



Full Residential Travel Plan

Henley Gate, Ipswich, Suffolk

Client: Crest Nicholson

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1. FOREWORD

- 1.1. Smarter Travel Ltd (ST Ltd) has been appointed by the Developer – Crest Nicholson - to manage, monitor and promote the residential Travel Plan (TP) for the development of the site known as Henley Gate. The development scheme is for 1,100 residential dwellings, 55 (5%) of the total dwellings will be 'affordable' homes. The provision of this updated TP is to oblige to Schedule 4 of the Section 106 Agreement associated with Ipswich Borough Council (IBC) Planning permission Reference: 16/00608/OUT. The layout of the development is included in **Appendix A**.
- 1.2. A Travel Plan is defined as a long-term management strategy and a package of measures intended to encourage sustainable travel choices for a healthier lifestyle and reduce the reliance on the private car; this effectively requires the identification and implementation of a set of interrelated measures and initiatives which will reduce the environmental impact of the travel associated with a development, particularly through the use of public transport, walking and cycling, which reflects current Government policy in respect of transport.
- 1.3. The Travel Plan Coordinator will promote, manage, and monitor the success of the TP and report to Suffolk County Council (SCC) for the monitoring period from baseline monitoring (2024) until one year following final occupation. The monitoring period is therefore likely to be completed no earlier than 2030, with the principle target to have a shift towards sustainable travel of 10% from the initial assessment of car and van drivers over the lifetime of this TP. At the time of the 2024 update there were 115 dwellings occupied at Henley Gate inclusive of those by David Wilson Homes.
- 1.4. The development is located approximately 3 km north of Ipswich. The site is close to key local amenities and public transport services, with the centre of Ipswich a 15-minute cycle.

Definitions

- 1.5. The following definitions are used throughout this document:
- i. **"Travel Plan"** means a comprehensive "living" document that includes 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. **"Multi-modal Survey"** means a standardised travel survey undertaken annually with manual observations 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, where required.
 - iv. **"Travel Plan Review"** means an update of the Travel Plan annually and including the results and analysis of the "multi-modal survey" indicating how the "Travel Plan" is performing and updating the document as necessary to reflect changes in the local area accordingly.
 - 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 period is set out as a minimum of five years after the implementation of the Full TP and agreement with the Local Authority of the "Travel Plan", and to continue to do so until one year has passed occupation of final residential dwelling (estimated to conclude no earlier than 2030).
 - vi. **"Local Authority"** shall mean the relevant district council or county council required to approve the Travel Plan.

2. INTRODUCTION

- 2.1. This document provides the basis, from which to refine, expand and develop the TP and promote the objectives within it; an updated TP will next be submitted to the SCC for approval following monitoring in September 2025. The travel surveys will be used to help update objectives and measures set out within this TP and commence the monitoring period. Each TP update will be uploaded to the Modeshift STARS system to ensure consistent monitoring of Travel Plans in the county following each monitoring period.
- 2.2. The development is mainly residential, with the addition of a public country park and future implementation of educational facilities 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 aiming to cut congestion from the housing development.
 - ii) Increasing awareness of sustainable travel alternatives to private car users.
 - iii) Promotion of social inclusion and interaction by identifying that a wide range of transport options are easily available for new residents, including those with disabilities, and that existing amenities are accessible.
 - iv) Helping to reduce greenhouse gas emissions by accommodating those journeys that need to be made by car through information on greener car travel usage. This will aid in addressing the increased emphasis on tackling climate change and reducing its 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 with reference to the SCC Travel Plan guidance 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).

3. POLICY CONSIDERATIONS

National Policy

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

National Planning Policy Framework (NPPF)

- 3.3. The NPPF and the Department for Transport (DfT) guidance, referred to in **Chapter 2**, identifies that the provision of a Travel Plan will help to deliver more sustainable transport objectives, including:
- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking, and cycling;
 - Reduced traffic speeds and improved road safety and personal security, particularly for pedestrians and cyclists; and
 - More environmentally friendly delivery and freight movements, including home delivery services.
- 3.4. **Ipswich Garden Suburb Supplementary Planning Document (IGS)** Adopted March 2017, the IGS sets out the framework for the comprehensive development of the IGS. The aim is to deliver a fully integrated sustainable urban extension that offers real life travel choices for its residents and retains travel within the development, insofar as possible.

Regional

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

- 3.7. The provision of a TP to support new residents to the area in their choice of travel modes for regular journeys in the local area is a key element in facilitating sustainable development in Suffolk.

4. EXECUTIVE POLICY STATEMENT

- 4.1. Crest Nicholson Ltd has 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. The Developer 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. The Developer will be responsible for the ownership of the residential TP for this development for a period of not shorter than the date of the approval by MSDC and SCC of this TP until one year following final occupation. It is therefore expected that the monitoring period is to end no earlier than 2030.
- 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.

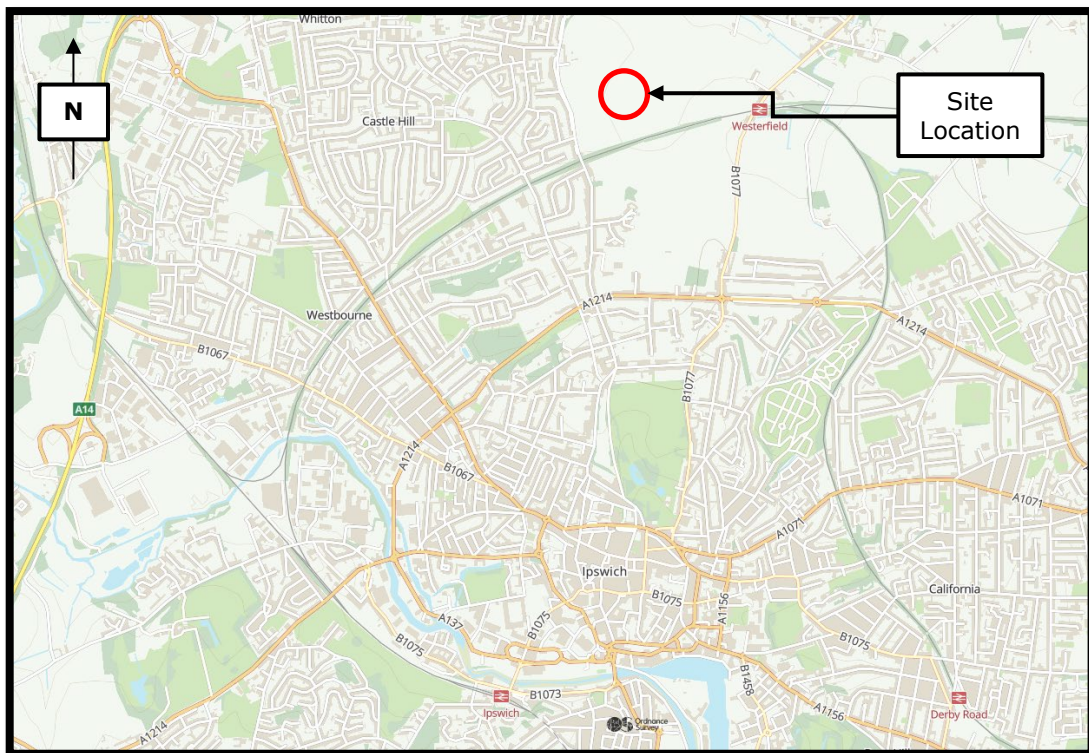
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5. LOCAL ACCESSIBILITY AUDIT

Site Location

- 5.1. The site is bounded to the north and east by agricultural land, including Westerfield Station. To the south by the busy town of Ipswich and to the west by the Castle Hill housing area.

Figure 1 – Site Location



- 5.2. The vehicular access is directly off the western side of the site, with Oxlip Boulevard open to residents via Henley Road and a further construction only access available. The main access for all modes is via Henley Road with Public Rights of Way (PRoW) connections to the west; with more to be added around the area of the site upon further development.
- 5.3. Henley Road is subject to a 30mph speed limit and serves mainly residential areas, Westerfield Road, to the east of the site, is slightly higher at 40mph as it does not serve so many residential dwellings.
- 5.4. Henley Road connects with the inner ring road of Ipswich (A1214), taking you south, with connections into the centre of Ipswich (3km distance). Further connections to Bury St Edmunds (43km distance northwest), Colchester (30km distance to the southwest) are easily accessible via the A14 and A12 respectively. Felixstowe is also located 21km to the southeast of Henley Gate.

Pedestrian and Cycle Network

- 5.5. The site is already well connected for pedestrians and cyclists with direct access from Henley Road, which leads to the A1214 inner ring road into Ipswich or further afield.
- 5.6. The site is located close to key local amenities in Ipswich as detailed in the following paragraphs. The footways on Henley Road are accessible enough to cater for pedestrian movement with a continuous existing footway on both sides at approximately 2 metres in width. The footway route is also well lit by pre-existing streetlamps. There are adequate walking and cycling routes for the nearest pre-existing primary and secondary schools in Ipswich. As in the initial phase of the development, the proposed primary school will not be completed.
- 5.7. Ipswich has a network of on-road Regional Cycle Routes, routes 1 and 51 connect Ipswich with neighbouring towns and the Suffolk coast. A local cycle map is included in **Appendix B** for reference. National Cycle Route 51 links Newmarket with Cambridge, via Ipswich. Locally the National Cycle Route connects with the centre of Ipswich with the major employment areas such as the docks, marina, University Campus Suffolk, the hospital, Warren Heath business park, and Martlesham Heath.
- 5.8. Improvements to the vehicular access point on Henley Road, such as signal controlled junctions and toucan crossings alongside additional exclusive entry points for pedestrians/cycles has and will continue to make pedestrian and cycle access much safer for the more vulnerable road users.
- 5.9. It has also been proposed to provide new, well signed cycles routes to improve the access into Ipswich from the development. There are two proposed routes, which run parallel down the east and west sides of the site, Henley Road and Westerfield Road.

Bus Services

- 5.10. The closest current bus stops to Henley Gate are located as follows:
- Henley Avenue
 - Larchcroft Road
- 5.11. Both locations are a short walking distance from the site, they are standard flag stops with footway waiting areas; providing access to routes 7, and 116. The routes 9/10 (plus a school route, 6A) are also available at just a short walk over to Fircroft Road.
- 5.12. **Table 5.1** below presents the regular services that operate in the vicinity of Henley Gate. Bus timetables (excluding route 6A) for these services can be found in **Appendix C**.

Table 5.1 – Nearest Local Bus services

Operator	Service	Frequency
First Bus	Debenham – Stonham Aspal; – Coddanham – Ipswich (No. 116)	Mon to Fri: 4No. services Saturday 5No. services
Ipswich Buses	Ipswich Town Centre – Castle Hill – Dale Hall – Anglia Retail Park (No. 7)	Mon to Fri: hourly daytime off-peak Saturday: every two hours
Ipswich Buses	Ipswich Central – Norwich Road – Whitton – Castle Hill (No.9/10)	Mon to Sat: up to every 10 minutes Sundays: up to every 30 minutes
Ipswich Buses	Meredith Road – Ipswich Central – Northgate High School (No. 6A)	Mon to Fri: 1No. service

*Correct from October 2024

- 5.13. The size of the site has encouraged the proposal a new bus route to accommodate those outside of the acceptable walking distance to bus stops, initial stage of this service would see Henley Gate served independently. It's anticipated that this route would operate every 30 minutes and run between Henley Gate and Tower Ramparts bus station. However, this will begin closer to the full site completion, therefore, no timescale is currently available. A financial contribution by the developer to the local bus stop was also due upon the 50th dwelling occupation, which was paid in July 2023.
- 5.14. There are also bus services available to nearby schools, via public buses or private school buses. Up to date timetable information for each bus stop can also be obtained on the websites of each operator or at [Suffolkonboard.com](https://www.suffolkonboard.com). Links to updated timetables will be promoted to residents via the Henley Gate Website.
- 5.15. Discounts are available for 16–19-year-olds; 25% off the full adult fare via the Endeavour card. Additional concessionary fares are also available for under 5's, family ticket, 6/12-month tickets. Further information is included on the Henley Gate Travel Plan Website.
- 5.16. Community transport options are available to residents that require these services. Connecting Communities operate in the area offering those that cannot access local public transport a way to link with bus / train routes that are easily accessible and further information can be found on their website (communities.suffolkonboard.com). Community transport options such as this will be highlighted to residents through the Welcome Pack and Travel Plan Website.

Train Services

- 5.17. Westerfield Train Station is located adjacent to the east, approximately 0.5km distance from the centre of the site. As the station is a small distance away from Henley Gate, it is expected that residents will walk or cycle to the station as there will be a network of footways and cycleways, then use the train for further commuting. Services go directly into Ipswich, with most services to/from Felixstowe and limited services to/from Lowestoft.
- 5.18. Services can be boarded to the destinations shown on **Table 5.2**.

Table 5.2 – Local Rail Services

Destination	Typical Travel Duration (minutes)	Frequency – Daily services		
		Weekdays	Saturdays	Sundays
Ipswich	8	23	18	19
Felixstowe	20	18	17	11
Lowestoft	82	2	0	8

Source: Greater Anglia (www.greateranglia.co.uk) *Timetable from 2nd June 2024

- 5.19. Additional destinations can be reached by changing at Ipswich. Engineering works regularly take place at weekends and during holiday periods, particularly on Sundays and public holidays and users are recommended to check times before travelling.
- 5.20. The station provides cycle storage for 4 bikes. However, there are no car parking spaces available for commuters. The station is expected to receive funding from Crest Nicholson to improve facilities.
- 5.21. The National Rail Enquiries website (www.nationalrail.co.uk) provides an online journey planning tool and ability to purchase tickets by directing the user to a relevant rail franchise website, in this case Greater Anglia. Favourite journeys can be saved for later recall and live train tracking is available. There is a version of the site optimised for mobile devices and it is also available as a free mobile app for Android and Apple iOS.
- 5.22. Commuters travelling from Westerfield to London (via Ipswich), for example, can purchase season tickets at a current cost (October 2024) of:
- 1 week £205.40
 - 1 month £788.80
 - 12 months £8,216.00
 - Flexi £631.00

- 5.23. Commuters can also obtain various rail discounts via railcards (i.e. 16-25s and family and friends). See the link below for more information.

16-25railcard.co.uk/help/railcard-terms-conditions

- 5.24. Overall, services to London Liverpool Street and intermediate destinations along this route are excellent throughout the week, particularly for commuter services Monday to Friday. Lowestoft and Norwich are also well served by frequent trains with a long daily service period.

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. The Department for Transport's document LTN 1/20 "Cycle Infrastructure Design" recommends that a typical 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 on 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 entrance on Henley Road, ordered by ascending distance from site.

Table 5.3 – List of Nearest Local Amenities

Amenity	Location	Distance from the site	Walking / Cycling time
Convenience Store	Co-op, 147 Fircroft Rd, Ipswich IP1 6PT	640m	9 mins / 3 mins
Public House	Man on the Moon, 86 Palmcroft Rd, Ipswich IP1 6QX	640m	9 mins / 3 mins
Nursery	Acorn2oak Preschool Dryden Rd, Ipswich IP1 6QD	1km	12 mins / 3 mins
Secondary Education	Ormiston Endeavour Academy. Defoe Rd, Ipswich IP1 6SG	1km	12 mins / 3 mins
Primary School	Dale Hall Community Primary School, Dale Hall Ln, Ipswich IP1 4LX	1.1km	13 mins / 4 mins
Place of Worship	Castle Hill URC, Dryden Rd, Castle Hill IP1 6QF	1.2km	13 mins / 3 mins
Dentists	Dental Surgery, 23 Garrick Way, Ipswich IP1 6NF	1.4km	17 mins / 4 mins
Sports Facilities	Ipswich Sports Club, Henley Rd, Ipswich IP1 4NJ	1.4km	17 mins / 4 mins
Cash Machine	Garrick Way, IP1 6NF	1.4km	17 mins / 4 mins
Doctors (Chesterfield Drive Branch),	Cardinal Medical Practice 29 Chesterfield Dr, Ipswich IP1 6DW	2.1km	26 mins / 7 mins
Supermarket	ASDA, White House Industrial Estate, Goddard Rd, Ipswich IP1 5PD	3.2km	38 mins / 11 mins

- 5.28. In conclusion, the development is located well for several amenities which are accessible on foot, bicycle or by bus. Further to this Ipswich Town Centre can be utilised for further amenities.
- 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;
 - Irregular bus services to employment areas within Ipswich;
 - Perceived accessibility on bicycle to Ipswich Town Centre and surrounding employment areas; and
 - Perceived quality of facilities (shelters / seating etc) at bus stops.
- 1.1. The measures and initiatives proposed within this TP will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the Developer for the monitoring period.

6. HENLEY GATE DEVELOPMENT

- 6.1. The Office for National Statistics website has been used to estimate the number of people that could potentially live in the development. The “Key statistics for 2011 Census” for the middle layer super output area of Ipswich 001 which includes Whitton has given the breakdown of number of people living per dwelling: 8,039 people living in 3,218 households; using this data it has been forecasted that a development of 1,100 residential dwellings has the potential to accommodate approximately 2,748 people.
- 6.2. The illustrative layout produced by the Developer’s architect, is included in **Appendix A** of this TP.

Access

- 6.3. The main vehicular access to the development has been taken from two points on Henley Road, which is to the west of the site boundary. These accesses are for all modes of travel, however the southern access was used for construction traffic only, at the time of the September 2024 surveys. Further access to the site and country park will be provided from Westerfield Road (east) and via Lower Road (north). These access points are underway but are yet to be of use until completion of Phase 2 of the country park.
- 6.4. In accordance with the requirements of the IGS, access to the site has to be provided through the provision of two new traffic signal-controlled junctions on Henley Road, providing a better access to the residents of the development and reducing congestion.

Vehicular & Pedestrian Railway Bridges

- 6.5. To deliver the IGS, two new Railway Bridges have been approved and constructed to create an integrated society between the land north and south of the railway. The eastern crossing will be for cyclists and pedestrians only (Fonnereau Way Public Right of Way, PRow) and the western crossing will be accessible by all modes. It has been indicated by the SCC that private vehicles will have restricted use to this crossing at peak times to avoid through traffic from Henley Road to Westerfield Road. Only pedestrians and cyclists will have regular access to this crossing except for a local route.
- 6.6. The Fonnereau Way PRow has been retained and improved as part of the Development. The existing level crossing has been discontinued and replaced with a much safer foot and cycle bridge to better connect the south of the IGS, allowing for easier access via foot and cycle to local amenities such as Westerfield Station, therefore encouraging sustainable modes of transport. However, as of the site visit in July 2024, construction of the site prohibits civilians access to the bridge.
- 6.7. Both bridges run across the tracks and have been completed as of October 2024, in line with the Home Improvement Fund requirements (funding mechanism for bridges). However, due to the Fonnereau Neighbourhood not yet being developed, the vehicular bridge is not yet able to be connected to adoptable roads, so will remain isolated until further completion of the site.

Car & Cycle Parking

- 6.8. Parking provided for residents will adhere to the guidance provided by the SCC publication 'Suffolk Guidance for Parking' (May 2019) (and is generally consistent with the 2023 update). The car parking standard of Ipswich's goal is to encourage sustainable travel by not over supplying parking.

Table 6.1 – Parking Per Dwelling

Size of Units	Vehicle Parking (minimum)	Cycle Parking
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling (satisfied if in garage or secure area is provided)
2 bedrooms	*2 spaces per dwelling	
3 bedrooms	2 spaces per dwelling	
4 + bedrooms	3 spaces per dwelling	
Visitor/ unallocated	0.25 per dwelling (unallocated)	If no garage or secure area is provided within curtilage of dwelling the 2 covered and secure spaces per dwelling in a communal area for residents plus 2 spaces ^per 8 dwellings for visitors.

*Reduction in this figure may be considered with robust and agreed highway mitigation

- 6.9. Cycle parking will generally be in accordance with the SCC guidance; residents will be provided 2 secure covered spaces per dwelling. Those of houses will store bicycles in garages or storage can be provided in gardens via sheds.
- 6.10. Following DfT's Road to Zero publication and Suffolk County Council's commitment to make the county of Suffolk carbon neutral by 2030, sufficient provision of electric vehicle charging infrastructure must be made to help meet the governments ambition of all cars and vans being zero emission by 2050. As a result, all new developments are required to provide sufficient electric charging infrastructure to cater for the growing demand of electric vehicles in Suffolk.
- 6.11. The country park will be issued space for its visitor centre and car parking situated in the north-eastern point of the site. Here will be 10 spaces controlled by a gate to ensure that it is not used inappropriately.

Annual Site Audit

- 6.12. 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

- 6.13. As part of the July 2024 site audit, no maintenance issues were identified.
- 6.14. It was noted that the site was still under construction, with developments well underway. Construction traffic would therefore need to be removed from any ATC data collected, as they use the main access off Henley Road to Oxlip Boulevard.

Off-Site

- 6.15. As of the July 2024 site audit, there were no significant maintenance issues off-site.
- 6.16. It was noted that the bridges had been completed but were not accessible from the development due to ongoing construction.
- 6.17. The SCC Highways Reporting Tool will be promoted on the TP website and Welcome Packs to residents as a prompt way to identify issues to the Highway Authority.

7. TRAVEL ASSESSMENT

- 7.1. Prior to occupation the potential vehicular and non-vehicular trip generation of the development was estimated and is summarised below. Trip rate and modal split data has been derived from section 6 'Quantitative Analysis' of the 2017 TA, supporting the outline planning application, an extract of which is included in **Appendix F**.
- 7.2. The 2011 Census Statistics Location of Usual Residence and Place of Work by method of travel to Work for North Ipswich, Ipswich, East of England, and England is summarised in **Table 7.1**. These have been used to understand the current travel modes and typical work destination for existing residents, these have been used to provide an estimate of typical travel modes that would be utilised for Henley Gate.

Table 7.1 – Method of Travel to work - 2011 Census

Mode of Transport	North Ipswich	Ipswich	East of England	England
Work at or mainly from home	5%	3%	6%	5%
Train	2%	2%	7%	5%
Bus	6%	8%	4%	7%
Taxi or minicab	0%	0%	0%	1%
Driving a car or van	60%	56%	62%	57%
Passenger in a car or van (car sharing)	6%	7%	5%	5%
Motorcycle, scooter or moped	1%	1%	1%	1%
Bicycle	5%	5%	4%	3%
On foot	13%	17%	10%	11%
Other	0%	0%	1%	1%

Note: 'not in employment' figures have been excluded from this table, and figures have been rounded to the nearest whole number for reporting purposes.

- 7.3. The table above demonstrates that for the Henley area (North Ipswich) 18% of the commuting was undertaken by cycling and walking, and a further 8% of commuting was public transport. It is apparent that most of the residents within North Ipswich commuted by private car to a workplace within the Ipswich area which was within cycling distance and also accessible by bus. The promotion of car sharing, bus travel, cycling and walking is therefore considered to be the key modes of travel for this development location.

Table 7.2 – Residential Trips and Trip Rates Phases 1 & 2 and Full Development (TA Section 6)

Mode	AM Peak				PM Peak			
	Trip Rate Per Dwelling		Two-Way Trips		Trip Rate Per Dwelling		Two-Way Trips	
	ARR	DEP	Phases 1 & 2	Full Dev	ARR	DEP	Phases 1 & 2	Full Dev
Walk	0.049	0.175	67.2	246.4	0.076	0.046	36.6	134.2
Cycle	0.004	0.022	7.8	28.6	0.017	0.012	8.7	31.9
Car Driver	0.154	0.410	169	620	0.371	0.212	174.9	641.3
Passenger	0.044	0.190	70.2	257.4	0.117	0.063	54	198
Rail	0	0.001	0.3	1.1	0.001	0	0.3	1.1
Local Bus	0.006	0.014	6	22	0.014	0.005	5.7	20.9
Others	0	0	0	0	0	0	0	0
Total	0.257	0.813	321	1177	0.596	0.338	280.2	1027.4

- 7.4. **Table 7.2** demonstrates the potential trip generation for phases 1 and 2 combined and the total development, based on 300 and 1,100 units respectively. The potential trip generation is from the 2017 TA outline planning application.
- 7.5. During phases 1 and 2 (300 dwellings), the development would have the potential to generate, without a TP, approximately 169 two-way single occupancy vehicle movements during AM peak hour and 175 two-way vehicle movements during PM peak hour.
- 7.6. After site completion (1,100 dwellings) the development would have the potential to generate, without a TP, approximately 620 two-way single occupancy vehicles movements during AM peak hour and 641 two-way single occupancy vehicle movements during the PM peak hour.

Objectives

- 7.7. There are several 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 single occupancy vehicles through raising awareness of alternative travel modes available – especially for those working in the Ipswich area;
 - Achievable through encouragement to use alternative modes of transport; and
 - Increasing awareness of the environmental and social benefits of using alternative modes of transport.
 - Increase awareness of the advantages and availability of sustainable modes of travel, particularly active modes (walking and cycling);

- Actively promote sustainable transport options to and from the development, to enable informed decisions about how to travel responsibly.
- Increase the use of active and sustainable travel modes (particularly for shorter journeys), and to encourage people to build active travel into their everyday routines to support and contribute to wider health benefits.
- Always enhance as far as its practical the accessibility of the proposed development by active modes; and
- Raise awareness of the impact of travel choices on health, and the local environment.

Targets

- 7.8. Targets should be Site-specific, Measurable, Achievable, Realistic, and Time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a TPC by....).
- 7.9. The Interim Travel Plan targets were reviewed and updated for the Full TP update in 2023 and at that time were believed to be unachievable and unmeasurable based on the following evidence. The targets may have once been achievable, but due to the time frame, in which we encountered a worldwide pandemic, behaviours have changed, and many more people now frequently work from home. Therefore, targets must be changed in accordance to up-dated SCC guidance, as they can no longer be characterised as SMART. The previous targets are summarised for comparative purposes to the targets of this TP at implementation.
- 7.10. The “aim type” Travel Plan targets are quantifiable and are given over two timescales: short-term (Phase 1 and Phase 2) and long-term (Full Development). The suggested key targets are based on the principle objectives of the TP, the SMART framework, SCC guidance and DfT guidance. They are as follows:
- Facilitate the modal split reduction of 5% away from car or van drivers by Phase 1 and 2 of the development (300 dwellings).
 - Facilitate the modal split reduction of 10% away from car or van drivers by the full length of the development. (1,100 dwellings)
- 7.11. Additional “aim-type” targets that are not directly related to travel mode are as follows:
- 30% 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.

