Duke Street, Hintlesham

Safety Engineering Feasibility Study

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August 2023

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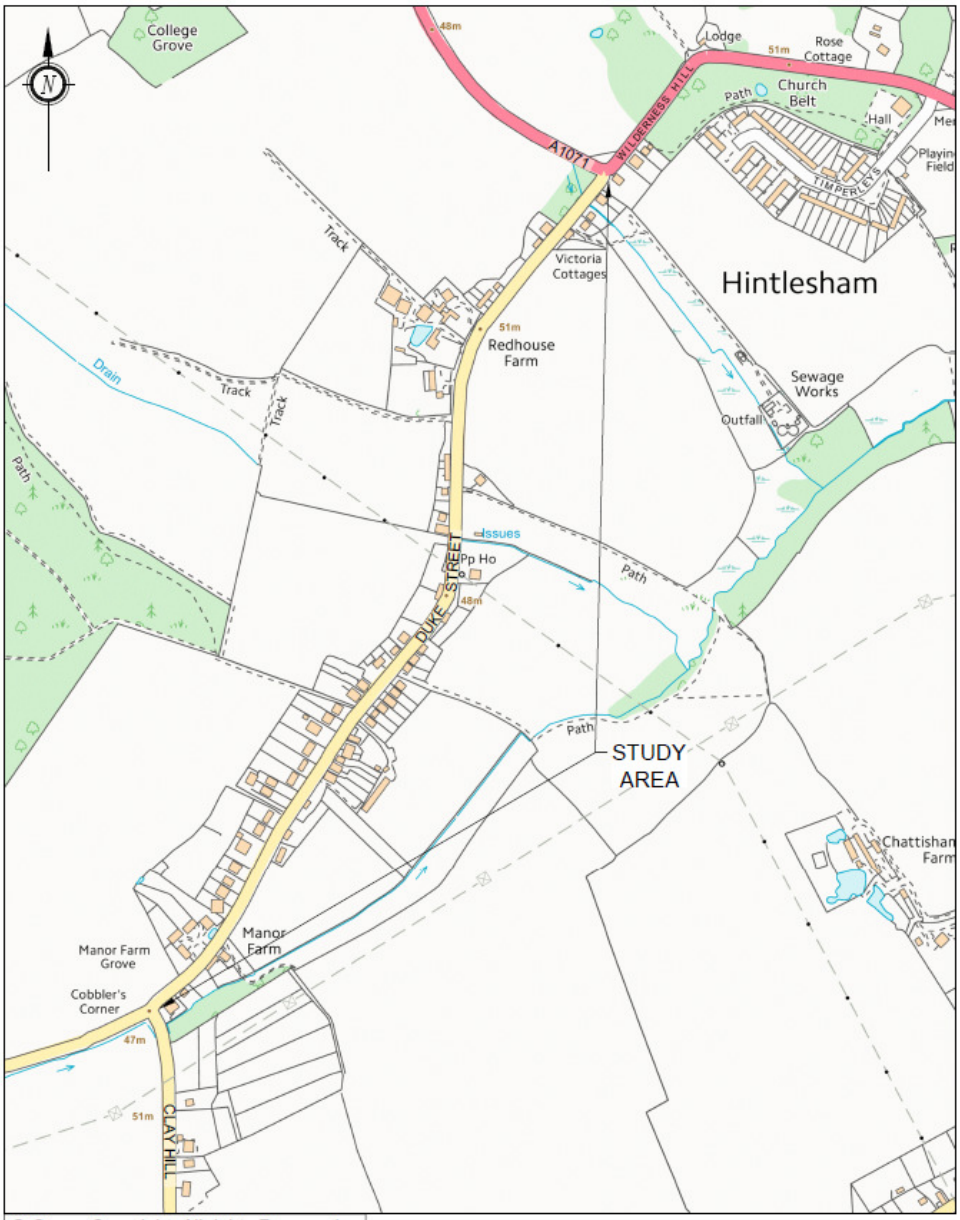
Rev	Date	Author	Checked by	Approved by	Revision Details
0	23/08/2023	Susan Broom	Graham Rankin	Graham Rankin	N/A

Contents

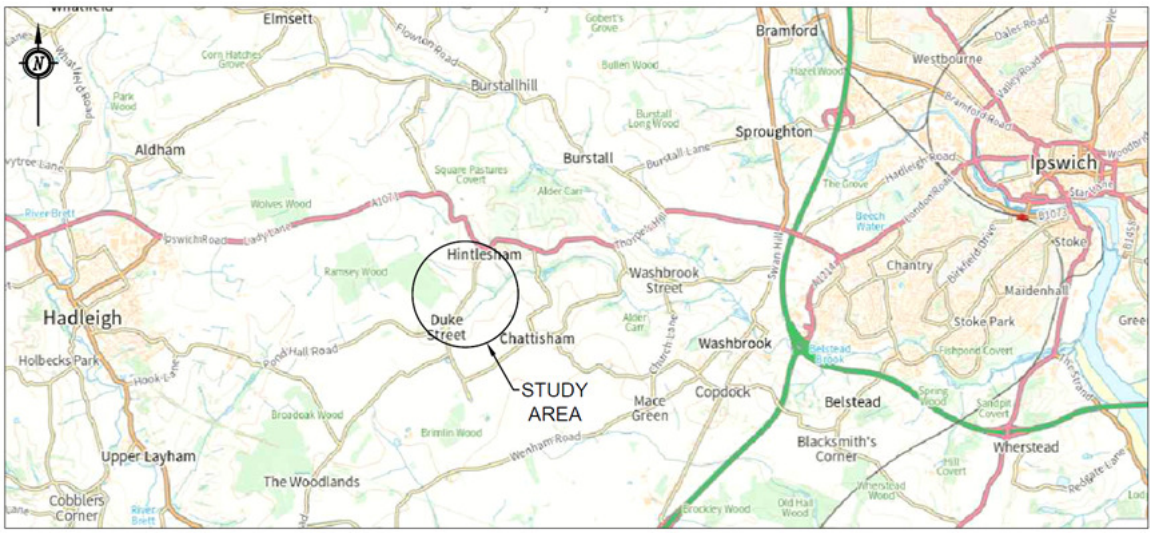
Introduction

Suffolk County Council's Safety & Speed Management Team have commissioned an assessment of the current traffic conditions along Duke Street, Hintlesham and consideration of safety engineering measures to help control traffic speeds. The design brief is included at Appendix A.

This study will focus on the built-up section of Duke Street, between the A1071 and Clay Hill, Hintlesham.



Duke Street (C730) is a single carriageway road that links Pond Hall Road, Hadleigh to the A1071 through Hintlesham in the direction of southwest Ipswich.



Extract from FindMyStreet.co.uk

Duke Street is an approved HGV route (local access route). It is also a Priority 1 winter maintenance route and is traffic sensitive working days only 06:30-10:00 and 15:00-19:00. There is a school bus service that operates twice daily during term time for students from Hintlesham that attend Hadleigh High School.

The existing 30 mph speed limit through the village of Hintlesham continues along the A1071 into Duke Street passing along its built-up section and continuing into more rural surroundings, before finally terminating at a point approximately 250 metres west of the junction with Clay Hill. At this point the road becomes subject to the national speed limit, in this case 60 mph, in the direction of Hadleigh.

Scattered throughout the built-up section of Duke Street there are newly developed properties and many others that are currently under construction.

Between its junctions with the A1071 and Clay Hill, Duke Street measures approximately 1.25km in length and there are no other routes leading off from it. The carriageway width varies from 5.6 metres to 7.4 metres, with the greater width measured on a bend. Excluding any localised widening on bends, the road width is generally between 5.6 metres and 6.6 metres, with the narrower widths found at the southern end of Duke Street.

At its northern end, Duke Street forms a junction on a tight bend of the A1071. Existing signing and road markings demonstrate that measures have previously been implemented to improve road safety conditions by warning road users of hazards in the area of this junction. Please refer to page 5 for photographs showing the approach to Duke Street from the north (via the A1071).

From the south, signing on the approach to the Duke Street / Clay Hill junction is minimal and the area is much more rural. Please refer to page 6 for photographs showing the approach to Duke Street from the south (via Pond Hall Road and Clay Hill).

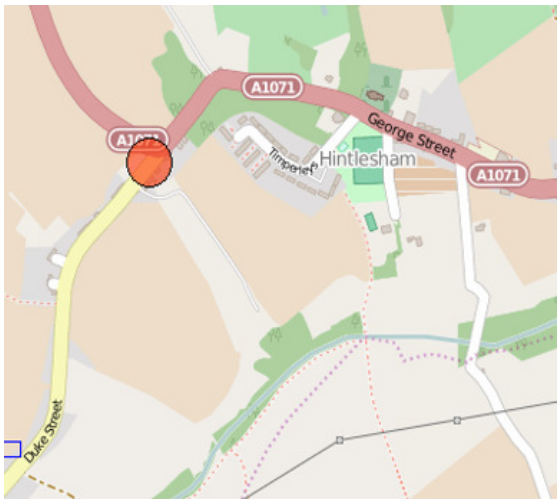

Max speed 20
SLOW
30
HINTLESHAM
30
30


30
30
HINTLESHAM


HINTLESHAM

Existing Speed Data

Suffolk County Council holds existing speed data on Duke Street near its junction with the A1071, at the location shown as red. This data is included at Appendix B.



Although this data was collected during 2015 for duration of one week, there has been no noticeable change to the road layout during this time – please see photograph and Google Street View image from 2023 and 2015 below. Therefore, this data is still considered to be relevant.

The 2015 data demonstrates a speeding problem southbound, from the A1071 into Duke Street, with mean traffic speeds of 33 mph. Perhaps more concerning is the 3,298 vehicles during that week travelling southbound at speeds of 35 mph or more. This represents 36% of all southbound traffic.

Photograph taken July 2023

Google Street View extract (Oct 2015)

New Speed & Classified Traffic Volume Data

The scheme allowed funding for speed and classified traffic volume data to be collected at two new sites. As speed data was already available near the junction with the A1071, new data was collected approximately mid-way along Duke Street and closer to its southern end, to build a good picture of the issues along the entire length of Duke Street.
The new traffic surveys were undertaken during March 2023 and provide an up-to-date record of the number and type of vehicles using the route, as well as the traffic speed.

Extract from Google Satellite imagery 2023

Speed data at site A4365
New speed data collected near the southern end of Duke Street, at the northern boundary of the Manor Farm Grove properties showed average southbound speeds of 37 mph (85th percentile) and 32 mph (mean), and northbound speeds of 35/36 mph (85th percentile) and 30/31 mph (mean). This data indicates further issues with speeding, particularly southbound.

Speed data at site A4366
New speed data was collected at a second site mid-way along Duke Street, outside Gardenia House by the bus stop. This showed average southbound speeds of 34 mph (85th percentile) and 29 mph (mean), and northbound speeds of 33/34 mph (85th percentile) and 28/29 mph (mean). The data implies that there is generally compliance with the existing 30 mph speed limit mid-way along Duke Street.

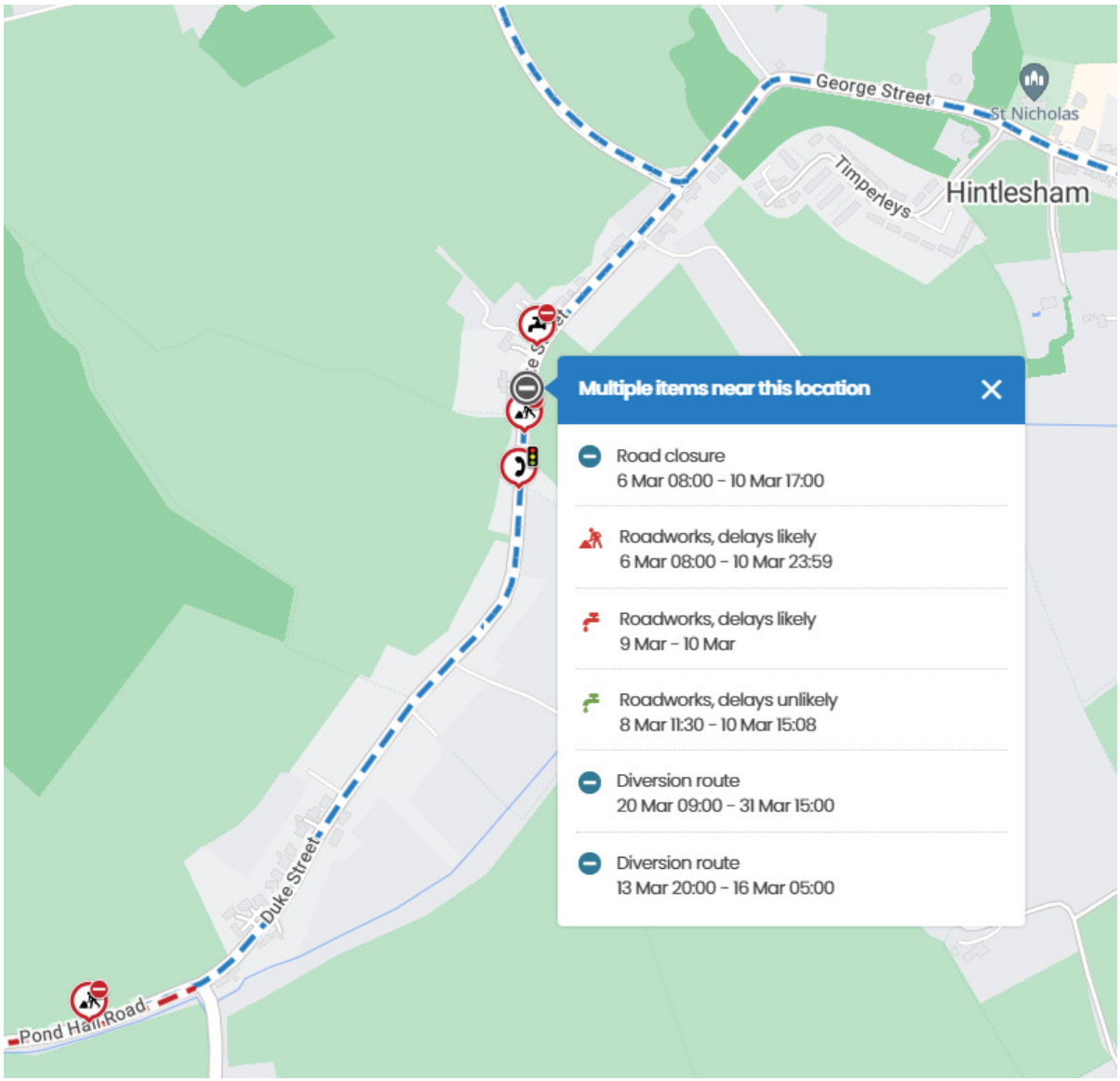
New speed, volume and classification data recorded at the above sites is included at Appendix C. (At site A4366 traffic counter tubes were discovered damaged on 13th March 2023 and were later replaced by traffic radar, thus altering the collection period and format of the data).

Classified traffic volume data at site A4365
Data was collected for the period 10th - 29th March 2023.

Classified traffic volume data at site A4366
Data was collected for the period 10th - 12th March 2023 using traffic counter tubes.
The tubes were discovered damaged on 13th March and were replaced by traffic radar.
Data was then collected for the period 16th - 29th March 2023 using traffic radar, although no data was recorded on 22nd March.

New speed, volume and classification data recorded at the above sites is included at Appendix C.

Unusual traffic patterns / volumes
The data would be affected by any factor that impacts traffic patterns or causes an increase or decrease in typical traffic volumes - for instance, road closures and diversions. Details of the road closures and diversion routes in operation during the survey period are shown below.



- Data recorded on 10th March 2023 should be disregarded as a road closure and other roadworks on Duke Street would have significantly impacted data.
- Data recorded from 13th - 16th March 2023 should be treated with caution as a diversion route appears to have been operating on Duke Street for a road closure on Pond Hall Road and Clay Lane, Hadleigh. It is unclear as to whether this diversion route was operating overnight (8pm – 5am) or at all times.
- Data recorded from 20th – 31st March 2023 should be treated with caution as a diversion route was operating at all times along Duke Street (east of its junction with Clay Hill) for a road closure on the C730 Pond Hall Road / Duke Street between Clay Lane, Hadleigh and Clay Hill, Hintlesham.

The extract on the previous page is taken from one.network. This is a website which shows all roadworks, their expected duration and the planned traffic management arrangement.
The information provided on the one.network website would imply that during the traffic survey period, the dates on which traffic may have behaved typically would be the 11th and 12th March. However, these dates fell on a weekend and the traffic behaviour would not be a true representation of what occurs Monday to Friday. Other 'typical traffic' dates would be 17th, 18th and 19th March, though these still fall on a Friday, Saturday and Sunday. Unfortunately, because traffic counter tubes failed at one of the sites, no data was recorded on the 13th, 14th or 15th March 2023 at site A4366.

Therefore, it is considered that further analysis of the new traffic data is undertaken for the 7-day period 17th – 23rd March to provide an indication of the type and volume of traffic using Duke Street. As no data was recorded at site A4366 on Wed 22nd March, this day will be substituted with data recorded on the following Wednesday (29th March).

Please see page 11 for summaries of traffic volume and classification data.

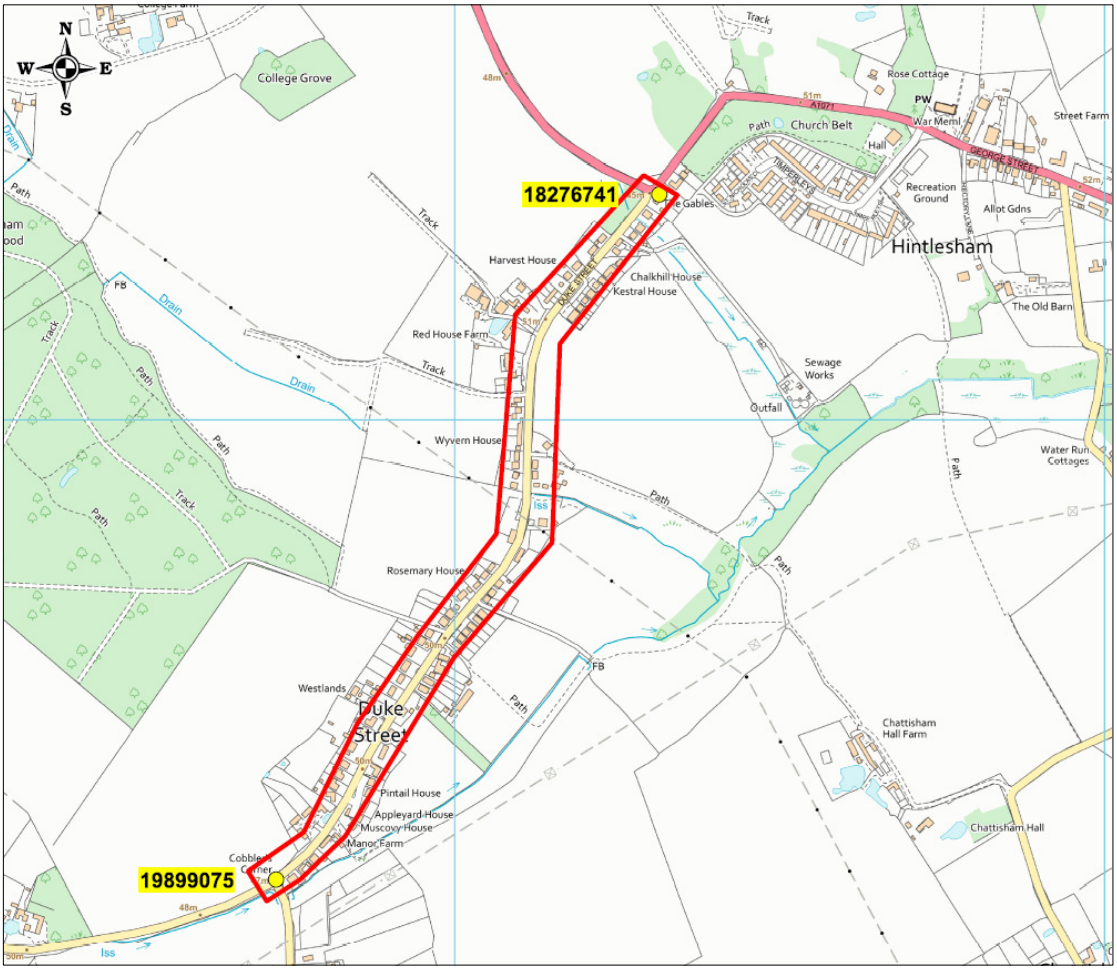
Site A4365 – Traffic volume analysis for 17th-23rd March 2023 Southern end of Duke Street, at the northern boundary of the Manor Farm Grove properties				
	Southbound	Northbound	Combined	% of total traffic
Total traffic over the 7-day period	6,591	5,939	12,530	100%
Daily 5 day average*	978	851	1,829	
Daily 7 day average*	942	848	1,790	
Breakdown of total traffic over the 7-day period into vehicle class				
FHWA 13 category	Southbound	Northbound	Combined	% of total traffic
1 - Motorcycles	45	28	73	0.6%
2 – Passenger cars	5,067	4,532	9,599	77%
3 – Pick-ups, vans	1,279	1,224	2,503	20%
4 - Buses	26	12	38	0.3%
5-7 – Rigid trucks/HGVs	167	139	306	2%
8-10 – Articulated HGVs (single trailer)	7	4	11	0.1%
11-13 - Articulated HGVs (multiple trailers)	0	0	0	0

Site A4366 – Traffic volume analysis for 17th-23rd March 2023 Mid-way along Duke Street, outside Gardenia House by the bus stop				
	Southbound	Northbound	Combined	% of total traffic
Total traffic over the 7-day period	7,067	6,530	13,597	100%
Daily 5 day average*	1,047	945	1,992	
Daily 7 day average*	1,010	933	1,943	
Breakdown of total traffic over the 7-day period into vehicle class				
CA10 classification	Southbound	Northbound	Combined	% of total traffic
1 - Motorcycles	87	318	405	3%
2 – Passenger cars, light vans	6,719	5,933	12,652	93%
3 – Cars with trailers, heavy vans, LGVs	122	149	271	2%
4 – Vehicles 6.5m-<7.5m in length	34	38	72	0.5%
5 – Vehicles 7.5m-<11.5m in length, HGVs, buses	92	78	170	1.3%
6 – Vehicles =>11.5m in length, HGVs, buses	13	14	27	0.2%

*5 day average calculated Monday to Friday, 7 day average calculated Monday to Sunday

Collision Data

Collision data was requested from Suffolk County Council for any collisions recorded within the last 5 years on Duke Street. Records showed a total of two collisions, both of slight severity and located at each end of Duke Street at its junctions with the A1071 and Clay Hill.

