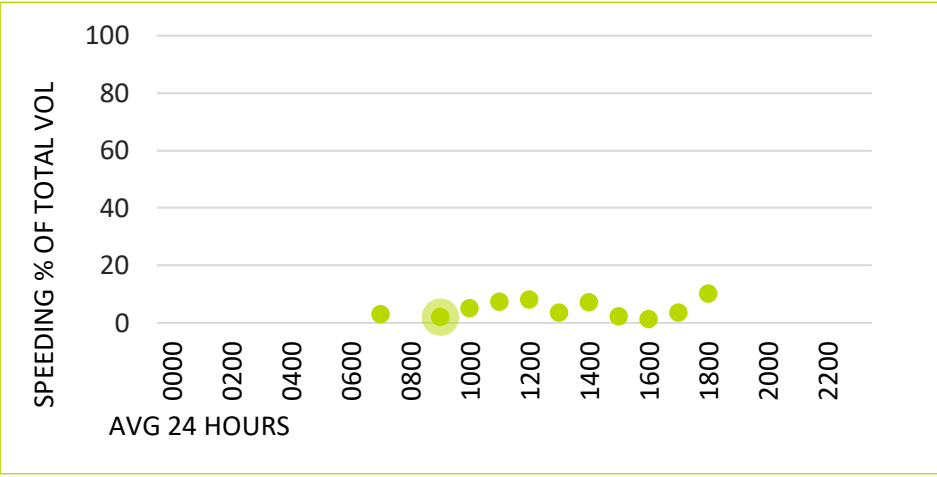
SPEEDING % EXCEEDING 20mph



SPEEDING %



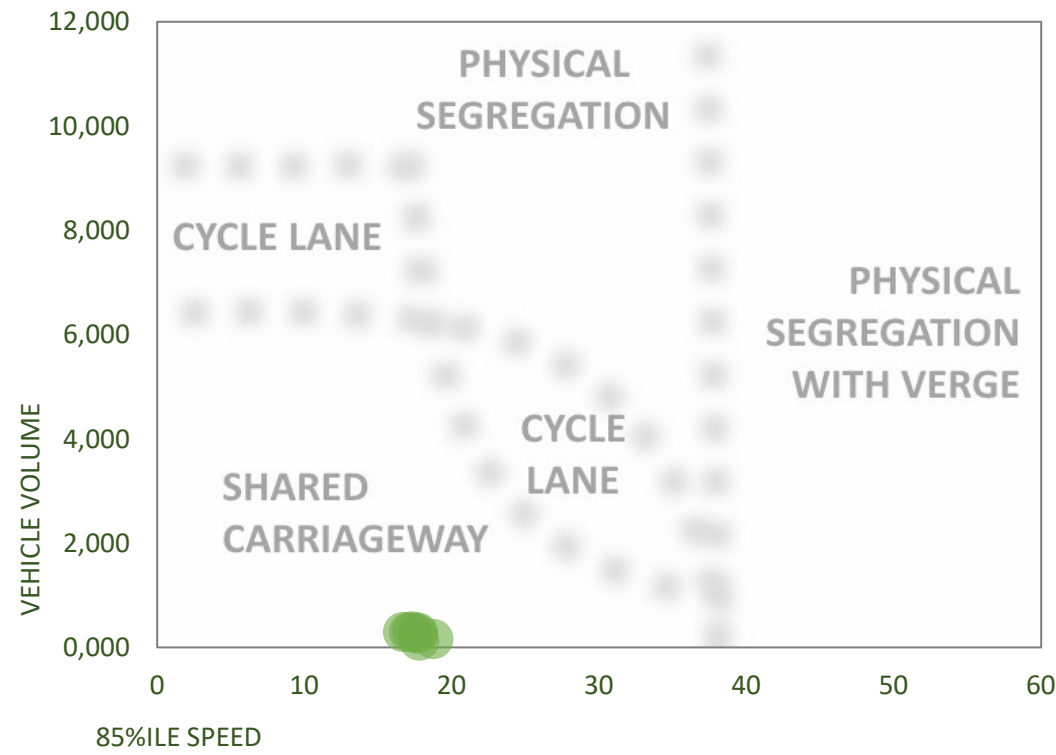
HOURLY



SPEEDING %

7-day average percentages of vehicles exceeding the posted speed limit each hour. The small, darker dots represent the percentage travelling between 20 and 25mph, whilst the larger markers represent those at 26mph and above. A high proportion of larger dots may indicate a potential speeding issue.

CYCLE PROVISION



The cycle provision diagram compares total daily traffic flow (vertical axis) against the average daily 85%ile speed (horizontal axis) to demonstrate cyclist and vulnerable user considerations.

