



**SmarterTravel**  
from Richard Jackson Limited



## **Year 1 Residential Travel Plan**

Henley Gate, Ipswich, Suffolk

Client: Crest Nicholson

October 2025

Project No: 80107

## Document Review Sheet: -

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8<sup>th</sup> March 2023

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### Document Status

DRAFT

FINAL

### Revision Status

Issue	Date	Description	Prepared	Checked	Approved
A	09/10/24	Updated following baseline monitoring.	DDP	EE	MJG
B	21/10/25	Updated following Year 1 monitoring.	LL	DDP	EE

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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 known as Henley Gate. The development scheme is for 1,100 residential dwellings, 55 (5%) of which will be 'affordable' homes and 153 will be developed by David Wilson 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 (TPC) 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.
- 1.4. 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. At the time of the 2025 monitoring, there were 168 dwellings occupied at Henley Gate, inclusive of those by David Wilson Homes.
- 1.5. The development is located approximately 3km north of Ipswich. The site is close to key local amenities and public transport services, with the centre of Ipswich approximately a 15-minute cycle.

## **Definitions**

- 1.6. 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 Autumn 2026.
- 2.2. The annual monitoring periods will be used to help update objectives and measures set out within this TP. Each TP update will be uploaded to the Modeshift STARS system to ensure consistent monitoring of Travel Plans in the county.
- 2.3. 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.
- 2.4. This TP has been prepared with reference to the SCC Travel Plan Guidance (2025) and Department for Transport (DFT) guidance documents "Using the Planning Process to Secure Travel Plans (April 2009)"; "Making Residential Travel Plans Work: Guidelines for New Development" and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

### 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 car clubs, car sharing schemes, personalised travel planning, travel awareness publicity, etc... The document sets out that the reduction nationwide could be around 11% in traffic with 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 fourth Local Transport Plan (LTP4) sets out SCC's ambitions and objectives for transport between 2025 – 2040, with 4 priority themes that support national, regional and local policies, intended to ensure their vision will be realised, and policies and interventions developed by 2040. The four themes are:
  - Decarbonisation of transport
  - A strong, sustainable and fair economy
  - Health, wellbeing and social inclusion
  - Creating better places

#### 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.

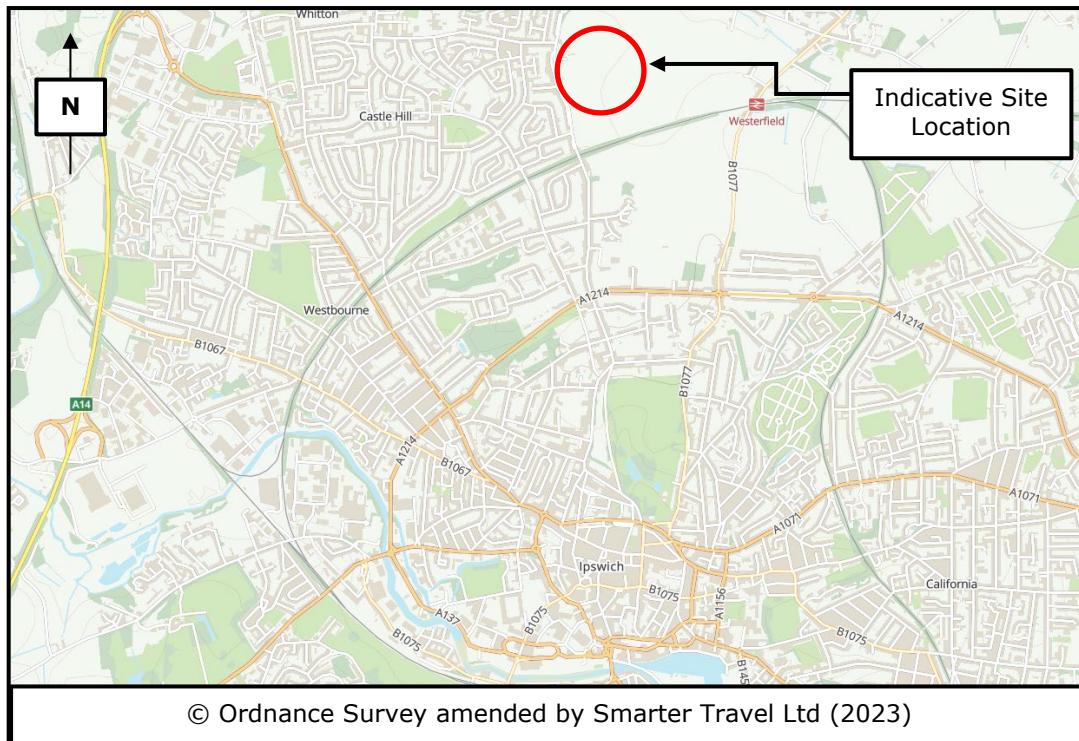
<b><i>Acceptance and Commitment to the Role of Travel Plan Coordinator</i></b>
<p>Name: Elizabeth Evans</p> <p>Company: Smarter Travel Ltd</p> <p>Telephone: 01603 230240 (Mon – Fri; 0900-1700)</p> <p>Email: <a href="mailto:Henleygate@SmarterTravel.uk.com">Henleygate@SmarterTravel.uk.com</a></p> <p>Website: <a href="http://www.henleygatetravel.co.uk">www.henleygatetravel.co.uk</a></p> <p>Date: October 2025</p> <p>On behalf of: Crest Nicholson Ltd</p>

## 5. LOCAL ACCESSIBILITY AUDIT

### ***Site Location***

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

**Figure 1 – Site Location**



- 5.2. 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, only Oxslip Boulevard was open at the time of writing, the southernmost vehicular access was used for construction traffic only. 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.
- 5.3. 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 better access to the residents of the development and reducing congestion.
- 5.4. 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.

- 5.5. 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.

#### ***Vehicular & Pedestrian Railway Bridges***

- 5.6. 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 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.
- 5.7. 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 audit in July 2025, construction of the site prohibits public access to the bridge.

#### ***Pedestrian and Cycle Network***

- 5.8. 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.
- 5.9. 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 on-site has not been completed.
- 5.10. 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.
- 5.11. Improvements to the vehicular access point on Henley Road, such as signal controlled junctions and toucan crossings alongside additional exclusive

entry points for pedestrians/cyclists has and will continue to make pedestrian and cycle access much safer, particularly for the more vulnerable users.

- 5.12. It has also been proposed to provide new, well signed cycle 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.

### **Vehicle & Cycle Parking**

- 5.13. 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.
- 5.14. **Table 5.1** below details the vehicle and cycle parking provision on site.

**Table 5.1 – Parking Per Dwelling**

<b>Size of Units</b>	<b>Vehicle Parking (minimum)</b>	<b>Cycle Parking</b>
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.

- 5.15. 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.
- 5.16. 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.

- 5.17. 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.

### **Bus Services**

- 5.18. The closest bus stops to Henley Gate are currently Henley Avenue and Larchcroft Road located along Henley Road, for northbound and southbound services.
- 5.19. 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.
- 5.20. **Table 5.2** 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 5.2 – Nearest Local Bus services**

<b>Operator</b>	<b>Service</b>	<b>Frequency*</b>
First Bus	Debenham – Stonham Aspal; – Coddenham – Ipswich (No. 116)	<b>Mon to Fri:</b> 6No. services (excludes bank holidays)  <b>Saturday:</b> 5No. services
Ipswich Buses	Ipswich Town Centre – Castle Hill – Dale Hall – Anglia Retail Park (No. 7)	<b>Mon to Fri:</b> Up to every 30 minutes (excludes bank holidays)  <b>Saturday:</b> Up to every 30 minutes
Ipswich Buses	Ipswich Central – Norwich Road – Whitton – Castle Hill (No.9/10)	<b>Mon to Sat:</b> Up to every 20 minutes  <b>Sundays &amp; Bank Holidays:</b> Approx. hourly
Ipswich Buses	Whitton - Castle Hill - Ipswich Central - Northgate & St Alban's High Schools (No. 6A)	<b>Mon to Fri:</b> 1No. service (school days only)

\*Correct as of October 2025, taken from the closest bus stop on a given route.

- 5.21. The size of the site has encouraged the proposal of a new bus route to improve connectivity to local bus services for residents. The 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 for local bus stop improvements was also due upon the 50<sup>th</sup> dwelling occupation, which was paid in July 2023.

- 5.22. 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](http://Suffolkonboard.com). Links to updated timetables will be promoted to residents via the Henley Gate website and travel newsletters.
- 5.23. Discounts are available for passengers aged 16-19; 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.
- 5.24. Community transport options are available to residents that require these services. Connecting Communities operate in the area offering those who 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](http://communities.suffolkonboard.com)). Community transport options such as this will be highlighted to residents through the Welcome Pack and Travel Plan website.

### **Train Services**

- 5.25. 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 connecting footways and cycleways, to use train services for further commuting. Services go directly into Ipswich, with most services to/from Felixstowe and limited services to/from Lowestoft.
- 5.26. Services can be boarded to the destinations shown on **Table 5.3** below.

**Table 5.3 – Local Rail Services**

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

Source: Greater Anglia ([greateranglia.co.uk](http://greateranglia.co.uk)) \*Timetable from 2<sup>nd</sup> June 2024

- 5.27. Westerfield station provides cycle storage for 4 bikes, there are no car parking spaces available for commuters. The Section 106 Agreement states that an index linked £100,560 was due from Crest Nicholson prior to 1<sup>st</sup> occupation, to improve facilities, which has been paid to SCC.
- 5.28. Additional destinations can be reached by changing at Ipswich. Engineering works often take place at weekends and during holiday periods, particularly on Sundays and public holidays, therefore users are recommended to check departure times before travelling.
- 5.29. The National Rail Enquiries website ([nationalrail.co.uk](http://nationalrail.co.uk)) provides an online journey planning tool and the 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, available for free on Android and Apple iOS.
- 5.30. Commuters travelling from Westerfield to London (via Ipswich), for example, can purchase season tickets at a current cost (October 2025) of:
  - 1 week £218.70
  - 1 month £839.90
  - 12 months £8,748.00
  - Flexi £671.50
- 5.31. A Flexi season ticket covers 8 days of travel in a 28-day period, any time between two stations. To find out more visit:  
[nationalrail.co.uk/ticket-types/tickets/fi1](http://nationalrail.co.uk/ticket-types/tickets/fi1)
- 5.32. Commuters can also obtain various rail discounts via railcards (i.e. 16-25s and family and friends). See the link below for more information.  
[railcard.co.uk](http://railcard.co.uk)
- 5.33. 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***

- 5.34. 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.
- 5.35. 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.”*

- 5.36. Focusing on the site, **Table 5.4** 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 5.4 – List of Nearest Local Amenities**

Amenity	Location	Distance From Site	Approx. Walking / Cycling Times
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

- 5.37. 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 additional amenities.
- 5.38. 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**

- 5.39. 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.
- 5.40. 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. SITE AUDITING

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

### ***On-Site***

- 6.2. As part of the July 2025 site audit, no maintenance issues were identified on-site.
- 6.3. It was noted that the site was still under construction, with development well underway. Construction traffic would therefore need to be removed from any ATC data collected, where possible, as contractors use the main access off Henley Road via Oxlip Boulevard.

### ***Off-Site***

- 6.4. As of the July 2025 site audit, there were no significant maintenance issues off-site.
- 6.5. It was noted that the bridges had been completed but were not accessible from the development due to ongoing construction.
- 6.6. The SCC Highways Reporting Tool will continue to be promoted on the TP website and Welcome Packs to residents as a prompt way to 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 have 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, 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 active travel modes (5% cycling and 13% walking), and a further 8% of commuting was public transport (6% bus, 2% train). 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 recommended to promote suitable sustainable 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
<b>Walk</b>	0.049	0.175	<b>67.2</b>	<b>246.4</b>	0.076	0.046	<b>36.6</b>	<b>134.2</b>
<b>Cycle</b>	0.004	0.022	<b>7.8</b>	<b>28.6</b>	0.017	0.012	<b>8.7</b>	<b>31.9</b>
<b>Car Driver</b>	0.154	0.410	<b>169</b>	<b>620</b>	0.371	0.212	<b>174.9</b>	<b>641.3</b>
<b>Passenger</b>	0.044	0.190	<b>70.2</b>	<b>257.4</b>	0.117	0.063	<b>54</b>	<b>198</b>
<b>Rail</b>	0	0.001	<b>0.3</b>	<b>1.1</b>	0.001	0	<b>0.3</b>	<b>1.1</b>
<b>Local Bus</b>	0.006	0.014	<b>6</b>	<b>22</b>	0.014	0.005	<b>5.7</b>	<b>20.9</b>
<b>Others</b>	0	0	<b>0</b>	<b>0</b>	0	0	<b>0</b>	<b>0</b>
<b>Total</b>	0.257	0.813	<b>321</b>	<b>1177</b>	0.596	0.338	<b>280.2</b>	<b>1027.4</b>

- 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;
  - 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 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 "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)
- 7.10. Additional "aim-type" targets that are not directly related to travel mode are as follows:
- 20% return rate for postal / online surveys issued to residents.
  - 70% 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.
- 7.11. The "action-type" TP targets are non-quantifiable targets and take the form of actions that need to be achieved by a specified date. These targets are based on implementing the measures specified in **Chapter 8** and therefore aid in meeting the "aim-type" targets and the principle objectives of the TP.

- 7.12. 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 with updated SCC guidance, as they can no longer be characterised as SMART. The previous targets are summarised for comparative purposes to the revised targets of this TP at implementation.

### **Interim TP Phase 1 and Phase 2 Targets (300 dwellings) - 2017**

- 7.13. Interim Phase 1 and Phase 2 targets were based against the existing modal split as set out in **Table 7.3** below. Targets were 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	Target AM	Existing PM	Target PM
Driver of car or van	52.6%	44%	62.4%	54.6%
Passenger in car or van	22%	22%	19.3%	19.2%
On foot	21%	24%	13.1%	13.2%
Bicycle	2.4%	7%	3.1%	5.7%
Rail	0.1%	0%	0.1%	0%
Bus	1.9%	4%	2%	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 table demonstrates the optimistic Interim TP target of a large reduction in car or van 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	*Target AM	Existing PM	*Target PM
Driver of car or van	52.6%	47.6%	62.4%	57.4%
Passenger in car or van	22%	22%	19.3%	19.3%
On foot	21%	21%	13.1%	13.1%
Bicycle	2.4%	2.4%	3.1%	3.1%
Rail	0.1%	0.1%	0.1%	0.1%
Bus	1.9%	1.9%	2%	2%

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

- 7.18. The target of a 5% reduction in car / van use is a much more realistic target given the size of the site. With the current occupied dwellings a little over 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**) would be considered an achievement.

### Interim TP Full Development Targets (1,100 dwellings) - 2017

- 7.20. **Table 7.5** below 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	AM Target	PM Existing	PM Target
Driver of car or van	52.6%	43.4%	62.4%	50.2%
Passenger in car or van	22%	33%	19.3%	20.5%
On foot	21%	14%	13.1%	13%
Bicycle	2.4%	3.3%	3.1%	5.9%
Rail	0.1%	1.7%	0.1%	2.9%
Bus	1.9%	4.6%	2%	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	AM Target	PM Existing	PM Target
Driver of car or van	52.6%	42.6%	62.4%	52.4%
Passenger in car or van	22%	22%	19.3%	19.3%
On foot	21%	21%	13.1%	13.1%
Bicycle	2.4%	2.4%	3.1%	3.1%
Rail	0.1%	0.1%	0.1%	0.1%
Bus	1.9%	1.9%	2%	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** below 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 one 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**

<b>Mode of Transport</b>	<b>2017 P1 and P2 Targets</b>		<b>2017 Full Dev Targets</b>		<b>2019 TRICS</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
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 had 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 working from home; this would likely influence trip rates 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 were 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 car / van 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, as appropriate.

## 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 Travel Plan website and social media channels.
- 8.9. The first occupier of 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 into their property. Reminders will be sent out in the form of newsletters distributed annually to all occupied households.

### ***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 at any promotional events.
- 8.12. The TPC will promote and educate residents on Walking Buses via the annual newsletters and surveys, to encourage participation. 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. As an alternative to the public transport voucher, active travel vouchers have been and will continue to be provided to those that request. This voucher is for a value of £50 with an online retailer and can be redeemed on items such as waterproof clothing or rucksacks. Vouchers are limited to one per household, first occupier only.

### ***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 and 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. This will be promoted in the annual newsletters and surveys to encourage participation.
- 8.19. The TPC will promote existing Bicycle User Groups (BUGs) 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 following confirmation of 100<sup>th</sup> occupation. The 2025 Travel Survey invited residents to join the Henley Gate BUG, but did not receive any signups this year. The TPC will continue to promote an on-site BUG in the annual newsletters and surveys to encourage participation.

### ***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](http://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 run 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 500<sup>th</sup> 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 500<sup>th</sup> 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 ([henleygatetravel.co.uk](http://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, through 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 ensuring its delivery to completion of the monitoring period. It is important that the TPC makes regular visits to the site and presents the ideals of the TP to the residents and oversees the monitoring and reporting of the TP to the Local Authority.
- 9.4. The TPC 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 underrepresented 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 1<sup>st</sup>, 3<sup>rd</sup> and 5<sup>th</sup> 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 2025 surveys consisted of an optional prize draw entry with prizes of a £200 Decathlon store voucher, a CLOSCA foldable helmet worth £99 and a £50 Kind Bag 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.
  - Proof of address (if claiming an incentive)
- 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 14<sup>th</sup> September 2024. This was supplemented by a 12-hour manual count of Oxlip Boulevard on 18<sup>th</sup> 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**.

### Year 1 (2025)

- 10.3. The Year 1 monitoring consisted of a 2-week ATC located on Oxlip Boulevard, located beyond the access to a show home parking area, commencing 23<sup>rd</sup> September 2025. This was supplemented by a 12-hour manual count of Oxlip Boulevard and the additional pedestrian accesses on the frontage southwest of the development. The 12-hour manual counts were recorded on 30<sup>th</sup> September 2025.