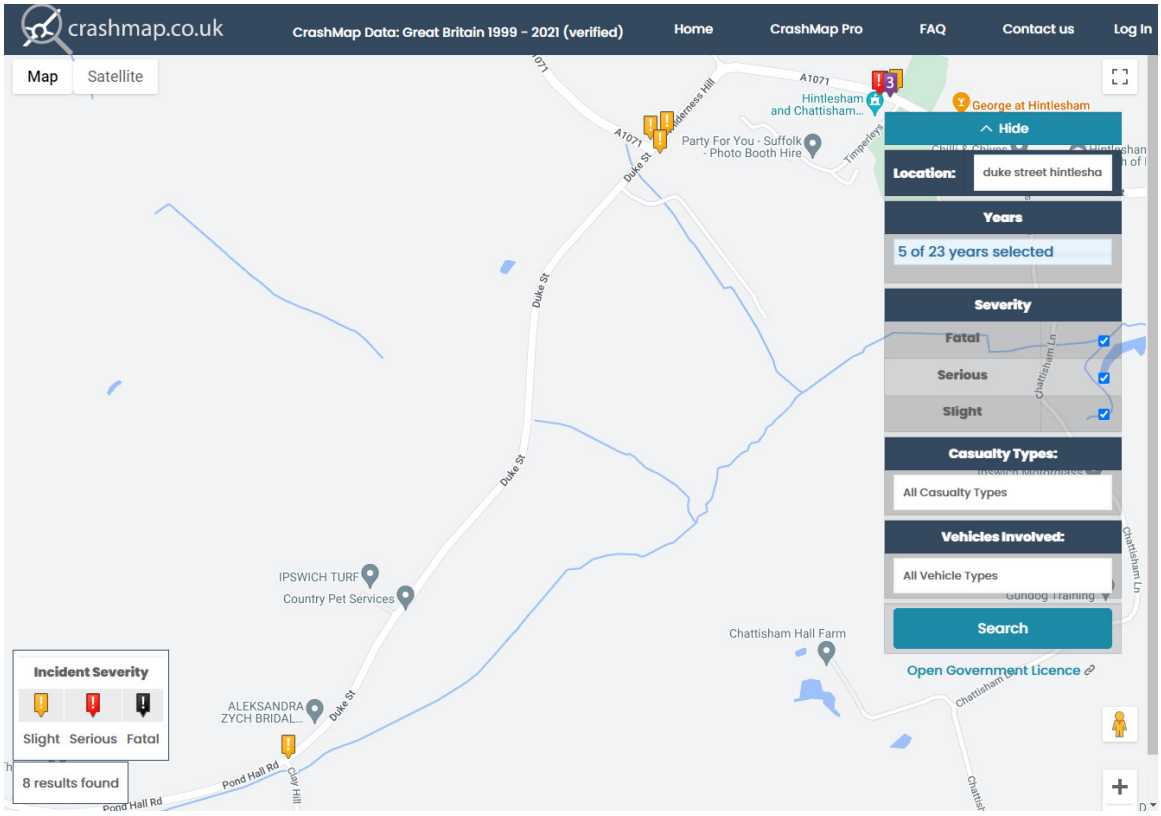


Extract of SCC map generated on 23/01/2023

Police ref. 18276741 - 04/03/2018 18:30 - A1071 Wilderness Hill at junction with Duke Street.
V001 has overshot T-junction into n/s of passing V002. V001 has then rebounded into roadside property causing damage.
1 casualty, 2 vehicles. Wet/damp road condition, darkness (no street lighting).
Contributing factors: Slippery road (due to weather), İnexperienced or learner driver/rider, junction overshoot

Police ref. 19899075 - 23/08/2019 17:50 – Duke Street at junction with Clay Hill.
Vehicle 001 was at junction. Vehicle 001 has begun to pull out as vehicle 002 was coming along towards the junction. Vehicle 002 has swerved to try and avoid vehicle 001. Vehicle 001 and vehicle 002 have then collided causing damage to the front of both vehicles.
2 casualties, 2 vehicles. Dry road condition, daylight. Contributing factors: Failed to look properly, dazzling sun, inadequate/masked signs or road markings

Although just outside the scope of this study, other sources highlight a collision history on the A1071 at its junction with Duke Street.



Screenshot taken 28/06/2023 from www.crashmap.co.uk (showing last 5 years data)

Photograph provided by Chattisham & Hintlesham Parish Council showing the aftermath of an incident that occurred at around 23.30 on Sunday 4th June 2023

Police Speed Enforcement Data

Police speed enforcement data was requested for Duke Street for the last 5 years.
The full response to the Freedom of Information Request is included at Appendix D.
Within this response, Suffolk Constabulary disclosed their own speed data collected during 2021, as detailed below.

Suffolk Constabulary collected data at on the C730 Duke Street, between 14:19:44 - 25 May 2021 and 14:36:51 - 1 June 2021. The data for which is provided in the table below:

Site Title	C730 Hintlesham Duke Street		
Channel	**Combined**	**Channel 1** From A1071	**Channel 2** From Pond Hall Road
Average Speed	31.0	29.4	32.4
85th Percentile	36	33	38
Standard Deviation	5.3	4.3	5.8
Total Number Of Vehicles	15023	7444	7579
Speed Limit	30	30	30
Number Over Speed Limit	7417	2414	5003
Percentage Over Speed Limit	49.4	32.4	66.0
NPCC	35	35	35
Number At Or Over NPCC	3134	680	2454
Percentage At Or Over NPCC	20.9	9.1	32.4

Suffolk Constabulary follows the Association of National Police Chiefs Council (NPCC) guidelines regarding the speed of vehicles, detailed below: (figures in mph)

Speed Limit Exceeded	Course Offer	FPN	Summons
30	35 - 42	43-49	50+
40	46 - 53	54-65	66+
50	57 - 64	65-75	76+
60	68 - 75	76-85	86+
70	79 - 86	87-95	96+

Although precise locations are not stated for the above data, and despite there being some variance between this data and the SCC data, it does nonetheless demonstrate further evidence of speeding issues.

Engineer's Comments

Duke Street experiences some on-road parking, usually mid-way between its junctions with the A1071 and Clay Hill where property frontages are closer to the road. The natural give and take behaviour created by parked vehicles helps to control the traffic speed in these areas. New properties being developed along Duke Street may increase on-road parking over time.

Traffic volume data recorded during March 2023 shows that Duke Street is an important, high trafficked route providing access into Ipswich from the west. Approximately 13,000 vehicles pass along Duke Street over the course of a week, averaging over 1,800 a day (7 day average). Although HGVs make up less than 3% of the total traffic, there are still approximately 200-300 HGVs using the route each week or around 29-43 each day.

Where Duke Street meets with the A1071 the road geometry does not encourage a reduction in traffic speed from the Ipswich direction as it is virtually a straight, downhill run through the junction into Duke Street. It is apparent from the signing and road markings on site that various, fairly unintrusive measures have been implemented to attempt to improve road safety conditions. However, in practice, the hatched 'build-out' for example, may do little to encourage motorists to decelerate. During a site visit undertaken on 4th July 2023, it was noted that road markings, coloured surfacing and cats' eyes in and around this junction appeared to be in need of renewal. It is difficult to see how these features would be able to serve their intended purpose in such a poor condition. Therefore, its recommended that maintenance is undertaken to bring these back up to an acceptable standard.
At the Clay Hill junction the entry into the built up section of Duke Street is very understated, with just a worn 'Hintlesham' parish sign positioned in the verge. The junction has a very rural appearance, which may contribute to the higher traffic speeds southbound. Having said that, the surroundings are typical of a rural approach into a village, the only difference in this case being the high volumes of traffic using it. It was also noted during the recent site visit that the road markings at this junction were also very faded.

Speed data collected by SCC demonstrates speeding issues at either end of Duke Street, at its junctions with the A1071 and Clay Hill. Southbound traffic displays the highest speeds at both locations when entering and exiting the village southbound.
As previously highlighted in this study, from the A1071 into Duke Street mean speeds of 33 mph were recorded for southbound traffic. During the 7-day survey period in 2015, 3,298 vehicles were recorded travelling southbound at speeds of 35 mph or more. This represents 36% of all southbound traffic.
At Clay Hill, new speed data was collected for almost a three week period from 10th-29th March 2023. Using the two full week's data (10th-23rd March), from an average total weekly volume of 6,680 southbound vehicles, 1,398 vehicles were travelling at a speed of 35 mph or more. This represents 21% of the average weekly southbound traffic.
These calculations do not include the large proportion of traffic also exceeding the 30 mph speed limit, but travelling below 35 mph.

As on-road parking already serves as traffic calming to some degree, it may be more beneficial to focus attention to the junctions with the A1071 and Clay Hill, and also those other sections of Duke Street where on-road parking does not typically occur.

Safety Engineering Solutions

Factors to Consider

The Local Area

Duke Street is a residential street, with properties situated on both sides of the road for most of its length. Between its junctions with the A1071 and Clay Hill, pedestrians have use of a single footway, which swaps sides part way along Duke Street. Most properties have off-road parking facilities, but it is still typical to see small pockets of on-road parking in some areas.

Environmental Impact

Some types of traffic calming may alter traffic behaviour, potentially leading to increased noise and emissions, which should be avoided or at least minimised in a residential area. Others may be visually intrusive and detrimental to the surroundings.

Bus and Lorry Routes

Bus routes are an important part of any integrated transport system and Duke Street is served by a school bus service during term time. The impact of proposed safety engineering measures must be carefully considered to avoid, or minimise, any negative effect on existing bus services for passengers or providers.
Duke Street is an approved HGV route (local access route). Safety engineering measures must accommodate heavy traffic, but also be sufficiently durable to avoid ongoing maintenance issues.

Emergency Vehicles

The introduction of some safety measures may affect the overall services that all emergency services provide. For example, proposals to install traffic calming features may lead to increased patient discomfort in ambulances, or delayed response times for all emergency services.

Vulnerable Road Users

Government bodies encourage Highway Authorities to improve the environment for pedestrians and cyclists. Although Duke Street is an important highly trafficked route, above this it is a residential area where people live and where sustainable modes of travel should be encouraged. The Equality Act 2010 also places a duty on the local authority to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it – this includes the elderly, or those with disabilities, who may find some types of traffic calming uncomfortable or difficult to negotiate.

Cyclists and Motorcyclists

Cyclists and motorcyclists can also find some traffic calming measures uncomfortable, or difficult to negotiate. In some circumstances, it may be appropriate to prove cycle bypasses.

Street Lighting

Duke Street currently has no street lighting. Certain safety engineering measures could only be implemented if street lighting was present to provide illumination to the necessary standards.

Types of Traffic Calming Measures

There is a variety of different traffic calming measures which can be implemented to help reduce traffic speed. However, not all methods will be appropriate for a specific site.
This section will consider the various safety engineering measures available, their advantages and disadvantages, an indication of cost and whether further consideration would be of merit in the case of Duke Street.

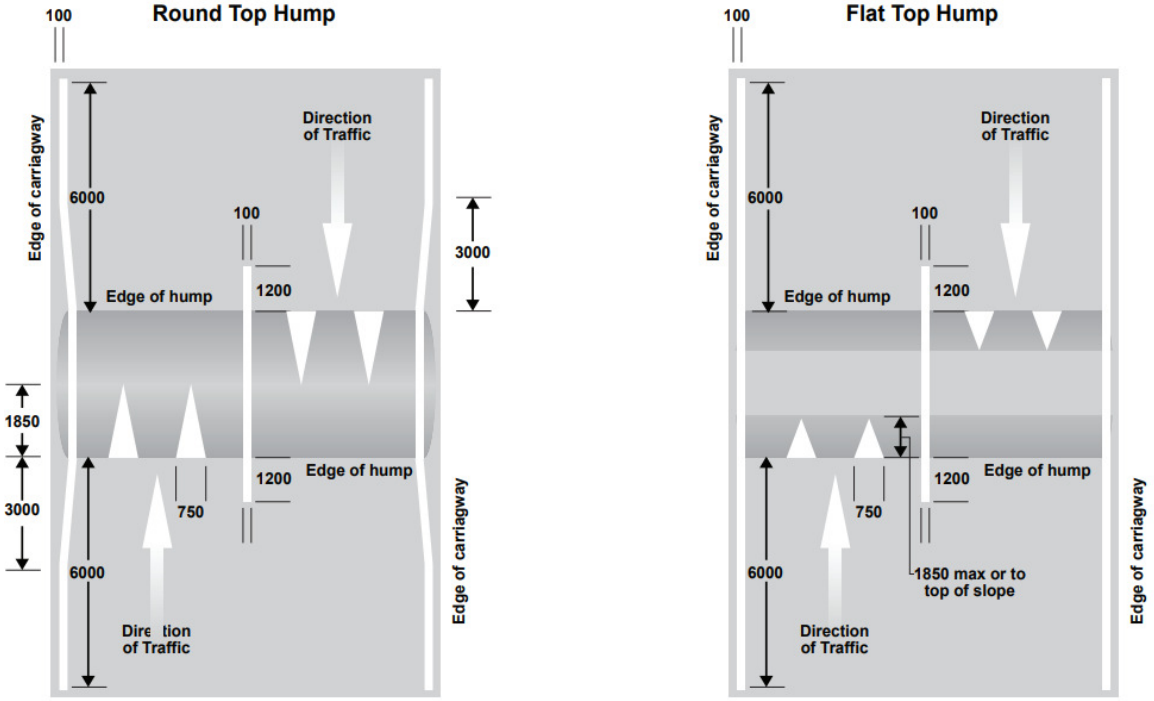
Please note that estimated construction costs do not include temporary traffic management items (e.g. road closures or other traffic control) which may be required to enable construction. Estimated construction costs are categorised as high low, medium or high, which approximately equates to the following:

Low	Less than £10,000
Moderate	£10,000 to £50,000
High	Greater than £50,000

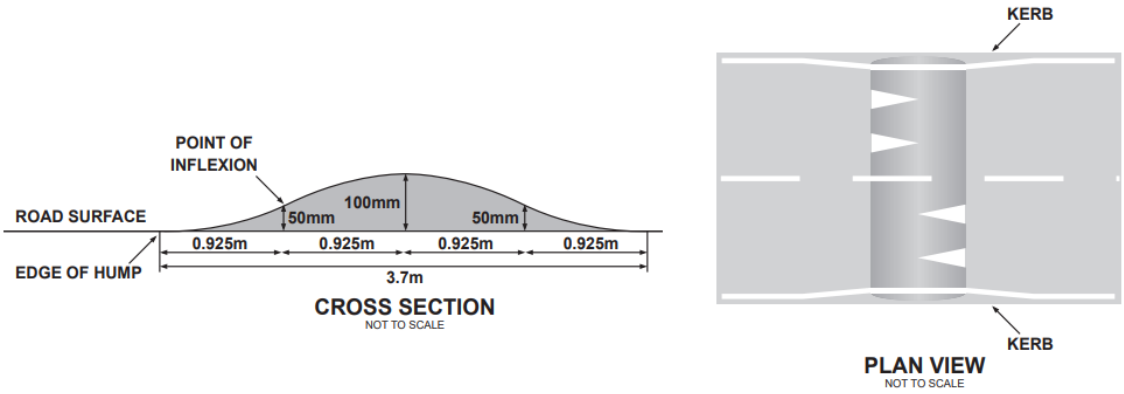
In addition, it should be noted that further costs may be payable for detailed design (including consultation and engagement where required), road safety audit and legal work (if applicable). These additional costs are included in the following sections.

Road Humps

Vertical measures can be effective in reducing traffic speed. However, actual speed reduction varies depending on the type, height and spacing of the features being introduced.
Road humps typically come in three profiles – either with straight ramps and a flat plateau (flat top), with a circular profile (round top) or with the profile of a sine wave (sinusoidal hump). Though the latter is far less commonly used. These features can be installed at maximum spacings of 150 metres and to a maximum height of 100mm, although a preferred height of 75mm is recommended.



Sinusoidal profile hump



Signing to Diag. No. 557.1 (hump warning sign) is required to accompany road humps (and speed cushions). Within a 30 mph speed limit, these signs must be illuminated during the hours of darkness. It is also recommended that some additional form of traffic calming is implemented prior to the first road hump.

Advantages:

- Effective form of speed control/reduction.
- Design of features can influence vehicle speeds over and between humps.
- Lower heights and shallower ramp gradients can be used to lessen discomfort to bus and ambulance drivers/passengers or to reduce impact on emergency response times.
- The Department for Transport claims that *"use of humps reduces traffic flows on average by 25 per cent."* LTN 1/07.
- No loss of on-road parking opportunity, as humps can be parked on.
- Flat-top humps (kerb-to-kerb) can provide good crossing places for pedestrians.

Disadvantages:

- Riders of two-wheeled vehicles may find humps uncomfortable/difficult to negotiate.
- Greater discomfort will be experienced by those in buses, ambulances and commercial vehicles, even though these vehicles will negotiate such features more slowly than cars.
- May increase journey times for buses and cause delay for the emergency services.
- May displace some traffic to other nearby roads.
- May cause noise and vibration issues for residents.
- Grounding of vehicles, if not designed/constructed appropriately.
- Road humps can be unpopular with some residents and drivers.
- Humps need marking, signing and lighting within a 30 mph speed limit.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Could lead to high levels of braking/acceleration and increased noise and vehicle emissions if scheme is poorly designed.
- Additional drainage work may be required to prevent ponding where humps are constructed kerb-to-kerb.
- Significantly increases maintenance liability.
- Requirement to advertise (introduces some legal work).

Estimated construction cost: **High**
The Highways (Road Humps) Regulations 1999 require lighting to extend over the section of road containing the humps. Therefore, in addition to the construction costs to install the road humps, further costs would be incurred for lighting design and installation.

Additional costs:

Design (detailed)	£8,000 (estimated)
Design (lighting)	£TBC
Legal costs	£1,000 (estimated)
Road safety audits (Stages 2 & 3)	£3,500 (estimated)

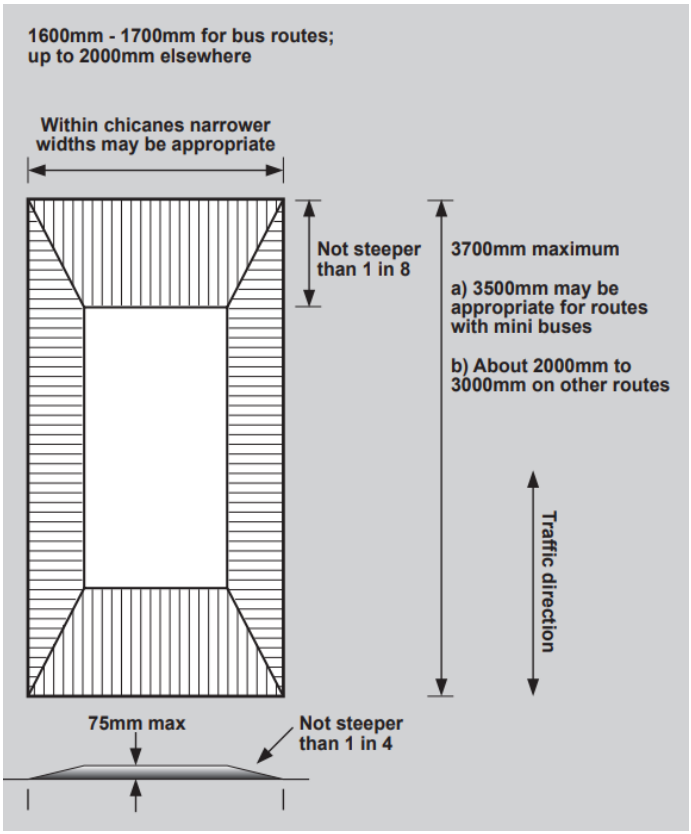
Recommendation:
It is recommended that this option is not pursued in the case of Duke Street.

Speed Cushions

Speed cushions are narrow rectangular humps which allow wide tracked vehicles, such as buses and large emergency vehicles, to straddle or partially straddle the speed cushion. These features minimise discomfort for passengers and are less likely to compromise the speed of large emergency vehicles (when compared to speed humps).

These features have little effect on two-wheeled vehicles. Though this would be of benefit to cyclists, it also means that motorcyclists may not reduce their speeds.

The maximum spacing for speed cushions is usually 70 metres.



Advantages:

- Less discomfort to drivers/passengers of large buses and commercial vehicles.
- Less delay to fire appliances and buses than road humps.
- Effective form of speed control/reduction (but less so than road humps).
- Design of features can influence vehicle speeds over and between speed cushions.
- Narrower cushions can reduce discomfort for those travelling in mini-buses or ambulances.
- Cushion layouts can be varied to suit road width.
- The Department for Transport claims that *"the use of cushions removes through traffic with flows reduced on average by 25 per cent."* LTN 1/07.
- Drainage not affected.
- Different colours and materials can be used to increase the visual impact.
- Cyclists and motorcyclists can avoid the cushions.

Disadvantages:

- Unlikely to reduce the speed of two-wheeled vehicles.
- Will cause discomfort for those travelling in smaller vehicles.
- Wide cushions may cause discomfort to passengers in mini-buses and ambulances.
- Vehicles with wide wheel tracks can travel over narrow cushions faster than narrower tracked vehicles.
- May displace some traffic to other nearby roads.
- May cause noise and vibration issues for residents.
- Grounding of vehicles, if not designed/constructed appropriately.
- Speed cushions can be unpopular with some residents and drivers.

- If scheme is not carefully designed, some drivers may try to avoid the features, creating hazards for other road users.
- Could pose a trip hazard near pedestrian crossing areas.
- Speed cushions need marking, signing and lighting within a 30 mph speed limit.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Significantly increases maintenance liability.
- Requirement to advertise (introduces some legal work).

Estimated construction cost: **High**
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Narrowings, Chicanes and Junction Realignment

Measures that provide horizontal deflection can take many forms but will usually involve some kind of narrowing or chicane feature. This can be achieved by the use of physical measures (such as build-outs, traffic islands and junction realignment) or by road markings and coloured surfacing (e.g. central hatching, cycle lanes).
These traffic calming measures are most effective when the traffic flow in each direction is balanced. The features should be designed to accommodate any large vehicles that are expected to use the route, such as articulated lorries, gritters and farm vehicles.
Careful consideration must be given to cyclists within the design, as they may feel vulnerable at road narrowings. Ideally, cycle bypasses should be provided to provide separation between cyclists and motorised traffic.
Guidance recommends that total widths through narrowings of between 2.75 and 3.25 metres should be avoided if no cycle bypass is provided.