- 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 either their train ticket or bicycle 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.

Interim TP Phase 1 and Phase 2 Targets - 2017

7.13. Interim Phase 1 and phase 2 targets are based against the existing modal split as set out in **Table 7.3** below. Targets are derived from the residential trip rates in Table 6.1 of the TA; and the targets via tables within page 61 of the TA. Phases 1 and 2 cover a total number of 300 dwellings.

Table 7.3 – Outline Application Existing and Target Modal Split (Phases 1 and 2)

Mode of Transport	Existing AM	Existing PM	Target AM	Target PM
Driver of car or van	52.6%	62.4%	44%	54.6%
Passenger in car or van	22%	19.3%	22%	19.2%
On foot	21%	13.1%	24%	13.2%
Bicycle	2.4%	3.1%	7%	5.7%
Rail	0.1%	0.1%	0%	0%
Bus	1.9%	2%	4%	6.8%

- 7.14. These targets have been derived by splitting trips by journey purpose, based on interpreted changes in mode split for education and commuter trips, post TP as proposed in 2017. The tables demonstrates the optimistic interim target of a large reduction in single occupancy car use. However, in the given time frame, and the major change in car use over the last 3 years, this target may prove too ambitious.
- 7.15. The Interim targets for Phase 1 and Phase 2 of the TP was to ‘Facilitate the modal shift of 20% away from single occupancy car use for educational purposes within one year of the implementation of the full TP’ which will prove very difficult for the TPC. The site is yet to implement the internal educational facilities, which means all educational trips will be external. Distinguishing between educational trips and commuter trips is impossible for monitoring, especially when using an ATC.
- 7.16. Further, ‘Facilitating the modal shift of 15% away from single occupancy car use and increasing cycle (5%) and bus (10%) use for commuting within one year of the implementation of the full TP’ is ambitious given the time frame. Future development could make this a realistic target, with the proposed bus route and bridges connecting the IGS. However, these aspects are yet to be implemented, due to trigger points and further development. Therefore, the targets are not realistic given the time frame.

Revised Phase 1 and Phase 2 Targets (300 dwellings) - 2023

- 7.17. **Table 7.4** demonstrates the initial modal split based on the site trip rates at Phase 1 and Phase 2 (**Table 7.2**), compared with the revised targets proposed at 5% reduction.

Table 7.4 – Existing and target modal split with 5% reduction of car drivers target applied for phases 1 and 2 (2023)

Mode of Transport	Existing AM	Existing PM	*Target AM	*Target PM
Driver of car or van	52.6%	62.4%	47.6%	57.4%
Passenger in car or van	22%	19.3%	22%	19.3%
On foot	21%	13.1%	21%	13.1%
Bicycle	2.4%	3.1%	2.4%	3.1%
Rail	0.1%	0.1%	0.1%	0.1%
Bus	1.9%	2%	1.9%	2%

*The 5% will add to other modes, but it is not specific.

- 7.18. The target of a 5% reduction in car use is a much more realistic target given the size of the site. With the current occupied dwellings (as of September 2024) a little under half of the first 300 for phase 1 and phase 2 completion, disruption on residents' day-to-day lives can be expected.
- 7.19. Where there is a reduction of drivers, an even modal shift distribution into more sustainable modes might be expected. However, in order to keep these targets SMART, the emphasis is on the 5% reduction of drivers, any increases in other modes (**Table 7.4**) is an achievement.

Interim TP Full Development Targets - 2017

- 7.20. **Table 7.5** demonstrates the Interim TP Full Development targets, based against existing modal split targets. Existing targets have been derived from the residential trip rates in **Table 7.2**; and the targets from the 2017 TA. The Full Development covers a total of 1,100 dwellings.

Table 7.5 – Outline Application Existing and Target Modal Split (Full Development)

Mode of Transport	AM Existing	PM Existing	AM Target	PM Target
Driver of car or van	52.6%	62.4%	43.4%	50.2%
Passenger in car or van	22%	19.3%	33%	20.5%
On foot	21%	13.1%	14%	13%
Bicycle	2.4%	3.1%	3.3%	5.9%
Rail	0.1%	0.1%	1.7%	2.9%
Bus	1.9%	2%	4.6%	7.6%

- 7.21. The targets set in the Interim TP have been summarised by splitting trips by journey purpose, based on interpreted changes in mode split for education and commuter trips, post TP, as proposed in 2017. They suggest a drastic reduction in car drivers and very ambitious goals in facilitating modal shift into other specific modes. Although the figures to reduce car drivers may be achievable, the specific modal shift to other methods of transport is considered to be unrealistic. External factors will contribute to this, such as the ability to work from home, which whilst reducing the need to travel does not impact modal split.
- 7.22. The Interim targets for the Full Development were to '*Reduce single occupancy car trip rate by 20%, for work and other purposes over the full length of the development*'. With the trips reallocated to cycling (5%), bus use (10%), rail use (5%). This reduction is achievable, but it's hard to monitor, and has no current baseline data to monitor against. Trip rate reduction is to be monitored throughout, but a more realistic measure of success could be a reduction in general vehicle use, as this may reflect a reduced need to travel.
- 7.23. Further, Interim targets for the Full Development were to '*Facilitate a modal shift of 30% away from single occupancy car use for secondary education purposes over the full length of the development*'. With the trips to be reallocated to cycling (15%), and walking (15%). Although the Full Development will see the implementation of an internal educational facility, it will be difficult to monitor these trips made specifically by residents. On the basis of distinguishing an external trip from an internal trip arriving at the facility. A better review of this will come from online annual surveys once the internal facility is operational.

Revised Full Development Targets (1,100 dwellings) - 2023

- 7.24. **Table 7.6**, demonstrates the initial modal split based off the site trip rates at Full Development from **Table 7.2**, compared with the revised targets proposed of 10% reduction in single driver car usage.

Table 7.6 – Existing modal split with 10% reduction of car drivers target applied for Full Development.

Mode of Transport	AM Existing	PM Existing	AM Target	PM Target
Driver of car or van	52.6%	62.4%	42.6%	52.4%
Passenger in car or van	22%	19.3%	22%	19.3%
On foot	21%	13.1%	21%	13.1%
Bicycle	2.4%	3.1%	2.4%	3.1%
Rail	0.1%	0.1%	0.1%	0.1%
Bus	1.9%	2%	1.9%	2%

- 7.25. To allow for targets to become SMART, the TPC has proposed a 10% reduction of car drivers in modal split over the Full Development. The desire is the percentage of reduced car drivers shifting into more sustainable methods of transport, with no direct mode in favour. The improvements to the site at certain trigger points is likely to promote a wider choice of alternatives which will facilitate this shift.

TRICS Comparison

- 7.26. **Table 7.7** highlights the 2017 TA development modal split with the effects of Interim TP Phases 1 & 2 targets, and the Full Development Interim TP targets in comparison to a newer set of modal data obtained from a TRICS similar site after the first-year implementation of the TP (prior to COVID-19). The site is in a suburban area, 3km outside of Ipswich centre, the data for this is included in **Appendix G**. The TRICS data demonstrated the following after 1 year and is compared to Phase 1 and 2 Interim, and Full Development Interim targets from **Tables 7.3** and **7.5** above.

Table 7.7 – P1 & P2 and Full Development proposed target Modal Split in comparison to TRICS Modal Split.

Mode of Transport	2017 P1 and P2 Targets		2017 Full Dev Targets		2019 TRICS	
	AM	PM	AM	PM	AM	PM
Driver of car or van	44%	54.6%	43.4%	50.2%	52%	65%
Passenger of car or van	22%	19.2%	33%	20.5%	20%	29%
Cyclist	24%	13.2%	14%	13%	4%	0%
Pedestrian	7%	5.7%	3.3%	5.9%	21%	4%
Public Transport	0%	0%	1.7%	2.9%	3%	2%

- 7.27. The data from TRICS provides newer and slightly more realistic sets of data to compare to the initial TP targets for Henley Gate (**Appendix G**). The data had been gathered in 2019, which is as close to pre pandemic as possible.
- 7.28. When compared with the North Ipswich Census data (**Table 7.1**), it's clear that the TRICS site poses a more realistic set of TP mode split data to base the Henley Gate modal split targets from. Thus, the previous 2017 interim TP and TA figures can be disregarded.
- 7.29. Although travel habits have largely returned to normal, some attitudes and 'rules' may have remained post-pandemic affecting direct comparison to pre-pandemic travel data. An important factor to consider is the amount of people now working from home; this will likely influence trip rate for commuting purposes; however, education trips are expected to remain similar.
- 7.30. PM peaks are both higher in the TA and TRICS data. It's possible that residents are most likely to use their cars in the evening to drive outside of Ipswich, either to sporting events, social events, or to visit friends and family. It's important to focus the attention on public transport in this case to reduce SOV trip rate as the likelihood of using active travel will reduce in the PM.
- 7.31. In addition to the target of increasing bus use, cycling and walking; it must be noted that for those commuting either into Ipswich or further afield, Westerfield station is a great commodity which has received a financial package following the development of Henley Gate. Residents have also been offered the chance to claim a £50 Greater Anglia voucher via the Smarter Travel Welcome Pack. Improved PRow has made the station more accessible for residents of Henley Gate and those of Castle Hill. Therefore, there is great potential to facilitate the modal shift away from SOVs.

Remedial Measures and Triggers

- 7.32. After each travel survey the TPC will assess if the targets are being achieved for each of the modes of transport. Should the targets not 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.
- 7.33. If the agreed targets are not being met after the first and third year travel surveys the TPC will analyse the situation, contact residents by issuing a travel questionnaire, and request feedback on what prevents people from using more sustainable modes of transport and in the case of this site what would help them to avoid single occupancy vehicle trip.
- 7.34. An on-site promotional event could also be considered, with provision of an onsite bicycle surgery and/or bicycle maintenance vouchers.

8. RESIDENTIAL TRAVEL PLAN MEASURES

- 8.1. The timescale for the implementation of measures is presented in a table included within **Appendix D**. The table details when measures will be put in place during the agreed monitoring period and an indication of the potential cost of the measure.
- 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 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. The provision of public open space within the site and direct access to Henley Road will give a good permeability through the site for pedestrians and cyclists. Also, the routes within the site will be 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 will be permanently available to the residents of the site (see Marketing and Promotion). The use of smartphone apps and mobile technology will be promoted so residents can access up to date bus timetables.
- 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 will also be made aware of the seasonal discounts of fares that are currently available for buses and train services through promotional links to relevant websites, through the Henley Gate webpage and social media page.
- 8.9. Each dwelling will be provided the opportunity to gain a £50 voucher for Greater Anglia rail services. This will be promoted through a "Travel Welcome Pack" that each residential dwelling will be issued upon moving in to their property. A reminder will be sent out in a newsletter distributed to all residents.

Walking

- 8.10. Pedestrian routes in the vicinity of the site are adequate, linking with local amenities within north Ipswich and further to parts of central Ipswich. However, the TPC will liaise with the relevant authority to highlight any maintenance issues.
- 8.11. The residents will continue to be provided information on pedestrian routes from the site to relevant local amenities within the Travel Welcome Pack. Branded merchandise is also to be considered in accordance with Appendix 3 of the SCC guidance.
- 8.12. The TPC will promote and educate residents on Walking Buses. Available for the school children of the development and the existing community. This is a group of children usually led by two parent volunteers at the front and back known as the 'driver' or 'conductors'. When there are more children there will be more adults required. The aim is to make the children and parents feel more comfortable and safer on their daily travels into school, which is also fun, sociable, good for the environment and good for the walkers.
- 8.13. For those less able to travel by train or bicycle, active travel vouchers have been and will continue to be provided to those that request it as an alternative. This voucher is for a value of £50 with an online retailer and can be redeemed on items such as waterproof clothing or rucksacks.

Cycling

- 8.14. The multi-modal 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 Ipswich and could be improved.
- 8.15. 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 will be 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.
- 8.16. A network of high-quality sign posted pedestrian and cycle routes amongst the development will offer a direct, safe and convenient access around a through the site by foot and bicycle.
- 8.17. Residents will be able to redeem £50, per household, from the Developer for cycling equipment from an online retailer. The voucher can be used for walking or cycling equipment. It has been clearly explained within the Travel Welcome Pack how the £50 can be obtained via completing the initial travel survey.
- 8.18. The TPC will promote and encourage the use of 'Cycle Trains'. This includes setting routes, stops and training 'Train Drivers' and 'Guards'. Cycle Trains

allow for young cyclists and their parents to feel much more comfortable when cycling on busier roads. The group makes them more visible and reduces the feeling of vulnerability.

- 8.19. The TPC will promote existing Bicycle User Groups via promotional material both online and via post. This will encourage a greater community of cyclists amongst the area. Upon further development of the site, the TPC will consider establishing a Henley Gate official user group, which is to be assessed in Winter 2024-2025, following confirmation of 100th occupation.

Car Sharing

- 8.20. Car sharing represents a relatively convenient alternative form of car travel and potential exists to reduce the total private mileage of the residents.
- 8.21. The TPC will establish from the multi-modal travel survey on the first anniversary, the potential for car sharing to and from regular destinations and will arrange for individual residents to be made aware of that potential. The Travel Plan Coordinator will promote the Liftshare public car sharing network (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.
- 8.22. The TPC will continue to make residents aware of the car sharing scheme via the Travel Welcome Pack, social media, the Henley Gate TP website and through annual newsletters.

On-Site Car Club

- 8.23. An expression of interest has provided a possibility to place a car club facility within the boundary of the development. Results from other sites ran by Smarter Travel Ltd have shown significant use (Melbourn, Cambridgeshire), which has ultimately led to the reduction of second cars, and therefore a reduction in single occupancy car trip rates. This can be considered at the 500th dwelling or other appropriate time.

Smarter Choices Plan

- 8.24. A Smarter Choices plan has been considered for the existing residents within the vicinity of the new site in North Ipswich (S106, Appendix 4, Figure 4). This involves a team of travel advisors to undertake door knocking activities to discuss everyday travel habits, providing travel information such as maps and bus timetables, whilst discussing the alternative options to use of the car and the associated benefits in terms of health, costs etc. The existing area is Castle Hill, bounded by Valley Road, Henley Road and Norwich Road, containing approximately 6,000 existing households. This is due to take place prior to the 500th dwelling occupation, as per Appendix 4 , Figure 4 of the S106.

Marketing and Promotion

- 8.25. The TPC have and will continue to provide training to the Henley Gate sales staff of the Developer on the aims and objectives of the TP as well as the incentives available to residents. A3 maps and presales flyers have been provided so that sales staff can visually show the sustainable travel options available to them.
- 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 will be provided with a Travel Welcome Pack within the first few weeks of first occupancy that will direct 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 will also be included within the Welcome Packs to ascertain very early indications of travel behaviour change.
- 8.27. A travel website has been created specifically for the development's residents (www.henleygatetravel.co.uk) that provides links to the latest TP update, as well as a useful way to contact the TPC for general travel related queries or for Personal Travel Planning. It also provides information set out below and further links to other useful travel related websites:
- Information on what a TP is and the benefits of the scheme;
 - Local area map indicating local amenities;
 - Links to the social media pages and news articles;
 - Information on car sharing, eco-driving, travel information and community transport availability;
 - Personal Travel Plan requests;
 - Public transport information including details of the bus mobile app service (explaining what buses and train services, can be taken to access facilities);
 - Cycle and pedestrian route maps;
 - Details of how to obtain a £50 Greater Anglia voucher or a £50 active travel voucher as well as other measures;
 - Marketing for Liftshare public network and rail discount card application forms; and
 - Contact details of the TPC for the resident to be able to discuss any travel related problem or to receive further information for their personalised trips.
- 8.28. The TPC will, though the use of 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, etc.

- 8.29. A travel plan notice board is proposed to be in a suitable location within the development, containing local sustainable travel information. These will be updated regularly by the TPC.
- 8.30. 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 voucher / train ticket promotion as well as Personal Travel Plans and merchandise.
 - 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.
- 8.31. The TPC will utilise the information which IBC and SCC are able to provide via website pages, print materials and timetables.

Personal Travel Planning

- 8.32. The TPC will provide Personalised Travel Planning to residents who request it. They will be 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.
- 8.33. 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 single occupancy car travel.

9. MANAGEMENT & MONITORING

- 9.1. A programme of monitoring and review has been designed to generate information by which the success of the scheme can be evaluated. Monitoring and review will be the responsibility of the TPC, the first surveys were undertaken in September 2024, in accordance with the SCC travel plan guidance.

The Travel Plan Coordinator

- 9.2. The TPC has been identified and appointed – with the contact details set out in **Chapter 4**. The TP will be managed for the duration of the monitoring period as part of the monitoring cycle commencing at the anniversary of the Full TP. The TPC will be funded by the Developer from appointment prior to first occupation and for the monitoring period.
- 9.3. The TPC is responsible for the development and management of the TP and ensure its delivery to its completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.4. The TPC provides Personal Travel Planning (PTP) to residents of this development. This service is provided on demand and be available within a calendar month of the residents' request.
- 9.5. The TPC ensures that structures for the on-going management of the plan are set up and running effectively, and continues to help promote individual measures such as bus tickets, car sharing, etc. This is undertaken through social media / marketing material, PTP and / or via the development TP website.
- 9.6. The TPC will continue to liaise with the public transport operators, highway authority and / or the Developer in order to report any inadequacies in maintenance maximise the potential use of sustainable travel options.
- 9.7. The TPC is responsible for the setting up and security of the residential travel database which will include the results of the multi-modal traffic surveys as noted in **Chapter 7**. In the interest of confidentiality, the TPC alone, holds the database and is responsible for the release of the results to the Local Authority and to the residents (data should be conveyed in an accessible but secure format and compliant with the General Data Protection Regulation 2018 – refer to Smarter Travel Ltd Privacy Policy for more details).
- 9.8. The TP will be reviewed at every completion of the multi modal travel survey, as part of the monitoring process. The TPC will submit details of each review to SCC via the Modeshift STARS system by the end of October on the year of monitoring.

Monitoring

- 9.9. To ascertain whether the residents will already change their mode of travel as a result of moving to this development from another location, a short survey has been provided within the Travel Welcome Pack that the resident will need to complete to obtain the £50 active travel voucher or a £50 Greater Anglia voucher.
- 9.10. To identify the travel patterns for the residential development, an annual monitoring strategy will be undertaken on the anniversary of this update. This is to analyse how the residents and visitors actually travel from and to the site when compared to that of the 2011 North Ipswich Census data in **Table 7.1** and those for the weekday AM and PM peaks derived from **Table 7.2** and included in **Tables 7.3 – 7.7**.
- 9.11. This mode split of travel will then be able to be used to compare the effectiveness of the TP over the monitoring period. The data should also be used to identify what further measures, if any, are required to further promote the TP and its objectives.
- 9.12. The results of the survey will be issued to SCC via Modeshift STARS 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 under represented and where greater utilisation could reasonably be achieved and report to SCC.
- 9.13. In addition to the monitoring strategy 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 response to follow up surveys;
 - The level of redemption of the free bus travel; and
 - The level of redemption of the cycle vouchers.

Traffic Counts

- 9.14. 2-week automatic traffic counts will be used to gather trip data (as per SCC guidance), these are set to be placed on three entrances to the site, two signalised junctions on Henley Road and the vehicular road bridge connecting the Fonnereau Road bridge. The monitoring will take place approximately one year after the implementation of this TP, and annually thereafter. Henley Road still provides the only access to this site, with the vehicular bridge being several years away from use, thus likely that ATC monitoring will take place on just Henley Road for several years.
- 9.15. A manual traffic count for this site upon further development is advised by the TPC due to the eventual number of occupied dwellings. The combination of ATC and manual counts will provide a more accurate representation of

movements in and out of the site. The methodology of undertaking the manual count survey is to have cameras located at the main access points of the development and record all movements in and out of the site for a 12-hour period (7am to 7pm). This will take place on the 1st, 3rd and 5th anniversary of the implementation of the full TP.

- 9.16. The monitoring strategy will be undertaken at a cost to the Developer and be at a similar time of the year to provide a comparative assessment. It will be ensured prior to the survey being undertaken that the following circumstances will not affect the outcomes of the surveys:

- School / public holidays;
- Highway maintenance;
- Closures on public transport services; and / or
- Any publicised strike action.

Travel Surveys

- 9.17. As the development will still be undergoing construction, any vehicle movements identified as construction traffic should be discredited in the survey results. The traffic counts are supplemented with an annual postal / online survey directly to residents that enables a more direct questioning of their travel habits and identify measures that can assist in changing their travel habits to more sustainable means. The SCC survey guidance questions will be incorporated into the annual survey. A copy of the survey questions for a postal / online survey is contained within **Appendix E**. To maximise the potential for return of postal / online surveys, an incentive is to be considered such as a voucher to a local restaurant or equivalent. The incentives for the 2024 surveys consisted of an optional prize draw entry with prizes of a £100 Decathlon store voucher, a Fitbit Inspire 3 and a £25 shopping voucher. The result of each postal / online survey will be issued to the residents in the form of a summary report (via the development TP website) and to the Local Authority on the first, third and fifth year anniversaries.

- 9.18. All online / postal / interview surveys are confidential, and 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 interviewee. The only personal information deemed necessary for the purposes of the TP are as follows:

- Name and address;
- Age;
- Telephone number / email address;
- Whether they have a disability which would affect transport choice; and

- Number and age of any dependants.

9.19. 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

9.20. There is a choice of different structures available for the on-going management of the TP beyond the monitoring period, should demand warrant it.

9.21. 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.

9.22. Whichever option is chosen will be notified to the Local Authority within the final TP review.

10. MONITORING RESULTS

- 10.1. The travel plan monitoring period commenced in September 2024 with the baseline surveys. Each survey period is summarised briefly below along with comparisons between years.

Baseline (2024)

- 10.2. The baseline monitoring consisted of a 2-week ATC located on Oxlip Boulevard, located just beyond a show home parking area, commencing 14th September 2024. This was supplemented by a 12-hour manual count of Oxlip Boulevard on 18th September 2024. At the time of the 2024 monitoring, Oxlip Boulevard was the only vehicular access to the development open to residents and 115 dwellings had been occupied. A copy of the survey data is included in **Appendix H**.

Trip Rates

- 10.3. The weekday AM, PM car driver trip rates per dwelling from the pre-occupation TA data in **Table 7.2** are compared to the those from the annual monitoring, including 12-hour (0700-1900) manual count for comparison across survey years in **Table 10.1**. For ATC data, the average trip rate over the 2-week survey is used, however, except for OGV trips, temporary construction traffic cannot be removed, resulting in higher trip rates whilst the site is being developed. For the single day manual count data, construction vehicles have been disregarded, where observable, contributing to lower trip rates overall.

Table 10.1 – Trip Rate Comparison

Mode of Transport	TA	2024 (ATC)	2024 (Manual)
AM Arr	0.154	0.303	0.217
AM Dep	0.410	0.505	0.426
AM Total	0.564	0.809	0.643
PM Arr	0.371	0.343	0.313
PM Dep	0.212	0.256	0.209
PM Total	0.583	0.598	0.522
12Hr Arr	-	3.239	2.122
12Hr Dep	-	3.337	2.357
12Hr Total	-	6.576	4.478

- 10.4. It can be seen from **Table 10.1** that the AM Peak trips are higher than estimated in the TA. For the PM peak, the 2024 two-way trip rate is close to the pre-occupation expectation in the ATC data and slightly lower in the manual count data.

Mode Split

- 10.5. As noted in **Chapter 9**, the observed travel mode split in annual monitoring is compared to the pre-occupation forecasted AM and PM peak data from **Table 7.2** (and as shown in Tables **7.3-7.7**) and the 2011 Census data for North Ipswich from **Table 7.1**. The AM and PM modes splits are shown compared to survey data in **Tables 10.2 and 10.3**, respectively. The 2011 Census data from **Table 7.1** is shown recalculated, to remove the category “work at or mainly from home” as no travel occurs, and is then compared to the 12-hour mode split observations in **Table 10.4**. The SOV share is shown as a proportion of car and small van drivers. For the purposes of the comparison, actual trips by public transport are assumed to be included with those leaving the site on foot, although may also be included with other modes, such as a car passenger.

Table 10.2 – AM Peak Mode Split

Mode of Transport	TA	2024
Driver of car or small van	52.6%	66.6% (73.0% SOV)
Taxi		0.0%
Motorcycle		0.0%
Other Vehicle		0.0%
Passenger in car or van	22.0%	18.9%
Bicycle	2.4%	3.6%
On foot	21.0%	10.8%
Rail	0.1%	
Bus	1.9%	

Table 10.3 – PM Peak Mode Split

Mode of Transport	TA	2024
Driver of car or small van	62.4%	74.4% (79.3% SOV)
Taxi		0.0%
Motorcycle		0.0%
Other Vehicle		2.6%
Passenger in car or van	19.3%	15.4%
Bicycle	3.1%	0.0%
On foot	13.1%	7.7%
Rail	0.1%	
Bus	2.0%	

- 10.6. The peak hour comparison at this early stage indicates that the travel mode split is more car based than was predicted for the first 300 dwellings at the planning application stage. Trip rates will be reviewed further following the Year 1 monitoring.

Table 10.4 – 12 Hour Mode Split

Mode of Transport	Census	2024
Driver of car or small van	65%	67.8% (78.1% SOV)
Taxi	0%	0.7%
Motorcycle	1%	0.0%
Other Vehicle	-	3.1%
Passenger in car or van	6%	15.4%
Bicycle	5%	2.1%
On foot	14%	10.7%
Rail	2%	
Bus	6%	

- 10.7. The 2011 Census data covers journeys to and from work combined but does not cover other journey purposes such as shopping or leisure trips, which would be observed in the 12-hour data, including some goods vehicle trips, such as home deliveries. It can however be used as a general guide to compare the actual data for Henley Gate. The 2024 data indicates walking, cycling and public transport uses are all lower, whilst car passengers have a higher mode share than the 2011 Census. Changes in mode share will be reviewed annually throughout the monitoring period.

