



The Sizewell C Project

8.5 Transport Assessment Addendum Appendices 7A-10A Part 1 of 5

Revision: 1.0
Applicable Regulation: Regulation 5(2)(q)
PINS Reference Number: EN010012

January 2021

Planning Act 2008
Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009



TRANSPORT ASSESSMENT ADDENDUM APPENDICES

Documents included within this issue are as follows:

- Appendix 7A: Sizewell C Traffic Inputs
- Appendix 7B: Shift Patterns
- Appendix 7C: Other Additional Information
- Appendix 7D: Direct Bus Strategy
- Appendix 8A: Strategic Model LMVR Addendum
- Appendix 8B: SZC Traffic Flow Plots
- Appendix 8C: Journey Times Tables and Graphs
- Appendix 8D: Journey Times Variability
- Appendix 8E: Sensitivity Test All HGVs From A12 South
- Appendix 9A: Junction Model Results Summary
- Appendix 9B: Yoxford Vissim Model
- Appendix 9C: A12 Vissim Model
- Appendix 9D: Raw Junction Model Outputs
- Appendix 10A: Road Traffic Collisions

APPENDIX 7A: SIZEWELL C TRAFFIC INPUTS

TECHNICAL NOTE: SIZEWELL C VISUM TRAFFIC MODEL

DATE:	26 November 2020	CONFIDENTIALITY:	Public
SUBJECT:	Sizewell C Traffic Inputs – Modelling Refinements		
PROJECT:	50400326	AUTHOR:	Sally Powell
CHECKED:	Nick Cottman	APPROVED:	Nick Cottman

1.0 INTRODUCTION

- 1.1. Additional information has been requested by key stakeholders regarding the traffic modelling undertaken for the Sizewell C Development Consent Order ('DCO'). Stakeholders requested further information about the proposed bus strategy, including service frequencies assumed for modelling, and the proposed routing of the Leiston/Knodishall bus service.
- 1.2. To provide this additional information, further work has been undertaken to develop the bus strategy in more detail as described in **Appendix 7D** of this **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad), and this has led to a refinement of the Sizewell C traffic modelling inputs for the early years and peak construction phases.
- 1.3. This document details the refinements and updated traffic input calculations that informed the updated assessment described in **Chapter 8** of this **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

2.0 ADDITIONAL INFORMATION

A) PEAK CONSTRUCTION

- 2.1. For the DCO, it was assumed the Leiston bus service proposed to be provided during peak construction would also serve those workers living in Knodishall. Through consultation with Suffolk County Council they asked where the bus would turn around in Knodishall, and also whether the proposed service frequencies were sufficient for all routes.
- 2.2. On review of the highway network and the number of workers likely to be living in this area, the proposed Leiston direct bus route was revised so that upon leaving Leiston town centre it would travel southbound along the B1122 Aldeburgh Road then along Aldringham Lane to stop at the edge of Coldfair Green, before turning right to travel northbound along the B1069 Haylings Road, thus not travelling to or through Knodishall. The gravity model which includes the geographical distribution of workforce is described in **Appendix 7A** of the **Transport Assessment** (Doc Ref. 8.5(A)) [\[AS-017\]](#).
- 2.3. Analysis of bus and rail accessibility undertaken on the peak construction workforce output from the DCO gravity model, which is set out **Appendix 7D** of this **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad), drew the following conclusions:
 - Few workers would be likely to use existing rail services;
 - Fewer workers would be likely to use direct Lowestoft buses than assumed at DCO;
 - More workers would be likely to use direct Ipswich buses than assumed at DCO;
 - Workers living in Woodbridge could be served by an additional direct bus service, rather than driving to the southern park and ride site as assumed at DCO; and
 - Leiston bus route would not practically travel through Knodishall.
- 2.4. In light of these conclusions, a number of adjustments were made to the peak construction gravity model as follows:

- Knodishall area removed from the 'bus catchment' and those workers are instead assumed to drive directly to the main development site;
- Workers assumed to use direct rail at DCO, now assumed to drive to the northern park and ride site;
- Workers not living within the catchment of a bus stop on the Lowestoft route, assumed to use the northern park and ride site;
- Workers living within the catchment of a bus stop on the Ipswich route, assumed at DCO to drive to the southern park and ride site, now assumed to use the Ipswich direct bus service; and
- Additional direct bus route proposed to serve Melton/Woodbridge, leaving/joining the A12 at Ufford thus avoiding the congested section at Woodbridge. This removes a number of cars which were assumed at DCO to drive to the southern park and ride site.

2.5. Using these refinements to the mode split of the peak construction workforce, with the same assumptions regarding shift patterns, car sharing and travel times as for the DCO assessment, the peak construction worker and associated development worker car trips were calculated as shown in **Table 1** and **Table 2** respectively. No changes have been made to the worker trips at the Freight Management Facility.

Table 1 – Sizewell C peak construction – construction worker car trips

MODELLED HOUR	MAIN DEVELOPMENT SITE		SOUTHERN PARK AND RIDE		NORTHERN PARK AND RIDE	
	TO SITE	FROM SITE	TO SITE	FROM SITE	TO SITE	FROM SITE
06.00-07.00	239	25	275	4	296	9
07.00-08.00	270	34	160	33	219	39
08.00-09.00	55	5	2	24	14	20
15.00-16.00	0	113	0	109	0	131
16.00-17.00	0	45	0	80	0	65
17.00-18.00	0	190	0	71	0	107
18.00-19.00	0	187	0	232	0	270
Total (modelled hours)	564	599	437	553	529	640
Total (24 hours)	935	935	907	907	1,010	1,010

Table 2 – Sizewell C peak construction – associated development worker car trips

MODELLED HOUR	MAIN DEVELOPMENT SITE		SOUTHERN PARK AND RIDE		NORTHERN PARK AND RIDE	
	TO SITE	FROM SITE	TO SITE	FROM SITE	TO SITE	FROM SITE
06.00-07.00	16	1	10	0	28	1
07.00-08.00	13	1	7	1	19	2
08.00-09.00	7	0	3	1	8	1
15.00-16.00	3	9	4	10	9	24
16.00-17.00	7	13	4	6	12	17

MODELLED HOUR

	MAIN DEVELOPMENT SITE		SOUTHERN PARK AND RIDE		NORTHERN PARK AND RIDE	
	TO SITE	FROM SITE	TO SITE	FROM SITE	TO SITE	FROM SITE
17.00-18.00	4	16	0	10	2	26
18.00-19.00	0	6	0	8	0	20
Total (modelled hours)	50	46	29	35	79	90
Total (24 hours)	11	11	74	74	19	19

- 2.6. An updated assessment of parking accumulation in the main site car park and the park and ride car parks is shown in **Table 3**. This reflects slightly more trips using the northern park and ride compared with the DCO, but still within the proposed capacity.
- 2.7. Note that other traffic generation such as non-work trips made by non-home based workers, as well as visitor trips and goods vehicles, are unchanged from the DCO.