Advantages:

- Less discomfort to drivers and passengers of large vehicles (compared to road humps).
- Less impact on emergency service response times (compared to road humps).
- Fairly effective form of speed control/reduction.
- Design of chicane or narrowing can influence the path and speed of vehicles through the feature and determine comfort levels for drivers and passengers of different types of vehicle.
- Features can be designed to suit road width.
- The use of chicanes may lead to a small reduction in traffic using the route.

Disadvantages:

- May not reduce speeds of two-wheeled motor vehicles.
- May cause discomfort for those travelling on buses or in ambulances.
- Drainage could be an issue and may necessitate additional works.
- Large vehicles may find new layouts difficult to negotiate and may cause damage if features are too restrictive.
- Less restrictive chicane/narrowing layouts may not reduce car speeds adequately.
- May lead to loss of on-road parking.
- May cause higher levels of braking/acceleration and increased noise and vehicle emissions if scheme is poorly designed.
- Chicanes need marking, signing and lighting.
- Chicanes without cycle bypasses can be intimidating for cyclists.
- Narrow chicanes could cause localised congestion on roads which carry high volumes of traffic, particularly at peak times.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Significantly increases maintenance liability.

Estimated construction cost: **Moderate to High**

High
Build-outs and other features built into the carriageway to form road narrowings or chicanes must be conspicuous during the day and night. Therefore, in addition to the construction costs to install the features, further costs would be incurred for lighting design and installation.

Moderate
An exception to this might be if the kerb line was to be built out slightly at the A1071 junction to almost mirror the existing 'hatched' island. This arrangement would involve junction realignment, rather than creation of an obstruction within the highway. However, due to the collision history at this location, further investigation would be required to determine whether a safe and acceptable design could be achieved without the requirement to install new lighting. Installation of new lighting would move constructions costs into the high category, but road lighting is claimed to reduce injury accidents by about 30% during the hours of darkness (LTN 1/07).

Additional costs:

Design (detailed)	£8,000 (estimated)
Design (lighting)	£TBC
Topographical survey*	£1,500 (estimated)
Road safety audits (Stages 2 & 3)	£3,500 (estimated)

*May be required for kerb realignment.

Recommendation:
It is recommended that the following options are considered in the case of Duke Street.

- Kerb line build-out to provide minor realignment at A1071 junction
- Road narrowing/priority system (with lighting)

Gateway Features and Entry Treatments

Gateways are used to highlight the entry into a village or a traffic-calmed area (e.g. 20 mph zone). They are also sometimes referred to as 'entry treatments' or 'thresholds'. They can take many different forms, but typically involve a distinctive change either in road surface colour or material, prominent signing, other measures (e.g. 'dragon's teeth') or a combination of these. In some circumstances gateway features may be regarded as visually intrusive, however for the gateway to be effective, its conspicuity is fundamental.

Example of gateway feature

Advantages:

- Relatively low cost.
- Will not affect emergency services response times.
- Will not cause discomfort for drivers and passengers of any vehicle.
- Does not require illumination in areas where street lighting is not present.
- Drainage not affected.
- Unlikely to require a road safety audit.

Disadvantages:

- Not as effective in reducing vehicle speeds as physical measures, where horizontal or vertical deflection is introduced.
- Road markings may fade quickly where vehicles pass directly over them, which is likely to compromise their effectiveness.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Increases maintenance liability.

Estimated construction cost: **Low to moderate**
Additional costs: Design (detailed) £3,000 (estimated)
Costs may move into the moderate category where changes to road surfacing are proposed.

Recommendation:
It is recommended that this option is considered in the case of Duke Street.

Rumble Devices and Overrun Areas

Rumble devices are small, raised areas installed across the carriageway which provide a vibratory, audible and visual effect. They are typically used in rural areas to warn drivers that they need to take greater care in advance of a hazard. In these circumstances, the rumble devices should be sited adjacent to signing that warns of the hazard, e.g a junction or a bend. They are sometimes used in combination with a gateway to indicate the entry to a village or a traffic calmed area.
The Highways (Traffic Calming) Regulations 1999 permit rumble devices up to 15 mm in height, provided no vertical face exceeds 6 mm in height. It is recommended that a gap of 750-1000mm is provided between the rumble device and the edge of carriageway to aid drainage and to allow for cyclists to avoid the features.
Rumble devices can include rumble strips, riblines and jiggle bars, which are formed by laying narrow strips of thermoplastic material across the carriageway. Rumble areas feature large areas of courser material to provide a rumble effect when driven over. Another alternative is rumblewave - bitumen-based surfacing shaped to a repetitive sinusoidal profile.
Overrun areas can visually narrow the road but maintain some flexibility by accommodating the movements of larger vehicles. The maximum dimensions for overrun areas are prescribed in The Traffic Calming Regulations. Such measures can create difficulties for non-motorised users. For instance, overrun areas should be avoided where pedestrians may cross the road and measures should be implemented to enable safe passage for cyclists, who may otherwise find they are forced onto the features by passing vehicles.

Advantages:

- Relatively low cost
- Should not affect emergency services response times.
- Will cause only minimal discomfort for drivers and passengers of any vehicle.
- Does not require illumination in areas where street lighting is not present.
- Unlikely to require a road safety audit.
- Design can be tailored to suit the unique requirements of the site.
- Drainage unlikely to be affected.

Disadvantages:

- Unlikely to have any significant speed reducing effect.
- May cause noise and vibration issues for residents if installed close to properties.
- May be difficult for motorcyclists to negotiate, potentially creating new hazards if the scheme is not adequately designed.
- Increases maintenance liability.

Estimated construction cost: **Low to moderate**

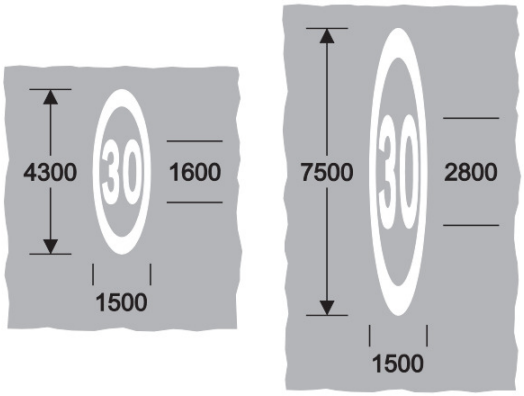
Low – Rumble devices
Moderate – Rumble areas, overrun areas

Additional costs:
Design (detailed) £4,000 - £5,000 (estimated)

Recommendation:
It is recommended that this option is not pursued in the case of Duke Street.

Speed Limit Roundel Markings

Speed roundel markings are elongated circles with the speed limit in the centre, formed from white thermoplastic material applied directly to the carriageway surface. They can only be used in conjunction with speed limit signing – either terminal signs at the start of a speed limit, or with repeater signs erected within the speed limit.
Therefore, they cannot be used through a 30 mph speed limit where street lighting is present, because repeater signs are not permitted under these conditions.
However, when installed adjacent to repeater signs and doubled up on both sides of an unlit road, they can portray a stronger message to motorists.
Different sizes of the road marking are prescribed. The smaller size would be specified for use within an existing 30 mph speed limit.



Measurements
shown in millimetres

Advantages:

- Low cost.
- Will not affect emergency services response times.
- Will not cause discomfort for drivers and passengers of any vehicle.
- Does not require illumination in areas where street lighting is not present.
- Unlikely to require a road safety audit.
- Drainage not affected.

Disadvantages:

- Not as effective in reducing vehicle speeds as physical measures, where horizontal or vertical deflection is introduced.
- Road markings may fade quickly where vehicles pass directly over them, which is likely to compromise their effectiveness.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Increases maintenance liability.

Estimated construction cost: **Low**

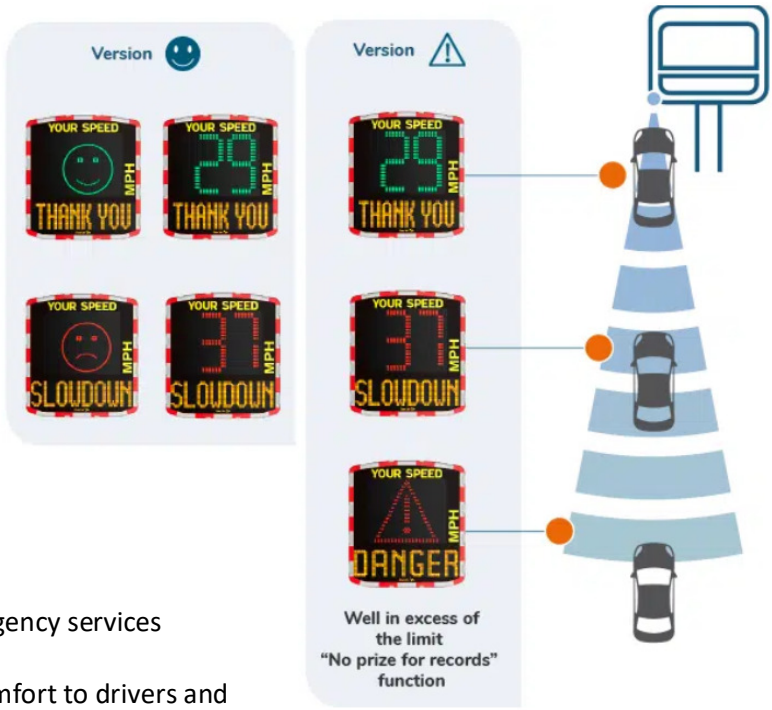
Additional costs:
Design (detailed) £4,000 (estimated)

Recommendation:
It is recommended that this option is considered in the case of Duke Street.

Speed Indicator Devices

These are either LED or fibre optic signs which light up when triggered by an approaching vehicle that exceeds a pre-set speed.

Studies have shown that vehicle activated devices can help to reduce traffic speed and accident rates (LTN 1/07).



Extract from ElanCity website

Advantages:

- Relatively low cost.
- Will not affect emergency services response times.
- Will not cause discomfort to drivers and passengers of any vehicle.
- Does not require illumination in areas where street lighting is not present.
- Unlikely to require a road safety audit.
- Drainage not affected.
- Mobile devices can be moved between sites, increasing their effectiveness.

Disadvantages:

- Not as effective in reducing vehicle speeds as physical measures, where horizontal or vertical deflection is introduced.
- Light pollution issue for residents if installed too close to properties.
- Increases maintenance liability (for the parish council).

Estimated construction cost: **Low**

Recommendation:
Chattisham & Hintlesham Parish Council already operate a SID, which they alternate between various sites (two of which coincide with the traffic survey sites used in March 2023). Too many of these devices could diminish their effectiveness and therefore it is preferable to move a single device between sites. However, there is not currently an existing post near the A1071 junction to which the current device could be attached.
It is recommended that a new post is installed near the northern end of Duke Street to enable the parish council to deploy their SID in this area, where excessive traffic speed is a concern.

Mini-Roundabouts

Roundabouts can prove to be useful speed reduction measures as they incorporate a give-way system which will slow traffic. Mini-roundabouts are generally used in urban environments where a single carriageway with a speed limit of 30 mph exists.
A mini-roundabout has a central island up to 4 metres in diameter, which should be smooth and white, and either domed or flush within the carriageway. This ensures they are capable of being driven over by large vehicles.
Roundabout designs, particularly for full-size roundabouts, are less favourable to some modes of transport such as cyclists who may be vulnerable on the circulatory carriageway and on the approaches.

Example of mini-roundabout, Google Street View (March 2019)

Advantages:

- Quite effective form of speed control/reduction.
- Unlikely to cause discomfort to drivers and passengers of any vehicle.
- Design can be tailored to suit the unique requirements of the site.

Disadvantages:

- May slightly increase emergency services response times.
- May increase the road 'footprint' and require additional land beyond the standard carriageway width.
- May require a Traffic Regulation Order (TRO) to introduce new waiting restrictions on the approaches to the mini-roundabout.
- Could lead to higher levels of braking/acceleration and increased noise and vehicle emissions if scheme is poorly designed.
- Roundabouts need marking, signing and lighting.
- Scheme could be considered visually intrusive or as 'urbanising' in rural area.
- Drainage may be affected.
- Increases maintenance liability.

Estimated construction cost: **Moderate to High**

Additional costs:

Design (detailed)	£8,000 (estimated)
Design (lighting)	£TBC
TRO (if required)	£4,000 (estimated)
Topographical survey	£1,500 (estimated)
Road safety audits (Stages 2 & 3)	£3,500 (estimated)

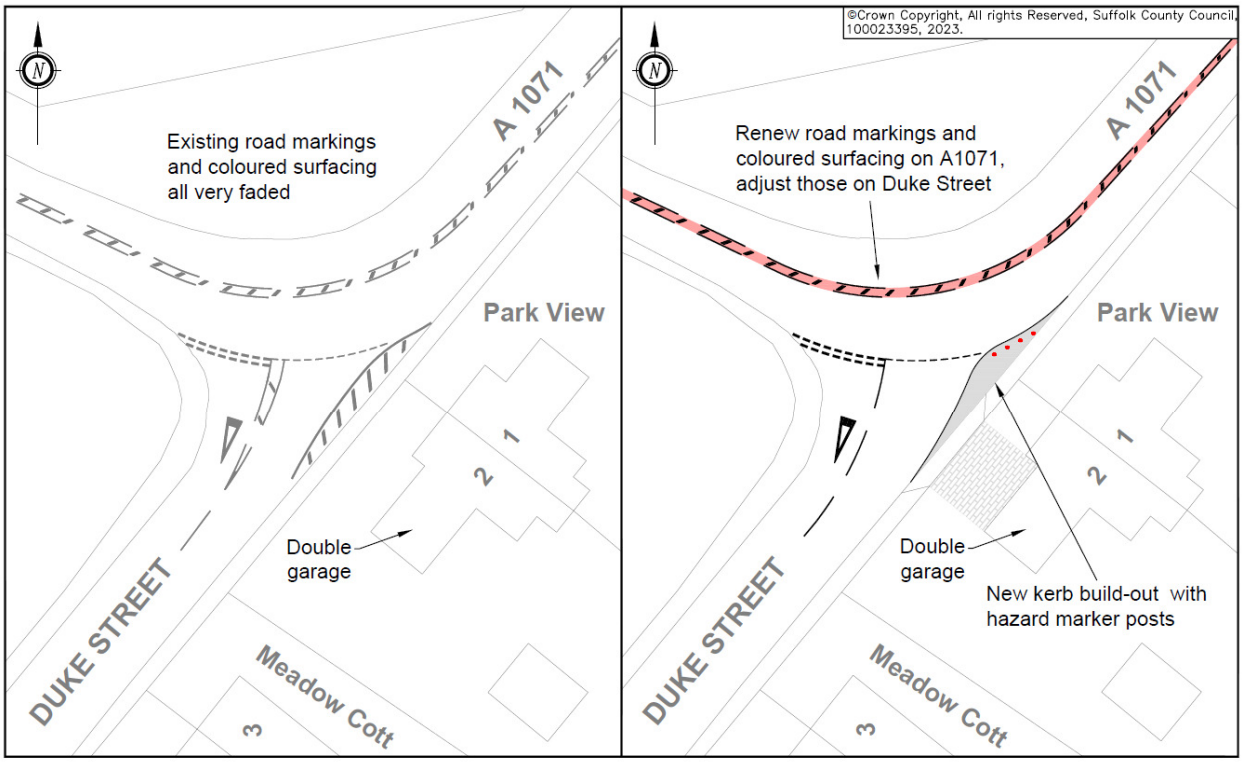
Recommendation:
It is recommended that this option is not pursued in the case of Duke Street.

Recommended Options

Following a review of the various types of traffic calming measures available, a site assessment and analysis of the survey data collected for this location, it is considered that five potential schemes (or a combination of these) could be implemented on Duke Street.

- Option 1: Kerb line build-out to provide minor realignment at A1071 junction.
- Option 2: Road narrowing/priority system (with lighting) on wider, northern section of road.
- Option 3: Gateway feature at the Clay Hill junction.
- Option 4: Speed limit roundel markings between the junctions with the A1071 and Clay Hill.
- Option 5: Provision of mounting point near A1071 junction for Speed Indicator Device.

Option 1: Realignment of A1071 junction



Existing junction arrangement
Not to scale

New junction arrangement
Not to scale

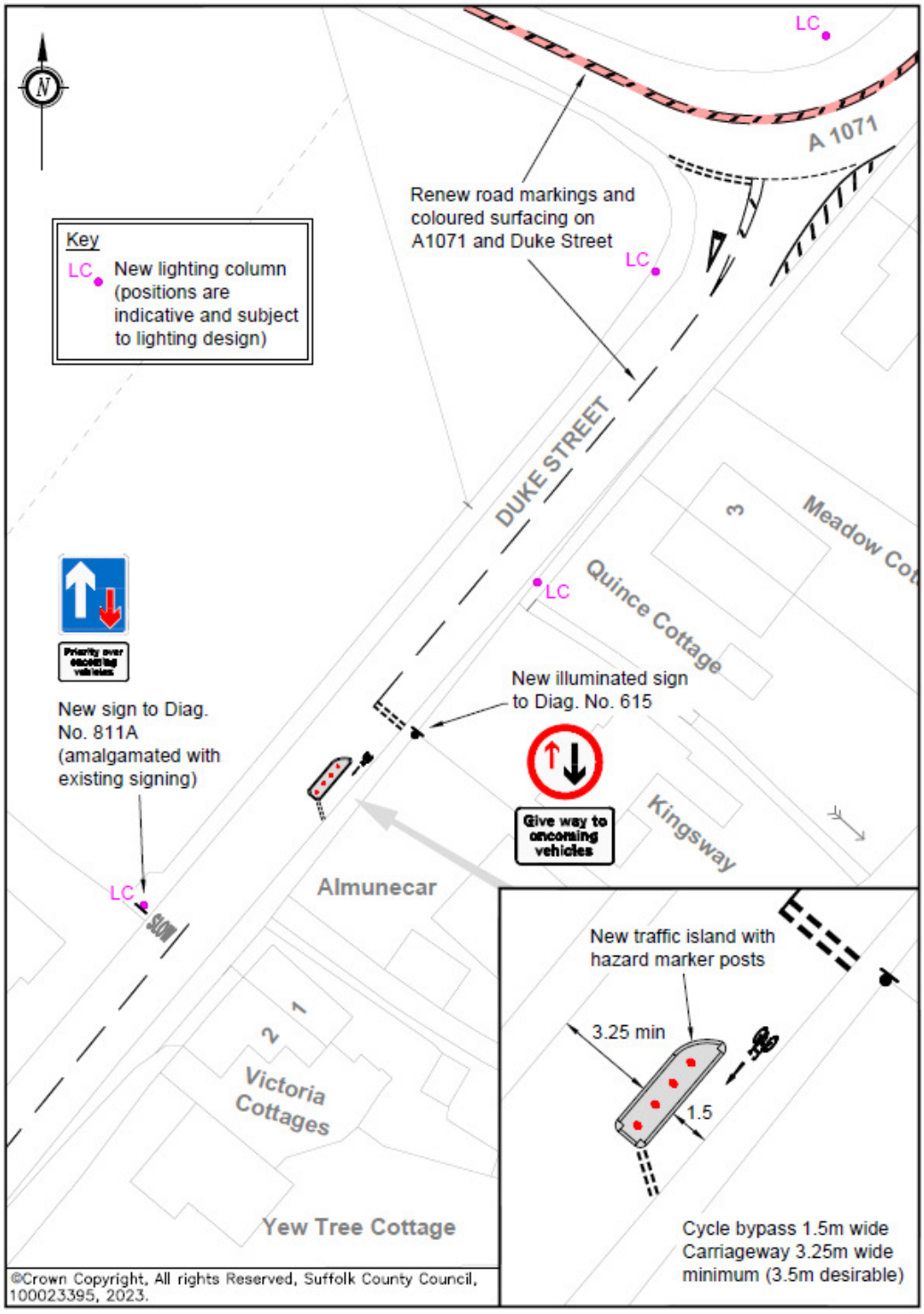
This option involves building out the kerb line to slightly realign the junction.

Vehicles travelling on the A1071 from Ipswich will be no longer to drive straight through the junction into Duke Street and will be forced to decelerate.

Considerations:

- Lighting may be required
- Topographical survey (and GPR survey) is desirable
- Road safety audits (stages 2 and 3) will likely be required due to collision history
- Swept path analysis required to check movements of larger vehicles are accommodated
- Surface water drainage
- Nearby garage/driveway accesses
- Advance warning to motorists (temporary 'New road layout ahead' signs)
- Consultation with the police and others likely to be affected by the proposal

Option 2: Road narrowing/priority system (with lighting)



Indicative arrangement
Not to scale

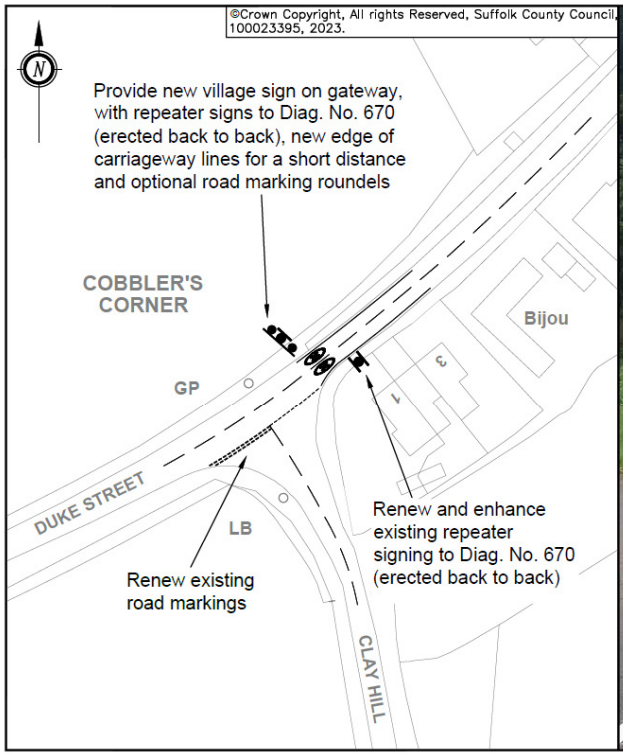
This option involves the construction of a new traffic island to narrow the road at the northern end of Duke Street. As the feature is to be positioned within the carriageway, it must be conspicuous at all times. Therefore, if a priority system is introduced, a new system of street lighting would also require installation as part of the works. It is recommended that new lighting is extended into the A1071 to improve road safety conditions in and around the junction.