### Trip Rates

- 10.4. 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)	2025 (ATC)	2025 (Manual)
AM Arr	0.154	0.303	0.217	0.277	0.173
AM Dep	0.410	0.505	0.426	0.489	0.446
<b>AM Total</b>	<b>0.564</b>	<b>0.809</b>	<b>0.643</b>	<b>0.766</b>	<b>0.619</b>
PM Arr	0.371	0.343	0.313	0.383	0.417
PM Dep	0.212	0.256	0.209	0.286	0.179
<b>PM Total</b>	<b>0.583</b>	<b>0.598</b>	<b>0.522</b>	<b>0.651</b>	<b>0.595</b>
12Hr Arr	-	3.239	2.122	3.595	2.137
12Hr Dep	-	3.337	2.357	3.718	2.185
<b>12Hr Total</b>	-	<b>6.576</b>	<b>4.478</b>	<b>7.314</b>	<b>4.321</b>

- 10.5. It can be seen from **Table 10.1** that the AM peak trip rates are higher than estimated in the TA but have reduced since 2024. For the PM peak, trip rates have increased from 2024, and are above the TA estimate. Therefore, additional Travel Plan measures may be required in the future. The TPC will investigate potential for having on-site and/or nearby micromobility bay(s) by liaising with the County Council to be part of the Ipswich micromobility scheme expected to launch in 2026. The scheme would increase connectivity to local amenities and employment areas, thereby reducing the reliance on private vehicles. Updates will be included in future TP updates.

### Modal Split

- 10.6. 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**.
- 10.7. 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	2025
Driver of car or small van		66.6% (73.0% SOV)	64.1% (77.5% SOV)
Taxi	52.6%	0.0%	1.3%
Motorcycle		0.0%	1.3%
Other Vehicle		0.0%	1.3%
Passenger in car or van	22.0%	18.9%	15.7%
Bicycle	2.4%	3.6%	2.0%
On foot	21.0%		
Rail	0.1%		
Bus	1.9%		

**Table 10.3 – PM Peak Mode Split**

Mode of Transport	TA	2024	2025
Driver of car or small van		74.4% (79.3% SOV)	74.2% (85.3% SOV)
Taxi	62.4%	0.0%	1.6%
Motorcycle		0.0%	0.0%
Other Vehicle		2.6%	2.3%
Passenger in car or van	19.3%	15.4%	11.7%
Bicycle	3.1%	0.0%	0.0%
On foot	13.1%		
Rail	0.1%		
Bus	2.0%		

- 10.8. The peak hour comparison at this early stage indicates that the travel mode split is dominated by car travel, rather than what was predicted for the first 300 dwellings at the planning application stage.

**Table 10.4 – 12 Hour Mode Split**

Mode of Transport	Census	2024	2025
Driver of car or small van	65%	67.8% (78.1% SOV)	65.4% (78.8% SOV)
Taxi	0%	0.7%	2.3%
Motorcycle	1%	0.0%	1.3%
Other Vehicle	-	3.1%	3.1%
Passenger in car or van	6%	15.4%	15.4%
Bicycle	5%	2.1%	1.9%
On foot	14%		
Rail	2%	10.7%	10.4%
Bus	6%		

- 10.9. The 2011 Census data covered journeys to and from work combined but did 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 2025 data indicated that walking, cycling, and public transport use were all lower than the 2011 Census, and the car / small van driver share matched the Census. Changes in mode share will be reviewed annually throughout the monitoring period.

### 2025 Annual Travel Survey

- 10.10. There were 15 responses from a total 168 occupied households who received a postal Travel Survey invitation in June 2025, providing a 9% response rate. This does not achieve the original 30% target set out in **Chapter 7** or the revised 20% target suggested in 2024, but the TPC will continue use various methods to encourage engagement, including a prize draw. This years' prizes included a £200 Decathlon store voucher, a Closca foldable helmet worth £99 and a £50 Kind Bag voucher.
- 10.11. Below is a summary of the 2025 Travel Survey results, a copy of the results is included in **Appendix E**.
- 10.12. 2 (13%) respondents claimed a PTP, contributing to the overall PTP claims over the lifetime of the TP.
- 10.13. Participants were asked how often they travel and which mode(s) they use, to which 10 (67%) said they drive alone in a car most often for an average 4 days per week, followed by 5 (33%) who walk for an average 2 days per week, 2 (13%) who car share for an average 1 days per week. It should be noted that participants were able to provide multiple answers to this question.
- 10.14. When asked which mode they would use if their main mode was unavailable, 7 (47%) stated they would car share, 3 (20%) chose bus, 2 (13%) would

choose walking, 1 (7%) would choose train, 1 (7%) would cycle and 1 (7%) provided "other" as a response.

- 10.15. Participants were asked whether they would like to join the Henley Gate BUG and provide their contact details so that the TPC could provide more information and arrange an initial meeting, but none of the respondents provided their details.
- 10.16. Participants were asked whether they would consider car sharing regularly and could select multiple options, to which 5 (33%) said they would if they could find someone to share with, and 2 (13%) said they would prefer using public transport. 2 (11%) said they already car share regularly, compared to 1 (7%) who responded that they can't due to family / child commitments.
- 10.17. When asked what is stopping them from travelling more sustainably, 7 (47%) participants said they can't walk or cycle because their destination is too far away, 6 (40%) said that bus times don't suit their needs, 3 (20%) stated that they need their vehicle for work and 3 (20%) stated they believe public transport to be too expensive.
- 10.18. Participants were asked whether the cost-of-living crisis had impacted their daily life and travel arrangements. 7 (47%) stated it had no impact, compared to 4 (27%) who agreed it had impacted them and provided comments such as: "I am wary of my travel due to cost".
- 10.19. Participants were asked whether the Travel Information Pack had helped them make informed decisions about the way they travel, 11 (73%) claimed to have read it and would therefore be aware of the TP and TPC services available, which does not achieve the original 80% target set out in **Chapter 7**, but does achieve the revised 70% target from 2024. Of those who had read the TIP, 6 (55%) reported that they did not find it helpful, compared to 4 (36%) who found it helpful. 4 (36%) said they had not read the Travel Information Pack and would therefore have little to no awareness of the TP and TPC services available.
- 10.20. Participants were asked if they currently or would consider using a car club, to which 9 (60%) said they would not use a car club, of which 7 (92%) said it's because they prefer the flexibility of owning their own vehicle, 2 (22%) said it's seems too expensive. Comparatively, 1 (7%) participants said they already use car club and 1 (7%) said they would use car club if there was more vehicles close to home. 4 (27%) 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](http://smartertravel.uk.com/championing-car-clubs)
- 10.21. Respondents were asked to provide any additional feedback and respondents left comments regarding the local transport infrastructure including; "*The trains going through Westerfield need to stop more often, not just a couple of times in the morning and evening*" and "*Bus from Henley road going directly to train station should be more regular*" and "*It would really help if there was many bus options from Henley Gate to town centre*"

### Initial Travel Survey

- 10.22. 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 August 2025 and will be updated annually over the occupation of the development, with the survey and voucher claim period closing 1 year after final occupation.
- 10.23. 48 (29%) households of a total 168 occupied had claimed a welcome voucher, which exceeds the 15% target set out in **Chapter 7**. Of the claims made to date, 35 (73%) claimed a £50 train voucher, 12 (25%) claimed a £50 active travel voucher and 1 (2%) claimed a 2-week bus pass for local services. Additionally, 43 (90%) had claimed a Smarter Travel umbrella and 30 (63%) claimed a BikeRegister Kit. Incentives will continue to be promoted until final occupation.
- 10.24. 21 households had claimed a PTP from the Initial Travel Survey, in addition to 2 claims from the 2024 Annual Travel Survey and another 2 from the 2025 Annual Travel Survey, totalling 26 claims (15% of 168 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



## Appendix B



## Appendix C

59  
70  
73  
116



TIMES • FARES • MAPS

regular community connections into

**Ipswich | Woodbridge | Felixstowe**

from

**Rushmere | Rushmere St Andrew | The Bealings**

**Tuddenham St Martin | Grundisburgh | Rock Barracks**

**Martlesham | Bucklesham | Old Felixstowe**

and between & from

**Debenham | Coddenham | Stonham Aspal**

**Ipswich** reds

BUS TIMES  
from 14th April 2024



from **First** **Eastern Counties**

**59**

linking **Ipswich | Chelsworth Ave | Rushmere | Rushmere St Andrew | The Bealings**

Mondays to Saturdays (except public holidays)

<b>Little Bealings</b> Beacon Hill Crossroads	0900
<b>Little Bealings</b> Sandy Lane •	0904
<b>Great Bealings</b> Grundisburgh Road •	0908
Playford Brook Lane •	0911
<b>Rushmere St Andrew</b> Sports Club	0914 1014 1114 1214 1429
Rushmere Humber Doucy Lane •	0916 1016 1116 1216 1431
<b>Rushmere Inverness Road</b> •	0918 1018 1118 1218 1433
<b>Tuddenham Road</b> Millennium Cemetery •	0919 1019 1119 1219 1434
<b>Ipswich Chelsworth Avenue</b> •	0923 1023 1123 1223 1438
<b>Ipswich Kingsgate Drive/Clare Road</b>	0928 1028 1128 1228 1443
<b>Ipswich Belvedere Road/Cemetery</b> •	0931 1031 1131 1231 1446
<b>Ipswich Tower Ramparts</b> •	0935 1035 1135 1235 1450
<b>Ipswich Old Cattle Market Bus Station</b>	0940 1040 1140 1240 1455

<b>Ipswich Old Cattle Market Bus Station</b>	0945 1045 1145 1245 1400 1500
<b>Ipswich Belvedere Road/Cemetery</b> •	0955 1055 1155 1255 1410 1510
<b>Ipswich Kingsgate Drive/Clare Road</b>	0958 1058 1158 1258 1413 1513
<b>Ipswich Chelsworth Avenue</b> •	1002 1102 1202 1302 1417 1517
<b>Tuddenham Road</b> Millennium Cemetery •	1005 1105 1205 1305 1420 1520
Rushmere Inverness Road •	1006 1106 1206 1306 1421 1521
<b>Rushmere Humber Doucy Lane</b> •	1009 1109 1209 1309 1424 1524
<b>Rushmere St Andrew</b> Sports Club •	1013 1113 1213 1313 1428 1528
Playford Brook Lane •	1316
<b>Great Bealings</b> Grundisburgh Road •	1319
<b>Little Bealings</b> Sandy Lane •	1323
<b>Little Bealings</b> Beacon Hill Crossroads	1327

Cover Photo: ©Ipswich Vision

• Times at these stops are estimated

**70**

linking **Orford | Rock Barracks | Woodbridge | Grundisburgh | Tuddenham | Ipswich**

Mondays to Fridays (except public holidays)

Saturdays

<b>Orford Market Hill</b>	0625				
<b>Butley Oyster PH</b>	0638				
<b>Hollesley Water Tower</b>	0645				
<b>Sutton Heath</b> Rock Barracks	0658 0928 1118	1318	1518	0928 1118	1318 1518
<b>Sutton Hoo Entrance</b> •	0703 0933 1123	1323	1523	0933 1123	1323 1523
<b>Melton Rail Station</b> •	0707 0937 1127	1327	1527	0937 1127	1327 1527
<b>Woodbridge Turban Centre</b>	0715 0945 1135	1145 1335 1345	1535	0715 0945 1135	1145 1335 1345 1535 1535 1545 1745
<b>Woodbridge</b> Grundisburgh Road	0720 0950	1150	1350	1605 1805	0720 0950
<b>Grundisburgh</b> The Green/The Dog PH	0726 0956	1156	1356	1611 1811	0726 0956
<b>Culpho Church</b> •	0731 1001	1201	1401	1616 1816	0731 1001
<b>Tuddenham St Martin</b> High St/Fountain •	0733 1003	1203	1403	1618 1818	0733 1003
<b>Tuddenham Road</b> Millennium Cemetery	0736 1006	1206	1406	1621 1821	0736 1006
<b>Tuddenham Road</b> Roundabout •	0738 1008	1208	1408	1623 1823	0738 1008
<b>Ipswich Tower Ramparts</b> •	0744 1014	1214	1414	1629 1829	0744 1014
<b>Ipswich Old Cattle Market Bus Station</b>	0749 1019	1219	1419	1634 1834	0749 1019

operates on school  
holidays only

• Times at these stops are estimated

**70**

linking **Ipswich | Tuddenham | Grundisburgh | Woodbridge | Rock Barracks | Orford**

Mondays to Fridays (except public holidays)

Saturdays

<b>Ipswich Old Cattle Market Bus Station</b>	0900	1030 1230 1430 1630 1730	0900 1030 1230 1430 1630 1730
<b>Tuddenham Road</b> Roundabout •	0908	1038 1238 1438 1638 1738	0908 1038 1238 1438 1638 1738
<b>Tuddenham Road</b> Millennium Cemetery	0910	1040 1240 1440 1640 1740	0910 1040 1240 1440 1640 1740
<b>Tuddenham St Martin</b> High St/Fountain •	0914	1044 1244 1444 1644 1744	0914 1044 1244 1444 1644 1744
<b>Culpho Church</b> •	0915	1045 1245 1445 1645 1745	0915 1045 1245 1445 1645 1745
<b>Grundisburgh</b> The Green/The Dog PH	0920	1050 1250 1450 1650 1750	0920 1050 1250 1450 1650 1750
<b>Woodbridge</b> Grundisburgh Road	0930	1100 1300 1500 1700 1800	0930 1100 1300 1500 1700 1800
<b>Woodbridge</b> Turban Centre	0934	1104 1304 1504 1704 1804	0934 1104 1304 1504 1704 1804
<b>Melton Rail Station</b> •		1110 1310 1510	1810 1110 1310 1510 1810
<b>Sutton Hoo Entrance</b> •		1114 1314 1514	1814 1114 1314 1514 1814
<b>Sutton Heath</b> Rock Barracks		1116 1316 1516	1816 1116 1316 1516 1816
Hollesley Water Tower			1824
Butley Oyster PH			1830
Orford Market Hill			1840

operates on  
school days only

operates on  
school holidays only

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

• Times at these stops are estimated

operates on school holidays only

operates on school days only

operates on school days only

operates on school holidays only

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			

• Times at these stops are estimated

operates on school days only

operates on school holidays only

BUS 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									
Coddenham Post Office •	0734	1004	1204	1404	1604									
Heminstone 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 &amp; 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									
Heminstone Stonewall Farm •	0855	1055	1255	1455	1735									
Coddenham 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 Barns	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									

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Ipswich Travel Centre

at the Old Cattle Market Bus Station

Monday - Friday 0830-1400 &amp; 1450-1700



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Weekdays 0800-1800



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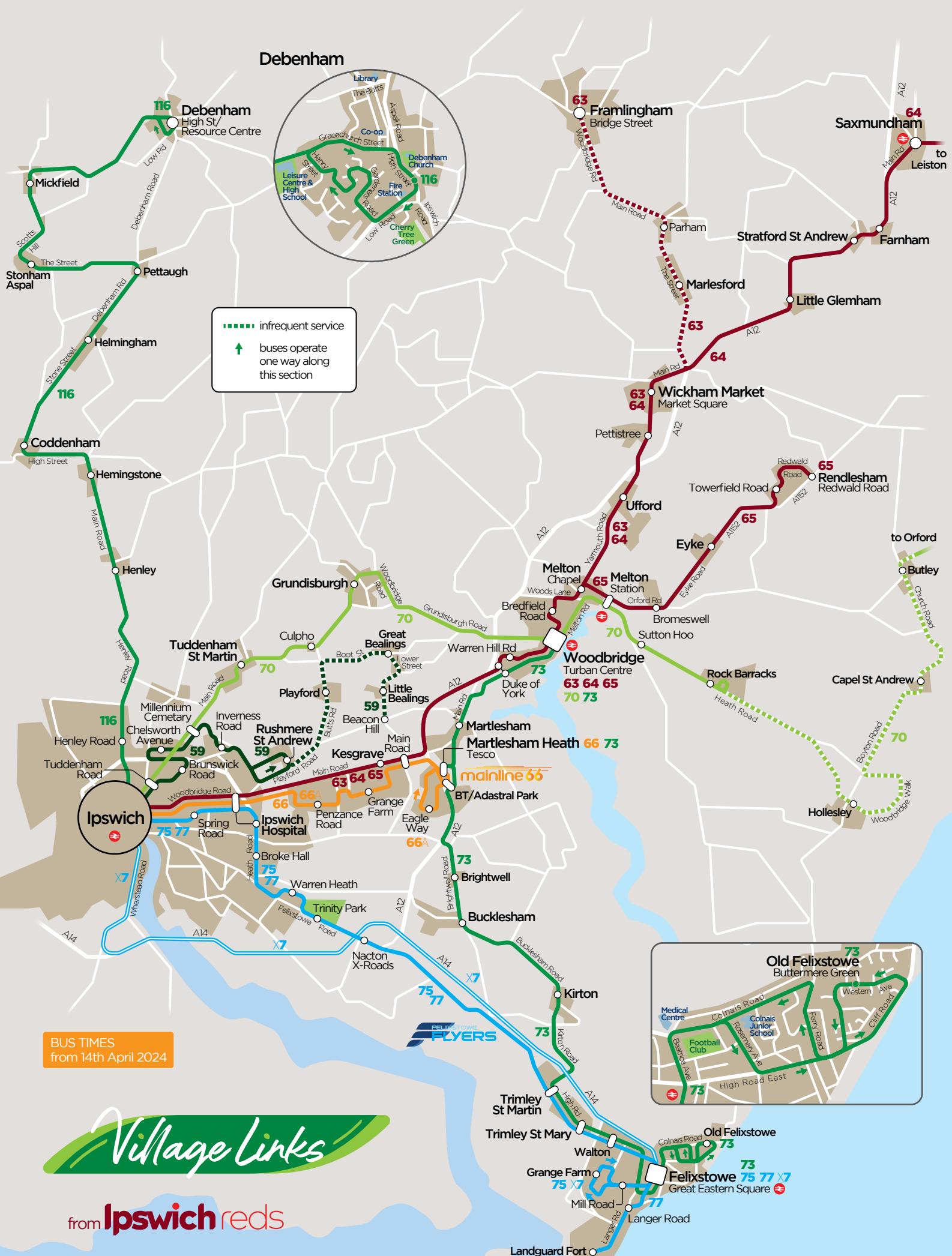
**Important note:** All fares, tickets, zones and other non-timetable information are correct as at 14/04/24 and are subject to change during the life of this booklet. Please check our website [firstbus.co.uk/easterncounties](http://firstbus.co.uk/easterncounties) for up to date info.