Table 3 – Car park accumulation – peak construction

HOUR	MAIN SITE CAR PARK			SOUTHERN PARK AND RIDE			NORTHERN PARK AND RIDE		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
00:00-01:00	0	131	74	0	138	126	0	163	126
01:00-02:00	0	9	66	0	63	63	0	54	72
02:00-03:00	0	0	66 *	0	0	63 *	0	0	72 *
03:00-04:00	0	0	66	0	0	63	0	0	72
04:00-05:00	10	0	76	19	0	82	30	0	103
05:00-06:00	86	0	162	180	0	261	182	0	285
06:00-07:00	255	26	391	286	4	542	324	10	598
07:00-08:00	283	35	639	167	34	675	238	41	795
08:00-09:00	66	5	700	5	25	655	22	21	796
09:00-10:00	20	0	720	1	0	656	3	0	799
10:00-11:00	23	6	738	6	0	662	15	0	814
11:00-12:00	28	18	748	7	0	669	18	0	831
12:00-13:00	26	27	747	77	2	744	60	7	884
13:00-14:00	180	33	894	158	8	894	192	23	1,054
14:00-15:00	102	116	880	4	23	875	27	57	1,023
15:00-16:00	21	140	761	4	119	760	9	155	877
16:00-17:00	12	76	698	4	85	679	12	82	807
17:00-18:00	4	224	477	0	81	598	2	133	677
18:00-19:00	0	196	281	0	240	359	0	289	388

	MAIN SITE CAR PARK			SOUTHERN PARK AND RIDE			NORTHERN PARK AND RIDE		
HOUR	IN	OUT	ACCUMU -LATION	IN	OUT	ACCUMU -LATION	IN	OUT	ACCUMU -LATION
19:00-20:00	0	17	265	20	109	269	14	86	316
20:00-21:00	43	7	301	42	2	309	51	6	361
21:00-22:00	23	6	318	1	5	305	7	12	356
22:00-23:00	0	99	219	0	19	286	0	44	312
23:00-00:00	0	14	205	0	22	265	0	23	289
Total (24 hours)	1,182	1,182		980	980		1,206	1,206	
Maximum accumulation			894			894			1,054

* Base occupancy including 'night shift' construction and 'security (night shift)' associated development workers

- 2.8. In addition, the service frequencies of proposed buses were changed to reflect the distribution and shift start/end times of the workforce, as described in **Appendix 7D** of this **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad). The bus services would be flexible to respond to demand, however the following daily service totals, between each location and the main development site, have been assumed for modelling purposes.

Table 4 – Frequencies of proposed bus services – peak construction

BUS ROUTE	SERVICES EACH WAY, PER DAY
Ipswich	36
Woodbridge	36
Lowestoft	36
Leiston	93
Southern park and ride	76
Northern park and ride	76
LEEIE	12 *
Saxmundham Station	13 *

* Unchanged from DCO

B) EARLY YEARS CONSTRUCTION

- 2.9. In the **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017] of the proposed development, the 900 main development site construction workers not living in caravans on the LEEIE, were all assumed to drive and park either on site (via the Temporary Construction Area) or at the LEEIE park and ride site, and catch a bus to site. Cycling and walking improvements around Leiston have been developed further since that assessment to promote the use of sustainable modes for short trips. The traffic modelling has therefore been revised to assume that workers living in Leiston would walk or cycle to the main site or the LEEIE park and ride site to catch a bus to site.
- 2.10. Based on the gravity model output described in **Appendix 7A** of the **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017], this change relates to 65 out of the 900 main site construction workers. The remaining 835 workers are split between those travelling directly to the main site (300) and those travelling to the LEEIE park and ride site (535).

- 2.11. Using this refinement to the mode split of the early years construction workforce, with the same assumptions regarding shift patterns, car sharing and travel times as for the DCO assessment, the early years construction worker car trips were calculated as shown in **Table 5**.

Table 5 – Sizewell C early years – construction worker car trips

MODELLED HOUR	MAIN DEVELOPMENT SITE		LEEIE	
	TO SITE	FROM SITE	TO SITE	FROM SITE
06.00-07.00	59	19	128	23
07.00-08.00	114	37	189	67
08.00-09.00	4	9	2	26
15.00-16.00	0	0	0	0
16.00-17.00	0	11	0	6
17.00-18.00	0	94	0	150
18.00-19.00	0	72	0	155
Total (modelled)	177	241	319	427
Total (24 hours)	242	242	435	435

- 2.12. An updated assessment of parking accumulation in the main site car park and the LEEIE park and ride site is shown in **Table 6**. This reflects slightly fewer cars at the LEEIE park and ride site, compared with the DCO, and no change to the main site car park.

Table 6 – Car park accumulation – early years

HOUR	MAIN SITE CAR PARK			LEEIE PARK AND RIDE		
	IN	OUT	ACCUMU-LATION	IN	OUT	ACCUMU-LATION
00:00-01:00	0	0	64	0	0	116
01:00-02:00	0	0	64	0	0	116
02:00-03:00	0	0	64 *	0	0	116 *
03:00-04:00	0	0	64	0	0	116
04:00-05:00	0	0	64	0	0	116
05:00-06:00	0	0	64	0	0	116
06:00-07:00	59	19	105	128	23	221
07:00-08:00	114	37	182	189	67	343
08:00-09:00	5	9	178	2	26	319
09:00-10:00	4	0	181	0	0	319
10:00-11:00	4	1	184	0	0	319
11:00-12:00	4	4	184	0	0	319
12:00-13:00	4	4	184	0	0	319
13:00-14:00	4	4	184	0	0	319
14:00-15:00	4	4	184	0	0	319
15:00-16:00	4	4	184	0	0	319

HOUR	MAIN SITE CAR PARK			LEEIE PARK AND RIDE		
	IN	OUT	ACCUMU- LATION	IN	OUT	ACCUMU- LATION
16:00-17:00	1	15	170	0	6	313
17:00-18:00	0	97	73	0	150	163
18:00-19:00	0	73	0	0	155	8
19:00-20:00	3	0	3	9	8	9
20:00-21:00	43	0	46	80	0	90
21:00-22:00	18	0	64	26	0	116
22:00-23:00	0	0	64	0	0	116
23:00-00:00	0	0	64	0	0	116
Total (24 hours)	268	268		435	435	
Maximum accumulation			184			343

** Base occupancy including 'night shift' construction workers*

APPENDIX 7B: SHIFT PATTERNS

TECHNICAL NOTE: SIZEWELL C VISUM TRAFFIC MODEL

DATE:	14 December 2020	CONFIDENTIALITY:	Public
SUBJECT:	Sizewell C Traffic Inputs – Shift Patterns		
PROJECT:	50400326	AUTHOR:	Sally Powell
CHECKED:	Nick Cottman	APPROVED:	Nick Cottman

1.0 INTRODUCTION

- 1.1. Additional supporting evidence has been requested by key stakeholders regarding the shift patterns assumed for Sizewell C during the construction phases.
- 1.2. This document sets out additional information that has been obtained from Hinkley Point C to support the assumptions applied to the Sizewell C traffic modelling in terms of the construction phase shift patterns.
- 1.3. The **Transport Assessment** (Doc Ref. 8.5(A)) [\[AS-017\]](#) has been based on an early years and peak construction shift pattern as summarised in **Table 1** to **Table 3** below. These assumptions are unchanged for the assessment presented in the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