2024 Annual Travel Survey

- 10.8. There were 20 responses from a total 101 occupied households who received a postal Travel Survey invitation in June 2024, providing a 19.8% response rate. This does not achieve the 30% target set out in **Chapter 7**, which the TPC considers to be unrealistic, suggesting a revised response rate target of 20% be established.
- 10.9. Below is a summary of the 2024 Travel Survey results, a copy of the full 2024 Travel Survey results is included in **Appendix E**.
- 10.10. 2 (10%) respondents claimed a PTP, contributing to the overall PTP claims made throughout the monitoring period to achieve the 25% target set out in **Chapter 7**.
- 10.11. Participants were asked how often they travel and which mode(s) they use, to which 15 (75%) said they drive alone in a car for an average 5 days per week, followed by 11 (55%) who walk for an average 4 days per week, 8 (40%) who car share for an average 4 days per week and 6 (30%) who cycle for an average 2 days per week. Comparatively, 12 (60%) said they work from home for an average 3 days per week.
- 10.12. When asked which mode they would use if their main mode was unavailable, 6 (30%) stated they would use the bus, 6 (30%) chose walking, 4 (20%) would drive alone in a car, 2 (10%) would car share, 1 (5%) would cycle and 1 (5%) would take the train.
- 10.13. Participants were asked whether they would consider car sharing regularly and could select multiple options, to which 3 (17%) said they would if they

could find someone to share with and 1 (5%) who would if they could find someone on the same shifts. 2 (11%) said they already car share regularly, compared to 5 (28%) who argued that they can't due to family / child commitments and 10 (50%) who prefer to walk / cycle or use public transport.

- 10.14. When asked what is stopping them from travelling more sustainably, 7 (35) participants said that bus times don't suit their needs, 6 (30%) argued that they need their vehicle due to family / child care, 5 (25%) stated that their regular destinations are too far away to walk / cycle and 4 (20%) believe they have no other options.
- 10.15. Participants were asked whether the cost-of-living-crisis has impacted their daily life and travel arrangements, 60% stated it had no impact, compared to 40% who agreed it had impacted them and provided comments such as; *"It's made me think a lot more about the journeys I am doing and how to be smarter with my money and transport", "I do use my husbands electric car when he is WFH though to save on fuel", "Petrol is more expensive for my partner so I cycle to keep costs down"*.
- 10.16. Participants were asked whether the Travel Information Pack had helped them make informed decisions about the way they travel, 60% claimed to have read it and would therefore be aware of the TP and TPC services available, which does not achieve the 80% target set out in **Chapter 7**, which the TPC considers to be unrealistic and suggests a revised target of 70%. Of those who had read the TIP, 7 (35%) said they found it helpful, compared to 5 (25%) who did not find it helpful. 8 (40%) said they had not read the Travel Information Pack and would therefore have little to no awareness of the TP and TPC services available. The TPC recently issued an additional batch of TIPs so the rate of awareness is expected to be higher in 2025.
- 10.17. Participants were asked if they currently or would consider using a car club, to which 14 (70%) said they would not use a car club, of which 21 (92%) said it's because they prefer the flexibility of owning their own vehicle, 1 (7%) said it's because there are not enough hire locations near their home and 1 (7) perceived it to be expensive to hire vehicles. Comparatively, 3 (15%) participants said they would if vehicles were available locally and 3 (15%) requested more information about car clubs and were provided a link to the Smarter Travel blog post 'Championing Car Clubs' from April 2024, available online at: smartertravel.uk.com/championing-car-clubs
- 10.18. Respondents were asked to provide any additional feedback but no comments were provided.

Initial Travel Survey

- 10.19. The Initial Travel Survey is an ongoing survey which is completed by the first occupiers of each household, enabling them to claim a travel incentive and Personal Travel Plan. The results summarised below are up to date as of October 2024 and will be updated annually over the occupation of the development, with the survey and voucher claim period closing 1 year after final occupation.
- 10.20. 45 (39%) households of a total 115 occupied had claimed a welcome voucher, which exceeds the 15% target set out in **Chapter 7**. Of the claims made to date, 32 (71%) claimed a £50 Greater Anglia train voucher, 12 (27%) claimed a £50 active travel voucher and 1 (2%) claimed a 2-week bus pass for local services. Additionally, 40 (89%) had claimed a Smarter Travel umbrella and 28 (62%) claimed a BikeRegister Kit. Incentives will continue to be promoted until final occupation.
- 10.21. 16 households had claimed a PTP from the Initial Travel Survey, in addition to 2 claims from the 2024 Annual Travel Survey, totalling 18 claims (16% of 115 occupied dwellings) which does not yet achieve the 25% target set out in **Chapter 7**. PTPs will continue to be promoted throughout the monitoring period to encourage further uptake.

Appendix A



Henley Gate, Ipswich
Draft Illustrative Masterplan

dwg no AA5203/1.1/SK12 RevE

drawn KR

scale 1:2000 @ A1

checked KR

date 17 June 2016

Figure 3.6

PRP

Appendix B



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- | | | | |
|--|---|--|-------------------------------------|
| | National Cycle Network on-road | | Pedestrian crossing |
| | National Cycle Network traffic-free | | National Cycle Network route number |
| | National Cycle Network temporary diversion | | Regional cycle route number |
| | On-road signed cycle route | | Local cycle route number |
| | Advisory cycle route | | Primary School |
| | Traffic-free cycle route | | Library |
| | Bridleway | | Train station |
| | Footpath (sections where you should walk your bike) | | One-way street |
| | On-road cycle & bus lanes | | Cycle parking |
| | Pedestrianised street | | Take care at these junctions |
| | Toucan crossing | | Cycle shop |

0 Miles 0.5 1 1.5
0 Kilometres 0.5 1 1.5 2 2.5

Appendix C

- Times at these stops are estimated

Mondays to Fridays (except public holidays)

Saturdays

Woodbridge Turban Centre	0735	0735	0940	1140	1340	1600	1710	0735	0940	1140	1340	1540	1710
Woodbridge Duke of York PH •	0738	0738	0943	1143	1343	1603	1713	0738	0943	1143	1343	1543	1713
Martlesham Top Street/Water Bridge •	0741	0741	0946	1146	1346	1606	1716	0741	0946	1146	1346	1546	1716
Martlesham Heath Tesco	0744	0744	0949	1149	1349	1609	1719	0744	0949	1149	1349	1549	1719
Martlesham Heath BT/Adastral Park	0748	0748	0953	1153	1353	1613	1723	0748	0953	1153	1353	1553	1723
Brightwell Post Box •	0753	0753	0958	1158	1358	1618	1728	0753	0958	1158	1358	1558	1728
Bucklesham Main Road/School	0755	0755	1000	1200	1400	1620	1730	0755	1000	1200	1400	1600	1730
Kirton The Green	0800	0800	1007	1207	1407	1627	1737	0800	1007	1207	1407	1607	1735
Trimley St Martin Howlett Way	0803	0803	1010	1210	1410	1630	1740	0803	1010	1210	1410	1610	1738
Trimley St Mary Station Rd/The Drift •	0807	0807	1014	1214	1414	1634	1744	0807	1014	1214	1414	1614	1742
Walton Felixstowe Academy	▼	0809	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼
Walton The Half Moon PH •	0812	0815	1019	1219	1419	1639	1749	0812	1019	1219	1419	1619	1747
Felixstowe Orwell Road/Church •	0815	0818	1022	1222	1422	1642	1752	0815	1022	1222	1422	1622	1750
Felixstowe Cinema	0819	0822	1026	1226	1426	1646	1756	0819	1026	1226	1426	1626	1754
Felixstowe Great Eastern Square	0821	0824	1028	1228	1428	1648	1758	0821	1028	1228	1428	1628	1756
Felixstowe Colneis Rd/Medical Centre			1030	1230	1430	1650	1700		1030	1230	1430	1630	
Old Felixstowe Buttermere Green			1040	1240	1440				1040	1240	1440	1640	

operates on
school holidays
onlyoperates on
school days onlyoperates on
school days onlyoperates on
school holidays
only• Times at these stops
are estimated

Mondays to Fridays (except public holidays)

Saturdays

Old Felixstowe Buttermere Green		1042	1242	1442	1442	1702		1042	1242	1442	1642
Felixstowe Colneis Rd/Medical Centre		1052	1252	1452	1452	1712		1052	1252	1452	1652
Felixstowe Great Eastern Square	0825	1055	1255	1455	1500	1715	0825	1055	1255	1455	1655
Felixstowe Conkers	0827	1057	1257	1457	1502	1717	0827	1057	1257	1457	1657
Felixstowe Orwell Road/Church •	0829	1059	1259	1459	1504	1719	0829	1059	1259	1459	1659
Walton The Half Moon PH •	0834	1104	1304	1504	1509	1724	0834	1104	1304	1504	1704
Walton Felixstowe Academy	▼	▼	▼	▼	1515	▼	▼	▼	▼	▼	▼
Trimley St Mary Station Rd/The Drift	0837	1107	1307	1507	1519	1727	0837	1107	1307	1507	1707
Trimley St Martin Howlett Way	0841	1111	1311	1511	1523	1731	0841	1111	1311	1511	1711
Kirton White Horse	0843	1113	1313	1513	1525	1733	0843	1113	1313	1513	1713
Bucklesham Main Road/School	0848	1118	1318	1518	1530	1738	0848	1118	1318	1518	1718
Brightwell Post Box •	0851	1121	1321	1521	1533	1741	0851	1121	1321	1521	1721
Martlesham Heath BT/Adastral Park	0856	1126	1326	1526	1538	1746	0856	1126	1326	1526	1726
Martlesham Heath Tesco	0858	1128	1328	1528	1540	1748	0858	1128	1328	1528	1728
Martlesham Top Street/Water Bridge	0900	1130	1330	1530	1542	1750	0900	1130	1330	1530	1730
Woodbridge Duke of York PH •	0905	1135	1335	1535	1547	1755	0905	1135	1335	1535	1735
Woodbridge Turban Centre	0908	1138	1338	1538	1550	1758	0908	1138	1338	1538	1738

operates on
school holidays
onlyoperates on
school days only• Times at these stops
are estimatedBUS TIMES
from 14th April 2024

Mondays to Saturdays (except public holidays)

Debenham Gracechurch St/Henry St •	0700	0928	1128	1328	1528
Debenham High St/Resource Centre	0702	0932	1132	1332	1532
Debenham Henry St/Sackville St •	0706	0936	1136	1336	1536
Mickfield Stonham Road Crossroads	0714	0944	1144	1344	1544
Stonham Aspal Pound Corner •	0718	0948	1148	1348	1548
Pettaugh Post Office	0723	0953	1153	1353	1553
Crowfield Debenham Rd/Manor View	0726	0956	1156	1356	1556
Coddenden Post Office •	0734	1004	1204	1404	1604
Hemingstone Stonewall Farm •	0738	1008	1208	1408	1608
Henley Henley Road/Five Ways	0742	1012	1212	1412	1612
Ipswich Henley Road/The Grove	0747	1017	1217	1417	1617
Ipswich High Street/Westgate Street	0754	1024	1224	1424	1624
Ipswich Old Cattle Market Bus Station	0757	1027	1227	1427	1627

operates on
Saturdays & school
holidays only

Ipswich Old Cattle Market Bus Station	0835	1035	1235	1435	1715
Ipswich Henley Road/The Grove •	0845	1045	1245	1445	1725
Henley Henley Road/Five Ways	0850	1050	1250	1450	1730
Hemingstone Stonewall Farm •	0855	1055	1255	1455	1735
Coddenden Post Office •	0858	1058	1258	1458	1738
Crowfield Debenham Rd/Manor View	0904	1104	1304	1504	1744
Pettaugh Post Office	0908	1108	1308	1508	1748
Stonham Bams	0911	1111	1311	1511	1751
Stonham Aspal Pound Corner •	0915	1115	1315	1515	1755
Mickfield Stonham Road Crossroads •	0918	1118	1318	1518	1758
Debenham High St/Resource Centre	0930	1130	1330	1530	1810
Debenham Henry St/Sackville St •	0936	1136	1336	1536	1814

operates on Saturdays
& school holidays only

for information & updates



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Customer Services 0345 646 0707

Weekdays 0800-1800



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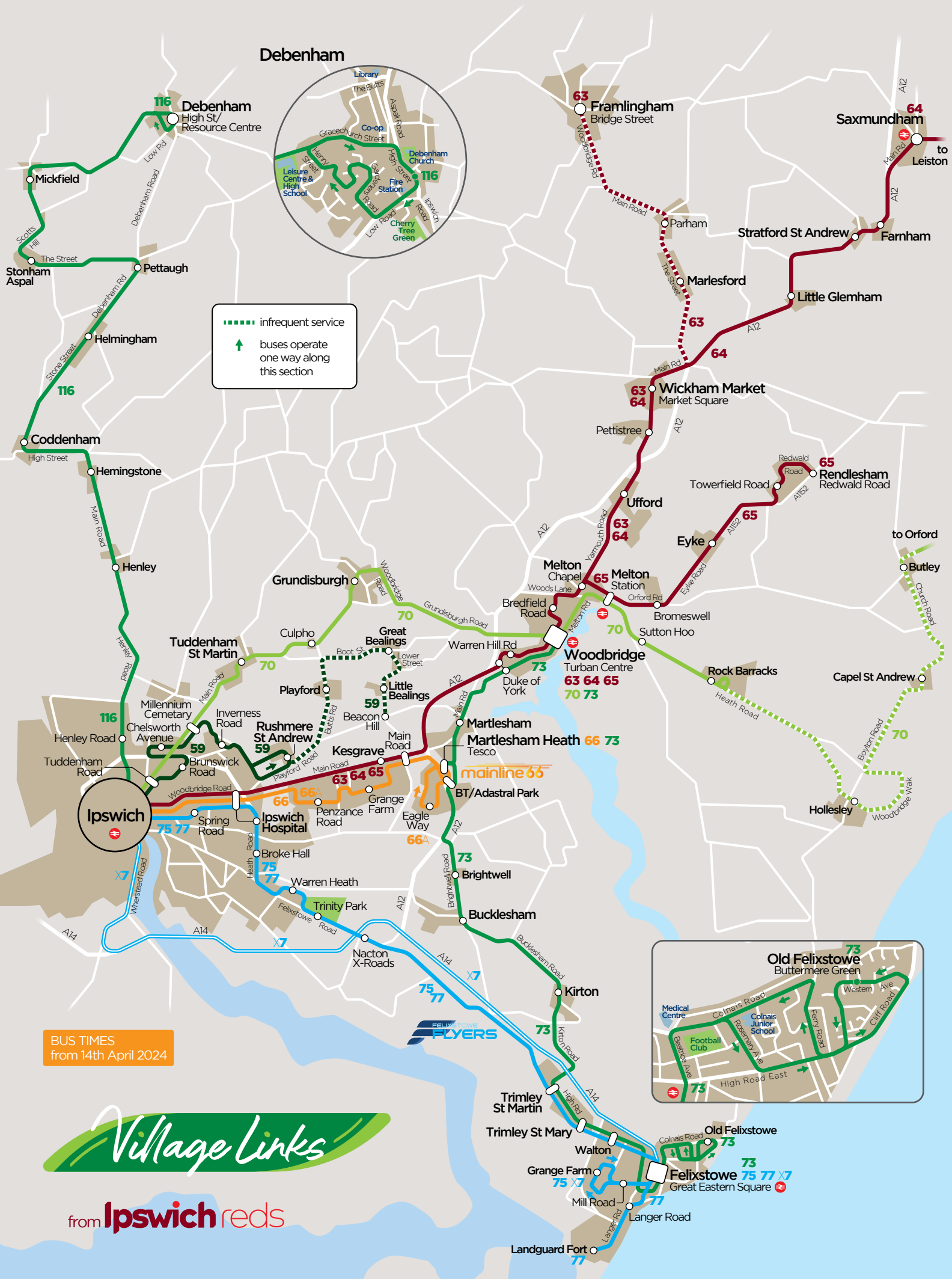
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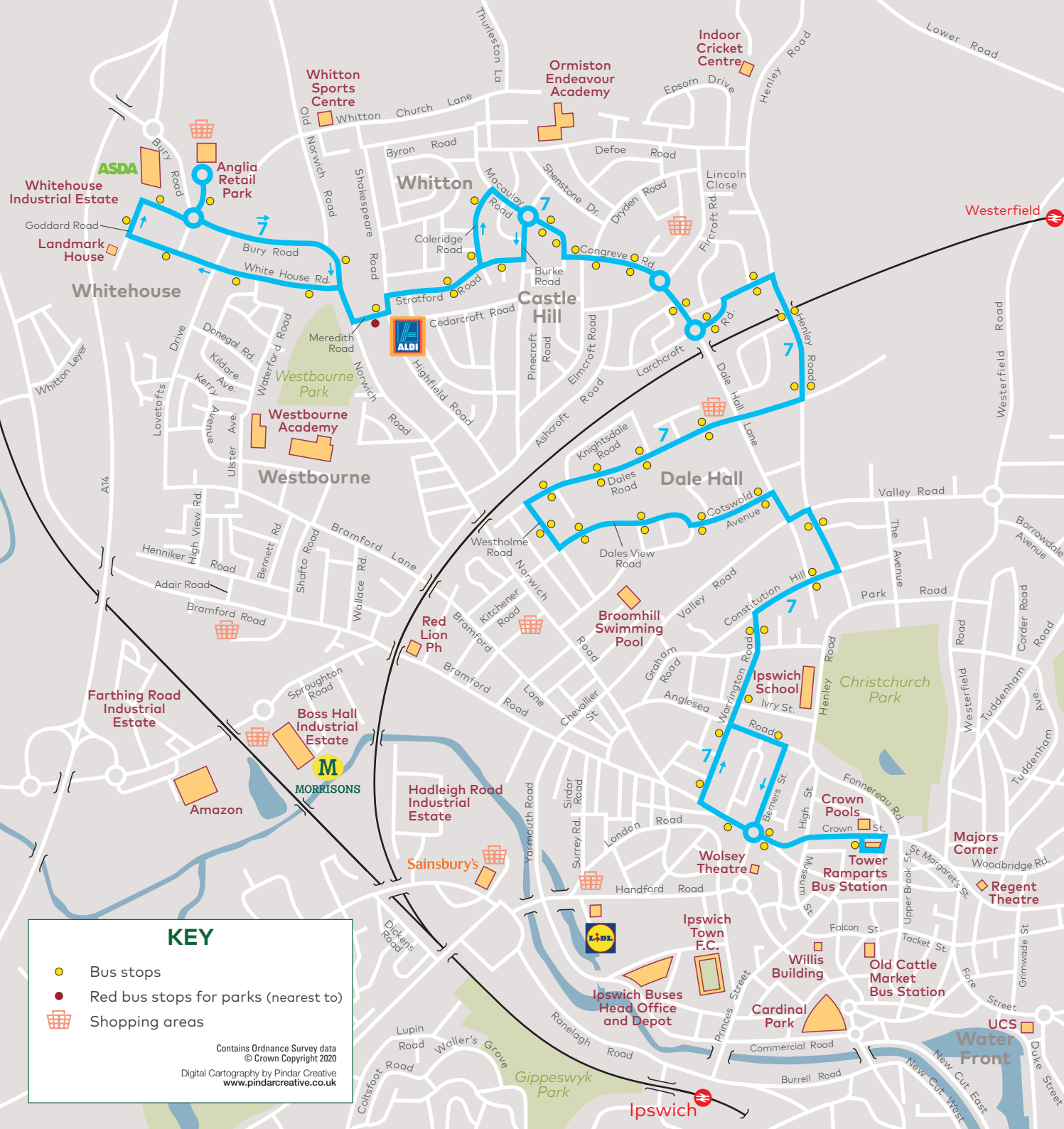
Mondays to Fridays

	Service Number	7	7	7	7	7	7	7
Tower Ramparts, Stand [DD]		0945	1045	1145	1245	1345	1445	1545
Warrington Road, Ivory Street		0951	1051	1151	1251	1351	1451	1551
Dale Hall, Park View Road		0958	1058	1158	1258	1358	1458	1558
Henley Road, The Grove		1003	1103	1203	1303	1403	1503	1603
Congreve Road, Birchcroft Road		1005	1105	1205	1305	1405	1505	1605
Castle Hill, Stratford Court		1009	1109	1209	1309	1409	1509	1609
Meredith Road, Shops		1012	1112	1212	1312	1412	1512	1612
Asda, Goddard Road		1017	1117	1217	1317	1417	1517	1617
Anglia Retail Park	arr	1019	1119	1219	1319	1419	1519	1619
Anglia Retail Park	dep	1020	1120	1220	1320	1420	1520	1620
Shakespeare Road, Meredith Road		1024	1124	1224	1324	1424	1524	1624
Castle Hill, Stratford Road/Coleridge Road		1027	1127	1227	1327	1427	1527	1627
Congreve Road, Birchcroft Road		1031	1131	1231	1331	1431	1531	1631
Henley Road, The Grove		1033	1133	1233	1333	1433	1533	1633
Dale Hall, Park View Road		1038	1138	1238	1338	1438	1538	1638
Warrington Road, Ivory Street		1046	1146	1246	1346	1446	1546	1646
Tower Ramparts Bus Station		1051	1151	1251	1351	1451	1551	1651




Saturdays

	Service Number	7	7	7	7
Tower Ramparts, Stand [DD]		0945	1145	1345	1545
Warrington Road, Ivory Street		0951	1151	1351	1551
Dale Hall, Park View Road		0958	1158	1358	1558
Henley Road, The Grove		1003	1203	1403	1603
Congreve Road, Birchcroft Road		1005	1205	1405	1605
Castle Hill, Stratford Court		1009	1209	1409	1609
Meredith Road, Shops		1012	1212	1412	1612
Asda, Goddard Road		1017	1217	1417	1617
Anglia Retail Park	arr	1019	1219	1419	1619
Anglia Retail Park	dep	1020	1220	1420	1620
Shakespeare Road, Meredith Road		1024	1224	1424	1624
Castle Hill, Stratford Road/Coleridge Road		1027	1227	1427	1627
Congreve Road, Birchcroft Road		1031	1231	1431	1631
Henley Road, The Grove		1033	1233	1433	1633
Dale Hall, Park View Road		1038	1238	1438	1638
Warrington Road, Ivory Street		1046	1246	1446	1646
Tower Ramparts Bus Station		1051	1251	1451	1651

Sundays and Bank Holidays - No service



KEY

-  Bus stops
-  Red bus stops for parks (nearest to)
-  Shopping areas

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Ipswich

IP1 3DH

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9

10



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• Norwich Road

Bus times from Monday 15th April 2024

Mondays to Fridays

Service Number	9	9	10	9	9	10	9	10	9	10	9	10	9	10	9	10	9	10
Tower Ramparts, Stand [QQ/RR]	WA	0600	0615	0630	0645	0700	0710	0720	0730	0740	0750	0800	0810	0820	0830	0840	0850	0900
Norwich Road, Norbridge Club	0535	0607	0622	0637	0652	0707	0717	0727	0739	0749	0759	0809	0819	0829	0839	0849	0859	0909
Shakespeare Road, Meredith Road	0539	0611	—	0641	0656	—	0721	—	0743	—	0803	—	0823	—	0843	—	0903	—
Fircroft Road Shops	—	—	0627	—	—	0712	—	0732	—	0754	—	0814	—	0834	—	0854	—	0915
Defoe Road, Macaulay Road	0544	0616	0630	0646	0701	0715	0726	0735	0748	0757	0808	0817	0828	0837	0848	0857	0908	0918
Fircroft Road, Lincoln Close	0547	0619	—	0649	0704	—	0729	—	0752	—	0812	—	0832	—	0852	—	0912	—
Meredith Road Shops	—	—	0635	—	—	0720	—	0740	—	0803	—	0823	—	0843	—	0903	—	0925
Norwich Road, Railway Bridge	0553	0625	0639	0655	0710	0724	0735	0744	0800	0808	0820	0828	0840	0848	0900	0908	0920	0930
Tower Ramparts Bus Station	0559	0635	0650	0705	0720	0735	0745	0755	0812	0822	0833	0842	0853	0902	0913	0922	0932	0942

Service Number	9	10	9	10	9	Then at these mins past each hour	10	9	10	9	10	9	until	10	9	10	9	10
Tower Ramparts, Stand [QQ/RR]	0910	0920	0930	0940	0950		00	10	20	30	40	50		1600	1610	1620	1630	1640
Norwich Road, Norbridge Club	0919	0929	0939	0949	0959		09	19	29	39	49	59		1609	1619	1629	1639	1651
Shakespeare Road, Meredith Road	0923	—	0943	—	1003		—	23	—	43	—	03		—	1623	—	1643	—
Fircroft Road Shops	—	0935	—	0955	—		15	—	35	—	55	—		1615	—	1635	—	1657
Defoe Road, Macaulay Road	0928	0938	0948	0958	1008		18	28	38	48	58	08		1618	1628	1638	1648	1700
Fircroft Road, Lincoln Close	0932	—	0952	—	1012		—	32	—	52	—	12		—	1632	—	1652	—
Meredith Road Shops	—	0945	—	1005	—		25	—	45	—	05	—		1625	—	1645	—	1706
Norwich Road, Railway Bridge	0940	0950	1000	1010	1020	30	40	50	00	10	20	1630	1640	1650	1700	1711		
Tower Ramparts Bus Station	0952	1002	1012	1022	1032	42	52	02	12	22	32	1642	1652	1702	1712	1721		

Code																			◆
Service Number	9	10	9	10	9	10	9	10	9	9	10	9	10	10	9	10	9	10	
Tower Ramparts, Stand [QQ/RR]	1650	1700	1710	1720	1730	1740	1750	1800	1815	1830	1845	1905	1935	2005	2105	2205	2305		
Norwich Road, Norbridge Club	1701	1711	1721	1731	1741	1751	1801	1811	1826	1836	1851	1911	1941	2011	2111	2211	2311		
Shakespeare Road, Meredith Road	1705	—	1725	—	1745	—	1805	—	1830	1840	—	1915	—	—	2115	—	2315		
Fircroft Road Shops	—	1717	—	1737	—	1757	—	1817	—	—	1855	—	1945	2015	—	2215	—		
Defoe Road, Macaulay Road	1710	1720	1730	1740	1750	1800	1810	1820	1835	1844	1859	1919	1949	2019	2119	2219	2319		
Fircroft Road, Lincoln Close	1714	—	1734	—	1754	—	1814	—	1839	1847	—	1922	—	—	2122	—	2322		
Meredith Road Shops	—	1726	—	1746	—	1806	—	1826	—	—	1903	—	1953	2023	—	2223	—		
Norwich Road, Railway Bridge	1720	1731	1740	1751	1800	1811	1820	1831	1845	1852	1907	1927	1957	2027	2127	2227	2327		
Tower Ramparts Bus Station	1732	1741	1752	1801	1812	1821	1832	1841	1857	1900	1915	1935	2005	2035	2135	2235	CD		
Codes: CD - Terminates at Civic Drive (Wolsey Theatre)																			
WA - Starts at Westwood Avenue																			
◆ - This journey is sponsored by Ipswich Borough Council																			