The guidelines are based on the Sustrans Design Manual (Apr 2014); Understanding User Needs, part 2.

Valid 85%iles are required to plot the graph.

5-DAY AVERAGE CLASSES

NORTHBOUND WEEKDAY AVG						↑
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.0	0.0	0.2	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.6	0.0	0.0	0.6
0500	0.0	1.0	0.2	0.0	0.0	1.2
0600	0.0	1.2	1.2	0.0	0.0	2.4
0700	0.2	6.0	2.6	0.0	0.0	8.8
0800	0.0	22.2	4.6	0.6	0.0	27.4
0900	0.0	6.0	0.6	0.6	0.0	7.2
1000	0.0	4.6	0.0	0.2	0.2	5.0
1100	0.0	3.6	1.0	0.4	0.2	5.2
1200	0.0	6.8	1.0	0.2	0.0	8.0
1300	0.2	5.4	0.8	0.6	0.0	7.0
1400	1.0	7.2	1.0	0.4	0.0	9.6
1500	0.0	20.2	3.0	1.0	0.0	24.2
1600	0.0	8.0	1.6	0.6	0.0	10.2
1700	0.2	12.6	1.8	0.0	0.0	14.6
1800	0.4	2.8	0.6	0.0	0.0	3.8

SOUTHBOUND WEEKDAY AVG						↓
TIME	MOTOR CYCLES	CAR	LGV	OGV1	OGV2	TOTAL
0000	0.0	0.0	0.0	0.0	0.0	0.0
0100	0.0	0.2	0.0	0.0	0.0	0.2
0200	0.0	0.0	0.0	0.0	0.0	0.0
0300	0.0	0.0	0.0	0.0	0.0	0.0
0400	0.0	0.0	0.4	0.0	0.0	0.4
0500	0.0	1.0	0.4	0.0	0.0	1.4
0600	0.0	0.6	0.4	0.0	0.0	1.0
0700	0.0	10.4	2.2	0.0	0.0	12.6
0800	0.0	26.0	2.4	0.2	0.2	28.8
0900	0.4	6.0	0.4	0.4	0.0	7.2
1000	0.0	5.4	0.4	0.4	0.0	6.2
1100	0.0	4.4	0.8	0.4	0.0	5.6
1200	0.0	6.4	0.4	0.2	0.0	7.0
1300	0.0	6.8	1.2	0.8	0.0	8.8
1400	0.0	7.4	2.4	0.2	0.0	10.0
1500	0.0	20.2	2.4	0.4	0.0	23.0
1600	0.0	8.4	2.2	0.4	0.0	11.0
1700	1.0	9.6	1.6	0.0	0.0	12.2
1800	0.4	4.0	0.8	0.0	0.0	5.2

1900	0.2	2.4	0.6	0.0	0.0	█	3.2
2000	0.4	2.8	0.4	0.2	0.0	██	3.8
2100	0.4	1.6	0.2	0.0	0.0	█	2.2
2200	0.2	0.6	0.0	0.0	0.0	█	0.8
2300	0.0	0.2	0.0	0.0	0.0	█	0.2
12hr TTL	2.0	105.4	18.6	4.6	0.4		131.0
24hr TTL	3.2	115.2	21.8	5.0	0.4		145.6
	2%	79%	15%	3%	0%		

Average weekday northbound and southbound volumes by class, including 12hr totals for 0700-1900 and overall average percentages. Figaures are calculated from all available data over 5 weekdays. See 'Equipment & Methodology' below for accuracy details.

METHODOLOGY

Equipment & methodology

Automatic traffic counts are undertaken using a pair of pneumatic tubes installed securely across the carriageway, one metre apart, recording air pulses to determine vehicle speed, class and volume. The ATC equipment generally remains in place for a consecutive seven day period, and the data analysed post-survey.

In queuing conditions, the accuracy of ATC recording equipment may reduce as follows;

- 20 – 30mph: potential reduction of 9% accuracy in volume values
- 10 – 20mph: potential reduction of 26% accuracy in volume values
- 00 – 10mph: potential reduction of 39% accuracy in volume values

These figures are based on multiple ATC results compared against accepted reference values from resilient manual counts.

Weather & environmental

Inclement conditions during winter months or outbreaks of unseasonable weather may affect survey data collection. This can result in distorted traffic flows or unusable data and should be considered prior to survey approval. Although forecast checks are made prior to the survey commencing, Advanced Transport Research cannot be held responsible for the forecast accuracy.