Table 1 – Early years construction shift pattern assumed in the DCO Application

SHIFT	WORKERS	%	SHIFT START	SHIFT END
Main Development Site				
Single Shift	1,100	72.7%	07.00-08.30	16.30-18.30
Night Shift	400	27.3%	20.30-22.00	06.00-08.00
Associated Development Sites				
Single Shift	730	100%	07.00-08.30	16.30-18.30

Table 2 – Peak construction shift pattern assumed in the DCO Application

SHIFT	WORKERS	%	SHIFT START	SHIFT END
Early Shift	4,148	52.5%	06:00-08:30	14:00-18:30
Late Shift	2,031	25.7%	13:30-15:00	22 00-00:00
Office Shift	1,185	15.0%	07:30-09:00	17:30-19:00
Night Shift	536	6.8%	20:30-22:00	06:00-08:00
Total	7,900	100%		

Table 3 – Peak construction trapezoidal spread of shifts in the DCO Application

SHIFT	SHIFT START	% OF WORKERS IN HALF-HOUR PERIODS	SHIFT END	% OF WORKERS IN HALF-HOUR PERIODS
Early Shift	06:00-08:30	15 / 20 / 30 / 20 / 15	14:00-18:00 or 16:30-18:30	• shifts ending 14:00-18:00: 16 / 26 / 26 / 16 / ...*/ 16 • shifts ending 16:30-18:30: 20 / 30 / 30 / 20

SHIFT	SHIFT START	% OF WORKERS IN HALF-HOUR PERIODS	SHIFT END	% OF WORKERS IN HALF-HOUR PERIODS
Late Shift	13:30-15:00	30 / 40 / 30	22:00-00:00	20 / 30 / 30 / 20
Office Shift	07:30-09:00	30 / 40 / 30	17:30-19:00	30 / 40 / 30
Night Shift	20:30-22:00	30 / 40 / 30	06:00-08:00	20 / 30 / 30 / 20

**None between 16:00-17:30 hours*

- 1.4. Stakeholders have asked for evidence to support the shift pattern assumptions based on Hinkley Point C or other sources. The concern being that if the shift patterns are different to those assessed then the impacts may be different to those presented in the **Transport Assessment** (Doc Ref. 8.5(A)) [\[AS-017\]](#), and the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad), particularly in the network peak hours.

2.0 ADDITIONAL INFORMATION

- 2.1. The following information has been provided by Hinkley Point C from February 2020, when there were around 5,250 construction workers on site:
- Entry and exit profiles at Hinkley Point C security gate; and
 - Breakdown of shift pattern worked by each contractor on site.
- 2.2. The entry/exit profile of workers at the security gate of the Hinkley Point C construction site has been compared to the arrival/departure profile of construction workers assessed at Sizewell C in the early years assessment. **Figure 1** and **Figure 2** below illustrate the comparison of profiles.
- 2.3. It should be noted that the Hinkley Point C entry/exit records include both construction workers and other types of staff (e.g. cleaning, catering, security and admin staff etc) therefore the profiles are likely to be slightly different to the Sizewell C profile which just considers construction workers.

Figure 1 – Sizewell C early years construction worker arrivals vs Hinkley Point C security gate entry profile

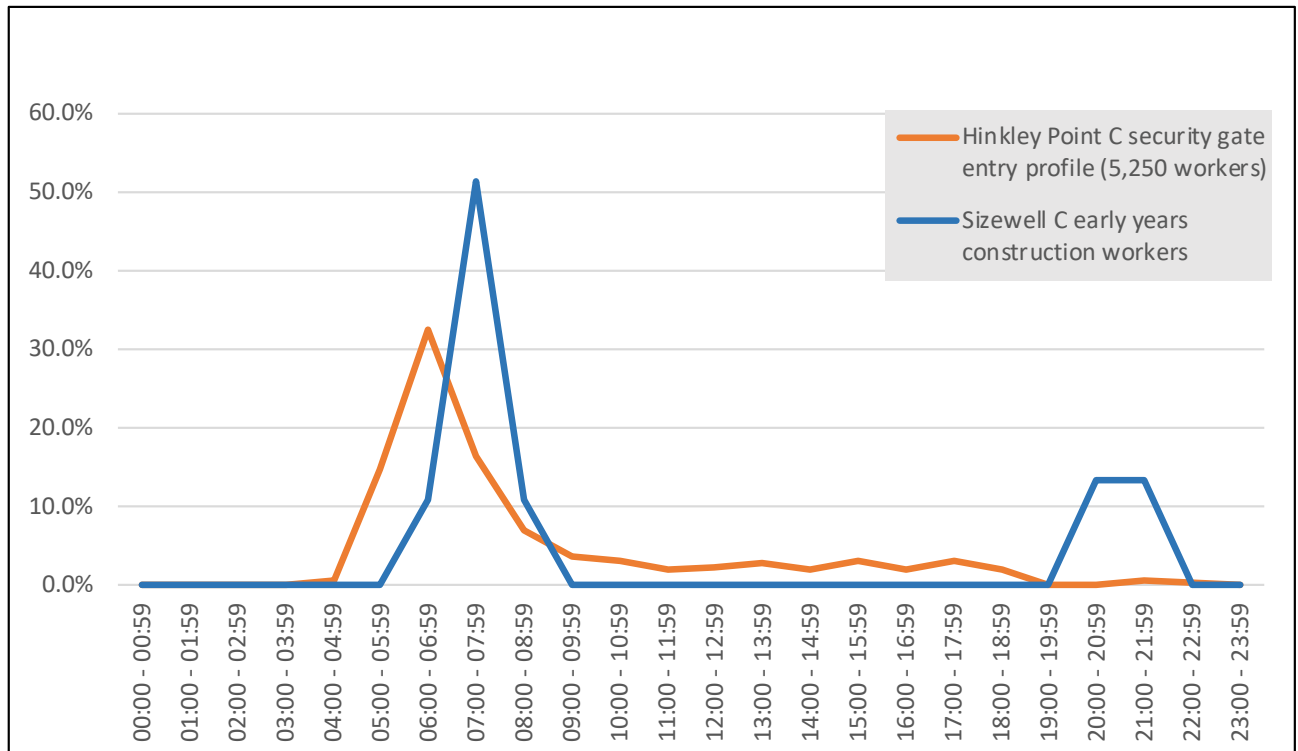
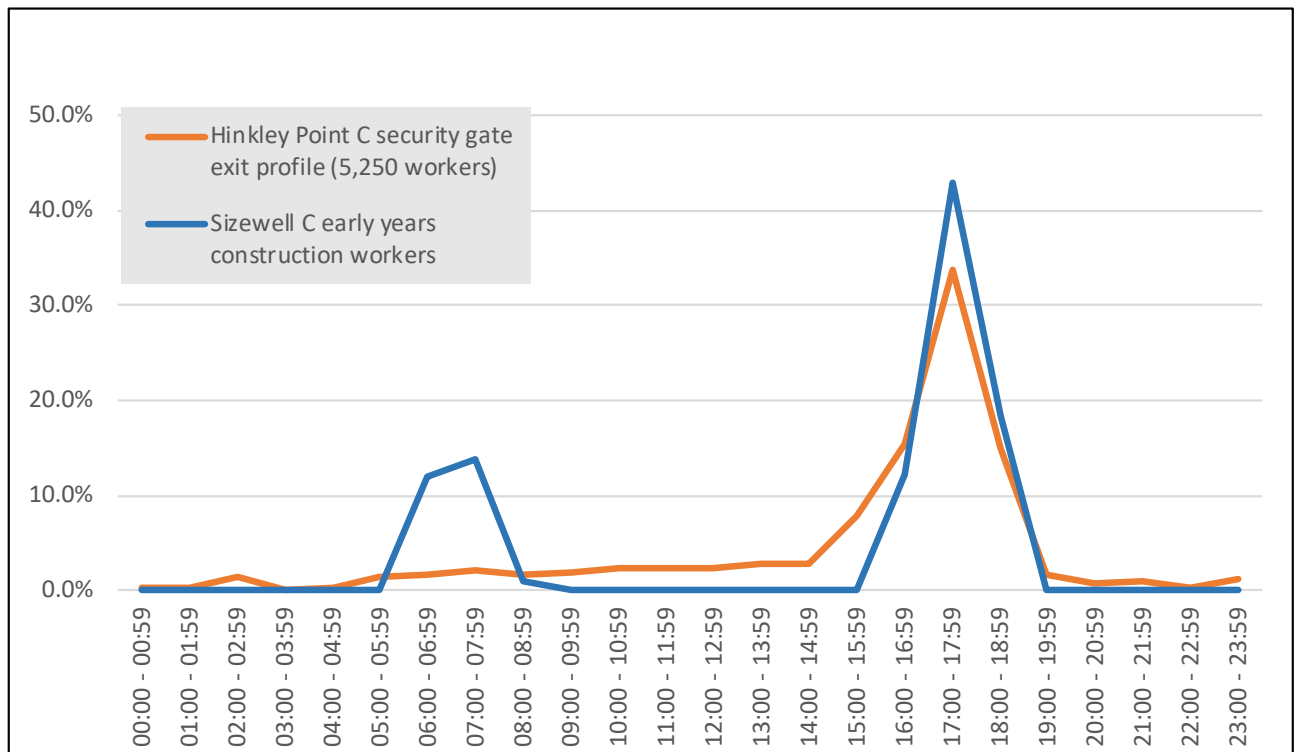