Saturdays

Service Number	9	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9
Tower Ramparts, Stand [QQ/RR]	WA	0630	0650	0710	0730	0750	0810	0830	0840	0850	0900	0910	0920	0930	0940	0950	1000	1010
Norwich Road, Norbridge Club	0557	0637	0657	0717	0737	0757	0819	0837	0849	0859	0909	0919	0929	0939	0949	0959	1009	1019
Shakespeare Road, Meredith Road	0601	0641	—	0721	—	0801	—	0841	—	0903	—	0923	—	0943	—	1003	—	1023
Fircroft Road Shops	—	—	0702	—	0742	—	0825	—	0855	—	0915	—	0935	—	0955	—	1015	—
Defoe Road, Macaulay Road	0606	0646	0706	0726	0746	0806	0828	0846	0858	0908	0918	0928	0938	0948	0958	1008	1018	1028
Fircroft Road, Lincoln Close	0609	0649	—	0729	—	0809	—	0849	—	0912	—	0932	—	0952	—	1012	—	1032
Meredith Road Shops	—	—	0711	—	0751	—	0834	—	0905	—	0925	—	0945	—	1005	—	1025	—
Norwich Road, Railway Bridge	0615	0655	0715	0735	0755	0815	0838	0855	0910	0920	0930	0940	0950	1000	1010	1020	1030	1040
Tower Ramparts Bus Station	0625	0705	0725	0745	0805	0825	0848	0905	0922	0930	0942	0952	1002	1012	1022	1032	1042	1052
Service Number	10	9	10	9	Then at these mins past each hour	10	9	10	9	10	9	until	10	9	10	9	10	9
Tower Ramparts, Stand [QQ/RR]	1020	1030	1040	1050		00	10	20	30	40	50		1600	1610	1620	1630	1640	1650
Norwich Road, Norbridge Club	1029	1039	1049	1059		09	19	29	39	49	59		1609	1619	1629	1639	1649	1659
Shakespeare Road, Meredith Road	—	1043	—	1103		—	23	—	43	—	03		—	1623	—	1643	—	1703
Fircroft Road Shops	1035	—	1055	—		15	—	35	—	55	—		1615	—	1635	—	1655	—
Defoe Road, Macaulay Road	1038	1048	1058	1108		18	28	38	48	58	08		1618	1628	1638	1648	1658	1708
Fircroft Road, Lincoln Close	—	1052	—	1112		—	32	—	52	—	12		—	1632	—	1652	—	1712
Meredith Road Shops	1045	—	1105	—		25	—	45	—	05	—		1624	—	1644	—	1704	—
Norwich Road, Railway Bridge	1050	1100	1110	1120	30	40	50	00	10	20	1629	1638	1649	1658	1709	1718		
Tower Ramparts Bus Station	1102	1112	1122	1132	42	52	02	12	22	32	1641	1650	1701	1710	1721	1730		
Code	◆																	
Service Number	10	9	10	9	10	9	10	9	9	10	9	10	10	9	10	9		
Tower Ramparts, Stand [QQ/RR]	1700	1710	1720	1730	1740	1750	1800	1815	1830	1845	1905	1935	2005	2105	2205	2305		
Norwich Road, Norbridge Club	1709	1719	1729	1739	1749	1759	1809	1824	1836	1851	1911	1941	2011	2111	2211	2311		
Shakespeare Road, Meredith Road	—	1723	—	1743	—	1803	—	1828	1840	—	1915	—	—	2115	—	2315		
Fircroft Road Shops	1715	—	1735	—	1755	—	1813	—	—	1855	—	1945	2015	—	2215	—		
Defoe Road, Macaulay Road	1718	1728	1738	1748	1758	1808	1816	1833	1844	1859	1919	1949	2019	2119	2219	2319		
Fircroft Road, Lincoln Close	—	1732	—	1752	—	1812	—	1837	1847	—	1922	—	—	2122	—	2322		
Meredith Road Shops	1724	—	1744	—	1804	—	1822	—	—	1903	—	1953	2023	—	2223	—		
Norwich Road, Railway Bridge	1729	1738	1749	1758	1809	1818	1827	1843	1852	1907	1927	1957	2027	2127	2227	2327		
Tower Ramparts Bus Station	1741	1750	1759	1810	1819	1828	1835	1853	1900	1915	1935	2005	2035	2135	2235	CD		

Sundays and Bank Holidays

Service Number	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9
Tower Ramparts, Stand [QQ/RR]	0827	0857	0927	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527	1557	1627	1657
Norwich Road, Norbridge Club	0833	0903	0933	1003	1033	1103	1133	1203	1233	1303	1333	1403	1433	1503	1533	1603	1633	1703
Shakespeare Road, Meredith Road	—	0907	—	1007	—	1107	—	1207	—	1307	—	1407	—	1507	—	1607	—	1707
Fircroft Road Shops	0838	—	0938	—	1038	—	1138	—	1238	—	1338	—	1438	—	1538	—	1638	—
Defoe Road, Macaulay Road	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342	1412	1442	1512	1542	1612	1642	1712
Fircroft Road, Lincoln Close	—	0916	—	1016	—	1116	—	1216	—	1316	—	1416	—	1516	—	1616	—	1716
Meredith Road Shops	0846	—	0946	—	1046	—	1146	—	1246	—	1346	—	1446	—	1546	—	1646	—
Norwich Road, Railway Bridge	0851	0921	0951	1021	1051	1121	1151	1221	1251	1321	1351	1421	1451	1521	1551	1621	1651	1721
Tower Ramparts Bus Station	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1730

Code	10	9	10	9	10	◆	◆	◆	◆
Service Number	10	9	10	9	10	10	9	10	9
Tower Ramparts, Stand [QQ/RR]	1727	1757	1827	1905	1935	2005	2105	2205	2305
Norwich Road, Norbridge Club	1733	1803	1833	1911	1941	2011	2111	2211	2311
Shakespeare Road, Meredith Road	—	1807	—	1914	—	—	2114	—	2315
Fircroft Road Shops	1737	—	1837	—	1945	2015	—	2215	—
Defoe Road, Macaulay Road	1741	1812	1841	1919	1949	2019	2119	2219	2319
Fircroft Road, Lincoln Close	—	1816	—	1922	—	—	2122	—	2322
Meredith Road Shops	1745	—	1845	—	1953	2023	—	2223	—
Norwich Road, Railway Bridge	1749	1821	1849	1927	1957	2027	2127	2227	2327
Tower Ramparts Bus Station	1757	1830	1857	1935	2005	2035	2135	2235	CD



KEY

- Bus stops
- Red bus stops for parks (nearest to)
- 🛒 Shopping areas

Contains Ordnance Survey data
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Westerfield

Whitton

Castle Hill

Dale Hall

Town Centre
To Norwich Road
Every 10 Minutes

Broomhill
Swimming Pool

Christchurch
Park

Cemetery

Hadleigh Road
Industrial Estate

Crown Pools

Majors
Corner

Regent
Theatre

Ipswich
Town F.C.

Old Cattle
Market
Bus Station

UCS

Water
Front

University
of Suffolk

Further Information



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info@ipswichbuses.co.uk

Ipswich Buses customer helpline

01473 344 800

Tower Ramparts Enquiry Office

12 Tower Ramparts

Ipswich

IP1 3DH

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Saturday 10:00–14:00

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Appendix D

Travel Plan Table of Measures – Appendix D

Task	Action	Impact	Budget Cost	Timescales
1. Travel Plan Coordinator (TPC)	Appoint TPC to promote, manage and monitor the Travel Plan and associated measures.	High	High	Completed.
2. Update and finalise Full Travel Plan	Upon 100 th dwelling occupation, update the TP to Full Status and submit to SCC for approval.	Medium	Low	Completed.
3. Travel Website and Social Media	Maintain and regularly update the website and social media with appropriate sustainable Travel information.	Medium	Medium	Completed /on-going.
4. Travel Information Packs	Create Travel Information Packs for residents and issue to each dwelling. Provide online version for future residents.	High	Medium	Completed /on-going.
5. Active Travel Voucher	Work with an online retailer to coordinate the use of a £50 voucher.	Medium	Medium	Completed /on-going.
6. Rail Voucher	Work with rail operator (Greater Anglia) to provide £50 travel voucher with Greater Anglia rail services.	Medium	Medium	Completed /on-going.
7. On-site sales staff training	Provide TP training to sales staff and provide posters for promotion of travel options to potential residents.	Low	Low	Completed/ on-going.
8. Newsletters	Provide relevant information updates to all residents through a newsletter (available both online and as a hard copy).	Medium	Low	Annual (Spring)
9. Car Sharing	Promote the car sharing websites to residents via marketing media and Travel Information Packs.	Medium	Low	On-going.
7. Smarter Choices Plan	Offer and provide personalised travel advice to existing households.	Medium	High	Prior to 500 th occupation.
8. Car Club	Implement a car club to reduce requirement for a second car.	Medium	High	Prior to 500 th occupation.
9. Promotion of Active Travel Events	Promote local and national active and sustainable events throughout the year via social media channels and newsletters.	Low	Low	On-going.
10. Personal Travel Planning	Provide information to residents on how to obtain a Personal Travel Plan and benefits that can be received.	High	Medium	On-going (Ad-hoc, as and when requested).

Task	Action	Impact	Budget Cost	Timescales
11. TP Promotional Event	Consider undertaking a promotional TP event to promote Personal Travel Planning and bicycle surgery or offer equivalent voucher. Free promotional material to be provided.	Medium	Medium	At 100% occupation.
12. Cycle Trains	Set up and encourage 'Cycle Trains'. Including setting routes, stops and provision of training	Low	Low	Throughout monitoring period.
13. Walking Buses	Promote and educate residents on Walking Buses, aiming at child safety.	Low	Low	Throughout monitoring period.
14. Bicycle User Groups	Promotion of local cycling groups, which upon further development will establish a Henley Gate specific user group.	Low	Low	To be reviewed at 100 th dwelling occupation.
15. Travel Surveys	Annual 2-week ATC surveys on all vehicular accesses open to residents, where possible and as appropriate.	N/A	Low	First survey to be completed 1 year after implementation of full TP. Annually – during monitoring period.
	Undertake online / postal surveys of residents.	Low	Medium	Postal/online surveys to be undertaken. Annually – during monitoring period.
	Multi-Modal 12-hr travel surveys of all vehicular and pedestrian accesses open to residents, where possible and as appropriate.	N/A	Medium	First survey to be completed 1 year after implementation of full TP. Annually – during monitoring period.
16. Promotion and Awareness of Travel Plan	Facilitation of Travel Plan promotion and marketing throughout the year.	Medium	Medium	On-going.
17. Monitoring and Review	Update Travel Plan and keep residents and SCC informed of the outcomes of the Travel Plan against the targets.	Medium	Low	Annually (After travel surveys).

Appendix E

Henley Gate Travel Survey June 2024

20 responses

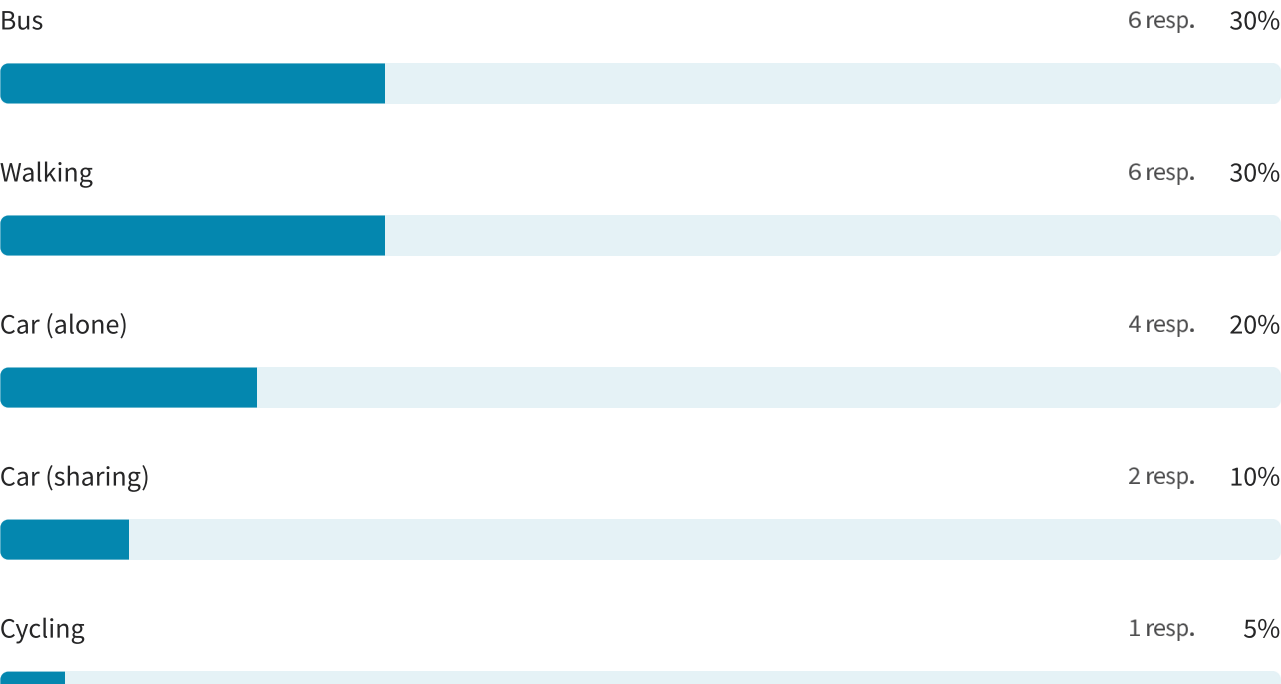
Would you like a free Personal Travel Plan?

20 out of 20 answered



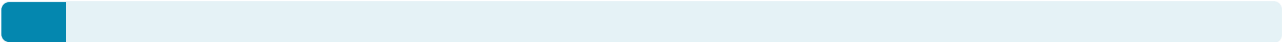
If your main mode of travel was unavailable, how would you get around?

20 out of 20 answered

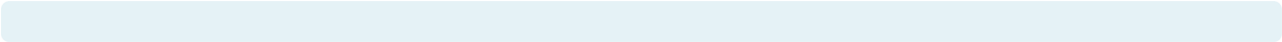




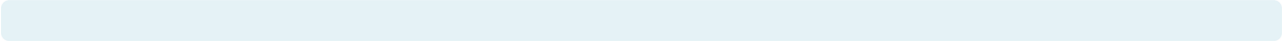
Train 1 resp. 5%



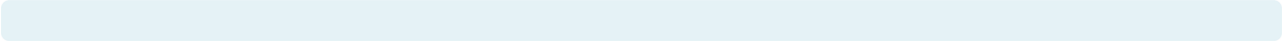
Electric Vehicle (alone) 0 resp. 0%



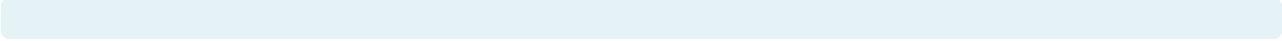
Electric Vehicle (sharing) 0 resp. 0%



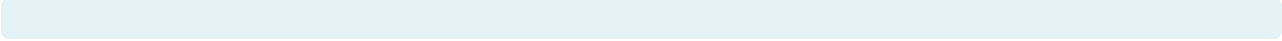
Motorbike 0 resp. 0%



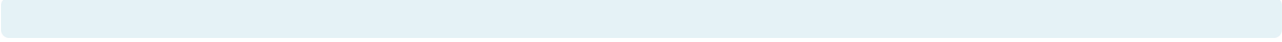
Other 0 resp. 0%



Park & Ride 0 resp. 0%



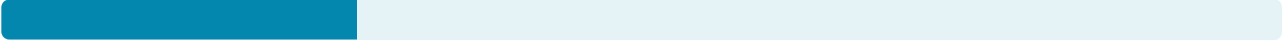
Work from Home 0 resp. 0%



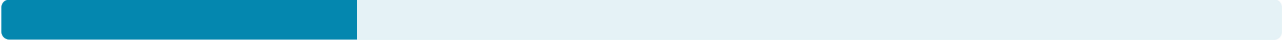
Would you consider car sharing regularly?

18 out of 20 answered

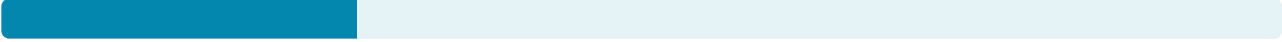
No, I have family / child commitments (i.e. school run) 5 resp. 27.8%



No, I prefer to walk / cycle 5 resp. 27.8%



No, I prefer using public transport 5 resp. 27.8%



Yes, if I could find someone to share with 3 resp. 16.7%



I already car share regularly 2 resp. 11.1%

Yes, if I could find someone on the same shifts as me 1 resp. 5.6%

I cannot travel by car due to mobility considerations 0 resp. 0%

Yes, if it was incentivised (i.e. work perks; priority parking) 0 resp. 0%

Other 0 resp. 0%

What is stopping you from travelling more sustainably?

20 out of 20 answered

Bus times don't suit my needs 7 resp. 35%

I need my vehicle due to family / child care 6 resp. 30%

I can't walk / cycle to my regular destinations - too far away 5 resp. 25%

I don't think I have any other options 4 resp. 20%

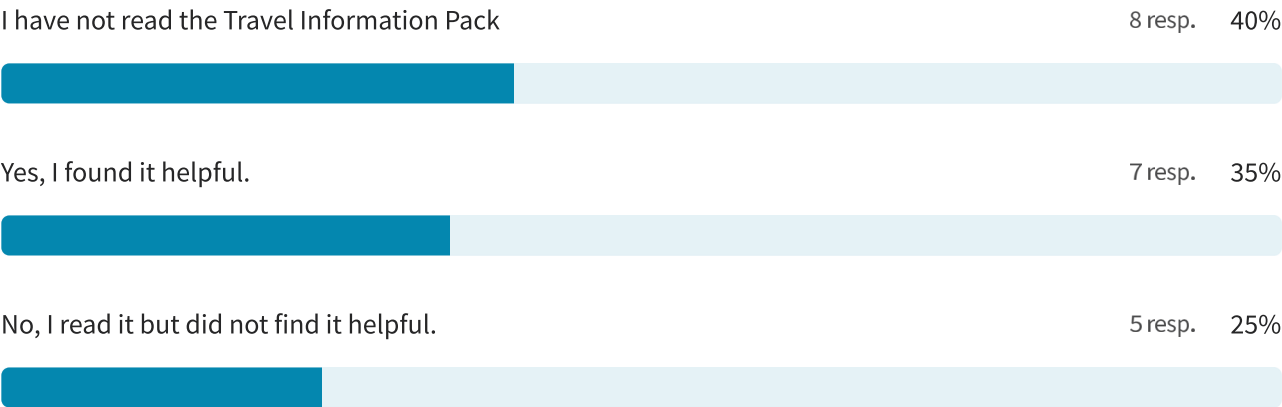
Surrounding roads aren't safe to walk / cycle 2 resp. 10%

I need my vehicle to assist with my limited mobility 1 resp. 5%



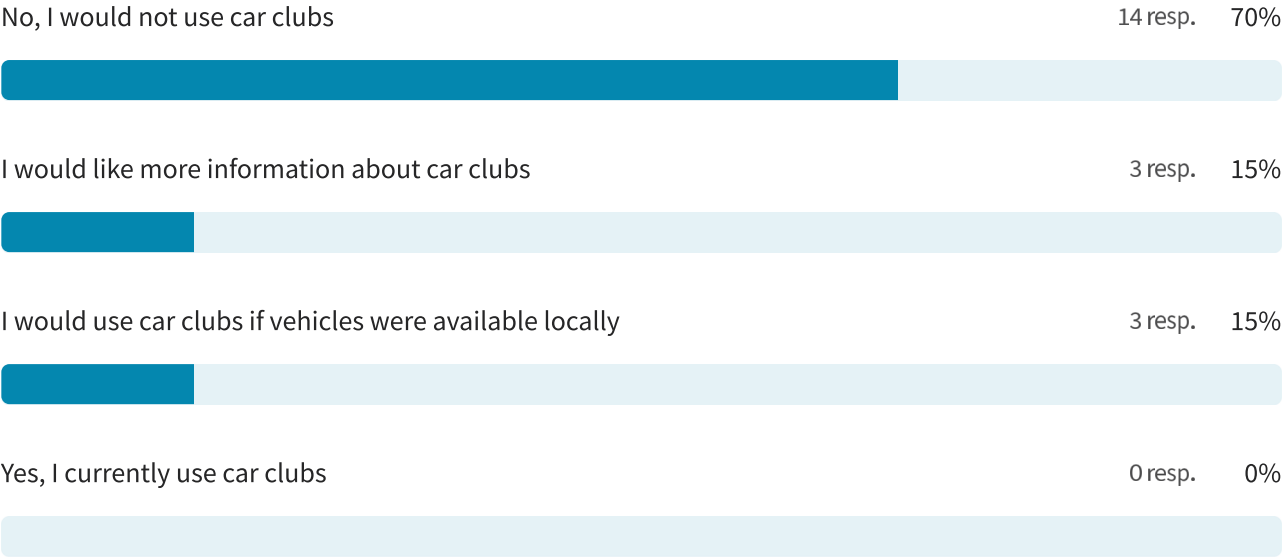
Has the Travel Information Pack helped you make informed decisions about the way you travel?

20 out of 20 answered



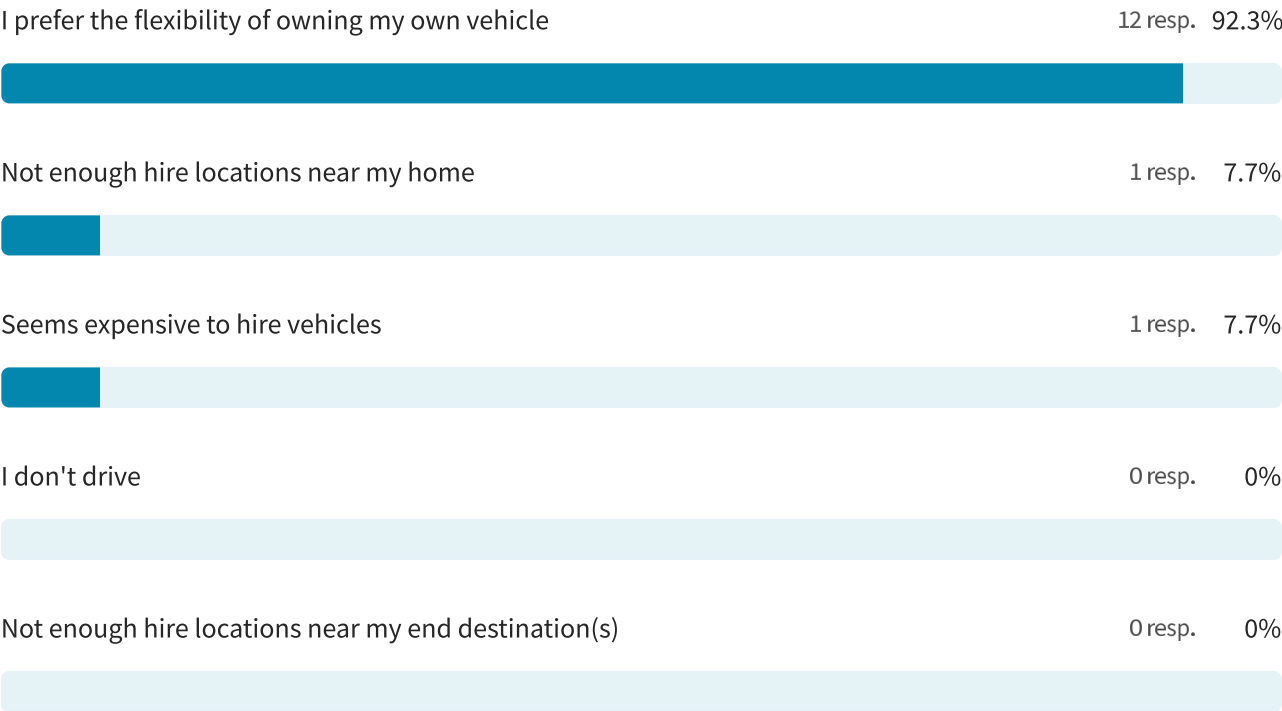
Do you currently or would you use a Car Club?

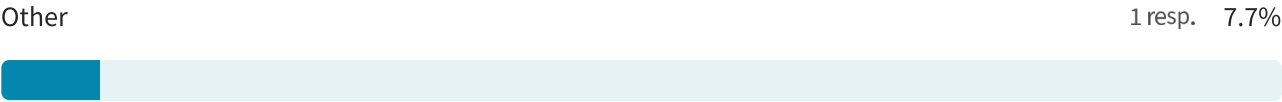
20 out of 20 answered



Can you tell us why you would *not* consider using a Car Club?