CLASS	ABBREV.	DESCRIPTION	AXLES	LENGTH
1	MC	Motorcycle	2	Up to 1.7m
2	Cars	Cars, taxis, 4WD	2	1.7 to 3.2m
3	LGV	Light goods vehicles	2 or 3	2.1 to 3.2m
4	OGV1	Other goods vehicles class 1	2 or 3	2.1 to 3.2m
5	OGV2	Other goods vehicles class 2	4	2.1 to 3.2m
6	PSV	Public service vehicles	2 or 3	2.1 to 3.2m

1900	0.0	2.6	0.6	0.2	0.0	█	3.4
2000	0.0	1.4	0.2	0.0	0.0	█	1.6
2100	0.0	0.2	0.2	0.0	0.0	█	0.4
2200	0.0	0.0	0.0	0.0	0.0		0.0
2300	0.0	0.2	0.0	0.0	0.0	█	0.2
12hr TTL	1.8	115.0	17.2	3.4	0.2		137.6
24hr TTL	1.8	121.2	19.4	3.6	0.2		146.2
	1%	83%	13%	2%	0%		

Equipment damage, failure & calculations

Although checked intermittently the equipment remains unmanned for much of the duration of the survey. Therefore, equipment can potentially be interfered with, vandalised, damaged or stolen and Advanced Transport Research cannot be held responsible for any periods where data has not been captured.

16hr AADTs are calculated using the seasonal COBA methodology; DMRB Vol. 13, Pt 4: Traffic Flow Input To COBA.

Roadworks & events

Where possible, roadworks checks are made 7 days before the survey commences. Additionally, influencing major local events are also monitored, covering the immediate vicinity of the surveys and any routes likely to affect the outcome of the survey.

Vehicle classifications

Vehicles recorded by the ATC are placed into one of six classes (bins) based on axle spacing and pattern. This scheme is based on the COBA Chapter 8 (Vol 13, Sec 1) classifications.

Under adverse conditions the accuracy of ATC classifications will deteriorate and an appropriate link count should be used for validation.

Disclaimer

Although every attempt is made to achieve accuracy, Advanced Transport Research may not be held liable for errors of fact or interpretation.

PROJECT40821 Suffolk

SITE40821-002

LOCATIONPOND FLD RD - CAVENDISH

DIRECTIONNORTHBOUND ↑

PSL20mph

↑

ALL VEHICLES

Mcycles

Cars, taxis, 4WD

LGV

OGV1

OGV2

PSV

0 - 10 mph

10 - 15 mph

15 - 20 mph

20 - 25 mph

25 - 30 mph

30 - 35 mph

35 - 40 mph

40 - 45 mph

45 - 50 mph

50 - 60 mph

60 - 70 mph

70 - 80 mph

80 - 90 mph

90 - 100 mph

AVG SPD

85%ile

> 20mph

% > 20mph

Tue 24 Sep

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SPD10
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SPD11
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SPD12
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SPD13
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SPD14
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AVG

85%ile

PSL
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PSL%
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PROJECT	40821 Suffolk
SITE	40821-002
LOCATION	POND FLD RD - CAVENDISH
DIRECTION	NORTHBOUND ↑
PSL	20mph