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BUS TIMES  
from 14th April 2024

from Ipswich Reds

# Ipswich Central to Anglia Retail Park

7



serving:  
Dale Hall • Henley Road • ASDA

Bus times from 3rd January 2021

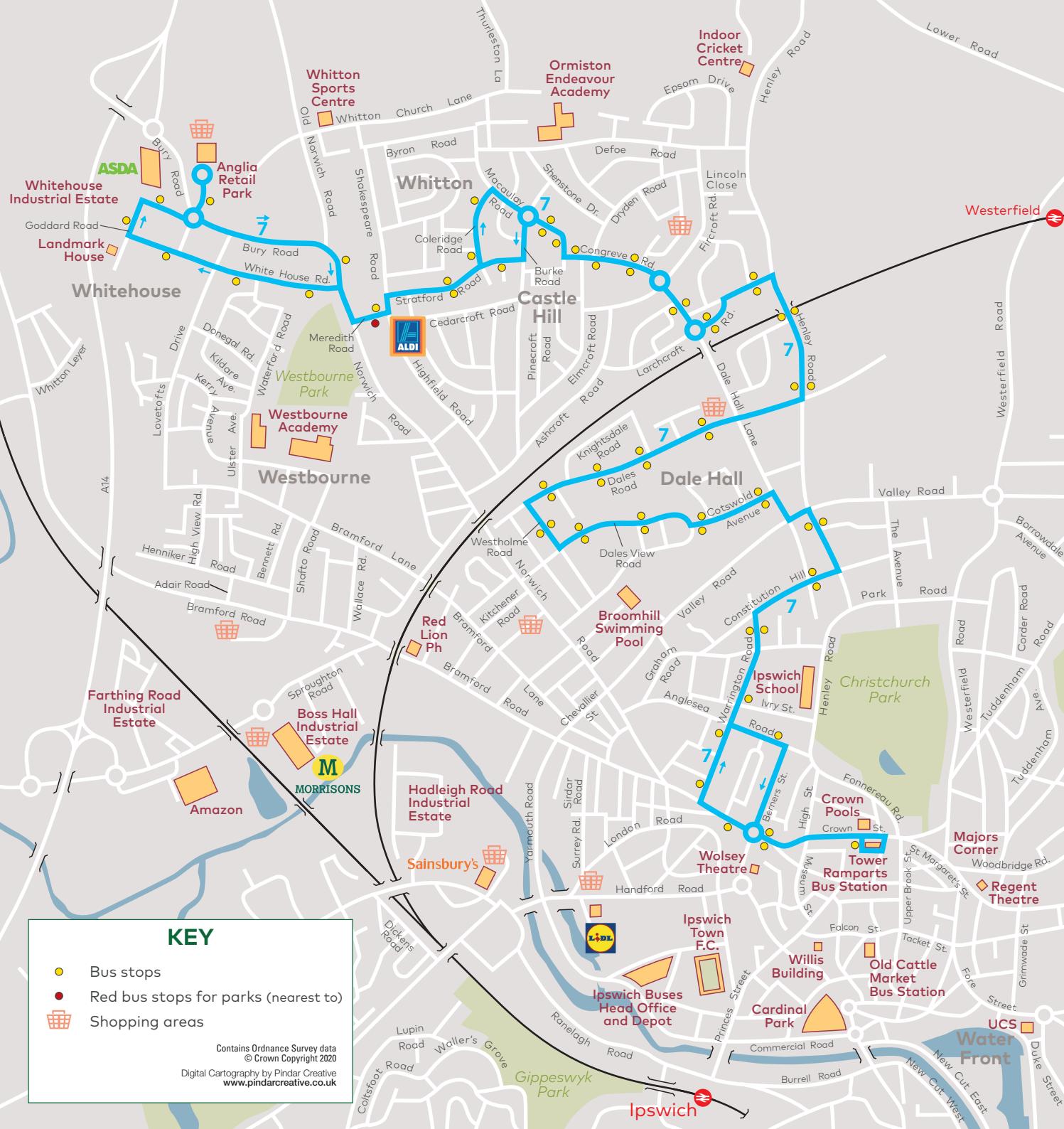
## Mondays to Fridays

Service Number	7	7	7	7	7	7	7
<b>Tower Ramparts, Stand [DD]</b>	0945	1045	1145	1245	1345	1445	1545
Warrington Road, Ivy 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
<b>Anglia Retail Park</b>	arr	1019	1119	1219	1319	1419	1519
<b>Anglia Retail Park</b>	dep	1020	1120	1220	1320	1420	1520
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, Ivy Street	1046	1146	1246	1346	1446	1546	1646
<b>Tower Ramparts Bus Station</b>	1051	1151	1251	1351	1451	1551	1651

## Saturdays

Service Number	7	7	7	7
<b>Tower Ramparts, Stand [DD]</b>	0945	1145	1345	1545
Warrington Road, Ivy 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
<b>Anglia Retail Park</b>	arr	1019	1219	1419
<b>Anglia Retail Park</b>	dep	1020	1220	1420
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, Ivy Street	1046	1246	1446	1646
<b>Tower Ramparts Bus Station</b>	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 Buses customer helpline

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# Ipswich Central to Whitton

9

10



serving:

Norwich Road • Castle Hill  
• 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	9	10
<b>Tower Ramparts, Stand [QQ/RR]</b>	<b>WA</b>	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	—	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		
<b>Tower Ramparts Bus Station</b>	<b>0559</b>	0635	0650	0705	0720	0735	0745	0755	0812	0822	0833	0842	0853	0902	0913	0922	0932	0942		

Service Number	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10
<b>Tower Ramparts, Stand [QQ/RR]</b>	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				
<b>Tower Ramparts Bus Station</b>	<b>0952</b>	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	10	9	10	9	10	9	10	9	10	9
<b>Tower Ramparts, Stand [QQ/RR]</b>	<b>WA</b>	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			
<b>Tower Ramparts Bus Station</b>	<b>1732</b>	1741	1752	1801	1812	1821	1832	1841	1857	1900	1915	1935	2005	2035	2135	2235	<b>CD</b>			

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	10	
<b>Tower Ramparts, Stand [QQ/RR]</b>	<b>WA</b>	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		
<b>Tower Ramparts Bus Station</b>	<b>0625</b>	0705	0725	0745	0805	0825	0848	0905	0922	0930	0942	0952	1002	1012	1022	1032	1042	1052		

Service Number	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	
<b>Tower Ramparts, Stand [QQ/RR]</b>	<b>1020</b>	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	—																			

## KEY

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

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Ipswich Buses customer helpline

**01473 344 800**

Tower Ramparts Enquiry Office

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Ipswich

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# Ipswich Central to Fircroft Road Shops

7



## Mondays to Fridays

Service Number	7	7	7	7	7	7	7	7	7	7
<b>Ipswich, Tower Ramparts Stand DD</b>	0645	0715	0745	0815	0845	<b>15</b>	<b>45</b>	1815	1845	
Warrington Road, Ivy Street	0650	0720	0750	0820	0850	<b>20</b>	<b>50</b>	1820	1850	
<b>Dale Hall, Park View Road</b>	0656	0726	0756	0826	0856	<b>26</b>	<b>56</b>	1826	1856	
<b>Henley Road, The Grove</b>	0701	0731	0801	0831	0901	<b>31</b>	<b>01</b>	1831	1901	
Fircroft Road Shops	0704	0734	0804	0834	0904	<b>34</b>	<b>04</b>	1834	1904	
<b>Henley Road, The Grove</b>	0707	0737	0807	0837	0907	<b>37</b>	<b>07</b>	1837	1907	
<b>Dale Hall, Park View Road</b>	0712	0742	0812	0842	0912	<b>42</b>	<b>12</b>	1842	1912	
Warrington Road, Ivy Street	0718	0748	0818	0848	0918	<b>48</b>	<b>18</b>	1848	1918	
<b>Ipswich, Tower Ramparts</b>	0723	0753	0823	0853	0923	<b>53</b>	<b>23</b>	1853	1923	

## Saturdays

Service Number	7	7	7	7	7	7	7	7	7
<b>Ipswich, Tower Ramparts Stand DD</b>	0715	0745	0815	0845	<b>15</b>	<b>45</b>	1815	1845	
Warrington Road, Ivy Street	0720	0750	0820	0850	<b>20</b>	<b>50</b>	1820	1850	
<b>Dale Hall, Park View Road</b>	0726	0756	0826	0856	<b>26</b>	<b>56</b>	1826	1856	
<b>Henley Road, The Grove</b>	0731	0801	0831	0901	<b>31</b>	<b>01</b>	1831	1901	
Fircroft Road Shops	0734	0804	0834	0904	<b>34</b>	<b>04</b>	1834	1904	
<b>Henley Road, The Grove</b>	0737	0807	0837	0907	<b>37</b>	<b>07</b>	1837	1907	
<b>Dale Hall, Park View Road</b>	0742	0812	0842	0912	<b>42</b>	<b>12</b>	1842	1912	
Warrington Road, Ivy Street	0748	0818	0848	0918	<b>48</b>	<b>18</b>	1848	1918	
<b>Ipswich, Tower Ramparts</b>	0753	0823	0853	0923	<b>53</b>	<b>23</b>	1853	1923	

## Sundays and Bank Holidays - No service

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# Ipswich Central to Whitton

9

10



serving:

Norwich Road • Castle Hill  
• Norwich Road

Bus times from Sunday 31st August 2025

## Mondays to Fridays (except Public Holidays)

Service Number	9	9	10	9	9	10	9	10	9	10	9	10	9	10	9	10	9	10
<b>Ipswich Tower Ramparts Stand QQ/RR</b>	<b>WA</b>	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 Terminus Adj	0544	0616	—	0646	0701	—	0726	—	0748	—	0808	—	0828	—	0848	—	0908	—
Defoe Road Terminus Opp	—	—	0630	—	—	0715	—	0735	—	0757	—	0817	—	0837	—	0857	—	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
<b>Ipswich, Tower Ramparts</b>	<b>0559</b>	<b>0635</b>	<b>0650</b>	<b>0705</b>	<b>0720</b>	<b>0735</b>	<b>0745</b>	<b>0755</b>	<b>0812</b>	<b>0822</b>	<b>0833</b>	<b>0842</b>	<b>0853</b>	<b>0902</b>	<b>0913</b>	<b>0922</b>	<b>0932</b>	<b>0942</b>

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

Service Number	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10
<b>Ipswich Tower Ramparts Stand QQ/RR</b>	<b>1650</b>	<b>1700</b>	<b>1710</b>	<b>1720</b>	<b>1730</b>	<b>1740</b>	<b>1750</b>	<b>1800</b>	<b>1815</b>	<b>1830</b>	<b>1845</b>	<b>1905</b>	<b>1935</b>	<b>2005</b>	<b>2105</b>	<b>2205</b>	<b>2305</b>	
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 Terminus Adj	1710	—	1730	—	1750	—	1810	—	1835	1844	—	1919	—	2119	—	2319		
Defoe Road Terminus Opp	—	1720	—	1740	—	1800	—	1820	—	—	1859	—	1949	2019	—	2219	—	
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	1851	1906	1926	1956	2026	2126	2226	2326	
<b>Ipswich, Tower Ramparts</b>	<b>1732</b>	<b>1741</b>	<b>1752</b>	<b>1801</b>	<b>1812</b>	<b>1821</b>	<b>1832</b>	<b>1841</b>	<b>1857</b>	<b>1858</b>	<b>1913</b>	<b>1933</b>	<b>2003</b>	<b>2033</b>	<b>2133</b>	<b>2233</b>	<b>CD</b>	

Service Number	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	9	10	
<b>Ipswich Tower Ramparts Stand QQ/RR</b>	<b>1020</b>	<b>1030</b>	<b>1040</b>	<b>1050</b>	<b>00</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>40</b>	<b>50</b>	<b>1500</b>	<b>1510</b>	<b>1520</b>	<b>1530</b>	<b>1540</b>	<b>1550</b>		
Norwich Road, Norbridge Club	1029	1039	1049	1059	<b>09</b>	<b>19</b>	<b>29</b>	<b>39</b>	<b>49</b>	<b>59</b>	<b>1509</b>	<b>1519</b>	<b>1529</b>	<b>1539</b>	<b>1549</b>	<b>1559</b>		
Shakespeare Road, Meredith Road	—	1043	—	1103	<b>—</b>	<b>23</b>	<b>—</b>	<b>43</b>	<b>—</b>	<b>03</b>	<b>—</b>	<b>1523</b>	<b>—</b>	<b>1543</b>	<b>—</b>	<b>1603</b>		
Fircroft Road Shops	1035	—	1055	—	<b>15</b>	<b>—</b>	<b>35</b>	<b>—</b>	<b>55</b>	<b>—</b>	<b>1515</b>	<b>—</b>	<b>1535</b>	<b>—</b>	<b>1555</b>	<b>—</b>		
Defoe Road Terminus Adj	—	1048	—	1108	<b>—</b>	<b>28</b>	<b>—</b>	<b>48</b>	<b>—</b>	<b>08</b>	<b>—</b>	<b>1528</b>	<b>—</b>	<b>1548</b>	<b>—</b>	<b>1608</b>		
Defoe Road Terminus Opp	1038	—	1058	—	<b>18</b>	<b>—</b>	<b>38</b>	<b>—</b>	<b>58</b>	<b>—</b>	<b>1518</b>	<b>—</b>	<b>1538</b>	<b>—</b>	<b>1558</b>	<b>—</b>		
Fircroft Road, Lincoln Close	—	1052	—	1112	<b>—</b>	<b>32</b>	<b>—</b>	<b>52</b>	<b>—</b>	<b>12</b>	<b>—</b>	<b>1532</b>	<b>—</b>	<b>1552</b>	<b>—</b>	<b>1612</b>		
Meredith Road Shops	1045	—	1105	—	<b>25</b>	<b>—</b>	<b>45</b>	<b>—</b>	<b>05</b>	<b>—</b>	<b>1525</b>	<b>—</b>	<b>1544</b>	<b>—</b>	<b>1604</b>	<b>—</b>		
Norwich Road Railway Bridge	1050	1100	1110	1120	<b>30</b>	<b>40</b>	<b>50</b>	<b>00</b>	<b>10</b>	<b>20</b>	<b>1530</b>	<b>1540</b>	<b>1549</b>	<b>1600</b>	<b>1609</b>	<b>1618</b>		
<b>Ipswich, Tower Ramparts</b>	<b>1102</b>	<b>1112</b>	<b>1122</b>	<b>1132</b>	<b>42</b>	<b>52</b>	<b>02</b>	<b>12</b>	<b>22</b>	<b>32</b>	<b>1542</b>	<b>1552</b>	<b>1601</b>	<b>1612</b>	<b>1621</b>	<b>1630</b>		

Service Number	10	
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## KEY

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

Contains Ordnance Survey data

Digital Cartography by Pindar Creative  
[www.pindarcreative.co.uk](http://www.pindarcreative.co.uk)



# Further Information



ipswichbuses



ipswichbuses



ipswichbuses.co.uk



info@ipswichbuses.co.uk

Ipswich Buses customer helpline

**01473 344 800**

Tower Ramparts Enquiry Office

12 Tower Ramparts

Ipswich

IP1 3DH

Office opening hours

Monday – Friday: 08:30–12:30 | 13:00–17:00

Saturday 10:00–14:00

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**Traveline for nationwide bus times**

**0871 200 22 33**

calls cost 12p per minute plus your phone company's access charges

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Scan the QR code to install our app, with it you can:



- Plan your journey
- Track your bus in real time
- Check how busy your bus is
- Purchase tickets on your phone
- Access timetable and map information



Service Restrictions	Monday to Friday (Except Bank Holidays)						Saturday						
	Operator		FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	
	NSch		NSch	Sch									
	Notes	1	1	1	1	1	1	1	1	1	1	1	
Ipswich, Old Cattle Market Bus Station (F)		0835	1035	1235	1435	1435	1715		0835	1035	1235	1435	1715
Broom Hill, The Grove (opp)		0845	1045	1245	1445	1445	1725		0845	1045	1245	1445	1725
Henley, Five Ways (opp)		0850	1050	1250	1450	1450	1730		0850	1050	1250	1450	1730
Hemingstone, Stonewall Farm (N-bound)		0855	1055	1255	1455	1455	1735		0855	1055	1255	1455	1735
Coddenham, Village Store (o/s)		0858	1058	1258	1458	1458	1738		0858	1058	1258	1458	1738
Crowfield, Manor View (opp)		0904	1104	1304	1504	1504	1744		0904	1104	1304	1504	1744
Pettaugh, Old Mission Hall (opp)		0908	1108	1308	1508	1508	1748		0908	1108	1308	1508	1748
Stonham Aspal, Stonham Barns (adj)		0911	1111	1311	1511	1511	1751		0911	1111	1311	1511	1751
Stonham Aspal, Pound Corner (adj)		0915	1115	1315	1515	1515	1755		0915	1115	1315	1515	1755
Mickfield, Crossroads (E-bound)		0918	1118	1318	1518	1518	1758		0918	1118	1318	1518	1758
Debenham, Resource Centre (adj)		0930	1130	1330	1530	1530	1810		0930	1130	1330	1530	1810
Debenham, Sackville Street (adj)		—	—	—	—	1534	1814		—	—	—	—	1814
Sunday						Spring Bank Holiday						Summer Bank Holiday	
no service						no service						no service	

**NOTES**

NSch Not School Days

Sch School Days Only

1 Sponsored by Suffolk County Council

**OPERATORS**

FNS First in Norfolk &amp; Suffolk 0345 646 0707

Suffolk 14/04/2024

**Debenham - Coddenham - Ipswich**

Service Restrictions	Monday to Friday (Except Bank Holidays)						Saturday						
	Operator		FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	FNS	
	NSch	Sch	NSch	Sch									
	Notes	1	1	1	1	1	1	1	1	1	1	1	
Debenham, Henry Street (opp)		0700	—	0930	—	—	—	—	0700	—	—	—	—
Debenham, Resource Centre (adj)		0702	0932	0932	1132	1332	1532		0702	0932	1132	1332	1532
Debenham, Sackville Street (adj)		0706	0936	0936	1136	1336	1536		0706	0936	1136	1336	1536
Mickfield, Crossroads (W-bound)		0714	0944	0944	1144	1344	1544		0714	0944	1144	1344	1544
Stonham Aspal, Pound Corner (opp)		0718	0948	0948	1148	1348	1548		0718	0948	1148	1348	1548
Pettaugh, Old Mission Hall (adj)		0723	0953	0953	1153	1353	1553		0723	0953	1153	1353	1553
Crowfield, Manor View (adj)		0726	0956	0956	1156	1356	1556		0726	0956	1156	1356	1556
Coddenham, Village Store (opp)		0734	1004	1004	1204	1404	1604		0734	1004	1204	1404	1604
Hemingstone, Stonewall Farm (E-bound)		0738	1008	1008	1208	1408	1608		0738	1008	1208	1408	1608
Henley, Five Ways (adj)		0742	1012	1012	1212	1412	1612		0742	1012	1212	1412	1612
Broom Hill, The Grove (adj)		0747	1017	1017	1217	1417	1617		0747	1017	1217	1417	1617
Ipswich, Museum Street (1)		0754	1024	1024	1224	1424	1624		0754	1024	1224	1424	1624
Ipswich, Old Cattle Market Bus Station (F)		0757	1027	1027	1227	1427	1627		0757	1027	1227	1427	1627
Sunday						Spring Bank Holiday						Summer Bank Holiday	
no service						no service						no service	

**NOTES**

NSch Not School Days

Sch School Days Only

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**OPERATORS**

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Suffolk 14/04/2024

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

You can also get the same information by using the SMS code at [www.nextbuses.mobi](http://www.nextbuses.mobi) (only normal browsing charges apply) or through several iPhone or Android apps that offer access to **NextBuses**.