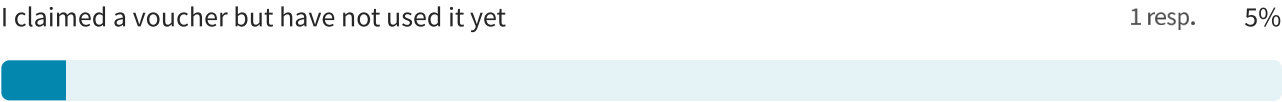
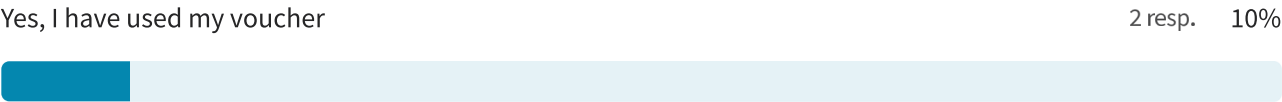
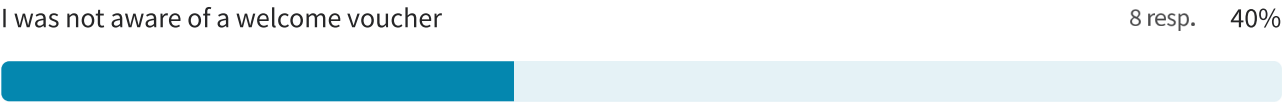
13 out of 20 answered





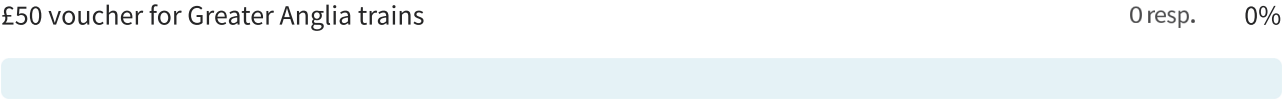
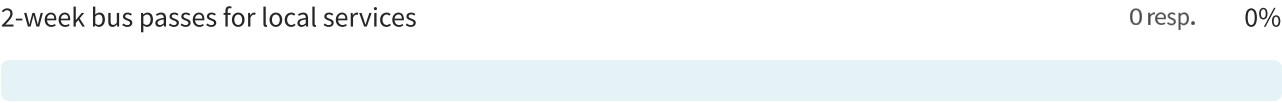
Have you claimed your welcome voucher yet?

20 out of 20 answered



Which voucher did you claim?

3 out of 20 answered



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

20 out of 20 answered

	0	1	2	3	4	5	6	7
Car (alone)	25%	5%	10%	10%	10%	20%	0%	20%
Car (sharing)	60%	0%	20%	0%	0%	5%	0%	15%
Electric Car (alone)	85%	0%	0%	0%	5%	0%	5%	5%
Electric Car (sharing)	90%	0%	0%	0%	0%	5%	0%	5%
Walk	45%	0%	15%	10%	10%	15%	0%	5%
Cycle	70%	15%	10%	0%	0%	5%	0%	0%
Bus	85%	5%	5%	0%	0%	5%	0%	0%
Train	75%	20%	0%	5%	0%	0%	0%	0%
Motorbike	100%	0%	0%	0%	0%	0%	0%	0%
Work from Home	40%	10%	20%	0%	20%	5%	0%	5%
Other	95%	0%	0%	5%	0%	0%	0%	0%

Appendix F

6 QUANTITATIVE ANALYSIS

Proposed Development

Trip Rates and Trip Generation

- 6.1 **Table 6.1** summarises the multi-modal residential trip rates that are agreed between Croft Transport Solutions (CTS) who are acting on behalf of Mersea Homes and CBRE, Suffolk County Council and their highways consultants Aecom. We have reviewed these trip rates in line with those previously produced by CTS and Aecom (produced as part of their Northern Fringe Transport Strategy, Technical Note TN-Rev C, March 2011) and found them to be higher. Furthermore, they are some 15-20% higher than those calculated via an updated first principles approach taken in the above mentioned Aecom note.
- 6.2 However, for the purposes of providing a robust analysis and a holistic approach to the development of the Ipswich Garden Suburb, we have adopted the agreed CTS trip rates for use in our assessment. This trip rates have been agreed with SCC for use in this assessment.

Table 6.1: Residential Trip Rates

Mode	AM Peak		PM Peak	
	ARR	DEP	ARR	DEP
Walk	0.049	0.175	0.076	0.046
Cycle	0.004	0.022	0.017	0.012
Car Driver	0.154	0.410	0.371	0.212
Passenger	0.044	0.190	0.117	0.063
Rail	0	0.001	0.001	0
Local Bus	0.006	0.014	0.014	0.005
Others	0	0	0	0
Total	0.257	0.813	0.596	0.338

- 6.3 The resulting trip generation for Phases 1 & 2 and the total development, based on 300 and 1,100 units respectively, are summarised in **Tables 6.2 and 6.3**.
- 6.4 The Primary School and Local (retail) centre are intended to serve the community of the development only and as such, will not generate any external trips. There are no dedicated trip rates for these elements of the development.

Table 6.2 – Development trip generation for Phases 1&2

Mode	AM Peak		PM Peak	
	ARR	DEP	ARR	DEP
Walk	15	53	23	14
Cycle	1	7	5	4
Car Driver	46	123	111	64
Passenger	13	57	35	19
Rail	0	0	0	0
Local Bus	2	4	4	2
Total	77	244	179	101

Table 6.3 – Development trip generation for Total Development

Mode	AM Peak		PM Peak	
	ARR	DEP	ARR	DEP
Walk	54	193	84	51
Cycle	4	24	19	13
Car Driver	169	451	408	233
Passenger	48	209	129	69
Rail	0	1	1	0
Local Bus	7	15	15	6
Total	283	893	656	372

6.5 The peak hour periods were split by journey purpose using data extracted from the TEMPRO database for Ipswich. **Table 6.4** summarises the trip purpose proportions.

Table 6.4 – Summary of trip purpose

Purpose of Travel	AM Peak	PM Peak
Work	30.5%	45.9%
Education	54.6%	6.0%
Retail	4.2%	17.5%
Other	10.7%	30.6%

6.6 **Appendix L** includes information that summarises the total development trips by purpose and mode, per peak hour and per Phase.

6.7 **Tables 6.5 – 6.8** summarises the total external development trips by purpose and mode, per peak hour and per Phase. These include the following internalisation judgements and Travel Plan modal shift targets, summarised below:

- Based on Table NTS0614 (**Appendix M**), the split in education based trips is 49.3% primary and 50.7% secondary;
- There will be no on-site primary school in Phase 1&2 and it is unlikely that the new secondary school will be built out on the Mersea / CBRE site. Therefore, all primary and secondary education trips will be external during Phase 1;
- The on-site Primary school will be built following Phase 2 which will retain all primary education trips internally. When considering the total development, it is anticipated that the vehicle bridge over the railway will remain closed to private vehicles during peak periods, as previously requested by SCC. Therefore, car trips to the new secondary school on the Mersea / CBRE site will remain external, whilst sustainable modes will use the bridge and as such, will be classed as internal trips;
- The retail offer at the new local centre will retain half of the development shopping trips. As such, total development shopping trips are discounted by 50%;
- During Phase 1&2 the Travel Plan will facilitate a modal shift of 15% away from private car use for Work and Other purposes. These trips are reallocated as an increase in cycle use (5%) and bus patronage (10%);
- During Phase 1&2 the Travel Plan will facilitate a modal shift of 20% away from private car use for Education purposes. These trips are reallocated as an increase in cycle use (10%) and walking (10%);
- For the total development, The Travel Plan will facilitate a modal shift of 20% away from private car use for Work and Other purposes. These trips are reallocated as an increase in cycle use (5%), bus patronage (10%) and rail patronage (5%);
- For the total development The Travel Plan will also facilitate a modal shift of 30% away from private car use for secondary Education purposes. These trips are reallocated as an increase in cycle use (15%) and walking (15%), however these trips are made internally and are not shown in the tables below.
- For the total development, 10% of the vehicle trips will be to the country park and are therefore internalised trips.

Table 6.5 - Phases 1&2 Development AM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	4	16	11	35	1	2	2	6	17	59
Cycle	1	4	3	10	0	0	0	1	5	16
Car Driver	12	32	20	54	2	5	4	11	38	102
Passenger	4	17	7	31	1	2	1	6	13	57
Rail	0	0	0	0	0	0	0	0	0	0
Bus	2	5	1	2	0	0	1	2	4	9
Total	24	74	42	133	3	10	8	26	77	244

Table 6.6 - Phases 1&2 Development PM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	10	6	2	1	4	2	7	4	23	14
Cycle	5	3	1	1	1	1	3	2	10	6
Car Driver	43	25	5	3	19	11	29	17	97	56
Passenger	16	9	2	1	6	3	11	6	35	19
Rail	0	0	0	0	0	0	0	0	0	0
Bus	7	4	0	0	1	0	5	2	13	6
Total	82	47	11	6	31	18	55	31	179	101

Table 6.7 - Total Development AM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	16	59	0	0	1	4	6	21	23	83
Cycle	4	14	0	0	0	1	1	5	5	20
Car Driver	41	110	33	87	4	9	13	34	90	241
Passenger	15	64	26	114	1	4	5	22	47	205
Rail	3	7	0	0	0	0	1	3	3	10
Bus	7	18	0	0	0	0	3	6	10	25
Total	86	272	59	202	6	19	28	91	180	583

Table 6.8 - Total Development PM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	38	23	0	0	7	4	26	15	71	43
Cycle	18	11	0	0	2	1	12	8	32	20
Car Driver	150	86	9	5	36	20	87	50	282	161
Passenger	59	32	8	4	11	6	39	21	117	63
Rail	10	5	0	0	0	0	7	4	17	9
Bus	26	13	0	0	1	0	17	9	44	23
Total	301	171	16	9	57	33	188	107	563	319

- 6.8 The final development external trip modal split is summarised in **Table 6.9**, which is also contained in the Travel Plan.

Table 6.9 – Final development modal split

Mode	AM	PM
Walk	14.0%	13.0%
Cycle	3.3%	5.9%
Car Driver	43.4%	50.2%
Passenger	33.0%	20.5%
Rail	1.7%	2.9%
Bus	4.6%	7.6%

Traffic Distribution

- 6.9 The distribution of vehicular trips varies according to the trip purpose, which is explained in detail below.

Work Trips

- 6.10 To inform the distribution of development trips we have examined the NOMIS database for 2011 Census data for existing journey to work information for existing residents in the local area. We have used three Middle Layer Super Output Areas (Ipswich 001, 002 & 003), which are part of or adjacent to the development site. These are illustrated in **Appendix N**.
- 6.11 **Appendix O** contains a summary of the destinations where existing residents of these three areas currently work and the (cumulative) relative percentage proportions.
- 6.12 Development trips were allocated to these destinations using current proportions, as summarised in **Appendix O**. Destinations with less than a 1% proportion were deselected.
- 6.13 Trips to each destination were allocated according to the most likely mode choice i.e. shortest journeys will be by foot and cycle, whilst long distance journeys will be by car and rail.
- 6.14 Vehicular trips were assigned to the highway network according to the most logical route. Where route choice exists, the assignment of trips based on a particular routes' appeal. The assignment of vehicular trips to specific routes are summarised in **Table 6.10**.

Table 6.10 – Summary of development work trip route assignment

Route	Proportion
Yarmouth Road	18.7%
Defoe Road	10.7%
Norwich Road (north)	10.0%
Henley Road (south to Town Centre)	3.2%
Norwich Road (south)	13.3%
Star Lane	10.8%
Colchester Road	25.6%
Fore Hamlet (AQMA)	1.6%
Belstead Road	1.8%
Henley Road (north)	1.8%
Westerfield Road (north)	2.6%

Education Trips

- 6.15 During Phase 1&2, education trips are externally assigned to the primary and secondary schools in the Castle Hill area.
- 6.16 For the total development scenarios, the primary education trips are wholly contained within the site, i.e. no external trips. The secondary school trips are allocated to the new secondary school on the IGS, however as the bridge linking the site to the remaining IGS could be closed during the peak times, traffic has been assigned on to the highway network, rather than being able to travel through the site internally.

Retail Trips

- 6.17 Half of the retail trips will be retained within the site at the local (retail) centre. Of the remaining retail trips, their ultimate destinations and route choice are summarised below:

- 30% to Ipswich Town Centre via Henley Road;
- 30% to Sainsbury's, Hadleigh Road via Valley Road;
- 20% to Castle Hill local shops via Defoe Road; and
- 20% to ASDA / Retail Parks (A14) - split equally via Norwich Road and via Defoe Road.

Other Trips

- 6.18 During phases 1 & 2, the assignment of other trips is summarised below:

- 10% to Whitton Sports and Community Centre via Defoe Road;
- 10% to Westerfield Road country park car park via Lower Road;
- 40% to Ipswich Town Centre via Henley Road; and
- 40% to the Cardinal Leisure area via Norwich Road.

6.19 For the total development, 10% of other trips will be retained within the development as residents visiting the country park visitor centre, located within the site. Of the remaining other trips, they are assigned as follows:

- 11% to Whitton Sports and Community Centre via Defoe Road;
- 44.5% to Ipswich Town Centre via Henley Road; and
- 44.5% to the Cardinal Leisure area via Norwich Road.

Remaining Ipswich Garden Suburb

6.20 The proposed development forms part of the remaining IGS and as such, the full expansion area (3,500 dwellings) is assessed. The proposed Crest development will provide 1,100 of the total IGS provision, the remaining 2,400 will be situated on the Mersea / CBRE and Ipswich School land which adjoins Westerfield Road and Tuddenham Road. The remaining allocation of 2,400 dwellings is tested as a committed development.

Trip Generation

6.21 The remaining IGS trip generation uses the same trip rates as used for the proposed development and summarised in **Table 6.1**. The remaining IGS is based on 2,400 units and is summarised in **Table 6.11**.

Table 6.11 – Trip generation for remaining IGS

Mode	AM Peak		PM Peak	
	ARR	DEP	ARR	DEP
Walk	118	420	182	110
Cycle	10	53	41	29
Car Driver	370	984	890	509
Passenger	106	456	281	151
Rail	0	2	2	0
Local Bus	14	34	34	12
Total	617	1949	1430	811

6.22 The peak hour periods were split by journey purpose using the same TEMPRO data contained in **Table 6.4**.

6.23 **Tables 6.12 – 6.13** summarises the total external remaining IGS trips by purpose and mode, per peak hour and per Phase. These include the same internalisation judgements and Travel Plan modal shift targets as those for the Crest development, other than the following:

- All school trips are internal because primary and secondary education facilities are to be built as part of the IGS;
- The proportion of other trips visiting the country park is increased to 20% as it is slightly further away than the development site and as such, people may be more inclined to drive.

Table 6.12 – Remaining IGS AM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	36	128	0	0	2	9	13	45	51	182
Cycle	9	31	0	0	0	1	3	11	12	43
Car Driver	90	240	0	0	8	21	28	74	126	334
Passenger	32	139	0	0	2	10	11	49	46	197
Rail	6	16	0	0	0	0	2	6	8	21
Bus	16	40	0	0	0	1	5	14	21	55
Total	188	594	0	0	13	41	62	198	263	833

Table 6.13 – Remaining IGS PM External trips with Travel Plan Targets

Mode	Work		Education		Shopping		Other		Total	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
Walk	84	51	0	0	16	10	56	34	155	94
Cycle	39	25	0	0	4	3	26	17	69	44
Car Driver	327	187	19	11	78	45	191	109	615	351
Passenger	129	69	17	9	25	13	86	46	256	138
Rail	22	12	0	0	0	0	14	8	36	19
Bus	56	29	0	0	3	1	38	19	97	49
Total	657	372	36	20	125	71	410	233	1228	696

Traffic Distribution

- 6.24 The methodology for distributing IGS trips is broadly similar to that for the proposed development other than the following variations.

Work Trips

- 6.25 The ultimate destinations are the same as the proposed development however the route choice will be slightly different in some cases due to the sites being accessed from different locations. **Appendix P** contains detailed information relating to the distribution of remaining IGS traffic, however the route choice is summarised in **Table 6.14**.

Table 6.14 – Summary of remaining IGS work trip route assignment

Route	Proportion
Yarmouth Road	7.2%
Norwich Road (north)	21.0%
Norwich Road (south)	2.5%
Colchester Road	25.6%
Henley Road (north)	1.4%
Westerfield Road (north)	2.6%
Westerfield Road / Tuddenham Road (south to town centre)	39.7%

Education Trips

- 6.26 All Education trips will remain within the remaining IGS site as the IGS SPD requires two primary and one secondary education facility to be built as part of the overall development. There are therefore no trips to distribute on the external highway network.

Retail Trips

- 6.27 It is also assumed that half of the retail trips will be contained within the remaining IGS site as other local retail centres will form part of the overall development. Of the remaining retail trips, their ultimate destinations and route choice are summarised below:

- 50% to Ipswich Town Centre via Westerfield Road / Tuddenham Road;
- 37.5% to Sainsbury's, Hadleigh Road via Valley Road; and
- 12.5% to local shops via Colchester Road.

Other Trips

6.28 For the total development, 10% of other trips will be retained within the development as residents visiting the country park visitor centre, located within the site. Of the remaining other trips, they are assigned as follows:

- 11% to Whitton Sports and Community Centre via Defoe Road;
- 44.5% to Ipswich Town Centre via Henley Road; and
- 44.5% to the Cardinal Leisure area via Norwich Road.

Appendix G

Site Reference: SF-03-A-07 Multi-Modal Site
 Created: Version: 7.6.2 24/05/19
 Latitude/Longitude: 52.04961, 1.19297
 Land Use Type: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 Region/Area: EAST ANGLIA/SUFFOLK

Description: MIXED HOUSES
 Street: FOXHALL ROAD
 District:
 Town: IPSWICH
 Post Code: IP3 8XL
 Planning Authority: IPSWICH BOROUGH C.

Location: Suburban Area (PPS6 Out of Centre)
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 6103
 Population within 1 Mile: 25,001 to 50,000
 Population within 5 Miles: 125,001 to 250,000
 Car ownership within 5 Miles: 1.1 to 1.5

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	112	25	137
Monday-Friday	0700-1000	30	10	40
Monday-Friday	1600-1900	20	5	25
Saturday	0700-1900	108	25	133
Sunday	0700-1900	42	20	62

Is site associated with a travel plan: Yes
 If not, are there any plans to implement
 a Travel Plan in the future?
 Is survey data available before the
 implementation of the Travel Plan? No
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: Yes

Next survey SF-03-A-09
 Site area 3.70 hect
 No of Dwellings 73
 Housing Density 32.74

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

This site is located in an eastern suburb of Ipswich. Various main routes head towards various parts of town, with Foxhall Road to the north and Felixstowe Road to the south providing westbound access towards the town centre. The site has a single vehicular access for all modes, along with a frontage of houses next to the access. St Clements Golf Club is located to the south of the site, with mostly residential development surrounding the site in other directions.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Ipswich Town Centre	5	11

Rail accessibility

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
 8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

Design features encouraging non-car modes

12. Pedestrians

The area in the vicinity of the site has an established footway network with adequate crossing points.

13. Pedal cycles

Residential streets in the vicinity of the site are relatively quiet and are generally suitable for cycling.

14. Public transport

Bus stops are located on Foxhall Road near the entrance to the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2019
Nearest Primary School	0.4 kilometres
Nearest Secondary School	0.7 kilometres
Nearest Local Shop/Corner Shop	0.3 kilometres
Nearest Main Supermarket	2.8 kilometres
Nearest Doctors Surgery	1.0 kilometres
Nearest Hospital with Minor Injuries/A & E	1.3 kilometres
Nearest Sports/Leisure Centre	3.1 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00152919
Number of people employed within Census Output Area	167
Number of households within Census Output Area	135
Number of people living within Census Output Area	367
Area of Census Output Area (hectares)	34.87
Population density within Census Output Area (per hectare)	10.50

Site reference: SF-03-A-07 Multi-Modal survey site
 Trade name: RIBBANS PARK

Site area (h/a): 3.70
 Site Area Excluding Publicly Accessible Features (hectares): 2.23

Open since 2018

Occupied dwellings 73
 Unoccupied dwellings 21
 Total dwellings 94

Housing Density 32.74
 Privately owned units 59
 Non-Privately owned units 14
 Name of nearest site AUDLEY GROVE
 Distance to nearest similar site 2.5 Km

Average Bedrooms Per Unit 2.94520547945205
 No of units with 1 bedroom 0
 No of units with 2 bedrooms 17
 No of units with 3 bedrooms 49
 No of units with 4+ bedrooms 7
 Total bedrooms 215
 Unit Density 19.7297297297297

Residential unit types

	Private	Non-Private	Total
Detached houses	13	0	13
Semi-detached houses	21	5	26
Terraced houses	0	0	0
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	9	9
Town Houses	25	0	25
Other (specify below)			

Other:

Comments

At the time of this survey construction was still taking place at this site. However, all construction trips have been identified and excluded from the survey counts.

Planning consent was granted at the site (the former St Clements Hospital) for a residential development of 227 dwellings and associated sports facilities and landscaping. This consent includes Belgrove Place (48 dwellings) and 179 new build dwellings. Belgrove Place was not part of this survey, and this survey only includes the residential development.

Within the site there is also a community leisure centre and golf club (bordering the site to the south with the site being used as a through route to access it), and a bowls club, and all external trips to and from these facilities have also been identified and excluded from the survey counts.

Multi-Modal survey site

On-Site parking

Total no. of parking spaces	169
Parking Spaces Per Hectare	45.676
Parking Spaces Per Dwelling	2.315
Arrivals Per Parking Space	0.96

Number of spaces

On-Street	17
Driveway	51
Garages	9
Communal parking spaces	11
Allocated spaces	81

General Comments on Parking

The 10 communal spaces shown are visitor and sales office parking bays.

The 70 off-site off-street parking spaces shown are located at the golf club and the community hall.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)

Yes

off-site (on-street, in designated loading/servicing bays)

No

off-site (in restricted areas e.g. double yellow lines)

No

Off-Site parking details

Is there off-site parking available

Yes

Off-Site parking included in the counts

Yes

Free On-Street parking available nearby

Yes

If yes, considered easy to find a space

Yes

If prepared to pay, easy to find somewhere to park off-site all day

Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)

No

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 70

Parking located within a control parking zone (CPZ)

No

Charges for this Off-Street parking

No

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site

No

Additional Travel Plan Features

The travel plan states that £50,000 is to be used to improve cycling infrastructure in the areas of Bixley Road, Chiltern Road, Princethorpe Road and Foxhall Road.

Residents are provided with walking/cycle route maps of the local area.

In order to encourage the uptake of cycling, the Travel Plan Co-Ordinator ensures that subsidised travel vouchers of up to the value of £140 are made available, provided to the first occupant of each household. These can be redeemed against the purchase of cycle equipment at a local cycle retailer.

Residents are provided with a subsidised travel voucher, valid on bus services operating along Foxhall Road and/or on services from Ipswich rail station.

A Public Transport Infrastructure Contribution of £12,000 is to be used to improve public transport facilities in the area of Foxhall Road.

Travel Plan Type

Type Compulsory

Travel Plan History

Date of Travel Plan implementation March 2018

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

Travel Plan Target Group

Main target market(s) for the Travel Plan

Staff	Not present
Visitors	Target group
Customers	Not present
Students	Not present
Patients	Not present
All site users	Target group
Other	Target group
	Residents

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes

If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

Was modal split data obtained before the introduction of the Travel Plan? Yes

If YES, when? February 2017

Vehicle Occupants	65%
Cyclists	7%
Public Transport Users	8%
Pedestrians	20%

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets? Yes

If YES, when? February 2017

Vehicle Occupants	60%
Cyclists	8%
Public Transport Users	10%
Pedestrians	22%

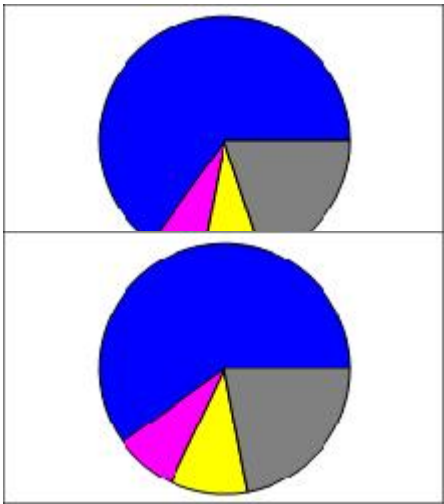
Travel Plan Targets

Outcome 1: To ensure that the development does not exceed the TRICS residential development trip rate in the AM (0.480) or PM (0.475) peak periods at both the interim period (3 years after 1st occupation) and at full occupation.

Outcome 2: To achieve a 10% reduction in car borne trips, towards sustainable travel modes during the AM and PM peak hours over the life of this Travel Plan.

Outcome 3: To increase sustainable travel modes to 48% of all journeys to/from the site over the life of the Travel Plan.

The modal split data collected prior to the introduction of the travel plan was taken from the 2011 Census.



Changes in site environment and circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan comments

The site is still not fully occupied with some areas still under construction.

Cycling Measures

Covered cycle racks close to building entrances
 Date implemented
 Capital cost
 Annual operating cost
 Yes

Good lighting in cycle parking areas
 Date implemented
 Capital cost
 Annual operating cost
 No

Lockers/Facilities for staff who cycle to store their clothing
 Date implemented
 Capital cost
 Annual operating cost
 No

Secure well-lit/covered cycle parking compound
 Date implemented
 Capital cost
 Annual operating cost
 No

CCTV coverage of cycle parking areas
 Date implemented
 Capital cost
 Annual operating cost
 No

Shower and changing facilities for staff who cycle and walk
 Date implemented
 Capital cost
 Annual operating cost
 No

Good network of cycle routes linking the site
to main residential areas locally Yes
Date implemented
Capital cost
Annual operating cost

Additional comments

The travel plan states that £50,000 is to be used to improve cycling infrastructure in the areas of Bixley Road, Chiltern Road, Princethorpe Road and Foxhall Road.

Residents are provided with walking/cycle route maps of the local area. The Residents Travel Pack also provides information about the benefits of cycling.

There are no formal off-street cycle routes, but local roads are part of the Sustrans National Cycle Network. This was mostly already established prior to development, but with some new access points and internal routes as part of construction.

The costs and date of implementation for covered cycle racks are not known, with costs being part of overall construction costs.

Car Sharing Measures

Car-share matching system where employer takes
active role in setting up car-share teams
(i.e. more than just a voluntary noticeboard) No
Date implemented
Capital cost
Annual operating cost

Guaranteed free ride home available to all
staff if they car-share and need to get
home in an emergency No
Date implemented
Capital cost
Annual operating cost

Priority parking spaces for car-sharers close
to building entrances No
Date implemented
Capital cost
Annual operating cost

Car Club available locally that could be used by
occupants of the site No

Does the site operate its own Car Club, or subscribe
to an independent Car Club organisation? No

Additional comments

The Travel Plan Co-Ordinator promotes the use of the Suffolk and national car share databases. The Residents Travel Pack also provides information about the benefits of car sharing.