Figure 2 – Sizewell C early years construction worker departures vs Hinkley Point C security gate exit profile



2.4. The following observations are drawn from the above graphs:

- The assessed Sizewell C profile generally correlates very well with the Hinkley Point C profile and demonstrates that the assumed long single shift with a night shift is appropriate for the assessment;
- The low levels of Hinkley Point C movements through the gate throughout the day are likely representing different types of workers such as cleaning, catering, security etc.
- The morning arrival pattern that has been assessed for Sizewell C has a more pronounced peak and is slightly later than observed at Hinkley Point C. This provides a worst case assessment in terms of traffic impacts, as the Sizewell C arrival profile coincides with the start of the AM network peak period;
- The arrival profile comparison also demonstrates that a more pronounced arrival peak for the night shift has been assessed for Sizewell C than is observed at Hinkley Point C. This does not impact on the results presented in the **Transport Assessment** (Doc Ref. 8.5(A)) [\[AS-017\]](#) or the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad), as the arrivals are after the PM network peak period;
- The Sizewell C departure profile at the end of the single shift (i.e. 16:30-18:30 hours) correlates well with Hinkley Point C in the PM network peak period and supports the assessment presented in the DCO Application;
- The comparison of departure profiles for the night shift shows that the Hinkley Point C departures occur earlier (i.e. between 02:00-03:00 hours) than assessed for the Sizewell C early years construction phase (i.e. between 06:00-08:00 hours). This provides a worst case traffic impact as the departures coincide with the start of the AM peak period.

2.5. Hinkley Point C has not yet reached peak construction and therefore is still operating a predominately single long shift with a small night shift as shown in **Figure 1** and **Figure 2**. Discussions with Hinkley Point C have provided the following information with regards to likely shift patterns at peak construction:

- It is recognised that as the workforce increases towards the peak workforce, it will not be possible to continue with the current long single shift and night shift for the following reasons:
 - Health and safety requirements would make it difficult for the vast majority (i.e. except night shift) of the peak construction workforce to be working on the site at the same time;
 - There are also worker welfare constraints such as only 1,500 canteen spaces which would require long staggered breaks to manage demand for the canteen. There would be insufficient toilets and lockers to cater for all of the peak construction workforce;
 - Finally, continuing with a single shift and night shift during peak construction at Hinkley Point C would result in an expensive and inefficient bus service being provided. A greater bus fleet would be required and would largely only be utilised for two periods of the day. There are already constraints in terms of bus layover space and there would be a need to procure more buses and potentially lease layover space. Moving to a double shift pattern would enable the existing bus fleet to be used more efficiently and utilise the layover space available.

2.6. Whilst there is no available data to support the peak construction shift pattern assessed for Sizewell C, the Hinkley Point C team have validated the assessed peak construction shift pattern through discussions with Sizewell C Co.

APPENDIX 7C: OTHER ADDITIONAL INFORMATION

TECHNICAL NOTE: SIZEWELL C VISUM TRAFFIC MODEL

DATE:	27 November 2020	CONFIDENTIALITY:	Public
SUBJECT:	Sizewell C Traffic Inputs – Other Additional Information		
PROJECT:	50400326	AUTHOR:	Sally Powell
CHECKED:	Nick Cottman	APPROVED:	Nick Cottman

1.0 INTRODUCTION

- 1.1. Additional supporting evidence has been requested by key stakeholders regarding the Sizewell C traffic inputs used to inform the traffic modelling undertaken for the DCO, in particular:
 - Security processing time of staff at the park and ride sites and main development site entrance, which contribute to the lead- and lag- times applied to the travel times of, and subsequent assignment time periods for workforce trips;
 - Visitors to Sizewell C during the construction stage;
 - Arrival and departure profiles of LGVs;
 - Length of stay of HGVs at the Freight Management Facility; and
 - Geographical distribution of HGVs.
- 1.2. This document sets out additional information that has been obtained from Hinkley Point C to support the assumptions applied to the Sizewell C traffic modelling and refers to a sensitivity test carried out in relation to the last issue.