↑

	ALL VEHICLES																													
	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV			0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph				
0115	0								0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
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0145	0	0	0	0	0	0			0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0200	0	0	0	0	0	0			0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0215	0	0	0	0	0	0			0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0230	0	0	0	0	0	0			0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0245	0	0	0	0	0	0			0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0300	0	0	0	0	0	0			0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0315	0	0	0	0	0	0			0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0330	0	0	0	0	0	0			0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
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0400	0	0	0	0	0	0			0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0415	0	0	0	0	0	0			0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0430	0	0	0	0	0	0			0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0445	0	0	0	0	0	0			0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0500	0	0	0	0	0	0			0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0515	0	0	0	0	0	0			0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0530	1	0	1	0	0	0			0530	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	9.8	0	0.0	0	0.0	
0545	0	0	0	0	0	0			0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0600	0	0	0	0	0	0			0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0615	0	0	0	0	0	0			0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0630	0	0	0	0	0	0			0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
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0700	2	0	0	2	0	0			0700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	12.5	0	0.0	0	0.0	
0715	0	0	0	0	0	0			0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
0730	2	0	2	0	0	0			0730	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	11.4	0	0.0	0	0.0	
0745	1	0	1	0	0	0			0745	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	15.6	0	0.0	0	0.0	
0800	2	0	2	0	0	0			0800	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.0	0	0.0	0	0.0	
0815	8	0	6	2	0	0			0815	0	4	4	0	0	0	0	0	0	0	0	0	0	0	-	14.0	0	0.0	0	0.0	
0830	8	0	7	1	0	0			0830	1	5	2	0	0	0	0	0	0	0	0	0	0	0	-	12.9	0	0.0	0	0.0	
0845	12	0	12	0	0	0			0845	1	10	1	0	0	0	0	0	0	0	0	0	0	0	-	12.9	14.4	0	0.0	0	0.0
0900	5	0	5	0	0	0			0900	0	5	0	0	0	0	0	0	0	0	0	0	0	0	-	11.7	0	0.0	0	0.0	
0915	2	0	2	0	0	0			0915	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	15.1	0	0.0	0	0.0	
0930	1	0	0	0	1	0			0930	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.3	0	0.0	0	0.0	
0945	0	0	0	0	0	0			0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1000	1	0	1	0	0	0			1000	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	16.0	0	0.0	0	0.0	
1015	0	0	0	0	0	0			1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1030	0	0	0	0	0	0			1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1045	3	0	3	0	0	0			1045	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	16.4	0	0.0	0	0.0	
1100	0	0	0	0	0	0			1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1115	1	0	0	1	0	0			1115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	11.1	0	0.0	0	0.0	
1130	2	0	1	0	0	1			1130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-	12.7	0	0.0	0	0.0	
1145	1	0	0	1	0	0			1145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	13.0	0	0.0	0	0.0	
1200	2	0	2	0	0	0			1200	0	1	0	1	0	0	0	0	0	0	0	0	0	0	-	16.7	1	50.0	0	0.0	
1215	1	0	0	1	0	0			1215	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-	14.8	0	0.0	0	0.0	
1230	2	0	2	0	0	0			1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.6	0	0.0	0	0.0	
1245	6	0	5	0	1	0			1245	0	3	3	0	0	0	0	0	0	0	0	0	0	0	-	15.3	0	0.0	0	0.0	
1300	1	0	1	0	0	0			1300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	17.8	0	0.0	0	0.0	
1315	0	0	0	0	0	0			1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1330	0	0	0	0	0	0			1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	
1345	5	0	4	1	0	0			1345	0	2	3	0	0	0	0	0	0	0	0	0	0	0	-	15.7	0	0.0	0	0.0	
1400	2	0	1	1	0	0			1400	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	16.1	0	0.0	0	0.0	
1415	1	0	1	0	0	0			1415	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	21.2	1	100.0	0	0.0	
1430	4	0	4	0	0	0			1430	1	1	2	0	0	0	0	0	0	0	0	0	0	0	-	14.4	0	0.0	0	0.0	
1445	5	1	4	0	0	0			1445	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-	15.0	0	0.0	0	0.0	
1500	6	0	5	1	0	0			1500	1	5	0	0	0	0	0	0	0	0	0	0	0	0	-	12.0	0	0.0	0	0.0	
1515	6	0	6	0	0	0			1515	2	3	1	0	0	0	0	0	0	0	0	0	0	0	-	12.0	0	0.0	0	0.0	
1530	3	0	2	1	0	0			1530	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-	14.7	0	0.0	0	0.0	
1545	5	0	5	0	0	0			1545	1	0	3	1	0	0	0	0	0	0	0	0	0	0	-	16.6	1	20.0	0	0.0	
1600	2	0	2	0	0	0			1600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	14.9	0	0.0	0	0.0	
1615	3	0	3	0	0	0			1615	0	1	2	0	0	0	0	0	0	0	0	0	0	0	-	15.5	0	0.0	0	0.0	
1630	2	0	2	0	0	0			1630	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-	13.2	0	0.0	0	0.0	
1645	4	0	2	1	1	0			1645	1	2	1	0	0	0	0	0	0	0	0	0	0	0	-	12.8	0	0.0	0	0.0	
1700	2	0	2	0	0	0																								

PROJECT	40821 Suffolk
SITE	40821-002
LOCATION	POND FLD RD - CAVENDISH
DIRECTION	SOUTHBOUND ↓
PSL	20mph

[illegible]