Car Parking Management

Limited availability of on-site parking spaces
(on-site parking supply is set at less than
demand for target group of Travel Plan) Yes

Parking permit eligibility restrictions (e.g.
only staff without viable public transport
alternative are issued with a permit) No
Date implemented
Capital cost
Annual operating cost

Charging for parking for Travel Plan target
group (e.g. staff, patients, visitors, etc.) No
Date implemented
Capital cost
Annual operating cost
Charge
Period of Charge

Parking enforcement (e.g. barrier control,
parking attendants, clamping, ticketing) on-site No
Date implemented
Capital cost
Annual operating cost

Additional comments

Residents will be aware of the level of parking available within their new home and that available within the greater site.

Financial Incentives

Daily payment of £2 or more to staff not
to use the car (also known as cash-out) No
Date implemented
Capital cost
Annual operating cost
Daily payment value

Annual payment to give up entitlement to a
parking permit No
Date implemented
Capital cost
Annual operating cost
Annual payment value

Site provides employees with season
ticket/cycle loans No
Date implemented
Capital cost
Annual operating cost
Annual loans value

Additional comments

In order to encourage the uptake of cycling, the Travel Plan Co-Ordinator ensures that subsidised travel vouchers of up to the value of £140 are made available, provided to the first occupant of each household. These can be redeemed against the purchase of cycle equipment at a local cycle retailer.

Residents are provided with a subsidised travel voucher, valid on bus services operating along Foxhall Road and/or on services from Ipswich rail station.

Public Transport Measures

Bus waiting facilities (clean, graffiti-free
bus shelter and seats close to (e.g.
within 400 metres) the site's main entrance Yes
Date implemented
Capital cost
Annual operating cost

New/improved bus services close to the site No
Date implemented
Capital cost
Annual operating cost

Secure well-lit pedestrian routes to bus/tram
stops within 400 metres No
Date implemented
Capital cost
Annual operating cost

Secure well-lit pedestrian routes to
railway stations within 1000 metres No
Date implemented
Capital cost
Annual operating cost

Public transport information provided on
site on paper and/or computer Yes
Date implemented February 2017
Capital cost 3000
Annual operating cost

Publicity and awareness raising material
 about local public transport
 Date implemented
 Capital cost
 Annual operating cost

Yes
 February 2017

Personalised journey planning/travel
 assistance (e.g. helpline, etc).
 Date implemented
 Capital cost
 Annual operating cost

Yes
 February 2017

Additional comments

A Public Transport Infrastructure Contribution of £12,000 is to be used to improve public transport facilities in the area of Foxhall Road.
 Bus waiting facilities were present before this site was developed.
 At the time of this survey street lighting was still to be installed at the site.
 The first occupant of each dwelling is provided with a Travel Information Pack (annual costs are unknown but are included within the Travel Plan Co-Ordinator's budget).
 An annual travel newsletter is provided to residents, along with a notice board (costs for this are unknown but are included in the Travel Plan Co-Ordinator's budget).
 All residents are offered the opportunity of a personalised travel planning session (again covered by the Travel Plan Co-ordinator's budget).
 A travel webpage is also available.

Shuttle Bus

Shuttle bus(es) to main staff/customer
 residential areas
 Date implemented
 Capital cost
 Annual operating cost

No

Shuttle bus(es) to railway and/or bus station(s)
 Date implemented
 Capital cost
 Annual operating cost

No

Additional comments

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 Vehicles surveyed: Total vehicles
 Survey type: Manual Count
 AM weather: Mild and Clear
 PM weather: Cold and Heavy Rain
 Initial car park occupancy: Final car park occupancy:
 Total People to Total Vehicles ratio (all time periods and directions): 1.70
 BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
 Parking Capacity

Data proportions in %

Motor cars	85	Motor cycles	1	Public service	1
Light goods	11	OGV (1)	0	OGV (2)	0
				Taxis	2

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)			
OGV (2)			
Light Goods	37	70	30
Motor Car	282	0	100
Motor Cycle	3	67	33

Time	Arr 162	Dep 170	Totals 332	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	7	22	29	(-15)
08:00-09:00	6	32	38	(-41)
09:00-10:00	9	14	23	(-46)
10:00-11:00	10	7	17	(-43)
11:00-12:00	7	11	18	(-47)
12:00-13:00	10	10	20	(-47)
13:00-14:00	6	7	13	(-48)
14:00-15:00	15	15	30	(-48)
15:00-16:00	16	11	27	(-43)
16:00-17:00	18	7	25	(-32)
17:00-18:00	32	21	53	(-21)
18:00-19:00	26	13	39	(-8)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

No OGV's visited the site during this survey.

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: PSV

Time	Arr 1	Dep 1	Totals 2	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	1	1	2	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Taxis

Time	Arr 4	Dep 4	Totals 8	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	1	1	2	(0)
09:00-10:00	1	1	2	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	2	2	4	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	0	0	0	(0)
15:00-16:00	0	0	0	(0)
16:00-17:00	0	0	0	(0)
17:00-18:00	0	0	0	(0)
18:00-19:00	0	0	0	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Cars

Time	Arr 137	Dep 145	Totals 282	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	7	20	27	(-13)
08:00-09:00	4	30	34	(-39)
09:00-10:00	8	13	21	(-44)
10:00-11:00	7	5	12	(-42)
11:00-12:00	3	7	10	(-46)
12:00-13:00	9	9	18	(-46)
13:00-14:00	4	4	8	(-46)
14:00-15:00	9	11	20	(-48)
15:00-16:00	16	9	25	(-41)
16:00-17:00	15	5	20	(-31)
17:00-18:00	31	20	51	(-20)
18:00-19:00	24	12	36	(-8)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: LGV

Time	Arr 19	Dep 18	Totals 37	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	(-1)
08:00-09:00	1	1	2	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	3	2	5	(0)
11:00-12:00	2	2	4	(0)
12:00-13:00	1	1	2	(0)
13:00-14:00	2	3	5	(-1)
14:00-15:00	5	3	8	(1)
15:00-16:00	0	2	2	(-1)
16:00-17:00	2	1	3	(0)
17:00-18:00	1	1	2	(0)
18:00-19:00	2	1	3	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Motor Cycles

Time	Arr 1	Dep 2	Totals 3	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	1	1	(-1)
08:00-09:00	0	0	0	(-1)
09:00-10:00	0	0	0	(-1)
10:00-11:00	0	0	0	(-1)
11:00-12:00	0	0	0	(-1)
12:00-13:00	0	0	0	(-1)
13:00-14:00	0	0	0	(-1)
14:00-15:00	0	0	0	(-1)
15:00-16:00	0	0	0	(-1)
16:00-17:00	1	1	2	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	0	0	0	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
Vehicles surveyed: Cycles

Time	Arr 9	Dep 9	Totals 18	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	3	3	(-3)
08:00-09:00	0	3	3	(-6)
09:00-10:00	0	2	2	(-8)
10:00-11:00	0	0	0	(-8)
11:00-12:00	2	0	2	(-6)
12:00-13:00	0	0	0	(-6)
13:00-14:00	0	0	0	(-6)
14:00-15:00	0	0	0	(-6)
15:00-16:00	4	1	5	(-3)
16:00-17:00	2	0	2	(-1)
17:00-18:00	0	0	0	(-1)
18:00-19:00	1	0	1	(0)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Car/LGV/Motorcycle occupants/OGV occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
 Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 224	Avg Per Veh 1.4	1	2	3	4	5	6	7	Dep 227	Avg Per Veh 1.4	Totals 451	Avg Per Veh 1.4	Accum
00:00-01:00																					
01:00-02:00																					
02:00-03:00																					
03:00-04:00																					
04:00-05:00																					
05:00-06:00																					
06:00-07:00																					
07:00-08:00	7	0	0	0	0	0	0	7	1.0	18	3	1	0	0	0	0	27	1.2	34	1.2	(-20)
08:00-09:00	4	1	0	0	0	0	0	6	1.2	20	7	3	1	0	0	0	47	1.5	53	1.5	(-61)
09:00-10:00	7	1	0	0	0	0	0	9	1.1	10	4	0	0	0	0	0	18	1.3	27	1.2	(-70)
10:00-11:00	7	3	0	0	0	0	0	13	1.3	5	0	1	1	0	0	0	12	1.7	25	1.5	(-69)
11:00-12:00	2	2	0	1	0	0	0	10	2.0	8	1	1	0	0	0	0	13	1.3	23	1.5	(-72)
12:00-13:00	9	1	0	0	0	0	0	11	1.1	6	4	0	0	0	0	0	14	1.4	25	1.3	(-75)
13:00-14:00	5	1	0	0	0	0	0	7	1.2	5	2	0	0	0	0	0	9	1.3	16	1.2	(-77)
14:00-15:00	12	2	0	0	0	0	0	16	1.1	13	1	0	0	0	0	0	15	1.1	31	1.1	(-76)
15:00-16:00	4	9	3	0	0	0	0	31	1.9	8	3	0	0	0	0	0	14	1.3	45	1.7	(-59)
16:00-17:00	11	3	1	3	0	0	0	32	1.8	6	0	1	0	0	0	0	9	1.3	41	1.6	(-36)
17:00-18:00	20	8	4	0	0	0	0	48	1.5	14	4	1	1	0	0	0	29	1.4	77	1.5	(-17)
18:00-19:00	21	2	3	0	0	0	0	34	1.3	8	4	0	1	0	0	0	20	1.5	54	1.4	(-3)
19:00-20:00																					
20:00-21:00																					
21:00-22:00																					
22:00-23:00																					
23:00-24:00																					
Total	109	33	11	4	0	0	0			121	33	8	4	0	0	0					

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
Multi-Modal survey site
People Surveyed: Pedestrians

Time	Arr 39	Dep 36	Totals 75	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	2	5	7	(-3)
08:00-09:00	2	13	15	(-14)
09:00-10:00	2	0	2	(-12)
10:00-11:00	1	1	2	(-12)
11:00-12:00	5	2	7	(-9)
12:00-13:00	6	5	11	(-8)
13:00-14:00	4	3	7	(-7)
14:00-15:00	1	0	1	(-6)
15:00-16:00	11	3	14	(2)
16:00-17:00	2	1	3	(3)
17:00-18:00	2	1	3	(4)
18:00-19:00	1	2	3	(3)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Public transport Users

Time	Arr 9	Dep 10	Totals 19	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	3	3	(-3)
08:00-09:00	0	2	2	(-5)
09:00-10:00	0	0	0	(-5)
10:00-11:00	0	2	2	(-7)
11:00-12:00	0	2	2	(-9)
12:00-13:00	0	1	1	(-10)
13:00-14:00	0	0	0	(-10)
14:00-15:00	2	0	2	(-8)
15:00-16:00	2	0	2	(-6)
16:00-17:00	2	0	2	(-4)
17:00-18:00	2	0	2	(-2)
18:00-19:00	1	0	1	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Bus/Tram Passengers

Time	Arr 8	Dep 10	Totals 18	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	3	3	(-3)
08:00-09:00	0	2	2	(-5)
09:00-10:00	0	0	0	(-5)
10:00-11:00	0	2	2	(-7)
11:00-12:00	0	2	2	(-9)
12:00-13:00	0	1	1	(-10)
13:00-14:00	0	0	0	(-10)
14:00-15:00	1	0	1	(-9)
15:00-16:00	2	0	2	(-7)
16:00-17:00	2	0	2	(-5)
17:00-18:00	2	0	2	(-3)
18:00-19:00	1	0	1	(-2)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Coach Passengers

Time	Arr 1	Dep 0	Totals 1	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	0	0	0	(0)
08:00-09:00	0	0	0	(0)
09:00-10:00	0	0	0	(0)
10:00-11:00	0	0	0	(0)
11:00-12:00	0	0	0	(0)
12:00-13:00	0	0	0	(0)
13:00-14:00	0	0	0	(0)
14:00-15:00	1	0	1	(1)
15:00-16:00	0	0	0	(1)
16:00-17:00	0	0	0	(1)
17:00-18:00	0	0	0	(1)
18:00-19:00	0	0	0	(1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Site reference: SF-03-A-07 Survey date: 09/05/19 Day of week: Thursday
 Multi-Modal survey site
 People Surveyed: Total people

Time	Arr 281	Dep 282	Totals 563	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	9	38	47	(-29)
08:00-09:00	8	65	73	(-86)
09:00-10:00	11	20	31	(-95)
10:00-11:00	14	15	29	(-96)
11:00-12:00	17	17	34	(-96)
12:00-13:00	17	20	37	(-99)
13:00-14:00	11	12	23	(-100)
14:00-15:00	19	15	34	(-96)
15:00-16:00	48	18	66	(-66)
16:00-17:00	38	10	48	(-38)
17:00-18:00	52	30	82	(-16)
18:00-19:00	37	22	59	(-1)
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

SF-03-A-07

Survey date: 09/05/19

Day of week: Thursday

Multi-Modal survey site

Vehicles surveyed: Servicing Vehicles

[illegible]

TRICS 7.9.4

Trip Rate P No of Dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS			DEPARTURES				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:0	1	73	0.096	1	73	0.301	1	73
08:00-09:0	1	73	0.082	1	73	0.438	1	73
09:00-10:0	1	73	0.123	1	73	0.192	1	73
10:00-11:0	1	73	0.137	1	73	0.096	1	73
11:00-12:0	1	73	0.096	1	73	0.151	1	73
12:00-13:0	1	73	0.137	1	73	0.137	1	73
13:00-14:0	1	73	0.082	1	73	0.096	1	73
14:00-15:0	1	73	0.205	1	73	0.205	1	73
15:00-16:0	1	73	0.219	1	73	0.151	1	73
16:00-17:0	1	73	0.247	1	73	0.096	1	73
17:00-18:0	1	73	0.438	1	73	0.288	1	73
18:00-19:0	1	73	0.356	1	73	0.178	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			2.218			2.329		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								

06:00-07:00								
07:00-08:0	1	73	0	1	73	0.041	1	73
08:00-09:0	1	73	0	1	73	0.041	1	73
09:00-10:0	1	73	0	1	73	0.027	1	73
10:00-11:0	1	73	0	1	73	0	1	73
11:00-12:0	1	73	0.027	1	73	0	1	73
12:00-13:0	1	73	0	1	73	0	1	73
13:00-14:0	1	73	0	1	73	0	1	73
14:00-15:0	1	73	0	1	73	0	1	73
15:00-16:0	1	73	0.055	1	73	0.014	1	73
16:00-17:0	1	73	0.027	1	73	0	1	73
17:00-18:0	1	73	0	1	73	0	1	73
18:00-19:0	1	73	0.014	1	73	0	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.123			0.123		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: VEHICLE OCCUPANTS

Time Rang	ARRIVALS			DEPARTURES				
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:0	1	73	0.096	1	73	0.37	1	73
08:00-09:0	1	73	0.082	1	73	0.644	1	73
09:00-10:0	1	73	0.123	1	73	0.247	1	73
10:00-11:0	1	73	0.178	1	73	0.164	1	73
11:00-12:0	1	73	0.137	1	73	0.178	1	73
12:00-13:0	1	73	0.151	1	73	0.192	1	73
13:00-14:0	1	73	0.096	1	73	0.123	1	73
14:00-15:0	1	73	0.219	1	73	0.205	1	73
15:00-16:0	1	73	0.425	1	73	0.192	1	73
16:00-17:0	1	73	0.438	1	73	0.123	1	73
17:00-18:0	1	73	0.658	1	73	0.397	1	73
18:00-19:0	1	73	0.466	1	73	0.274	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								

23:00-24:00

Daily Trip Rates:

3.069

3.109

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:0	1	73	0.027	1	73	0.068	1	73
08:00-09:0	1	73	0.027	1	73	0.178	1	73
09:00-10:0	1	73	0.027	1	73	0	1	73
10:00-11:0	1	73	0.014	1	73	0.014	1	73
11:00-12:0	1	73	0.068	1	73	0.027	1	73
12:00-13:0	1	73	0.082	1	73	0.068	1	73
13:00-14:0	1	73	0.055	1	73	0.041	1	73
14:00-15:0	1	73	0.014	1	73	0	1	73
15:00-16:0	1	73	0.151	1	73	0.041	1	73
16:00-17:0	1	73	0.027	1	73	0.014	1	73
17:00-18:0	1	73	0.027	1	73	0.014	1	73
18:00-19:0	1	73	0.014	1	73	0.027	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.533			0.492		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								

07:00-08:0	1	73	0	1	73	0.041	1	73
08:00-09:0	1	73	0	1	73	0.027	1	73
09:00-10:0	1	73	0	1	73	0	1	73
10:00-11:0	1	73	0	1	73	0.027	1	73
11:00-12:0	1	73	0	1	73	0.027	1	73
12:00-13:0	1	73	0	1	73	0.014	1	73
13:00-14:0	1	73	0	1	73	0	1	73
14:00-15:0	1	73	0.027	1	73	0	1	73
15:00-16:0	1	73	0.027	1	73	0	1	73
16:00-17:0	1	73	0.027	1	73	0	1	73
17:00-18:0	1	73	0.027	1	73	0	1	73
18:00-19:0	1	73	0.014	1	73	0	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.122			0.136		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation Factor: 1 DWELLS

Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:0	1	73	0.123	1	73	0.521	1	73
08:00-09:0	1	73	0.11	1	73	0.89	1	73
09:00-10:0	1	73	0.151	1	73	0.274	1	73
10:00-11:0	1	73	0.192	1	73	0.205	1	73
11:00-12:0	1	73	0.233	1	73	0.233	1	73
12:00-13:0	1	73	0.233	1	73	0.274	1	73
13:00-14:0	1	73	0.151	1	73	0.164	1	73
14:00-15:0	1	73	0.26	1	73	0.205	1	73
15:00-16:0	1	73	0.658	1	73	0.247	1	73
16:00-17:0	1	73	0.521	1	73	0.137	1	73
17:00-18:0	1	73	0.712	1	73	0.411	1	73
18:00-19:0	1	73	0.507	1	73	0.301	1	73
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								

Daily Trip Rates:

3.851

3.862

TOTALS
Trip
Rate

0.397	
0.52	52%
0.315	
0.233	
0.247	
0.274	
0.178	
0.41	
0.37	
0.343	
0.726	65%
0.534	

4.547	59%
-------	-----

TOTALS
Trip
Rate

0.041	
0.041	4%
0.027	
0	
0.027	
0	
0	
0	
0.069	
0.027	
0	0%
0.014	

0.246	3%
-------	----

TOTALS
Trip
Rate

0.466	
0.726	73%
0.37	
0.342	
0.315	
0.343	
0.219	
0.424	
0.617	
0.561	
1.055	94%
0.74	

6.178 80%

TOTALS
Trip
Rate

0.095
0.205 21%
0.027
0.028
0.095
0.15
0.096
0.014
0.192
0.041
0.041 4%
0.041

1.025 13%

TOTALS
Trip
Rate

0.041	
0.027	3%
0	
0.027	
0.027	
0.014	
0	
0.027	
0.027	
0.027	
0.027	2%
0.014	

0.258	3%
-------	----

TOTALS
Trip
Rate

0.644		
1	100%	100%
0.425		
0.397		
0.466		
0.507		
0.315		
0.465		
0.905		
0.658		
1.123	100%	100%
0.808		

7.713	100%	100%
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Appendix H

13707		IPSWICH					Site No: 13707001		Location		Oxlip Blvd, Ipswich (E of Henley Rd)					
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
Sat 14-Sep-24																
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	0	0	0	0	1	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0		
07:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0		
08:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0		
09:00	14	0	13	0	0	0	1	0	0	0	0	0	0	0		
10:00	22	0	20	1	0	0	1	0	0	0	0	0	0	0		
11:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0		
12:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0		
13:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0		
14:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0		
15:00	33	0	30	1	0	0	2	0	0	0	0	0	0	0		
16:00	32	0	31	0	0	0	1	0	0	0	0	0	0	0		
17:00	34	0	32	1	0	0	1	0	0	0	0	0	0	0		
18:00	29	1	27	1	0	0	0	0	0	0	0	0	0	0		
19:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0		
20:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0		
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0		
22:00	15	0	14	0	0	0	1	0	0	0	0	0	0	0		
23:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
12H,7-19	293	2	273	11	0	0	7	0	0	0	0	0	0	0		
16H,6-22	347	2	325	13	0	0	7	0	0	0	0	0	0	0		
18H,6-24	367	2	344	13	0	0	8	0	0	0	0	0	0	0		
24H,0-24	369	2	345	13	0	0	9	0	0	0	0	0	0	0		

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 15-Sep-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	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	1	0	1	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
09:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0
10:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
11:00	20	1	19	0	0	0	0	0	0	0	0	0	0	0
12:00	38	0	37	1	0	0	0	0	0	0	0	0	0	0
13:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0
14:00	23	1	21	1	0	0	0	0	0	0	0	0	0	0
15:00	28	0	26	1	0	0	1	0	0	0	0	0	0	0
16:00	36	0	34	1	0	0	1	0	0	0	0	0	0	0
17:00	29	2	25	1	0	0	1	0	0	0	0	0	0	0
18:00	38	0	37	0	0	0	1	0	0	0	0	0	0	0
19:00	23	1	22	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	8	2	0	0	0	0	0	0	0	0	0	0
21:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
22:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	283	4	263	12	0	0	4	0	0	0	0	0	0	0
16H,6-22	327	5	303	15	0	0	4	0	0	0	0	0	0	0
18H,6-24	334	5	310	15	0	0	4	0	0	0	0	0	0	0
24H,0-24	342	5	317	15	0	0	5	0	0	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location		Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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			SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 16-Sep-24																
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0	0	
07:00	35	0	26	7	0	0	1	0	0	1	0	0	0	0	0	
08:00	42	0	35	5	0	0	1	1	0	0	0	0	0	0	0	
09:00	22	1	17	4	0	0	0	0	0	0	0	0	0	0	0	
10:00	19	0	15	3	0	0	1	0	0	0	0	0	0	0	0	
11:00	25	0	21	3	0	1	0	0	0	0	0	0	0	0	0	
12:00	29	0	26	2	0	0	0	0	1	0	0	0	0	0	0	
13:00	25	1	24	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0	0	
15:00	40	1	35	4	0	0	0	0	0	0	0	0	0	0	0	
16:00	25	2	21	2	0	0	0	0	0	0	0	0	0	0	0	
17:00	39	0	38	1	0	0	0	0	0	0	0	0	0	0	0	
18:00	33	0	31	1	0	0	1	0	0	0	0	0	0	0	0	
19:00	26	0	24	1	0	0	1	0	0	0	0	0	0	0	0	
20:00	17	0	15	0	0	0	2	0	0	0	0	0	0	0	0	
21:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0	0	
22:00	12	0	12	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	0	
12H,7-19	359	5	312	34	0	1	4	1	1	1	0	0	0	0	0	
16H,6-22	423	6	367	39	0	1	7	1	1	1	0	0	0	0	0	
18H,6-24	435	6	379	39	0	1	7	1	1	1	0	0	0	0	0	
24H,0-24	435	6	379	39	0	1	7	1	1	1	0	0	0	0	0	

13707		IPSWICH				Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 17-Sep-24														
00:00	2	0	1	1	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	2	0	2	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	17	0	15	2	0	0	0	0	0	0	0	0	0	0
07:00	50	0	42	8	0	0	0	0	0	0	0	0	0	0
08:00	39	0	32	5	0	0	2	0	0	0	0	0	0	0
09:00	23	0	19	2	1	0	1	0	0	0	0	0	0	0
10:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
11:00	18	0	14	4	0	0	0	0	0	0	0	0	0	0
12:00	36	1	29	6	0	0	0	0	0	0	0	0	0	0
13:00	26	0	24	2	0	0	0	0	0	0	0	0	0	0
14:00	28	0	23	4	0	0	0	1	0	0	0	0	0	0
15:00	39	4	31	4	0	0	0	0	0	0	0	0	0	0
16:00	30	0	26	3	0	0	1	0	0	0	0	0	0	0
17:00	45	0	44	1	0	0	0	0	0	0	0	0	0	0
18:00	37	0	34	0	0	0	3	0	0	0	0	0	0	0
19:00	20	1	19	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	20	0	0	0	0	0	0	0	1	0	0	0
21:00	9	0	9	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	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	389	5	336	39	1	0	7	1	0	0	0	0	0	0
16H,6-22	456	6	399	41	1	0	7	1	0	0	1	0	0	0
18H,6-24	467	6	410	41	1	0	7	1	0	0	1	0	0	0
24H,0-24	471	6	413	42	1	0	7	1	0	0	1	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 18-Sep-24														
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
07:00	46	1	43	2	0	0	0	0	0	0	0	0	0	0
08:00	38	2	32	3	0	0	1	0	0	0	0	0	0	0
09:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
10:00	14	0	13	0	0	0	1	0	0	0	0	0	0	0
11:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0
12:00	31	0	25	5	0	0	0	0	1	0	0	0	0	0
13:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
14:00	22	0	18	2	0	0	0	0	0	0	1	1	0	0
15:00	33	1	28	3	0	0	1	0	0	0	0	0	0	0
16:00	37	2	32	2	0	0	0	0	0	0	1	0	0	0
17:00	37	0	34	2	0	0	1	0	0	0	0	0	0	0
18:00	38	1	36	1	0	0	0	0	0	0	0	0	0	0
19:00	32	0	32	0	0	0	0	0	0	0	0	0	0	0
20:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0
21:00	14	0	13	0	0	0	1	0	0	0	0	0	0	0
22:00	15	0	15	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	355	7	313	27	0	0	4	0	1	0	2	1	0	0
16H,6-22	435	7	391	28	0	0	5	0	1	0	2	1	0	0
18H,6-24	453	7	409	28	0	0	5	0	1	0	2	1	0	0
24H,0-24	456	7	412	28	0	0	5	0	1	0	2	1	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 19-Sep-24														
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	11	0	9	2	0	0	0	0	0	0	0	0	0	0
07:00	50	1	44	4	0	0	1	0	0	0	0	0	0	0
08:00	25	0	24	0	0	0	1	0	0	0	0	0	0	0
09:00	19	1	15	3	0	0	0	0	0	0	0	0	0	0
10:00	18	1	13	3	0	0	0	0	0	1	0	0	0	0
11:00	21	0	15	5	0	0	0	0	0	0	1	0	0	0
12:00	26	0	23	2	0	0	0	1	0	0	0	0	0	0
13:00	23	0	19	3	0	0	0	0	0	0	1	0	0	0
14:00	15	0	12	3	0	0	0	0	0	0	0	0	0	0
15:00	38	1	32	2	0	0	2	0	0	0	1	0	0	0
16:00	39	0	36	2	0	0	1	0	0	0	0	0	0	0
17:00	42	0	39	3	0	0	0	0	0	0	0	0	0	0
18:00	36	0	35	0	0	0	1	0	0	0	0	0	0	0
19:00	38	0	35	1	0	0	2	0	0	0	0	0	0	0
20:00	19	4	15	0	0	0	0	0	0	0	0	0	0	0
21:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
22:00	7	0	6	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	352	4	307	30	0	0	6	1	0	1	3	0	0	0
16H,6-22	438	8	384	33	0	0	8	1	0	1	3	0	0	0
18H,6-24	448	8	393	33	0	0	9	1	0	1	3	0	0	0
24H,0-24	449	8	394	33	0	0	9	1	0	1	3	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 20-Sep-24														
00:00	1	0	0	1	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	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	13	0	12	1	0	0	0	0	0	0	0	0	0	0
07:00	56	3	48	5	0	0	0	0	0	0	0	0	0	0
08:00	33	0	29	4	0	0	0	0	0	0	0	0	0	0
09:00	27	1	22	1	0	2	0	0	0	1	0	0	0	0
10:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
11:00	32	0	24	6	0	0	2	0	0	0	0	0	0	0
12:00	36	0	32	3	0	0	0	0	0	1	0	0	0	0
13:00	34	0	29	4	0	0	0	0	1	0	0	0	0	0
14:00	24	0	20	3	0	0	0	0	0	1	0	0	0	0
15:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0
16:00	34	1	32	1	0	0	0	0	0	0	0	0	0	0
17:00	36	1	33	2	0	0	0	0	0	0	0	0	0	0
18:00	43	2	37	1	0	0	3	0	0	0	0	0	0	0
19:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0
20:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0
21:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0
22:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
23:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	411	9	356	35	0	2	5	0	1	3	0	0	0	0
16H,6-22	491	9	432	39	0	2	5	0	1	3	0	0	0	0
18H,6-24	515	9	456	39	0	2	5	0	1	3	0	0	0	0
24H,0-24	519	9	459	40	0	2	5	0	1	3	0	0	0	0