Southbound traffic entering Duke Street from the A1071 will need to give way to oncoming vehicles at the road narrowing. This will encourage motorists to approach with more caution, which should reduce traffic speed in this area.

Considerations:

- Lighting may be expensive to design/install and new columns may be difficult to locate due to the presence of trees and the narrow footway and verge – A street lighting design would need to be commissioned to better understand how and if, illumination could be provided and where a potential power supply could be taken from
- Limited road width makes it difficult to accommodate a cycle bypass and an appropriately designed traffic island
- Limited footway width makes it difficult to install wide base posts for the lighting column and illuminated sign – May need to consider arrangements with residents to install inside property boundaries, which may necessitate legal work
- Potential queuing back to A1071 junction if northbound traffic flow becomes more dominant or cannot clear adequately due to problems exiting onto the A1071
- Nearby driveway accesses make it difficult to locate the traffic island without impairing vehicular access for residents
- Topographical survey (and GPR survey) is desirable
- Road safety audits (stages 2 and 3) will likely be required
- Design should not prevent larger vehicles from using the route
- Surface water drainage
- Debris collecting within cycle bypass
- Advance warning to motorists - Temporary ‘New road layout ahead’ signs would be required and an additional permanent sign to warn of the road narrowing may be required in advance of the priority system
- Visual impact on surroundings
- Consultation with the police and others likely to be affected by the proposal (particularly residents)

Option 3: Gateway feature at the Clay Hill junction



Location of new gateway
Not to scale

Indicative arrangement
Not to scale

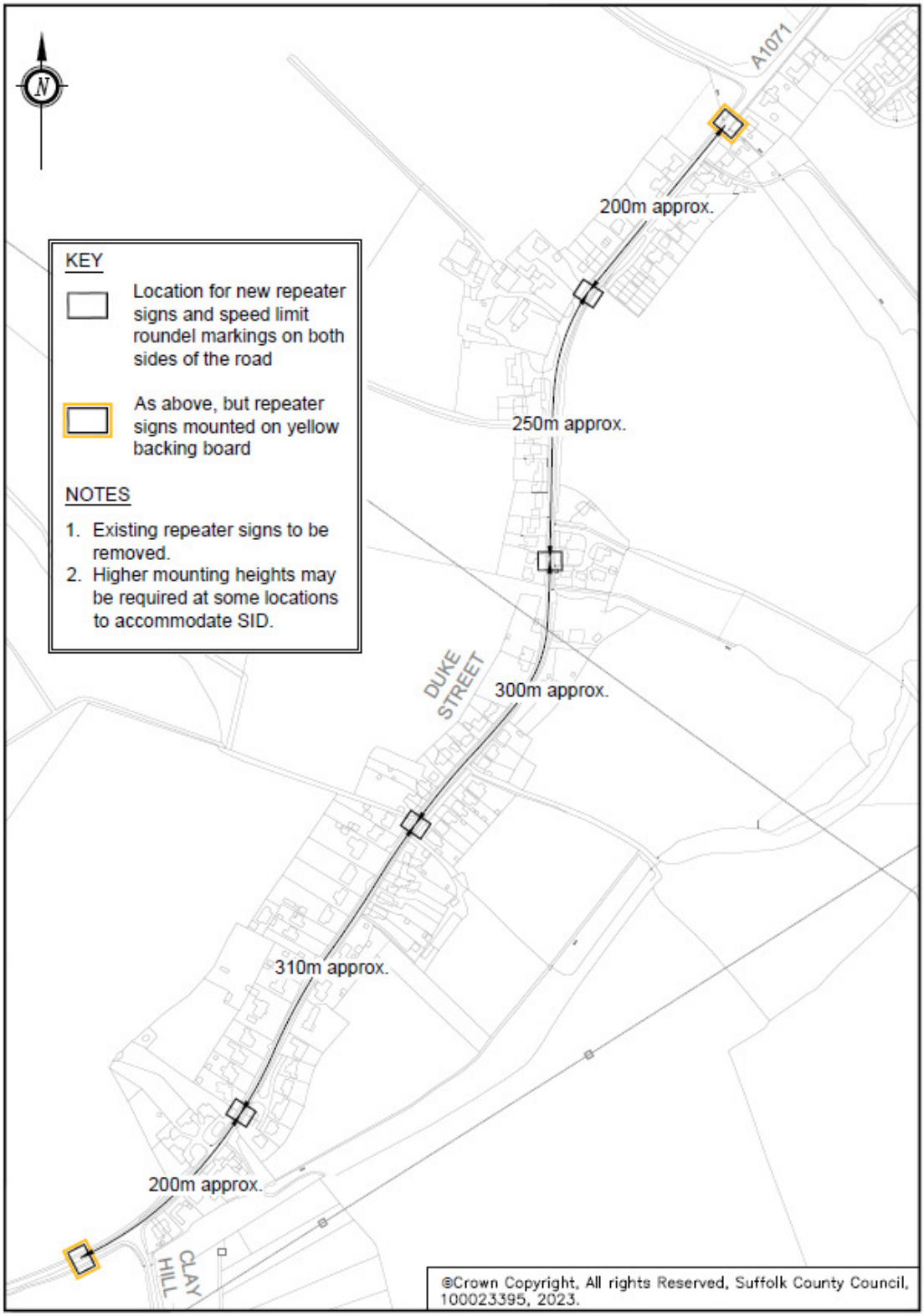
This option involves installing a new village sign with gateway and renewing the existing 30 mph repeater signs near the southern end of Duke Street, at its junction with Clay Hill. These measures will enhance the entry into the built-up section of Duke Street

This will act as a reminder to motorists and encourage slower traffic speeds.

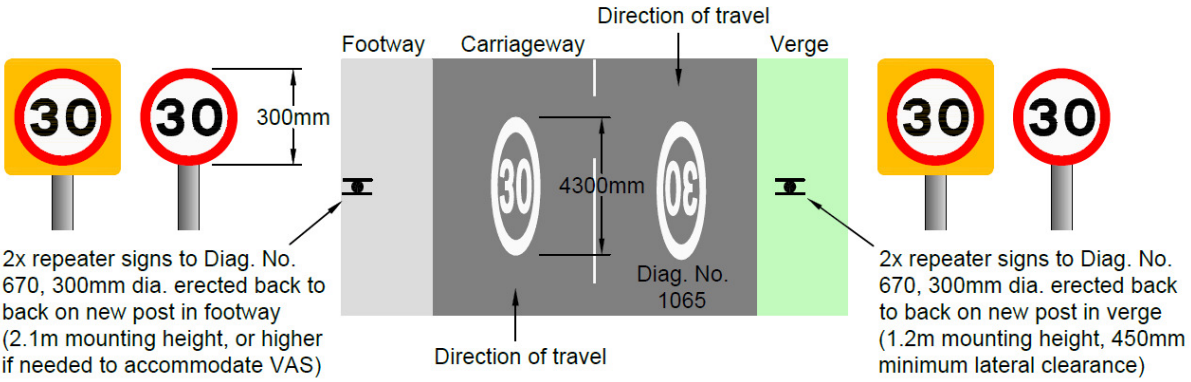
Considerations:

- Available verge width
- Careful location and mounting of signs (height and orientation) to ensure optimum visibility, with consideration to existing 'DUKE STREET' road name plate
- Coloured surfacing could be applied to the carriageway to enhance the threshold, though this would increase construction cost and maintenance responsibility - Any such proposal would require approval from SCC Asset Management
- Visual impact on surroundings
- Road marking roundels are optional
- Consultation with parish council and possibly nearby residents

Option 4: Speed limit roundel markings



Indicative arrangement
Not to scale



Typical arrangement
Not to scale

This option will involve the installation of 30 mph repeater signs and road marking roundels on both sides of the road, at various points along Duke Street.

This will act as a reminder to motorists and encourage slower traffic speeds.

Considerations:

- Available footway and verge widths to accommodate new posts/foundations
- Differing mounting heights may look unusual where signs are mounted 2.1 metres above footway level and 1.2 metres above verge level on opposite sides of the road
- Removal of existing repeater signs being replaced
- Spacings between new repeater signs could be altered, though distances should not exceed 350 metres between repeaters, or 300 metres between terminal speed limit signs and the initial repeater sign
- Should not restrict or obscure visibility out of private vehicular accesses
- New signs should be sited to ensure they do not become easily obscured themselves
- Visual impact on surroundings
- Road marking roundels could be omitted, but this will lessen the intended impact
- Consultation with parish council and others likely to be affected by the proposal

Option 5: Provision of mounting point near A1071 junction for SID

Location of new sign post
Not to scale

Indicative arrangement
Not to scale

This option involves installing a new post and 30 mph repeater signs close to the northern end of Duke Street. The post will provide an alternative location for the parish council to use their SID.

This will alert speeding motorists and encourage slower traffic speeds.

Considerations:

- Available footway width
- Mounting height must allow for occasional use of SID below speed limit repeater signs
- Should comply with SCC guidance in relation to locating and operating SID equipment
- Road marking roundels could also be applied on the road at this location
- Consultation with nearby residents and others likely to be affected by the proposal

Consultation

Police Comments

Traffic Management Officer
Comments received from Kevin Stark, 29/08/2023

From a policing perspective it is not believed the proposals would have a significant impact on our ability to provide a service. Yes, some of the designs which would necessitate a driver to slow down (the whole point of the scheme) more than others would have an impact on response times but these would hopefully be minimal.

With regards to the purpose of the scheme I would highlight one particular aspect with regards to achieving the aim of controlling traffic speeds. I note the comments on the need to consider replacing the road paint at the junction with the A1071 with a physical kerb since the existing design has little to no impact on reducing vehicle speeds. If that is an accepted issue with regards to the effectiveness of road paint alone, then would the proposals for the southern end of the scheme need some additional measures? Maybe an additional VAS site if not already there?

I appreciate that there are many other aspects of this scheme (environmental/cost/impact of residents) but, as discussed, have tried to limit my observations to those most directly impacted on the Constabulary.

Suffolk County Council Comments

Asset Management
Comments received from John Simpson, 28/07/2023

It is unclear what has led to the commission of the report. Was this following local perception of issues or strategic recognition of tangible data?
What is the opinion of the Design Engineer in terms of the severity of the problems identified and how typical they may be on a countywide or national scale?
We must be mindful of the disparity between current asset maintenance cost need and the actual budget levels available to undertake maintenance activities when considering the need for new infrastructure projects. We should carefully consider the significance of any issues identified and the actual impact of these and whether they really represent a significant enough issue to warrant adding further asset inspection and maintenance burden at a time when demand for maintenance far outweighs budget availability.

Option 1

a. Would renewal of the coloured surfacing really contribute to traffic calming, slowing vehicle speeds or accident reduction? Coloured surfacing does expedite the degradation of the road surface. Early failure of the surface and associated road markings and studs may be counter productive in terms of road safety.

b. Would edge lining be an appropriate option to guide vehicles into and around the build out travelling southbound?
c. Is there a danger that a physical upstand represented by a kerb may worsen the effects of any RTCs at this location?

Option 2
Due to the proposed layout and traffic volumes using this section it is expected that the proposed priority road markings would wear very quickly and thus require a higher than usual frequency of renewal to ensure the facility is safe and fit for purpose.

Option 3
The Parish Council could opt to own the gateway feature and enter into a license agreement with SCC to have it placed within the highway so that they take responsibility for its future maintenance in the event that it becomes damaged as the gateway would not be a priority sign to replace under HMOP in the event of damage or degradation.

Option 4
Does the data collected for this site demonstrate a situation that is significant enough to warrant yellow backing boards, which, if proliferated around the county too much would lose their overall value and effect?

Option 5
Does the data collected for this site demonstrate a situation that is significant enough to warrant yellow backing boards, which, if proliferated around the county too much would lose their overall value and effect?

From an asset management and maintenance perspective my preference would be Option 3, 4 or 5 but as stated earlier, it would be useful to understand whether the data collected and observations made represent a significant enough issue to warrant adding further maintenance burden at this time.

Safety & Speed Management

Comments received from Keith Sampson, 31/07/2023

In answer to John's enquiry about what generated the report, this was from a request via the County Councillor and Parish Council to David Chenery who initiated it.

Page 32 - Option 4 - I don't think that with the numbers of collisions in the report it would justify the yellow backed repeater signs, however, SCC have used slightly larger repeater signs to make them more conspicuous which may be an option here.

Page 34 - Option 5 – What is the distance from the junction to the proposed SID post? We request a minimum of 80m otherwise the SID will be triggered by vehicles on A1071.

Conclusion

The comments provided by Asset Management emphasise the importance of considering the situation in Duke Street as part of the 'bigger picture' throughout the county. Measures to reduce traffic speed and to address speeding concerns should be implemented in a consistent way throughout Suffolk. Similarly, the assessment of what actually constitutes a road safety 'issue' and the threshold at which further investigation or action is undertaken, must also take a consistent approach. Funding to maintain highway assets is managed on a countywide basis and therefore any requirement for increased maintenance needs to demonstrate a significant concern and an appropriate solution.

Safety & Speed Management have advised that the use of yellow backing boards may not be appropriate in the case of Duke Street and that these should be reserved for sites experiencing a greater incidence of collisions. This view is supported by Asset Management and in particular, the concern that potential over-use of yellow backing boards could reduce their overall effectiveness at more safety critical locations. As an alternative to using repeater signs on yellow backing boards for Options 4 and 5, it may be more appropriate to consider slightly larger repeater signs, for instance signs of 450mm diameter instead of the usual 300mm. Although this would make the 30 mph repeater signs more conspicuous, larger signs could also be considered more visually intrusive.

Regarding Option 5, Safety & Speed Management advised that the SID post would need to be located a minimum of 80 metres from the junction with the A1071. Currently, the location shown on the illustration at page 35 is only 44 metres from the junction. It is considered that the location shown would be more effective in terms of the potential impact on motorist behaviour, however it is accepted that there are conditions controlling the use of SIDs which must be complied with. If the SID post was moved back 80 metres from the A1071 junction, this would correspond to a point at the northern boundary of Victoria Cottages, where the footway appears narrow and the affected properties are situated closer to the road. This is not a suitable location in which to install an additional SID post. Further south along Duke Street, there is already a solar powered SID post situated opposite the boundary between Pheasants Rise and Hollyhocks.
If a new SID post cannot be provided close to the A1071 junction (as shown in Option 5), then this option may have to be dismissed. However, it is noted that the existing solar powered SID post is tucked into vegetation and is perhaps not as visible as it could be. As an alternative to Option 5, there may be an opportunity to relocate the existing solar powered SID post slightly further north, at the boundary between Yew Tree Cottage and Chalkhill House, to increase its visibility.

If traffic calming measures are pursued, it is concluded that either Options 3, 4 or the relocation of the existing solar powered SID post are investigated further.

Appendix A: Design brief provided by client

Scheme Ref	Date Received (Prof' Serv')	Owner (Estimator / Designer)
S9999	25/10/2018	John simpson
Document Title		
Scheme/Design Brief - Draft		

Suffolk Highways
your roads, our business

complete as necessary

From:	David Chenery	☎ :	
Email:	David.chenery@suffolkhighways.org	**Team:**	Safety & Speed Mgt
Finance - *show any split in design/works/supervision expenditure*			
Budget(s)	TBA	**Expenditure Code(s) / Funding Source**	Tba

Scheme Title and Location - *provide exact limits of work*

Title	Duke Street Hintlesham – study into feasible safety engineering options
Location	Duke Stree, Hintlesham

Scheme Description and detailed requirements - *include background information, specific objectives, e*

Produce estimate for the assessment of current conditions and options for safety engineering measures to control traffic speeds

Scheme Justification – *include quantification of the problems that are to be addressed, who requested the scheme, why you have put this scheme forward for implementation, details on the background to the scheme that justify its implementation etc.*

The parish council and local County Councillor support a scheme to better control traffic speeds through the built up sections of Duke Street, Hintlesham.

Site/Job Specific Details – *include time & financial constraints, health & safety information, (CDM Regs), local issues, previous drawings, RSA, assumptions made, land and highway boundaries, TRO's, contractors, etc. Under CDM Regs 2007 it is the Client's duty to provide or make obtainable as much relevant information as possible. Please include any photos, location plan, sketches or correspondence that are relevant to this request.*

Tasks to include:

- Site visit to familiarise with the road layout
- Collection of collision data and any speed data and police speed enforcement data
- Carrying out of 2 speed surveys at separated locations to be agreed with the parish council
- An assessment of various traffic calming measures, tabulated with their pros and cons and price ranges (high, medium of low)
- Liaison with the police to obtain their comments on options
- Produce a report with recommendations

Target Dates: - *include any staged completions and target date for start / completion*

Asap

Output required – all of the below:

tick as necessary

Initial &main design	Estimate YES	Report
	Plans	

Other information: - *include any reporting requirements*

Checklist:

Is the request wholly within the highway ?	yes

27/07/2023 Version N° 2.0

Uncontrolled unless viewed on BMS

Page 1 of 2

Scheme Ref	Date Received (Prof' Serv')	Owner (Estimator / Designer)
S9999	25/10/2018	John simpson
Document Title		
Scheme/Design Brief - Draft		

Is the area maintained /administered by Suffolk Highways ?	Yes
Does the request meet the criteria set out within any appropriate regulations or guidance etc ?	Yes
Does the request meet SCC / Suffolk Highways Policy ?	Yes
Is the request feasible / achievable ?	Yes
Is the request safe ?	Yes
Are there any planned maintenance or improvement works due in the vicinity of the works. (check with relevant Asset Managers and provide details/dates etc)	N/A
Has local support been demonstrated to support the request (Generally TRO's) from:	
1. Public ?	assumed
2. Parish / Town or Borough Council ?	Yes, Hintlesham parish council
3. County Councillor ? (State name and details)	Yes, Cllr Cllr Christopher Hudson
4. Emergency Services ?	?
5. Other (i.e. District Council / Businesses etc) ?	?
Does it add to SCC's asset management burden ? (Provide details)	Possibly, depending on recommendations
Relevant Asset Managers comments:	John Simpson to be asked to comment on options to include in report
Will there be any ongoing maintenance or de-commissioning costs to be factored in ? If yes provide details and seek SLT approval to proceed.	Possibly
SLT Comments (If necessary):	Not asked at this stage

Signature Client:	David Chenery	**Name:**	David Chenery	**Date:**	27/06/2022
Signature Professional Services:		**Name:**		**Date:**	

Changes to this brief must be agreed by both parties and confirmed in writing & appended to this brief.

Appendix B: Existing speed data near A1071 junction

Site No. 00073562 Site Ref. C0732 A3562 Grid Ref. 608283,243332
DUKE STREET - HINTLESHAM Channel: Southbound
Speed Report (Speed Limit 30 Mph) Week Begin: 08 September 2015

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Tue 8 Sep	1422	39	33	6	0	0	14	30	67	236	603	362	85	15	7	2	1
Wed 9 Sep	1486	39	34	6	0	2	9	31	46	216	610	421	121	21	9	0	0
Thu 10 Sep	1475	39	33	6	0	0	14	31	75	262	565	396	100	21	7	3	1
Fri 11 Sep	1505	39	33	6	0	1	18	38	79	250	591	403	101	17	7	0	0
Sat 12 Sep	1108	39	32	7	0	1	40	51	57	187	413	256	87	11	5	0	0
Sun 13 Sep	872	39	32	7	0	2	28	41	49	156	289	221	64	17	4	0	1
Mon 14 Sep	1363	39	34	6	0	0	4	21	42	171	593	377	129	15	9	1	1
5-day Av.	1450	39	33	6	0	1	12	30	62	227	592	392	107	18	8	1	1
7-day Av.	1319	39	33	6	0	1	18	35	59	211	523	348	98	17	7	1	1

Site No. 00073562 Site Ref. C0732 A3562 Grid Ref. 608283,243332
DUKE STREET - HINTLESHAM Channel: Northbound
Speed Report (Speed Limit 30 Mph) Week Begin: 08 September 2015

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Tue 8 Sep	1303	32	27	5	0	5	18	60	304	591	284	36	4	1	0	0	0
Wed 9 Sep	1358	32	27	5	0	1	23	85	280	635	286	46	2	0	0	0	0
Thu 10 Sep	1363	32	27	5	0	4	32	77	303	618	281	45	3	0	0	0	0
Fri 11 Sep	1406	33	27	5	0	1	29	58	299	631	336	42	9	0	1	0	0
Sat 12 Sep	1108	33	28	5	0	0	26	53	187	507	284	50	1	0	0	0	0
Sun 13 Sep	864	33	28	5	0	0	12	28	135	432	220	32	5	0	0	0	0
Mon 14 Sep	1245	33	27	5	0	2	23	57	246	572	307	37	1	0	0	0	0
5-day Av.	1335	32	27	5	0	3	25	67	286	609	299	41	4	0	0	0	0
7-day Av.	1235	33	27	5	0	2	23	60	251	569	285	41	4	0	0	0	0

Appendix C: New speed, volume and classification data at sites A4365 & A4366

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Ipswich
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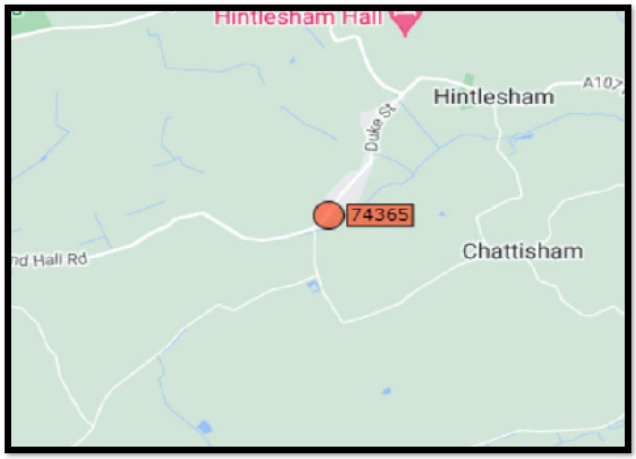
Type of Survey	Speed, Volume, and classification Survey

Project Reference	A4365
Client	Susan Broom Design Engineer
Site location	Duke Street Hintlesham

Easting Northing	607829 242402
Start Date of Survey Period	10th March 2023
End Date of Survey Period	29th March 2023

