



YEAR 2 RESIDENTIAL TRAVEL PLAN

Grange Park, Thurston

Client: **Bovis** 
Homes

October 2025

Project No: 80098

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Contents:-

1. FOREWORD	2
2. INTRODUCTION	4
3. POLICY CONSIDERATION.....	5
4. EXECUTIVE STATEMENT	6
5. LOCAL ACCESSIBILITY AUDIT.....	7
6. SITE AUDITING.....	12
7. TRAVEL ASSESSMENT & MONITORING REPORT	13
8. RESIDENTIAL TRAVEL PLAN MEASURES.....	16
9. MANAGEMENT	21
10. MONITORING RESULTS.....	24

Figures

Figure 1	Site Location
Figure 2	Accessibility Plan

Appendix

Appendix A	Development Layout
Appendix B	Local Bus Timetables
Appendix C	Travel Plan Measures Action Plan
Appendix D	2025 Travel Survey Results
Appendix E	2025 Manual Count and ATC Results

1. FOREWORD

- 1.1. Smarter Travel Ltd (STLtd) has been appointed by the Developer – Bovis Homes Limited- to manage, monitor and promote the Residential Travel Plan (TP) for the development of Grange Park, Thurston, Suffolk. The development scheme is for up to 129 residential dwellings (35% of which are classed as 'Affordable Homes' or 'Shared Ownership'), with construction about to commence.
- 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 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 129 residential dwellings has the potential to accommodate approximately 316 people. As of 12th September 2025, the development was fully occupied.
- 1.3. The provision of this TP is to oblige Part 3 of the Fourth Schedule of the Section 106 Agreement associated with planning approval Ref: DC/17/02232 with Mid Suffolk District Council (MSDC). The layout of the development is included in **Appendix A**.
- 1.4. 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 travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.5. The Travel Plan Coordinator will promote, manage and monitor 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 the sooner) from the first manual count travel survey undertaken prior to the occupation of the 100th dwelling of the development. The monitoring period is therefore due to be completed in 2026, following one year after final occupation, with the principal target to have a shift towards sustainable travel of up to 8% from the initial assessment of travel of the local area determined from 2011 Census data and the Transport Assessment (TA) that supported the original planning application.
- 1.6. The development is located west of Barton Road and to the northwest of the centre of Thurston. The site is close to several key local amenities and public transport services within Thurston.

Definitions

- 1.7. 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. **"Manual Count Survey"** means a standardised travel survey undertaken annually with manual observations and a long-term Automatic Traffic Count survey at each principle access point to identify the modes of travel used by the residents and to determine vehicular generation of the development supplemented by 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 "manual count 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 Business 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 sooner) 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 updated TP has been submitted to SCC and MSDC following completion of the 2025 monitoring. The travel surveys are used to help update objectives and measures set out within this TP over the monitoring period. The TP updates are uploaded to Modeshift STARS 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 better 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 (2024), SCC Travel Plan guidance (2025) 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 CONSIDERATION

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 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) 2011-2031 applicable at the time of this TP’s first implementation, set out SCC’s ambitions and objectives for transport. LTP3 identified 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 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 is no longer being progressed in favour of a full review. Travel planning remains part of adopted policy LP29.

4. EXECUTIVE STATEMENT

- 4.1. Bovis Homes Limited 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. Bovis Homes Limited 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. Bovis Homes Limited will be responsible for the ownership of the residential TP for this development for a period of not shorter than five years post 100th occupation, or one year after final occupation, whichever is sooner. Final occupation was reached in September 2025 and therefore the monitoring period is to end in 2026.
- 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.

<i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i>
Name: Elizabeth Evans Company: Smarter Travel Ltd Telephone: 01603 230240 (Mon – Fri; 0900-1700) Email: GrangePark@smartertravel.uk.com Website: www.SmarterTravel.uk.com/grangepark Date: October 2025 On behalf of: Bovis Homes Limited

5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The development is in the north-western area of Thurston and east of the town of Bury St Edmunds. The site is to the west of Barton Road, to the east lies residential homes and the local College, to the north is primarily agricultural land.
- 5.2. The main vehicular and pedestrian access to the site is Kings Road, directly off Barton Road located to the eastern side of the development site. There are also two pedestrian accesses leading from Barton Road, one to Kings Road south of the vehicular access and another to Old Cannon Way, located to the southeast of the site.
- 5.3. Barton Road is subject to a 30mph speed limit from the site to the south towards the village centre. To the north the national speed limit presently applies. The route to the village centre and key local amenities is to the south from the site access.

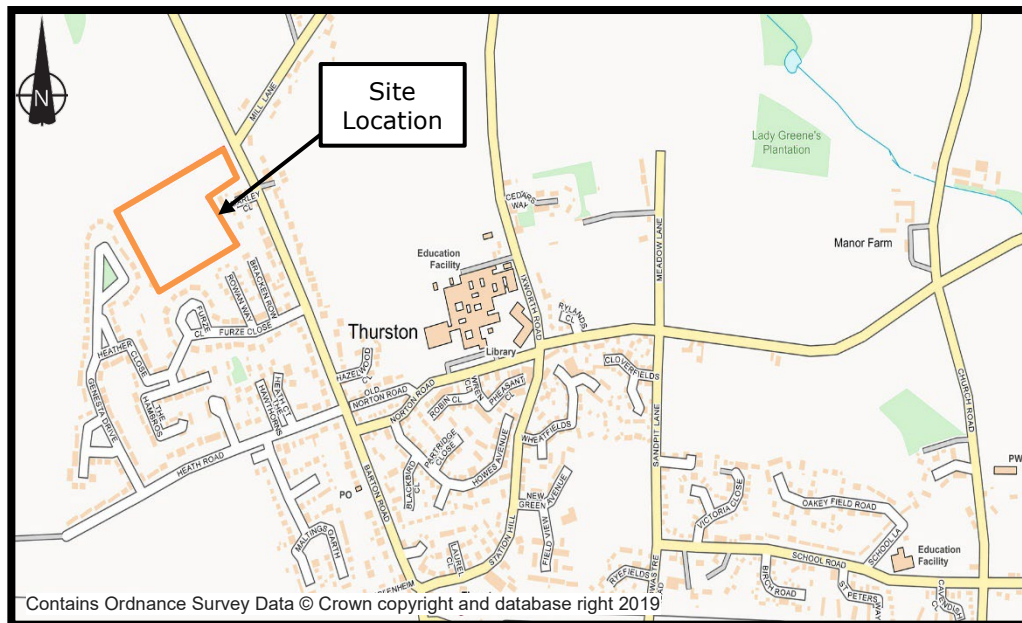


Figure 1 – Site Location

- 5.4. 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 Barton Road, Beyton Road, Thurston Road and then onto the A14. Stowmarket is 13.8km to the southeast and is accessed via the same route. For travel to the northeast (or alternative route to Bury St Edmunds) the route to the A143 can be reached from Barton Road (N).
- 5.5. The development will assist through financial contribution, or through direct implementation, to the following local highway improvements:
 - A143 Bury Road/C691 Thurston Road/C649 Brand Road junction;

- An extension of the Barton Road speed limit;
- Pedestrian crossing facilities at Norton Road/Station Hill/Ixworth Road junction;
- Safety improvements to the C693 Thurston Road/C692 Thurston Road/C693 New Road junction;
- Improvements to the southern boundary of the site to Heath Road and Cycle Route 51

Active Travel

- 5.6. A footway links the site to an existing path on the west side of Barton Road, linking to local amenities in the area, such as Thurston village centre and Thurston Railway Station.
- 5.7. 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 by travelling south along Barton Road until the junction with Heath Road. The cycle route provides links to (and beyond) Bury St Edmunds, Stowmarket to the west and east respectively.
- 5.8. Secure and sheltered cycle parking spaces are available for the development's residents in garages or storage can be provided in gardens via sheds.

Public Transport

- 5.9. The closest marked bus stop to the development, with a regular bus service to Bury St Edmunds, is located on Furze Close (Bracken Row) approximately 500m from the centre of the development. The stop is on the north side of the road and marked by a flag. Stops are also available on Barton Road (Post Office stops) approximately 800m from the centre of the development. The southbound stop (towards Bury St Edmunds) includes road markings, a bus shelter and a timetable case; with the northbound marked by a flag with a timetable case. Further stops are located some 900m from the site at Thurston Community College.
- 5.10. Bus services from the Bracken Row and Post Office (northbound) stops are by Mulleys on route M40, operating a circular route to/from Bury St Edmunds on an hourly basis Monday to Friday , hourly on Saturday mornings and every 2 hours Saturday afternoons.
- 5.11. Also, from the Post Office (northbound) stop is the Mid Suffolk Taxi Bus (Swift Taxi Cabs Ltd) operating service TB02B/TB02C on a circular route to/from Stowmarket four time per day on Tuesdays and Thursdays. Pre-booking of this is recommended but not required.
- 5.12. A service is available from Thurston Community College by Simonds route 70A between Diss and Bury St Edmunds, 2-3 times daily Monday to Friday.
- 5.13. Current timetables are in **Appendix B** and can be found at:

suffolkonboard.com/ways-to-travel/bus/bus-timetables

suffolktaxibus.com/stowmarket-circular-via-thurston

simonds.co.uk/local-bus-services

- 5.14. A review of 2011 Census data for the Thurston area where the development is located showed that the use of bus services was very low for commuter purposes. This is discussed further later in this TP, but the absence of a bus service for reasonable travel for typical 9 - 5 working hours in Stowmarket will understandably have an impact of resident's travel habit.
- 5.15. The use of Smartphone apps for live bus arrival times is promoted to residents via the Travel Plan webpages and annual newsletter, where appropriate.
- 5.16. Community transport options are also available to residents that may have need for these services. Connecting Communities operates in the Mid Suffolk area, offering those that can't access local public transport a way to link with bus / train routes, appointments and social activities that they would otherwise not be able to attend. Further information can be found via their website (communities.suffolkonboard.com). Community transport options such as have been highlighted to residents through the Welcome Pack, Travel Plan webpages and newsletters.

Train Services

- 5.17. Thurston Train Station is located at approximately 950m distance from the centre of the site. The station is located approximately 14 minutes' walk time from the development and 4 minutes via a bicycle. Service times are typically 52 minutes to Cambridge and 30 minutes to Ipswich and typically run hourly Monday to Sunday.
- 5.18. Connecting services to Peterborough are available from Bury St Edmunds with trains to/from London available from both Ipswich and Cambridge.
- 5.19. Engineering works regularly take place at weekends and during holiday periods, particularly on Sundays and public holidays, therefore users are recommended to check times before travelling.
- 5.20. Thurston station provides cycle storage and stands for 20 bicycles and 15 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 – Refer to the Railway Users Plan for more information on the level crossing.
- 5.21. The National Rail Enquiries website (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.
- 5.22. 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 2025) of:

- 1 week £ 23.00
- 1 month £ 88.40
- 12 months £ 920.00

5.23. Leisure travellers can also obtain various rail discounts via railcards (i.e., 16-25s and family and friends). This will be promoted to all residents in the Travel Information Pack and newsletters.

5.24. A review of 2011 Census data for the Thurston area showed that the use of the train was low for commuter purposes, most of which were to London or Bury St Edmunds. This is discussed further, later in this TP.

Local Amenities

5.25. 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. Based on Department for Transport's LTN 1/20 (2020) "Cycle Infrastructure Design" document, an average cycling speed of 20mph can be assumed.

5.26. 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."*

5.27. Focusing upon the site, **Table 5.3** below presents a range of local amenities in the surrounding areas, with the appropriate distance and travel time from the site, in order of ascending distance from site.

Table 5.3 – List of Nearest Local Amenities

Amenity	Distance	Walking / Cycling Time
Thurston Library	0.7 km	13 mins / 4 mins
Londis - store / Post Office	0.8 km	10 mins / 3 mins
Children's playground	1.0 km	21 mins / 8 mins
Co-Op Food - Supermarket	1.1 km	15 mins / 5 mins
Thurston Community College	1.1 km	14 mins / 5 mins
Thurston Railway Station	1.1 km	14 mins / 4 mins
Thurston Pharmacy	1.2 km	15 mins / 5 mins
The Victoria Public House	1.4 km	17 mins / 6 mins
Thurston CE Primary Academy	1.5 km	20 mins / 6 mins
St Peter's Church	2.2 km	28 mins / 10 mins
Rougham Industrial Estate	3.7 km	13 min cycle
Skyliner Sports Centre	4.4 km	19 min cycle
Saxon Dental Practice	5.5 km	20 min cycle
Mount Farm Doctors Surgery	5.6 km	20 min cycle

- 5.28. In conclusion, the development is located well for several 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 are located. **Figure 2** shows the location of most of the amenities noted above.
- 5.29. 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

- 5.30. 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;
 - Accessibility on bicycle to large employment areas;
 - Perceived quality of facilities (shelters / seating etc) at bus stops; and
 - Limited and reduced bus services in the area.
- 5.31. The measures and initiatives proposed within this TP seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

6. SITE AUDITING

- 6.1. During the monitoring period, an annual inspection shall be made prior to each survey by the TPC to review the condition of both on-site and off-site local footways, cycleways and public transport infrastructure 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 completed in July 2025, there were no on-site issues to report.
- 6.3. The sales office on-site was reported closed and construction was underway to finalise the conversion to a saleable home, but this would be completed by the time of monitoring, as was later confirmed with final occupancy on 12th September 2025.

Off-Site

- 6.4. As of the 2025 site audit, no off-site issues were reported.
- 6.5. The SCC Highways Reporting Tool is promoted on the TP webpages and Welcome Packs to residents as a prompt way to identifying issues to the Highway Authority.

7. TRAVEL ASSESSMENT & MONITORING REPORT

- 7.1. The estimated vehicular generation of the development is summarised below in **Table 7.1** and taken from the TA that supported the planning application which utilised TRICS data.

Table 7.1 Trip Generation identified in the TA

	Arrivals	Departures	Two-Way
AM Peak Hour	0.109	0.554	0.663
PM Peak Hour	0.525	0.228	0.753
12 Hr Total	2.950	2.951	5.901

- 7.2. Further to this, the 2011 Census statistics was used to understand the typical travel modes and work destinations for existing residents. These have been used to provide an estimate of typical travel modes that would be utilised from the development.
- 7.3. 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 acts as a representative of the site, is summarised in **Table 7.2**.

Table 7.2 – 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%	

- 7.4. **Table 7.2** above demonstrates that in 2011, 5.3% of the commuting from the area was undertaken by cycling and walking, and a further 5.0% of the commuting was by using public transport.
- 7.5. Of all vehicular movements shown in **Table 7.2**, 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/bus travel, cycling and walking are therefore considered to be viable modes of travel for this development location. According to 2011 Census data, most car trips were to Bury St Edmunds, Thurston, Elmswell and Stowmarket, respectively.

Objectives

- 7.6. 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 vehicles through raising awareness of alternative travel modes available – especially for those working in the Bury St Edmunds and Stowmarket areas;
 - Reduce the percentage share of vehicular 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; and
 - Assist in addressing specific problems that prevent children or older people from gaining access to key amenities.

Targets

- 7.7. 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....). These targets have been reviewed upon the provision of the full TP prior to 100th occupation.
- 7.8. 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 principle objectives of the TP and are as follows:
- Reduce the mode share of vehicular trip rates shown in **Table 7.2** by 4% by **Year 1 (2024)** of the implementation of the full TP.
 - Reduce the mode share of vehicular trip rates shown in **Table 7.2** by 8% within by **Year 3 (2026)** of the implementation of the full TP.
 - Retain the reduced mode share of vehicular trips at the **Year 3 (2026)** of the TP monitoring period to the final year of monitoring.

- 7.9. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 7.10. Due to the poor response rates in the 2023 Travel Survey, the original “aim-type” targets were considered unrealistic and were therefore updated for Year 1 (2024) onwards as below.
- 10% return rate for postal / online surveys issued to residents.
 - 50% of postal / online survey respondents should be aware of the TP and TPC and the services that can be provided.
 - 25% 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 manual count voucher.
- 7.11. For reference the “aim-type” targets in 2023 were set out 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 travel voucher.
- 7.12. 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 principle objectives of the TP.

Remedial Measures and Triggers

- 7.13. After each manual count travel survey, the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not be considered to be to the SMART principles then a review of achievable, realistic targets will be undertaken and submitted to the Local Authorities with supporting evidence to be agreed.
- 7.14. If the agreed targets are not being met after Year 3 (2026) monitoring period, SCC may request remedial actions to be considered, such as an on-site event to encourage the uptake of sustainable travel to better align with the principle target.

8. RESIDENTIAL TRAVEL PLAN MEASURES

8.1. The timescale for the implementation of measures are presented in a table included within **Appendix C**. The table details when measures will be put in place throughout the agreed monitoring period.

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. The Developer will ensure that the development will have provision for good internet connectivity and availability. This will aid in encouraging home deliveries and promote working from home.

8.5. 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 will be identified to the Developer or SCC (as applicable) to be rectified.

Public Transport

8.6. An up-to-date schedule of bus and rail services, within the surrounding area of the site, including route information and service frequencies is permanently available to the residents of the site. The use of smartphone apps / cards and mobile technology is promoted so residents can access up to date bus timetables (see **Marketing and Promotion**).

8.7. The TPC will 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.

8.8. Residents are made aware of the discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the Travel Plan webpages and social media. For example, the Endeavour Card (providing discounts to young people on local bus travel) was previously promoted to the residents via the various mediums (see **Marketing and Promotion**) prior to its phased withdrawal in 2025.

8.9. Each dwelling is provided the opportunity to gain two-months' worth of bus tickets to Bury St Edmunds on Mulleys services (operator subject to change) or an active travel voucher(s) to the equivalent value. As of October 2025, Mulleys provides daily or weekly tickets, therefore the TPC covers an 8-week period with a voucher to the value of £195.00 per claim, which is valid for 8 weeks after first use on the bus.

8.10. As an alternative to bus tickets, 2-months' worth of train travel to Bury St Edmunds is also available to each dwelling. The public transport tickets may be split (as far as is practicable) between different residents of the same property, upon request. These initiatives are promoted through a "Travel

Welcome Pack” that each residential dwelling will be issued upon moving into their property. Reminders will be sent out in annual newsletters, distributed to all residents each Spring until the end of the monitoring period. The voucher claim period is due to conclude on 12th October 2026, one year following final occupation.

- 8.11. The TPC will liaise with Greater Anglia about potential measures that could be utilised to promote the use of train services in Thurston. The National Railcard incentive is promoted to the residents via the various mediums (see **Marketing and Promotion**). This enables up to 1/3rd discount on off-peak rail travel.
- 8.12. A leaflet is provided to all dwellings on safety at Thurston Train Station. Further information on this can be found in the Railway User Plan associated with Grange Park.

Walking

- 8.13. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within Thurston. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.14. The residents will be provided with 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 any promotional events.
- 8.15. The TPC is to liaise with the TPC for the local Primary School to encourage any pupils living on the development to walk to school. The TPC contacted Thurston Primary School in January 2025 but no assistance was required.

Cycling

- 8.16. The manual count survey will provide 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 Bury St Edmunds and could be improved.
- 8.17. The TPC will 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.
- 8.18. As an alternative to the bus/train voucher, each household can redeem £150 active travel voucher, one per household (first occupier only) to be spent online or in-store at Decathlon (subject to change). From 3rd October 2025, the value of this voucher has been increased to £200 to match the value of the bus voucher and in line with latest SCC TP Guidance (2025).
- 8.19. Should the site not be on track to achieve the principle target, a bicycle surgery may be considered to be implemented, in which a local bicycle company would attend the site for a day and enable safety checks and pre-bookable bicycle services, to further promote the use of cycling for local travel. An alternative would be to offer vouchers to a local bicycle store (or

mobile cycle mechanic) for servicing. As the site is exceeding target ahead of schedule, an on-site event is not considered necessary for 2025-2026.

- 8.20. Cycling related branded merchandise will also be considered to be given out to residents via any promotional events, such as a high visibility back pack rain covers, lights, foldable cycle helmets and high visibility bands.

Car Sharing

- 8.21. 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 will establish from the manual count travel survey, the potential for car sharing to and from regular destinations and will arrange for residents to be made aware of that potential via the website, social media, newsletter and other promotional activities throughout the monitoring period.
- 8.22. The TPC will promote the Liftshare public car share scheme (liftshare.com), to provide opportunities to car share with residents from the surrounding areas. Residents will be made aware of the car share website and encouraged to make use of the information it contains from the outset.
- 8.23. Residents are made aware of the car sharing scheme via the Travel Welcome Pack, social media, the TP webpages and through annual newsletters.