2.0 ADDITIONAL INFORMATION

A) SECURITY PROCESSING TIME OF STAFF

- 2.1. As part of the traffic input calculations for Sizewell C workers, lead- and lag- times have been applied to their shift start and end times to provide an indication of the time they are likely to be on the highway network. As described in **Appendix 7B** of the **Transport Assessment** (Doc Ref. 8.5(A)) [[AS-017](#)], the arrival lead time includes parking time (at the main site car park or park and ride site), journey time from the car park or park and ride site, and time to get through the security processing checks.
- 2.2. The security processing time is assumed, for the DCO traffic modelling, to be around 10 minutes for each worker.
- 2.3. A query was raised by SCC regarding the length of time assumed for the security processing of staff arriving at work. Whilst SCC considers this a reasonable assumption, it has requested some evidence to support it.
- 2.4. Whilst no definitive data has been made available by Hinkley Point C, anecdotal evidence has been provided which indicates that this is a reasonable assumption; indeed it would not be desirable for security processing times to be excessive due to the impact on workers queuing at the gates.
- 2.5. Furthermore, the Sizewell C construction worker shift start and end times are assumed to follow a trapezoidal profile in 30-minute intervals. Within each 30-minute interval the workers are assumed to arrive/depart at a flat rate, given that there was no further detail available from SZC Co. This being the case, the level of accuracy within 30-minute intervals is limited and the potential variation around an assumption of 10 minutes is unlikely to change impacts of Sizewell C reported in the Transport Assessment.

B) VISITORS DURING CONSTRUCTION STAGE

- 2.6. At peak construction, two types of visitor have been assumed: those for the Sizewell C visitor centre, and those visiting the site for meetings. In the early years of construction the visitor centre will not yet be open, so only visitors to the construction site were included in this scenario. These assumptions are detailed in **Appendix 7B** of the **Transport Assessment** (Doc Ref. 8.5(A)) [[AS-017](#)].
- 2.7. A query was raised by SCC regarding the visitor assumptions, including the number of visitors to the site and visitor centre, and the car sharing assumptions applied, during the construction stage and a request has been made for supporting evidence.
- 2.8. Information on visitor numbers has been obtained from Hinkley Point C which is currently under construction. Visitor logs at February 2020 (pre-Covid19, with a construction workforce of around 5,250) indicated an average of 200 visitors per day to the site. A visitor is classed as anyone who does not have a pass for the site, who needs to be booked in and escorted at all times to comply with the security requirements on site and as part of the Site Nuclear Licence conditions. No-one can be a visitor more than 30 days in a 12 month period, i.e. a regular worker cannot be classed as a visitor to avoid them meeting the definition of a worker, as they could only be at the site for a month in that scenario.
- 2.9. Furthermore, as all visitors must be escorted, Hinkley Point C does not expect that this number of 200 visitors per day would get much higher, given the need for additional staff to escort them. This number of visitors could therefore be considered a reasonable upper limit.
- 2.10. This evidence supports the assumption of around 200 visitors per day to the Sizewell C site during peak construction. Although there was no similar visitor data for the earlier stages of construction, Hinkley Point C considers that the assumption of around 40 visitors per day to Sizewell C during early years is reasonable.
- 2.11. There is no data available on the car sharing levels of visitors to Hinkley Point C.
- 2.12. In terms of the visitor centre, the Hinkley Point C Public Information Centre will not open until towards the end of the construction phase so there is no data available on visitor numbers as yet. It is considered highly robust that visitors to the Sizewell C visitor centre have been included in the peak construction phase modelling, when in reality they may not materialise until much later, and therefore this should alleviate any concerns from SCC over the car sharing factors assumed for visitors to the site.

C) ARRIVAL AND DEPARTURE PROFILE OF LGVS

- 2.13. For the DCO, it is assumed there would be around 350 LGV deliveries to Sizewell C during peak construction, or 700 movements. 175 of these would be to/from the postal consolidation facility with the other 525 to/from the main development site.
- 2.14. A query was raised by SCC requesting supporting evidence for the LGV assumptions. Information has been obtained from Hinkley Point C for comparison.
- 2.15. Observed daily LGV movements to/from the Hinkley Point C main site are presented in **Figure 1** for 2017-18 and **Figure 2** for 2019-2020 (up to end of March). These are compared against the assumed movements at the Sizewell C main development site for early years and peak construction.
- 2.16. LGV movements at Hinkley Point C gradually increased during 2017 through to the end of 2019, but notably dropped in the first few months of 2020, possibly influenced by Covid-19.

Figure 1 – Comparison of Hinkley Point C observed daily two-way LGVs with Sizewell C assessed – 2017/18