PROJECT40821 Suffolk

SITE40821-002

LOCATIONPOND FLD RD - CAVENDISH

DIRECTIONSOUTHBOUND ↓

PSL20mph

↓

	ALL VEHICLES									0 - 10 mph	10 - 15 mph	15 - 20 mph	20 - 25 mph	25 - 30 mph	30 - 35 mph	35 - 40 mph	40 - 45 mph	45 - 50 mph	50 - 60 mph	60 - 70 mph	70 - 80 mph	80 - 90 mph	90 - 100 mph	AVG SPD	85%ile	> 20mph	% > 20mph											
	Mcycles	Cars, taxis, 4WD	LGV	OGV1	OGV2	PSV																																
1345	2	0	2	0	0	0	0	1345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1400	1	0	0	1	0	0	0	1400	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1415	1	0	1	0	0	0	0	1415	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.0	-	1	100.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1430	4	0	4	0	0	0	0	1430	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1445	1	0	1	0	0	0	0	1445	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1500	6	0	5	1	0	0	0	1500	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1515	7	0	7	0	0	0	0	1515	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1530	8	0	7	1	0	0	0	1530	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1545	0	0	0	0	0	0	0	1545	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
1600	2	0	2	0	0	0	0	1600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1615	4	0	4	0	0	0	0	1615	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1630	3	0	3	0	0	0	0	1630	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1645	2	0	1	1	0	0	0	1645	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1700	2	0	1	1	0	0	0	1700	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1715	1	0	1	0	0	0	0	1715	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1730	3	0	1	2	0	0	0	1730	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.6	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1745	2	1	1	0	0	0	0	1745	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1800	2	1	1	0	0	0	0	1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1815	4	1	2	1	0	0	0	1815	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-	1	25.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1830	2	0	2	0	0	0	0	1830	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
1845	0	0	0	0	0	0	0	1845	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
1900	0	0	0	0	0	0	0	1900	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	
1915	0	0	0	0	0	0	0	1915	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	
1930	0	0	0	0	0	0	0	1930	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	
1945	0	0	0	0	0	0	0	1945	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	
2000	0	0	0	0	0	0	0	2000	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	
2015	2	0	2	0	0	0	0	2015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
2030	0	0	0	0	0	0	0	2030	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	
2045	0	0	0	0	0	0	0	2045	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	
2100	0	0	0	0	0	0	0	2100	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	
2115	0	0	0	0	0	0	0	2115	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	
2130	0	0	0	0	0	0	0	2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2145	0	0	0	0	0	0	0	2145	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	
2200	0	0	0	0	0	0	0	2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2215	0	0	0	0	0	0	0	2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2230	0	0	0	0	0	0	0	2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2245	0	0	0	0	0	0	0	2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2300	0	0	0	0	0	0	0	2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2315	0	0	0	0	0	0	0	2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2330	0	0	0	0	0	0	0	2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
2345	1	0	1	0	0	0	0	2345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	
0700-1900	140	3	119	17	1	0	0	07-19	48	57	29	6	0	0	0	0	0	0	0	0	0	0	0	0	12.4	16.4	6	4.3	0	0.0	0	0.0	0	0.0	0	0.0		
0600-2200	143	3	122	17	1	0	0	06-22	49	59	29	6	0	0	0	0	0	0	0	0	0	0	0	0	12.3	16.3	6	4.2	0	0.0	0	0.0	0	0.0	0	0.0		
0600-0000	144	3	123	17	1	0	0	06-00	49	59	30	6	0	0	0	0	0	0	0	0	0	0																



Weather Condition AM:	SHOWERS	Weather Condition PM:	DRY
Location:	CAVENDISH VIEW		
Date:	25/09/2024		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