Marketing and Promotion

- 8.24. The TPC could organise training, where appropriate, 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 were provided in 2022 so that sales staff could show the sustainable travel options available to prospective residents.
- 8.25. The TPC will liaise with additional housing operators associated with the development as and when this may be required. Training to the person responsible for the site could 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.
- 8.26. It is considered that in order 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 was 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 was included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 8.27. Travel Plan webpages have been created specifically for the development residents via www.SmarterTravel.uk.com 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 provide 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, conscious 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 bus/rail 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;
 - Information and advice on working from home;
 - Marketing for Liftshare and rail discount cards; and
 - Contact details of the TPC for the residents to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.28. The TPC will, using ongoing social media and other marketing materials for the development, including an annual newsletter, promote the use of sustainable travel and any nationally promoted travel days, such as national bike week and walk to work month.
- 8.29. 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 and bus/rail ticket promotion as well as Personal Travel Plans and merchandise.
 - Within a year of 100th dwelling occupation a mini on-site promotional event including cycle surgery to be considered, if needed to achieve TP targets – not required.
 - At 100% occupation, an on-site promotional event to be considered if needed to achieve TP targets, including provision of a bicycle surgery on-site or equivalent voucher – not required.
 - 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

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

9. MANAGEMENT

- 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 will be the responsibility of the TPC.

The Travel Plan Coordinator

- 9.2. The TPC has been identified and appointed – with the contact details to be set out in **Chapter 4**. The TP will be managed for a duration of five years, or one year following final occupation, whichever is sooner, as part of the monitoring cycle commencing in spring or autumn, as close as possible to 100th occupation. The TPC will be funded by the Developer from appointment prior to first occupation and for the monitoring period (commencing at 100th occupation).
- 9.3. The TPC will take responsibility for the development and management of the TP and ensure its delivery to 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.
- 9.4. The TPC will be able to provide Personal Travel Planning (PTP) to residents of this development. This service will be provided on demand and aim to be available within 15 working days of request from the Initial Travel Survey or from the date of the relevant Annual Travel Survey closure.
- 9.5. The TPC will ensure that structures for the on-going management of the plan are set up and running effectively, and will help to promote individual measures such as rail/bus tickets, car sharing, etc. This will be undertaken through ongoing social media / marketing material, PTP and / or via the TP webpages.
- 9.6. The TPC will liaise with other TPC's in the Thurston area, the public transport operators, highway authority and / or the Developer(s), where appropriate, in order to report any inadequacies in maintenance and maximise the potential use of sustainable travel options.
- 9.7. The TP will be reviewed at every completion of the manual count travel survey, as part of an on-going monitoring process. The TPC will aim to submit details of each review to the Local Authority within two months of the completion of the surveys. The Travel Plan reviews will be uploaded to Modeshift STARS to ensure consistent monitoring of Travel Plans in the county.

Monitoring Strategy

- 9.8. 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 is provided within the Travel Welcome Pack that each household would need to complete to obtain their active travel / bus / rail voucher.
- 9.9. In order to identify the travel patterns for the residential development, an initial Baseline monitoring period was undertaken at the time of the update from Interim to Full TP in 2023. This analysed how the residents and visitors

actually travelled to and from the site when compared to that of the 2011 Census data and vehicular trip generations that are set out in **Table 7.2** and **Table 7.1**, respectively.

- 9.10. This mode split of travel can be used to compare the effectiveness of the TP throughout 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.
- 9.11. The results of each survey will be 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 will 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.
- 9.12. In addition to the traffic surveys noted above, the take-up of additional TP measures will be 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
 - The level of redemption of the welcome vouchers.

Manual Count Monitoring

- 9.13. The Manual Count monitoring will be undertaken at a cost to the Developer and be 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 was ensured prior to the survey being undertaken that the following circumstances would not affect the outcomes of the surveys:
- School / public holidays;
 - Highway maintenance;
 - Closures on public transport services; and / or
 - Any publicised strike action.
- 9.14. The methodology of undertaking the manual count surveys is to have cameras located at the main access points of the development off Barton Road and record all movements in and out of the site for a 12-hour period (7am to 7pm).
- 9.15. A two-week ATC will also be provided as part of the manual count survey, located at the main vehicular access point. The ATC's will then be provided on an annual basis for the vehicular access.
- 9.16. As the development was undergoing construction at the time of the baseline survey, any vehicle movements identified as construction traffic were discredited in the survey results, where possible.

- 9.17. The on-site monitoring surveys noted previously were supplemented with a postal / online survey promoted to residents, enabling a more direct questioning of their travel habits and identifying measures that can assist in changing their travel habits to more sustainable means. A copy of the latest travel survey results is contained within **Appendix D**.
- 9.18. To maximise the potential engagement of postal / online surveys, an incentive is provided in the form of a prize draw offering 3 prizes. For 2023 and 2024 these were; a £100 active travel voucher, a Fitbit Inspire 2 or 3 and a £25 shopping voucher. For 2025, a cycle helmet replaced the Fitbit Inspire and the voucher values were doubled. The result of each postal / online survey will be issued to the Local Authority via the TP reviews.
- 9.19. 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; and
 - Proof of address (if claiming an incentive).
- 9.20. 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.

Options for future managing the Residential Travel Plan

- 9.21. There is a choice of different structures available for the on-going management of the TP beyond the monitoring period, should demand warrant it.
- 9.22. The different options for management exist, are as follows:
- Management or consultant Companies;
 - Parish Council; and
 - Steering groups, created with partnership working between the Local Authority, Developer and local representatives.
- 9.23. Whichever option is chosen, if any, it will be notified to the Local Authority within the final TP review.

10. MONITORING RESULTS

Baseline Monitoring (2023)

- 10.1. Baseline monitoring data was collected in 2023 with the ATC commencing 18th September for 2-weeks and 12-hour multi-modal data collected on 28th September. At the time of 2023 monitoring, 81 dwellings were occupied.

Year 1 Monitoring (2024)

- 10.2. Year 1 data was collected by ATC for 2-weeks from 17th September 2024 with 12-hour multi modal data collected on 26th September 2024. As of August 2024, prior to monitoring, 115 dwellings were occupied.

Year 2 Monitoring (2025)

- 10.3. The development was fully occupied by the time of the 2025 monitoring, with ATC data collected over 2-weeks from 15th September 2025 and multi modal data on 24th September 2025.

Trip Rates

- 10.4. **Table 10.1** below shows the weekday trip rates per dwelling observed from the annual ATC monitoring, compared to the original TA estimate.

Table 10.1 – Trip Rate Comparison

	Time Period (Two-Way)		
Monitoring Period	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	12-Hour (07:00-19:00)
TA Estimate	0.663	0.753	5.901
Baseline (2023)	0.481	0.542	4.805
Year 1 (2024)	0.552	0.530	4.939
Year 2 (2025)	0.500	0.453	4.359

- 10.5. **Table 10.1** indicates that trip rates for both AM and PM Peaks and the 12-hour trips all remain lower than the TA Estimate, by -25%, -40% and -26%, respectively. Presenting as the lowest trip rates since the beginning of the monitoring period in 2023 for the PM peak and 12 hour. This is likely to be part due to the reduction in construction traffic at Grange Park, as was fully occupied in 2025. Trip rates will continue to be assessed throughout the monitoring period and sustainable modes will continue to be promoted to encourage a further reduction in trip rates.

Mode Split

- 10.6. **Table 10.2** below compares the modal split data collected from the annual manual count surveys with the 2011 Census data, to monitor modal shift throughout the monitoring period.

Table 10.2 - Modal Split Comparison

Mode of Transport	Census (2011)	Baseline (2023)	Year 1 (2024)	Year 2 (2025)
Train	3.3%	N/A	N/A	N/A
Bus	1.7%	N/A	N/A	N/A
Taxi or minicab	0.1%	0.8%	0.9%	1.7%
Driving a car or van	83.3%	66.4% (72.2% SOV)	64.3% (69.6% SOV)	59.8% (75.2% SOV)
Passenger in a car or van (car sharing)	5.3%	19.3%	21.0%	16.3%
Motorcycle, scooter or moped	0.8%	0.4%	0.0%	0.4%
Bicycle	1.7%	1.1%	0.7%	2.0%
On foot	3.6%	4.6%	7.4%	12.0%
Other	0.2%	7.4%	5.8%	7.8%
Total Travel	100%	100%	100%	100%

Note: Single Occupancy Vehicle (SOV) usage given as a percentage of total people driving in a car or van. Figures rounded to the nearest integer for reporting purposes. Durning monitoring other includes LGV's and OGV's.

10.7. The mode split data in **Table 10.2** indicates the car or van driver proportion of trips remains considerably lower than in the 2011 Census, which exceeds the 8% target set for Year 3 (even if LGV and OGV trips shown as other were included). The results indicate a higher rate of car sharing, walking and cycling than the 2011 Census, as has been highlighted in green. Whilst walking trips are likely to also include those accessing public transport, the Year 2 (2025) waking share exceeds the combined Census figure for walking, train and bus use. The TPC will continue to promote sustainable travel alternatives to maintain and encourage such trips.

10.8. The combined monitoring results from 2025 can be found in **Appendix E**.

Residential Travel Survey

10.9. The 2025 Travel Survey results have been summarised below, for a copy of the full dataset please see **Appendix D**.

10.10. The 2025 Travel Survey was conducted via face-to-face interviews between 16th – 18th September 2025. Each household received an additional attempt to engage with the survey if the first attempt was unsuccessful. A prize draw was included to encourage participation, offering 3 prizes; a £200 Decathlon store voucher, a Closca foldable cycle helmet worth £99 and a £50 Kind Bag voucher. This method has once again provided a much higher response rate compared to postal/online surveying and the TPC will continue to review the methodology into the next monitoring year.

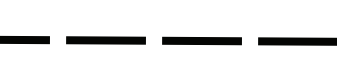
10.11. The 2025 Travel Survey received 79 responses, resulting in a 62% response rate, which is a substantial improvement on last year's response rate of 13% and exceeds the original 25% target set out in **Chapter 7**. It also achieves the 2023 revised target of 10%.

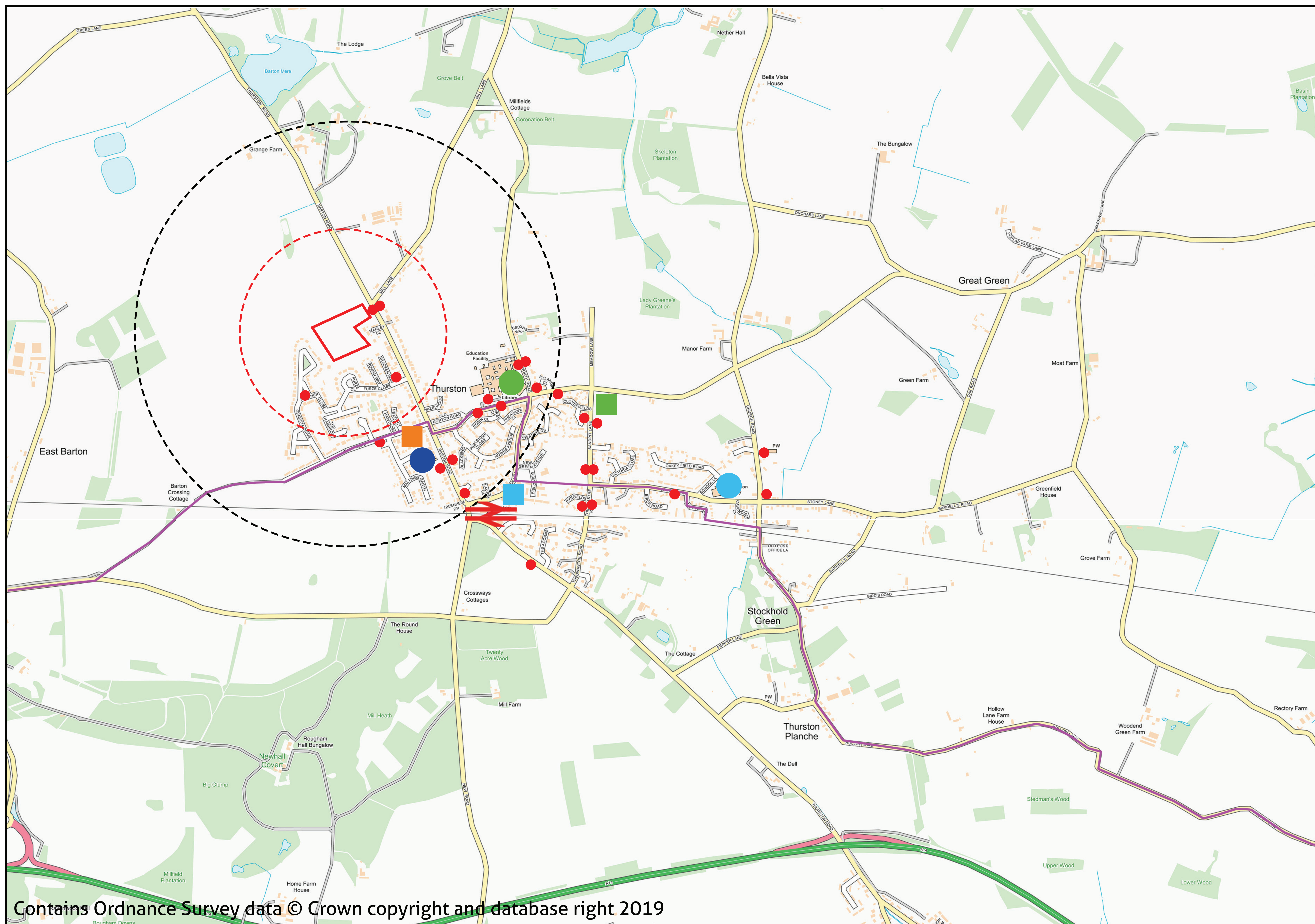
- 10.12. Participants were asked how often they travel and which mode(s) they use, 85% stated that they drive alone for an average of 3 days per week, followed by another 85% who said they walk for an average of 3 days per week and 60% claimed to use the train for an average 1 day per week.
- 10.13. Participants were asked which mode they would use if their main mode was unavailable and encouragingly, 28% said they would walk and 28% said they would car share as a passenger. On the other hand, 24% said they would drive a car alone and 9% said they would car share as a driver.
- 10.14. When asked if they would consider car sharing regularly, 25% said they would if car sharing was incentivised, compared to 24% who said they would if they could find someone to share with. 16% said that they prefer to walk or cycle. The TPC will continue to promote the car sharing as a viable alternative mode of transport to residents of Grange Park.
- 10.15. Participants were asked what is stopping them from travelling more sustainably, multiple selections could be made. 48% believed that they have no alternative options, 18% said that public transport seems too expensive, and a further 18% said bus times do not suit their needs.
- 10.16. Respondents were asked whether the cost-of-living crisis has impacted their daily life and travel arrangements, to which 54% said it had no impact, compared to 46% who said it had and provided comments focusing on the cost of fuel and public transport, such as: *"I don't drive unless its needed"*, *"Transportation is very expensive now adays"* and *"We try and combine trip home go in one car rather by 2 cars"*. 1% of respondents did not provide an answer.
- 10.17. 46% stated that they were not aware of the Travel Welcome Pack, compared to 53% who had read it, of which 38% found it helpful. The original 80% awareness target set out in **Chapter 7** has not been met, but the 2023 revised target of 50% has been achieved.
- 10.18. Participants were asked to provide any additional feedback, 14% provided comments focusing primarily on public transport provision and infrastructure, such as *"we need more footpaths and lights"*, *"Speed calming measures in main roads"*, *"I would like more frequent buses"* and *"Buses are not reliable and roads are not safe to walk"*. Also highlighted was the focus on safety around the site, with comments including: *"we need more signs to slow down as 30 mph joining 70mph speed limit"*.

Incentive Claims

- 10.19. As of 14th October 2025, a total of 29 (23%) households had claimed their travel voucher, of which 17 had claimed a £150 active travel voucher, 6 had claimed a 2 x 1-month season ticket with Greater Anglia to Bury St Edmunds, 2 had claimed a 1-month season ticket with Greater Anglia to Stowmarket and 4 had claimed the 2 month bus voucher for local services. The 15% voucher claim target set out in **Chapter 7** has therefore been achieved.
- 10.20. 3 (10% of 29 submissions) PTP claims had been made from the Initial Travel Survey, combined with 1 claim from 2024 Travel Survey, totalling 3% which does not achieve the revised 25% target set out in **Chapter 7**.

Figures

- | | | | |
|---|---|---|---|
| Key: |  SITE BOUNDARY |  TRAIN STATION |  POST OFFICE |
|  400M WALKING DISTANCE |  PRIMARY SCHOOL |  CONVENIENCE STORE |  BUS STOPS |
|  800M WALKING DISTANCE |  SECONDARY SCHOOL |  SUPERMARKET | (NEAREST AMENITIES) |
|  NATIONAL CYCLE ROUTE 51 |  PUBLIC HOUSE | | |



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Appendix

Appendix A



Legend:

- Indicative Tree Planting - Please refer to separate landscape design for exact locations
- Existing trees and hedgerows to be retained
- Existing trees to be removed
- 1.8m High Timber close boarded fence
- 1.8m High Screen Wall
- Indicative Grassed Areas
- Indicates private shared access
- Feature surface treatment
- Refuse Storage Location
- Refuse Collection Point
- Refuse Collection Zone
- Affordable Housing
- Affordable - Intermediate
- Store
- Foul Sewer Easement
- To be constructed using standard materials and drained to allow all year use.