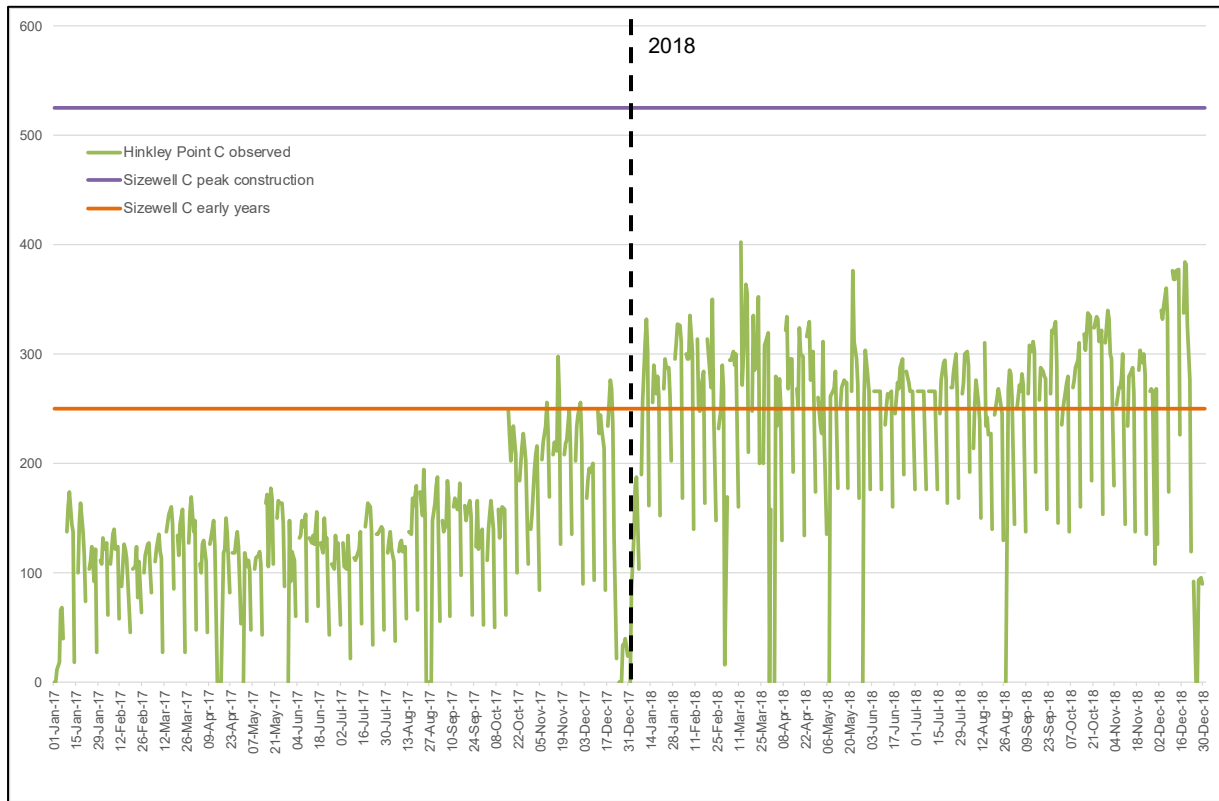
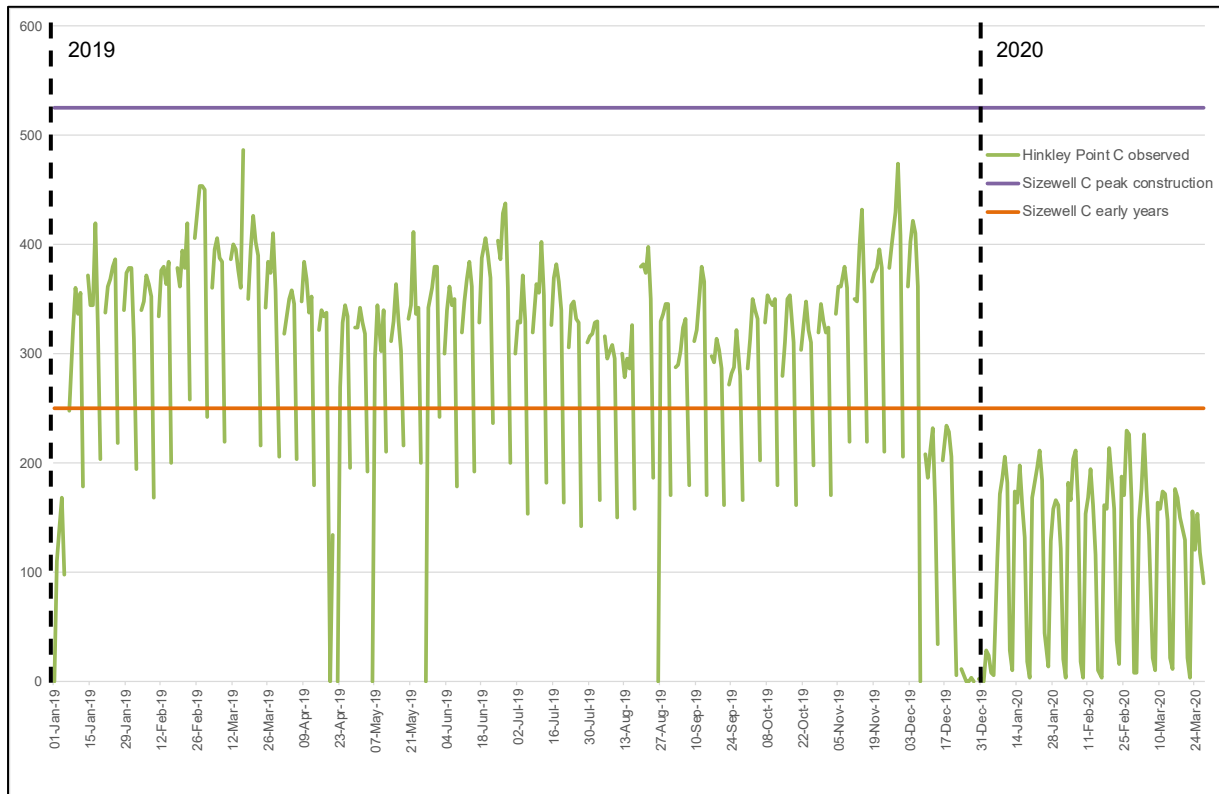


Figure 2 – Comparison of Hinkley Point C observed daily two-way LGVs with Sizewell C assessed – 2019/20



- 2.17. **Figure 1** shows that the Sizewell C assumptions align well with the observed LGV movements at Hinkley Point C, with the early years assumptions reflecting average observed movements at Hinkley Point C during 2018. As shown in **Figure 2**, LGV movements at Hinkley Point C increased in line with the workforce, but still at a lower level than that assumed for Sizewell C peak construction. The construction workforce at Hinkley Point C at the beginning of 2020 was around 5,250.
- 2.18. This demonstrates that the Sizewell C assumptions regarding LGV deliveries are reasonable and robust for the purposes of assessing the impacts of the proposed development construction phase.

D) LENGTH OF STAY OF HGVs AT THE FREIGHT MANAGEMENT FACILITY

- 2.19. It is proposed that all Sizewell C HGVs from the south would pass through the Freight Management Facility before moving onto the Sizewell C site, to undergo security checks and to regulate the arrivals of HGVs on site. It has been assumed for traffic modelling purposes, that these HGVs would dwell (e.g. for processing) at the Freight Management Facility for around one hour before moving on to Sizewell C to make their delivery. Delivery scheduling would be controlled by the Delivery Management System (DMS).
- 2.20. A query was raised by SCC regarding the assumed one-hour dwell time. Whilst SCC considers this a reasonable assumption, it has requested some evidence to support it.
- 2.21. Information has been obtained from Hinkley Point C, which has a similar system for holding HGVs at a Freight Management Facility. Processing time for HGVs at the Hinkley Point C Freight Management Facility is up to 20 minutes, and HGVs are permitted to arrive at the Freight Management Facility up to 90 minutes before their scheduled delivery slot on site.
- 2.22. Given that the majority of HGVs will be making long-distance journeys, it is reasonable to assume they would allow contingency in their travel time and would be unlikely to arrive at the Freight Management Facility with very little time to spare. This indicates that an assumption of around one hour, on average, for Sizewell C HGVs to dwell at the Freight Management Facility, is a reasonable assumption.

E) GEOGRAPHICAL DISTRIBUTION OF HGVs

- 2.23. Suffolk County Council requested supporting evidence in relation to the assumed geographical distribution of Sizewell C HGVs during construction.
- 2.24. This issue is addressed through a sensitivity test presented in **Appendix 8E** of this **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

APPENDIX 7.D: DIRECT BUS STRATEGY

TECHNICAL NOTE: DIRECT BUS STRATEGY

DATE:	09 December 2020	CONFIDENTIALITY:	Confidential
SUBJECT:	Technical Note: Direct Bus Topic Paper		
PROJECT:	Sizewell C TA Addendum	AUTHOR:	Jodie Welch
CHECKED:	Edward Shortridge	APPROVED:	Nick Cottman

1. INTRODUCTION

- 1.1.1. Following the submission of the Sizewell C DCO Application in May 2020, the transport strategy described in **Chapter 5** of the **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017] has been revised. The revised transport strategy has led to changes to the strategic modelling outlined in **Chapter 8** of the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) and reflects the outcomes of further consultation conducted since the DCO Application.
- 1.1.2. A summary of the changes to the construction workforce bus and rail strategy are provided in this technical note. These changes were used to update the assumptions used in the strategic transport model (VISUM) described in **Chapter 7** of the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

2. UPDATED STRATEGIC MODELLING – OVERVIEW

2.1. DIRECT BUS MOVEMENT

- 2.1.1. Additional assessment work has been undertaken to determine the likely demand for the direct bus and rail services during 2023 early years and 2028 peak construction based on the gravity model, in addition to the likely routing and bus stop location of direct bus services.
- 2.1.2. The refined assessment based on the gravity model has concluded that during peak construction:
 - There is likely to be a higher demand for direct buses from Ipswich than assumed in the DCO submission;
 - The Leiston direct bus service is unlikely to route via / serve construction workers living in Knodishall; and
 - Construction workers are unlikely to use rail services to access the main development site.
- 2.1.3. The refined assessment has also concluded that during the Early Years:
 - Construction workers living in Leiston would not be allocated a parking permit for the main development site. These construction workers would be required to travel to the main development site by bus, walk or cycle. This approach will reduce the number of construction workers driving to the main development site.
- 2.1.4. The below sections describe the updates in further detail.