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

**SMS Code**

Stop Name

sufampdw  
 sufapwgp  
 sufapwdg  
 sufatjtd  
 sufjdwgv  
 sufatgtm  
 sufatgwp  
 sufatgtw  
 sufatgwg  
 sufatamt  
 sufatapd  
 sufatapg  
 sufatapt  
 sufatapw  
 sufatatg  
 sufawmgw  
 sufjgpaw  
 sufjgpda  
 sufjdwtm  
 sufjggdw  
 sufjtgmj  
 sufjggd  
 sufadtg  
 sufjgdaw  
 sufjdwvw  
 sufagag  
 sufjgagj  
 sufagagp  
 sufjgagm  
 sufagagw  
 sufatwd  
 sufatwga  
 sufjgapt  
 sufgawgp  
 sufatpm  
 sufatpmw  
 sufatptd  
 sufmjaga  
 sufatptj  
 sufjpdgt  
 sufmjagd  
 sufmjagj  
 sufmjagm

Street

Ipswich, Old Cattle Market Bus Station (F)  
 Ipswich, Buttermarket (N-bound)  
 Ipswich, Library (opp)  
 Ipswich, Crown Street (adj)  
 Ipswich, Anglesea Road (adj)  
 Ipswich, Ipswich School (adj)  
 Ipswich, Park Road (opp)  
 Ipswich, Elsmere Road (opp)  
 Broom Hill, Woodstone Avenue (opp)  
 Broom Hill, Onehouse Lane (adj)  
 Broom Hill, The Grove (opp)  
 Broom Hill, Clive Avenue (adj)  
 Castle Hill, Larchcroft Road (adj)  
 Castle Hill, Henley Avenue (adj)  
 Whittton, Defoe Road (N-bound)  
 Henley, Five Ways (opp)  
 Bell's Cross, Cross Keys (opp)  
 Hemingstone, Church Lane (adj)  
 Hemingstone, Stonewall Farm (N-bound)  
 Coddenham, Village Store (o/s)  
 Coddenham, Recreation Ground (adj)  
 Coddenham, Green Hill (opp 13)  
 Crowfield, Manor View (opp)  
 Crowfield, Tollgate Farm (opp)  
 Pettaugh, Old Mission Hall (opp)  
 Stonham Aspal, Stonham Barns (adj)  
 Stonham Aspal, Does Field (opp)  
 Stonham Aspal, Ten Bells (opp)  
 Stonham Aspal, Pound Corner (adj)  
 Mill Green, The Green (N-bound)  
 Mickfield, Crossroads (N-bound)  
 Mickfield, Crossroads (E-bound)  
 Mickfield, Watergarden (adj)  
 Debenham, Leisure Centre  
 Debenham, High School (opp)  
 Debenham, Henry Street (opp)  
 Debenham, Henniker Road (adj)  
 Debenham, Little Back Lane (adj)  
 Debenham, Resource Centre (adj)  
 Debenham, Fire Station (opp)  
 Debenham, Field Way (adj)  
 Debenham, Aldous Court  
 Debenham, Sackville Street (adj)

ATCO Code

390030242  
 390030689  
 390030679  
 390030903  
 390031012  
 390030857  
 390030865  
 390030859  
 390030862  
 390030746  
 390030749  
 390030750  
 390030753  
 390030754  
 390030757  
 390040324  
 390040995  
 390040996  
 390040787  
 390040852  
 390041099  
 390040847  
 390040464  
 390040845  
 390040782  
 A1120  
 390040477  
 The Street  
 390040799  
 The Street  
 390040480  
 390040800  
 B1115  
 390040482  
 Stonham Road  
 390040050  
 Wetheringsett Road  
 390040049  
 Debenham Road  
 390040823  
 390040739  
 390040014  
 Gracechurch Street  
 390040015  
 Gracechurch Street  
 390040017  
 Gracechurch Street  
 390041150  
 High Street  
 390040007  
 Low Road  
 390041019  
 Gardeners Road  
 390041151  
 390041152  
 Henry Street  
 390041153

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

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

SMS Code	Stop Name	Street	ATCO Code
sufatpmw	Debenham, Henry Street (opp)	Gracechurch Street	390040015
sufatptd	Debenham, Henniker Road (adj)	Gracechurch Street	390040017
sufmjaga	Debenham, Little Back Lane (adj)	Gracechurch Street	390041150
sufatpj	Debenham, Resource Centre (adj)	High Street	390040007
sufjpdgi	Debenham, Fire Station (opp)	Low Road	390041019
sufmjagd	Debenham, Field Way (adj)	Gardeners Road	390041151
sufmjagj	Debenham, Aldous Court		390041152
sufmjagm	Debenham, Sackville Street (adj)	Henry Street	390041153
sufatpm	Debenham, High School (o/s)		390040013
sufgawgp	Debenham, Leisure Centre		390040739
sufjgapw	Mickfield, Watergarden (opp)	Debenham Road	390040824
sufjgdja	Mickfield, Crossroads (W-bound)	Debenham Road	390040853
sufjgdjd	Mickfield, Crossroads (adj)	Stonham Road	390040854
sufgagat	Mill Green, The Green (S-bound)	B1115	390040481
sufjtwmp	Stonham Aspal, Pound Corner (opp)	The Street	390041139
sufgagam	Stonham Aspal, Ten Bells (adj)	The Street	390040479
sufjgagd	Stonham Aspal, Does Field (adj)	A1120	390040798
sufgagaj	Stonham Aspal, Stonham Barns (opp)	Ipswich Way	390040781
sufjdwpt	Pettaugh, Old Mission Hall (adj)	Debenham Road	390040844
sufjgdat	Crowfield, Tollgate Farm (adj)		390040463
sufgadtd	Crowfield, Manor View (adj)		
sufjgda	Coddenham, Green Hill (o/s 13)	Green Hill	390040846
sufjgmp	Coddenham, Recreation Ground (opp)	School Road	390041100
sufgadwa	Coddenham, Village Store (opp)	School Road	390040469
sufgadtw	Hemingstone, Stonewall Farm (E-bound)	B1078	390040468
sufjgpdg	Hemingstone, Church Lane (opp)	Main Road	390040997
sufjgpdt	Bell's Cross, Cross Keys (adj)	Main Road	390040994
sufawmwd	Henley, Five Ways (adj)		390040323
sufatad	Whitton, Defoe Road (S-bound)	Henley Road	390030756
sufatata	Castle Hill, Henley Avenue (opp)	Henley Road	390030755
sufatpm	Castle Hill, Larchcroft Road (opp)	Henley Road	390030752
sufatpj	Broom Hill, Clive Avenue (opp)	Henley Road	390030751
sufatapa	Broom Hill, The Grove (adj)	Henley Road	390030748
sufatamw	Broom Hill, Onehouse Lane (opp)	Henley Road	390030747
sufatgwd	Broom Hill, Woodstone Avenue (adj)	Henley Road	390030861
sufatgwa	Ipswich, Elsmere Road (adj)	Henley Road	390030860
sufatgwt	Ipswich, Park Road (adj)	Henley Road	390030866
sufjdwgt	Ipswich, Anglesea Road (opp)	Henley Road	390031011
sufjpawt	Ipswich, Museum (opp)	High Street	390031025
sufapwdj	Ipswich, Museum Street (1)	High Street	390030680
sufapwgd	Ipswich, Willis Building (opp)		390030686
sufampdw	Ipswich, Old Cattle Market Bus Station (F)	Old Cattle Market	390030242

## 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 <sup>th</sup> 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 <sup>th</sup> occupation.
8. Car Club	Implement a car club to reduce requirement for a second car.	Medium	High	Prior to 500 <sup>th</sup> 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	Ongoing.
13. Walking Buses	Promote and educate residents on Walking Buses, aiming at child safety.	Low	Low	Ongoing.
14. Bicycle User Groups	Promotion of local cycling groups, which upon further development can establish a Henley Gate specific user group if demand warrants.	Low	Low	Ongoing.
15. Travel Surveys	Undertake online / postal surveys of residents.	Low	Medium	Annual (Spring).
	Annual 2-week ATC surveys on all vehicular accesses open to residents, where possible and as appropriate.	N/A	Low	Annual (Autumn).
	Multi-Modal 12-hr travel surveys of all vehicular and pedestrian accesses open to residents, where possible and as appropriate.	N/A	Medium	Annual (Autumn).
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 SCC informed of the outcomes of the Travel Plan against the targets.	Medium	Low	Annually.

## Appendix E

# Henley Gate Travel Survey June 2025

15 responses

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Which Developer did you buy your new home from?

15 out of 15 answered

Crest Nicholson 14 resp. 93.3%



David Wilson Homes 1 resp. 6.7%



Barratt Homes 0 resp. 0%

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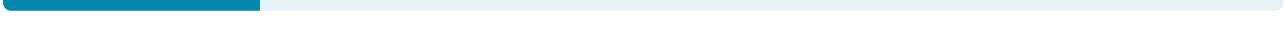
If your main mode of travel was unavailable, how would you get around?

15 out of 15 answered

Car (sharing) 5 resp. 33.3%



Bus 3 resp. 20%



Walking 2 resp. 13.3%



Car (alone) 1 resp. 6.7%

Cycling 1 resp. 6.7%



Electric Vehicle (sharing) 1 resp. 6.7%



Other 1 resp. 6.7%



Train 1 resp. 6.7%



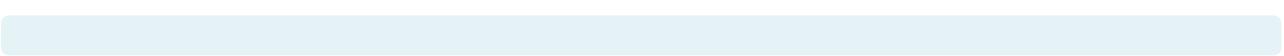
Electric Vehicle (alone) 0 resp. 0%



Motorbike 0 resp. 0%



Park & Ride 0 resp. 0%



Work from Home 0 resp. 0%



---

Would you consider car sharing regularly?

10 out of 15 answered

Yes, if I could find someone to share with 5 resp. 50%

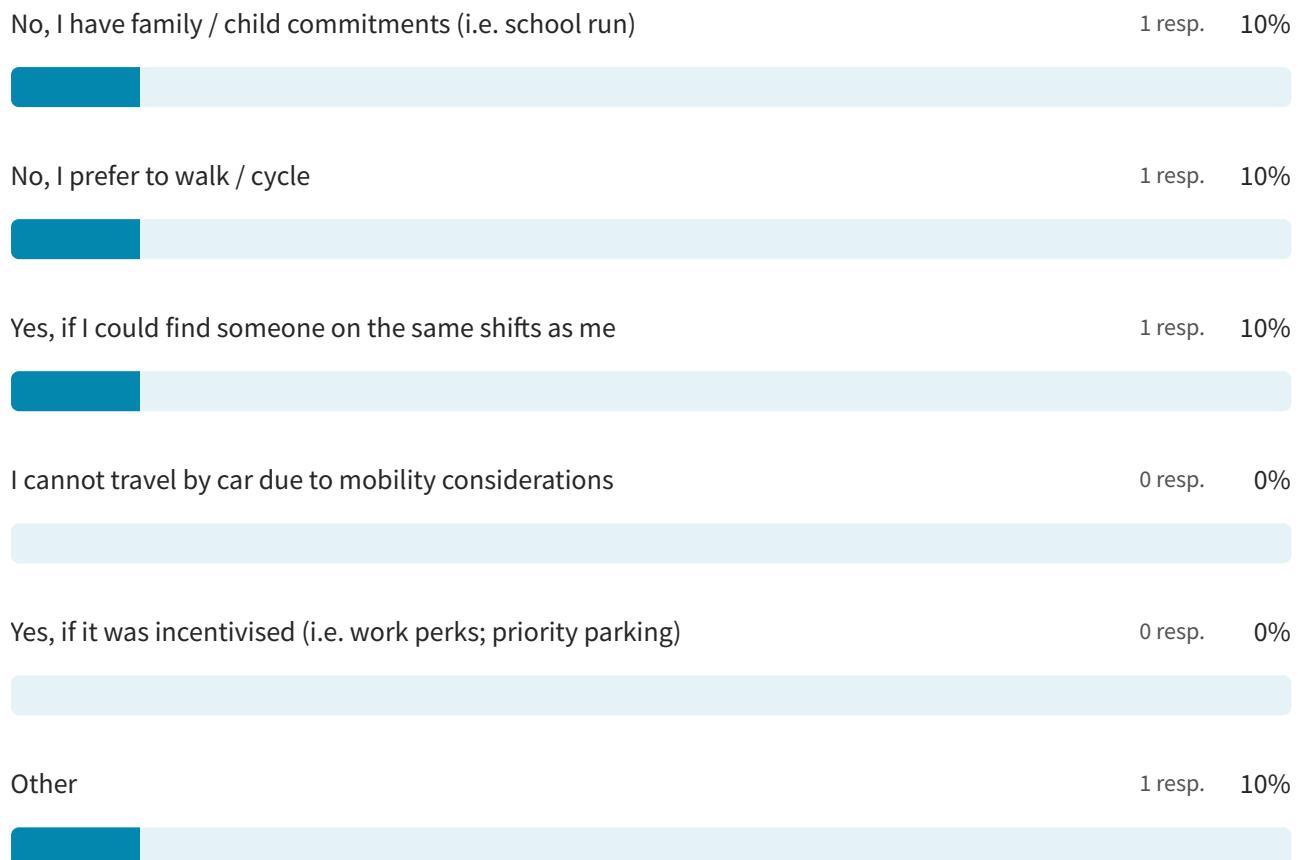


No, I prefer using public transport 2 resp. 20%



I already car share regularly 1 resp. 10%

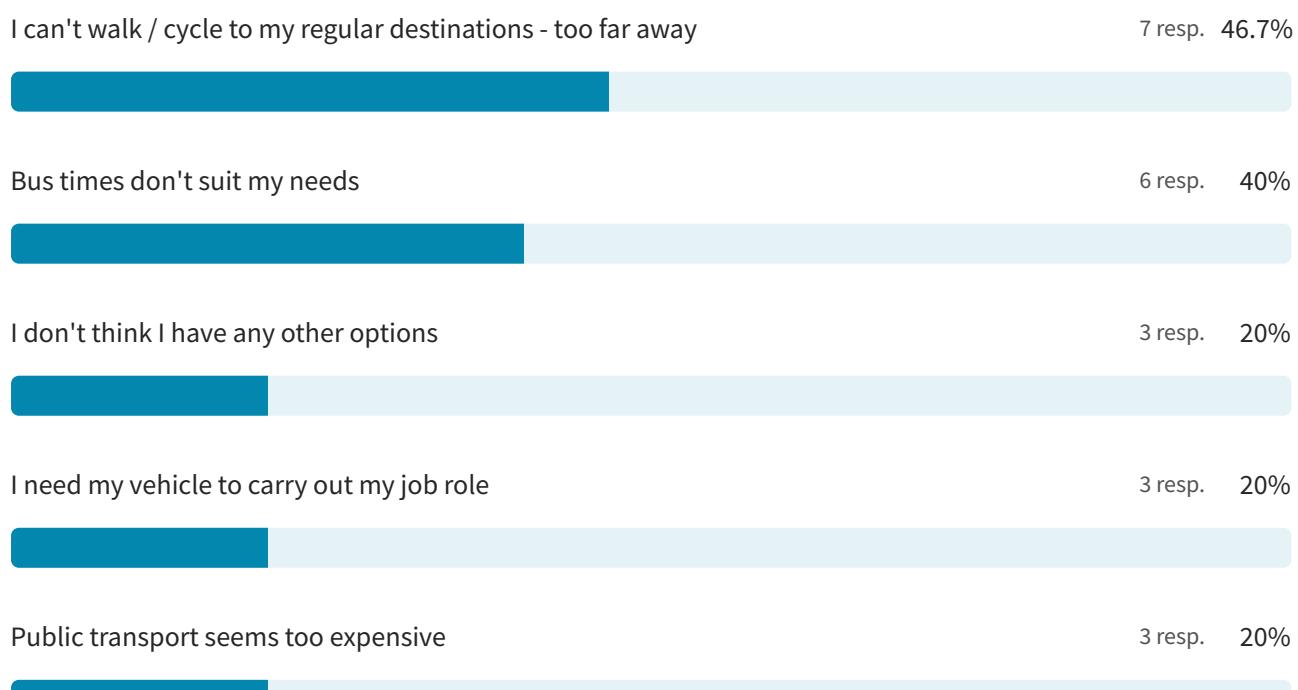




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#### What is stopping you from travelling more sustainably?