Accommodation Schedule					
Private					
House Type	No of Bedrooms	Accommodation	Sqft	No	Total Sqft
Bungalow Type A	2B		681	4	2,524
Bungalow Type B	2B		645	16	10,320
P302	3B		837	11	9,207
P306	3B		971	14	13,594
P402	4B		1184	12	14,208
P403CT	4B		1184	4	4,736
P404	4B		1324	10	13,240
P407	4B		1208	9	10,872
P501	5B		1592	4	6,368
Total				84	85,069
Affordable - Intermediate					
House Type	No of Bedrooms	Accommodation	Sqft	No	Total Sqft
SHL2-850	2B		850	8	6,800
SHL2-1100	3B		1100	2	2,200
APTA	1B	2	530	2	1,060
Total				12	10,060
Affordable - Rent					
House Type	No of Bedrooms	Accommodation	Sqft	No	Total Sqft
APTA	1B	2	530	8	4,240
Bungalow Type A	2B		680	4	2,720
Bungalow Type B	2B		680	6	4,080
SHL2-850	2B		850	9	7,650
SHL2-1100	3B		1100	8	8,800
Total				33	25,290
Site Total				129	120,419
Total Housing Plot Areas (sqft)			120,419		
Total Net development area (acres)			9.55		
Total coverage sqft/acre			12,609.3		

NOTES

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REV	DESCRIPTION	DATE	AUTHOR	CHECK
G	T3 protection zone added, plots 3-5, 7 & 8 to be retained to suit.	25.08.17	IR	
F	Overall design changed to achieve low scale village feel, density reduced by 3 dwellings to 129 units, 3 service gardens, 2 access and egress points, two more dwellings, 15 additional dwellings provided along the adjoining boundary, schedule of accommodation allowed to suit change.	17.08.17	IR	
E	Plot 1 - 4 added to minimise impact on T3 & plot 5 garage removed.	12.06.17	IR	
D	Left turn visibility out of the principal access road revised to 2.4m x 120m	25.05.17	IR	
C	Principal site access visibility added & hedge row removed to allow for sufficient visibility.	03.05.17	IR	
B	Affordable housing mix incorporated & layout adjusted to suit.	07.02.17	IR	
A	Plot cycle lane added	20.12.16	IR	

PLANNING

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PROJECT
Land West Of Barton Road
Thurston, Suffolk

For: Bovis Homes

DRAWING
Planning Layout (07)

SCALE	DATE	AUTHOR	CHECK
1:500 @ A0	25.08.17	IR	IR

JOB NO.	DRAWING NO.	REV
THURSTON	THU-P-001	G

CLIENT REF.
Bovis Homes Limited

Appendix B

Operator Service Restrictions Notes	Monday to Friday (Except Bank Holidays)										Saturday								
	MU NSch	MU Sch	MU	MU	MU	MU	MU	MU Sch	MU NSch	MU	MU	MU	MU	MU	MU	MU			
	5	5	5	5	5	5	5	5	5	5									
	5	5	5	5	5	5	5	5	5	5									
Bury St Edmunds, West Suffolk College (adj)	—	—	—	—	—	—	—	1610	—	—		—	—	—	—	—			
Bury St Edmunds, Bus Station (Stand 1)	—	—	—	—	1015	1215	1415	1615	1615	1730		—	—	—	1015	1215	1415	1615	1730
Bury St Edmunds, Railway Station (adj)	—	—	—	—		1217	1417	1617	1617	1732		—	—	—		1217	1417	1617	1732
Fornham St Martin, Russell Baron Road (opp)	—	—	—	—		1222	1422	1622	1622	1737		—	—	—		1222	1422	1622	1737
Great Barton, Shelter (adj)	—	—	—	—		1229	1429	1629	1629	1744		—	—	—		1229	1429	1629	1744
Conyers Green, Free Church (adj)	—	—	—	—		1230	1430	1630	1630	1745		—	—	—		1230	1430	1630	1745
Great Barton, Bunbury Arms (opp)	—	—	—	—	1025	1232	1432	1632	1632	1747		—	—	—	1025	1232	1432	1632	1747
Great Barton, Barton Hamlet (adj)	—	—	—	—	1026	1233	1433	1633	1633	1748		—	—	—	1026	1233	1433	1633	1748
Thurston, Mill Lane (adj)	—	—	—	—	1028	1238	1438	1638	1638	1753		—	—	—	1028	1238	1438	1638	1753
Thurston, Maltings Garth (adj)	0730	0730	0830	0930	1030	1240	1440	1640	1640	1755		0730	0830	0930	1030	1240	1440	1640	1755
Thurston, Genesta Drive (o/s)	0731	0731	0831	0931	1031	1241	1441	1641	1641	1756		0731	0831	0931	1031	1241	1441	1641	1756
Thurston, Bracken Row (adj)	0733	0733	0833	0933	1033	1243	1443	1643	1643	1758		0733	0833	0933	1033	1243	1443	1643	1758
Thurston, College Main Entrance (o/s)	0735	0735	0835	0935	1035	1245	1445	1645	1645	1800		0735	0835	0935	1035	1245	1445	1645	1800
Thurston, Bassett Road (adj)	0739	0739	0839	0939	1039	1249	1449	1649	1649	1804		0739	0839	0939	1039	1249	1449	1649	1804
Thurston, Rectory Gardens (o/s)	0744	0744	0844	0944	1044	1254	1454	1654	1654	1809		0744	0844	0944	1044	1254	1454	1654	1809
Thurston, Shops (o/s)	0746	0746	0846	0946	1046	1256	1456	1656	1656	1811		0746	0846	0946	1046	1256	1456	1656	1811
Thurston, Ryefields (opp)	0748	0748	0848	0948	1048	1258	1458	1658	1658	1813		0748	0848	0948	1048	1258	1458	1658	1813
Thurston, The Acorns (opp)	0749	0749	0849	0949	1049	1259	1459	1659	1659	1814		0749	0849	0949	1049	1259	1459	1659	1814
Thurston, Post Office (o/s)	0752	0752	0852	0952	1052	1302	1502	1702	1702	1817		0752	0852	0952	1052	1302	1502	1702	1817
Thurston, Mill Lane (opp)	0753	0753	0853	0953	1053	1303	1503	1703	1703	1818		0753	0853	0953	1053	1303	1503	1703	1818
Great Barton, Barton Hamlet (opp)	0757	0757	0857	0957	1057	1307	1507	1707	1707	1822		0757	0857	0957	1057	1307	1507	1707	1822
Great Barton, Bunbury Arms (adj)	0758	0758	0858	0958	1058	1308	1508	1708	1708	1823		0758	0858	0958	1058	1308	1508	1708	1823
Conyers Green, Free Church (opp)	0800	0800	0900	1000	1100	1310	1510	1710	1710	—		0800	0900	1000	1100	1310	1510	1710	—
Great Barton, Shelter (opp)	0801	0801	0901	1001	1101	1311	1511	1711	1711	—		0801	0901	1001	1101	1311	1511	1711	—
Fornham St Martin, Russell Baron Road (adj)	0808	0808	0908	1008	1108	1318	1518	1718	1718	—		0808	0908	1008	1108	1318	1518	1718	—
Bury St Edmunds, Railway Station (opp)	0816	0816	0912	1012	1112	1322	1522	1722	1722	—		0816	0912	1012	1112	1322	1522	1722	—
Bury St Edmunds, Bus Station (Stand 1)	0820	0820	0914	1014	1114	1324	1524	1724	1724	—		0820	0914	1014	1114	1324	1524	1724	—
Bury St Edmunds, West Suffolk College (opp)	—	0825	—	—	—	—	—	—	—	—		—	—	—	—	—	—	—	—
	Sunday																		
	no service																		

The 0730 and 1610 journeys are suitable for County High, St Benedict's and King Edward VI students with a short walk from/to Bury St Edmunds Bus Station or West Suffolk College. Mulleys has chosen not to serve these schools via Beetons Way due to the continued congestion in that area at these times.

NOTES
NSch Not School Days
Sch School Days Only
5 Funded by UK Government

OPERATORS
MU Mulleys Motorways 01359 230234

Suffolk 07/07/2025

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgt 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
sufgjwtm	Bury St Edmunds, West Suffolk College (adj)	Out Risbygate	390050873
sufgjwtg	Bury St Edmunds, Springfield Road (adj)		390050871
sufgjtdg	Bury St Edmunds, Bus Station (Stand 1)		390050786
sufgjtdj	Bury St Edmunds, Tayfen Terrace (adj)	Tayfen Road	390050802
sufgjtd	Bury St Edmunds, Railway Station (adj)		390050800
sufgjtdjw	Bury St Edmunds, Fornham Road		390050805
sufgjtdma	Bury St Edmunds, Thingoe Hill (adj)	Fornham Road	390050806
sufgjtdmj	Bury St Edmunds, Tollgate Lane (adj)	Fornham Road	390050809
sufjsgjt	Fornham St Martin, Barton Hill (opp)	Thetford Road	390051205
sufgjmap	Fornham St Martin, Russell Baron Road (opp)	Barton Hill	390050684
sufgjmdj	Fornham St Martin, Barton Hill Roundabout (E-bound)		390050689
sufgjmgg	Great Barton, Fornham Road (N-bound)	Livermere Road	390050654
sufgjmgjd	Great Barton, Shelter (adj)	Livermere Road	390050992
sufgjmtj	Conyers Green, Free Church (adj)	Mill Road	390050718
sufgjmtgd	Great Barton, A143 Bus Shelter (NE-bound)	A143	390050716
sufgjmtpt	Great Barton, Bunbury Arms (opp)	A143	390050713
sufgjmpw	Great Barton, Barton Hamlet (adj)	Thurston Road	390050714
sufjwjat	Thurston, Mill Lane (adj)	Barton Road	390041011
sufgajgm	Thurston, Maltings Garth (adj)		390040542
sufgajgt	Thurston, Genesta Drive (o/s)	Genesta Drive	390040544
sufgajma	Thurston, Genesta Drive (adj)	Heather Close	390040546
sufgajmg	Thurston, Bracken Row (adj)	Furze Close	390040548
sufgajpa	Thurston, College Main Entrance (o/s)	Norton Road	390040553
sufjptmg	Thurston, Community College Rear Entrance (o/s)	Ixworth Road	390051217
sufjwjap	Thurston, Bassett Road (adj)	Ghent Field Circle	390041027
sufjptmj	Thurston, Community College Rear Entrance (opp)	Ixworth Road	390051218
sufgajpm	Thurston, Rylands Close (adj)	Norton Road	390040557
sufjgmpg	Thurston, Rectory Gardens (o/s)	Church Road	390040969
sufjgmpj	Thurston, Hall (opp)	Church Road	390040970
sufjgmpm	Thurston, Shops (o/s)	School Road	390040971
sufjpwjg	Thurston, Ryefields (opp)	Thedwastre Road	390041094
sufjwjda	Thurston, The Acorns (opp)	Beyton Road	390041065
sufgajdw	Thurston, Fox and Hounds (opp)	Barton Road	390040538
sufgajgd	Thurston, Post Office (o/s)	Barton Road	390040540
sufjwjaw	Thurston, Mill Lane (opp)	Barton Road	390041012
sufgjmta	Great Barton, Barton Hamlet (opp)	Thurston Road	390050715
sufgjmpm	Great Barton, Bunbury Arms (adj)	A143	390050712
sufgjmtm	Conyers Green, Free Church (opp)	Mill Road	390050719
sufgjmgjg	Great Barton, Shelter (opp)	Livermere Road	390050993
sufgjgmj	Great Barton, Fornham Road (S-bound)	Livermere Road	390050655
sufgjmdm	Fornham St Martin, Barton Hill Roundabout (W-bound)		390050690
sufgjmmam	Fornham St Martin, Russell Baron Road (adj)	Barton Hill	390050683
sufjsgjpp	Fornham St Martin, Barton Hill (adj)	Thetford Road	390051204
sufgjtdmg	Bury St Edmunds, Tollgate Lane (opp)	Fornham Road	390050808
sufgjtdmd	Bury St Edmunds, Thingoe Hill (opp)	Fornham Road	390050807
sufgjtdjt	Bury St Edmunds, Fornham Road (adj)		390050804
sufjsgwt	Bury St Edmunds, Railway Station (opp)	Station Hill	390059003
sufgjwtdj	Bury St Edmunds, Springfield Road (opp)		390050872
sufgjwtdw	Bury St Edmunds, West Suffolk College (opp)	Out Risbygate	390050875

Monday to Friday (Except Bank Holidays)					Saturday	Sunday
Service TB02 TB02 TB02 TB02					no service	no service
Operator SWFT SWFT SWFT SWFT						
Service Restrictions	TuTh	TuTh	TuTh	TuTh		
Notes	15TB TB02B	15TB TB02C	15TB TB02B	15TB TB02C		
Stowmarket, Railway Station (adj)	1000	1119	1234	1353		
Stowmarket, Recreation Ground (opp)		1123		1357		
Rattlesden, Windyridge Road (opp)	1021	1140	1255	1414		
Rattlesden, Brewers Arms (opp)	1023	1143	1257	1417		
Woolpit, Health Centre (opp)	1029	1149	1303	1423		
Woolpit, Post Office (adj)	1031	1151	1305	1425		
Beyton, Manor House (opp)	1037	1156	1311	1430		
Thurston, Post Office (o/s)	1046		1320			
Norton, The Dog (adj)	1053	1208	1327	1442		
Elmswell, Shop Corner (adj)	1059	1214	1333	1448		
Elmswell, Mill Gardens (opp)	1103	1217	1337	1451		
Wetherden, Maypole (opp)	1106	1220	1340	1454		
Haughley, Post Office (adj)	1110	1224	1344	1458		
Stowmarket, Railway Station (adj)	1118	1232	1352	1506		

Includes additional stops at Gt Finborough, Buxhall, Woolpit, and Thurston. For the full timetable, see the Mid Suffolk Taxi Bus website at www.suffolktaxibus.com

NOTES

- TuTh Operates on Tuesdays and Thursdays
- 15 Sponsored by Mid Suffolk District Council
- TB Although not required, a seat on the TaxiBus can be booked in advance online at www.suffolktaxibus.com
- TB02B TB02 route B: via Woolpit, Health Centre and Thurston, Londis
- TB02C TB02 route C: via Woolpit, Health Centre and Thurston, Double Road

OPERATORS

SWFT Swift Taxi Cabs Ltd 01449 866 899

For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgttd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
sufgajtp	Stowmarket, Railway Station (adj)	Forecourt	390040565
sufgampt	Stowmarket, Recreation Ground (opp)	Finborough Road	390040607
sufgatwa	Rattlesden, Windyridge Road (opp)	Rising Sun Hill	390040714
sufgatpa	Rattlesden, Brewers Arms (opp)	Lower Street	390040707
sufgadjt	Woolpit, Health Centre (opp)	Heath Road	390040446
sufgadgw	Woolpit, Post Office (adj)		390040440
sufgajaw	Beyton, Manor House (opp)		390040531
sufgajgd	Thurston, Post Office (o/s)	Barton Road	390040540
sufawtpj	Norton, The Dog (adj)	A1088	390040416
sufawtwp	Elmswell, Shop Corner (adj)	School Road	390040425
sufgadaj	Elmswell, Mill Gardens (opp)	Wetherden Road	390040429
sufawpwj	Wetherden, Maypole (opp)	Stowmarket Road	390040374
sufawpwd	Haughley, Post Office (adj)	The Green	390040372

Diss > Worthing > Rickingham > Ixworth > Bury St Edmunds

Valid from Monday 2nd September 2024

MONDAY TO FRIDAY | Except Bank Holidays

Buses towards Bury	70	70A	70	70	70	70	70	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
Diss, Railway Station	06:43	07:33	09:33	10:33	11:33	12:33	13:33	14:48	16:33	17:43
Palgrave, Church	06:47	07:37	09:37	10:37	11:37	12:37	13:37	14:52	16:37	17:47
Worthing, School	06:51	07:41	09:41	10:41	11:41	12:41	13:41	14:56	16:41	17:51
Botesdale, Simonds Court	06:56	07:46	09:46	10:46	11:46	12:46	13:46	15:01	16:46	17:56
Rickingham, Church	06:59	07:49	09:49	10:49	11:49	12:49	13:49	15:04	16:49	17:59
Wattisfield, The Street	07:03	07:53	09:53	10:53	11:53	12:53	13:53	15:08	16:53	18:03
Stanton, Memorial	07:08	07:58	09:58	10:58	11:58	12:58	13:58	15:13	16:58	18:08
Ixworth, Village Hall	07:16	08:06	10:06	11:06	12:06	13:06	14:06	15:21	17:06	18:16
Thurston, Community College		08:16						15:31		
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
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
Bury St Edmunds, Bus Station (Stand 1)	07:40	08:40	10:30	11:30	12:30	13:30	14:30	15:55	17:30	18:40
Bury St Edmunds, West Suffolk College	-	08:45	-	-	-	-	-	-	-	-

Buses towards Diss	70	70A	70	70	70	70	70	70A	70A	70	70
Bury St Edmunds, St Benedicts Catholic School	-	-	-	-	-	-	-	-	16:15	-	-
Bury St Edmunds, West Suffolk College	-	-	-	-	-	-	-	-	16:20	-	-
Bury St Edmunds, Bus Station (Stand 1)	-	08:10	09:30	10:30	11:30	12:30	13:30	14:15	15:30	16:30	17:45
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
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
Thurston, Community College	-	08:31							15:51	16:51	
Ixworth, Village Hall	-	08:41	09:51	10:51	11:51	12:51	13:51	14:36	16:01	17:01	18:06
Stanton, Memorial	-	08:48	09:58	10:58	11:58	12:58	13:58	14:43	16:08	17:08	18:13
Wattisfield, The Street	-	08:53	10:03	11:03	12:03	13:03	14:03	14:48	16:13	17:13	18:18
Rickingham, Church	07:05	08:57	10:07	11:07	12:07	13:07	14:07	14:52	16:17	17:17	18:22
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
Worthing, School	07:11	09:08	10:18	11:18	12:18	13:18	14:18	15:03	16:28	17:28	18:33
Palgrave, Church	07:17	09:13	10:23	11:23	12:23	13:23	14:23	15:08	16:33	17:33	18:38
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
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

SATURDAY

Buses towards Bury	70	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
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
Palgrave, Church	07:37	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37
Worthing, School	07:41	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41
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
Rickingham, 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	07:53	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53
Stanton, Memorial	07:58	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58
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
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
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
Bury St Edmunds, Bus Station (Stand 1)	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:30	18:30

Buses towards Diss	70	70	70	70	70	70	70	70	70	70	70
Bury St Edmunds, Bus Station (Stand 1)	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:45	18:45
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
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
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
Stanton, Memorial	08:58	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	18:13	19:13
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
Rickingham, Church	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	17:07	18:22	19:22
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
Worthing, School	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:33	19:33
Palgrave, Church	09:23	10:23	11:23	12:23	13:23	14:23	15:23	16:23	17:23	18:38	19:38
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
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

Appendix C

Appendix C – 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	Complete	Complete
Personal Travel Plans (PTP)	Promotion of Personal Travel Plan service offered by the TPC to all residents via marketing channels (website, TIP, surveys)	Ongoing per residents’ request	
Vouchers	Promotion and distribution of £150 active travel vouchers; 2-month bus ticket; 2 x 1-month train tickets	Ongoing	Ongoing per residents’ request
Website and Social Media	Maintenance of Grange Park Travel Plan webpages and social media	Ongoing (as required)	
Sustainable Travel Promotion	Promotion of walking, cycling, public transport and car sharing options, news and incentives via website, Facebook, Instagram, X and LinkedIn, as appropriate	Biannual (seasonal)	Ongoing
Newsletter	Promoting sustainable modes, news and incentives	Annual	Spring 2026 (final)
Automatic Traffic Count	A 2-week ATC of all open vehicular accesses to monitor movement in/out of the site	Annual	Autumn 2026 (final)
Manual Count Survey	A 12-Hour Manual Count of all movement in/out of the site	Annual	
Residential Travel Survey	A postal / online travel survey to collect behavioural data	Annual	
Promotional Event	Undertake promotional event to promote PTPs and bike surgery or equivalent voucher, if needed to achieve targets.	Considered after 100 th occ. and at 100% occ. (not required)	

Appendix D

[illegible]

2	3	0	0	4	0	0	1	0	0
0	0	0	0	4	0	0	1	0	0
3	3	0	0	4	0	0	0	0	0
5	4	0	0	4	0	0	0	0	0
2	2	0	0	2	0	0	2	0	0
3	1	0	1	2	0	0	1	0	1
5	0	0	0	3	0	0	0	0	0
4	0	0	0	3	0	0	1	0	0
5	3	3	3	5	3	3	3	3	3
5	0	0	0	0	0	0	1	0	0
0	0	0	0	3	0	3	6	0	0
5	1	0	0	2	0	0	1	0	0
6	0	0	0	4	0	0	1	0	0
1	1	0	0	4	0	0	4	0	0
0	1	0	0	3	0	0	3	0	0
0	2	0	0	7	1	1	5	1	1
5	0	0	0	4	0	0	0	0	0
3	1	1	1	3	0	0	1	0	0
5	0	0	0	3	0	0	0	0	0
4	1	0	0	2	0	0	1	0	0
1	1	0	0	0	0	0	1	0	0
4	2	0	0	4	0	0	3	0	0
0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0
1	0	0	0	2	0	0	0	0	0
5	2	0	0	2	0	0	1	0	0
2	2	0	0	2	0	0	1	0	0
3	1	0	0	3	1	0	2	0	1
3	0	0	0	4	1	0	2	0	1
2	0	0	0	1	0	0	1	0	0
1	0	0	0	3	0	0	0	0	0
1	0	0	0	3	0	0	0	0	0
2	0	0	0	4	0	0	0	0	0
1	1	0	0	3	0	0	0	0	0
7	3	3	3	6	3	3	3	3	3
6	0	0	0	4	0	0	1	0	0
2	2	0	0	3	0	0	0	0	0
4	1	0	0	3	0	0	1	0	0
5	1	0	0	4	0	0	0	0	0
2	2	0	0	3	0	1	2	0	0
3	2	2	1	4	0	0	2	0	1