Comments	

Speed Limit	30mph
Road Number	C730



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Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 10 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 10 Mar	430	37	31	6	0	2	8	19	33	110	168	67	19	3	1	0	0
Sat 11 Mar	906	37	32	5	0	0	3	13	25	264	397	156	38	7	3	0	0
Sun 12 Mar	693	36	32	5	0	0	4	8	22	203	324	103	22	5	2	0	0
Mon 13 Mar	1095	36	32	5	0	1	4	11	39	326	497	175	37	3	2	0	0
Tue 14 Mar	1230	36	32	5	0	4	7	17	33	366	564	190	35	10	4	0	0
Wed 15 Mar	1217	37	32	5	1	2	9	18	33	348	557	197	46	6	0	0	0
Thu 16 Mar	1197	37	32	5	0	2	4	24	46	355	505	192	53	13	1	2	0
5 Day Ave.	1034	37	32	5	0	2	6	18	37	301	458	164	38	7	2	0	0
7 Day Ave.	967	37	32	5	0	2	6	16	33	282	430	154	36	7	2	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 10 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 10 Mar	339	35	29	7	0	0	13	21	36	103	112	41	13	0	0	0	0
Sat 11 Mar	830	34	29	5	0	0	4	32	83	359	259	71	15	4	3	0	0
Sun 12 Mar	683	35	31	5	0	0	4	4	25	282	259	85	20	4	0	0	0
Mon 13 Mar	1043	36	31	5	0	2	1	12	54	418	365	150	31	8	2	0	0
Tue 14 Mar	1135	35	30	6	0	5	15	14	78	466	374	132	40	8	3	0	0
Wed 15 Mar	1125	36	30	5	0	0	7	22	66	490	354	137	40	7	2	0	0
Thu 16 Mar	1112	36	30	5	0	2	5	17	53	502	352	137	35	8	1	0	0
5 Day Ave.	951	36	30	5	0	2	8	17	57	396	312	119	32	6	2	0	0
7 Day Ave.	895	35	30	5	0	1	7	17	56	374	297	108	28	6	2	0	0

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Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 17 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 17 Mar	1257	36	31	5	0	5	9	17	62	371	568	172	41	7	4	1	0
Sat 18 Mar	962	37	32	5	0	1	2	7	25	263	442	171	38	10	2	0	1
Sun 19 Mar	738	37	32	5	1	2	4	10	25	215	320	132	20	7	1	0	1
Mon 20 Mar	869	36	31	5	0	0	5	12	36	287	372	114	33	6	2	1	1
Tue 21 Mar	879	38	32	5	0	1	4	9	29	224	390	172	40	6	3	0	1
Wed 22 Mar	928	37	32	5	1	1	5	10	23	269	421	144	42	7	4	1	0
Thu 23 Mar	958	37	32	5	1	3	5	11	33	257	429	169	35	13	2	0	0
5 Day Ave.	978	37	32	5	0	2	6	15	40	317	487	170	40	8	3	1	0
7 Day Ave.	942	37	32	5	0	2	5	13	35	295	457	165	37	8	2	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 17 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 17 Mar	1129	35	30	5	1	0	9	19	68	472	394	129	32	5	0	0	0
Sat 18 Mar	953	36	31	5	0	3	3	18	62	363	335	132	32	3	2	0	0
Sun 19 Mar	732	36	30	6	0	0	15	9	32	324	233	84	27	7	1	0	0
Mon 20 Mar	722	35	30	5	0	2	5	16	57	290	253	74	21	3	1	0	0
Tue 21 Mar	737	36	31	5	0	1	3	15	44	292	241	108	25	8	0	0	0
Wed 22 Mar	792	35	31	5	0	2	9	11	37	314	292	98	26	3	0	0	0
Thu 23 Mar	874	35	30	5	0	2	3	15	47	368	304	102	27	6	0	0	0
5 Day Ave.	851	35	30	5	0	2	7	16	57	408	332	120	31	6	1	0	0
7 Day Ave.	848	36	30	5	0	2	7	15	54	390	319	116	31	6	1	0	0

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Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 24 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 24 Mar	987	37	32	5	0	0	4	17	29	281	429	174	39	11	3	0	0
Sat 25 Mar	895	37	32	5	0	0	8	12	25	241	405	164	35	4	1	0	0
Sun 26 Mar	625	37	32	5	0	0	4	6	22	177	273	107	30	4	2	0	0
Mon 27 Mar	978	37	31	5	0	1	5	9	50	283	433	162	32	3	0	0	0
Tue 28 Mar	871	37	32	5	0	4	4	9	19	260	392	136	32	13	2	0	0
Wed 29 Mar	848	37	32	5	0	0	8	8	26	228	374	158	34	10	2	0	0
Thu 30 Mar																	
5 Day Ave.	921	37	32	5	0	1	5	11	31	263	410	157	36	9	2	0	0
7 Day Ave.	875	37	32	5	0	1	5	11	29	247	390	151	35	8	2	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 24 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 24 Mar	855	36	31	5	0	2	5	18	39	318	321	109	35	8	0	0	0
Sat 25 Mar	882	35	31	5	0	0	4	16	51	323	353	103	26	4	1	1	0
Sun 26 Mar	574	36	31	5	1	2	4	8	29	186	239	75	26	4	0	0	0
Mon 27 Mar	813	36	31	5	0	2	9	16	38	313	298	111	21	3	0	2	0
Tue 28 Mar	808	36	31	5	1	2	6	9	43	322	284	103	32	4	1	1	0
Wed 29 Mar	821	36	31	5	0	0	9	10	56	299	293	117	32	4	1	0	0
Thu 30 Mar																	
5 Day Ave.	824	36	31	5	0	2	6	14	45	320	291	103	28	5	0	0	0
7 Day Ave.	797	36	31	5	0	2	5	14	43	301	293	99	28	5	0	0	0

Site No. A4365 — Lat/Lng. 52.04105 1.028961
DUKE STREET - HINTLESHAM — Channel: Southbound

Vehicle Count Report
Week Begin: 10 March 2023

	Fri Mar 10	Sat Mar 11	Sun Mar 12	Mon Mar 13	Tue Mar 14	Wed Mar 15	Thu Mar 16	5-Day Ave.	7-Day Ave.
00:00	0	5	9	1	2	2	2	1	3
01:00	0	2	7	1	0	1	2	1	2
02:00	1	2	4	1	1	1	3	1	2
03:00	0	0	0	1	1	1	4	1	1
04:00	0	3	1	7	4	4	2	3	3
05:00	2	10	1	19	15	17	18	14	12
06:00	8	9	2	28	26	27	20	22	17
07:00	17	14	7	77	91	81	79	69	52
08:00	26	21	15	114	111	103	104	92	71
09:00	20	61	28	60	76	56	64	55	52
10:00	25	60	49	52	70	74	49	54	54
11:00	16	61	68	68	44	67	65	52	56
12:00	17	81	75	69	75	59	83	61	66
13:00	16	86	90	70	65	60	75	57	66
14:00	18	95	65	85	88	99	80	74	76
15:00	23	100	77	93	110	99	110	87	87
16:00	8	80	60	98	122	137	116	96	89
17:00	46	55	42	100	134	134	135	110	92
18:00	74	42	19	60	84	88	68	75	62
19:00	34	31	28	37	25	32	37	33	32
20:00	25	23	20	30	33	33	27	30	27
21:00	18	20	14	8	26	24	31	21	20
22:00	21	34	10	12	18	10	15	15	17
23:00	15	11	2	4	9	8	8	9	8
Total									
12H(7-19)	306	756	595	946	1070	1057	1028	881	823
16H(6-22)	391	839	659	1049	1180	1173	1143	987	919
18H(6-24)	427	884	671	1065	1207	1191	1166	1011	944
24H(0-24)	430	906	693	1095	1230	1217	1197	1034	967
AM Peak	08:00	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	26	61	68	114	111	103	104	92	71
PM Peak	18:00	15:00	13:00	17:00	17:00	16:00	17:00	17:00	17:00
	74	100	90	100	134	137	135	110	92

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Vehicle Count Report
Week Begin: 10 March 2023

	Fri Mar 10	Sat Mar 11	Sun Mar 12	Mon Mar 13	Tue Mar 14	Wed Mar 15	Thu Mar 16	5-Day Ave.	7-Day Ave.
00:00	1	5	5	0	0	1	2	1	2
01:00	0	0	1	0	2	1	2	1	1
02:00	0	1	0	1	0	1	0	0	0
03:00	0	0	0	2	1	0	1	1	1
04:00	0	1	0	3	3	5	2	3	2
05:00	4	3	2	7	8	9	17	9	7
06:00	3	9	3	28	29	25	31	23	18
07:00	8	21	22	94	144	99	106	90	71
08:00	16	42	41	106	123	104	106	91	77
09:00	15	71	57	89	73	94	74	69	68
10:00	22	75	74	74	64	74	70	61	65
11:00	11	93	85	54	69	68	74	55	65
12:00	15	94	77	68	79	84	71	63	70
13:00	25	77	68	66	62	76	63	58	62
14:00	22	75	57	76	76	65	98	67	67
15:00	29	56	37	80	76	104	75	73	65
16:00	22	46	58	106	93	87	84	78	71
17:00	23	57	30	88	101	94	95	80	70
18:00	37	34	24	45	47	47	50	45	41
19:00	38	24	14	30	36	35	36	35	30
20:00	23	13	13	10	22	30	25	22	19
21:00	16	13	13	4	14	11	13	12	12
22:00	6	8	2	10	13	7	14	10	9
23:00	3	12	0	2	0	4	3	2	3
Total									
12H(7-19)	245	741	630	946	1007	996	966	832	790
16H(6-22)	325	800	673	1018	1108	1097	1071	924	870
18H(6-24)	334	820	675	1030	1121	1108	1088	936	882
24H(0-24)	339	830	683	1043	1135	1125	1112	951	895
AM Peak	10:00	11:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00
	22	93	85	106	144	104	106	91	77
PM Peak	19:00	12:00	12:00	16:00	17:00	15:00	14:00	17:00	16:00
	38	94	77	106	101	104	98	80	71

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Southbound

Vehicle Count Report
Week Begin: 17 March 2023

	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	Thu Mar 23	5-Day Ave.	7-Day Ave.
00:00	2	6	1	2	2	3	3	2	3
01:00	4	2	5	2	2	0	0	2	2
02:00	1	3	1	1	1	0	0	1	1
03:00	2	1	3	2	1	2	1	2	2
04:00	1	1	1	3	6	5	5	4	3
05:00	19	8	2	16	16	20	20	18	14
06:00	25	8	3	20	26	27	24	24	19
07:00	86	16	5	93	79	76	72	81	61
08:00	108	37	13	95	106	112	109	106	83
09:00	64	75	43	43	27	28	33	39	45
10:00	58	85	53	32	27	19	30	33	43
11:00	88	78	58	34	32	21	28	41	48
12:00	69	91	79	27	26	37	21	36	50
13:00	68	73	93	33	23	29	39	38	51
14:00	109	82	66	24	39	29	80	56	61
15:00	113	56	77	60	67	81	74	79	75
16:00	130	80	71	96	107	119	125	115	104
17:00	101	99	48	110	120	140	117	118	105
18:00	69	49	34	71	70	71	68	70	62
19:00	36	24	29	34	27	32	45	35	32
20:00	34	36	19	30	24	27	31	29	29
21:00	29	21	23	19	23	27	15	23	22
22:00	25	17	7	15	23	16	16	19	17
23:00	16	14	4	7	5	7	2	7	8
Total									
12H(7-19)	1063	821	640	718	723	762	796	812	789
16H(6-22)	1187	910	714	821	823	875	911	923	892
18H(6-24)	1228	941	725	843	851	898	929	950	916
24H(0-24)	1257	962	738	869	879	928	958	978	942
AM Peak	08:00	10:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00
	108	85	58	95	106	112	109	106	83
PM Peak	16:00	17:00	13:00	17:00	17:00	17:00	16:00	17:00	17:00
	130	99	93	110	120	140	125	118	105

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Vehicle Count Report
Week Begin: 17 March 2023

	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	Thu Mar 23	5-Day Ave.	7-Day Ave.
00:00	1	7	9	1	0	0	3	1	3
01:00	1	0	2	0	1	2	2	1	1
02:00	1	0	1	2	1	0	0	1	1
03:00	0	2	0	1	1	1	2	1	1
04:00	2	2	0	4	2	3	3	3	2
05:00	10	6	3	5	5	6	9	7	6
06:00	28	8	5	28	21	28	26	26	21
07:00	98	34	12	106	101	104	107	103	80
08:00	116	61	29	65	81	83	100	89	76
09:00	72	95	56	28	32	29	28	38	49
10:00	92	95	74	29	43	25	39	46	57
11:00	57	112	90	29	31	36	32	37	55
12:00	81	114	89	34	31	36	39	44	61
13:00	73	110	54	31	27	34	32	39	52
14:00	76	58	52	50	41	46	64	55	55
15:00	122	55	50	54	67	64	96	81	73
16:00	77	53	63	77	68	77	81	76	71
17:00	90	43	53	87	82	98	89	89	77
18:00	54	35	29	39	42	44	50	46	42
19:00	27	24	25	21	29	30	24	26	26
20:00	15	11	20	16	11	23	25	18	17
21:00	13	17	12	8	11	13	8	11	12
22:00	18	6	4	4	8	10	12	10	9
23:00	5	5	0	3	1	0	3	2	2
Total									
12H(7-19)	1008	865	651	629	646	676	757	743	747
16H(6-22)	1091	925	713	702	718	770	840	824	823
18H(6-24)	1114	936	717	709	727	780	855	837	834
24H(0-24)	1129	953	732	722	737	792	874	851	848
AM Peak	08:00	11:00	11:00	07:00	07:00	07:00	07:00	07:00	07:00
	116	112	90	106	101	104	107	103	80
PM Peak	15:00	12:00	12:00	17:00	17:00	17:00	15:00	17:00	17:00
	122	114	89	87	82	98	96	89	77

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Southbound

Vehicle Count Report
Week Begin: 24 March 2023

	Fri Mar 24	Sat Mar 25	Sun Mar 26	Mon Mar 27	Tue Mar 28	Wed Mar 29	Thu Mar 30	5-Day Ave.	7-Day Ave.
00:00	1	5	7	0	3	0		1	2
01:00	0	3	4	0	0	1		0	1
02:00	1	0	4	0	2	2		1	1
03:00	1	1	2	1	0	1		1	1
04:00	6	1	2	3	8	6		6	5
05:00	22	13	2	20	16	19		19	16
06:00	23	9	5	15	22	22		21	17
07:00	82	21	7	71	94	77		81	62
08:00	99	25	11	84	85	92		90	69
09:00	36	50	18	42	30	38		37	36
10:00	30	78	36	54	30	32		37	42
11:00	37	74	47	58	21	27		36	43
12:00	18	76	66	29	26	33		27	39
13:00	39	85	72	39	31	35		36	48
14:00	74	78	60	87	33	35		57	61
15:00	82	89	71	84	48	38		63	68
16:00	126	65	50	96	101	74		99	87
17:00	97	80	57	103	127	115		111	99
18:00	84	48	30	81	70	87		81	69
19:00	37	27	27	35	39	38		37	34
20:00	25	22	13	32	27	29		28	25
21:00	19	21	23	20	27	31		24	24
22:00	27	19	7	16	21	11		19	17
23:00	21	5	4	8	10	5		11	9
Total									
12H(7-19)	804	769	525	828	696	683		753	723
16H(6-22)	908	848	593	930	811	803		863	822
18H(6-24)	956	872	604	954	842	819		893	849
24H(0-24)	987	895	625	978	871	848		921	875
AM Peak	08:00	10:00	11:00	08:00	07:00	08:00		08:00	08:00
	99	78	47	84	94	92		90	69
PM Peak	16:00	15:00	13:00	17:00	17:00	17:00		17:00	17:00
	126	89	72	103	127	115		111	99

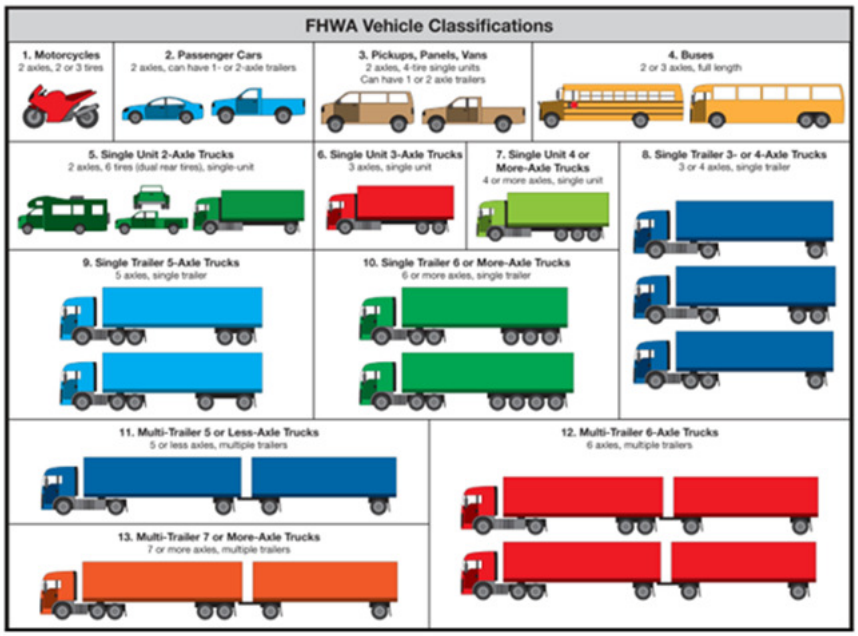
Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028961
Channel: Northbound

Vehicle Count Report
Week Begin: 24 March 2023

	Fri Mar 24	Sat Mar 25	Sun Mar 26	Mon Mar 27	Tue Mar 28	Wed Mar 29	Thu Mar 30	5-Day Ave.	7-Day Ave.
00:00	1	1	8	0	1	5		2	3
01:00	2	1	1	0	3	2		2	2
02:00	1	0	1	1	0	1		1	1
03:00	2	1	0	0	0	1		1	1
04:00	2	1	0	4	3	3		3	2
05:00	9	5	0	6	7	7		7	6
06:00	24	9	4	20	27	29		25	20
07:00	87	34	11	83	114	111		99	77
08:00	75	72	28	69	104	95		86	76
09:00	35	94	42	36	36	33		35	44
10:00	32	88	63	35	31	40		35	46
11:00	36	73	61	51	34	48		42	49
12:00	41	93	59	47	31	30		37	48
13:00	37	75	46	43	25	34		35	42
14:00	68	57	47	54	38	57		54	54
15:00	92	64	42	77	55	48		68	64
16:00	75	51	46	88	83	68		79	70
17:00	84	49	37	78	89	85		84	72
18:00	58	32	18	55	53	58		56	47
19:00	28	26	26	26	37	28		30	29
20:00	20	17	15	16	16	20		18	17
21:00	16	19	15	13	7	9		11	13
22:00	23	13	3	7	13	5		12	11
23:00	7	7	1	4	1	4		4	4
Total									
12H(7-19)	720	782	500	716	693	707		709	690
16H(6-22)	808	853	560	791	780	793		793	768
18H(6-24)	838	873	564	802	794	802		809	783
24H(0-24)	855	882	574	813	808	821		824	797
AM Peak	07:00	09:00	10:00	07:00	07:00	07:00		07:00	07:00
	87	94	63	83	114	111		99	77
PM Peak	15:00	12:00	12:00	16:00	17:00	17:00		17:00	17:00
	92	93	59	88	89	85		84	72

Appendix A: Vehicle Classification Using FHWA 13-Category Scheme



Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.02896086
Channel: Southbound

Classification Report (FHWA 13)
Week Begin: 10 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 10 Mar	430	3	322	95	1	8	0	1	0	0	0	0	0	0
Sat 11 Mar	906	2	760	132	5	5	2	0	0	0	0	0	0	0
Sun 12 Mar	693	6	578	103	0	5	1	0	0	0	0	0	0	0
Mon 13 Mar	1095	8	842	220	3	15	4	1	0	1	1	0	0	0
Tue 14 Mar	1230	10	908	261	8	32	3	6	0	0	2	0	0	0
Wed 15 Mar	1217	2	928	233	4	39	8	2	0	0	1	0	0	0
Thu 16 Mar	1197	13	896	245	5	27	1	8	1	1	0	0	0	0
5 Day Ave.	1034	7	779	211	4	24	3	4	0	0	1	0	0	0
7 Day Ave.	967	6	748	184	4	19	3	3	0	0	1	0	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.02896086
Channel: Northbound

Classification Report (FHWA 13)
Week Begin: 10 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 10 Mar	339	0	234	89	1	14	0	1	0	0	0	0	0	0
Sat 11 Mar	830	3	671	142	4	7	1	2	0	0	0	0	0	0
Sun 12 Mar	683	4	564	109	0	5	1	0	0	0	0	0	0	0
Mon 13 Mar	1043	5	783	230	2	16	4	1	1	1	0	0	0	0
Tue 14 Mar	1135	5	820	250	9	42	2	6	0	1	0	0	0	0
Wed 15 Mar	1125	4	845	237	4	29	5	1	0	0	0	0	0	0
Thu 16 Mar	1112	6	826	239	3	27	2	9	0	0	0	0	0	0
5 Day Ave.	951	4	702	209	4	26	3	4	0	0	0	0	0	0
7 Day Ave.	895	4	678	185	3	20	2	3	0	0	0	0	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028960862
Channel: Southbound

Classification Report (FHWA 13)
Week Begin: 17 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 17 Mar	1257	9	939	258	5	36	1	7	2	0	0	0	0	0
Sat 18 Mar	962	2	773	172	4	11	0	0	0	0	0	0	0	0
Sun 19 Mar	738	7	614	102	4	9	0	0	1	1	0	0	0	0
Mon 20 Mar	869	4	644	190	3	20	2	5	0	1	0	0	0	0
Tue 21 Mar	879	7	647	198	0	22	0	5	0	0	0	0	0	0
Wed 22 Mar	928	6	719	175	2	23	2	0	1	0	0	0	0	0
Thu 23 Mar	958	10	731	184	8	22	2	0	1	0	0	0	0	0
5 Day Ave.	978	8	819	222	4	27	2	4	1	0	0	0	0	0
7 Day Ave.	942	7	783	198	4	22	2	3	1	0	0	0	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.028960862
Channel: Northbound

Classification Report (FHWA 13)
Week Begin: 17 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 17 Mar	1129	4	862	226	0	28	3	6	0	0	0	0	0	0
Sat 18 Mar	953	2	789	154	0	7	1	0	0	0	0	0	0	0
Sun 19 Mar	732	7	592	124	2	7	0	0	0	0	0	0	0	0
Mon 20 Mar	722	2	529	165	5	13	3	5	0	0	0	0	0	0
Tue 21 Mar	737	3	523	184	1	19	2	3	1	0	1	0	0	0
Wed 22 Mar	792	4	591	169	3	23	1	0	0	0	1	0	0	0
Thu 23 Mar	874	6	646	202	1	14	3	1	1	0	0	0	0	0
5 Day Ave.	851	4	729	213	3	24	3	4	0	0	0	0	0	0
7 Day Ave.	848	4	718	192	2	19	2	3	0	0	0	0	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.02896086
Channel: Southbound