LADY ROAD

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	3	0	2	0	0	1	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
0730-0800	3	3	2	2	0	0	0	1	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
0800-0830	7	24	2	2	0	0	1	1	0	0	0	0	0	0	10	27	5	0	0	5	18	0	0	0	0	0	0	0	0	0	0	0	0	15	57
0830-0900	17	24	0	2	0	0	0	1	0	0	0	0	0	0	17	27	11	1	0	13	18	0	0	0	0	0	0	0	12	12	12	0	0	42	57
0900-0930	3	5	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	6
0930-1000	2	5	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	6
1000-1030	6	8	0	0	0	0	0	0	0	0	0	0	0	0	6	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	9	
1030-1100	2	8	0	0	0	0	0	0	0	0	0	0	0	0	2	8	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	9	
1100-1130	2	9	0	0	0	0	0	0	0	0	1	0	1	1	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	
1130-1200	7	9	0	0	0	0	0	0	0	0	0	0	0	1	7	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10	
1200-1230	4	9	0	0	0	0	0	0	0	0	0	0	0	0	4	9	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	11	
1230-1300	5	9	0	0	0	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	11	
1300-1330	9	14	0	0	0	0	1	1	0	0	0	0	0	0	10	15	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	10	19
1330-1400	5	14	0	0	0	0	0	1	0	0	0	0	0	0	5	15	2	0	0	2	2	0	0	0	0	0	2	0	0	2	2	0	0	9	19
1400-1430	6	13	0	0	0	0	0	1	0	0	0	0	0	0	6	14	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	7	18	
1430-1500	7	13	0	0	0	0	1	1	0	0	0	0	0	0	8	14	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	11	18	
1500-1530	27	38	0	2	0	0	3	3	0	0	0	0	0	0	30	43	2	0	0	2	9	0	0	0	0	0	6	10	0	16	24	0	0	48	76
1530-1600	11	38	2	2	0	0	0	3	0	0	0	0	0	0	13	43	5	1	0	7	9	0	0	0	0	0	0	3	5	8	0	0	28	76	
1600-1630	10	20	1	1	0	0	0	2	0	0	0	0	0	0	11	23	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13	25	
1630-1700	10	20	0	1	0	0	2	2	0	0	0	0	0	0	12	23	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	12	25	
1700-1730	16	32	0	0	0	0	2	5	0	0	0	0	0	0	18	37	5	0	0	5	6	0	0	0	0	0	1	0	0	1	1	0	24	44	
1730-1800	16	32	0	0	0	0	3	5	0	0	0	0	0	0	19	37	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	20	44	
1800-1830	16	21	0	0	0	0	1	2	0	0	0	0	0	0	17	23	3	0	0	3	4	0	0	0	0	0	1	1	0	2	3	0	0	22	30
1830-1900	5	21	0	0	0	0	1	2	0	0	0	0	0	0	6	23	1	0	0	1	4	0	0	0	0	0	1	0	0	1	3	0	0	8	30
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	196	196	7	7	0	0	16	16	0	0	1	0	1	1	220	220	44	2	0	48	48	0	0	0	0	0	12	14	17	43	43	0	0	311	311

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

LADY ROAD

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS									
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
0700-0730	8	21	0	2	0	0	2	3	0	0	0	0	0	0	10	26	0	0	0	0	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	11	30
0730-0800	13		2		0		1		0		0	0	0		0		0	0	0	16		3	0	0	3		0	0	0	0		0		0		0	
0800-0830	14	38	2	2	0	0	0	1	0	0	0	0	0	0	16	41	4	2	0	8	14	0	0	0	0	0	2	3	0	5	20	0	0	29	75		
0830-0900	24		0		0		1		0		0	0	0		0		0	0	25	6		0	0	6	0		0	0	0	0		10		5		0	15
0900-0930	12	18	0	0	0	0	0	0	0	0	0	0	0	0	12	18	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14	20		
0930-1000	6		0		0		0		0		0	0	0		0		0	0	6	0		0	0	0	0		0	0	0	0		0		0		0	0
1000-1030	5	13	0	0	0	0	0	0	0	0	0	0	0	0	5	13	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	14		
1030-1100	8		0		0		0		0		0	0	0		0		0	0	8	0		0	0	0	0		0	0	0	0		0		0		0	0
1100-1130	3	7	0	0	0	0	2	2	0	0	0	0	0	1	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10		
1130-1200	4		0		0		0		0		0	1	0		1		5	0	0	0		0	0	0	0		0	0	0	0		0		0		0	0
1200-1230	5	7	0	0	0	0	0	0	0	0	0	0	0	0	5	7	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	9		
1230-1300	2		0		0		0		0		0	0	0		0		2	1	0	0		1	0	0	0		0	0	0	0		0		0		0	0
1300-1330	1	10	0	0	0	0	1	1	0	0	0	0	0	0	2	11	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	2	17		
1330-1400	9		0		0		0		0		0	0	0		0		9	2	0	0		2	0	0	0		0	0	0	0		2		2		0	4
1400-1430	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	6		
1430-1500	4		0		0		0		0		0	0	0		0		4	0	0	0		0	0	0	0		0	0	0	0		0		0		0	0
1500-1530	10	42	0	2	0	0	4	4	0	0	0	0	0	0	14	48	3	0	0	3	32	0	0	0	0	1	0	0	0	0	30	0	0	17	111		
1530-1600	32		2		0		0		0		0	0	0		0		34	25	2	0		29	0	1	0		1	0	6	24		30		0		0	94
1600-1630	2	9	1	1	0	0	0	2	0	0	0	0	0	0	3	12	0	0	1	3	8	0	0	0	0	0	0	0	0	0	2	0	0	6	22		
1630-1700	7		0		0		2		0		0	0	0		0		9	3	1	0		5	0	0	0		0	2	2	0		0		2		2	0
1700-1730	8	17	0	0	0	0	0	0	0	0	0	0	0	0	8	17	4	0	0	4	8	0	0	0	0	1	0	2	0	2	3	0	0	14	29		
1730-1800	9		0		0		0		0		0	0	0		0		9	4	0	0		4	0	1	0		1	1	0	0		1		1		0	0
1800-1830	10	15	0	0	0	0	0	0	0	0	0	0	0	0	10	15	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	13	22		
1830-1900	5		0		0		0		0		0	0	0		0		5	4	0	0		4	0	0	0		0	0	0	0		0		0		0	0
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
TOTALS	202	202	7	7	0	0	13	13	0	0	1	0	1	1	223	223	67	5	1	80	80	1	2	0	3	3	15	18	26	59	59	0	0	365	365		