TECHNICAL NOTE: DIRECT BUS STRATEGY

DATE:	09 December 2020	CONFIDENTIALITY:	Confidential
SUBJECT:	Technical Note: Direct Bus Topic Paper		
PROJECT:	Sizewell C TA Addendum	AUTHOR:	Jodie Welch
CHECKED:	Edward Shortridge	APPROVED:	Nick Cottman

3. 2028 PEAK CONSTRUCTION

3.1. IPSWICH AND LOWESTOFT DIRECT BUS STRATEGY

- 3.1.1. The DCO submission in May 2020 assumed that 57 construction workers from Ipswich and 143 construction workers from Lowestoft would travel by direct bus services (200 workers in total).
- 3.1.2. However, additional assessment work has indicated that:
 - 128 construction workers are forecast to live within an 800m catchment of the Lowestoft direct bus service;
 - 168 construction workers are forecast to live within an 800m catchment of the Woodbridge direct bus service; and
 - 151 construction workers are forecast to live within an 800m catchment of the Ipswich direct bus service.
- 3.1.3. This is an increase of 247 construction workers against the number assumed in the DCO Application.
- 3.1.4. The additional assessment work demonstrates that the direct bus assumptions assumed in the gravity model for the DCO are robust and it is likely that a significantly higher number of construction workers living in Ipswich and Woodbridge, though a slightly lower number in Lowestoft, would commute to SZC by direct bus service.
- 3.1.5. The post DCO submission strategic modelling is based on the updated direct bus assumptions outlined above.

3.2. LEISTON DIRECT BUS STRATEGY

- 3.2.1. The DCO Application in May 2020 assumed that all construction workers living within the Leiston VISUM zones would commute to the main development site by a direct bus service. This forms part of the transport strategy and is set out in the **Construction Worker Travel Plan** (Doc Ref 8.8) [APP-609]. The VISUM model catchment for this direct bus service includes Leiston and Knodishall.
- 3.2.2. The **Transport Assessment** (Doc Ref. 8.5(A)) [AS-017] assumed that 934 construction workers will use the Leiston direct bus service, of which 39 were estimated to originate from the VISUM zone covering Knodishall (VISUM zone 625).
- 3.2.3. The revised bus strategy assumes that the Leiston direct bus will no longer serve the Knodishall VISUM zone. This is due to the large areas that the zone covers and the suitability of the highway network through Knodishall to accommodate direct bus movements.

TECHNICAL NOTE: DIRECT BUS STRATEGY

DATE:	09 December 2020	CONFIDENTIALITY:	Confidential
SUBJECT:	Technical Note: Direct Bus Topic Paper		
PROJECT:	Sizewell C TA Addendum	AUTHOR:	Jodie Welch
CHECKED:	Edward Shortridge	APPROVED:	Nick Cottman

3.2.4. The removal of Knodishall from the Leiston direct bus service catchment reduces the number of construction workers travelling by direct bus from 934 to 895, a reduction of 39 construction workers. These construction workers are now assumed to travel to the main development site by car (28 additional car trips).

3.2.5. The refined strategic modelling trip generation assumptions described in **Chapter 7** of the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) is based on the updated direct bus assumptions outlined above.

3.3. CONSTRUCTION WORKFORCE RAIL STRATEGY

3.3.1. The DCO Application in May 2020 assumed that 100 construction workers would travel to Sizewell C by rail services from stations along the East Suffolk Line.

3.3.2. However, the additional assessment work based on the gravity model and analysis of the shift pattern and rail time table indicates that relatively few construction workers will live within a catchment of a rail station. Furthermore, the journey time of rail is likely to be significantly longer than the alternative free direct bus and park and ride options.

3.3.3. The refined strategic modelling described in the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad) is based on the updated assessment work and assumes that no construction workers will travel to the main development site by rail. Construction workers previously assumed to travel by rail are now assumed to travel by direct bus or drive to a park and ride site.

3.4. BUS MOVEMENTS

3.4.1. The trip generation of the direct bus and park and ride services has been updated to reflect the revised direct bus strategy. This is based on robust assumptions for traffic modelling purposes and is set out below:

- The Leiston direct bus service: 186 two-way movements per day;
- The Ipswich, Woodbridge and Lowestoft direct bus services: 76 two-way movements per day per service; and
- The northern and southern park and ride sites: 152 two-way movements per day.

3.4.2. The updated assessment work has been used to inform the post DCO submission strategic modelling. However, it should be noted that actual timetable and routing of direct bus services will be based on demand from construction workers and focused around shift change over times. The precise details and timetable of the direct bus and park and ride services will be discussed and agreed with the SZC Transport Review Group.

TECHNICAL NOTE: DIRECT BUS STRATEGY

DATE:	09 December 2020	CONFIDENTIALITY:	Confidential
SUBJECT:	Technical Note: Direct Bus Topic Paper		
PROJECT:	Sizewell C TA Addendum	AUTHOR:	Jodie Welch
CHECKED:	Edward Shortridge	APPROVED:	Nick Cottman

4. 2023 EARLY YEARS

4.1. DIRECT BUS MOVEMENT

- 4.1.1. As a worst-case assessment, the DCO Application in May 2020 assumed that all construction workers (except those living in caravans at the LEEIE) would travel by car in the 2023 Early Years, including construction workers living in Leiston.
- 4.1.2. Additional assessment work post DCO Application demonstrated that in the 2023 Early Years that a direct bus service from Ipswich and Lowestoft would not be viable. As such the direct bus assumptions described in the Transport Assessment (Doc Ref.8.5(A)) [AS-017] are unchanged.

4.2. WALKING AND CYCLING FROM LEISTON

- 4.2.1. The DCO Application in May 2020 assumed that all construction workers travelling to the main development site, including those living in Leiston (excluding the 600 construction workers living in caravans on the LEEIE), would travel by car, either directly to site (300 construction workers) or park at the LEEIE and then take a bus to site (600 construction workers).
- 4.2.2. The post-submission DCO modelling, described in the Transport Assessment Addendum (Doc Ref. 8.5(A)Ad) assumes that construction workers living in Leiston will no longer drive to the main development site. Instead it is assumed that they will take a direct bus from the LEEIE, walk or cycle, resulting in 48 fewer vehicle trips to the main development site.
- 4.2.3. The refined strategic modelling is based on the updated walking and cycling assumptions outlined above.
- 4.2.4. The **Construction Worker Travel Plan** (Doc Ref 8.8) [APP-609] will be updated to reflect the policy that any worker living in Leiston would not be allocated a parking permit and would instead be required to use the direct bus service from the LEEIE, walk or cycle.