15 out of 15 answered



I need my vehicle due to family / child care 2 resp. 13.3%



There are no shower / changing facilities at work 1 resp. 6.7%



I haven't found anyone to car share with 0 resp. 0%



I need my vehicle to assist with my limited mobility 0 resp. 0%



Surrounding roads aren't safe to walk / cycle 0 resp. 0%



Other 1 resp. 6.7%

---

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

15 out of 15 answered



No, I read it but did not find it helpful. 6 resp. 40%



Yes, I found it helpful. 5 resp. 33.3%

4 resp. 26.7%

I have not read the Travel Information Pack



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Do you currently or would you use a Car Club?

15 out of 15 answered

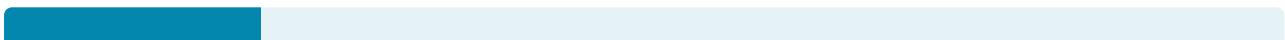
No, I would not use car clubs

9 resp. 60%



I would like more information about car clubs

3 resp. 20%



I would use car clubs if vehicles were available locally

2 resp. 13.3%



Yes, I currently use car clubs

1 resp. 6.7%



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

9 out of 15 answered

I prefer the flexibility of owning my own vehicle

7 resp. 77.8%



Seems expensive to hire vehicles

2 resp. 22.2%



Not enough hire locations near my end destination(s)

1 resp. 11.1%



1 resp. 11.1%

Not enough hire locations near my home



I don't drive

0 resp. 0%



Other

1 resp. 11.1%



Have you claimed your welcome voucher yet?

15 out of 15 answered

No, I have not claimed a voucher yet

7 resp. 46.7%



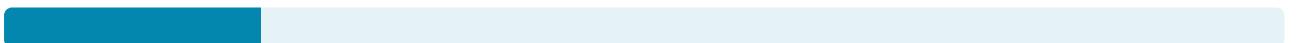
I was not aware of a welcome voucher

3 resp. 20%



Yes, I have claimed a £50 train voucher

3 resp. 20%



Yes, I have claimed a £50 active travel voucher

2 resp. 13.3%



Yes, I have claimed a 2-week bus pass

0 resp. 0%



Would you like a free Personal Travel Plan (PTP)?

15 out of 15 answered

Yes

2 resp. 13.3%

A horizontal bar chart showing the distribution of responses for the 'Yes' category. The bar is divided into two segments: a dark blue segment on the left representing 13.3% (2 responses) and a light blue segment on the right representing 86.7% (13 responses).

Horizontal bar chart for 'Yes' response:

Response	Count	Percentage
Yes	2	13.3%
No	13	86.7%

13 resp. 86.7%

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## 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?

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 modes12. 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 Belgrave Place (48 dwellings) and 179 new build dwellings. Belgrave 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%

Yes

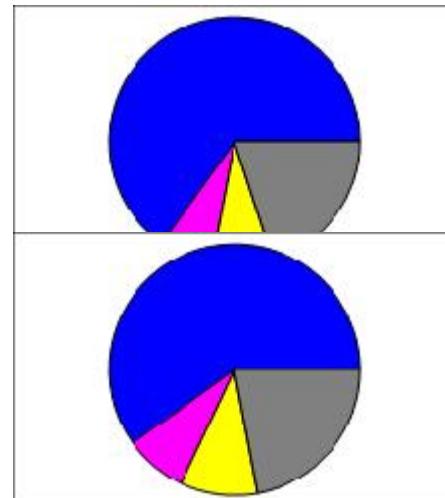
February 2017

60%

8%

10%

22%

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets?

Yes

If YES, when?

February 2017

Vehicle Occupants

6%

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 Yes  
Date implemented  
Capital cost  
Annual operating cost

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

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

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

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

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

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  
Date implemented  
Capital cost  
Annual operating cost

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  
Date implemented  
Capital cost  
Annual operating cost

No

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)  
Date implemented  
Capital cost  
Annual operating cost  
Daily payment value

No

Annual payment to give up entitlement to a parking permit  
Date implemented  
Capital cost  
Annual operating cost  
Annual payment value

No

Site provides employees with season ticket/cycle loans  
Date implemented  
Capital cost  
Annual operating cost  
Annual loans value

No

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  
Date implemented  
Capital cost  
Annual operating cost

Yes

New/improved bus services close to the site  
Date implemented  
Capital cost  
Annual operating cost

No

Secure well-lit pedestrian routes to bus/tram stops within 400 metres  
Date implemented  
Capital cost  
Annual operating cost

No

Secure well-lit pedestrian routes to railway stations within 1000 metres  
Date implemented  
Capital cost  
Annual operating cost

No

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

Yes

February 2017

3000

Publicity and awareness raising material about local public transport Yes  
Date implemented February 2017  
Capital cost  
Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline, etc). Yes  
Date implemented February 2017  
Capital cost  
Annual operating cost

#### 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 No  
Date implemented  
Capital cost  
Annual operating cost

Shuttle bus(es) to railway and/or bus station(s) No  
Date implemented  
Capital cost  
Annual operating cost

#### 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

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				

Richard Jackson Ltd 847 The Crescent Colchester

Licence No: 738101

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				

Licence No: 738101

Site reference: SF-03-A-07

Survey date: 09/05/19

Day of week: Thursday

### Multi-Modal survey site

Vehicles surveyed: Servicing Vehicles



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

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.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.
Days	DWELLS	Rate	Days	DWELLS	Rate	Days	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

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

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%

## Appendix H

14800			IPSWICH			Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)						
Tue 23-Sep-25 to Mon 06-Oct-25						Channel: Eastbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
<b>Tue 23-Sep-25</b>															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	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	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0
06:00	41	0	35	5	0	1	0	0	0	0	0	0	0	0	0
<b>07:00</b>	<b>115</b>	2	90	19	0	0	0	0	0	1	0	1	2	0	0
08:00	44	0	31	9	0	1	1	0	1	0	0	0	1	0	0
09:00	43	0	33	9	0	0	0	0	0	0	0	1	0	0	0
10:00	49	1	34	12	0	1	0	0	1	0	0	0	0	0	0
11:00	40	1	30	8	0	0	0	0	0	1	0	0	0	0	0
12:00	33	0	27	6	0	0	0	0	0	0	0	0	0	0	0
13:00	29	0	23	5	0	0	0	0	0	0	0	0	1	0	0
14:00	28	1	23	4	0	0	0	0	0	0	0	0	0	0	0
15:00	38	1	31	5	0	0	0	0	0	0	0	0	1	0	0
16:00	47	0	43	4	0	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>62</b>	0	60	2	0	0	0	0	0	0	0	0	0	0	0
18:00	51	0	47	4	0	0	0	0	0	0	0	0	0	0	0
19:00	41	0	40	1	0	0	0	0	0	0	0	0	0	0	0
20:00	28	1	26	1	0	0	0	0	0	0	0	0	0	0	0
21:00	15	0	15	0	0	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	0
23:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>579</b>	<b>6</b>	<b>472</b>	<b>87</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>704</b>	<b>7</b>	<b>588</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>715</b>	<b>7</b>	<b>599</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>724</b>	<b>8</b>	<b>605</b>	<b>96</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Wed 24-Sep-25</b>															
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	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	0
03:00	0	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	0
05:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)										
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound													
TIME PERIOD	CARS OR CAR-BASED		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 AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES			LGV															
06:00	40	0	33	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07:00</b>	<b>127</b>	3	105	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	56	0	46	9	0	1	0	3	0	1	0	0	0	0	0	0	0	0		
09:00	43	0	30	7	1	0	0	0	0	1	0	0	1	0	0	0	0	0		
10:00	48	1	34	10	0	1	0	0	0	2	0	0	0	0	0	0	0	0		
11:00	30	0	18	9	0	0	2	0	0	0	0	0	1	0	0	0	0	0		
12:00	49	0	38	8	1	0	1	0	0	0	0	0	1	0	0	0	0	0		
13:00	40	1	30	6	0	0	0	0	0	3	0	0	0	0	0	0	0	0		
14:00	29	0	24	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
15:00	48	0	40	7	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
16:00	47	2	39	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
<b>17:00</b>	<b>70</b>	0	63	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	51	0	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	39	1	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	20	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	6	0	6	0	0	0	0	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	0	0	0	0		
<b>12H,7-19</b>	<b>638</b>	<b>7</b>	<b>516</b>	<b>92</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>						
<b>16H,6-22</b>	<b>753</b>	<b>8</b>	<b>617</b>	<b>105</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>						
<b>18H,6-24</b>	<b>766</b>	<b>8</b>	<b>630</b>	<b>105</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>						
<b>24H,0-24</b>	<b>775</b>	<b>9</b>	<b>637</b>	<b>106</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>						
<b>Thu 25-Sep-25</b>																				
00:00	0	0	0	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	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>07:00</b>	<b>127</b>	<b>4</b>	<b>103</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>				
08:00	63	1	49	10	0	0	3	0	0	0	0	0	0	0	0	0	0	0		
09:00	38	0	34	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
10:00	34	0	24	7	1	0	0	1	1	1	0	0	0	0	0	0	0	0		
11:00	45	2	33	8	0	1	0	0	0	0	0	0	0	1	0	0	0	0		
12:00	40	0	34	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0		

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)				
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound							
TIME PERIOD	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		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 AXLE OR MORE AXLE ARTIC
	TOTAL VEHICLES	MOTOR-CYCLES												
13:00	51	1	40	8	1	0	1	0	0	0	0	0	0	0
14:00	31	0	26	4	0	1	0	0	0	0	0	0	0	0
15:00	32	0	29	3	0	0	0	0	0	0	0	0	0	0
16:00	50	2	42	5	0	1	0	0	0	0	0	0	0	0
17:00	72	0	68	4	0	0	0	0	0	0	0	0	0	0
18:00	49	0	46	3	0	0	0	0	0	0	0	0	0	0
19:00	31	0	29	2	0	0	0	0	0	0	0	0	0	0
20:00	19	2	15	2	0	0	0	0	0	0	0	0	0	0
21:00	24	0	22	2	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	6	0	6	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	632	10	528	77	2	4	5	1	3	0	0	2	0	0
16H,6-22	733	12	618	86	2	4	5	1	3	0	0	2	0	0
18H,6-24	744	12	629	86	2	4	5	1	3	0	0	2	0	0
24H,0-24	751	13	635	86	2	4	5	1	3	0	0	2	0	0
Fri 26-Sep-25														
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	2	0	0	2	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	4	1	2	1	0	0	0	0	0	0	0	0	0	0
06:00	33	0	25	8	0	0	0	0	0	0	0	0	0	0
07:00	120	4	81	32	0	0	0	0	1	0	0	2	0	0
08:00	44	1	32	10	0	1	0	0	0	0	0	0	0	0
09:00	42	0	34	6	0	0	1	0	0	0	0	1	0	0
10:00	36	1	25	7	0	1	0	0	2	0	0	0	0	0
11:00	45	1	34	9	0	0	0	1	0	0	0	0	0	0
12:00	58	0	45	10	0	0	3	0	0	0	0	0	0	0
13:00	28	0	21	6	0	0	0	0	1	0	0	0	0	0
14:00	35	0	31	3	0	0	0	0	0	0	1	0	0	0
15:00	61	0	51	9	0	1	0	0	0	0	0	0	0	0
16:00	48	2	42	4	0	0	0	0	0	0	0	0	0	0
17:00	63	0	59	4	0	0	0	0	0	0	0	0	0	0
18:00	41	0	39	2	0	0	0	0	0	0	0	0	0	0
19:00	32	0	31	1	0	0	0	0	0	0	0	0	0	0

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound										
TIME PERIOD	CARS OR CAR-BASED		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 AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES															
20:00	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	20	1	19	0	0	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	0	
23:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	621	9	494	102	0	3	4	1	4	0	1	3	0	0	0	0	
16H,6-22	725	10	586	113	0	3	4	1	4	0	1	3	0	0	0	0	
18H,6-24	753	10	614	113	0	3	4	1	4	0	1	3	0	0	0	0	
24H,0-24	762	11	619	116	0	3	4	1	4	0	1	3	0	0	0	0	
Sat 27-Sep-25																	
00:00	7	1	6	0	0	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	0	0	
02:00	2	0	2	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	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	9	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	30	1	27	2	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	39	0	36	2	0	1	0	0	0	0	0	0	0	0	0	0	
11:00	39	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	49	0	46	3	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	47	0	41	6	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	38	1	35	2	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	28	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	38	1	36	1	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	37	0	36	1	0	0	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	0	0	
20:00	17	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	13	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	17	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	403	3	365	34	0	1	0	0	0	0	0	0	0	0	0	0	
16H,6-22	467	6	421	39	0	1	0	0	0	0	0	0	0	0	0	0	
18H,6-24	496	7	448	40	0	1	0	0	0	0	0	0	0	0	0	0	

14800	IPSWICH					Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)						
Tue 23-Sep-25 to Mon 06-Oct-25														
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 AXLE OR MORE AXLE ARTIC
24H,0-24	511	8	461	41	0	1	0	0	0	0	0	0	0	0
<b>Sun 28-Sep-25</b>														
00:00	8	0	8	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	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	2	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	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	4	0	3	1	0	0	0	0	0	0	0	0	0	
07:00	3	0	3	0	0	0	0	0	0	0	0	0	0	
08:00	9	0	9	0	0	0	0	0	0	0	0	0	0	
09:00	21	0	17	4	0	0	0	0	0	0	0	0	0	
10:00	31	0	30	1	0	0	0	0	0	0	0	0	0	
<b>11:00</b>	<b>44</b>	<b>1</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
12:00	37	0	35	2	0	0	0	0	0	0	0	0	0	
13:00	32	0	32	0	0	0	0	0	0	0	0	0	0	
<b>14:00</b>	<b>42</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
15:00	38	0	36	2	0	0	0	0	0	0	0	0	0	
16:00	30	0	28	2	0	0	0	0	0	0	0	0	0	
17:00	31	1	29	1	0	0	0	0	0	0	0	0	0	
18:00	26	0	25	1	0	0	0	0	0	0	0	0	0	
19:00	24	3	21	0	0	0	0	0	0	0	0	0	0	
20:00	21	0	19	2	0	0	0	0	0	0	0	0	0	
21:00	7	0	7	0	0	0	0	0	0	0	0	0	0	
22:00	6	0	6	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	
<b>12H,7-19</b>	<b>344</b>	<b>2</b>	<b>326</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>400</b>	<b>5</b>	<b>376</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>18H,6-24</b>	<b>413</b>	<b>5</b>	<b>389</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24H,0-24</b>	<b>428</b>	<b>5</b>	<b>404</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Mon 29-Sep-25</b>														
00:00	2	0	2	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	
02:00	1	0	1	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	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)				
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound							
TIME PERIOD	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		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 AXLE OR MORE AXLE ARTIC
	TOTAL VEHICLES	MOTOR-CYCLES												
05:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
06:00	36	0	31	5	0	0	0	0	0	0	0	0	0	0
07:00	97	3	74	20	0	0	0	0	0	0	0	0	0	0
08:00	36	2	28	6	0	0	0	0	0	0	0	0	0	0
09:00	57	0	47	10	0	0	0	0	0	0	0	0	0	0
10:00	45	2	30	10	0	1	0	1	1	0	0	0	0	0
11:00	38	0	30	6	0	2	0	0	0	0	0	0	0	0
12:00	34	2	27	3	0	1	0	0	1	0	0	0	0	0
13:00	29	2	22	4	0	0	0	0	1	0	0	0	0	0
14:00	34	1	27	5	0	0	0	0	1	0	0	0	0	0
15:00	46	0	41	4	0	0	0	0	1	0	0	0	0	0
16:00	49	0	43	6	0	0	0	0	0	0	0	0	0	0
17:00	58	1	56	1	0	0	0	0	0	0	0	0	0	0
18:00	50	1	46	3	0	0	0	0	0	0	0	0	0	0
19:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0
20:00	23	0	20	3	0	0	0	0	0	0	0	0	0	0
21:00	14	0	12	2	0	0	0	0	0	0	0	0	0	0
22:00	9	0	9	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	573	14	471	78	0	4	0	1	5	0	0	0	0	0
16H,6-22	677	15	562	90	0	4	0	1	5	0	0	0	0	0
18H,6-24	690	15	575	90	0	4	0	1	5	0	0	0	0	0
24H,0-24	698	15	582	91	0	4	0	1	5	0	0	0	0	0
Tue 30-Sep-25														
00:00	1	0	0	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	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	33	0	25	8	0	0	0	0	0	0	0	0	0	0
07:00	126	3	97	23	0	0	1	0	1	0	0	1	0	0
08:00	45	2	30	12	0	0	0	1	0	0	0	0	0	0
09:00	42	0	35	5	0	0	1	0	0	0	0	1	0	0
10:00	26	2	17	7	0	0	0	0	0	0	0	0	0	0
11:00	33	0	23	7	0	1	0	0	2	0	0	0	0	0