Classification Report (FHWA 13)
Week Begin: 24 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 24 Mar	987	6	739	200	9	27	3	2	0	0	1	0	0	0
Sat 25 Mar	895	11	724	143	4	10	3	0	0	0	0	0	0	0
Sun 26 Mar	625	1	511	105	3	5	0	0	0	0	0	0	0	0
Mon 27 Mar	978	7	755	188	3	18	3	3	0	1	0	0	0	0
Tue 28 Mar	871	5	655	182	4	22	3	0	0	0	0	0	0	0
Wed 29 Mar	848	4	642	166	0	27	5	3	0	0	1	0	0	0
Thu 30 Mar														
5 Day Ave.	921	7	700	187	5	23	3	2	0	0	0	0	0	0
7 Day Ave.	875	6	677	169	4	19	2	1	0	0	0	0	0	0

Site No. A4365
DUKE STREET - HINTLESHAM

Lat/Lng. 52.04105 1.02896086
Channel: Northbound

Classification Report (FHWA 13)
Week Begin: 24 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 24 Mar	855	5	633	183	4	23	3	3	0	0	1	0	0	0
Sat 25 Mar	882	10	710	149	2	9	2	0	0	0	0	0	0	0
Sun 26 Mar	574	0	477	93	0	3	0	1	0	0	0	0	0	0
Mon 27 Mar	813	6	582	189	2	26	4	3	0	0	1	0	0	0
Tue 28 Mar	808	1	594	189	0	17	3	4	0	0	0	0	0	0
Wed 29 Mar	821	3	605	179	2	22	6	3	0	1	0	0	0	0
Thu 30 Mar														
5 Day Ave.	824	4	598	185	2	19	3	3	0	0	1	0	0	0
7 Day Ave.	797	4	597	166	2	16	3	2	0	0	0	0	0	0

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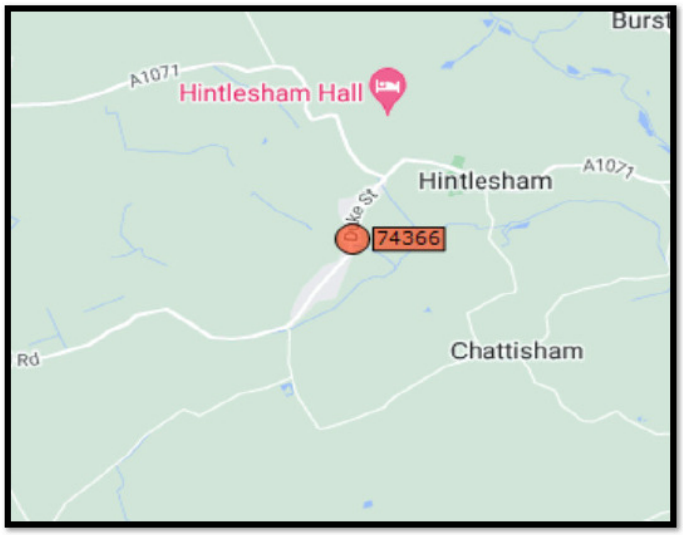
Type of Survey	Speed, Volume, and classification Survey

Project Reference	A4366
Client	Susan Broom Design Engineer
Site location	Duke Street Hintlesham

Easting Northing	608109 242932
Start Date of Survey Period	10th March 2023
End Date of Survey Period	29th March 2023

Comments	

Speed Limit	30mph
Road Number	C730



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Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 10 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 10 Mar	285	34	28	8	1	7	22	8	22	110	80	23	6	6	0	0	0
Sat 11 Mar	965	36	32	5	0	4	2	4	29	313	444	117	36	14	0	2	0
Sun 12 Mar	733	35	31	4	0	1	0	2	26	273	321	83	24	1	2	0	0
Mon 13 Mar																	
Tue 14 Mar																	
Wed 15 Mar																	
Thu 16 Mar																	
5 Day Ave.	285	34	28	8	1	7	22	8	22	110	80	23	6	6	0	0	0
7 Day Ave.	446	35	30	7	1	6	16	7	24	162	166	45	13	6	0	0	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 10 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Fri 10 Mar	192	37	28	9	0	8	16	11	12	49	57	30	7	2	0	0	0
Sat 11 Mar	889	36	31	5	0	1	5	4	24	325	356	142	24	5	2	0	1
Sun 12 Mar	730	36	31	5	0	2	2	2	29	275	298	96	24	2	0	0	0
Mon 13 Mar																	
Tue 14 Mar																	
Wed 15 Mar																	
Thu 16 Mar																	
5 Day Ave.	192	37	28	9	0	8	16	11	12	49	57	30	7	2	0	0	0
7 Day Ave.	368	36	30	7	0	6	12	9	16	121	134	55	12	2	0	0	0

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Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 16 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 16 Mar	1259	34	29	5	0	4	7	18	111	650	356	87	25	1	0	0	0
Fri 17 Mar	1318	34	29	5	0	3	5	18	142	691	357	85	15	1	1	0	0
Sat 18 Mar	1047	34	29	5	0	3	9	13	90	502	329	77	21	3	0	0	0
Sun 19 Mar	784	34	29	5	0	3	1	16	47	400	248	57	11	1	0	0	0
Mon 20 Mar	952	34	29	5	0	1	5	21	86	497	249	76	13	2	1	0	1
Tue 21 Mar	978	34	30	5	0	3	5	17	58	509	287	75	17	5	1	0	1
Wed 22 Mar																	
5 Day Ave.	1127	34	29	5	0	3	6	19	99	587	312	81	18	2	1	0	1
7 Day Ave.	1066	34	29	5	0	3	5	17	90	548	305	77	17	2	1	0	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 16 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 16 Mar	1189	34	29	5	0	4	7	17	145	551	377	73	12	1	0	1	1
Fri 17 Mar	1205	32	27	5	0	11	29	67	238	590	216	46	7	1	0	0	0
Sat 18 Mar	1030	33	28	5	0	1	15	26	146	475	314	44	9	0	0	0	0
Sun 19 Mar	773	34	29	5	0	2	10	9	95	351	244	50	11	1	0	0	0
Mon 20 Mar	815	34	29	5	0	4	10	24	107	362	251	51	5	1	0	0	0
Tue 21 Mar	846	34	29	5	0	6	19	16	109	381	245	59	9	2	0	0	0
Wed 22 Mar																	
5 Day Ave.	1014	33	28	5	0	6	16	31	150	471	272	57	8	1	0	0	0
7 Day Ave.	982	33	28	5	0	5	15	27	141	454	274	54	9	1	0	0	0

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Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 23 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 23 Mar	1059	34	29	5	0	4	6	15	113	552	276	79	11	3	0	0	0
Fri 24 Mar	1069	34	29	5	0	2	11	14	87	547	319	69	13	6	1	0	0
Sat 25 Mar	966	34	29	5	0	5	13	26	91	443	301	69	17	1	0	0	0
Sun 26 Mar																	
Mon 27 Mar	1053	34	29	5	0	8	6	21	70	523	319	82	20	3	1	0	0
Tue 28 Mar	938	34	29	5	0	1	5	19	76	487	267	70	12	1	0	0	0
Wed 29 Mar	929	34	29	5	0	4	7	17	69	458	284	72	12	6	0	0	0
5 Day Ave.	1010	34	29	5	0	4	7	17	83	513	293	74	14	4	0	0	0
7 Day Ave.	956	34	29	5	0	4	7	17	79	473	285	72	15	3	0	0	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Speed Report (Speed Limit 30 Mph)
Week Begin: 23 March 2023

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 23 Mar	971	34	29	5	0	6	13	20	95	427	318	82	7	3	0	0	0
Fri 24 Mar	946	34	30	5	0	3	7	15	81	409	328	85	17	1	0	0	0
Sat 25 Mar	955	34	29	5	0	6	10	30	100	402	331	62	12	2	0	0	0
Sun 26 Mar																	
Mon 27 Mar	877	34	29	5	0	8	14	14	81	395	283	65	13	3	1	0	0
Tue 28 Mar	882	34	29	5	0	3	6	14	96	408	287	61	6	1	0	0	0
Wed 29 Mar	890	34	30	5	0	1	8	12	89	368	318	81	12	1	0	0	0
5 Day Ave.	913	34	29	5	0	4	10	15	88	401	307	75	11	2	0	0	0
7 Day Ave.	877	34	29	5	0	5	9	17	89	381	294	70	11	2	0	0	0

Site No. A4366 Lat/Lng. 52.0456987 1.033359759
DUKE STREET - HINTLESHAM Channel: Southbound

Vehicle Count Report
Week Begin: 10 March 2023

	Fri Mar 10	Sat Mar 11	Sun Mar 12	Mon Mar 13	Tue Mar 14	Wed Mar 15	Thu Mar 16	5-Day Ave.	7-Day Ave.
00:00	0	5	9					0	2
01:00	0	2	8					0	1
02:00	1	2	4					1	2
03:00	0	0	0					0	0
04:00	1	3	1					1	1
05:00	0	10	0					0	1
06:00	1	9	2					1	2
07:00	4	12	8					4	6
08:00	3	21	13					3	7
09:00	4	62	29					4	16
10:00	3	65	50					3	19
11:00	3	71	72					3	23
12:00	3	91	80					3	27
13:00	4	84	95					4	28
14:00	5	99	76					5	29
15:00	14	102	81					14	36
16:00	8	91	60					8	27
17:00	36	60	46					36	41
18:00	77	45	21					77	64
19:00	35	37	28					35	34
20:00	26	24	22					26	25
21:00	22	20	16					22	21
22:00	21	37	10					21	22
23:00	14	13	2					14	12
Total									
12H(7-19)	164	803	631					164	322
16H(6-22)	248	893	699					248	405
18H(6-24)	283	943	711					283	438
24H(0-24)	285	965	733					285	446
AM Peak	09:00	11:00	11:00					09:00	11:00
	4	71	72					4	23
PM Peak	18:00	15:00	13:00					18:00	18:00
	77	102	95					77	64

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0456987 1.033359759
Channel: Northbound

Vehicle Count Report
Week Begin: 10 March 2023

	Fri Mar 10	Sat Mar 11	Sun Mar 12	Mon Mar 13	Tue Mar 14	Wed Mar 15	Thu Mar 16	5-Day Ave.	7-Day Ave.
00:00	0	5	5					0	1
01:00	0	0	1					0	0
02:00	0	1	0					0	0
03:00	0	0	0					0	0
04:00	1	1	0					1	1
05:00	2	3	2					2	2
06:00	2	10	3					2	3
07:00	3	23	22					3	9
08:00	2	48	41					2	14
09:00	3	77	65					3	22
10:00	3	82	81					3	25
11:00	2	95	92					2	28
12:00	3	106	83					3	29
13:00	7	77	71					7	26
14:00	5	76	61					5	23
15:00	12	60	38					12	23
16:00	11	51	60					11	24
17:00	17	59	31					17	25
18:00	37	39	30					37	36
19:00	34	24	14					34	30
20:00	22	17	15					22	20
21:00	15	12	12					15	14
22:00	6	8	3					6	6
23:00	5	15	0					5	6
Total									
12H(7-19)	105	793	675					105	285
16H(6-22)	178	856	719					178	352
18H(6-24)	189	879	722					189	364
24H(0-24)	192	889	730					192	368
AM Peak	10:00	11:00	11:00					10:00	11:00
	3	95	92					3	28
PM Peak	18:00	12:00	12:00					18:00	18:00
	37	106	83					37	36

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Vehicle Count Report
Week Begin: 16 March 2023

	Thu Mar 16	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	5-Day Ave.	7-Day Ave.
00:00	2	3	7	4	2	2		2	3
01:00	1	4	3	5	2	2		2	3
02:00	3	1	3	1	1	3		2	2
03:00	4	4	1	3	3	1		3	3
04:00	2	2	1	0	5	6		4	3
05:00	23	22	8	1	20	18		21	16
06:00	20	22	8	3	18	27		22	17
07:00	73	83	19	7	85	74		79	60
08:00	101	110	41	12	94	109		104	82
09:00	63	71	85	40	49	28		53	56
10:00	56	63	87	58	34	33		47	54
11:00	69	88	80	65	49	36		61	64
12:00	87	68	94	94	32	36		56	67
13:00	80	72	78	97	42	31		56	65
14:00	87	120	91	74	33	50		73	75
15:00	120	123	64	80	73	84		100	92
16:00	123	132	95	73	105	118		120	109
17:00	135	104	102	42	112	130		120	106
18:00	76	76	52	35	76	77		76	67
19:00	42	41	28	36	44	28		39	37
20:00	30	36	39	19	29	28		31	30
21:00	36	32	20	23	21	29		30	27
22:00	17	25	25	8	16	23		20	19
23:00	9	16	16	4	7	5		9	9
Total									
12H(7-19)	1070	1110	888	677	784	806		943	897
16H(6-22)	1198	1241	983	758	896	918		1063	1008
18H(6-24)	1224	1282	1024	770	919	946		1093	1037
24H(0-24)	1259	1318	1047	784	952	978		1127	1066
AM Peak	08:00	08:00	10:00	11:00	08:00	08:00		08:00	08:00
	101	110	87	65	94	109		104	82
PM Peak	17:00	16:00	17:00	13:00	17:00	17:00		17:00	16:00
	135	132	102	97	112	130		120	109

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Vehicle Count Report
Week Begin: 16 March 2023

	Thu Mar 16	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	5-Day Ave.	7-Day Ave.
00:00	3	3	6	9	1	1		2	4
01:00	2	1	1	2	0	1		1	1
02:00	0	1	0	1	2	2		1	1
03:00	1	1	2	0	3	1		2	1
04:00	2	5	3	0	9	5		5	4
05:00	19	11	6	3	7	7		11	9
06:00	37	35	8	5	32	27		33	25
07:00	108	104	36	15	110	109		108	84
08:00	119	137	62	31	84	94		109	91
09:00	82	80	109	63	37	49		62	69
10:00	76	96	106	79	43	50		66	74
11:00	81	63	113	92	35	39		55	68
12:00	76	78	117	90	41	39		59	71
13:00	67	74	115	55	34	33		52	61
14:00	98	83	64	55	58	42		70	67
15:00	82	111	60	57	64	82		85	77
16:00	89	82	62	65	81	74		82	76
17:00	97	101	45	52	87	83		92	80
18:00	52	58	45	29	35	46		48	45
19:00	37	31	28	27	22	33		31	30
20:00	27	13	10	25	18	11		17	17
21:00	15	13	17	13	7	10		11	12
22:00	15	17	9	5	4	7		11	10
23:00	4	7	6	0	1	1		3	3
Total									
12H(7-19)	1027	1067	934	683	709	740		886	864
16H(6-22)	1143	1159	997	753	788	821		978	948
18H(6-24)	1162	1183	1012	758	793	829		992	961
24H(0-24)	1189	1205	1030	773	815	846		1014	982
AM Peak	08:00	08:00	11:00	11:00	07:00	07:00		08:00	08:00
	119	137	113	92	110	109		109	91
PM Peak	14:00	15:00	12:00	12:00	17:00	17:00		17:00	17:00
	98	111	117	90	87	83		92	80

Site No. A4366 — Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM — Channel: Southbound

Vehicle Count Report
Week Begin: 23 March 2023

	Thu Mar 23	Fri Mar 24	Sat Mar 25	Sun Mar 26	Mon Mar 27	Tue Mar 28	Wed Mar 29	5-Day Ave.	7-Day Ave.
00:00	3	1	5	7	0	3	0	1	3
01:00	0	1	3		0	0	1	0	1
02:00	1	2	0	4	2	3	4	2	2
03:00	1	2	1	2	2	1	2	2	2
04:00	7	7	1	2	4	6	7	6	5
05:00	21	25	13	2	21	19	19	21	17
06:00	26	22	8	5	14	19	22	21	17
07:00	74	76	22	8	71	89	76	77	59
08:00	108	97	26	12	82	83	89	92	71
09:00	39	35	55	22	39	31	39	37	37
10:00	42	35	79	35	63	31	36	41	46
11:00	34	50	76	53	63	29	33	42	48
12:00	31	27	84	78	39	33	38	34	47
13:00	45	50	95	79	46	34	37	42	55
14:00	92	81	82	63	98	43	43	71	72
15:00	83	89	95	76	94	62	50	76	78
16:00	143	126	76	54	109	112	86	115	101
17:00	115	109	87	62	113	136	136	122	108
18:00	73	91	50	37	81	78	91	83	72
19:00	48	39	36	27	33	33	35	38	36
20:00	30	29	22	15	33	32	33	31	28
21:00	22	20	24	24	22	28	34	25	25
22:00	18	32	20	7	16	23	13	20	18
23:00	3	23	6	4	8	10	5	10	8
Total									
12H(7-19)	879	866	827	579	898	761	754	832	795
16H(6-22)	1005	976	917	650	1000	873	878	946	900
18H(6-24)	1026	1031	943	661	1024	906	896	977	927
24H(0-24)	1059	1069	966		1053	938	929	1010	956
AM Peak	08:00	08:00	10:00		08:00	07:00	08:00	08:00	08:00
	108	97	79		82	89	89	92	71
PM Peak	16:00	16:00	15:00	13:00	17:00	17:00	17:00	17:00	17:00
	143	126	95	79	113	136	136	122	108

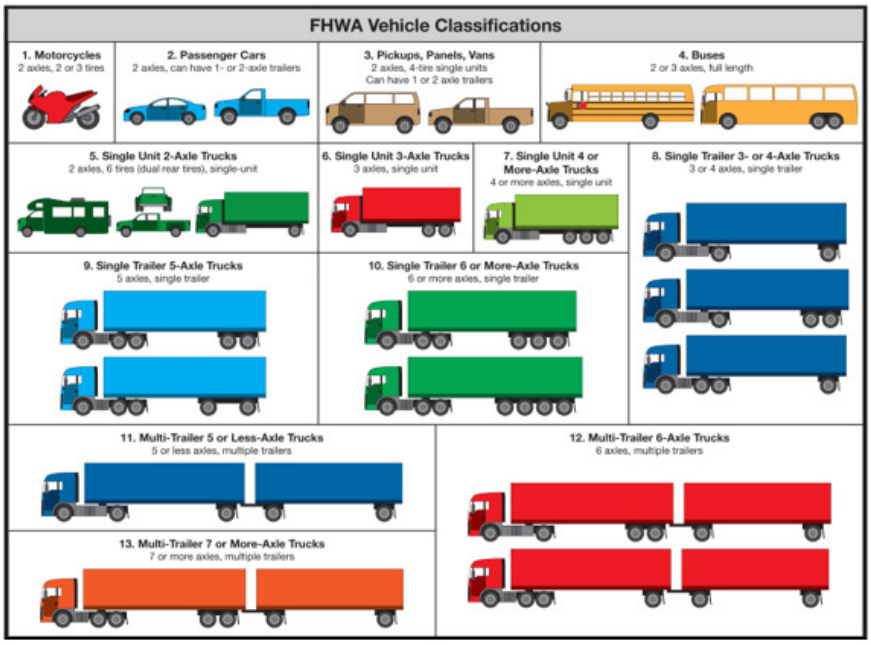
Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Vehicle Count Report
Week Begin: 23 March 2023

	Thu Mar 23	Fri Mar 24	Sat Mar 25	Sun Mar 26	Mon Mar 27	Tue Mar 28	Wed Mar 29	5-Day Ave.	7-Day Ave.
00:00	4	2	1	8	0	2	6	3	3
01:00	2	3	0		0	3	2	2	1
02:00	0	1	0	1	2	0	1	1	1
03:00	2	3	1	0	2	0	3	2	2
04:00	6	2	1	0	6	4	5	5	3
05:00	10	11	5	0	7	8	7	9	7
06:00	30	27	12	3	26	36	30	30	23
07:00	113	92	36	10	88	121	117	106	82
08:00	117	84	77	33	85	120	110	103	89
09:00	37	42	106	53	44	48	46	43	54
10:00	53	41	85	75	41	36	45	43	54
11:00	43	38	88	62	56	40	53	46	54
12:00	48	53	89	55	54	39	31	45	53
13:00	42	48	89	47	52	34	40	43	50
14:00	72	72	58	52	63	39	63	62	60
15:00	100	94	66	45	77	58	55	77	71
16:00	79	82	64	49	88	84	68	80	73
17:00	93	87	59	42	76	83	86	85	75
18:00	50	69	37	22	52	55	59	57	49
19:00	27	32	25	25	23	35	26	29	28
20:00	18	20	18	18	14	16	19	17	18
21:00	11	17	19	15	10	8	7	11	12
22:00	12	19	10	2	7	12	7	11	10
23:00	2	7	9	1	4	1	4	4	4
Total									
12H(7-19)	847	802	854	545	776	757	773	791	765
16H(6-22)	933	898	928	606	849	852	855	877	846
18H(6-24)	947	924	947	609	860	865	866	892	860
24H(0-24)	971	946	955		877	882	890	913	877
AM Peak	08:00	07:00	09:00		07:00	07:00	07:00	07:00	08:00
	117	92	106		88	121	117	106	89
PM Peak	15:00	15:00	13:00	12:00	16:00	16:00	17:00	17:00	17:00
	100	94	89	55	88	84	86	85	75

Appendix A: Vehicle Classification Using FHWA 13-Category Scheme



Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03335976
Channel: Southbound