4	0	0	0	2	0	0	1	0	1
6	0	0	0	4	0	0	1	0	0
3	0	1	0	3	3	3	4	3	1

Work from home	Other	Commuting	Leisure trips (i.e. days out)	Visiting friends and family	Business trips (i.e. conference)	Appointments (i.e. hospital)	I do not travel by train	Other
0	0	Car (alone)		Visiting friends and family				
0	0	Electric Vehicle (sharir	Leisure trips (i.e. days	Business tr	Appointments (i.e. hospital)			
0	0	Taxi		Visiting frie	Business trips (i.e. conference)			
0	0	Car (alone)		Visiting friends and far	Appointments (i.e. hospital)			
0	0	Car (alone)	Leisure trip	Visiting friends and family				
2	0	Car (sharing)	Leisure trips (i.e. days	Business tr	Appointments (i.e. hospital)			
2	0	Car (sharing)		Visiting friends and family				
0	0	Car (alone)		Visiting frie	Business trips (i.e. conference)			
0	0	Car (alone)			Business tr	Appointments (i.e. hospital)		
0	0	Car (sharin	Commuting					
0	0	Train	Commuting					
0	0	Car (alone)			Business trips (i.e. conference)			
0	0	Train	Commuting		Business trips (i.e. conference)			
0	0	Car (sharing)				Appointments (i.e. hospital)		
0	0	Car (alone)					I do not travel by train	
0	0	Electric Vehicle (alone)					I do not travel by train	
0	0	Train	Commuting					
0	0	Car (sharing)	Leisure trips (i.e. days out)					
0	0	Train				Appointments (i.e. hospital)		
1	0	Car (alone)	Commuting					
0	0	Car (sharing)			Business tr	Appointments (i.e. hospital)		
0	0	Taxi					I do not travel by train	
0	0	Train			Business trips (i.e. conference)			
0	0	Train	Commuting					
0	0	Car (sharing)	Leisure trips (i.e. days out)					
3	3	Car (sharing)	Leisure trips (i.e. days out)					
0	0	Car (alone)	Leisure trip	Visiting friends and family				
0	0	Car (alone)	Leisure trip	Visiting frie	Business tr	Appointments (i.e. hospital)		
0	0	Electric Vel	Commuting	Visiting friends and far	Appointments (i.e. hospital)			
0	0	Car (alone)	Leisure trips (i.e. days out)			Appointments (i.e. hospital)		
0	0	Car (sharing)	Leisure trip	Visiting friends and far	Appointments (i.e. hospital)			
1	0	Car (alone)	Leisure trip	Visiting friends and far	Appointments (i.e. hospital)			
0	0	Car (alone)	Commutin	Leisure trips (i.e. days out)		Appointments (i.e. hospital)		

0	0 Car (sharin Commuting	Visiting friends and far Appointments (i.e. hospital)
0	0 Walk	Visiting frie Business tr Appointments (i.e. hospital)
0	0 Car (alone) Commuting	Visiting frie Business trips (i.e. conference)
0	0 Car (alone) Commutin;	Leisure trip Visiting friends and far Appointments (i.e. hospital)
0	0 Car (sharing)	Leisure trips (i.e. days out) Appointments (i.e. hospital)
1	0 Car (alone)	Leisure trips (i.e. days Business trips (i.e. conference)
0	0 Train Commutin;	Leisure trips (i.e. days out)
0	0 Train	Business trips (i.e. conference)
3	3 Car (alone)	I do not travel by train
1	0 Work from Home	Business trips (i.e. conference)
0	0 Bus Commuting	Business trips (i.e. conference)
1	0 Train Commuting	Visiting friends and family
0	0 Car (alone)	Business trips (i.e. conference)
0	0 Car (sharin Commutin;	Leisure trips (i.e. days out)
0	0 Train Commuting	
2	1 Car (sharin Commuting	
0	0 Car (alone)	Leisure trips (i.e. days out)
2	0 Electric Vehicle (alone	Leisure trips (i.e. days Business trips (i.e. conference)
0	0 Taxi	I do not travel by train
1	0 Car (alone)	Leisure trips (i.e. days Business trips (i.e. conference)
0	0 Car (alone)	Leisure trips (i.e. days Business trips (i.e. conference)
1	0 Train Commuting	
0	0 Taxi	Appointments (i.e. hospital)
5	0 Car (alone)	I do not travel by train
0	0 Car (alone)	Appointments (i.e. hospital)
0	0 Car (alone)	Leisure trip Visiting friends and far Appointments (i.e. hospital)
1	0 Car (alone)	Leisure trip Visiting friends and far Appointments (i.e. hospital)
0	0 Car (sharing)	Visiting friends and far Appointments (i.e. hospital)
1	0 Car (sharing)	Leisure trip Visiting friends and family
1	0 Car (alone)	Leisure trip Visiting friends and family
0	0 Car (sharin Commuting	Visiting friends and far Appointments (i.e. hospital)
0	0 Car (alone)	Appointments (i.e. hospital)
0	0 Car (alone)	I do not travel by train
0	0 Taxi	Visiting friends and family
0	0 Car (alone)	Leisure trip Visiting friends and family
3	3 Car (alone)	Business trips (i.e. conference)
0	0 Car (alone)	Business trips (i.e. conference)
0	0 Taxi	Leisure trips (i.e. days out) Appointments (i.e. hospital)
1	0 Car (alone)	Leisure trips (i.e. days out)
0	0 Car (alone)	Leisure trips (i.e. days out)
1	0 Car (sharing)	Leisure trips (i.e. days Business tr Appointments (i.e. hospital)
2	0 Car (alone) Commuting	Business trips (i.e. conference)

1	0 Car (alone)		Appointments (i.e. hospital)
1	0 Car (alone)	Leisure trips (i.e. days out)	
0	0 Taxi	Commuting	

Is there any reason why you don't travel by train?	How often do you use Thurston Railway Station?	Ipswich	Needham Market	Stowmarket	Bury St Edmunds	Newmarket	Cambridge	Felixstowe	London
	A few times a month			Stowmarket			Cambridge	Felixstowe	
	Less than once a month			Stowmarket	Bury St Edmunds			Felixstowe	
	Less than once a month			Stowmarket			Cambridge	Felixstowe	
	A few times a month			Stowmarket				Felixstowe	London
	A few times a month			Stowmarket		Newmarket	Cambridge		
	A few times a month			Stowmarket		Newmarket	Cambridge	Felixstowe	
	Less than once a month		Needham Market			Newmarket	Cambridge		
	A few times a month		Needham Market			Newmarket	Cambridge		
	1-2 days per week	Ipswich		Stowmarket			Cambridge	Felixstowe	
	3-5 days per week	Ipswich							
	3-5 days per week	Ipswich							London
	1-2 days per week	Ipswich							
	3-5 days per week								London
	Less than once a month			Stowmarket			Cambridge		
very expensive									
expensive and not reliable									
	1-2 days per week								London
	1-2 days per week								London
	1-2 days per week						Cambridge		London
	1-2 days per week								London
	A few times a month								London
too expensive									
	Less than once a month								London
	A few times a month						Cambridge		London
	Less than once a month								London
	Less than once a month								London
	Less than once a month								London
	A few times a month		Needham Market				Cambridge	Felixstowe	
	Less than once a month	Ipswich		Stowmarket			Cambridge	Felixstowe	
	Less than once a month			Stowmarket			Cambridge	Felixstowe	
	A few times a month	Ipswich		Stowmarket	Bury St Edmunds		Cambridge		
	A few times a month			Stowmarket			Cambridge	Felixstowe	
	1-2 days per week			Stowmarket			Cambridge	Felixstowe	London

	1-2 days per week	Needham Market		Cambridge Felixstowe	
	3-5 days per week	Needham Market	Bury St Edmunds	Cambridge	
	Less than once a month		Stowmarket	Cambridge Felixstowe	
	Less than once a month		Bury St Edr Newmarke	Cambridge	London
	A few times per week			Cambridge	London
	A few times a month				London
	1-2 days per week				
	A few times a month				London
expensive					
	A few times a month				London
	3-5 days per week			Cambridge	
	3-5 days per week	Needham Market	Stowmarket		
	Less than once a month				London
	3-5 days per week			Cambridge	
	3-5 days per week				
	3-5 days per week				London
	1-2 days per week			Cambridge	London
	3-5 days per week				London
retired					
	1-2 days per week				London
	Less than once a month		Stowmarket	Cambridge Felixstowe	
	3-5 days per week			Cambridge	London
	Less than once a month			Felixstowe	
dont need its expensive					
	Never	Ipswich		Cambridge	
	Never		Stowmarket Bury St Edmunds		
	A few times per week				London
	Less than once a month		Stowmarket	Cambridge Felixstowe	
	A few times per week				London
	A few times per week	Needham Market	Stowmarket Bury St Edr Newmarke	Cambridge Felixstowe	London
	A few times per week	Needham Market		Newmarke Cambridge	
	Never	Needham Market		Cambridge	
I am fully retired and health is not good					
	Less than once a month				London
	Less than once a month		Stowmarket	Cambridge Felixstowe	
	A few times a month				London
	Less than once a month				London
	Less than once a month		Stowmarket	Cambridge	
	A few times a month				London
	Less than once a month				London
	1-2 days per week				London
	1-2 days per week				London

Less than once a month
A few times a month
1-2 days per week

Cambridge

London
London
London

[illegible]

	Car (alone)	There is too much traffic	Yes	Yes, but it wasn't helpful	Yes, if I could find some more
	Walk	Yes, it's a bit noisy	Yes	No	
	Car (alone)	Trees over the road	Yes that's helpful	Yes, I found it helpful	Yes, if I could find some more
	Car share (as a passenger)	From Gran	Yes that's helpful	Yes, I found it helpful	Yes, if I could find some more
	Car share (as a passenger)	yes quite safe	yes quite safe	Yes, I found it helpful	
London Stansted Airport	Car share (as a passenger)	yes it's all good	yes it's all good	Yes, I found it helpful	
	Walk	yes	yes	No	
	Car share (as a passenger)	yes	yes	Yes, I found it helpful	I already car share regularly (2+ days a week)
	Car (alone)	yes	yes	Yes, I found it helpful	
	Walk	yes	yes	Yes, I found it helpful	
	Bus	yes no issues	yes no issues	No	
	Walk	yes more light	more light	No	
	Walk	yes	yes	Yes, I found it helpful	
	Walk	yes	yes	Yes, I found it helpful	Yes, if I could find some more
	Walk	yes	yes	No	Yes, if I could find some more
	Car share (as a passenger)	yes	yes	Yes, I found it helpful	
	Walk	yes	yes	No	Yes, if I could find some more
	Walk	yes	yes	Yes, I found it helpful	
	Walk	yes	yes	No	
	Car share (as a passenger)	yes	yes quite safe	Yes, I found it helpful	I already car share regularly (2+ days a week)
	Car (alone)	It's very narrow	It's too fast	Yes, but it wasn't helpful	Yes, if I could find some more
	Car share (as a passenger)	yes all good	yes all good	Yes, I found it helpful	I already car share regularly (2+ days a week)
	Car share (as a passenger)	Fir elderly	Not sure	Yes, but it wasn't helpful	
	Car (alone)	yes all good	yes good	No	I already car share regularly (2+ days a week)
	Taxi / Private Hire Vehicle	Hardly any	Fir elderly	No	Yes, if I could find some more
	Car share (as the driver)	No	No	Yes, but it wasn't helpful	
London Stansted Airport	Car share (as a passenger)	Yes	yes	No	I already car share regularly (2+ days a week)
	Car (alone)	No safe for children	It's ok to cross	Yes, but it wasn't helpful	Yes, if I could find some more
London Stansted Airport	Car share (as a passenger)	can be bit noisy	more light	Yes, I found it helpful	I already car share regularly (2+ days a week)
	Car share (as a passenger)	yes no issues	yes no issues	Yes, I found it helpful	I already car share regularly (2+ days a week)
	Car share (as the driver)	Too many cars	No	Yes, but it wasn't helpful	
	Car share (as a passenger)	People are	They could	Yes, but it wasn't helpful	Yes, if I could find some more
	Taxi / Private Hire Vehicle	Speed of the car	I don't know	No	Yes, if I could find some more
	Taxi / Private Hire Vehicle	should be slower	yes people	No	Yes, if I could find some more
	Car share (as the driver)	It's very uncomfortable	It's fine	Yes, I found it helpful	Yes, if I could find some more
	Car (alone)	safe as the signage is clear	No		
	Car (alone)	yes it's straight	yes lights are	No	Yes, if I could find some more
	Walk	No it's very noisy	It's fine but	No	Yes, if I could find some more
London Stansted Airport	Car (alone)	yes	yes	No	
	Walk	yes clear signage	yes signs are	No	
	Car share (as a passenger)	yes no problem	it's working	Yes, I found it helpful	Yes, if I could find some more
London Stansted Airport	Car share (as a passenger)	yes no issues	yes	Yes, but it wasn't helpful	

London Stansted Airport Car share (as a passenger) yes simple yes simple No
Car share (as a passenger) yes yes No
Car (alone) yes its all fine yes all good No

I already car share regularly (2+ days a week)

[illegible]

eone to share with		Surrounding roads arer
No, I prefer to walk / cycle		I don't think I have any other options
Yes, if it was incentivised (i.e. priority parking, free lunch)		I don't think I have any other options
eone to share with	No, I have family / child commitments (i.e. school run)	
No, I prefer to walk / cycle		I don't think I have any other options
Yes, if it was incentivised (i.e. priority parking, free lunch)		
No, I prefer to walk / cycle		I don't think I have any other options
ys per week)		I don't think I have any other options
Yes, if it was incentivised (i.e. priority parking, free lunch)		
No, I prefer to walk / cycle		
	No, I prefer the bus / train	I don't think I have any other options
	No, I prefer the bus / train	I don't think I have any other options
	No, I prefer to walk / cycle	I don't think I have any other options
eone to share with		I don't think I have any other options
ld share with someone on the same shifts as me		I don't think I have any other options
	No, I prefer the bus / train	
eone to share with		I don't think I have any other options
Yes, if it was incentivised (i.e. priority parking, free lunch)		I don't think I have any other options
Yes, if it was incentivised (i.e. priority parking, free lunch)		
ys per week)		I don't think I have any other options
ld share with someone on the same shifts as me		I don't think I have any other options
ys per week)		I don't think I have any other options
	I cannot travel by car due to mobili	
ys per week)	I can't walk / cycle to my regular de	
eone to share with		I don't think I have any Surrounding roads arer
Yes, if it was incentivised (i.e. priority parking, free lunch)		
ys per week)		
ld share with someone on the same shifts as me		
ys per week)		I don't think I have any other options
ys per week)		
	No, I have family / child commitm	I don't think I have any other options
eone to share with		
eone to share with		I don't think I have any other options
eone to share with		I can't walk / cycle to my regular de
eone to share with		Surrounding roads arer
No, I prefer to walk / cycle		I don't think I have any other options
ld share with someone on the same shifts as me		
eone to share with		
Yes, if it was incentivised (i.e. priority parking, free lunch)		I don't think I have any other options
No, I prefer to walk / cycle		
ld share with someone on the same shifts as me		
Yes, if it was incentivised (i.e. priority parking, free lunch)		I don't think I have any other options

ys per week)

No, I prefer to walk / cycle

Yes, if it was incentivised (i.e. priority parking, free lunch)

I can't walk / cycle to my regular de

	Has your household claimed the welcome voucher yet?	No, we have not
	Has the Travel Information Pack helped you make informed decisions about the way you travel?	No, I read it but we have not
Has the cost of living crisis impacted your daily life and travel arrangements?	No	No, I read it but we have not
	No	Yes, I found it helpful
	No	I am not aware
	No	No, I read it but we have not
	No	No, I read it but we have not
	No	No, I read it but we have not
	Fuel is expensive	No, I read it but we have not
	Everything	No, I read it but we have not
	Yes	No, I read it but we have not
	Yes fuel cost	No, I read it but we have not
	yes	I am not aware
	yes	I am not aware
	yes travelling	No, I read it but we have not
	yes	I am not aware
	None	No, I read it but we have not
	yes	I am not aware
	yes	I am not aware
	yes	I am not aware
	yes	I am not aware
	none	I am not aware
	none	I am not aware
	yes cost of living	I am not aware
	none	I am not aware
	yes	I am not aware
	yes	I am not aware
	yes	I am not aware
	none	I am not aware
	yes	I am not aware
	yes doing laundry	I am not aware
	No	No, I read it but we have not
	Everything	No, I read it but we have not
	Cost of living	No, I read it but we have not
	Don't drive	Yes, I found it helpful
	No	Yes, I found it helpful
	No	No, I read it but we have not

Other

I need my vehicle to assist with my limited mobility

I need my vehicle due to family / child care (i.e. school run)

I need my vehicle to carry out my job (i.e. work van)

I haven't found anyone to car share with

Bus times don't suit my needs
Bus times don't suit my needs

Public transport seems to expensive

Public transport seems to expensive
no shower / changing facilities at work
no shower / changing facilities at work
destinations - too far away
Public transport seems to expensive
Public transport seems to expensive
it's not safe to walk / cycle

I haven't found anyone to car share with

destinations - too far away
no shower / changing facilities at work
Public transport seems to expensive
Public transport seems to expensive
Public transport seems to expensive

it's not safe to walk / cycle
destinations - too far away

it's not safe to walk / cycle

destinations - too far away

It's not safe to walk	Bus times don't suit my needs	We try and	Yes, I found	No, we have
	I haven't found anyone to car share with	Transportation	No, I read it	No, we have
	Bus times don't suit my needs	Yes fuel prices	No, I read it	No, we have
	Bus times don't suit my needs	I need my vehicle due to family / children	No	Yes, I found
			No, we have	
	Bus times don't suit my needs	yes a lot do I	I am not aware	We were not
		yes a little	No, I read it	We were not
		none	Yes, I found	We were not
		none	Yes, I found	We were not
Public transport seems too expensive		yes	I am not aware	We were not
	Bus times don't suit my needs	yes	Yes, I found	No, we have
		yes	Yes, I found	We were not
		yes	No, I read it	No, we have
		yes	I am not aware	No, we have
		none	I am not aware	We were not
		none	I am not aware	We were not
	Bus times don't suit my needs	none	I am not aware	We were not
		none	I am not aware	We were not
		little bit	I am not aware	We were not
Public transport seems too expensive		little	I am not aware	We were not
		none	Yes, I found	No, we have
Public transport seems too expensive		No	No, I read it	No, we have
		little	Yes, I found	We were not
Destinations - too far away		Taxi are expensive	I am not aware	No, we have
Public transport seems too expensive		none	I am not aware	We were not
It's not safe to walk / cycle			I am not aware	No, we have
	Bus times don't suit my needs	No	No, I read it	No, we have
Public transport seems too expensive		none	I am not aware	No, we have
	I haven't found anyone to car share with	No	No, I read it	No, we have
		none	Yes, I found	No, we have
	Bus times don't suit my needs	none	No, I read it	No, we have
		No	Yes, I found	Yes, we use
	Bus times don't suit my needs	No	No, I read it	No, we have
		No	No, I read it	No, we have
Destinations - too far away		none	Yes, I found	We were not
It's not safe to walk	Bus times don't suit my needs	No	I am not aware	No, we have
		none	I am not aware	We were not
		none	I am not aware	We were not
	Bus times don't suit my needs	No we are not	No, I read it	No, we have
	Bus times don't suit my needs	none	No, I read it	No, we have
Public transport seems too expensive		none	I am not aware	We were not
	Bus times don't suit my needs	none	I am not aware	No, we have
		none	No, I read it	No, we have