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)												
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			BUSES		VEHICLES																	
12:00	31	0	27		4		0		0		0		0		0		0		0		0	
13:00	36	3	28		5		0		0		0		0		0		0		0		0	
14:00	38	3	26		6		0		0		0		1		0		0		1		0	
15:00	49	0	43		3		0		1		0		0		0		1		0		1	
16:00	45	3	40		2		0		0		0		0		0		0		0		0	
<b>17:00</b>	<b>72</b>	<b>0</b>	<b>67</b>		<b>5</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>	
18:00	53	0	50		3		0		0		0		0		0		0		0		0	
19:00	24	0	22		2		0		0		0		0		0		0		0		0	
20:00	23	0	22		1		0		0		0		0		0		0		0		0	
21:00	20	1	16		3		0		0		0		0		0		0		0		0	
22:00	6	0	6		0		0		0		0		0		0		0		0		0	
23:00	8	0	7		0		0		1		0		0		0		0		0		0	
<b>12H,7-19</b>	<b>596</b>	<b>16</b>	<b>483</b>		<b>82</b>		<b>0</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>3</b>		<b>1</b>		<b>1</b>		<b>4</b>	
<b>16H,6-22</b>	<b>696</b>	<b>17</b>	<b>568</b>		<b>96</b>		<b>0</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>3</b>		<b>1</b>		<b>1</b>		<b>4</b>	
<b>18H,6-24</b>	<b>710</b>	<b>17</b>	<b>581</b>		<b>96</b>		<b>0</b>		<b>2</b>		<b>3</b>		<b>2</b>		<b>3</b>		<b>1</b>		<b>1</b>		<b>4</b>	
<b>24H,0-24</b>	<b>718</b>	<b>17</b>	<b>587</b>		<b>98</b>		<b>0</b>		<b>2</b>		<b>3</b>		<b>2</b>		<b>3</b>		<b>1</b>		<b>1</b>		<b>4</b>	
<b>Wed 01-Oct-25</b>																						
00:00	2	0	2		0		0		0		0		0		0		0		0		0	
01:00	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	
03:00	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	
05:00	4	1	2		1		0		0		0		0		0		0		0		0	
06:00	38	0	30		8		0		0		0		0		0		0		0		0	
<b>07:00</b>	<b>136</b>	<b>4</b>	<b>103</b>		<b>25</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>2</b>		<b>0</b>		<b>1</b>		<b>1</b>		<b>0</b>	
08:00	62	0	51		7		0		1		0		2		0		0		1		0	
09:00	44	0	30		9		0		0		2		0		3		0		0		0	
10:00	47	0	35		10		1		0		0		0		1		0		0		0	
11:00	39	0	27		10		1		0		0		0		1		0		0		0	
12:00	48	0	36		10		1		0		0		1		0		0		0		0	
13:00	46	2	38		6		0		0		0		0		0		0		0		0	
14:00	24	0	17		3		1		0		0		0		2		0		1		0	
15:00	52	1	45		5		0		0		0		0		1		0		0		0	
16:00	51	3	39		7		0		1		0		0		1		0		0		0	
<b>17:00</b>	<b>59</b>	<b>0</b>	<b>55</b>		<b>4</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>	
18:00	54	0	54		0		0		0		0		0		0		0		0		0	

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)												
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			BUSES		VEHICLES																	
19:00	48	2	43		2		0	0	0		0		1		0	0	0	0	0	0	0	
20:00	19	0	17		2		0	0	0		0		0		0	0	0	0	0	0	0	
21:00	15	0	15		0		0	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	0	0	
23:00	5	0	5		0		0	0	0		0		0		0	0	0	0	0	0	0	
<b>12H,7-19</b>	<b>662</b>	<b>10</b>	<b>530</b>		<b>96</b>		<b>4</b>	<b>1</b>	<b>3</b>		<b>1</b>		<b>13</b>		<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>782</b>	<b>12</b>	<b>635</b>		<b>108</b>		<b>4</b>	<b>1</b>	<b>3</b>		<b>1</b>		<b>14</b>		<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>18H,6-24</b>	<b>801</b>	<b>12</b>	<b>654</b>		<b>108</b>		<b>4</b>	<b>1</b>	<b>3</b>		<b>1</b>		<b>14</b>		<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24H,0-24</b>	<b>810</b>	<b>13</b>	<b>661</b>		<b>109</b>		<b>4</b>	<b>1</b>	<b>3</b>		<b>1</b>		<b>14</b>		<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Thu 02-Oct-25</b>																						
00:00	0	0	0		0		0	0	0		0		0		0	0	0	0	0	0	0	
01:00	1	0	1		0		0	0	0		0		0		0	0	0	0	0	0	0	
02:00	0	0	0		0		0	0	0		0		0		0	0	0	0	0	0	0	
03:00	1	0	1		0		0	0	0		0		0		0	0	0	0	0	0	0	
04:00	1	0	1		0		0	0	0		0		0		0	0	0	0	0	0	0	
05:00	3	0	2		1		0	0	0		0		0		0	0	0	0	0	0	0	
06:00	36	1	27		8		0	0	0		0		0		0	0	0	0	0	0	0	
<b>07:00</b>	<b>127</b>	<b>4</b>	<b>98</b>		<b>22</b>		<b>0</b>	<b>2</b>	<b>1</b>		<b>0</b>		<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
08:00	45	1	31		11		0	0	1		0		1		0	0	0	0	0	0	0	
09:00	48	0	40		4		0	3	0		0		1		0	0	0	0	0	0	0	
10:00	54	1	41		8		0	0	2		0		2		0	0	0	0	0	0	0	
11:00	48	0	32		14		0	0	0		0		1		0	0	1	0	0	0	0	
12:00	45	2	35		7		0	0	0		0		1		0	0	0	0	0	0	0	
13:00	37	1	27		8		0	0	0		0		1		0	0	0	0	0	0	0	
14:00	42	0	37		4		0	0	0		1		0		0	0	0	0	0	0	0	
15:00	49	1	45		3		0	0	0		0		0		0	0	0	0	0	0	0	
16:00	46	1	41		4		0	0	0		0		0		0	0	0	0	0	0	0	
<b>17:00</b>	<b>57</b>	<b>1</b>	<b>55</b>		<b>1</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
18:00	36	0	36		0		0	0	0		0		0		0	0	0	0	0	0	0	
19:00	43	0	40		3		0	0	0		0		0		0	0	0	0	0	0	0	
20:00	24	0	23		1		0	0	0		0		0		0	0	0	0	0	0	0	
21:00	23	0	23		0		0	0	0		0		0		0	0	0	0	0	0	0	
22:00	10	0	10		0		0	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	0	0	
<b>12H,7-19</b>	<b>634</b>	<b>12</b>	<b>518</b>		<b>86</b>		<b>0</b>	<b>5</b>	<b>4</b>		<b>1</b>		<b>7</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>760</b>	<b>13</b>	<b>631</b>		<b>98</b>		<b>0</b>	<b>5</b>	<b>4</b>		<b>1</b>		<b>7</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

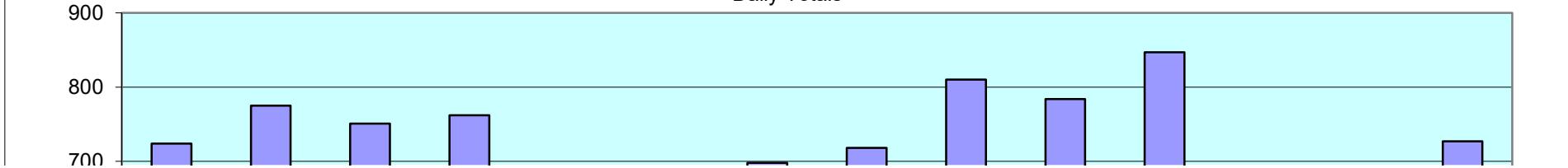
14800	IPSWICH				Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25								Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
18H,6-24	778	13	649	98	0	5	4	1	7	0	0	1	0	0
24H,0-24	784	13	654	99	0	5	4	1	7	0	0	1	0	0
<b>Fri 03-Oct-25</b>														
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	5	0	3	2	0	0	0	0	0	0	0	0	0	0
06:00	30	0	23	7	0	0	0	0	0	0	0	0	0	0
<b>07:00</b>	<b>124</b>	4	100	19	0	0	1	0	0	0	0	0	0	0
08:00	54	0	43	7	0	0	1	1	2	0	0	0	0	0
09:00	48	0	39	7	0	0	1	0	0	0	0	1	0	0
10:00	51	0	33	15	0	0	0	1	1	0	1	0	0	0
11:00	48	0	39	7	0	0	0	0	2	0	0	0	0	0
12:00	59	1	47	5	2	0	1	0	2	0	0	1	0	0
13:00	53	1	40	8	0	0	0	0	4	0	0	0	0	0
14:00	54	0	45	2	0	0	0	0	5	0	0	2	0	0
15:00	55	1	50	1	0	0	0	0	3	0	0	0	0	0
16:00	49	0	45	4	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>63</b>	0	63	0	0	0	0	0	0	0	0	0	0	0
18:00	56	1	49	6	0	0	0	0	0	0	0	0	0	0
19:00	29	1	28	0	0	0	0	0	0	0	0	0	0	0
20:00	25	0	21	4	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	15	1	14	0	0	0	0	0	0	0	0	0	0	0
23:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>714</b>	8	593	81	2	0	4	2	19	0	1	4	0	0
<b>16H,6-22</b>	<b>816</b>	9	683	92	2	0	4	2	19	0	1	4	0	0
<b>18H,6-24</b>	<b>842</b>	10	708	92	2	0	4	2	19	0	1	4	0	0
<b>24H,0-24</b>	<b>847</b>	10	711	94	2	0	4	2	19	0	1	4	0	0
<b>Sat 04-Oct-25</b>														
00:00	1	0	1	0	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0

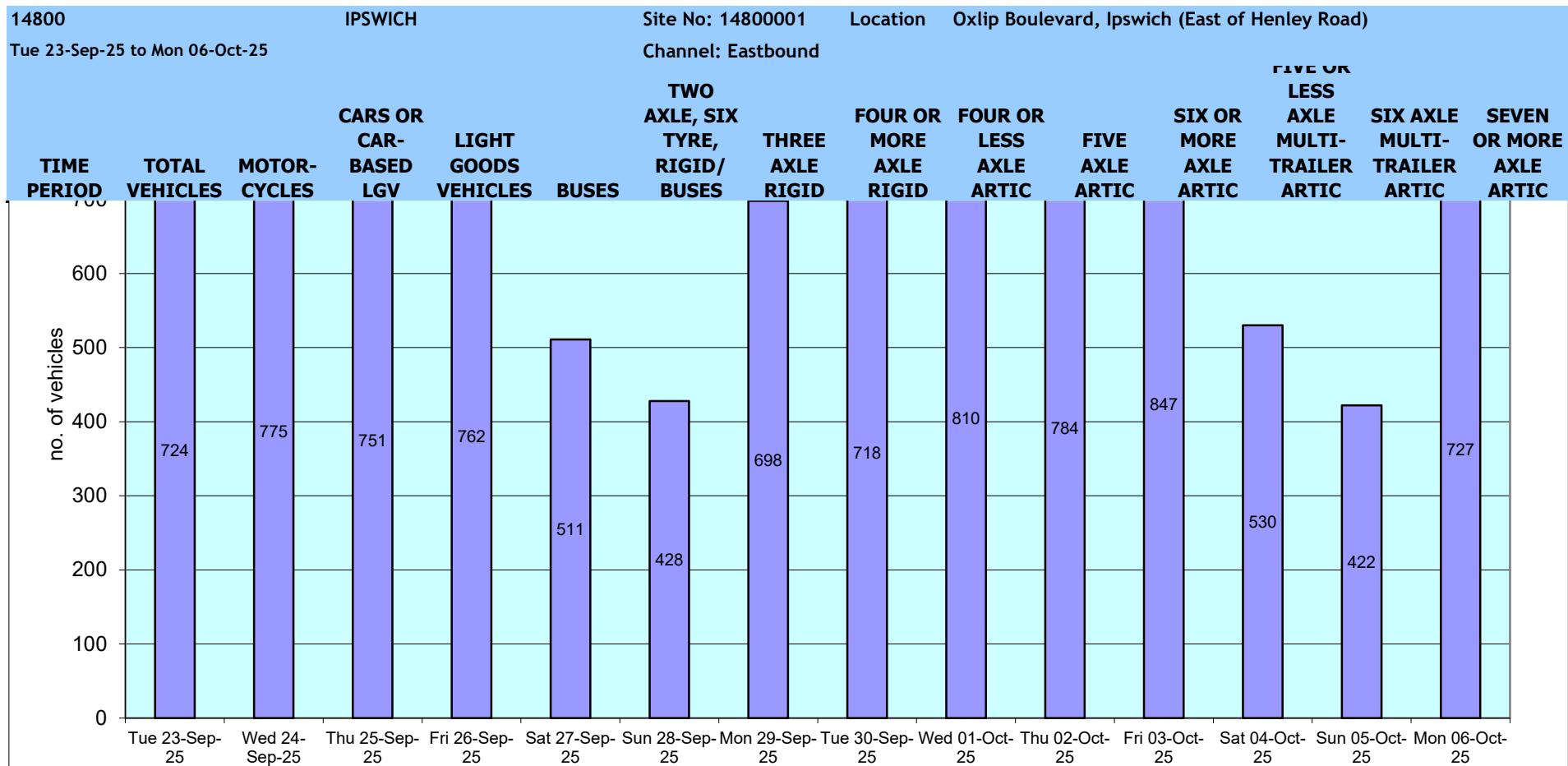
14800	IPSWICH				Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25								Channel: Eastbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0
07:00	16	1	11	4	0	0	0	0	0	0	0	0	0	0
08:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
09:00	34	0	30	4	0	0	0	0	0	0	0	0	0	0
10:00	38	0	35	3	0	0	0	0	0	0	0	0	0	0
11:00	53	2	50	1	0	0	0	0	0	0	0	0	0	0
12:00	33	0	30	3	0	0	0	0	0	0	0	0	0	0
13:00	44	0	39	5	0	0	0	0	0	0	0	0	0	0
14:00	47	0	45	2	0	0	0	0	0	0	0	0	0	0
15:00	37	0	35	2	0	0	0	0	0	0	0	0	0	0
16:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0
17:00	32	0	28	4	0	0	0	0	0	0	0	0	0	0
18:00	46	1	43	2	0	0	0	0	0	0	0	0	0	0
19:00	21	1	19	1	0	0	0	0	0	0	0	0	0	0
20:00	25	0	24	1	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	9	0	8	1	0	0	0	0	0	0	0	0	0	0
23:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	430	4	393	33	0	0	0	0	0	0	0	0	0	0
16H,6-22	501	5	459	37	0	0	0	0	0	0	0	0	0	0
18H,6-24	519	5	476	38	0	0	0	0	0	0	0	0	0	0
24H,0-24	530	5	486	39	0	0	0	0	0	0	0	0	0	0
Sun 05-Oct-25														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
08:00	16	0	15	1	0	0	0	0	0	0	0	0	0	0
09:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0
10:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0

14800	IPSWICH					Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)														
Tue 23-Sep-25 to Mon 06-Oct-25										Channel: Eastbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			BUSES	BUSES	VEHICLES	VEHICLES	AXLE, SIX TYRE, RIGID/ BUSES	AXLE, SIX TYRE, RIGID/ BUSES	AXLE RIGID	AXLE RIGID	AXLE RIGID	AXLE RIGID	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	
11:00	35	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	24	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	38	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	36	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	50	1	46	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	32	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	34	1	29	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
18:00	30	1	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	21	0	20	1	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
21:00	13	0	11	2	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
23:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	349	3	325	20	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
16H,6-22	405	3	377	24	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
18H,6-24	412	3	384	24	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
24H,0-24	422	3	394	24	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
Mon 06-Oct-25																						
00:00	1	0	1	0	0	0	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	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	36	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	118	4	93	20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	41	0	34	3	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	
09:00	46	0	38	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
10:00	24	0	15	4	1	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	
11:00	37	1	25	8	0	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	
12:00	43	1	30	8	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	
13:00	43	1	33	6	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
14:00	34	0	23	6	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	
15:00	53	0	42	5	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	
16:00	47	0	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	67	1	62	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)						
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Eastbound									
TIME PERIOD			CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		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 AXLE OR MORE AXLE ARTIC
	TOTAL VEHICLES	MOTOR-CYCLES														
18:00	45	0	43	1	0	0	1	0	0	0	0	0	0	0	0	
19:00	34	2	29	3	0	0	0	0	0	0	0	0	0	0	0	
20:00	24	0	24	0	0	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	0	
22:00	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
<b>12H,7-19</b>	<b>598</b>	<b>8</b>	<b>481</b>	<b>75</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>16H,6-22</b>	<b>704</b>	<b>10</b>	<b>575</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>18H,6-24</b>	<b>721</b>	<b>10</b>	<b>591</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>24H,0-24</b>	<b>727</b>	<b>10</b>	<b>596</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Daily Totals</b>																
Tue 23-Sep-25	724	8	605	96	0	3	1	0	4	0	2	5	0	0	0	
Wed 24-Sep-25	775	9	637	106	2	2	6	0	8	0	3	2	0	0	0	
Thu 25-Sep-25	751	13	635	86	2	4	5	1	3	0	0	2	0	0	0	
Fri 26-Sep-25	762	11	619	116	0	3	4	1	4	0	1	3	0	0	0	
Sat 27-Sep-25	511	8	461	41	0	1	0	0	0	0	0	0	0	0	0	
Sun 28-Sep-25	428	5	404	19	0	0	0	0	0	0	0	0	0	0	0	
Mon 29-Sep-25	698	15	582	91	0	4	0	1	5	0	0	0	0	0	0	
Tue 30-Sep-25	718	17	587	98	0	2	3	2	3	1	1	4	0	0	0	
Wed 01-Oct-25	810	13	661	109	4	1	3	1	14	0	1	3	0	0	0	
Thu 02-Oct-25	784	13	654	99	0	5	4	1	7	0	0	1	0	0	0	
Fri 03-Oct-25	847	10	711	94	2	0	4	2	19	0	1	4	0	0	0	
Sat 04-Oct-25	530	5	486	39	0	0	0	0	0	0	0	0	0	0	0	
Sun 05-Oct-25	422	3	394	24	0	0	0	0	1	0	0	0	0	0	0	
Mon 06-Oct-25	727	10	596	87	3	3	4	2	19	0	2	1	0	0	0	
<b>Total Vehicles</b>																
[-]	9487	140	8032	1105	13	28	34	11	87	1	11	25	0	0	0	