Classification Report (FHWA 13)
Week Begin: 10 March 2023

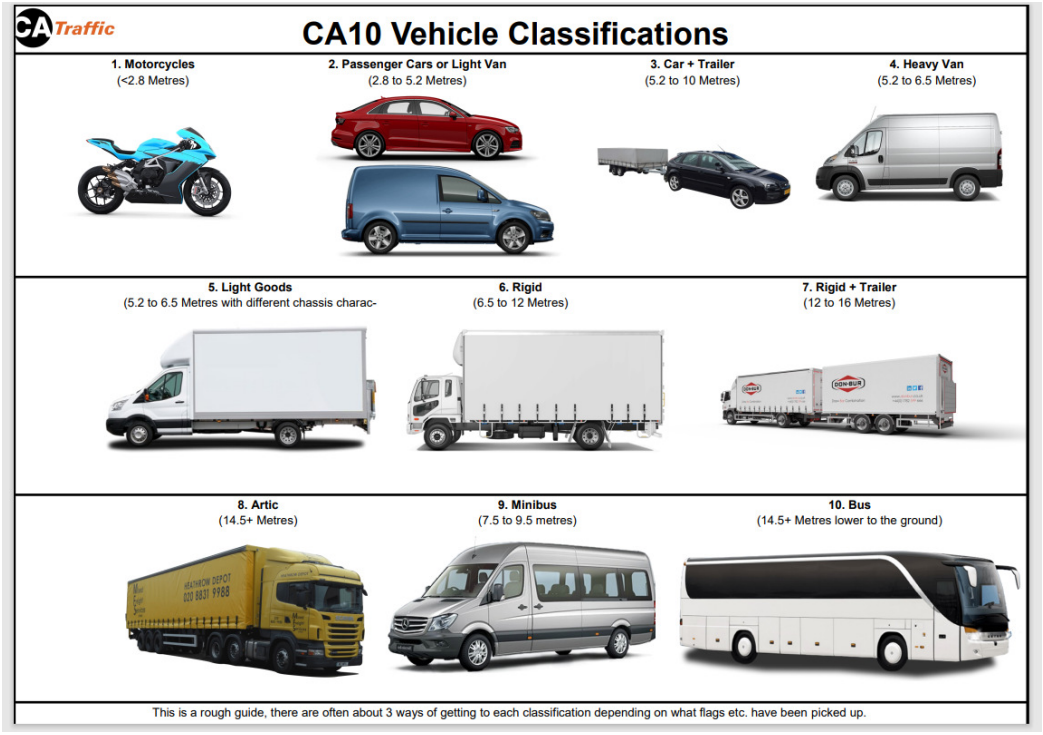
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 10 Mar	285	0	238	42	2	2	0	0	0	1	0	0	0	0
Sat 11 Mar	965	2	807	140	8	5	2	1	0	0	0	0	0	0
Sun 12 Mar	733	10	598	115	0	7	2	0	1	0	0	0	0	0
Mon 13 Mar														
Tue 14 Mar														
Wed 15 Mar														
Thu 16 Mar														
5 Day Ave.	285	0	238	42	2	2	0	0	0	1	0	0	0	0
7 Day Ave.	446	2	371	66	3	3	1	0	0	1	0	0	0	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03335976
Channel: Northbound

Classification Report (FHWA 13)
Week Begin: 10 March 2023

	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDbl	Bin 9 5AxDbl	Bin 10 >=6AxDbl	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul
Fri 10 Mar	192	0	137	45	0	8	0	2	0	0	0	0	0	0
Sat 11 Mar	889	3	780	94	0	8	2	1	1	0	0	0	0	0
Sun 12 Mar	730	8	637	75	0	9	1	0	0	0	0	0	0	0
Mon 13 Mar														
Tue 14 Mar														
Wed 15 Mar														
Thu 16 Mar														
5 Day Ave.	192	0	137	45	0	8	0	2	0	0	0	0	0	0
7 Day Ave.	368	2	300	56	0	8	0	2	0	0	0	0	0	0


CA Traffic
CA10 Vehicle Classifications
1. Motorcycles
(<2.8 Metres)
2. Passenger Cars or Light Van
(2.8 to 5.2 Metres)
3. Car + Trailer
(5.2 to 10 Metres)
4. Heavy Van
(5.2 to 6.5 Metres)
5. Light Goods
(5.2 to 6.5 Metres with different chassis charac-
6. Rigid
(6.5 to 12 Metres)
7. Rigid + Trailer
(12 to 16 Metres)
8. Artic
(14.5+ Metres)
9. Minibus
(7.5 to 9.5 metres)
10. Bus
(14.5+ Metres lower to the ground)
This is a rough guide, there are often about 3 ways of getting to each classification depending on what flags etc. have been picked up.

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
16 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	2	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	3	0	3	0	0	0	0
03:00	4	0	4	0	0	0	0
04:00	2	0	2	0	0	0	0
05:00	23	0	23	0	0	0	0
06:00	20	0	19	0	1	0	0
07:00	73	0	66	3	1	3	0
08:00	101	0	95	1	0	5	0
09:00	63	1	58	2	0	2	0
10:00	56	0	55	1	0	0	0
11:00	69	2	61	4	0	2	0
12:00	87	1	82	2	1	0	1
13:00	80	0	74	2	0	3	1
14:00	87	0	78	3	1	5	0
15:00	120	2	113	1	1	2	1
16:00	123	1	119	3	0	0	0
17:00	135	1	131	2	0	0	1
18:00	76	0	72	1	0	2	1
19:00	42	0	41	1	0	0	0
20:00	30	0	30	0	0	0	0
21:00	36	2	34	0	0	0	0
22:00	17	1	16	0	0	0	0
23:00	9	0	9	0	0	0	0
Total 12H(7-19)	1070	8	1004	25	4	24	5
16H(6-22)	1198	10	1128	26	5	24	5
18H(6-24)	1224	11	1153	26	5	24	5
24H(0-24)	1259	11	1188	26	5	24	5
AM Peak	08:00	11:00	08:00	11:00	07:00	08:00	11:00
	101	2	95	4	1	5	0
PM Peak	17:00	21:00	17:00	16:00	15:00	14:00	18:00
	135	2	131	3	1	5	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
16 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	2	1	0	0	0
01:00	2	1	1	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	2	0	1	0	0	0	1
05:00	19	1	17	0	0	0	1
06:00	37	1	29	5	0	2	0
07:00	108	4	103	0	0	1	0
08:00	119	4	111	2	1	1	0
09:00	82	2	78	1	0	1	0
10:00	76	1	72	1	0	2	0
11:00	81	2	71	4	2	2	0
12:00	76	3	67	2	0	4	0
13:00	67	0	64	2	0	1	0
14:00	98	0	89	5	1	3	0
15:00	82	3	76	1	0	1	1
16:00	89	4	84	0	0	1	0
17:00	97	1	90	3	3	0	0
18:00	52	2	50	0	0	0	0
19:00	37	3	33	0	0	1	0
20:00	27	2	25	0	0	0	0
21:00	15	1	14	0	0	0	0
22:00	15	0	15	0	0	0	0
23:00	4	0	4	0	0	0	0
Total 12H(7-19)	1027	26	955	21	7	17	1
16H(6-22)	1143	33	1056	26	7	20	1
18H(6-24)	1162	33	1075	26	7	20	1
24H(0-24)	1189	35	1097	27	7	20	3
AM Peak	08:00	08:00	08:00	06:00	11:00	11:00	05:00
	119	4	111	5	2	2	1
PM Peak	14:00	16:00	17:00	14:00	17:00	12:00	15:00
	98	4	90	5	3	4	1

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Southbound
Length Report
17 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
01:00	4	0	4	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	4	1	2	1	0	0	0
04:00	2	0	2	0	0	0	0
05:00	22	0	21	1	0	0	0
06:00	22	0	22	0	0	0	0
07:00	83	0	77	0	1	5	0
08:00	110	1	103	4	0	2	0
09:00	71	1	64	4	1	0	1
10:00	63	0	60	3	0	0	0
11:00	88	1	82	1	2	2	0
12:00	68	0	67	1	0	0	0
13:00	72	3	65	2	1	1	0
14:00	120	2	111	2	4	1	0
15:00	123	3	111	6	0	3	0
16:00	132	1	127	2	2	0	0
17:00	104	1	102	0	0	1	0
18:00	76	1	75	0	0	0	0
19:00	41	0	41	0	0	0	0
20:00	36	0	36	0	0	0	0
21:00	32	0	32	0	0	0	0
22:00	25	1	24	0	0	0	0
23:00	16	0	16	0	0	0	0
Total 12H(7-19)	1110	14	1044	25	11	15	1
16H(6-22)	1241	14	1175	25	11	15	1
18H(6-24)	1282	15	1215	25	11	15	1
24H(0-24)	1318	16	1248	27	11	15	1
AM Peak	08:00	11:00	08:00	09:00	11:00	07:00	09:00
	110	1	103	4	2	5	1
PM Peak	16:00	15:00	16:00	15:00	14:00	15:00	23:00
	132	3	127	6	4	3	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Northbound
Length Report
17 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	5	1	3	0	0	1	0
05:00	11	1	9	1	0	0	0
06:00	35	5	27	2	0	1	0
07:00	104	1	99	1	1	2	0
08:00	137	3	124	5	2	3	0
09:00	80	1	77	2	0	0	0
10:00	96	4	87	4	0	0	1
11:00	63	4	55	4	0	0	0
12:00	78	4	72	2	0	0	0
13:00	74	4	65	3	1	1	0
14:00	83	3	77	2	0	1	0
15:00	111	8	96	4	2	1	0
16:00	82	3	77	1	0	1	0
17:00	101	7	92	2	0	0	0
18:00	58	4	54	0	0	0	0
19:00	31	1	30	0	0	0	0
20:00	13	0	13	0	0	0	0
21:00	13	0	11	2	0	0	0
22:00	17	1	16	0	0	0	0
23:00	7	0	7	0	0	0	0
Total 12H(7-19)	1067	46	975	30	6	9	1
16H(6-22)	1159	52	1056	34	6	10	1
18H(6-24)	1183	53	1079	34	6	10	1
24H(0-24)	1205	55	1097	35	6	11	1
AM Peak	08:00	06:00	08:00	08:00	08:00	08:00	10:00
	137	5	124	5	2	3	1
PM Peak	15:00	15:00	15:00	15:00	15:00	16:00	23:00
	111	8	96	4	2	1	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Southbound

Length Report
18 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	7	1	6	0	0	0	0
01:00	3	0	3	0	0	0	0
02:00	3	0	3	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	1	0	1	0	0	0	0
05:00	8	0	8	0	0	0	0
06:00	8	0	8	0	0	0	0
07:00	19	0	18	1	0	0	0
08:00	41	0	37	3	0	1	0
09:00	85	2	81	0	2	0	0
10:00	87	0	85	1	1	0	0
11:00	80	0	78	2	0	0	0
12:00	94	2	92	0	0	0	0
13:00	78	0	78	0	0	0	0
14:00	91	0	90	1	0	0	0
15:00	64	2	61	0	1	0	0
16:00	95	1	93	0	1	0	0
17:00	102	1	101	0	0	0	0
18:00	52	0	51	0	0	1	0
19:00	28	0	28	0	0	0	0
20:00	39	2	36	1	0	0	0
21:00	20	0	20	0	0	0	0
22:00	25	2	23	0	0	0	0
23:00	16	0	16	0	0	0	0
Total 12H(7-19)	888	8	865	8	5	2	0
16H(6-22)	983	10	957	9	5	2	0
18H(6-24)	1024	12	996	9	5	2	0
24H(0-24)	1047	13	1018	9	5	2	0
AM Peak	10:00	09:00	10:00	08:00	09:00	08:00	11:00
	87	2	85	3	2	1	0
PM Peak	17:00	22:00	17:00	20:00	16:00	18:00	23:00
	102	2	101	1	1	1	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Northbound

Length Report
18 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	0	6	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0
04:00	3	0	3	0	0	0	0
05:00	6	0	5	1	0	0	0
06:00	8	0	8	0	0	0	0
07:00	36	3	33	0	0	0	0
08:00	62	2	58	1	1	0	0
09:00	109	7	100	1	0	1	0
10:00	106	2	100	1	0	3	0
11:00	113	10	100	1	1	1	0
12:00	117	8	107	0	0	2	0
13:00	115	3	110	1	0	1	0
14:00	64	3	60	1	0	0	0
15:00	60	4	54	2	0	0	0
16:00	62	3	57	2	0	0	0
17:00	45	2	43	0	0	0	0
18:00	45	3	41	1	0	0	0
19:00	28	2	25	1	0	0	0
20:00	10	1	9	0	0	0	0
21:00	17	1	15	1	0	0	0
22:00	9	0	9	0	0	0	0
23:00	6	0	6	0	0	0	0
Total 12H(7-19)	934	50	863	11	2	8	0
16H(6-22)	997	54	920	13	2	8	0
18H(6-24)	1012	54	935	13	2	8	0
24H(0-24)	1030	54	952	14	2	8	0
AM Peak	11:00	11:00	11:00	11:00	11:00	10:00	11:00
	113	10	100	1	1	3	0
PM Peak	12:00	12:00	13:00	16:00	23:00	12:00	23:00
	117	8	110	2	0	2	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Southbound

Length Report
19 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	0	4	0	0	0	0
01:00	5	0	5	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	3	0	3	0	0	0	0
04:00	0	0	0	0	0	0	0
05:00	1	0	1	0	0	0	0
06:00	3	0	3	0	0	0	0
07:00	7	1	6	0	0	0	0
08:00	12	0	12	0	0	0	0
09:00	40	0	39	0	0	0	1
10:00	58	1	54	2	1	0	0
11:00	65	2	63	0	0	0	0
12:00	94	4	90	0	0	0	0
13:00	97	1	92	3	0	1	0
14:00	74	1	73	0	0	0	0
15:00	80	0	80	0	0	0	0
16:00	73	0	73	0	0	0	0
17:00	42	0	42	0	0	0	0
18:00	35	1	34	0	0	0	0
19:00	36	1	34	1	0	0	0
20:00	19	1	18	0	0	0	0
21:00	23	1	22	0	0	0	0
22:00	8	0	8	0	0	0	0
23:00	4	0	4	0	0	0	0
Total 12H(7-19)	677	11	658	5	1	1	1
16H(6-22)	758	14	735	6	1	1	1
18H(6-24)	770	14	747	6	1	1	1
24H(0-24)	784	14	761	6	1	1	1
AM Peak	11:00	11:00	11:00	10:00	10:00	11:00	09:00
	65	2	63	2	1	0	1
PM Peak	13:00	12:00	13:00	13:00	23:00	13:00	23:00
	97	4	92	3	0	1	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Northbound

Length Report
19 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	9	0	9	0	0	0	0
01:00	2	0	2	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0
05:00	3	0	3	0	0	0	0
06:00	5	1	4	0	0	0	0
07:00	15	1	13	1	0	0	0
08:00	31	0	29	2	0	0	0
09:00	63	2	61	0	0	0	0
10:00	79	6	71	0	0	1	1
11:00	92	4	88	0	0	0	0
12:00	90	4	82	3	1	0	0
13:00	55	3	49	3	0	0	0
14:00	55	2	53	0	0	0	0
15:00	57	6	51	0	0	0	0
16:00	65	3	62	0	0	0	0
17:00	52	1	51	0	0	0	0
18:00	29	1	28	0	0	0	0
19:00	27	3	24	0	0	0	0
20:00	25	1	23	1	0	0	0
21:00	13	0	13	0	0	0	0
22:00	5	0	5	0	0	0	0
23:00	0	0	0	0	0	0	0
Total 12H(7-19)	683	33	638	9	1	1	1
16H(6-22)	753	38	702	10	1	1	1
18H(6-24)	758	38	707	10	1	1	1
24H(0-24)	773	38	722	10	1	1	1
AM Peak	11:00	10:00	11:00	08:00	11:00	10:00	10:00
	92	6	88	2	0	1	1
PM Peak	12:00	15:00	12:00	13:00	12:00	23:00	23:00
	90	6	82	3	1	0	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Length Report
20 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	2	0	0	0	0
01:00	2	0	2	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	3	0	3	0	0	0	0
04:00	5	0	5	0	0	0	0
05:00	20	0	20	0	0	0	0
06:00	18	0	18	0	0	0	0
07:00	85	0	80	3	1	0	1
08:00	94	3	84	2	1	4	0
09:00	49	0	45	2	1	1	0
10:00	34	0	33	1	0	0	0
11:00	49	1	46	0	0	1	1
12:00	32	0	26	3	0	2	1
13:00	42	0	39	2	1	0	0
14:00	33	1	27	2	1	2	0
15:00	73	0	68	1	0	3	1
16:00	105	0	101	2	0	2	0
17:00	112	2	106	2	0	1	1
18:00	76	0	75	0	0	1	0
19:00	44	0	44	0	0	0	0
20:00	29	0	29	0	0	0	0
21:00	21	0	21	0	0	0	0
22:00	16	0	16	0	0	0	0
23:00	7	1	6	0	0	0	0
Total							
12H(7-19)	784	7	730	20	5	17	5
16H(6-22)	896	7	842	20	5	17	5
18H(6-24)	919	8	864	20	5	17	5
24H(0-24)	952	8	897	20	5	17	5
AM Peak	08:00	08:00	08:00	07:00	09:00	08:00	11:00
	94	3	84	3	1	4	1
PM Peak	17:00	17:00	17:00	12:00	14:00	15:00	17:00
	112	2	106	3	1	3	1

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Length Report
20 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	1	0	1	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0
03:00	3	0	1	1	0	1	0
04:00	9	1	4	1	0	1	2
05:00	7	1	6	0	0	0	0
06:00	32	1	28	2	1	0	0
07:00	110	6	102	1	0	1	0
08:00	84	3	75	4	1	1	0
09:00	37	1	33	2	0	1	0
10:00	43	1	37	1	1	2	1
11:00	35	4	28	2	1	0	0
12:00	41	2	34	2	1	2	0
13:00	34	2	31	1	0	0	0
14:00	58	1	52	2	1	1	1
15:00	64	4	53	2	2	3	0
16:00	81	1	78	0	1	1	0
17:00	87	3	81	1	0	2	0
18:00	35	1	34	0	0	0	0
19:00	22	9	13	0	0	0	0
20:00	18	4	14	0	0	0	0
21:00	7	2	5	0	0	0	0
22:00	4	0	4	0	0	0	0
23:00	1	0	1	0	0	0	0
Total							
12H(7-19)	709	29	638	18	8	14	2
16H(6-22)	788	45	698	20	9	14	2
18H(6-24)	793	45	703	20	9	14	2
24H(0-24)	815	47	717	22	9	16	4
AM Peak	07:00	07:00	07:00	08:00	11:00	10:00	04:00
	110	6	102	4	1	2	2
PM Peak	17:00	19:00	17:00	15:00	15:00	15:00	14:00
	87	9	81	2	2	3	1

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Southbound

Length Report
21 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	2	0	0	0	0
01:00	2	0	2	0	0	0	0
02:00	3	0	3	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	6	1	5	0	0	0	0
05:00	18	1	17	0	0	0	0
06:00	27	0	27	0	0	0	0
07:00	74	0	71	2	1	0	0
08:00	109	0	98	1	1	8	1
09:00	28	0	25	3	0	0	0
10:00	33	1	30	2	0	0	0
11:00	36	0	33	2	1	0	0
12:00	36	0	34	1	0	1	0
13:00	31	1	27	1	0	2	0
14:00	50	1	47	1	0	1	0
15:00	84	1	78	2	1	2	0
16:00	118	1	112	3	0	2	0
17:00	130	2	124	4	0	0	0
18:00	77	0	76	1	0	0	0
19:00	28	1	27	0	0	0	0
20:00	28	2	26	0	0	0	0
21:00	29	0	29	0	0	0	0
22:00	23	1	22	0	0	0	0
23:00	5	0	5	0	0	0	0
Total 12H(7-19)	806	7	755	23	4	16	1
16H(6-22)	918	10	864	23	4	16	1
18H(6-24)	946	11	891	23	4	16	1
24H(0-24)	978	13	921	23	4	16	1
AM Peak	08:00	10:00	08:00	09:00	11:00	08:00	08:00
	109	1	98	3	1	8	1
PM Peak	17:00	20:00	17:00	17:00	15:00	16:00	23:00
	130	2	124	4	1	2	0

Site No. A4366 Lat/Lng. 52.0457 1.03336
DUKE STREET - HINTLESHAM Channel: Northbound

Length Report
21 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	1	0	1	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	2	0	2	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	5	1	3	0	0	0	1
05:00	7	0	7	0	0	0	0
06:00	27	0	26	1	0	0	0
07:00	109	1	104	2	0	1	1
08:00	94	4	87	2	1	0	0
09:00	49	1	47	0	1	0	0
10:00	50	1	48	1	0	0	0
11:00	39	1	32	3	0	2	1
12:00	39	2	31	2	1	3	0
13:00	33	0	26	3	1	3	0
14:00	42	0	39	1	1	1	0
15:00	82	4	70	4	1	3	0
16:00	74	4	68	1	1	0	0
17:00	83	1	80	1	0	1	0
18:00	46	1	45	0	0	0	0
19:00	33	0	31	0	0	2	0
20:00	11	0	11	0	0	0	0
21:00	10	1	9	0	0	0	0
22:00	7	1	6	0	0	0	0
23:00	1	0	1	0	0	0	0
Total 12H(7-19)	740	20	677	20	7	14	2
16H(6-22)	821	21	754	21	7	16	2
18H(6-24)	829	22	761	21	7	16	2
24H(0-24)	846	23	776	21	7	16	3
AM Peak	07:00	08:00	07:00	11:00	09:00	11:00	11:00
	109	4	104	3	1	2	1
PM Peak	17:00	16:00	17:00	15:00	16:00	15:00	23:00
	83	4	80	4	1	3	0