Destinations - too far away

Public transport seems too expensive

Public transport seems too expensive

none I am not aware We were not

none Yes, I found No, we have

spending less Yes, I found We were not

Appendix E

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Tue 16-Sep-25															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
07:00	32	1	27	4	0	0	0	0	0	0	0	0	0	0	
08:00	9	0	4	5	0	0	0	0	0	0	0	0	0	0	
09:00	13	0	8	4	0	1	0	0	0	0	0	0	0	0	
10:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	
11:00	10	0	6	1	0	0	2	0	1	0	0	0	0	0	
12:00	9	0	5	3	0	0	0	0	1	0	0	0	0	0	
13:00	8	1	6	0	0	0	0	0	1	0	0	0	0	0	
14:00	10	0	8	1	0	0	0	0	1	0	0	0	0	0	
15:00	10	1	7	2	0	0	0	0	0	0	0	0	0	0	
16:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
17:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
18:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
19:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	143	3	108	24	0	1	3	0	4	0	0	0	0	0	
16H,6-22	171	3	134	26	0	1	3	0	4	0	0	0	0	0	
18H,6-24	171	3	134	26	0	1	3	0	4	0	0	0	0	0	
24H,0-24	175	3	138	26	0	1	3	0	4	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Wed 17-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
07:00	27	1	20	4	0	0	1	0	0	0	1	0	0	0	
08:00	19	0	11	7	0	1	0	0	0	0	0	0	0	0	
09:00	10	0	6	4	0	0	0	0	0	0	0	0	0	0	
10:00	13	0	7	4	0	0	0	0	1	0	1	0	0	0	
11:00	6	0	4	1	0	1	0	0	0	0	0	0	0	0	
12:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
13:00	9	0	7	1	0	0	0	0	1	0	0	0	0	0	
14:00	6	0	3	1	0	0	1	0	0	0	1	0	0	0	
15:00	13	0	9	1	0	2	1	0	0	0	0	0	0	0	
16:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0	
17:00	13	0	11	1	0	0	1	0	0	0	0	0	0	0	
18:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
19:00	11	2	9	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	144	1	102	27	0	4	5	0	2	0	3	0	0	0	
16H,6-22	169	3	124	27	0	4	6	0	2	0	3	0	0	0	
18H,6-24	173	3	128	27	0	4	6	0	2	0	3	0	0	0	
24H,0-24	174	3	129	27	0	4	6	0	2	0	3	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC			SEVEN OR MORE AXLE ARTIC
Thu 18-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
07:00	38	1	32	5	0	0	0	0	0	0	0	0	0	0	0
08:00	14	0	8	3	0	1	1	0	1	0	0	0	0	0	0
09:00	6	0	2	2	0	1	0	0	0	0	1	0	0	0	0
10:00	11	0	6	4	0	0	1	0	0	0	0	0	0	0	0
11:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
12:00	13	0	7	6	0	0	0	0	0	0	0	0	0	0	0
13:00	8	0	3	2	0	0	1	0	2	0	0	0	0	0	0
14:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
15:00	13	2	6	1	0	1	1	0	1	0	0	1	0	0	0
16:00	7	0	6	0	0	0	0	0	0	0	0	1	0	0	0
17:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
18:00	9	1	8	0	0	0	0	0	0	0	0	0	0	0	0
19:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	146	4	101	27	0	3	4	0	4	0	1	2	0	0	0
16H,6-22	177	4	131	28	0	3	4	0	4	0	1	2	0	0	0
18H,6-24	180	4	132	30	0	3	4	0	4	0	1	2	0	0	0
24H,0-24	182	4	133	31	0	3	4	0	4	0	1	2	0	0	0

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Fri 19-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
07:00	37	1	32	3	0	1	0	0	0	0	0	0	0	0	
08:00	13	0	9	3	0	1	0	0	0	0	0	0	0	0	
09:00	8	0	6	1	1	0	0	0	0	0	0	0	0	0	
10:00	7	0	4	2	0	0	0	0	1	0	0	0	0	0	
11:00	14	0	9	5	0	0	0	0	0	0	0	0	0	0	
12:00	7	0	6	0	1	0	0	0	0	0	0	0	0	0	
13:00	6	0	4	0	0	1	1	0	0	0	0	0	0	0	
14:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
15:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
16:00	13	1	12	0	0	0	0	0	0	0	0	0	0	0	
17:00	9	1	6	1	0	0	1	0	0	0	0	0	0	0	
18:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
19:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
20:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	139	4	112	15	2	3	2	0	1	0	0	0	0	0	
16H,6-22	165	4	136	16	2	3	3	0	1	0	0	0	0	0	
18H,6-24	171	4	142	16	2	3	3	0	1	0	0	0	0	0	
24H,0-24	172	4	143	16	2	3	3	0	1	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sat 20-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
08:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
09:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
10:00	11	0	9	0	0	0	2	0	0	0	0	0	0	0	
11:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
12:00	12	3	8	0	0	0	1	0	0	0	0	0	0	0	
13:00	12	1	10	1	0	0	0	0	0	0	0	0	0	0	
14:00	12	0	11	0	0	0	1	0	0	0	0	0	0	0	
15:00	13	0	10	2	0	0	1	0	0	0	0	0	0	0	
16:00	12	0	9	1	0	0	2	0	0	0	0	0	0	0	
17:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
18:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	103	4	87	5	0	0	7	0	0	0	0	0	0	0	
16H,6-22	112	4	96	5	0	0	7	0	0	0	0	0	0	0	
18H,6-24	117	4	101	5	0	0	7	0	0	0	0	0	0	0	
24H,0-24	120	4	104	5	0	0	7	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sun 21-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
09:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
10:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
11:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
12:00	11	0	10	0	0	0	1	0	0	0	0	0	0	0	
13:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	
14:00	10	1	8	1	0	0	0	0	0	0	0	0	0	0	
15:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
16:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	2	5	0	0	0	1	0	0	0	0	0	0	0	
18:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
19:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	87	4	79	2	0	0	2	0	0	0	0	0	0	0	
16H,6-22	103	4	93	2	0	0	4	0	0	0	0	0	0	0	
18H,6-24	105	4	95	2	0	0	4	0	0	0	0	0	0	0	
24H,0-24	106	4	96	2	0	0	4	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Mon 22-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
07:00	34	1	27	6	0	0	0	0	0	0	0	0	0	0	
08:00	15	0	7	2	0	4	1	0	0	0	0	1	0	0	
09:00	10	0	6	3	0	0	1	0	0	0	0	0	0	0	
10:00	15	1	10	2	1	1	0	0	0	0	0	0	0	0	
11:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
12:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0	
13:00	8	0	5	2	0	0	1	0	0	0	0	0	0	0	
14:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0	
15:00	12	0	10	1	0	0	1	0	0	0	0	0	0	0	
16:00	13	0	10	2	0	0	1	0	0	0	0	0	0	0	
17:00	13	0	12	0	0	0	1	0	0	0	0	0	0	0	
18:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
19:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	159	2	118	24	1	5	8	0	0	0	0	1	0	0	
16H,6-22	188	2	145	25	1	5	9	0	0	0	0	1	0	0	
18H,6-24	189	2	146	25	1	5	9	0	0	0	0	1	0	0	
24H,0-24	189	2	146	25	1	5	9	0	0	0	0	1	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Tue 23-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
07:00	37	1	29	5	0	0	1	0	0	0	1	0	0	0	
08:00	12	0	7	4	0	0	1	0	0	0	0	0	0	0	
09:00	7	0	3	3	0	0	1	0	0	0	0	0	0	0	
10:00	9	2	5	1	0	0	1	0	0	0	0	0	0	0	
11:00	7	0	4	2	0	1	0	0	0	0	0	0	0	0	
12:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
13:00	7	0	4	2	0	0	0	0	0	0	1	0	0	0	
14:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
15:00	9	0	7	1	0	0	1	0	0	0	0	0	0	0	
16:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
17:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
18:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
19:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	138	3	103	24	0	1	5	0	0	0	2	0	0	0	
16H,6-22	160	3	124	25	0	1	5	0	0	0	2	0	0	0	
18H,6-24	162	3	126	25	0	1	5	0	0	0	2	0	0	0	
24H,0-24	162	3	126	25	0	1	5	0	0	0	2	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Wed 24-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
06:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
07:00	39	0	28	10	0	0	0	0	1	0	0	0	0	0	
08:00	10	0	4	5	1	0	0	0	0	0	0	0	0	0	
09:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
10:00	11	0	9	1	1	0	0	0	0	0	0	0	0	0	
11:00	8	0	4	4	0	0	0	0	0	0	0	0	0	0	
12:00	13	0	10	2	1	0	0	0	0	0	0	0	0	0	
13:00	12	0	8	2	0	2	0	0	0	0	0	0	0	0	
14:00	9	0	7	1	0	1	0	0	0	0	0	0	0	0	
15:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
16:00	22	0	20	1	0	0	1	0	0	0	0	0	0	0	
17:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
18:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
19:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	160	0	124	28	3	3	1	0	1	0	0	0	0	0	
16H,6-22	196	0	160	28	3	3	1	0	1	0	0	0	0	0	
18H,6-24	198	0	162	28	3	3	1	0	1	0	0	0	0	0	
24H,0-24	201	0	165	28	3	3	1	0	1	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Thu 25-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	13	0	12	0	0	0	0	0	0	0	1	0	0	0	
07:00	37	0	31	5	0	0	0	0	1	0	0	0	0	0	
08:00	11	0	6	5	0	0	0	0	0	0	0	0	0	0	
09:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
10:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
11:00	8	0	4	3	0	0	0	0	0	0	0	1	0	0	
12:00	20	0	10	8	0	0	1	0	1	0	0	0	0	0	
13:00	12	0	8	3	0	0	0	0	1	0	0	0	0	0	
14:00	13	0	10	1	0	0	1	0	1	0	0	0	0	0	
15:00	13	0	9	1	0	0	2	0	1	0	0	0	0	0	
16:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
17:00	18	0	17	0	0	0	1	0	0	0	0	0	0	0	
18:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	
19:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	164	0	124	28	0	0	6	0	5	0	0	1	0	0	
16H,6-22	194	0	152	29	0	0	6	0	5	0	1	1	0	0	
18H,6-24	195	0	153	29	0	0	6	0	5	0	1	1	0	0	
24H,0-24	195	0	153	29	0	0	6	0	5	0	1	1	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Fri 26-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
07:00	42	0	37	4	0	0	1	0	0	0	0	0	0	0	
08:00	14	0	10	2	1	0	0	0	0	0	0	1	0	0	
09:00	12	0	7	5	0	0	0	0	0	0	0	0	0	0	
10:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
11:00	13	0	12	0	0	0	1	0	0	0	0	0	0	0	
12:00	17	0	7	8	0	1	1	0	0	0	0	0	0	0	
13:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
14:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
15:00	10	1	6	2	0	0	1	0	0	0	0	0	0	0	
16:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
17:00	11	0	9	1	0	0	1	0	0	0	0	0	0	0	
18:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
19:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
20:00	7	0	6	0	0	0	1	0	0	0	0	0	0	0	
21:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	158	1	122	25	1	1	7	0	0	0	0	1	0	0	
16H,6-22	187	1	148	26	1	1	9	0	0	0	0	1	0	0	
18H,6-24	189	1	150	26	1	1	9	0	0	0	0	1	0	0	
24H,0-24	190	1	151	26	1	1	9	0	0	0	0	1	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Sat 27-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	7	0	5	1	0	0	1	0	0	0	0	0	0	0	
08:00	6	0	4	1	0	0	1	0	0	0	0	0	0	0	
09:00	8	0	7	0	0	0	0	0	1	0	0	0	0	0	
10:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
11:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
12:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
13:00	14	1	13	0	0	0	0	0	0	0	0	0	0	0	
14:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
15:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
16:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	6	1	0	0	1	0	0	0	0	0	0	0	
18:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	126	1	112	9	0	0	3	0	1	0	0	0	0	0	
16H,6-22	137	1	123	9	0	0	3	0	1	0	0	0	0	0	
18H,6-24	144	1	130	9	0	0	3	0	1	0	0	0	0	0	
24H,0-24	145	1	130	10	0	0	3	0	1	0	0	0	0	0	

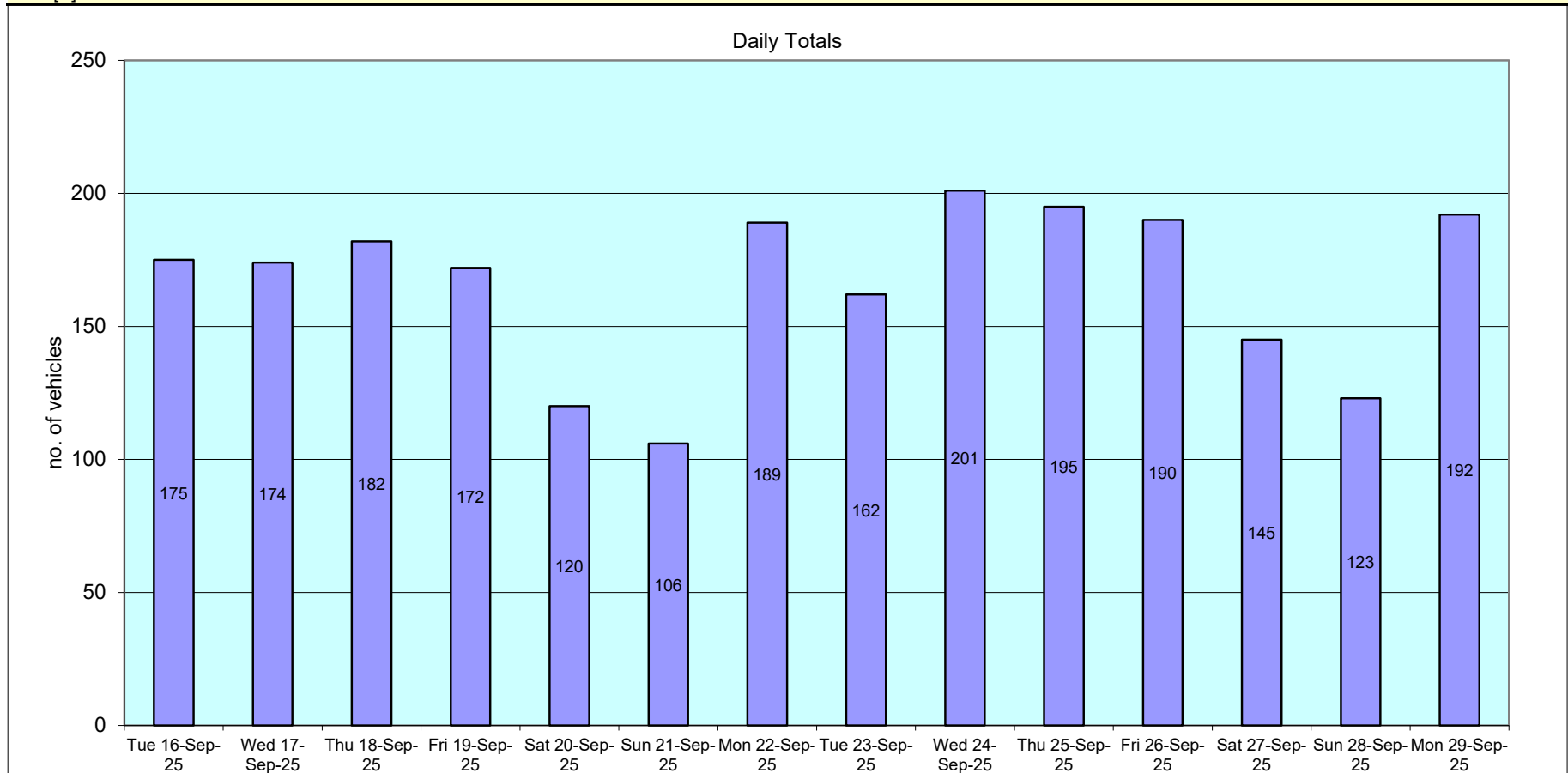
14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sun 28-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
09:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
10:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
11:00	7	0	4	1	0	1	1	0	0	0	0	0	0	0	
12:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
13:00	12	0	8	3	0	0	1	0	0	0	0	0	0	0	
14:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
15:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0	
16:00	12	1	11	0	0	0	0	0	0	0	0	0	0	0	
17:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
18:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
19:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	109	2	96	6	0	1	4	0	0	0	0	0	0	0	
16H,6-22	120	2	106	6	0	1	5	0	0	0	0	0	0	0	
18H,6-24	121	2	107	6	0	1	5	0	0	0	0	0	0	0	
24H,0-24	123	2	109	6	0	1	5	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Mon 29-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	11	0	9	1	0	0	0	0	0	0	1	0	0	0	
07:00	37	0	32	5	0	0	0	0	0	0	0	0	0	0	
08:00	9	0	6	2	0	0	0	0	0	0	1	0	0	0	
09:00	13	0	9	2	0	0	2	0	0	0	0	0	0	0	
10:00	12	0	7	4	0	1	0	0	0	0	0	0	0	0	
11:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	
12:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
13:00	13	0	9	3	0	0	1	0	0	0	0	0	0	0	
14:00	10	2	7	1	0	0	0	0	0	0	0	0	0	0	
15:00	11	1	6	2	0	0	2	0	0	0	0	0	0	0	
16:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
17:00	18	0	15	3	0	0	0	0	0	0	0	0	0	0	
18:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0	
19:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
20:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	1	1	0	0	1	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	164	3	127	26	0	1	6	0	0	0	1	0	0	0	
16H,6-22	191	3	150	28	0	1	7	0	0	0	2	0	0	0	
18H,6-24	192	3	151	28	0	1	7	0	0	0	2	0	0	0	
24H,0-24	192	3	151	28	0	1	7	0	0	0	2	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Eastbound									
						TWO AXLE, SIX TYRE, SIX RIGID/ BUSES			FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES										
Daily Totals															
Tue 16-Sep-25	175	3	138	26	0		1	3	0	4	0	0	0	0	0
Wed 17-Sep-25	174	3	129	27	0		4	6	0	2	0	3	0	0	0
Thu 18-Sep-25	182	4	133	31	0		3	4	0	4	0	1	2	0	0
Fri 19-Sep-25	172	4	143	16	2		3	3	0	1	0	0	0	0	0
Sat 20-Sep-25	120	4	104	5	0		0	7	0	0	0	0	0	0	0
Sun 21-Sep-25	106	4	96	2	0		0	4	0	0	0	0	0	0	0
Mon 22-Sep-25	189	2	146	25	1		5	9	0	0	0	0	1	0	0
Tue 23-Sep-25	162	3	126	25	0		1	5	0	0	0	2	0	0	0
Wed 24-Sep-25	201	0	165	28	3		3	1	0	1	0	0	0	0	0
Thu 25-Sep-25	195	0	153	29	0		0	6	0	5	0	1	1	0	0
Fri 26-Sep-25	190	1	151	26	1		1	9	0	0	0	0	1	0	0
Sat 27-Sep-25	145	1	130	10	0		0	3	0	1	0	0	0	0	0
Sun 28-Sep-25	123	2	109	6	0		1	5	0	0	0	0	0	0	0
Mon 29-Sep-25	192	3	151	28	0		1	7	0	0	0	2	0	0	0

14742 FELIXSTOWE Site No: 14742002 Location Cowpasture Drive, Felixstowe (E of Buttercup Cres)
 Tue 16-Sep-25 to Mon 29-Sep-25 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Total Vehicles	2326	34	1874	284	7	23	72	0	18	0	9	5	0	0