13707		IPSWICH				Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 21-Sep-24														
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	1	0	0	1	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	22	1	19	2	0	0	0	0	0	0	0	0	0	0
08:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
09:00	25	1	21	2	0	0	1	0	0	0	0	0	0	0
10:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0
11:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
12:00	34	0	31	1	0	0	2	0	0	0	0	0	0	0
13:00	28	0	28	0	0	0	0	0	0	0	0	0	0	0
14:00	29	0	29	0	0	0	0	0	0	0	0	0	0	0
15:00	31	0	28	3	0	0	0	0	0	0	0	0	0	0
16:00	29	0	29	0	0	0	0	0	0	0	0	0	0	0
17:00	30	0	28	0	0	0	2	0	0	0	0	0	0	0
18:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0
19:00	17	0	16	0	0	0	1	0	0	0	0	0	0	0
20:00	17	1	16	0	0	0	0	0	0	0	0	0	0	0
21:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
22:00	16	1	15	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	322	2	303	12	0	0	5	0	0	0	0	0	0	0
16H,6-22	374	3	353	12	0	0	6	0	0	0	0	0	0	0
18H,6-24	397	4	375	12	0	0	6	0	0	0	0	0	0	0
24H,0-24	401	4	378	13	0	0	6	0	0	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 22-Sep-24														
00:00	6	0	6	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	2	0	2	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	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
08:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0
09:00	11	0	10	0	0	0	1	0	0	0	0	0	0	0
10:00	10	0	9	1	0	0	0	0	0	0	0	0	0	0
11:00	29	0	26	3	0	0	0	0	0	0	0	0	0	0
12:00	38	0	37	1	0	0	0	0	0	0	0	0	0	0
13:00	18	2	13	3	0	0	0	0	0	0	0	0	0	0
14:00	26	0	26	0	0	0	0	0	0	0	0	0	0	0
15:00	42	1	36	3	0	0	2	0	0	0	0	0	0	0
16:00	26	1	20	4	0	0	1	0	0	0	0	0	0	0
17:00	25	0	25	0	0	0	0	0	0	0	0	0	0	0
18:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
19:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
20:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	5	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	260	4	236	16	0	0	4	0	0	0	0	0	0	0
16H,6-22	295	4	271	16	0	0	4	0	0	0	0	0	0	0
18H,6-24	300	4	276	16	0	0	4	0	0	0	0	0	0	0
24H,0-24	310	4	286	16	0	0	4	0	0	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 23-Sep-24														
00:00	2	0	2	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	1	0	1	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	18	0	16	1	0	0	1	0	0	0	0	0	0	0
07:00	35	1	29	4	0	0	0	0	0	0	1	0	0	0
08:00	56	0	48	4	0	0	3	0	1	0	0	0	0	0
09:00	48	0	42	5	0	0	0	0	0	0	1	0	0	0
10:00	23	0	20	1	0	0	2	0	0	0	0	0	0	0
11:00	27	0	22	2	0	0	1	0	1	0	0	1	0	0
12:00	29	0	20	6	0	0	0	0	0	1	1	1	0	0
13:00	38	0	36	1	0	0	0	0	1	0	0	0	0	0
14:00	35	1	29	3	0	1	0	0	1	0	0	0	0	0
15:00	41	2	33	3	0	0	0	0	2	0	0	1	0	0
16:00	35	1	31	3	0	0	0	0	0	0	0	0	0	0
17:00	46	0	43	1	0	0	2	0	0	0	0	0	0	0
18:00	38	0	36	1	0	0	1	0	0	0	0	0	0	0
19:00	28	0	24	4	0	0	0	0	0	0	0	0	0	0
20:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0
21:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0
22:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	451	5	389	34	0	1	9	0	6	1	3	3	0	0
16H,6-22	524	5	455	40	0	1	10	0	6	1	3	3	0	0
18H,6-24	535	5	466	40	0	1	10	0	6	1	3	3	0	0
24H,0-24	539	5	470	40	0	1	10	0	6	1	3	3	0	0

13707		IPSWICH				Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 24-Sep-24														
00:00	3	0	0	1	0	1	0	0	0	0	0	0	1	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	0	1	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	15	0	14	1	0	0	0	0	0	0	0	0	0	0
07:00	56	0	46	10	0	0	0	0	0	0	0	0	0	0
08:00	39	0	32	5	0	0	2	0	0	0	0	0	0	0
09:00	23	0	20	1	1	0	1	0	0	0	0	0	0	0
10:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
11:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0
12:00	35	1	30	4	0	0	0	0	0	0	0	0	0	0
13:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0
14:00	32	0	27	4	0	0	0	1	0	0	0	0	0	0
15:00	40	3	33	4	0	0	0	0	0	0	0	0	0	0
16:00	34	0	29	4	0	0	1	0	0	0	0	0	0	0
17:00	41	0	40	1	0	0	0	0	0	0	0	0	0	0
18:00	35	0	32	0	0	0	3	0	0	0	0	0	0	0
19:00	18	1	17	0	0	0	0	0	0	0	0	0	0	0
20:00	21	0	20	0	0	0	0	0	0	0	1	0	0	0
21:00	8	0	8	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	8	0	8	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	397	4	345	39	1	0	7	1	0	0	0	0	0	0
16H,6-22	459	5	404	40	1	0	7	1	0	0	1	0	0	0
18H,6-24	470	5	415	40	1	0	7	1	0	0	1	0	0	0
24H,0-24	474	5	415	42	1	1	7	1	0	0	1	0	1	0

13707		IPSWICH				Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 25-Sep-24														
00:00	2	0	2	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07:00	54	1	51	2	0	0	0	0	0	0	0	0	0	0
08:00	34	2	27	3	0	0	1	0	0	0	0	1	0	0
09:00	13	0	11	1	0	0	0	0	0	0	0	0	1	0
10:00	15	0	14	0	0	0	1	0	0	0	0	0	0	0
11:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0
12:00	30	0	22	7	0	0	0	0	1	0	0	0	0	0
13:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
14:00	24	0	19	3	0	0	0	0	0	0	1	1	0	0
15:00	34	1	29	3	0	0	1	0	0	0	0	0	0	0
16:00	30	2	25	1	0	0	1	0	0	0	1	0	0	0
17:00	35	0	33	1	0	0	1	0	0	0	0	0	0	0
18:00	44	1	42	1	0	0	0	0	0	0	0	0	0	0
19:00	35	0	35	0	0	0	0	0	0	0	0	0	0	0
20:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0
21:00	14	0	13	0	0	0	1	0	0	0	0	0	0	0
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	356	7	312	26	0	0	5	0	1	0	2	2	1	0
16H,6-22	434	7	388	27	0	0	6	0	1	0	2	2	1	0
18H,6-24	449	7	403	27	0	0	6	0	1	0	2	2	1	0
24H,0-24	451	7	405	27	0	0	6	0	1	0	2	2	1	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 26-Sep-24														
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	4	0	2	0	0	0	0	2	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	9	0	6	3	0	0	0	0	0	0	0	0	0	0
07:00	61	2	54	4	0	0	1	0	0	0	0	0	0	0
08:00	28	0	27	0	0	0	1	0	0	0	0	0	0	0
09:00	23	1	19	3	0	0	0	0	0	0	0	0	0	0
10:00	14	1	9	3	0	0	0	0	0	1	0	0	0	0
11:00	25	0	20	4	0	0	0	0	0	0	1	0	0	0
12:00	23	0	19	3	0	0	0	1	0	0	0	0	0	0
13:00	20	0	15	4	0	0	0	0	0	0	1	0	0	0
14:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
15:00	42	1	35	2	0	0	3	0	0	0	1	0	0	0
16:00	43	2	39	1	0	0	1	0	0	0	0	0	0	0
17:00	37	0	33	4	0	0	0	0	0	0	0	0	0	0
18:00	32	0	30	0	0	0	1	0	0	0	0	0	1	0
19:00	35	0	32	1	0	0	2	0	0	0	0	0	0	0
20:00	26	6	19	0	0	0	0	0	0	0	0	0	1	0
21:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	7	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	365	7	315	30	0	0	7	1	0	1	3	0	1	0
16H,6-22	457	13	394	34	0	0	9	1	0	1	3	0	2	0
18H,6-24	468	13	404	34	0	0	10	1	0	1	3	0	2	0
24H,0-24	472	13	406	34	0	0	10	3	0	1	3	0	2	0

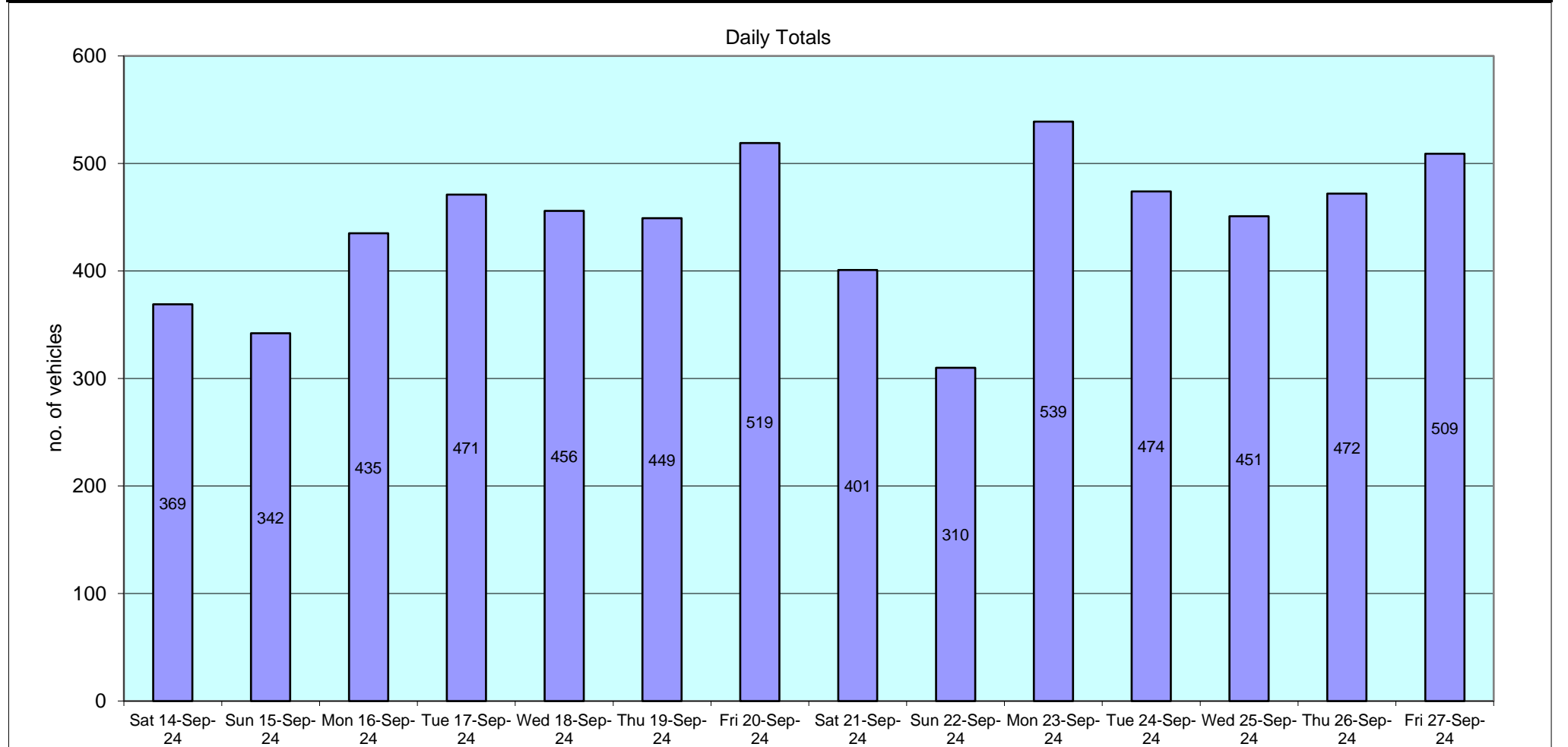
13707		IPSWICH				Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						Channel: Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 27-Sep-24														
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	3	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
07:00	63	2	57	3	0	0	0	0	1	0	0	0	0	0
08:00	31	0	25	5	1	0	0	0	0	0	0	0	0	0
09:00	24	1	20	1	0	1	0	0	0	1	0	0	0	0
10:00	27	0	25	2	0	0	0	0	0	0	0	0	0	0
11:00	27	0	22	3	0	0	2	0	0	0	0	0	0	0
12:00	34	0	29	4	0	0	0	0	0	1	0	0	0	0
13:00	37	0	33	3	0	0	0	0	1	0	0	0	0	0
14:00	26	0	22	2	0	0	0	0	1	1	0	0	0	0
15:00	28	2	23	3	0	0	0	0	0	0	0	0	0	0
16:00	28	1	26	1	0	0	0	0	0	0	0	0	0	0
17:00	40	1	37	2	0	0	0	0	0	0	0	0	0	0
18:00	41	2	35	1	0	0	3	0	0	0	0	0	0	0
19:00	32	0	29	3	0	0	0	0	0	0	0	0	0	0
20:00	22	0	21	1	0	0	0	0	0	0	0	0	0	0
21:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
22:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0
23:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	406	9	354	30	1	1	5	0	3	3	0	0	0	0
16H,6-22	480	9	423	35	1	1	5	0	3	3	0	0	0	0
18H,6-24	504	9	447	35	1	1	5	0	3	3	0	0	0	0
24H,0-24	509	9	451	36	1	1	5	0	3	3	0	0	0	0

13707		IPSWICH				Site No: 13707001		Location	Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Daily Totals															
Sat 14-Sep-24	369	2	345	13	0	0	9	0	0	0	0	0	0	0	
Sun 15-Sep-24	342	5	317	15	0	0	5	0	0	0	0	0	0	0	
Mon 16-Sep-24	435	6	379	39	0	1	7	1	1	1	0	0	0	0	
Tue 17-Sep-24	471	6	413	42	1	0	7	1	0	0	1	0	0	0	
Wed 18-Sep-24	456	7	412	28	0	0	5	0	1	0	2	1	0	0	
Thu 19-Sep-24	449	8	394	33	0	0	9	1	0	1	3	0	0	0	
Fri 20-Sep-24	519	9	459	40	0	2	5	0	1	3	0	0	0	0	
Sat 21-Sep-24	401	4	378	13	0	0	6	0	0	0	0	0	0	0	
Sun 22-Sep-24	310	4	286	16	0	0	4	0	0	0	0	0	0	0	
Mon 23-Sep-24	539	5	470	40	0	1	10	0	6	1	3	3	0	0	
Tue 24-Sep-24	474	5	415	42	1	1	7	1	0	0	1	0	1	0	
Wed 25-Sep-24	451	7	405	27	0	0	6	0	1	0	2	2	1	0	
Thu 26-Sep-24	472	13	406	34	0	0	10	3	0	1	3	0	2	0	
Fri 27-Sep-24	509	9	451	36	1	1	5	0	3	3	0	0	0	0	

13707 IPSWICH Site No: 13707001 Location Oxlip Blvd, Ipswich (E of Henley Rd)
Sat 14-Sep-24 to Fri 27-Sep-24 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
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Total Vehicles														
[--]	6197	90	5530	418	3	6	95	7	13	10	15	6	4	0



13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 14-Sep-24														
00:00	2	0	2	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
07:00	6	0	2	4	0	0	0	0	0	0	0	0	0	0
08:00	32	0	29	2	0	0	1	0	0	0	0	0	0	0
09:00	31	0	26	5	0	0	0	0	0	0	0	0	0	0
10:00	23	1	19	2	0	1	0	0	0	0	0	0	0	0
11:00	26	0	21	4	0	0	0	0	1	0	0	0	0	0
12:00	36	0	26	10	0	0	0	0	0	0	0	0	0	0
13:00	23	0	19	3	0	0	1	0	0	0	0	0	0	0
14:00	25	1	21	3	0	0	0	0	0	0	0	0	0	0
15:00	17	0	11	6	0	0	0	0	0	0	0	0	0	0
16:00	26	1	17	8	0	0	0	0	0	0	0	0	0	0
17:00	27	0	23	4	0	0	0	0	0	0	0	0	0	0
18:00	28	1	25	1	0	0	1	0	0	0	0	0	0	0
19:00	17	0	15	2	0	0	0	0	0	0	0	0	0	0
20:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0
21:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	8	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	300	4	239	52	0	1	3	0	1	0	0	0	0	0
16H,6-22	344	4	278	57	0	1	3	0	1	0	0	0	0	0
18H,6-24	355	4	289	57	0	1	3	0	1	0	0	0	0	0
24H,0-24	362	4	295	58	0	1	3	0	1	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 15-Sep-24														
00:00	3	0	3	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	1	0	1	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	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	4	0	4	0	0	0	0	0	0	0	0	0	0	0
07:00	10	0	7	3	0	0	0	0	0	0	0	0	0	0
08:00	13	0	10	2	0	0	1	0	0	0	0	0	0	0
09:00	28	0	23	5	0	0	0	0	0	0	0	0	0	0
10:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0
11:00	20	2	16	1	0	0	1	0	0	0	0	0	0	0
12:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0
13:00	21	0	15	6	0	0	0	0	0	0	0	0	0	0
14:00	19	0	14	5	0	0	0	0	0	0	0	0	0	0
15:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0
16:00	33	1	26	6	0	0	0	0	0	0	0	0	0	0
17:00	24	2	15	7	0	0	0	0	0	0	0	0	0	0
18:00	31	1	22	6	0	0	0	0	2	0	0	0	0	0
19:00	20	0	14	4	0	0	2	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	11	0	9	1	0	1	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	278	6	220	48	0	0	2	0	2	0	0	0	0	0
16H,6-22	318	6	252	53	0	1	4	0	2	0	0	0	0	0
18H,6-24	322	6	256	53	0	1	4	0	2	0	0	0	0	0
24H,0-24	328	6	262	53	0	1	4	0	2	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 16-Sep-24														
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	1	0	1	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	1	1	0	0	0	0	0	0	0	0	0	0
06:00	16	0	10	6	0	0	0	0	0	0	0	0	0	0
07:00	38	0	27	11	0	0	0	0	0	0	0	0	0	0
08:00	63	1	51	8	0	1	0	2	0	0	0	0	0	0
09:00	22	0	16	6	0	0	0	0	0	0	0	0	0	0
10:00	24	1	19	1	0	2	1	0	0	0	0	0	0	0
11:00	30	1	24	5	0	0	0	0	0	0	0	0	0	0
12:00	24	1	18	4	0	0	1	0	0	0	0	0	0	0
13:00	26	0	20	4	0	0	2	0	0	0	0	0	0	0
14:00	35	1	23	10	0	0	1	0	0	0	0	0	0	0
15:00	33	0	18	14	0	1	0	0	0	0	0	0	0	0
16:00	41	2	30	9	0	0	0	0	0	0	0	0	0	0
17:00	28	0	25	3	0	0	0	0	0	0	0	0	0	0
18:00	16	0	13	2	0	0	1	0	0	0	0	0	0	0
19:00	18	1	13	3	0	0	1	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	10	1	8	0	0	1	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	380	7	284	77	0	4	6	2	0	0	0	0	0	0
16H,6-22	431	9	322	86	0	5	7	2	0	0	0	0	0	0
18H,6-24	433	9	324	86	0	5	7	2	0	0	0	0	0	0
24H,0-24	436	9	326	87	0	5	7	2	0	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 17-Sep-24														
00:00	2	0	1	1	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	5	0	4	0	0	0	1	0	0	0	0	0	0	0
06:00	19	0	12	7	0	0	0	0	0	0	0	0	0	0
07:00	37	0	28	7	0	0	1	0	1	0	0	0	0	0
08:00	57	1	47	6	0	2	1	0	0	0	0	0	0	0
09:00	26	1	18	5	0	1	1	0	0	0	0	0	0	0
10:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0
11:00	26	1	16	6	1	2	0	0	0	0	0	0	0	0
12:00	29	0	18	9	0	1	1	0	0	0	0	0	0	0
13:00	28	1	19	5	0	0	1	1	0	0	0	1	0	0
14:00	33	0	23	7	0	2	0	0	1	0	0	0	0	0
15:00	44	0	28	13	0	1	2	0	0	0	0	0	0	0
16:00	49	1	38	10	0	0	0	0	0	0	0	0	0	0
17:00	29	1	22	5	0	0	0	0	1	0	0	0	0	0
18:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
19:00	17	1	12	4	0	0	0	0	0	0	0	0	0	0
20:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
21:00	6	0	4	1	0	0	1	0	0	0	0	0	0	0
22:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	390	6	283	79	1	9	7	1	3	0	0	1	0	0
16H,6-22	442	7	321	91	1	9	8	1	3	0	0	1	0	0
18H,6-24	449	7	327	92	1	9	8	1	3	0	0	1	0	0
24H,0-24	459	7	334	94	1	9	9	1	3	0	0	1	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 18-Sep-24														
00:00	2	0	2	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	16	0	10	4	0	0	2	0	0	0	0	0	0	0
07:00	46	0	38	7	0	0	1	0	0	0	0	0	0	0
08:00	59	3	48	4	0	1	1	0	0	0	2	0	0	0
09:00	24	1	15	7	0	0	1	0	0	0	0	0	0	0
10:00	21	0	17	2	1	0	0	0	1	0	0	0	0	0
11:00	22	0	19	1	0	2	0	0	0	0	0	0	0	0
12:00	26	1	17	6	0	2	0	0	0	0	0	0	0	0
13:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0
14:00	29	0	20	7	0	0	1	0	1	0	0	0	0	0
15:00	41	2	28	10	0	1	0	0	0	0	0	0	0	0
16:00	45	1	37	7	0	0	0	0	0	0	0	0	0	0
17:00	30	0	26	4	0	0	0	0	0	0	0	0	0	0
18:00	26	2	22	2	0	0	0	0	0	0	0	0	0	0
19:00	18	0	16	2	0	0	0	0	0	0	0	0	0	0
20:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0
21:00	13	0	10	2	0	0	1	0	0	0	0	0	0	0
22:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
23:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	385	10	299	61	1	6	4	0	2	0	2	0	0	0
16H,6-22	443	10	345	70	1	6	7	0	2	0	2	0	0	0
18H,6-24	450	10	350	72	1	6	7	0	2	0	2	0	0	0
24H,0-24	454	10	354	72	1	6	7	0	2	0	2	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 19-Sep-24														
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	1	0	1	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	5	0	4	1	0	0	0	0	0	0	0	0	0	0
06:00	13	0	10	3	0	0	0	0	0	0	0	0	0	0
07:00	49	1	37	8	0	0	3	0	0	0	0	0	0	0
08:00	56	2	47	6	0	0	0	0	0	0	1	0	0	0
09:00	31	0	24	6	0	1	0	0	0	0	0	0	0	0
10:00	19	2	12	2	0	0	3	0	0	0	0	0	0	0
11:00	27	1	18	7	0	1	0	0	0	0	0	0	0	0
12:00	24	1	17	4	0	1	0	0	1	0	0	0	0	0
13:00	15	0	10	4	0	1	0	0	0	0	0	0	0	0
14:00	21	0	11	8	0	1	0	0	0	1	0	0	0	0
15:00	38	0	30	8	0	0	0	0	0	0	0	0	0	0
16:00	58	4	44	8	0	1	1	0	0	0	0	0	0	0
17:00	26	1	19	6	0	0	0	0	0	0	0	0	0	0
18:00	33	1	27	5	0	0	0	0	0	0	0	0	0	0
19:00	23	0	19	4	0	0	0	0	0	0	0	0	0	0
20:00	13	4	9	0	0	0	0	0	0	0	0	0	0	0
21:00	7	0	7	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	397	13	296	72	0	6	7	0	1	1	1	0	0	0
16H,6-22	453	17	341	79	0	6	7	0	1	1	1	0	0	0
18H,6-24	455	17	343	79	0	6	7	0	1	1	1	0	0	0
24H,0-24	461	17	348	80	0	6	7	0	1	1	1	0	0	0