Daily Totals





14800			IPSWICH			Site No: 14800001		Location		Oxlip Boulevard, Ipswich (East of Henley Road)						
Tue 23-Sep-25 to Mon 06-Oct-25						Channel: Westbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES			THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
<b>Tue 23-Sep-25</b>																
00:00	0	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	0
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	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	0	0
05:00	9	1	7	0	0	0	0	1	0	0	0	0	0	0	0	0
06:00	21	0	19	1	0	0	0	1	0	0	0	0	0	0	0	0
<b>07:00</b>	<b>72</b>	1	59	7	0	0	0	0	0	5	0	0	0	0	0	0
08:00	68	1	62	2	0	0	0	0	0	3	0	0	0	0	0	0
09:00	48	0	34	10	0	1	1	0	2	0	0	0	0	0	0	0
10:00	37	1	25	9	1	1	0	0	0	0	0	0	0	0	0	0
11:00	30	0	20	7	0	0	0	2	0	0	0	0	0	1	0	0
12:00	47	2	33	11	0	1	0	0	0	0	0	0	0	0	0	0
13:00	30	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0
14:00	51	0	40	7	0	1	3	0	0	0	0	0	0	0	0	0
15:00	82	2	64	14	0	0	1	0	1	0	0	0	0	0	0	0
<b>16:00</b>	<b>83</b>	1	72	8	0	0	2	0	0	0	0	0	0	0	0	0
17:00	50	0	46	3	0	0	1	0	0	0	0	0	0	0	0	0
18:00	32	0	30	1	0	0	1	0	0	0	0	0	0	0	0	0
19:00	22	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0
20:00	19	1	17	0	0	0	1	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	0	0
22:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>630</b>	<b>8</b>	<b>508</b>	<b>86</b>	<b>1</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>16H,6-22</b>	<b>697</b>	<b>9</b>	<b>569</b>	<b>88</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>18H,6-24</b>	<b>704</b>	<b>9</b>	<b>575</b>	<b>89</b>	<b>1</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>24H,0-24</b>	<b>718</b>	<b>10</b>	<b>585</b>	<b>91</b>	<b>1</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>		
<b>Wed 24-Sep-25</b>																
00:00	1	0	1	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	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)									
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound												
TIME PERIOD	CARS OR CAR-BASED		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES			FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES			LGV			THREE AXLE RIGID		ARTIC		ARTIC		ARTIC		ARTIC		ARTIC	
06:00	18	0	15	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
07:00	59	0	50	8	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
<b>08:00</b>	<b>95</b>	4	79	7	0	1	3	0	1	0	0	0	0	0	0	0	0	0	
09:00	46	2	29	9	0	2	2	0	2	0	0	0	0	0	0	0	0	0	
10:00	39	1	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	40	0	30	5	1	1	1	0	2	0	0	0	0	0	0	0	0	0	
12:00	52	1	34	12	1	0	4	0	0	0	0	0	0	0	0	0	0	0	
13:00	45	1	25	13	0	0	2	0	2	0	0	1	1	0	0	0	0	0	
14:00	50	0	40	8	0	1	0	0	1	0	0	0	0	0	0	0	0	0	
15:00	76	0	57	17	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
<b>16:00</b>	<b>89</b>	2	77	8	0	0	0	0	1	0	0	1	0	0	1	0	0	0	
17:00	51	2	42	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
18:00	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	31	1	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	11	0	9	1	0	0	1	0	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	0	0	0	0	
22:00	2	0	2	0	0	0	0	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	0	0	0	0	
<b>12H,7-19</b>	<b>671</b>	<b>13</b>	<b>520</b>	<b>103</b>	<b>2</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>					
<b>16H,6-22</b>	<b>741</b>	<b>14</b>	<b>582</b>	<b>108</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>					
<b>18H,6-24</b>	<b>745</b>	<b>14</b>	<b>586</b>	<b>108</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>					
<b>24H,0-24</b>	<b>758</b>	<b>14</b>	<b>599</b>	<b>108</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>					
<b>Thu 25-Sep-25</b>																			
00:00	0	0	0	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	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	1	0	0	0	0	0	1	0	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	0	0	0	0	
06:00	22	0	18	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
07:00	63	0	52	8	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
<b>08:00</b>	<b>87</b>	1	77	5	0	1	1	0	1	0	0	1	0	0	0	0	0	0	
09:00	33	1	26	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
10:00	41	0	36	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	48	0	34	10	2	1	0	0	1	0	0	0	0	0	0	0	0	0	
12:00	49	1	38	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)												
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			VEHICLES	LGV	VEHICLES	BUSES	TYRE, RIGID/ BUSES		AXLE RIGID		AXLE RIGID		AXLE ARTIC		AXLE ARTIC		AXLE ARTIC		AXLE ARTIC		AXLE ARTIC	
13:00	33	1	22		8	0	0		1		0		1		0		0		0		0	
14:00	55	1	42		7	0	1		3		0		1		0		0		0		0	
15:00	74	2	58		14	0	0		0		0		0		0		0		0		0	
16:00	102	2	83		14	0	0		2		1		0		0		0		0		0	
17:00	30	0	29		1	0	0		0		0		0		0		0		0		0	
18:00	35	2	31		2	0	0		0		0		0		0		0		0		0	
19:00	25	1	22		2	0	0		0		0		0		0		0		0		0	
20:00	12	0	10		1	0	0		1		0		0		0		0		0		0	
21:00	13	0	11		2	0	0		0		0		0		0		0		0		0	
22:00	3	0	3		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	
12H,7-19	650	11	528		85	3	5		12		1		4		0		0		1		0	
16H,6-22	722	12	589		92	3	5		15		1		4		0		0		1		0	
18H,6-24	727	12	594		92	3	5		15		1		4		0		0		1		0	
24H,0-24	734	12	600		92	3	5		16		1		4		0		0		1		0	
Fri 26-Sep-25																						
00:00	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	
02:00	2	0	0		2	0	0		0		0		0		0		0		0		0	
03:00	1	0	1		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	
05:00	6	0	6		0	0	0		0		0		0		0		0		0		0	
06:00	17	0	12		3	0	0		2		0		0		0		0		0		0	
07:00	62	0	48		12	0	0		1		0		1		0		0		0		0	
08:00	94	3	80		8	1	0		0		0		2		0		0		0		0	
09:00	44	0	33		7	0	1		2		0		1		0		0		0		0	
10:00	40	1	26		12	0	1		0		0		0		0		0		0		0	
11:00	51	1	36		10	0	0		0		0		4		0		0		0		0	
12:00	41	0	24		16	0	1		0		0		0		0		0		0		0	
13:00	43	3	29		8	0	0		2		0		1		0		0		0		0	
14:00	60	1	47		11	0	0		1		0		0		0		0		0		0	
15:00	64	0	51		8	0	1		3		0		1		0		0		0		0	
16:00	79	4	62		12	0	1		0		0		0		0		0		0		0	
17:00	54	1	49		4	0	0		0		0		0		0		0		0		0	
18:00	39	2	32		1	0	0		3		0		1		0		0		0		0	
19:00	21	0	20		0	0	0		1		0		0		0		0		0		0	

14800			IPSWICH				Site No: 14800001		Location		Oxlip Boulevard, Ipswich (East of Henley Road)										
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound														
TIME PERIOD	CARS OR CAR-BASED		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 AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES			LGV				AXLE RIGID		AXLE ARTIC			AXLE ARTIC		TRAILER ARTIC		TRAILER ARTIC			
20:00	18	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
21:00	13	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
22:00	11	0	10	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
23:00	9	0	8	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
<b>12H,7-19</b>	<b>671</b>	<b>16</b>	<b>517</b>	<b>109</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>16H,6-22</b>	<b>740</b>	<b>16</b>	<b>576</b>	<b>114</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>18H,6-24</b>	<b>760</b>	<b>16</b>	<b>594</b>	<b>114</b>	<b>1</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>24H,0-24</b>	<b>771</b>	<b>16</b>	<b>603</b>	<b>116</b>	<b>1</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>Sat 27-Sep-25</b>																					
00:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	2	0	1	1	0	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	0	0	0	0	0		
05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:00	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	34	0	32	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
09:00	45	1	42	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>10:00</b>	<b>48</b>	<b>2</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
11:00	39	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	38	0	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>13:00</b>	<b>59</b>	<b>0</b>	<b>53</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
14:00	34	1	28	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0		
15:00	30	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	30	1	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	34	0	31	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
18:00	47	1	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
19:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
20:00	11	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
21:00	9	1	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
22:00	5	1	4	0	0	0	0	0	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	0	0	0	0	0		
<b>12H,7-19</b>	<b>459</b>	<b>6</b>	<b>415</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>16H,6-22</b>	<b>500</b>	<b>8</b>	<b>449</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
<b>18H,6-24</b>	<b>513</b>	<b>9</b>	<b>461</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)												
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			521	9	468	39	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
24H,0-24	521	9	468	39	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
Sun 28-Sep-25																						
00:00	5	0	4	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	3	0	3	0	0	0	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	0	0	0	0	0	0	
06:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	40	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	41	0	38	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	45	2	39	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	36	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	29	0	26	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	22	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	30	1	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	26	1	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	18	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	11	0	11	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
22:00	5	0	5	0	0	0	0	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	0	0	0	0	0	0	0	
12H,7-19	353	4	328	18	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
16H,6-22	395	5	368	19	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
18H,6-24	400	5	373	19	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
24H,0-24	411	5	383	20	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mon 29-Sep-25																						
00:00	0	0	0	0	0	0	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	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	2	0	1	0	0	0	1	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	0	0	0	0	0	0	0	

14800			IPSWICH				Site No: 14800001		Location		Oxlip Boulevard, Ipswich (East of Henley Road)											
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound															
TIME PERIOD	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		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 AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES	CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	BUSES																
05:00	7	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	56	0	50	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	88	4	76	6	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
09:00	40	2	31	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	36	0	23	8	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
11:00	45	0	31	10	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	
12:00	37	0	31	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
13:00	38	1	26	10	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
14:00	44	1	33	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
15:00	70	2	54	9	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	90	2	79	6	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	51	2	42	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	38	0	35	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	32	3	27	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	7	0	6	1	0	0	0	0	0	0	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	0	0	0	0	0	0	0	
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	633	14	511	73	3	4	20	0	6	0	1	1	1	0	0	0	0	0	0	0	0	
16H,6-22	704	17	573	78	3	4	21	0	6	0	1	1	1	0	0	0	0	0	0	0	0	
18H,6-24	709	17	578	78	3	4	21	0	6	0	1	1	1	0	0	0	0	0	0	0	0	
24H,0-24	720	17	587	78	3	4	23	0	6	0	1	1	1	0	0	0	0	0	0	0	0	
Tue 30-Sep-25																						
00:00	1	0	0	1	0	0	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	0	0	0	0	0	0	
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	2	1	0	0	0	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	0	0	0	0	0	0	0	
05:00	13	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	25	1	20	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	58	0	51	5	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	91	1	80	6	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00	33	2	24	5	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
10:00	41	0	28	11	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	36	1	24	7	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	

14800			IPSWICH				Site No: 14800001		Location		Oxlip Boulevard, Ipswich (East of Henley Road)											
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound															
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
			VEHICLES	LGV	VEHICLES	BUSES	TYRES	BUSES	AXLE	RIGID	AXLE	RIGID	AXLE	ARTIC	AXLE	ARTIC	AXLE	ARTIC	AXLE	ARTIC	AXLE	ARTIC
12:00	35	1	28		4	1	0		0		0		1		0		0		0		0	
13:00	28	2	19		7	0	0		0		0		0		0		0		0		0	
14:00	57	2	37		12	0	2		3		0		1		0		0		0		0	
15:00	66	1	49		12	0	1		1		0		0		1		1		0		0	
16:00	101	4	82		7	0	0		5		0		2		0		0		1		0	
17:00	38	0	34		4	0	0		0		0		0		0		0		0		0	
18:00	38	0	36		2	0	0		0		0		0		0		0		0		0	
19:00	20	1	18		1	0	0		0		0		0		0		0		0		0	
20:00	9	0	8		1	0	0		0		0		0		0		0		0		0	
21:00	9	0	8		1	0	0		0		0		0		0		0		0		0	
22:00	6	0	6		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	
12H,7-19	622	14	492		82	1	6		16		2		6		1		1		1		0	
16H,6-22	685	16	546		88	1	6		17		2		6		1		1		1		0	
18H,6-24	694	16	555		88	1	6		17		2		6		1		1		1		0	
24H,0-24	714	16	572		90	1	6		18		2		6		1		1		1		0	
Wed 01-Oct-25																						
00:00	1	0	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	
02:00	0	0	0		0	0	0		0		0		0		0		0		0		0	
03:00	2	0	2		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	
05:00	7	0	6		1	0	0		0		0		0		0		0		0		0	
06:00	19	0	13		5	0	0		1		0		0		0		0		0		0	
07:00	71	1	59		6	0	0		1		0		4		0		0		0		0	
08:00	89	2	72		7	0	1		1		0		4		0		0		2		0	
09:00	50	1	33		13	0	0		0		0		3		0		0		0		0	
10:00	31	1	23		4	0	0		1		0		2		0		0		0		0	
11:00	48	0	38		7	1	0		0		0		1		0		0		1		0	
12:00	44	1	24		12	1	1		1		1		3		0		0		0		0	
13:00	42	2	23		14	1	0		1		0		1		0		0		0		0	
14:00	54	0	40		10	0	1		2		0		1		0		0		0		0	
15:00	76	0	61		12	1	0		0		0		2		0		0		0		0	
16:00	90	4	73		8	0	0		4		0		1		0		0		0		0	
17:00	60	2	50		6	0	0		0		0		2		0		0		0		0	
18:00	33	0	28		4	0	0		1		0		0		0		0		0		0	

14800			IPSWICH				Site No: 14800001		Location	Oxlip Boulevard, Ipswich (East of Henley Road)						
Tue 23-Sep-25 to Mon 06-Oct-25							Channel: Westbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		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 AXLE OR MORE AXLE ARTIC
			VEHICLES	LGV	VEHICLES	BUSES	VEHICLES	BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
19:00	27	1	24		2	0	0	0	0	0	0	0	0	0	0	0
20:00	12	0	10		1	0	0	0	1	0	0	0	0	0	0	0
21:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0	0
22:00	4	0	3		1	0	0	0	0	0	0	0	0	0	0	0
23:00	6	0	6		0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>688</b>	<b>14</b>	<b>524</b>		<b>103</b>	<b>4</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>750</b>	<b>15</b>	<b>574</b>		<b>112</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>760</b>	<b>15</b>	<b>583</b>		<b>113</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>770</b>	<b>15</b>	<b>592</b>		<b>114</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Thu 02-Oct-25</b>																
00:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	1		0	0	0	0	0	0	0	0	0	0	0	0
05:00	4	0	4		0	0	0	0	0	0	0	0	0	0	0	0
06:00	24	1	21		2	0	0	0	0	0	0	0	0	0	0	0
07:00	57	0	48		7	0	0	2	0	0	0	0	0	0	0	0
<b>08:00</b>	<b>75</b>	<b>2</b>	<b>66</b>		<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	43	0	29		9	0	1	0	0	0	3	0	1	0	0	0
10:00	49	3	32		11	0	0	0	0	0	3	0	0	0	0	0
11:00	47	1	32		8	0	1	2	0	0	0	0	3	0	0	0
12:00	44	0	32		10	0	0	0	0	0	1	0	1	0	0	0
13:00	35	2	23		8	0	1	0	0	0	1	0	0	0	0	0
14:00	56	0	41		10	0	0	2	1	1	0	0	1	0	0	0
15:00	79	0	67		10	0	0	2	0	0	0	0	0	0	0	0
<b>16:00</b>	<b>103</b>	<b>3</b>	<b>81</b>		<b>13</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00	56	1	53		0	0	0	2	0	0	0	0	0	0	0	0
18:00	35	1	33		0	0	0	1	0	0	0	0	0	0	0	0
19:00	25	0	23		1	0	0	1	0	0	0	0	0	0	0	0
20:00	19	0	15		0	0	0	4	0	0	0	0	0	0	0	0
21:00	7	0	7		0	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	0
23:00	2	0	2		0	0	0	0	0	0	0	0	0	0	0	0
<b>12H,7-19</b>	<b>679</b>	<b>13</b>	<b>537</b>		<b>91</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>754</b>	<b>14</b>	<b>603</b>		<b>94</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>

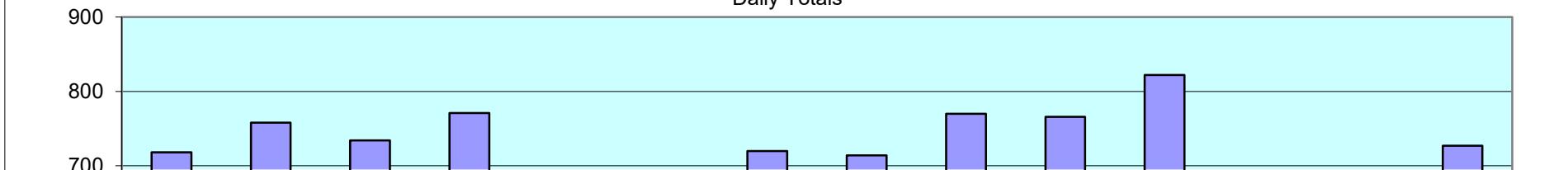
14800	IPSWICH				Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25	Channel: Westbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
18H,6-24	759	14	608	94	0	4	19	2	11	0	3	4	0	0
24H,0-24	766	14	615	94	0	4	19	2	11	0	3	4	0	0
<b>Fri 03-Oct-25</b>														
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	2	0	2	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	6	0	4	2	0	0	0	0	0	0	0	0	0	0
06:00	15	0	13	1	0	0	1	0	0	0	0	0	0	0
07:00	64	0	53	7	0	0	2	0	0	0	0	2	0	0
<b>08:00</b>	<b>100</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	58	0	46	8	0	0	1	0	2	0	0	1	0	0
10:00	43	1	30	11	0	0	0	0	1	0	0	0	0	0
11:00	68	1	52	9	0	0	2	0	4	0	0	0	0	0
12:00	54	1	43	5	0	1	1	0	2	0	1	0	0	0
13:00	47	3	29	9	1	0	1	0	4	0	0	0	0	0
14:00	69	0	54	6	0	0	0	0	9	0	0	0	0	0
<b>15:00</b>	<b>84</b>	<b>1</b>	<b>66</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	69	1	64	1	0	0	3	0	0	0	0	0	0	0
17:00	42	0	38	1	0	0	3	0	0	0	0	0	0	0
18:00	42	0	37	5	0	0	0	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	17	0	13	1	0	0	3	0	0	0	0	0	0	0
21:00	10	0	9	0	0	0	1	0	0	0	0	0	0	0
22:00	7	0	5	2	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
<b>12H,7-19</b>	<b>740</b>	<b>10</b>	<b>602</b>	<b>74</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>802</b>	<b>11</b>	<b>656</b>	<b>76</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>813</b>	<b>11</b>	<b>665</b>	<b>78</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>822</b>	<b>11</b>	<b>672</b>	<b>80</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>Sat 04-Oct-25</b>														
00:00	4	0	4	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0