14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES													
Tue 16-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
06:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
07:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
08:00	19	1	17	1	0	0	0	0	0	0	0	0	0	0	
09:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
10:00	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
11:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
12:00	10	0	5	4	0	0	1	0	0	0	0	0	0	0	
13:00	9	0	8	0	0	0	0	0	1	0	0	0	0	0	
14:00	11	0	7	3	0	0	0	0	1	0	0	0	0	0	
15:00	24	0	21	2	0	0	0	0	1	0	0	0	0	0	
16:00	26	1	22	3	0	0	0	0	0	0	0	0	0	0	
17:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
18:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	138	2	113	19	0	0	1	0	3	0	0	0	0	0	
16H,6-22	153	3	127	19	0	0	1	0	3	0	0	0	0	0	
18H,6-24	155	3	129	19	0	0	1	0	3	0	0	0	0	0	
24H,0-24	158	3	132	19	0	0	1	0	3	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Wed 17-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
06:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
08:00	19	0	18	0	0	0	1	0	0	0	0	0	0	0	
09:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
10:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	
11:00	7	0	4	3	0	0	0	0	0	0	0	0	0	0	
12:00	11	0	7	4	0	0	0	0	0	0	0	0	0	0	
13:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
14:00	18	0	10	5	0	0	2	0	1	0	0	0	0	0	
15:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
16:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0	
17:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
18:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
19:00	7	1	6	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	137	1	112	19	0	0	4	0	1	0	0	0	0	0	
16H,6-22	150	2	124	19	0	0	4	0	1	0	0	0	0	0	
18H,6-24	155	2	128	19	0	0	5	0	1	0	0	0	0	0	
24H,0-24	158	2	131	19	0	0	5	0	1	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Thu 18-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
07:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
08:00	18	0	15	1	0	0	1	0	1	0	0	0	0	0	
09:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	
10:00	9	0	1	7	0	0	0	0	1	0	0	0	0	0	
11:00	11	0	8	1	0	0	1	0	1	0	0	0	0	0	
12:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
13:00	10	0	6	2	0	0	1	0	1	0	0	0	0	0	
14:00	10	0	4	5	0	0	0	0	1	0	0	0	0	0	
15:00	27	0	24	2	0	0	0	0	1	0	0	0	0	0	
16:00	22	1	21	0	0	0	0	0	0	0	0	0	0	0	
17:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
18:00	7	2	5	0	0	0	0	0	0	0	0	0	0	0	
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	142	4	108	21	0	0	3	0	6	0	0	0	0	0	
16H,6-22	157	4	121	22	0	0	4	0	6	0	0	0	0	0	
18H,6-24	159	4	122	22	0	0	5	0	6	0	0	0	0	0	
24H,0-24	160	4	123	22	0	0	5	0	6	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Fri 19-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
07:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
08:00	18	0	16	0	0	0	2	0	0	0	0	0	0	0	
09:00	4	0	3	0	1	0	0	0	0	0	0	0	0	0	
10:00	11	1	4	5	0	0	0	0	1	0	0	0	0	0	
11:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
12:00	9	0	6	2	0	0	1	0	0	0	0	0	0	0	
13:00	12	2	10	0	0	0	0	0	0	0	0	0	0	0	
14:00	16	0	14	1	0	1	0	0	0	0	0	0	0	0	
15:00	21	0	18	3	0	0	0	0	0	0	0	0	0	0	
16:00	15	1	13	1	0	0	0	0	0	0	0	0	0	0	
17:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
18:00	15	1	13	0	0	0	1	0	0	0	0	0	0	0	
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	151	5	123	16	1	1	4	0	1	0	0	0	0	0	
16H,6-22	164	5	135	16	1	1	5	0	1	0	0	0	0	0	
18H,6-24	165	5	136	16	1	1	5	0	1	0	0	0	0	0	
24H,0-24	167	5	138	16	1	1	5	0	1	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Sat 20-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
08:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
09:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
10:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
11:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
12:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
13:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
14:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
15:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
16:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
17:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
18:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
19:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	93	2	88	2	0	0	1	0	0	0	0	0	0	0	
16H,6-22	99	3	93	2	0	0	1	0	0	0	0	0	0	0	
18H,6-24	103	3	97	2	0	0	1	0	0	0	0	0	0	0	
24H,0-24	105	3	99	2	0	0	1	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sun 21-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
08:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
09:00	6	1	5	0	0	0	0	0	0	0	0	0	0	0	
10:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
11:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
12:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
13:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
14:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
15:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
16:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
17:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
18:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
19:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
20:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	77	1	74	2	0	0	0	0	0	0	0	0	0	0	
16H,6-22	97	1	94	2	0	0	0	0	0	0	0	0	0	0	
18H,6-24	98	1	95	2	0	0	0	0	0	0	0	0	0	0	
24H,0-24	99	1	96	2	0	0	0	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES													
Mon 22-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
08:00	18	0	15	2	0	0	1	0	0	0	0	0	0	0	
09:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0	
10:00	11	1	7	2	0	0	1	0	0	0	0	0	0	0	
11:00	15	0	10	3	0	1	1	0	0	0	0	0	0	0	
12:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
13:00	16	0	11	4	0	1	0	0	0	0	0	0	0	0	
14:00	12	0	9	2	0	0	1	0	0	0	0	0	0	0	
15:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0	
16:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
18:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
19:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
20:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	160	1	130	23	0	2	4	0	0	0	0	0	0	0	
16H,6-22	171	1	140	23	0	2	5	0	0	0	0	0	0	0	
18H,6-24	171	1	140	23	0	2	5	0	0	0	0	0	0	0	
24H,0-24	171	1	140	23	0	2	5	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC			SEVEN OR MORE AXLE ARTIC
												SIX AXLE MULTI-TRAILER ARTIC			
Tue 23-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
08:00	23	1	16	5	0	0	1	0	0	0	0	0	0	0	0
09:00	5	0	1	3	0	0	1	0	0	0	0	0	0	0	0
10:00	16	0	12	2	0	0	2	0	0	0	0	0	0	0	0
11:00	16	0	10	5	0	1	0	0	0	0	0	0	0	0	0
12:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
13:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0
14:00	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
15:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
16:00	27	1	23	3	0	0	0	0	0	0	0	0	0	0	0
17:00	6	0	4	1	0	0	1	0	0	0	0	0	0	0	0
18:00	7	0	6	0	0	0	1	0	0	0	0	0	0	0	0
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
20:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	150	2	115	26	0	1	6	0	0	0	0	0	0	0	0
16H,6-22	164	2	129	26	0	1	6	0	0	0	0	0	0	0	0
18H,6-24	166	2	130	26	0	1	7	0	0	0	0	0	0	0	0
24H,0-24	167	2	131	26	0	1	7	0	0	0	0	0	0	0	0

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR- BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Wed 24-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
07:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0	
08:00	17	0	14	1	1	0	1	0	0	0	0	0	0	0	
09:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
10:00	10	0	8	1	1	0	0	0	0	0	0	0	0	0	
11:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
12:00	9	0	2	3	0	0	3	0	0	0	1	0	0	0	
13:00	14	0	11	0	0	2	1	0	0	0	0	0	0	0	
14:00	15	0	12	2	0	1	0	0	0	0	0	0	0	0	
15:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0	
16:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0	
17:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
18:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
19:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0	
20:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
21:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	159	0	132	16	2	3	5	0	0	0	1	0	0	0	
16H,6-22	179	0	151	16	2	3	6	0	0	0	1	0	0	0	
18H,6-24	182	0	154	16	2	3	6	0	0	0	1	0	0	0	
24H,0-24	185	0	157	16	2	3	6	0	0	0	1	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR- BASED	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, SIX RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Thu 25-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	5	0	0	0	0	0	1	0	0	0	0	0	
08:00	18	0	15	2	0	0	1	0	0	0	0	0	0	0	
09:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
10:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
11:00	13	0	8	4	0	0	0	0	0	0	0	1	0	0	
12:00	17	0	12	3	0	0	0	0	2	0	0	0	0	0	
13:00	16	0	11	4	0	0	0	0	1	0	0	0	0	0	
14:00	11	1	7	3	0	0	0	0	0	0	0	0	0	0	
15:00	30	0	22	4	0	0	2	0	2	0	0	0	0	0	
16:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
18:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
19:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
20:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
12H,7-19	162	1	131	20	0	0	3	0	6	0	0	1	0	0	
16H,6-22	176	1	144	21	0	0	3	0	6	0	0	1	0	0	
18H,6-24	179	1	146	21	0	0	4	0	6	0	0	1	0	0	
24H,0-24	180	1	147	21	0	0	4	0	6	0	0	1	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED	LIGHT GOODS		TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES	LGV	VEHICLES	BUSES										
Fri 26-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
08:00	16	0	13	1	0	0	2	0	0	0	0	0	0	0	
09:00	13	0	8	4	1	0	0	0	0	0	0	0	0	0	
10:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
11:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0	
12:00	22	0	13	6	0	1	0	0	2	0	0	0	0	0	
13:00	21	0	18	3	0	0	0	0	0	0	0	0	0	0	
14:00	11	0	8	2	0	0	1	0	0	0	0	0	0	0	
15:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0	
16:00	19	0	17	1	0	0	1	0	0	0	0	0	0	0	
17:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
18:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
19:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
23:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
12H,7-19	161	0	131	22	1	1	4	0	2	0	0	0	0	0	
16H,6-22	176	0	145	23	1	1	4	0	2	0	0	0	0	0	
18H,6-24	178	0	146	23	1	1	5	0	2	0	0	0	0	0	
24H,0-24	181	0	149	23	1	1	5	0	2	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Sat 27-Sep-25															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	1	2	0	0	0	1	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
09:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
10:00	11	0	6	0	0	0	5	0	0	0	0	0	0	0	
11:00	9	1	6	1	0	0	1	0	0	0	0	0	0	0	
12:00	13	0	7	1	0	0	5	0	0	0	0	0	0	0	
13:00	10	1	8	0	0	0	1	0	0	0	0	0	0	0	
14:00	10	0	7	0	0	0	3	0	0	0	0	0	0	0	
15:00	8	0	7	0	0	0	1	0	0	0	0	0	0	0	
16:00	9	2	7	0	0	0	0	0	0	0	0	0	0	0	
17:00	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
18:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
19:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
20:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
21:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
22:00	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	102	4	78	3	0	0	17	0	0	0	0	0	0	0	
16H,6-22	112	5	85	3	0	0	19	0	0	0	0	0	0	0	
18H,6-24	117	5	89	3	0	0	20	0	0	0	0	0	0	0	
24H,0-24	123	5	95	3	0	0	20	0	0	0	0	0	0	0	

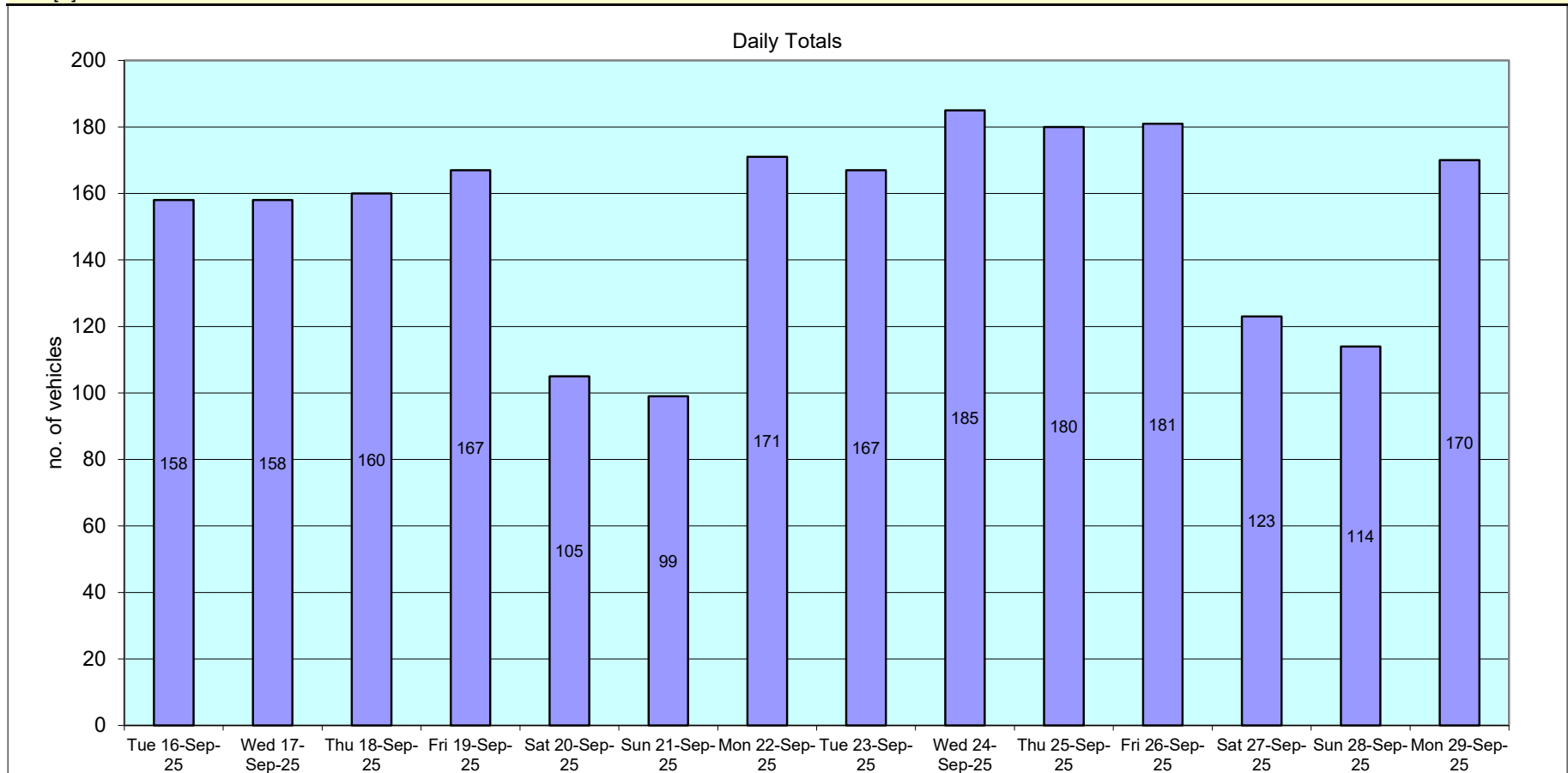
14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES													
Sun 28-Sep-25															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
01:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
08:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
09:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
10:00	13	0	12	0	0	0	1	0	0	0	0	0	0	0	
11:00	11	0	10	0	0	1	0	0	0	0	0	0	0	0	
12:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
13:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
14:00	11	1	10	0	0	0	0	0	0	0	0	0	0	0	
15:00	10	0	8	1	0	1	0	0	0	0	0	0	0	0	
16:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
17:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
18:00	12	0	10	0	0	1	1	0	0	0	0	0	0	0	
19:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
20:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
21:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	100	1	90	4	0	3	2	0	0	0	0	0	0	0	
16H,6-22	110	1	100	4	0	3	2	0	0	0	0	0	0	0	
18H,6-24	110	1	100	4	0	3	2	0	0	0	0	0	0	0	
24H,0-24	114	1	104	4	0	3	2	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
Mon 29-Sep-25															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
07:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
08:00	19	1	17	0	0	0	1	0	0	0	0	0	0	0	
09:00	6	1	3	2	0	0	0	0	0	0	0	0	0	0	
10:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
11:00	11	0	9	1	0	1	0	0	0	0	0	0	0	0	
12:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	
13:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
14:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
15:00	27	0	22	5	0	0	0	0	0	0	0	0	0	0	
16:00	31	1	29	1	0	0	0	0	0	0	0	0	0	0	
17:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
18:00	11	2	9	0	0	0	0	0	0	0	0	0	0	0	
19:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
21:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	155	5	135	12	0	1	2	0	0	0	0	0	0	0	
16H,6-22	168	5	146	13	0	1	3	0	0	0	0	0	0	0	
18H,6-24	168	5	146	13	0	1	3	0	0	0	0	0	0	0	
24H,0-24	170	5	148	13	0	1	3	0	0	0	0	0	0	0	

14742		FELIXSTOWE				Site No: 14742002		Location	Cowpasture Drive, Felixstowe (E of Buttercup Cres)						
Tue 16-Sep-25 to Mon 29-Sep-25						Channel: Westbound									
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES													
Daily Totals															
Tue 16-Sep-25	158	3	132	19	0	0	1	0	3	0	0	0	0	0	
Wed 17-Sep-25	158	2	131	19	0	0	5	0	1	0	0	0	0	0	
Thu 18-Sep-25	160	4	123	22	0	0	5	0	6	0	0	0	0	0	
Fri 19-Sep-25	167	5	138	16	1	1	5	0	1	0	0	0	0	0	
Sat 20-Sep-25	105	3	99	2	0	0	1	0	0	0	0	0	0	0	
Sun 21-Sep-25	99	1	96	2	0	0	0	0	0	0	0	0	0	0	
Mon 22-Sep-25	171	1	140	23	0	2	5	0	0	0	0	0	0	0	
Tue 23-Sep-25	167	2	131	26	0	1	7	0	0	0	0	0	0	0	
Wed 24-Sep-25	185	0	157	16	2	3	6	0	0	0	1	0	0	0	
Thu 25-Sep-25	180	1	147	21	0	0	4	0	6	0	0	1	0	0	
Fri 26-Sep-25	181	0	149	23	1	1	5	0	2	0	0	0	0	0	
Sat 27-Sep-25	123	5	95	3	0	0	20	0	0	0	0	0	0	0	
Sun 28-Sep-25	114	1	104	4	0	3	2	0	0	0	0	0	0	0	
Mon 29-Sep-25	170	5	148	13	0	1	3	0	0	0	0	0	0	0	

14742 FELIXSTOWE Site No: 14742002 Location Cowpasture Drive, Felixstowe (E of Buttercup Cres)
 Tue 16-Sep-25 to Mon 29-Sep-25 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Total Vehicles	2138	33	1790	209	4	12	69	0	19	0	1	1	0	0



MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

BARTON ROAD TO OLD CANNON WAY

Date

24/09/2025

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
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	1
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
1030-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	1	
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	
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	2	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	2	0	0	2	2	0	0	2	2	
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	9	0	0	1	9	
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	8	9	0	0	8	9	
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	0	0	3	4		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	0	0	1	4		
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	2	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	1	0	0	1	1	0	0	1	3		
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2	0	0	2	2	0	0	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3	10	8	3	21	21	0	0	24	24

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point BARTON ROAD TO OLD CANNON WAY
Date 24/09/2025



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	2
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2	
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	7	7	14	15	0	0	15	16		
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1		
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	0	2	2		
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
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	1	0	0	1	1	0	0	1	1		
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	1	2		
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1		
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		
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	0	0	0	0	0	0	0		
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1		
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1		
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	1	
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5	10	9	24	24	0	0	26	26	

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

KINGS ROAD

Date

24/09/2025

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	4	0	0	0	0	0	0	0	0	1	0	1	1	2	5	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	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	
0800-0830	7	16	2	3	0	0	1	1	0	0	0	0	0	0	10	20	3	1	0	5	9	0	0	0	0	1	0	0	0	0	1	0	0	15	31
0830-0900	9		1		0		0		0		0	0	0		0		0	0	0	10		4	0	0	4		1	0	0	1		1		0	
0900-0930	7	11	0	0	0	0	0	2	0	0	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	10	16
0930-1000	4		0		0		0		2		2	0	0		0		0	0	0	6		0	0	0	0		0	0	0	0		0		0	
1000-1030	2	12	0	0	0	0	0	2	0	0	0	0	0	1	2	15	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	3	17
1030-1100	10		0		0		0		2		2	0	0		1		0	1	1	13		1	0	0	1		0	0	0	0		0		0	
1100-1130	12	20	0	0	0	0	1	3	0	0	0	0	0	0	13	23	1	0	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	14	26
1130-1200	8		0		0		0		2		3	0	0		0		0	0	0	10		1	0	0	1		0	0	0	0		0		0	
1200-1230	8	14	1	1	0	0	1	1	0	0	0	0	0	1	10	17	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	12	20
1230-1300	6		0		0		0		0		1	0	0		1		0	1	7	1		0	0	1	0		0	0	0	0		0		0	
1300-1330	6	15	0	0	0	0	4	5	0	0	0	0	0	0	10	20	1	0	0	1	5	0	0	0	0	1	0	0	0	0	2	0	0	11	28
1330-1400	9		0		0		0		1		5	0	0		0		0	0	10	4		0	0	4	1		0	0	1	1		2		0	
1400-1430	8	12	0	0	0	0	1	3	0	0	0	0	0	0	9	15	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	10	17
1430-1500	4		0		0		0		2		3	0	0		0		0	0	6	0		0	0	0	0		0	0	0	0		0		0	
1500-1530	9	28	0	2	0	0	1	3	0	0	0	0	0	0	10	33	4	1	0	6	22	0	0	0	0	2	0	0	0	0	7	0	0	16	64
1530-1600	19		2		0		2		3		0	0	0		0		0	0	23	11		1	1	16	1		1	0	2	2		2		3	
1600-1630	16	33	0	1	0	0	0	3	0	0	0	0	0	0	16	37	3	0	0	3	7	0	0	0	0	0	1	0	2	3	5	0	0	22	49
1630-1700	17		1		0		3		3		0	0	0		0		0	0	21	4		0	0	4	0		0	0	0	0		1		1	
1700-1730	20	35	0	0	0	0	2	4	0	0	0	0	0	0	22	39	3	0	0	3	7	0	0	0	0	1	0	1	0	1	1	0	0	26	48
1730-1800	15		0		0		2		4		0	0	0		0		0	0	17	2		1	0	4	0		1	0	1	0		0		0	
1800-1830	21	34	0	0	0	1	3	4	0	0	0	0	0	0	24	39	3	0	0	3	6	0	0	0	0	1	1	0	0	1	2	0	0	28	48
1830-1900	13		0		1		1		4		0	0	0		0		0	0	15	3		0	0	3	0		1	0	1	1		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	234	234	7	7	1	1	31	31	0	0	3	0	3	3	276	276	52	4	1	63	63	3	3	0	6	6	16	6	4	26	26	0	0	371	371