Weather Condition AM:	SHOWERS	Weather Condition PM:	DRY
Location:	CAVENDISH VIEW		
Date:	25/09/2024		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

POND FIELD ROAD FRONTAGE PROPERTIES

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES															PASSENGERS				CYCLISTS				PEDESTRIANS				BUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER	TOTAL PEOPLE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
0700-0730	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	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	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	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	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	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	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	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	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

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

POND FIELD ROAD FRONTAGE PROPERTIES

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS										
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
0700-0730	2	5	0	0	1	1	0	0	0	0	0	0	0	0	3	6	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7
0730-0800	3		0		0		0		0		0	0	0		0		0	0	0	3		0	0	0	0		0	0	0	0	0	0	0	0	0	0	
0800-0830	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	1	0	5	
0830-0900	1		0		0		2		0		0	0	0		0		0	0	0	3		1	0	0	1		0	0	0	0	0	0	0	1	0	0	0
0900-0930	1	3	0	0	0	0	1	1	0	0	0	0	0	0	2	4	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	1	0	0	4	6	
0930-1000	2		0		0		0		0		0	0	0		0		0	0	0	2		0	0	0	0		0	0	0	0	0	0	0	0	0		0
1000-1030	1	2	0	0	0	0	1	1	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	
1030-1100	1		0		0		0		0		0	0	0		0		0	0	0	1		0	0	0	0		0	0	0	0	0	0	0	0	0		0
1100-1130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
1130-1200	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
1200-1230	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	2	0	0	2	0	2	0	0	3	5	
1230-1300	1		0		0		0		0		0	0	0		0		0	0	0	1		1	0	0	1		0	0	0	0	0	0	0	0	0		0
1300-1330	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	
1330-1400	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
1400-1430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1430-1500	1		0		0		0		0		0	0	0		0		0	0	0	1		0	0	0	0		0	0	0	0	0	0	0	0	0		0
1500-1530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	1	3	
1530-1600	1		0		0		0		0		0	0	0		0		0	0	0	1		0	0	0	0		0	0	0	0	0	0	0	2	0		1
1600-1630	0	1	0	0	0	0	1	2	0	0	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
1630-1700	1		0		0		0		1		0	0	0		0		0	0	0	2		1	0	0	1		0	0	0	0	0	0	0	0	0		0
1700-1730	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
1730-1800	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
1800-1830	5	5	0	0	0	0	1	1	0	0	0	0	0	0	6	6	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
1830-1900	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
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE			
TOTALS	26	26	0	0	1	1	7	7	0	0	0	0	0	0	34	34	6	0	0	6	6	0	0	0	0	0	3	3	0	6	6	0	0	46	46		



Weather Condition AM:	SHOWERS	Weather Condition PM:	DRY
Location:	CAVENDISH VIEW		
Date:	25/09/2024		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