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
23 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	7	0	7	0	0	0	0
05:00	21	0	21	0	0	0	0
06:00	26	0	24	0	0	2	0
07:00	74	0	72	1	0	1	0
08:00	108	0	101	2	1	4	0
09:00	39	0	37	0	0	2	0
10:00	42	0	38	2	2	0	0
11:00	34	1	28	3	1	1	0
12:00	31	0	29	1	0	1	0
13:00	45	1	38	3	0	2	1
14:00	92	0	85	5	0	1	1
15:00	83	1	79	2	0	1	0
16:00	143	1	135	2	0	5	0
17:00	115	2	111	1	0	1	0
18:00	73	1	72	0	0	0	0
19:00	48	0	48	0	0	0	0
20:00	30	4	25	0	0	1	0
21:00	22	0	22	0	0	0	0
22:00	18	1	17	0	0	0	0
23:00	3	0	3	0	0	0	0
Total 12H(7-19)	879	7	825	22	4	19	2
16H(6-22)	1005	11	944	22	4	22	2
18H(6-24)	1026	12	964	22	4	22	2
24H(0-24)	1059	12	997	22	4	22	2
AM Peak	08:00	11:00	08:00	11:00	10:00	08:00	11:00
	108	1	101	3	2	4	0
PM Peak	16:00	20:00	16:00	14:00	23:00	16:00	14:00
	143	4	135	5	0	5	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
23 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	4	0	4	0	0	0	0
01:00	2	0	2	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	2	0	2	0	0	0	0
04:00	6	0	4	0	0	0	2
05:00	10	0	10	0	0	0	0
06:00	30	3	23	3	0	1	0
07:00	113	4	107	1	0	1	0
08:00	117	2	110	0	1	4	0
09:00	37	1	29	4	1	2	0
10:00	53	1	49	1	2	0	0
11:00	43	1	41	0	1	0	0
12:00	48	2	42	2	1	1	0
13:00	42	3	35	2	1	1	0
14:00	72	3	65	2	0	2	0
15:00	100	4	92	3	1	0	0
16:00	79	2	74	3	0	0	0
17:00	93	7	81	4	0	1	0
18:00	50	6	44	0	0	0	0
19:00	27	0	26	1	0	0	0
20:00	18	2	16	0	0	0	0
21:00	11	1	10	0	0	0	0
22:00	12	1	11	0	0	0	0
23:00	2	0	2	0	0	0	0
Total 12H(7-19)	847	36	769	22	8	12	0
16H(6-22)	933	42	844	26	8	13	0
18H(6-24)	947	43	857	26	8	13	0
24H(0-24)	971	43	879	26	8	13	2
AM Peak	08:00	07:00	08:00	09:00	10:00	08:00	04:00
	117	4	110	4	2	4	2
PM Peak	15:00	17:00	15:00	17:00	15:00	14:00	23:00
	100	7	92	4	1	2	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Length Report
24 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	1	0	1	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	2	0	2	0	0	0	0
03:00	2	0	1	1	0	0	0
04:00	7	0	6	0	0	0	1
05:00	25	0	25	0	0	0	0
06:00	22	0	22	0	0	0	0
07:00	76	0	75	1	0	0	0
08:00	97	0	90	2	1	4	0
09:00	35	0	32	1	1	1	0
10:00	35	0	32	2	0	1	0
11:00	50	2	41	3	0	4	0
12:00	27	0	23	1	2	0	1
13:00	50	1	46	1	0	1	1
14:00	81	0	79	2	0	0	0
15:00	89	1	85	1	0	2	0
16:00	126	3	120	1	0	1	1
17:00	109	1	106	1	0	1	0
18:00	91	1	89	1	0	0	0
19:00	39	0	39	0	0	0	0
20:00	29	1	28	0	0	0	0
21:00	20	1	19	0	0	0	0
22:00	32	1	31	0	0	0	0
23:00	23	0	23	0	0	0	0
Total 12H(7-19)	866	9	818	17	4	15	3
16H(6-22)	976	11	926	17	4	15	3
18H(6-24)	1031	12	980	17	4	15	3
24H(0-24)	1069	12	1016	18	4	15	4
AM Peak	08:00	11:00	08:00	11:00	09:00	11:00	04:00
	97	2	90	3	1	4	1
PM Peak	16:00	16:00	16:00	14:00	12:00	15:00	16:00
	126	3	120	2	2	2	1

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Length Report
24 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	0	2	0	0	0	0
01:00	3	0	3	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	3	0	3	0	0	0	0
04:00	2	0	1	1	0	0	0
05:00	11	0	10	0	0	0	1
06:00	27	4	21	0	0	1	1
07:00	92	2	88	1	0	1	0
08:00	84	2	76	2	1	3	0
09:00	42	1	37	2	0	2	0
10:00	41	1	36	2	1	1	0
11:00	38	4	31	1	1	1	0
12:00	53	2	46	1	0	4	0
13:00	48	4	35	2	2	5	0
14:00	72	0	68	3	0	0	1
15:00	94	2	85	1	1	5	0
16:00	82	5	75	2	0	0	0
17:00	87	3	82	2	0	0	0
18:00	69	7	62	0	0	0	0
19:00	32	6	25	1	0	0	0
20:00	20	2	18	0	0	0	0
21:00	17	1	16	0	0	0	0
22:00	19	4	15	0	0	0	0
23:00	7	1	6	0	0	0	0
Total 12H(7-19)	802	33	721	19	6	22	1
16H(6-22)	898	46	801	20	6	23	2
18H(6-24)	924	51	822	20	6	23	2
24H(0-24)	946	51	842	21	6	23	3
AM Peak	07:00	11:00	07:00	10:00	11:00	08:00	06:00
	92	4	88	2	1	3	1
PM Peak	15:00	18:00	15:00	14:00	13:00	15:00	14:00
	94	7	85	3	2	5	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
25 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	5	0	5	0	0	0	0
01:00	3	0	3	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	1	0	1	0	0	0	0
05:00	13	0	13	0	0	0	0
06:00	8	0	8	0	0	0	0
07:00	22	0	22	0	0	0	0
08:00	26	1	24	0	0	1	0
09:00	55	1	53	1	0	0	0
10:00	79	3	73	2	0	1	0
11:00	76	1	73	2	0	0	0
12:00	84	1	81	1	0	1	0
13:00	95	1	92	1	0	1	0
14:00	82	3	79	0	0	0	0
15:00	95	4	91	0	0	0	0
16:00	76	0	74	0	0	2	0
17:00	87	1	85	0	0	1	0
18:00	50	1	48	1	0	0	0
19:00	36	1	35	0	0	0	0
20:00	22	0	22	0	0	0	0
21:00	24	2	22	0	0	0	0
22:00	20	0	20	0	0	0	0
23:00	6	0	6	0	0	0	0
Total 12H(7-19)	827	17	795	8	0	7	0
16H(6-22)	917	20	882	8	0	7	0
18H(6-24)	943	20	908	8	0	7	0
24H(0-24)	966	20	931	8	0	7	0
AM Peak	10:00	10:00	11:00	11:00	11:00	10:00	11:00
	79	3	73	2	0	1	0
PM Peak	15:00	15:00	13:00	18:00	23:00	16:00	23:00
	95	4	92	1	0	2	0

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
25 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	1	0	1	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	1	0	1	0	0	0	0
05:00	5	0	5	0	0	0	0
06:00	12	0	11	0	0	1	0
07:00	36	3	31	0	0	2	0
08:00	77	4	68	2	1	2	0
09:00	106	8	95	1	1	1	0
10:00	85	1	82	0	1	1	0
11:00	88	1	86	1	0	0	0
12:00	89	5	83	0	0	1	0
13:00	89	7	81	1	0	0	0
14:00	58	6	51	1	0	0	0
15:00	66	2	62	1	0	1	0
16:00	64	1	63	0	0	0	0
17:00	59	5	54	0	0	0	0
18:00	37	0	37	0	0	0	0
19:00	25	1	22	1	1	0	0
20:00	18	1	17	0	0	0	0
21:00	19	3	16	0	0	0	0
22:00	10	0	10	0	0	0	0
23:00	9	0	9	0	0	0	0
Total 12H(7-19)	854	43	793	7	3	8	0
16H(6-22)	928	48	859	8	4	9	0
18H(6-24)	947	48	878	8	4	9	0
24H(0-24)	955	48	886	8	4	9	0
AM Peak	09:00	09:00	09:00	08:00	10:00	08:00	11:00
	106	8	95	2	1	2	0
PM Peak	13:00	13:00	12:00	19:00	19:00	15:00	23:00
	89	7	83	1	1	1	0

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
26 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	7	0	7	0	0	0	0
01:00							
02:00	4	0	4	0	0	0	0
03:00	2	0	2	0	0	0	0
04:00	2	0	2	0	0	0	0
05:00	2	0	2	0	0	0	0
06:00	5	0	5	0	0	0	0
07:00	8	0	7	0	1	0	0
08:00	12	0	12	0	0	0	0
09:00	22	1	20	1	0	0	0
10:00	35	2	32	1	0	0	0
11:00	53	1	52	0	0	0	0
12:00	78	2	75	0	0	1	0
13:00	79	0	79	0	0	0	0
14:00	63	0	62	0	0	1	0
15:00	76	1	75	0	0	0	0
16:00	54	0	54	0	0	0	0
17:00	62	0	59	2	0	1	0
18:00	37	0	37	0	0	0	0
19:00	27	0	26	0	0	1	0
20:00	15	0	15	0	0	0	0
21:00	24	0	24	0	0	0	0
22:00	7	0	7	0	0	0	0
23:00	4	0	4	0	0	0	0
Total 12H(7-19)	579	7	564	4	1	3	0
16H(6-22)	650	7	634	4	1	4	0
18H(6-24)	661	7	645	4	1	4	0
24H(0-24)							
AM Peak							
	13:00	12:00	13:00	17:00	23:00	19:00	23:00
PM Peak	79	2	79	2	0	1	0

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
26 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	8	2	6	0	0	0	0
01:00							
02:00	1	0	1	0	0	0	0
03:00	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0
06:00	3	0	3	0	0	0	0
07:00	10	1	9	0	0	0	0
08:00	33	3	29	0	0	1	0
09:00	53	3	48	1	0	1	0
10:00	75	6	67	2	0	0	0
11:00	62	4	56	1	1	0	0
12:00	55	5	50	0	0	0	0
13:00	47	2	43	1	0	1	0
14:00	52	3	49	0	0	0	0
15:00	45	1	44	0	0	0	0
16:00	49	1	48	0	0	0	0
17:00	42	3	37	0	1	1	0
18:00	22	1	18	2	0	1	0
19:00	25	1	24	0	0	0	0
20:00	18	1	16	1	0	0	0
21:00	15	0	15	0	0	0	0
22:00	2	0	2	0	0	0	0
23:00	1	0	1	0	0	0	0
Total 12H(7-19)	545	33	498	7	2	5	0
16H(6-22)	606	35	556	8	2	5	0
18H(6-24)	609	35	559	8	2	5	0
24H(0-24)							
AM Peak							
	12:00	12:00	12:00	18:00	17:00	18:00	23:00
PM Peak	55	5	50	2	1	1	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Southbound

Length Report
27 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0
03:00	2	0	2	0	0	0	0
04:00	4	0	3	1	0	0	0
05:00	21	0	21	0	0	0	0
06:00	14	0	13	0	0	0	1
07:00	71	1	68	0	0	2	0
08:00	82	0	77	0	0	5	0
09:00	39	0	37	0	1	1	0
10:00	63	0	60	2	0	1	0
11:00	63	0	61	1	0	0	1
12:00	39	0	36	3	0	0	0
13:00	46	1	42	2	0	1	0
14:00	98	1	95	2	0	0	0
15:00	94	4	87	1	0	2	0
16:00	109	1	104	3	0	1	0
17:00	113	3	105	2	1	2	0
18:00	81	4	76	0	1	0	0
19:00	33	0	33	0	0	0	0
20:00	33	0	32	0	0	1	0
21:00	22	0	21	1	0	0	0
22:00	16	0	16	0	0	0	0
23:00	8	2	6	0	0	0	0
Total 12H(7-19)	898	15	848	16	3	15	1
16H(6-22)	1000	15	947	17	3	16	2
18H(6-24)	1024	17	969	17	3	16	2
24H(0-24)	1053	17	997	18	3	16	2
AM Peak	08:00	07:00	08:00	10:00	09:00	08:00	11:00
	82	1	77	2	1	5	1
PM Peak	17:00	18:00	17:00	16:00	18:00	17:00	23:00
	113	4	105	3	1	2	0

Site No. A4366
DUKE STREET - HINTLESHAM

Lat/Lng. 52.0457 1.03336
Channel: Northbound

Length Report
27 March 2023

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	2	1	0	0	0	0	1
03:00	2	0	1	0	0	0	1
04:00	6	1	4	1	0	0	0
05:00	7	0	7	0	0	0	0
06:00	26	2	22	1	1	0	0
07:00	88	3	82	0	0	3	0
08:00	85	5	75	3	0	2	0
09:00	44	4	36	1	0	3	0
10:00	41	3	38	0	0	0	0
11:00	56	3	42	5	2	4	0
12:00	54	3	49	1	0	1	0
13:00	52	3	42	4	1	1	1
14:00	63	2	56	3	0	2	0
15:00	77	3	70	1	1	2	0
16:00	88	2	83	2	0	1	0
17:00	76	4	72	0	0	0	0
18:00	52	1	49	0	0	2	0
19:00	23	1	20	2	0	0	0
20:00	14	1	12	1	0	0	0
21:00	10	2	8	0	0	0	0
22:00	7	1	6	0	0	0	0
23:00	4	0	3	1	0	0	0
Total 12H(7-19)	776	36	694	20	4	21	1
16H(6-22)	849	42	756	24	5	21	1
18H(6-24)	860	43	765	25	5	21	1
24H(0-24)	877	45	777	26	5	21	3
AM Peak	07:00	08:00	07:00	11:00	11:00	11:00	03:00
	88	5	82	5	2	4	1
PM Peak	16:00	17:00	16:00	13:00	15:00	18:00	13:00
	88	4	83	4	1	2	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
28 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	3	0	3	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0
03:00	1	0	1	0	0	0	0
04:00	6	0	5	1	0	0	0
05:00	19	0	19	0	0	0	0
06:00	19	0	19	0	0	0	0
07:00	89	0	83	1	0	4	1
08:00	83	1	77	3	1	1	0
09:00	31	0	29	1	0	1	0
10:00	31	1	27	2	0	1	0
11:00	29	0	25	2	1	1	0
12:00	33	0	32	1	0	0	0
13:00	34	1	30	0	0	3	0
14:00	43	0	39	3	1	0	0
15:00	62	1	60	1	0	0	0
16:00	112	3	108	1	0	0	0
17:00	136	0	130	4	2	0	0
18:00	78	0	78	0	0	0	0
19:00	33	1	32	0	0	0	0
20:00	32	1	31	0	0	0	0
21:00	28	1	27	0	0	0	0
22:00	23	0	23	0	0	0	0
23:00	10	0	10	0	0	0	0
Total 12H(7-19)	761	7	718	19	5	11	1
16H(6-22)	873	10	827	19	5	11	1
18H(6-24)	906	10	860	19	5	11	1
24H(0-24)	938	10	891	20	5	11	1
AM Peak	07:00	10:00	07:00	08:00	11:00	07:00	07:00
	89	1	83	3	1	4	1
PM Peak	17:00	16:00	17:00	17:00	17:00	13:00	23:00
	136	3	130	4	2	3	0

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
28 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	2	1	1	0	0	0	0
01:00	3	1	2	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0
05:00	8	0	6	1	1	0	0
06:00	36	3	31	2	0	0	0
07:00	121	6	110	3	0	2	0
08:00	120	9	104	3	1	3	0
09:00	48	5	41	1	0	1	0
10:00	36	4	29	0	1	2	0
11:00	40	1	31	4	1	3	0
12:00	39	3	35	0	1	0	0
13:00	34	1	31	1	0	1	0
14:00	39	2	34	0	2	0	1
15:00	58	6	48	2	1	1	0
16:00	84	12	68	1	0	3	0
17:00	83	4	78	0	1	0	0
18:00	55	3	50	2	0	0	0
19:00	35	2	32	1	0	0	0
20:00	16	0	16	0	0	0	0
21:00	8	2	6	0	0	0	0
22:00	12	0	12	0	0	0	0
23:00	1	0	1	0	0	0	0
Total 12H(7-19)	757	56	659	17	8	16	1
16H(6-22)	852	63	744	20	8	16	1
18H(6-24)	865	63	757	20	8	16	1
24H(0-24)	882	65	770	21	9	16	1
AM Peak	07:00	08:00	07:00	11:00	11:00	11:00	11:00
	121	9	110	4	1	3	0
PM Peak	16:00	16:00	17:00	18:00	14:00	16:00	14:00
	84	12	78	2	2	3	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
29 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Southbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0
02:00	4	0	4	0	0	0	0
03:00	2	0	2	0	0	0	0
04:00	7	0	7	0	0	0	0
05:00	19	0	19	0	0	0	0
06:00	22	1	20	0	0	0	1
07:00	76	0	72	2	0	2	0
08:00	89	1	82	1	2	3	0
09:00	39	0	39	0	0	0	0
10:00	36	0	34	0	0	2	0
11:00	33	1	32	0	0	0	0
12:00	38	0	31	3	0	3	1
13:00	37	0	35	0	0	2	0
14:00	43	0	39	1	0	2	1
15:00	50	1	48	1	0	0	0
16:00	86	0	80	3	1	2	0
17:00	136	0	132	2	0	2	0
18:00	91	2	86	1	1	1	0
19:00	35	0	35	0	0	0	0
20:00	33	3	30	0	0	0	0
21:00	34	1	33	0	0	0	0
22:00	13	1	12	0	0	0	0
23:00	5	0	4	1	0	0	0
Total 12H(7-19)	754	5	710	14	4	19	2
16H(6-22)	878	10	828	14	4	19	3
18H(6-24)	896	11	844	15	4	19	3
24H(0-24)	929	11	877	15	4	19	3
AM Peak	08:00	11:00	08:00	07:00	08:00	08:00	06:00
	89	1	82	2	2	3	1
PM Peak	17:00	20:00	17:00	16:00	18:00	12:00	14:00
	136	3	132	3	1	3	1

Site No. A4366
DUKE STREET - HINTLESHAM

Length Report
29 March 2023

Lat/Lng. 52.0457 1.03336
Channel: Northbound

	Total Volume	Bin 1 <2.8 Metres	Bin 2 2.8-<5.2	Bin 3 5.2-<6.5	Bin 4 6.5-<7.5	Bin 5 7.5-<11.5	Bin 6 =>11.5
00:00	6	1	5	0	0	0	0
01:00	2	0	2	0	0	0	0
02:00	1	0	1	0	0	0	0
03:00	3	0	1	0	0	0	2
04:00	5	0	5	0	0	0	0
05:00	7	1	5	1	0	0	0
06:00	30	4	23	3	0	0	0
07:00	117	6	105	3	0	3	0
08:00	110	4	100	4	1	1	0
09:00	46	2	40	2	0	2	0
10:00	45	4	38	1	0	2	0
11:00	53	2	48	0	1	1	1
12:00	31	2	29	0	0	0	0
13:00	40	1	36	2	1	0	0
14:00	63	6	55	0	0	2	0
15:00	55	3	50	1	0	1	0
16:00	68	7	56	3	2	0	0
17:00	86	1	83	1	0	1	0
18:00	59	4	55	0	0	0	0
19:00	26	1	25	0	0	0	0
20:00	19	4	15	0	0	0	0
21:00	7	1	6	0	0	0	0
22:00	7	3	4	0	0	0	0
23:00	4	1	3	0	0	0	0
Total 12H(7-19)	773	42	695	17	5	13	1
16H(6-22)	855	52	764	20	5	13	1
18H(6-24)	866	56	771	20	5	13	1
24H(0-24)	890	58	790	21	5	13	3
AM Peak	07:00	07:00	07:00	08:00	11:00	07:00	03:00
	117	6	105	4	1	3	2
PM Peak	17:00	16:00	17:00	16:00	16:00	14:00	23:00
	86	7	83	3	2	2	0

Appendix D: Police speed enforcement data (last 5 years)

SUFFOLK CONSTABULARY
Taking pride in keeping Suffolk safe

Freedom of Information Request Reference N°: FOI 002110-23

I write in connection with your request for information received by Suffolk Constabulary on 5 June 2023 which you sought access to the following information:

"Duke Street, Hintlesham.

In order to understand the existing traffic issues, it would be useful to know if you have undertaken any enforcement visits along this road. If so, please could I request data on the number and percentage of vehicles exceeding the speed limit and the threshold for enforcement?"

Response to your Request

The response provided below is correct as of 19 June 2023

Suffolk Constabulary have considered your request for information and the response is below.

The total number of speeding offences detected in Hintlesham is provided in the table below, by year, offence and street name.

Offence / Location	2018	2019	2020	2021	2022	2023
Exceed 30 mph speed limit in contravention of a Local Traffic Order - manned equipment	246	114	113	48	97	9
A1071	207	93	97	35	56	9
C730	38	21	16	13	41	
George Street	1					
Exceed 40 mph speed limit in contravention of a Local Traffic Order - manned equipment						6
A1071						6
Speeding - exceed 30 mph on restricted road - manned equipment			1		3	
A1071					3	
Duke Street			1			
Grand Total	**246**	**114**	**114**	**48**	**100**	**15**

Suffolk Constabulary collected data at on the C730 Duke Street, between 14:19:44 - 25 May 2021 and 14:36:51 - 1 June 2021. The data for which is provided in the table below:

Site Title	C730 Hintlesham Duke Street		
Channel	**Combined**	**Channel 1** From A1071	**Channel 2** From Pond Hall Road
Average Speed	31.0	29.4	32.4
85th Percentile	36	33	38
Standard Deviation	5.3	4.3	5.8
Total Number Of Vehicles	15023	7444	7579
Speed Limit	30	30	30
Number Over Speed Limit	7417	2414	5003
Percentage Over Speed Limit	49.4	32.4	66.0
NPCC	35	35	35
Number At Or Over NPCC	3134	680	2454
Percentage At Or Over NPCC	20.9	9.1	32.4

Suffolk Constabulary follows the Association of National Police Chiefs Council (NPCC) guidelines regarding the speed of vehicles, detailed below: (figures in mph)

Speed Limit Exceeded	Course Offer	FPN	Summons
30	35 - 42	43-49	50+
40	46 - 53	54-65	66+
50	57 - 64	65-75	76+
60	68 - 75	76-85	86+
70	79 - 86	87-95	96+

Should you have any further queries concerning this request, please contact Clair Pack FOI Decision Maker, quoting the reference number shown above.

A full copy of the Freedom of Information Act (2000) can be viewed on the 'Office of Public Sector Information' web-site;
http://www.opsi.gov.uk/

Suffolk Constabulary is not responsible for the content, or the reliability, of the website referenced. The Constabulary cannot guarantee that this link will work all of the time, and we have no control over the availability of the linked pages.

Your Right to Request a Review of Decisions Made Under the Terms of the Freedom of Information Act (2000).

If you are unhappy with how your request has been handled, or if you think the decision is incorrect, you have the right to ask Suffolk Constabulary to review their decision.

Ask Suffolk Constabulary to look at the decision again.

If you are dissatisfied with the decision made by Suffolk Constabulary under the Freedom of Information Act (2000), regarding access to information, you must notify Suffolk Constabulary that you are requesting a review within 40 working days of the date of its response to your Freedom of Information request. Requests for a review should be made in writing and addressed to:

Freedom of Information Decision Maker
Information Management Department
Suffolk Constabulary
Police Headquarters
Martlesham Heath
Ipswich
Suffolk
IP5 3QS
OR
Email: information@suffolk.pnn.police.uk

In all possible circumstances Suffolk Constabulary will aim to respond to your request for us to look at our decision again within 20 working days of receipt of your request for an internal review.

The Information Commissioner.

After lodging a request for a review with Suffolk Constabulary, if you are still dissatisfied with the decision, you can apply to the Information Commissioner for a decision on whether the request for information has been dealt with in accordance with the requirements of the Act.

For information on how to make application to the Information Commissioner please visit their website at www.ico.org.uk or contact them at the address shown below:

The Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
Telephone: 01625 545 700