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

KINGS ROAD

Date

24/09/2025

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	7	30	0	1	0	0	0	1	0	0	1	0	1	1	8	33	0	0	0	0	4	0	0	0	0	0	1	0	0	1	1	0	0	9	38
0730-0800	23		1		0		1		0		0	0	0		0		0	0	0	25		4	0	0	0		0	0	0	0		0		0	
0800-0830	23	41	2	2	0	0	1	2	0	0	0	0	0	0	26	45	12	2	1	19	24	0	0	0	0	2	2	4	11	17	17	0	0	62	88
0830-0900	18		0		0		1		0		0	0	0		0		0	0	0	19		5	0	0	5		1	1	0	2		2		0	
0900-0930	13	24	0	0	0	0	0	1	0	0	0	0	0	0	13	25	3	0	0	3	3	0	0	0	0	0	1	0	0	1	2	0	0	17	30
0930-1000	11		0		0		1		0		0	0	0		0		0	0	0	12		0	0	0	0		0	0	0	0		1		0	
1000-1030	8	18	0	0	0	0	1	2	0	0	0	0	0	1	9	21	2	0	0	2	3	0	0	0	0	0	1	0	0	1	1	0	0	12	25
1030-1100	10		0		0		1		0		1	0	1		12		1	0	0	1		0	0	0	0		0	0	0	0		0		0	
1100-1130	9	19	0	0	0	1	2	4	0	0	0	0	0	0	11	24	1	0	0	1	2	0	0	0	0	0	1	0	0	1	1	0	0	13	27
1130-1200	10		0		1		2		0		0	0	0		13		1	0	0	1		0	0	0	0		0	0	0	0		0		0	
1200-1230	10	17	1	1	0	0	0	1	0	0	0	0	0	1	11	20	4	0	0	4	4	0	0	0	0	2	0	0	0	0	0	0	0	15	26
1230-1300	7		0		0		1		0		1	0	1		9		0	0	0	0		0	0	0	2		0	0	2	2		0		0	
1300-1330	6	11	0	0	0	0	2	4	0	0	0	0	0	0	8	15	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	10	18
1330-1400	5		0		0		2		0		0	0	0		7		1	0	0	1		0	0	0	0		0	0	0	0		0		0	
1400-1430	7	14	1	1	0	0	2	2	0	0	0	0	0	0	10	17	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11	20
1430-1500	7		0		0		0		0		0	0	0		7		2	0	0	2		0	0	0	0		0	0	0	0		0		0	
1500-1530	8	13	0	1	0	0	1	2	0	0	0	0	0	0	9	16	1	0	0	1	7	1	0	0	1	1	1	0	0	1	2	0	0	12	26
1530-1600	5		1		0		1		0		0	0	0		7		3	0	1	6		0	0	0	0		0	0	0	1		0		0	
1600-1630	7	22	0	1	0	1	1	4	0	0	0	0	0	0	8	28	0	0	0	0	3	0	0	0	0	0	1	0	0	1	3	0	0	9	34
1630-1700	15		1		1		3		0		0	0	0		20		3	0	0	3		0	0	0	0		0	0	0	2		0		0	
1700-1730	5	16	0	0	0	0	1	3	0	0	0	0	0	0	6	19	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	6	26
1730-1800	11		0		0		2		0		0	0	0		13		7	0	0	7		0	0	0	0		0	0	0	0		0		0	
1800-1830	16	29	0	0	0	0	0	1	0	0	0	0	0	0	16	30	5	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	21	37
1830-1900	13		0		0		1		0		0	0	0		14		2	0	0	2		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	254	254	7	7	2	2	27	27	0	0	3	0	3	3	293	293	60	2	2	70	70	4	1	0	5	5	12	4	11	27	27	0	0	395	395

Mon 15 Sep

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION NORTHBOUND ↑
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

DAY 2	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time	Vbin 0	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 60	Vbin 70	Vbin 80	Vbin 90	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35	SL1% 35	SL2 45	SL2% 45	
		1	2	3	4	5	6		[-]	10	15	20	25	30	35	40	45	50	60	70	80	90										
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	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	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
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
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
0215	0	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	0.0	0	0.0
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
0330	0	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	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	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	0.0	0	0.0
0415	1	0	1	0	0	0	0		0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	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	1	0	1	0	0	0	0		0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	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	2	0	1	1	0	0	0		0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0
0600	2	0	2	0	0	0	0		0600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
0615	6	0	4	1	1	0	0		0615	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
0630	2	0	1	1	0	0	0		0630	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0
0645	6	0	3	2	0	0	0		0645	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
0700	0	0	0	0	0	0	0		0700	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
0715	8	0	3	5	0	0	0		0715	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0
0730	12	0	11	1	0	0	0		0730	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1	14.5	0	0.0	0	0.0	0	0.0
0745	10	0	6	4	0	0	0		0745	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
0800	15	0	12	3	0	0	0		0800	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	14.2	0	0.0	0	0.0	0	0.0
0815	22	1	15	6	0	0	0		0815	6	15	1	0	0	0	0	0	0	0	0	0	0	0	0	11.4	14.2	0	0.0	0	0.0	0	0.0
0830	13	0	8	4	1	0	0		0830	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	12.8	13.8	0	0.0	0	0.0	0	0.0
0845	7	0	5	2	0	0	0		0845	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
0900	9	0	6	3	0	0	0		0900	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0
0915	8	0	7	1	0	0	0		0915	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
0930	7	0	5	2	0	0	0		0930	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
0945	8	0	7	1	0	0	0		0945	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1000	3	0	3	0	0	0	0		1000	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
1015	2	0	2	0	0	0	0		1015	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1030	5	0	2	2	1	0	0		1030	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1045	3	1	2	0	0	0	0		1045	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0
1100	1	0	1	0	0	0	0		1100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0
1115	4	0	3	1	0	0	0		1115	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0
1130	6	0	6	0	0	0	0		1130	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0
1145	2	0	2	0	0	0	0		1145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0
1200	2	0	1	1	0	0	0		1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0
1215	6	0	6	0	0	0	0		1215	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0.0	0	0.0	0	0.0
1230	5	0	5	0	0	0	0		1230	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0
1245	6	0	5	1	0	0	0		1245	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1300	5																															

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION NORTHBOUND ↑
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Wed 17 Sep																																	
DAY 3	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Flt1	Time [--]	Vbin 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35	SL1% 35	SL2 45	SL2% 45		
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	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	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	0.0
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	0.0
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	0.0
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
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	0.0
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	0.0
0215	0	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	0.0	0	0.0
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	0.0
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	0.0
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	0.0
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	0.0
0330	0	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	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	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	0.0	0	0.0
0415	1	0	0	1	0	0	0		0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	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	0.0
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	0.0
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	0.0
0515	2	0	2	0	0	0	0		0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0	
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0	
0545	1	0	0	1	0	0	0		0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
0600	2	0	2	0	0	0	0		0600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
0615	3	0	3	0	0	0	0		0615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0	
0630	6	0	4	2	0	0	0		0630	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0	
0645	2	0	1	0	0	0	0		0645	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0	
0700	2	0	1	1	0	0	0		0700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0	
0715	9	0	7	2	0	0	0		0715	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0	
0730	14	0	12	2	0	0	0		0730	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.8	0	0.0	0	0.0	0	0.0	
0745	9	0	7	2	0	0	0		0745	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
0800	16	0	13	3	0	0	0		0800	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	13.7	0	0.0	0	0.0	0	0.0	
0815	16	0	13	3	0	0	0		0815	3	13	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	13.6	0	0.0	0	0.0	0	0.0	
0830	13	0	10	3	0	0	0		0830	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1	13.0	0	0.0	0	0.0	0	0.0	
0845	5	0	3	2	0	0	0		0845	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	0	0.0	0	0.0	0	0.0	
0900	5	0	4	1	0	0	0		0900	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	0	0.0	0	0.0	0	0.0	
0915	9	0	5	4	0	0	0		0915	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0	
0930	2	0	1	1	0	0	0		0930	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
0945	3	0	2	1	0	0	0		0945	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0	
1000	2	0	2	0	0	0	0		1000	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9	-	0	0.0	0	0.0	0	0.0	
1015	5	0	5	0	0	0	0		1015	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.0	-	0	0.0	0	0.0	0	0.0	
1030	4	0	4	0	0	0	0		1030	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
1045	2	0	2	0	0	0	0		1045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0	
1100	9	0	8	1	0	0	0		1100	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0	
1115	5	0	3	2	0	0	0		1115	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0	
1130	3	0	3	0	0	0	0		1130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0	
1145	3	0	2	1	0	0	0		1145	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	0	0.0	0	0.0	0	0.0	
1200	3	0	3	0	0	0	0		1200	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0	
1215	3	0	3	0	0	0	0		1215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0	
1230	3	0	2	1	0	0	0		1230	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	0	0.0	0	0.0	0	0.0	
1245	6	0	5	1	0	0	0		1245	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	0	0.0	0	0.0	0	0.0</	

↑

ALL VEHICLES

Motorcycles

Cars, taxis, 4W

LGV

OGV1

OGV2

[illegible]

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION NORTHBOUND ↑
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

DAY 5	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flt	Time	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35	SL1% 35	SL2 45	SL2% 45	
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	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		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
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
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
0215	0	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	0.0	0	0.0
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
0330	0	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	0.0	0	0.0
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0400	0	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	0.0	0	0.0
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	1	0	0	1	0	0	0		0515	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3		0	0.0	0	0.0	0	0.0
0530	1	0	1	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3		0	0.0	0	0.0	0	0.0
0545	2	0	1	1	0	0	0		0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0		0	0.0	0	0.0	0	0.0
0600	5	0	4	1	0	0	0		0600	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1		0	0.0	0	0.0	0	0.0
0615	4	0	3	1	0	0	0		0615	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1		0	0.0	0	0.0	0	0.0
0630	6	0	4	2	0	0	0		0630	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6		0	0.0	0	0.0	0	0.0
0645	1	0	1	0	0	0	0		0645	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6		0	0.0	0	0.0	0	0.0
0700	5	0	5	0	0	0	0		0700	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6		0	0.0	0	0.0	0	0.0
0715	13	0	10	3	0	0	0		0715	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	12.0	13.7	0	0.0	0	0.0	0	0.0
0730	12	0	9	3	0	0	0		0730	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.4	0	0.0	0	0.0	0	0.0
0745	10	0	9	1	0	0	0		0745	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8		0	0.0	0	0.0	0	0.0
0800	14	0	9	5	0	0	0		0800	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	14.5	0	0.0	0	0.0	0	0.0
0815	9	0	7	2	0	0	0		0815	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4		0	0.0	0	0.0	0	0.0
0830	10	0	8	2	0	0	0		0830	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2		0	0.0	0	0.0	0	0.0
0845	6	0	4	2	0	0	0		0845	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8		0	0.0	0	0.0	0	0.0
0900	5	0	5	0	0	0	0		0900	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3		0	0.0	0	0.0	0	0.0
0915	3	0	2	1	0	0	0		0915	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2		0	0.0	0	0.0	0	0.0
0930	7	0	6	1	0	0	0		0930	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7		0	0.0	0	0.0	0	0.0
0945	9	1	7	1	0	0	0		0945	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	13.1		0	0.0	0	0.0	0	0.0
1000	6	0	5	1	0	0	0		1000	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.0		0	0.0	0	0.0	0	0.0
1015	6	0	6	0	0	0	0		1015	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7		0	0.0	0	0.0	0	0.0
1030	4	0	3	1	0	0	0		1030	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	14.1		0	0.0	0	0.0	0	0.0
1045	4	0	4	0	0	0	0		1045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1		0	0.0	0	0.0	0	0.0
1100	6	0	6	0	0	0	0		1100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9		0	0.0	0	0.0	0	0.0
1115	7	0	6	1	0	0	0		1115	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7		0	0.0	0	0.0	0	0.0
1130	3	0	3	0	0	0	0		1130	1	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
1145	8	0	6	2	0	0	0		1145	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9		0	0.0	0	0.0	0	0.0
1200	7	0	7	0	0	0	0		1200	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1		0	0.0	0	0.0	0	0.0
1215	11	0	10	1	0	0	0		1215	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	13.6	0	0.0	0	0.0	0	0.0
1230	2	0	2	0	0	0	0		1230	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.5		0	0.0	0	0.0	0	0.0
1245	5	0	4	1	0	0	0		1245	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5		0	0.0	0	0.0	0	0.0
1300	2	0	2	0	0	0	0		1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3		0	0.0	0	0.0	0	0.0
1315</																																

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION NORTHBOUND ↑
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Sat 20 Sep		DAY 6																																	
		Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flt1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	PSL1 35	PSL1% 35	PSL2 45	PSL2% 45			
0000	0	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	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	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0045	0	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	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	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		
0130	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0145	1	0	1	0	0	0	0	0		0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	-	0	0.0	0	0.0	0	0.0	
0200	0	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		
0215	3	0	3	0	0	0	0	0		0215	3	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	
0230	1	0	1	0	0	0	0	0		0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	-	0	0.0	0	0.0	0	0.0	
0245	0	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	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	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		
0330	0	0	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	0.0	0	0.0		
0345	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0400	0	0	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	0.0	0	0.0		
0415	0	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	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	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	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	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	1	0	1	0	0	0	0	0		0530	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	-	0	0.0	0	0.0	0	0.0	
0545	0	0	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	0.0	0	0.0		
0600	0	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	0	0	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	0.0	0	0.0		
0630	1	0	1	0	0	0	0	0		0630	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	-	0	0.0	0	0.0	0	0.0	
0645	1	0	1	0	0	0	0	0		0645	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	-	0	0.0	0	0.0	0	0.0	
0700	2	0	2	0	0	0	0	0		0700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	-	0	0.0	0	0.0	0	0.0	
0715	2	0	2	0	0	0	0	0		0715	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-	-	0	0.0	0	0.0	0	0.0	
0730	4	0	4	0	0	0	0	0		0730	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	-	0	0.0	0	0.0	0	0.0	
0745	3	0	3	0	0	0	0	0		0745	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	-	0	0.0	0	0.0	0	0.0	
0800	5	0	5	0	0	0	0	0		0800	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	-	0	0.0	0	0.0	0	0.0	
0815	7	0	7	0	0	0	0	0		0815	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	-	0	0.0	0	0.0	0	0.0	
0830	10	0	10	0	0	0	0	0		0830	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	-	0	0.0	0	0.0	0	0.0	
0845	5	0	5	0	0	0	0	0		0845	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-	-	0	0.0	0	0.0	0	0.0	
0900	6	0	6	0	0	0	0	0		0900	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	-	0	0.0	0	0.0	0	0.0	
0915	10	0	10	0	0	0	0	0		0915	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	-	0	0.0	0	0.0	0	0.0	
0930	15	1	14	0	0	0	0	0		0930	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	13.3	15.2	-	-	0	0.0	0	0.0	0	0.0
0945	9	0	9	0	0	0	0	0		0945	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	-	0	0.0	0	0.0	0	0.0	
1000	7	0	7	0	0	0	0	0		1000	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	-	0	0.0	0	0.0	0	0.0	
1015	1	0	1	0	0	0	0	0		1015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	-	0	0.0	0	0.0	0	0.0	
1030	4	0	4	0	0	0	0	0		1030	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	-	0	0.0	0	0.0	0	0.0	
1045	3	0	3	0	0	0	0	0		1045	0	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	
1100	8	0	8	0	0	0	0	0		1100	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	-	0	0.0	0	0.0	0	0.0	
1115	9	0	9	0	0	0	0	0		1115	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	-	0	0.0	0	0.0	0	0.0	
1130	3	0	3	0	0	0	0	0		1130	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-	-	0	0.0	0	0.0	0	0.0	
1145	6	0	6	0	0	0	0	0		1145	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	-	0	0.0	0	0.0	0	0.0	
1200	6	0	6	0	0	0	0	0		1200	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	-	0	0.0	0	0.0	0	0.0	
1215	10	0	10	0	0	0	0	0		1215	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	-	0	0.0	0	0.0	0	0.0	
1230	9	0	9	0	0	0	0	0		1230	0	9																							

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION NORTHBOUND ↑
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Sun 21 Sep		DAY 7																																	
		Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flt1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	PSL% 35	PSL% 45	PSL% 45				
0000	0	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	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	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0045	0	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	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	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		
0130	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0145	0	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	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		
0215	0	0	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	0.0	0	0.0		
0230	1	0	1	0	0	0	0	0		0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	-	0	0.0	0	0.0	0	0.0	
0245	0	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	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	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		
0330	0	0	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	0.0	0	0.0		
0345	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0400	0	0	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	0.0	0	0.0		
0415	0	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	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	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	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	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	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	2	0	1	2	0	0	0	0		0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	-	0	0.0	0	0.0	0	0.0	
0600	1	0	1	0	0	0	0	0		0600	0	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	
0615	1	0	1	0	0	0	0	0		0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	-	0	0.0	0	0.0	0	0.0	
0630	0	0	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	0.0	0	0.0		
0645	0	0	0	0	0	0	0	0		0645	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	1	0	1	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0		
0715	1	0	1	0	0	0	0	0		0715	0	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	
0730	4	0	2	2	0	0	0	0		0730	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	-	0	0.0	0	0.0	0	0.0	
0745	2	0	2	0	0	0	0	0		0745	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	-	0	0.0	0	0.0	0	0.0	
0800	2	0	2	0	0	0	0	0		0800	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-	-	0	0.0	0	0.0	0	0.0	
0815	1	0	1	0	0	0	0	0		0815	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	-	0	0.0	0	0.0	0	0.0	
0830	3	0	2	1	0	0	0	0		0830	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	-	0	0.0	0	0.0	0	0.0	
0845	2	0	1	1	0	0	0	0		0845	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-	-	0	0.0	0	0.0	0	0.0	
0900	4	0	3	1	0	0	0	0		0900	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	-	0	0.0	0	0.0	0	0.0	
0915	4	0	2	2	0	0	0	0		0915	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	-	0	0.0	0	0.0	0	0.0	
0930	11	0	10	1	0	0	0	0		0930	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	13.4	-	-	0	0.0	0	0.0	0	0.0
0945	7	0	5	2	0	0	0	0		0945	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	-	0	0.0	0	0.0	0	0.0	
1000	5	0	5	0	0	0	0	0		1000	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	-	0	0.0	0	0.0	0	0.0	
1015	5	0	5	0	0	0	0	0		1015	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	-	0	0.0	0	0.0	0	0.0	
1030	10	0	8	2	0	0	0	0		1030	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	-	0	0.0	0	0.0	0	0.0	
1045	7	0	3	4	0	0	0	0		1045	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12.7	-	-	0	0.0	0	0.0	0	0.0	
1100	6	0	5	1	0	0	0	0		1100	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	-	0	0.0	0	0.0	0	0.0	
1115	9	0	8	1	0	0	0	0		1115	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	-	0	0.0	0	0.0	0	0.0	
1130	6	0	3	3	0	0	0	0		1130	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	-	0	0.0	0	0.0	0	0.0	
1145	8	0	8	0	0	0	0	0		1145	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	-	0	0.0	0	0.0	0	0.0	
1200	7	0	6	1	0	0	0	0		1200	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	-	0	0.0	0	0.0	0	0.0	
1215	7	0	5	2	0	0	0	0		1215	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	-	0	0.0	0	0.0	0	0.0	
1230	7	1	5	1	0	0	0	0		1230	1	5	1	0	0	0	0	0	0	0	0														