POND FIELD ROAD

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES																PASSENGERS				CYCLISTS				PEDESTRIANS				BUS						
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0730-0800	0		1	1	0		0		0		0	0	0		1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
0800-0830	4	10	0	0	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	11
0830-0900	6		0	0	0	0	0	0	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
0900-0930	3	3	0	0	0	0	1	1	0	0	0	0	0	0	4	4	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5
0930-1000	0		0	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
1000-1030	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
1030-1100	2		0	0	0	0	0	0	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
1100-1130	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
1130-1200	1		0	0	0	0	0	0	0	0	1	0	1	1	2		0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3	
1200-1230	2	5	0	0	0	0	0	1	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
1230-1300	3		0	0	0	0	1	1	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1300-1330	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	6	
1330-1400	3		0	0	0	0	0	0	0	0	0	0	0	0	3		1	0	0	1	1	1	0	0	1	1	0	0	0	0	0	0	5		
1400-1430	3	8	0	0	0	1	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	11
1430-1500	5		0	1	1	0	0	0	0	0	0	0	0	0	6		0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	8		
1500-1530	3	6	0	0	0	0	1	2	0	0	0	0	0	0	4	8	3	0	0	3	4	0	0	0	0	0	0	0	0	3	0	0	7	15	
1530-1600	3		0	0	0	1	2	0	0	0	0	0	0	0	4		1	0	0	1	4	0	0	0	0	0	0	0	3	3	0	0	8		
1600-1630	5	6	0	1	0	0	0	1	0	0	0	0	0	0	5	8	1	0	0	1	2	0	0	0	0	0	0	0	0	2	0	0	6	12	
1630-1700	1		1	0	0	1	1	0	0	0	0	0	0	0	3		1	0	0	1	2	0	0	0	0	0	0	2	2	2	0	6			
1700-1730	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	8	1	0	0	1	2	0	0	0	0	1	1	0	0	1	1	0	0	6	12
1730-1800	4		0	0	0	0	0	0	0	0	0	0	0	0	4		1	0	0	1	2	0	1	0	1	1	0	0	0	0	1	0	6		
1800-1830	3	4	0	0	0	0	2	3	0	0	0	0	0	0	5	7	2	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	7	10	
1830-1900	1		0	0	0	1	3	0	0	0	0	0	0	0	2		0	0	0	0	2	0	0	0	0	0	1	1	0	0	1	0	3		
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
TOTALS	58	58	2	2	1	1	8	8	0	0	1	0	1	1	70	70	13	0	0	13	13	1	1	0	2	2	5	6	0	11	11	0	0	96	96

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

POND FIELD ROAD

Date

25/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES																PASSENGERS				CYCLISTS				PEDESTRIANS				BUS							
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE		
0700-0730	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
0730-0800	4		0		0		0		0		0	0	0		0		0	0	0	0		4	0	0	0		0	0	0	0	0	0	0	0	0	
0800-0830	5	8	1	1	0	0	0	0	0	0	0	0	0	0	6	9	1	1	0	3	5	0	1	0	1	1	0	1	0	1	4	0	0	11	19	
0830-0900	3		0		0		0		0		0	0	0		0		0	0	0	3		2	0	0	2		0	0	0	0	0	0		0		0
0900-0930	3	6	0	0	0	0	1	1	0	0	0	0	0	0	4	7	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	5	9	
0930-1000	3		0		0		0		0		0	0	0		0		0	0	0	3		1	0	0	1		0	0	0	0	0	0	0	0		0
1000-1030	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	
1030-1100	1		0		0		0		0		0	0	0		0		0	0	0	1		0	0	0	0		0	0	0	0	0	0	0	0		0
1100-1130	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
1130-1200	3		0		0		0		0		0	0	0		0		1	0	1	4		0	0	0	0		0	0	0	0	0	0	0	0		0
1200-1230	2	4	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	
1230-1300	2		0		0		0		0		0	0	0		0		0	0	0	2		0	0	0	0		0	0	0	0	0	0	0	0		0
1300-1330	1	3	0	0	0	0	1	1	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	
1330-1400	2		0		0		0		0		0	0	0		0		0	0	0	2		0	0	0	0		0	0	0	0	0	0	0	0		0
1400-1430	4	8	0	0	0	0	0	0	0	0	0	0	0	0	4	8	1	0	0	1	1	0	0	0	0	0	2	0	0	2	2	0	0	7	11	
1430-1500	4		0		0		0		0		0	0	0		0		0	0	0	4		0	0	0	0		0	0	0	0	0	0	0	0		0
1500-1530	2	7	0	0	0	0	1	1	0	0	0	0	0	0	3	8	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	10	
1530-1600	5		0		0		0		0		0	0	0		0		0	0	0	5		1	0	0	1		0	0	0	0	0	0	0	0		0
1600-1630	0	1	0	1	0	0	1	2	0	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	0	1	1	0	2	2	0	0	3	7	
1630-1700	1		1		0		0		1		0	0	0		0		0	0	0	3		1	0	0	1		0	0	0	0	0	0	0	0		0
1700-1730	6	7	0	0	0	1	0	0	0	0	0	0	0	0	6	8	2	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	8	11	
1730-1800	1		0		1		0		0		0	0	0		0		0	0	0	2		0	0	0	0		0	0	0	0	0	0	0	1		0
1800-1830	3	4	0	0	0	0	1	2	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	6	8	
1830-1900	1		0		0		0		1		0	0	0		0		0	0	0	2		0	0	0	0		0	0	0	0	0	0	0	0		0
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE		
TOTALS	60	60	2	2	1	1	7	7	0	0	1	0	1	1	71	71	11	1	0	13	13	0	1	0	1	1	5	6	0	11	11	0	0	96	96	