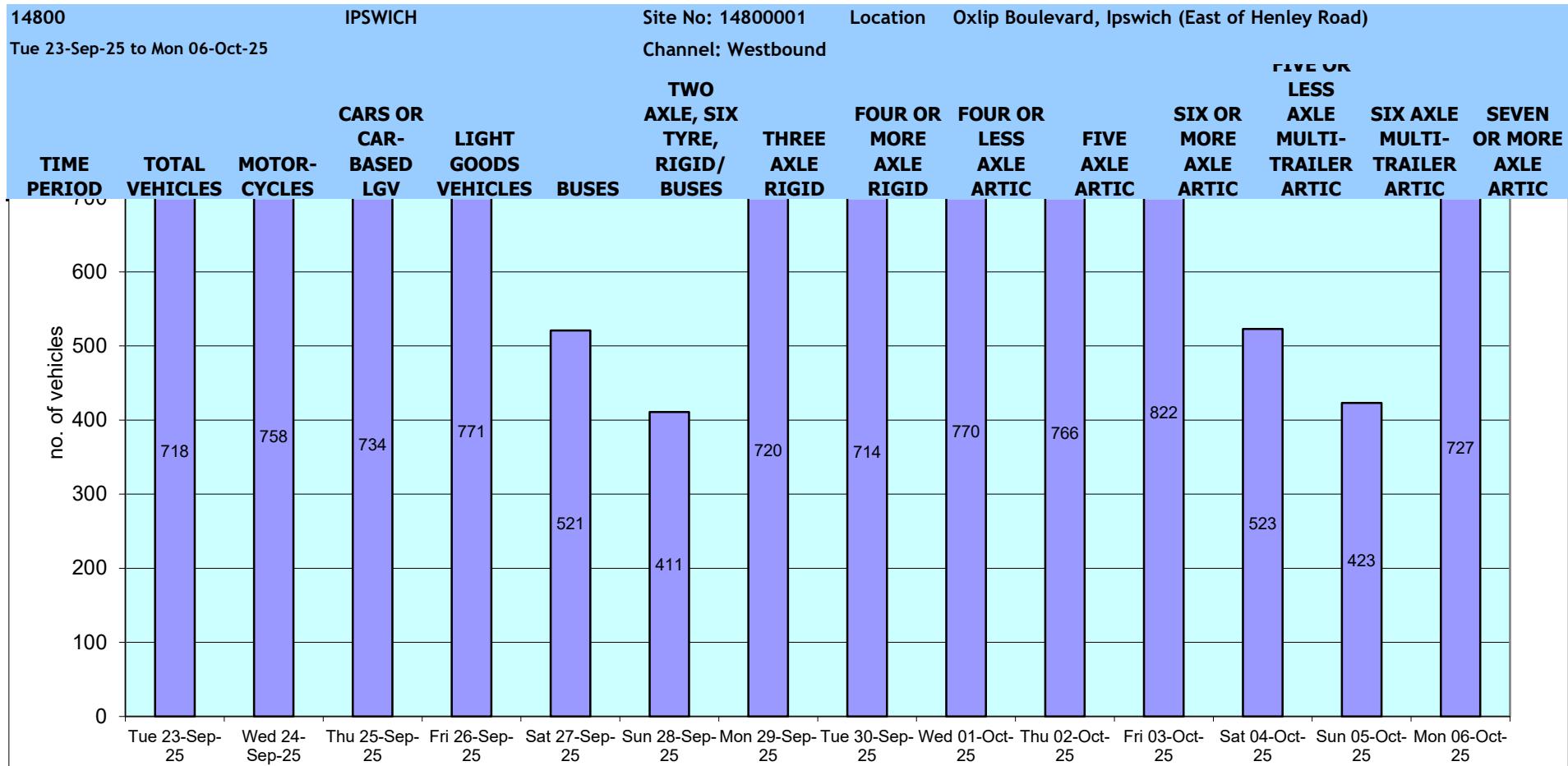
14800	IPSWICH				Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25						Channel: Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN AXLE OR MORE AXLE ARTIC
04:00	2	0	1	1	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	12	0	12	0	0	0	0	0	0	0	0	0	0	0
07:00	18	0	16	1	0	0	0	0	0	0	0	1	0	0
08:00	34	0	34	0	0	0	0	0	0	0	0	0	0	0
<b>09:00</b>	<b>57</b>	<b>1</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	43	1	38	4	0	0	0	0	0	0	0	0	0	0
11:00	42	2	37	3	0	0	0	0	0	0	0	0	0	0
<b>12:00</b>	<b>52</b>	<b>1</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00	47	0	42	5	0	0	0	0	0	0	0	0	0	0
14:00	41	0	36	1	0	0	4	0	0	0	0	0	0	0
15:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0
16:00	27	0	20	2	0	0	5	0	0	0	0	0	0	0
17:00	25	0	23	2	0	0	0	0	0	0	0	0	0	0
18:00	29	0	28	1	0	0	0	0	0	0	0	0	0	0
19:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0
20:00	16	0	15	1	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	12	0	11	1	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
<b>12H,7-19</b>	<b>439</b>	<b>6</b>	<b>391</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>16H,6-22</b>	<b>498</b>	<b>6</b>	<b>449</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>18H,6-24</b>	<b>514</b>	<b>6</b>	<b>464</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>24H,0-24</b>	<b>523</b>	<b>6</b>	<b>472</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>Sun 05-Oct-25</b>														
00:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	0	0	0	1	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	3	0	2	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0
07:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
08:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0
09:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0
<b>10:00</b>	<b>57</b>	<b>0</b>	<b>53</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

14800			IPSWICH			Site No: 14800001		Location		Oxlip Boulevard, Ipswich (East of Henley Road)												
Tue 23-Sep-25 to Mon 06-Oct-25						Channel: Westbound																
TIME PERIOD			CARS OR CAR-BASED LGV		LIGHT GOODS VEHICLES		TWO AXLE, SIX TYRE, RIGID/ BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN AXLE OR MORE AXLE ARTIC	
	TOTAL VEHICLES	MOTOR-CYCLES																				
11:00	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	27	0	25	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	38	1	35	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	33	0	32	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	24	1	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	36	0	32	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:00	24	1	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00	28	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	8	0	5	2	0	0	0	1	0	0	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	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	367	3	341	15	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
16H,6-22	409	3	378	19	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
18H,6-24	413	3	382	19	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
24H,0-24	423	3	390	20	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Mon 06-Oct-25																						
00:00	0	0	0	0	0	0	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	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	23	0	21	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:00	66	0	57	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	71	1	61	4	0	0	2	0	1	0	1	0	1	1	1	0	0	0	0	0	0	
09:00	38	0	26	6	1	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	
10:00	31	0	21	5	1	0	0	0	0	2	0	2	0	1	1	0	0	0	0	0	0	
11:00	37	0	27	6	0	1	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	
12:00	38	0	30	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
13:00	50	1	35	5	1	3	0	0	0	2	0	2	0	1	2	0	0	0	0	0	0	
14:00	47	2	36	4	0	1	0	0	0	3	0	3	0	1	0	0	0	0	0	0	0	
15:00	75	1	53	12	0	1	1	0	0	4	0	0	3	0	0	0	0	0	0	0	0	
16:00	113	4	91	16	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
17:00	35	1	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

14800	IPSWICH				Site No: 14800001	Location	Oxlip Boulevard, Ipswich (East of Henley Road)							
Tue 23-Sep-25 to Mon 06-Oct-25								Channel: Westbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/ BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18:00	35	0	33	1	0	0	1	0	0	0	0	0	0	0
19:00	28	0	26	1	0	0	1	0	0	0	0	0	0	0
20:00	9	0	9	0	0	0	0	0	0	0	0	0	0	0
21:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0
22:00	11	0	11	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	636	10	503	75	3	8	6	0	17	0	9	5	0	0
16H,6-22	704	10	567	77	3	8	8	0	17	0	9	5	0	0
18H,6-24	717	10	580	77	3	8	8	0	17	0	9	5	0	0
24H,0-24	727	10	588	79	3	8	8	0	17	0	9	5	0	0
<b>Daily Totals</b>														
Tue 23-Sep-25	718	10	585	91	1	4	15	0	11	0	0	1	0	0
Wed 24-Sep-25	758	14	599	108	2	5	16	0	11	0	1	2	0	0
Thu 25-Sep-25	734	12	600	92	3	5	16	1	4	0	0	1	0	0
Fri 26-Sep-25	771	16	603	116	1	5	19	0	11	0	0	0	0	0
Sat 27-Sep-25	521	9	468	39	1	0	4	0	0	0	0	0	0	0
Sun 28-Sep-25	411	5	383	20	0	0	2	1	0	0	0	0	0	0
Mon 29-Sep-25	720	17	587	78	3	4	23	0	6	0	1	1	0	0
Tue 30-Sep-25	714	16	572	90	1	6	18	2	6	1	1	1	0	0
Wed 01-Oct-25	770	15	592	114	4	3	14	1	24	0	0	3	0	0
Thu 02-Oct-25	766	14	615	94	0	4	19	2	11	0	3	4	0	0
Fri 03-Oct-25	822	11	672	80	1	1	19	0	33	0	2	3	0	0
Sat 04-Oct-25	523	6	472	33	0	0	11	0	0	0	0	1	0	0
Sun 05-Oct-25	423	3	390	20	0	0	9	1	0	0	0	0	0	0
Mon 06-Oct-25	727	10	588	79	3	8	8	0	17	0	9	5	0	0
<b>Total Vehicles</b>														
[ - ]	9378	158	7726	1054	20	45	193	8	134	1	17	22	0	0

Daily Totals





## MANUAL SURVEY COUNT (INBOUND)

### INDIVIDUAL INBOUND COUNTS

Access Point

OXLIP BOULEVARD

Date

30/09/2025

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**



TIME	VEHICLES								PASSENGERS				CYCLISTS			PEDESTRIANS			BUS													
	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	5	8	1	2	0	0	1	0	6	2	0	0	5	0	0	0	0	0	0	0	0	8	17									
0730-0800	3	1	0	1	0	1	0	0	5	0	0	1	3	0	0	0	0	1	0	0	1	9										
0800-0830	10	26	1	1	0	1	1	0	11	2	0	0	2	0	0	0	0	0	0	0	0	13										
0830-0900	16	0	1	1	0	1	0	0	18	2	0	0	2	0	0	0	0	1	0	0	1	21										
0900-0930	14	22	0	1	0	2	3	0	16	4	0	0	4	0	0	0	0	0	0	0	0	20										
0930-1000	8	1	0	1	0	1	0	0	10	1	0	0	1	0	0	0	0	0	0	0	0	11										
1000-1030	2	11	1	2	0	0	2	0	3	2	0	0	2	0	0	0	0	0	0	0	0	5										
1030-1100	9	1	2	0	0	2	0	0	12	2	0	0	2	0	0	0	0	0	0	0	0	14										
1100-1130	9	15	0	0	0	0	0	0	9	0	0	0	0	1	0	0	0	0	0	0	0	9										
1130-1200	6	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	0	1	0	0	1	8										
1200-1230	5	17	0	0	0	0	0	0	5	0	0	0	0	4	0	0	0	1	0	0	1	6										
1230-1300	12	0	0	0	0	0	0	0	12	4	0	0	4	0	0	0	0	0	0	0	1	16										
1300-1330	8	18	2	1	2	0	0	0	11	3	1	0	5	6	2	0	2	0	0	0	0	0	18									
1330-1400	10	0	1	1	0	0	0	0	11	1	0	0	1	0	0	0	0	0	0	0	0	12										
1400-1430	7	16	0	2	1	2	0	0	10	2	0	0	2	2	0	0	0	1	0	0	1	13										
1430-1500	9	0	0	0	1	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	10										
1500-1530	18	40	1	2	0	0	1	0	20	6	1	0	8	23	0	0	0	1	0	0	0	28										
1530-1600	22	1	0	0	1	0	1	0	24	13	1	0	15	0	1	0	1	0	2	0	2	42										
1600-1630	16	39	0	0	2	0	0	0	16	2	1	0	4	7	0	0	0	1	0	0	1	21										
1630-1700	23	0	2	0	0	0	0	0	25	3	0	0	3	3	0	0	3	0	0	0	0	31										
1700-1730	34	67	0	1	0	2	0	0	36	6	1	0	8	12	0	0	0	3	0	3	6	50										
1730-1800	33	1	0	0	0	2	0	0	34	4	0	0	4	0	0	0	0	2	0	0	2	40										
1800-1830	31	46	0	0	0	3	4	0	34	3	1	0	5	9	0	0	0	0	1	0	1	40										
1830-1900	15	0	0	0	1	0	0	0	16	4	0	0	4	0	0	0	0	0	0	0	0	20										
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									
<b>TOTALS</b>	325	325	11	11	7	16	16	0	1	0	1	1	360	360	67	6	1	82	82	2	1	3	6	11	3	3	17	17	0	0	465	465

## MANUAL SURVEY COUNT (OUTBOUND)

### INDIVIDUAL OUTBOUND COUNTS

Access Point

OXLIP BOULEVARD

Date

30/09/2025

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**



TIME	VEHICLES										PASSENGERS				CYCLISTS			PEDESTRIANS			BUS														
	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	18	50	1	2	0	0	0	1	0	0	0	0	0	0	19	53	3	0	0	0	0	0	0	0	0	0	22	69							
0730-0800	32	1	0	1	0	1	0	1	0	0	0	0	0	0	34	53	5	0	1	0	0	1	3	1	0	4	0	47							
0800-0830	43	72	1	1	0	1	0	1	0	0	0	0	0	0	44	75	13	1	0	15	20	0	1	0	0	2	0	64							
0830-0900	29	0	1	1	0	1	0	1	0	0	0	0	0	0	31	19	3	1	0	5	0	0	0	0	0	0	40	104							
0900-0930	8	15	0	1	0	0	1	3	0	0	0	0	0	0	9	19	0	0	0	0	3	0	0	1	0	0	10	23							
0930-1000	7	1	0	2	0	2	0	0	0	0	0	0	0	0	10	19	3	0	0	3	0	0	0	0	0	0	0	13							
1000-1030	12	21	1	2	0	0	0	0	0	0	0	0	0	0	13	23	3	1	0	5	6	0	0	0	0	0	0	18							
1030-1100	9	1	2	0	0	0	0	0	0	0	0	0	0	0	10	23	1	0	0	1	0	0	0	0	0	0	0	11							
1100-1130	5	11	0	0	1	2	0	2	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	7							
1130-1200	6	0	1	0	0	0	1	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	7							
1200-1230	5	16	1	0	0	0	0	0	0	0	0	0	0	0	6	17	1	0	0	1	4	0	0	0	0	0	0	7							
1230-1300	11	0	1	0	0	0	0	0	0	0	0	0	0	0	11	17	3	0	0	3	0	1	0	0	1	0	15								
1300-1330	5	11	2	0	0	0	0	0	0	0	0	0	0	0	7	13	2	0	0	2	2	0	0	0	0	0	9								
1330-1400	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	6								
1400-1430	8	24	0	1	1	2	3	0	0	0	0	0	0	0	11	28	1	0	0	1	3	0	0	0	0	0	0	12							
1430-1500	16	0	0	0	1	1	0	3	0	0	0	0	0	0	17	28	2	0	0	2	1	1	0	0	1	0	21								
1500-1530	13	17	1	2	0	0	0	0	0	1	0	1	1	1	15	20	1	0	0	1	1	0	0	0	0	0	16								
1530-1600	4	1	2	0	0	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	5								
1600-1630	15	35	0	0	2	3	0	0	0	0	0	0	0	0	17	38	4	0	0	4	8	0	0	0	2	0	23								
1630-1700	20	0	1	0	0	0	0	0	0	0	0	0	0	0	21	38	4	0	0	4	1	0	0	1	3	4	30								
1700-1730	18	28	0	1	0	1	0	1	0	0	0	0	0	0	19	30	1	0	0	1	3	0	0	0	0	0	20								
1730-1800	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	30	2	0	0	2	0	1	0	0	1	0	14								
1800-1830	23	34	0	0	0	0	0	4	0	0	0	0	0	0	15	38	6	2	0	10	12	0	0	2	1	0	36								
1830-1900	11	0	0	0	0	0	4	0	0	0	0	0	0	0	2	15	2	0	0	2	0	0	0	0	0	0	17								
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	334	334	12	12	6	6	15	15	0	0	1	0	1	1	368	368	60	5	1	73	73	2	2	0	4	4	15	5	5	25	25	0	0	470	470

## MANUAL SURVEY COUNT (INBOUND)

### INDIVIDUAL INBOUND COUNTS

Access Point

FRONTAGE PEDESTRIAN ACCESSES

Date

30/09/2025

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**



TIME	VEHICLES										PASSENGERS				CYCLISTS			PEDESTRIANS			BUS			
	CARS / VANS	TAXIS	M/C	LGV	PSV	OGV1	OGV2	OGVs	TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	4	
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	5	
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	3	0	4	
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	4	0	6	
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TIME	CARS / VANS	TAXIS	M/C	LGV	PSV	OGV1	OGV2	OGVs	TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	20	2	9	31	31	0	36

## MANUAL SURVEY COUNT (OUTBOUND)

### INDIVIDUAL OUTBOUND COUNTS

Access Point

FRONTAGE PEDESTRIAN ACCESSES

Date

30/09/2025

**PLEASE COMPLETE EVERY AVAILABLE CELL EVEN IF COUNT IS 0**



TIME	VEHICLES										PASSENGERS				CYCLISTS			PEDESTRIANS			BUS			
	CARS / VANS	TAXIS	M/C	LGV	PSV	OGV1	OGV2	OGVs	TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE	
0700-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
0730-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	0	4	0	5		
0800-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	1	4	8	9	
0830-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	10	
0900-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0930-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3		
1130-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0		
1230-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1330-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0		
1400-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		
1430-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0		
1500-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0		
1530-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		
1600-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1630-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2		
1700-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1730-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3		
1800-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1830-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
TIME	CARS / VANS	TAXIS	M/C	LGV	PSV	OGV1	OGV2	OGVs	TOTAL VEHICLES	VEH + 1 PASS	VEH + 2 PASS	VEH + 3+ PASS	TOTAL PASS	ADULT P/C	CHILD P/C	ACCOM CHILD P/C	TOTAL P/C	ADULT PEDS	CHILD PEDS	ACCOM CHILD PED	TOTAL PEDS	BUS USER	TOTAL PEOPLE	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	22	4	6	32	32	0	36