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Mycles

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

> 30mph

% > 30mph

DAY 1	TOTAL	CLS 1	CLS 2	CLS 3	CLS 4	CLS 5	CLS 6	TIME	SPD1 0 10 15	SPD2 10 15 20	SPD3 15 20 25	SPD4 20 25 30	SPD5 25 30 35	SPD6 30 35 40	SPD7 35 40 45	SPD8 40 45 50	SPD9 45 50 60	SPD10 50 60 70	SPD11 60 70 80	SPD12 70 80 90	SPD13 80 90 100	SPD14 90 100	AVG	85%ile	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35 ACPO	SL2 45 ACPO	SL2% 45 ACPO
0000	1	0	1	0	0	0	0	0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	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
0030	0	0	0	0	0	0	0	0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	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
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
0115	1	0	1	0	0	0	0	0115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0
0130	0	0	0	0	0	0	0	0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
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
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
0215	0	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	0	0.0
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
0245	1	0	1	0	0	0	0	0245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	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
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
0330	0	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	0	0.0
0345	0	0	0	0	0	0	0	0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	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	0	0.0
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
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
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
0500	1	0	1	0	0	0	0	0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.5	-	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
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
0545	1	0	1	0	0	0	0	0545	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	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
0615	1	0	1	0	0	0	0	0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-	0	0.0	0	0.0	0	0.0
0630	0	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	0	0.0
0645	1	0	1	0	0	0	0	0645	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
0700	2	0	2	0	0	0	0	0700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
0715	1	0	1	0	0	0	0	0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
0730	1	0	1	0	0	0	0	0730	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.0	-	0	0.0	0	0.0	0	0.0
0745	3	0	2	1	0	0	0	0745	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
0800	3	0	2	1	0	0	0	0800	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
0815	3	0	3	0	0	0	0	0815	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0
0830	3	0	3	0	0	0	0	0830	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
0845	12	0	11	1	0	0	0	0845	1	11	0	0	0	0	0	0	0	0	0	0	0	0	11.8	13.4	0	0.0	0	0.0	0	0.0
0900	11	0	9	2	0	0	0	0900	2	9	0	0	0	0	0	0	0	0	0	0	0	0	12.1	13.6	0	0.0	0	0.0	0	0.0
0915	4	0	4	0	0	0	0	0915	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
0930	4	0	3	1	0	0	0	0930	0	3	1	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
0945	3	0	3	0	0	0	0	0945	0	2	1	0	0	0	0	0	0	0	0	0	0	0	14.8	-	0	0.0	0	0.0	0	0.0
1000	4	0	4	0	0	0	0	1000	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
1015	3	0	2	0	1	0	0	1015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1030	4	0	4	0	0	0	0	1030	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
1045	2	0	1	1	0	0	0	1045	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0
1100	0	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	0	0.0
1115	5	0	5	0	0	0	0	1115	2	2	1	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
1130	3	0	3	0	0	0	0	1130	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0
1145	1	0	1	0	0	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	0	0.0
1200	4	0	2	1	1	0	0	1200	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-	0	0.0	0	0.0	0	0.0
1215	6	0	6	0	0	0	0	1215	0	6	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
1230	5	0	3	1	1	0	0	1230	0	4	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0
1245	7	0	7	0	0	0	0	1245	1	6	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1300	3	0	3	0	0	0	0	1300	1	2	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
1315	3	0	3	0	0	0	0	1315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0
1330	5	0	4	1	0	0	0	1330	0	5	0	0	0	0	0</															

↓
ALL VEHICLES
Mcycles
Cars, taxis, 4W
LGV
OGV1
OGV2

[illegible]

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Wed 17 Sep																											
DAY 3	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Flt1	Time [--]	Vbin 0 10 15 20	Vbin 10 15 20 25	Vbin 20 25 30 35	Vbin 30 35 40 45	Vbin 40 45 50 55	Vbin 50 55 60 65	Vbin 60 65 70 75	Vbin 70 75 80 85	Vbin 80 85 90 95	Mean	Vpp 85	PSL 30	PSL% 30	PSL1 35 ACF0	PSL1% 35 ACF0	PSL2 45 ACF0	PSL2% 45 ACF0	
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
0015	1	0	0	1	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	-	-	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
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
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
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
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
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
0215	0	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
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
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
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
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
0330	0	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
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	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
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
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
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
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
0515	1	0	1	0	0	0	0		0515	0	1	0	0	0	0	0	0	0	0	14.3	-	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
0545	0	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
0600	2	0	2	0	0	0	0		0600	0	2	0	0	0	0	0	0	0	0	11.0	-	0	0.0	0	0.0	0	0.0
0615	0	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
0630	0	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
0645	1	0	1	0	0	0	0		0645	0	1	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0
0700	2	0	2	0	0	0	0		0700	0	2	0	0	0	0	0	0	0	0	12.5	-	0	0.0	0	0.0	0	0.0
0715	2	0	2	0	0	0	0		0715	0	2	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0
0730	3	0	3	0	0	0	0		0730	0	3	0	0	0	0	0	0	0	0	13.1	-	0	0.0	0	0.0	0	0.0
0745	1	0	0	1	0	0	0		0745	1	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0
0800	2	0	0	2	0	0	0		0800	0	2	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0
0815	5	0	5	0	0	0	0		0815	1	4	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0
0830	5	0	5	0	0	0	0		0830	0	5	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
0845	10	0	8	2	0	0	0		0845	0	10	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0
0900	10	0	8	2	0	0	0		0900	0	9	1	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
0915	2	0	2	0	0	0	0		0915	0	2	0	0	0	0	0	0	0	0	12.6	-	0	0.0	0	0.0	0	0.0
0930	3	0	2	1	0	0	0		0930	0	3	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0
0945	4	0	3	1	0	0	0		0945	2	2	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
1000	6	0	6	0	0	0	0		1000	1	5	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0
1015	0	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
1030	3	0	2	0	1	0	0		1030	0	3	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0
1045	4	0	4	0	0	0	0		1045	2	2	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1100	6	0	4	2	0	0	0		1100	0	6	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1115	2	0	2	0	0	0	0		1115	0	2	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0
1130	3	0	1	2	0	0	0		1130	0	3	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
1145	6	0	5	0	1	0	0		1145	1	5	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1200	5	0	5	0	0	0	0		1200	2	3	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0
1215	8	0	8	0	0	0	0		1215	2	6	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
1230	5	0	5	0	0	0	0		1230	0	5	0	0	0	0	0	0	0	0	12.7	-	0	0.0	0	0.0	0	0.0
1245	6	0	6	0	0	0	0		1245	2	4	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
1300	2	0	2	0	0	0	0		1300	0	2	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1315	5	0	4	1	0	0	0		1315	0	5	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1330	1	0	1	0	0	0	0		1330	0	1	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0
1345	4	0	3	1	0	0	0		1345	1	2	1	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0
1400	5	0	4	0	0	0	0		1400	0	4	1	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0
1415	4	0	4	0	0	0	0		1415	1	3	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0
1430	4	0	2	2	0	0	0		1430	0	4	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1445	7	0	7	0	0	0	0		1445	2	5	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0
1500	4	0	3	0	1	0	0		1500	1	3	0	0	0	0	0	0	0	0	10.2	-	0	0.0	0	0.0	0	0.0
1515	11	0	10																								

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Thu 18 Sep		DAY 4																														
		Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fixt	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35	SL1% 35	SL2 45	SL2% 45
0000	1	0	1	0	0	0	0	0		0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0
0015	2	0	2	0	0	0	0	0		0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0045	0	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
0100	0	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
0115	0	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
0130	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	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
0200	0	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
0215	0	0	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	0	0.0
0230	0	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
0245	0	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
0300	0	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
0315	0	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
0330	0	0	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	0	0.0
0345	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	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	0	0.0
0415	0	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
0430	0	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
0445	0	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
0500	0	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
0515	1	0	1	0	0	0	0	0		0515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0
0530	0	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
0545	0	0	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	0	0.0
0600	0	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
0615	1	0	1	0	0	0	0	0		0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11.1	-	0	0.0	0	0.0	0	0.0
0630	0	0	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	0	0.0
0645	0	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0700	1	0	1	0	0	0	0	0		0700	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
0715	1	0	1	0	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	0	0.0	0	0.0	0	0.0
0730	3	0	3	0	0	0	0	0		0730	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
0745	1	0	1	0	0	0	0	0		0745	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0
0800	2	0	1	1	0	0	0	0		0800	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
0815	7	0	5	2	0	0	0	0		0815	1	6	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
0830	5	0	2	3	0	0	0	0		0830	1	4	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0
0845	3	0	3	0	0	0	0	0		0845	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0
0900	10	0	10	0	0	0	0	0		0900	1	8	1	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
0915	7	0	6	1	0	0	0	0		0915	4	3	0	0	0	0	0	0	0	0	0	0	0	0	10.6	-	0	0.0	0	0.0	0	0.0
0930	4	0	2	1	1	0	0	0		0930	1	3	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0
0945	6	0	6	0	0	0	0	0		0945	0	6	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-	0	0.0	0	0.0	0	0.0
1000	2	0	1	1	0	0	0	0		1000	0	2	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1015	4	0	3	1	0	0	0	0		1015	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1030	1	0	0	1	0	0	0	0		1030	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-	0	0.0	0	0.0	0	0.0
1045	5	0	5	0	0	0	0	0		1045	1	4	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0
1100	3	0	3	0	0	0	0	0		1100	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0
1115	3	1	2	0	0	0	0	0		1115	1	2	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	0	0.0	0	0.0	0	0.0
1130	2	0	2	0	0	0	0	0		1130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1145	3	0	2	1	0	0	0	0		1145	2	1	0	0	0	0	0	0	0	0	0	0	0	0	9.8	-	0	0.0	0	0.0	0	0.0
1200	4	0	4	0	0	0	0	0		1200	1	2	1	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0
1215	6	0	5	1	0	0	0	0		1215	1	5	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-	0	0.0	0	0.0	0	0.0
1230	7	0	6	1	0	0	0	0		1230	1	6	0	0	0	0	0	0	0	0	0	0	0	0	11.3	-	0	0.0	0	0.0	0	0.0
1245	4	0	4	0	0	0	0	0		1245	0	3	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0
1300	11	1	10	0	0	0	0	0		1300	2	9	0	0	0	0	0	0	0	0												

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

DAY 5	Total	Cl 1	Cl 2	Cl 3	Cl 4	Cl 5	Cl 6	Fix1	Time [--]	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	PSL 30	PSL% 30	PSL1 35 ACQ	PSL1% 35	PSL2 45 ACQ	PSL2% 45	
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	
0015	1	0	1	0	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-		0	0.0	0	0.0	0	0.0
0030	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		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	
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	
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	
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0	
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	
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	
0215	0	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	0	0.0	
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	
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	
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	
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	
0330	0	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	0	0.0	
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0	
0400	0	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	0	0.0	
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	
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	
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	
0500	1	0	1	0	0	0	0		0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-		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	
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	
0545	1	0	1	0	0	0	0		0545	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-		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	
0615	0	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	0	0.0	
0630	0	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	0	0.0	
0645	1	0	1	0	0	0	0		0645	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-		0	0.0	0	0.0	0	0.0
0700	2	0	2	0	0	0	0		0700	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-		0	0.0	0	0.0	0	0.0
0715	1	0	1	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-		0	0.0	0	0.0	0	0.0
0730	4	0	4	0	0	0	0		0730	0	3	1	0	0	0	0	0	0	0	0	0	0	0	13.0	-		0	0.0	0	0.0	0	0.0
0745	1	0	1	0	0	0	0		0745	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-		0	0.0	0	0.0	0	0.0
0800	3	0	2	1	0	0	0		0800	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-		0	0.0	0	0.0	0	0.0
0815	2	0	2	0	0	0	0		0815	0	2	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-		0	0.0	0	0.0	0	0.0
0830	4	0	3	1	0	0	0		0830	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11.2	-		0	0.0	0	0.0	0	0.0
0845	7	1	6	0	0	0	0		0845	2	5	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-		0	0.0	0	0.0	0	0.0
0900	8	0	6	2	0	0	0		0900	1	7	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-		0	0.0	0	0.0	0	0.0
0915	6	0	6	0	0	0	0		0915	2	3	1	0	0	0	0	0	0	0	0	0	0	0	11.7	-		0	0.0	0	0.0	0	0.0
0930	3	0	3	0	0	0	0		0930	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-		0	0.0	0	0.0	0	0.0
0945	7	0	7	0	0	0	0		0945	1	4	2	0	0	0	0	0	0	0	0	0	0	0	12.1	-		0	0.0	0	0.0	0	0.0
1000	1	0	0	1	0	0	0		1000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2	-		0	0.0	0	0.0	0	0.0
1015	4	0	4	0	0	0	0		1015	1	3	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-		0	0.0	0	0.0	0	0.0
1030	9	0	8	1	0	0	0		1030	2	7	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-		0	0.0	0	0.0	0	0.0
1045	4	0	3	1	0	0	0		1045	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-		0	0.0	0	0.0	0	0.0
1100	8	0	8	0	0	0	0		1100	1	7	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-		0	0.0	0	0.0	0	0.0
1115	3	0	3	0	0	0	0		1115	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-		0	0.0	0	0.0	0	0.0
1130	5	0	4	1	0	0	0		1130	1	4	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-		0	0.0	0	0.0	0	0.0
1145	1	0	1	0	0	0	0		1145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-		0	0.0	0	0.0	0	0.0
1200	5	0	4	1	0	0	0		1200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-		0	0.0	0	0.0	0	0.0
1215	9	0	9	0	0	0	0		1215	0	9	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-		0	0.0	0	0.0	0	0.0
1230	9	0	9	0	0	0	0		1230	1	8	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-		0	0.0	0	0.0	0	0.0
1245	4	0	4	0	0	0	0		1245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13.0	-		0	0.0	0	0.0	0	0.0
1300	6	0	6	0	0	0	0		1300	0	5	1	0	0	0	0	0	0	0	0	0	0	0	13.2	-		0	0.0	0	0.0	0	0.0
1315	7	0	5	2	0	0	0		1315	3	4	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-		0	0.0	0	0.0	0	0.0
1330	1	0	1	0	0	0	0		1330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-		0	0.0	0	0.0	0	0.0
1345	8	0	8	0	0</																											

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Sat 20 Sep																																
DAY 6		Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flt1	Time [-]	Vbin 0 10 15	Vbin 10 15 20	Vbin 15 20 25	Vbin 20 25 30	Vbin 30 35 40	Vbin 35 40 45	Vbin 40 45 50	Vbin 50 55 60	Vbin 60 65 70	Vbin 70 75 80	Vbin 80 85 90	Vbin 90 95 100	Mean	Vpp 85	PSL 30	PSL% 30	SL1 35 ACPO	SL1% 35	SL2 45 ACPO	SL2% 45		
0000	0	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
0015	1	0	0	1	0	0	0	0		0015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10.7	-	0	0.0	0	0.0	0	0.0
0030	2	0	0	2	0	0	0	0		0030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0
0045	0	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
0100	1	0	0	1	0	0	0	0		0100	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.9	-	0	0.0	0	0.0	0	0.0
0115	0	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
0130	0	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0145	0	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
0200	1	0	0	1	0	0	0	0		0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.0	-	0	0.0	0	0.0	0	0.0
0215	4	0	0	4	0	0	0	0		0215	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10.1	-	0	0.0	0	0.0	0	0.0
0230	0	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
0245	0	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
0300	0	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
0315	0	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
0330	0	0	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	0	0.0
0345	0	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0400	0	0	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	0	0.0
0415	0	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
0430	0	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
0445	0	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
0500	0	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
0515	0	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
0530	0	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
0545	0	0	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	0	0.0
0600	0	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
0615	0	0	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	0	0.0
0630	0	0	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	0	0.0
0645	0	0	0	0	0	0	0	0		0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0700	0	0	0	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0715	1	0	0	1	0	0	0	0		0715	0	1	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
0730	1	0	0	1	0	0	0	0		0730	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	0	0.0	0	0.0	0	0.0
0745	0	0	0	0	0	0	0	0		0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0800	0	0	0	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0815	0	0	0	0	0	0	0	0		0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0830	1	0	0	1	0	0	0	0		0830	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0.0	0	0.0	0	0.0
0845	0	0	0	0	0	0	0	0		0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0
0900	4	0	0	4	0	0	0	0		0900	0	3	1	0	0	0	0	0	0	0	0	0	0	0	14.1	-	0	0.0	0	0.0	0	0.0
0915	7	0	0	7	0	0	0	0		0915	1	6	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
0930	3	0	0	2	1	0	0	0		0930	0	3	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
0945	4	0	0	4	0	0	0	0		0945	0	4	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
1000	8	0	0	8	0	0	0	0		1000	1	7	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0
1015	6	0	0	6	0	0	0	0		1015	1	5	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0
1030	2	0	0	2	0	0	0	0		1030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0
1045	3	0	0	3	0	0	0	0		1045	1	2	0	0	0	0	0	0	0	0	0	0	0	0	10.0	-	0	0.0	0	0.0	0	0.0
1100	8	0	0	7	1	0	0	0		1100	1	7	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0
1115	8	0	0	8	0	0	0	0		1115	2	6	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0
1130	11	0	0	11	0	0	0	0		1130	1	10	0	0	0	0	0	0	0	0	0	0	0	0	12.4	14.0	0	0.0	0	0.0	0	0.0
1145	10	0	0	10	0	0	0	0		1145	1	9	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1200	19	0	0	9	1	0	0	0		1200	2	8	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1215	8	0	0	8	0	0	0	0		1215	1	6	1	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0
1230	10	0	0	10	0	0	0	0		1230	2	8	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0
1245	8	0	0	8	0	0	0	0		1245	0	8	0	0	0	0	0	0	0	0	0	0	0	0	12.0	-	0	0.0	0	0.0	0	0.0
1300	5	0	0	5	0	0	0	0		1300	0	5	0	0	0</																	

PROJECT 42688 Suffolk
SITE 42688-003
LOCATION KINGS ROAD
DIRECTION SOUTHBOUND ↓
PSL 30mph



ALL VEHICLES

Motorcycles

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

> 30mph

% > 30mph

Sun 21 Sep																																					
DAY 7	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Flt1	Time [-]	Vbin 0-10	Vbin 10-15	Vbin 15-20	Vbin 20-25	Vbin 25-30	Vbin 30-35	Vbin 35-40	Vbin 40-45	Vbin 45-50	Vbin 50-60	Vbin 60-70	Vbin 70-80	Vbin 80-90	Vbin 90-100	Mean	Vpp 85	PSL 30	PSL% 30	PSL 35	PSL% 35	PSL 45	PSL% 45						
0000	1	0	1	0	0	0	0		0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	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	0	0	0	0	0	0	0		0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	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	1	0	1	0	0	0	0		0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-	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					
0130	0	0	0	0	0	0	0		0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0					
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					
0215	0	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	0.0	0	0.0					
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	1	0	1	0	0	0	0		0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-	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					
0330	0	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	0.0	0	0.0					
0345	0	0	0	0	0	0	0		0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0					
0400	0	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	0.0	0	0.0					
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	0	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	0.0	0	0.0					
0600	1	0	1	0	0	0	0		0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	-	0	0.0	0	0.0	0	0.0					
0615	0	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	0.0	0	0.0					
0630	0	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	0.0	0	0.0					
0645	0	0	0	0	0	0	0		0645	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	0	0	0	0	0	0	0		0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0					
0715	2	1	1	0	0	0	0		0715	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-	0	0.0	0	0.0	0	0.0					
0730	1	0	1	0	0	0	0		0730	0	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					
0745	1	0	1	0	0	0	0		0745	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-	0	0.0	0	0.0	0	0.0					
0800	0	0	0	0	0	0	0		0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0					
0815	1	0	1	0	0	0	0		0815	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.7	-	0	0.0	0	0.0	0	0.0					
0830	0	0	0	0	0	0	0		0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0.0	0	0.0	0	0.0					
0845	2	0	2	0	0	0	0		0845	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-	0	0.0	0	0.0	0	0.0					
0900	4	0	4	0	0	0	0		0900	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12.4	-	0	0.0	0	0.0	0	0.0					
0915	3	0	3	0	0	0	0		0915	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-	0	0.0	0	0.0	0	0.0					
0930	5	0	5	0	0	0	0		0930	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-	0	0.0	0	0.0	0	0.0					
0945	4	0	4	0	0	0	0		0945	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10.9	-	0	0.0	0	0.0	0	0.0					
1000	1	0	1	0	0	0	0		1000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.7	-	0	0.0	0	0.0	0	0.0					
1015	5	0	5	0	0	0	0		1015	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.0	-	0	0.0	0	0.0	0	0.0					
1030	5	0	5	0	0	0	0		1030	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-	0	0.0	0	0.0	0	0.0					
1045	5	0	4	1	0	0	0		1045	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0					
1100	7	0	6	1	0	0	0		1100	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-	0	0.0	0	0.0	0	0.0					
1115	6	0	6	0	0	0	0		1115	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	0	0.0	0	0.0	0	0.0					
1130	6	0	6	0	0	0	0		1130	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-	0	0.0	0	0.0	0	0.0					
1145	10	0	9	1	0	0	0		1145	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	11.9	-	14.2	0	0.0	0	0.0	0	0.0				
1200	12	0	11	1	0	0	0		1200	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0					
1215	6	0	6	0	0	0	0		1215	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	0	0.0	0	0.0	0	0.0					
1230	7	0	7	0	0	0	0		1230	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-	0	0.0	0	0.0	0	0.0					
1245	7	0	7	0	0	0	0		1245	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-	0	0.0	0	0.0	0	0.0					
1300	7	0	7	0	0	0	0		1300	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	0	0.0	0	0.0	0	0.0					
1315	8	0	8	0</																																	