13707			IPSWICH			Site No: 13707001		Location	Oxlip Blvd, Ipswich (E of Henley Rd)					
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 20-Sep-24														
00:00	1	0	0	1	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	15	0	10	4	0	0	1	0	0	0	0	0	0	0
07:00	38	0	31	5	0	0	1	0	1	0	0	0	0	0
08:00	55	1	46	5	1	0	1	0	0	0	1	0	0	0
09:00	42	0	35	4	0	2	0	0	0	0	0	1	0	0
10:00	31	0	22	7	0	0	2	0	0	0	0	0	0	0
11:00	33	1	23	8	1	0	0	0	0	0	0	0	0	0
12:00	30	0	24	4	0	1	0	0	0	0	0	1	0	0
13:00	35	0	18	15	0	1	0	0	0	0	0	1	0	0
14:00	38	1	26	9	0	1	0	0	1	0	0	0	0	0
15:00	25	2	16	6	0	0	0	0	0	0	0	1	0	0
16:00	38	1	28	8	0	0	1	0	0	0	0	0	0	0
17:00	35	2	27	6	0	0	0	0	0	0	0	0	0	0
18:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
19:00	31	0	27	4	0	0	0	0	0	0	0	0	0	0
20:00	12	0	10	1	0	1	0	0	0	0	0	0	0	0
21:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	5	0	4	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	425	8	318	80	2	5	5	0	2	0	1	4	0	0
16H,6-22	493	9	374	89	2	6	6	0	2	0	1	4	0	0
18H,6-24	506	9	385	91	2	6	6	0	2	0	1	4	0	0
24H,0-24	514	9	391	93	2	6	6	0	2	0	1	4	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 21-Sep-24														
00:00	2	0	2	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	0	1	0	0	0	0	0	0	0	0	0	0
04:00	3	1	2	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	10	0	9	1	0	0	0	0	0	0	0	0	0	0
08:00	33	0	27	5	0	0	0	0	1	0	0	0	0	0
09:00	50	0	38	10	0	0	2	0	0	0	0	0	0	0
10:00	26	0	21	5	0	0	0	0	0	0	0	0	0	0
11:00	43	0	36	6	0	0	1	0	0	0	0	0	0	0
12:00	29	1	22	5	0	0	1	0	0	0	0	0	0	0
13:00	25	0	20	5	0	0	0	0	0	0	0	0	0	0
14:00	28	0	22	6	0	0	0	0	0	0	0	0	0	0
15:00	26	0	20	5	0	1	0	0	0	0	0	0	0	0
16:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
17:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0
18:00	25	1	21	3	0	0	0	0	0	0	0	0	0	0
19:00	19	0	14	5	0	0	0	0	0	0	0	0	0	0
20:00	10	1	7	1	0	0	1	0	0	0	0	0	0	0
21:00	7	0	6	0	0	0	1	0	0	0	0	0	0	0
22:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
23:00	6	0	3	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	339	2	278	53	0	1	4	0	1	0	0	0	0	0
16H,6-22	379	3	309	59	0	1	6	0	1	0	0	0	0	0
18H,6-24	389	3	315	62	0	1	7	0	1	0	0	0	0	0
24H,0-24	396	4	320	63	0	1	7	0	1	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 22-Sep-24														
00:00	3	0	2	1	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	2	0	2	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	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	4	0	4	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	27	0	24	3	0	0	0	0	0	0	0	0	0	0
09:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
10:00	30	0	26	2	0	0	2	0	0	0	0	0	0	0
11:00	25	0	22	3	0	0	0	0	0	0	0	0	0	0
12:00	28	0	23	4	0	0	1	0	0	0	0	0	0	0
13:00	24	1	18	4	0	0	1	0	0	0	0	0	0	0
14:00	14	0	11	3	0	0	0	0	0	0	0	0	0	0
15:00	31	1	26	4	0	0	0	0	0	0	0	0	0	0
16:00	22	1	14	6	0	1	0	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	19	0	15	4	0	0	0	0	0	0	0	0	0	0
19:00	16	0	14	2	0	0	0	0	0	0	0	0	0	0
20:00	9	0	6	2	0	1	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	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	255	3	211	34	0	1	6	0	0	0	0	0	0	0
16H,6-22	288	3	239	38	0	2	6	0	0	0	0	0	0	0
18H,6-24	288	3	239	38	0	2	6	0	0	0	0	0	0	0
24H,0-24	294	3	244	39	0	2	6	0	0	0	0	0	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 23-Sep-24														
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	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
06:00	12	0	9	3	0	0	0	0	0	0	0	0	0	0
07:00	41	0	32	9	0	0	0	0	0	0	0	0	0	0
08:00	80	2	70	6	0	0	0	0	1	0	1	0	0	0
09:00	28	1	19	3	0	1	1	0	1	0	2	0	0	0
10:00	18	0	9	4	0	2	1	0	0	0	2	0	0	0
11:00	40	0	31	6	0	0	1	0	0	0	1	1	0	0
12:00	31	2	22	7	0	0	0	0	0	0	0	0	0	0
13:00	32	1	19	9	0	0	1	0	0	0	2	0	0	0
14:00	41	1	26	10	0	1	0	0	0	0	3	0	0	0
15:00	54	3	29	17	0	1	2	0	1	0	0	1	0	0
16:00	46	2	34	9	0	0	1	0	0	0	0	0	0	0
17:00	27	1	20	5	0	1	0	0	0	0	0	0	0	0
18:00	18	0	15	2	0	1	0	0	0	0	0	0	0	0
19:00	21	1	15	5	0	0	0	0	0	0	0	0	0	0
20:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0
21:00	9	0	7	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	456	13	326	87	0	7	7	0	3	0	11	2	0	0
16H,6-22	508	14	366	97	0	7	8	0	3	0	11	2	0	0
18H,6-24	513	14	371	97	0	7	8	0	3	0	11	2	0	0
24H,0-24	521	14	379	97	0	7	8	0	3	0	11	2	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 24-Sep-24														
00:00	2	0	1	1	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	2	0	1	1	0	0	0	0	0	0	0	0	0	0
05:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0
06:00	16	0	9	7	0	0	0	0	0	0	0	0	0	0
07:00	41	0	34	5	0	0	1	0	1	0	0	0	0	0
08:00	65	1	53	8	0	2	1	0	0	0	0	0	0	0
09:00	31	1	22	6	0	1	1	0	0	0	0	0	0	0
10:00	9	0	5	4	0	0	0	0	0	0	0	0	0	0
11:00	28	1	19	5	1	2	0	0	0	0	0	0	0	0
12:00	27	0	15	9	0	1	1	0	0	0	1	0	0	0
13:00	21	1	14	3	0	0	1	1	0	0	0	1	0	0
14:00	31	0	21	8	0	1	0	0	1	0	0	0	0	0
15:00	46	0	30	12	0	1	3	0	0	0	0	0	0	0
16:00	46	1	36	9	0	0	0	0	0	0	0	0	0	0
17:00	27	1	21	4	0	0	0	0	1	0	0	0	0	0
18:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
19:00	19	1	15	3	0	0	0	0	0	0	0	0	0	0
20:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
21:00	5	0	3	1	0	0	1	0	0	0	0	0	0	0
22:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
23:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	386	6	283	74	1	8	8	1	3	0	1	1	0	0
16H,6-22	436	7	320	85	1	8	9	1	3	0	1	1	0	0
18H,6-24	444	7	327	86	1	8	9	1	3	0	1	1	0	0
24H,0-24	453	7	333	88	1	8	10	1	3	0	1	1	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 25-Sep-24														
00:00	2	0	1	0	0	0	0	0	0	0	0	1	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	15	0	9	4	0	0	2	0	0	0	0	0	0	0
07:00	37	0	30	6	0	0	1	0	0	0	0	0	0	0
08:00	67	3	54	6	0	1	1	0	0	0	2	0	0	0
09:00	27	1	18	7	0	0	1	0	0	0	0	0	0	0
10:00	23	0	19	2	1	0	0	0	1	0	0	0	0	0
11:00	18	0	15	1	0	2	0	0	0	0	0	0	0	0
12:00	29	1	22	4	0	2	0	0	0	0	0	0	0	0
13:00	14	0	10	4	0	0	0	0	0	0	0	0	0	0
14:00	29	0	18	9	0	0	1	0	1	0	0	0	0	0
15:00	37	1	23	11	0	1	0	0	0	0	1	0	0	0
16:00	48	1	36	11	0	0	0	0	0	0	0	0	0	0
17:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0
18:00	28	2	25	1	0	0	0	0	0	0	0	0	0	0
19:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0
20:00	15	0	14	1	0	0	0	0	0	0	0	0	0	0
21:00	13	0	11	1	0	0	1	0	0	0	0	0	0	0
22:00	8	0	6	1	1	0	0	0	0	0	0	0	0	0
23:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0
12H,7-19	389	9	300	64	1	6	4	0	2	0	3	0	0	0
16H,6-22	446	9	347	71	1	6	7	0	2	0	3	0	0	0
18H,6-24	456	9	353	73	2	7	7	0	2	0	3	0	0	0
24H,0-24	460	9	356	73	2	7	7	0	2	0	3	1	0	0

13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 26-Sep-24														
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	1	0	1	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	7	0	6	1	0	0	0	0	0	0	0	0	0	0
06:00	8	0	5	3	0	0	0	0	0	0	0	0	0	0
07:00	46	1	29	12	0	0	4	0	0	0	0	0	0	0
08:00	57	3	49	4	0	0	0	0	0	0	1	0	0	0
09:00	36	0	28	7	0	1	0	0	0	0	0	0	0	0
10:00	17	3	9	2	0	0	3	0	0	0	0	0	0	0
11:00	24	1	19	3	0	1	0	0	0	0	0	0	0	0
12:00	19	1	14	2	0	1	0	0	1	0	0	0	0	0
13:00	22	0	15	5	0	2	0	0	0	0	0	0	0	0
14:00	21	0	12	7	0	1	0	0	0	1	0	0	0	0
15:00	44	0	32	12	0	0	0	0	0	0	0	0	0	0
16:00	62	5	47	8	0	1	1	0	0	0	0	0	0	0
17:00	32	1	23	8	0	0	0	0	0	0	0	0	0	0
18:00	27	1	22	4	0	0	0	0	0	0	0	0	0	0
19:00	22	0	19	3	0	0	0	0	0	0	0	0	0	0
20:00	18	5	13	0	0	0	0	0	0	0	0	0	0	0
21:00	8	0	8	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	407	16	299	74	0	7	8	0	1	1	1	0	0	0
16H,6-22	463	21	344	80	0	7	8	0	1	1	1	0	0	0
18H,6-24	464	21	345	80	0	7	8	0	1	1	1	0	0	0
24H,0-24	472	21	352	81	0	7	8	0	1	1	1	0	0	0

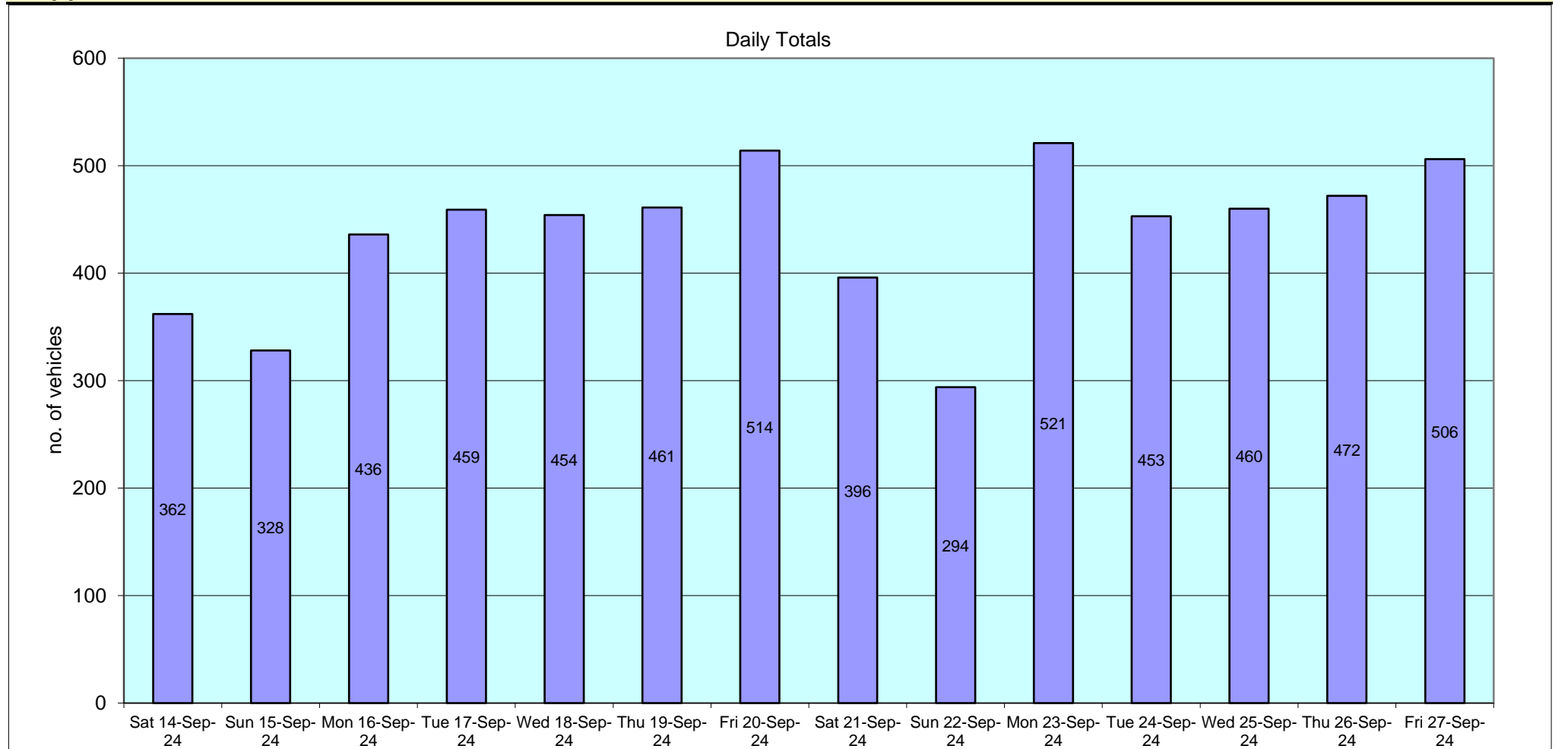
13707			IPSWICH			Site No: 13707001		Location Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 27-Sep-24														
00:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	3	0	2	0	0	0	0	0	0	1	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	2	0	0	1	0	0	0	0	1	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	14	0	9	4	0	0	1	0	0	0	0	0	0	0
07:00	41	0	33	6	0	0	1	0	1	0	0	0	0	0
08:00	49	1	38	7	1	0	1	0	0	0	1	0	0	0
09:00	36	0	29	3	0	2	0	0	0	0	0	1	1	0
10:00	31	0	18	9	0	0	2	0	0	0	0	2	0	0
11:00	31	1	21	8	1	0	0	0	0	0	0	0	0	0
12:00	34	0	28	4	0	1	0	0	0	0	0	1	0	0
13:00	34	0	14	18	0	1	0	0	0	0	0	1	0	0
14:00	35	1	26	6	0	1	0	0	1	0	0	0	0	0
15:00	26	2	16	7	0	0	0	0	0	0	0	1	0	0
16:00	39	1	30	7	0	0	1	0	0	0	0	0	0	0
17:00	31	2	20	9	0	0	0	0	0	0	0	0	0	0
18:00	28	0	24	4	0	0	0	0	0	0	0	0	0	0
19:00	34	0	29	5	0	0	0	0	0	0	0	0	0	0
20:00	10	0	8	1	0	1	0	0	0	0	0	0	0	0
21:00	10	1	9	0	0	0	0	0	0	0	0	0	0	0
22:00	8	0	7	1	0	0	0	0	0	0	0	0	0	0
23:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	415	8	297	88	2	5	5	0	2	0	1	6	1	0
16H,6-22	483	9	352	98	2	6	6	0	2	0	1	6	1	0
18H,6-24	498	9	365	100	2	6	6	0	2	0	1	6	1	0
24H,0-24	506	9	369	102	2	6	6	0	3	1	1	6	1	0

13707		IPSWICH				Site No: 13707001		Location	Oxlip Blvd, Ipswich (E of Henley Rd)						
Sat 14-Sep-24 to Fri 27-Sep-24						Channel: Westbound									
						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	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															
Sat 14-Sep-24	362	4	295	58	0	1	3	0	1	0	0	0	0	0	0
Sun 15-Sep-24	328	6	262	53	0	1	4	0	2	0	0	0	0	0	0
Mon 16-Sep-24	436	9	326	87	0	5	7	2	0	0	0	0	0	0	0
Tue 17-Sep-24	459	7	334	94	1	9	9	1	3	0	0	1	0	0	0
Wed 18-Sep-24	454	10	354	72	1	6	7	0	2	0	2	0	0	0	0
Thu 19-Sep-24	461	17	348	80	0	6	7	0	1	1	1	0	0	0	0
Fri 20-Sep-24	514	9	391	93	2	6	6	0	2	0	1	4	0	0	0
Sat 21-Sep-24	396	4	320	63	0	1	7	0	1	0	0	0	0	0	0
Sun 22-Sep-24	294	3	244	39	0	2	6	0	0	0	0	0	0	0	0
Mon 23-Sep-24	521	14	379	97	0	7	8	0	3	0	11	2	0	0	0
Tue 24-Sep-24	453	7	333	88	1	8	10	1	3	0	1	1	0	0	0
Wed 25-Sep-24	460	9	356	73	2	7	7	0	2	0	3	1	0	0	0
Thu 26-Sep-24	472	21	352	81	0	7	8	0	1	1	1	0	0	0	0
Fri 27-Sep-24	506	9	369	102	2	6	6	0	3	1	1	6	1	0	0

13707	IPSWICH	Site No: 13707001	Location Oxlip Blvd, Ipswich (E of Henley Rd)
Sat 14-Sep-24 to Fri 27-Sep-24		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
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Total Vehicles	[--]	6116	129	4663	1080	9	72	95	4	24	3	21	15	1	0
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Weather Condition AM:	DRY	Weather Condition PM:	DRY
Location:	HENLEY GATE, IPSWICH		
Date:	18/09/2024		
No. of Vehs on site at Start:	0		
No. of Vehs on site at End:	0		

Notes about unusual issues with survey:

MANUAL SURVEY COUNT (INBOUND)

INDIVIDUAL INBOUND COUNTS

Access Point

OXLIP BOULEVARD & PED ACCESS

Date

18/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES														PASSENGERS				CYCLISTS				PEDESTRIANS				BUS								
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	3	7	0	0	0	0	0	1	0	0	0	0	0	0	3	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	9	
0730-0800	4	7	0	0	0	0	1	1	0	0	0	0	0	0	5	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6		
0800-0830	5	25	0	0	0	0	0	0	0	0	0	0	0	0	5	25	1	0	0	1	2	0	0	0	0	0	2	0	0	0	2	5	0	8	32
0830-0900	20		0	0	0	0	0	0	0	0	0	0	0	0	20		1	0	0	1	0	0	0	0	0	3	0	0	3	5	0	24			
0900-0930	5	12	0	0	0	0	0	2	0	0	0	0	0	0	5	14	1	0	0	1	3	0	0	0	0	1	0	0	0	0	3	0	6	21	
0930-1000	7		0	0	0	0	2	2	0	0	0	0	0	0	9		2	0	0	2	1	0	0	1	1	3	0	0	3	3	0	15			
1000-1030	3	7	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	1	0	0	1	4	0	4	11		
1030-1100	4		0	0	0	0	0	0	0	0	0	0	0	0	4		0	0	0	0	0	0	0	0	0	3	0	0	3	4	0	7			
1100-1130	5	13	0	0	0	0	0	0	0	0	0	0	0	0	5	13	3	0	0	3	3	0	0	0	0	0	2	0	0	2	4	0	10	20	
1130-1200	8		0	0	0	0	0	0	0	0	0	0	0	0	8		0	0	0	0	0	0	0	0	0	2	0	0	2	4	0	10			
1200-1230	7	15	0	0	0	0	2	2	0	0	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	18	
1230-1300	8		0	0	0	0	0	2	0	0	0	0	0	0	8		0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	9			
1300-1330	12	20	0	0	0	0	0	0	0	0	0	0	0	0	12	20	5	0	0	5	7	0	0	0	0	0	1	0	0	1	2	0	18	29	
1330-1400	8		0	0	0	0	0	0	0	0	0	0	0	0	8		2	0	0	2	0	0	0	0	0	1	0	0	1	2	0	11			
1400-1430	3	9	0	1	0	0	0	0	0	0	0	1	1	1	4	11	1	0	0	1	1	0	0	0	0	0	0	0	0	2	0	5	14		
1430-1500	6		1	1	0	0	0	0	0	0	0	0	0	0	7		0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	9			
1500-1530	13	27	0	0	0	0	2	2	0	0	0	0	0	0	15	29	6	0	0	6	14	1	0	0	1	2	0	0	0	0	3	0	22	48	
1530-1600	14		0	0	0	0	0	2	0	0	0	0	0	0	14		5	0	1	8	0	1	0	1	0	0	1	2	3	0	26				
1600-1630	13	27	0	1	0	0	1	3	0	0	0	0	0	0	14	31	2	0	0	2	3	0	0	0	0	2	1	0	0	1	6	0	17	42	
1630-1700	14		1	1	0	0	2	3	0	0	0	0	0	0	17		1	0	0	1	0	2	0	2	2	1	2	2	5	0	25				
1700-1730	16	35	0	0	0	0	1	1	0	0	0	0	0	0	17	36	3	0	0	3	6	0	0	0	0	0	2	1	0	3	5	0	23	47	
1730-1800	19		0	0	0	0	0	1	0	0	0	0	0	0	19		3	0	0	3	0	0	0	0	0	1	1	0	2	5	0	24			
1800-1830	19	33	0	0	0	0	0	1	0	0	0	0	0	0	19	34	4	1	0	6	9	0	0	0	0	0	4	0	0	4	8	0	29	51	
1830-1900	14		0	0	0	0	1	1	0	0	0	0	0	0	15		3	0	0	3	0	0	0	0	0	4	0	0	4	8	0	22			
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	230	230	2	2	0	0	12	12	0	0	0	1	1	1	245	245	44	1	1	49	49	2	3	0	5	5	34	5	4	43	43	0	0	342	342

MANUAL SURVEY COUNT (OUTBOUND)

INDIVIDUAL OUTBOUND COUNTS

Access Point

OXLIP BOULEVARD & PED ACCESS

Date

18/09/2024

PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0



	VEHICLES																PASSENGERS				CYCLISTS				PEDESTRIANS				BUS						
TIME	CARS / VANS		TAXIS		M/C		LGV		PSV		OGV1	OGV2	OGVs		TOTAL VEHICLES		VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS		ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C		ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS		BUS USER		TOTAL PEOPLE	
0700-0730	14	44	0	0	0	0	1	3	0	0	0	0	0	0	15	47	3	0	0	3	9	0	0	0	0	0	1	1	0	2	4	0	0	20	60
0730-0800	30		0	0	0	0	2		0	0	0	0	0	32	47	6	0	0	6		0	0	0	0	0	1	1	0	2		0	0	40		
0800-0830	31	49	0	0	0	0	0	0	0	0	0	0	0	31	49	13	1	0	15	19	2	1	0	3	4	1	2	3	6	7	0	0	55	79	
0830-0900	18		0	0	0	0	0		0	0	0	0	0	18		4	0	0	4		1	0	0	1	4	1	0	0	1		0	0	24		
0900-0930	5	15	0	0	0	0	0	2	0	0	0	0	0	5	17	2	0	0	2	4	1	0	0	1	1	1	0	0	1	3	0	0	9	25	
0930-1000	10		0	0	0	0	2	2	0	0	0	0	0	12		2	0	0	2		0	0	0	0	1	2	0	0	2		0	0	16		
1000-1030	6	13	0	0	0	0	0	0	0	0	0	0	0	6	13	1	0	0	1	1	0	0	0	0	0	1	0	0	1	5	0	0	8	19	
1030-1100	7		0	0	0	0	0		0	0	0	0	0	7		0	0	0	0		0	0	0	0	0	4	0	0	4		0	0	11		
1100-1130	6	17	0	0	0	0	0	0	0	0	0	0	0	6	17	2	0	0	2	2	0	0	0	0	0	1	0	0	1	1	0	0	9	20	
1130-1200	11		0	0	0	0	0		0	0	0	0	0	11		0	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	11	
1200-1230	6	13	0	0	0	0	1	2	0	0	0	0	0	7	15	1	0	0	1	1	0	0	0	0	0	1	0	0	1	3	0	0	9	19	
1230-1300	7		0	0	0	0	1	2	0	0	0	0	0	8		0	0	0	0		0	0	0	0	0	2	0	0	2		0	0	10		
1300-1330	3	9	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	12	
1330-1400	6		0	0	0	0	0		0	0	0	0	0	6		3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	9		
1400-1430	6	12	0	1	0	0	0	0	0	0	0	1	1	7	14	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	2	0	0	10	20
1430-1500	6		1	1	0	0	0		0	0	0	0	0	7		1	0	0	1		0	0	0	0	0	2	0	0	2		0	0	10		
1500-1530	13	21	0	0	0	0	2	2	0	0	0	0	0	15	23	5	0	0	5	6	0	0	0	0	0	0	0	0	0	0	1	0	0	20	30
1530-1600	8		0	0	0	0	0		0	0	0	0	0	8		1	0	0	1		0	0	0	0	0	1	0	0	1		0	0	10		
1600-1630	6	18	1	2	0	0	0	0	0	0	0	0	0	7	20	1	0	0	1	3	0	0	0	0	2	0	0	0	0	0	1	0	0	8	26
1630-1700	12		1	0	0	0	0		0	0	0	0	0	13		2	0	0	2		1	1	0	2	2	1	0	0	1		0	0	18		
1700-1730	13	23	0	0	0	0	1	1	0	0	0	0	0	14	24	2	0	0	2	6	0	0	0	0	0	1	0	0	1	1	0	0	17	31	
1730-1800	10		0	0	0	0	0		0	0	0	0	0	10		4	0	0	4		0	0	0	0	0	0	0	0	0	0	1	0	0	14	
1800-1830	12	24	0	0	0	0	0	0	0	0	0	0	0	12	24	3	0	0	3	4	0	2	0	2	3	2	0	0	2	6	0	0	19	37	
1830-1900	12		0	0	0	0	0		0	0	0	0	0	12		1	0	0	1		1	0	0	1	3	2	2	0	4		0	0	18		
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	258	258	3	3	0	0	10	10	0	0	0	1	1	1	272	272	60	1	0	62	62	6	4	0	10	10	25	6	3	34	34	0	0	378	378