5. SUMMARY

- 5.1.1. This technical note has provided a summary of the changes to the bus strategy assumptions used in the refined strategic transport modelling assessment. These revised assumptions have informed the refined strategic transport modelling described in **Chapter 8 of the Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

APPENDIX 8A: STRATEGIC MODEL LMVR ADDENDUM

TECHNICAL NOTE: SIZEWELL C VISUM TRAFFIC MODEL

DATE:	02 December 2020	CONFIDENTIALITY:	Public
SUBJECT:	Base Model LMVR Addendum – Woodbridge Refinement		
PROJECT:	50400326	AUTHOR:	Sally Powell
CHECKED:	Diana Murungi	APPROVED:	Nick Cottman

1. INTRODUCTION

Background

- 1.1. WSP was instructed by EDF Energy (EDFE) to develop a highway assignment traffic model for the purposes of assessing the potential traffic impacts of Sizewell C (SZC) on the surrounding highway network during the project's construction phase, in the first instance, as well as operational phases.
- 1.2. 2015 base year VISUM transport models have been developed, to represent seven modelled hours as follows:

Main three hours:

- 08:00-09:00
- 15:00-16:00
- 17:00-18:00

Remaining four hours:

- 06:00-07:00
- 07:00-08:00
- 16:00-17:00
- 18:00-19:00

- 1.3. The development, calibration and validation of the base models is described in the Local Model Validation Report (LMVR) and subsequent addendums, which were provided in **Appendix 8A** of the **Transport Assessment** (Doc Ref. 8.5(A)) [\[AS-017\]](#).

Woodbridge area refinement

- 1.4. The model forecasting undertaken to inform the DCO application (May 2020), highlighted a local weakness around the heavily congested stretch of the A12 at Woodbridge. In the 2015 base year situation, the A12 stretch at Woodbridge carries a high level of weekday traffic demand in both directions during the hours 07:00-09:00 and 16:00-18:00, such that the road is operating close to capacity in the both directions during 08:00-09:00 and 17:00-18:00 hours. Delays are occurring due to the single-lane section of the A12 at Woodbridge as well as the junction with the B1079 Grundisburgh Road (in the northbound direction).
- 1.5. The modelled capacity of this single-carriageway stretch of road is 2,010 passenger car units¹ (PCUs) per hour in each direction, which was based on 'COst Benefit Analysis' (COBA) software developed by TRL. The modelling indicates that this single-carriageway stretch of A12 at Woodbridge is already at capacity in the 2015 base year and, because the VISUM model is a fixed-demand highway assignment model, any increase in traffic demand in future years must either "sit in a queue" (i.e. excess demand over capacity), or choose an alternative route through the network within the hour. The modelling indicates that as more traffic demand is added to the A12 corridor in future years, some traffic would be displaced onto the B1438 through Woodbridge.
- 1.6. The amount of traffic which is displaced onto the B1438 will actually be dependent upon the relative attractiveness of that route, which provides an alternative to the A12. Thus if existing conditions on the B1438

¹ Equivalent car units e.g. one HGV = 2.3 PCUs

do not accurately represent existing delays there is a risk that the attractiveness of the B1438 as a viable alternative to the A12 may be over or under-estimated.

- 1.7. Through discussion with SCC and AECOM it was agreed to investigate this part of the model and carry out a local area refinement of the 2015 base model, to achieve a better representation of the traffic conditions in this area and provide a more robust prediction of the future year impacts.
- 1.8. This technical note describes the additional data collected, refinements that have been made in the Woodbridge area and the resulting calibration and validation statistics from these updated base year models. The updates that have been applied will be carried through to the forecast year modelling as a refinement which will be submitted as part of the **Transport Assessment Addendum** (Doc Ref. 8.5(A)Ad).

2. MODEL REFINEMENT – INPUTS

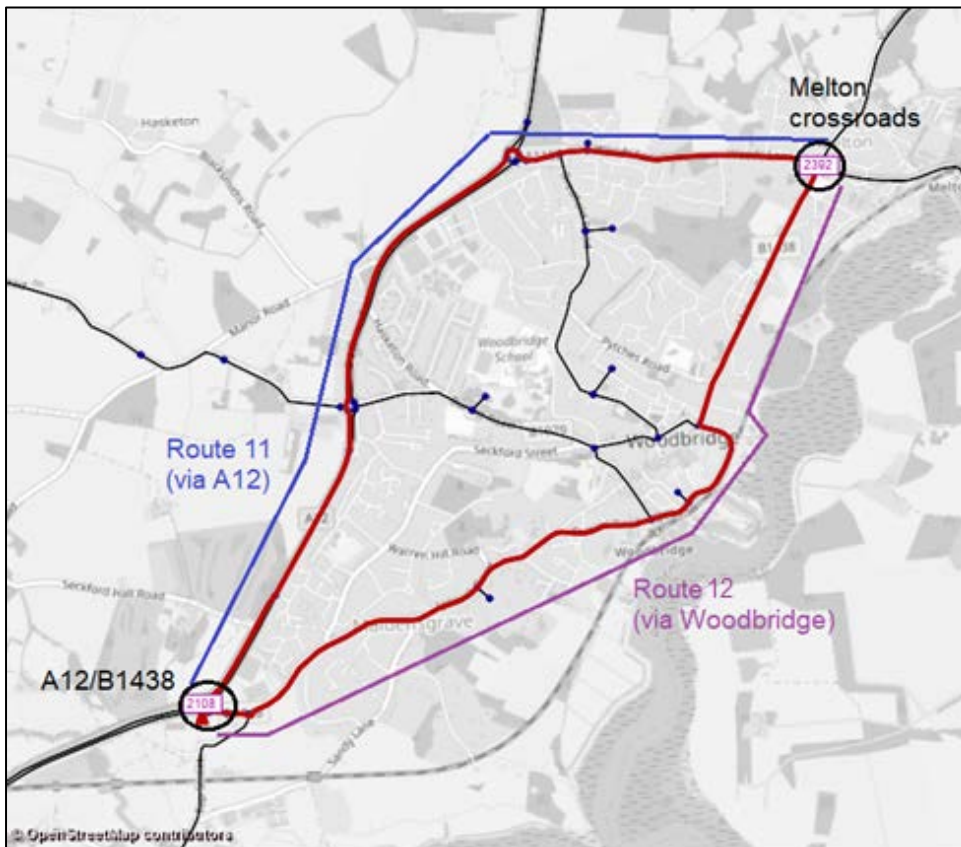
ADDITIONAL OBSERVED JOURNEY TIME DATA

- 2.1. Observed journey time data was obtained for the two alternative routes between the A1152/B1438 Melton crossroads and the A12/B1438 roundabout, shown in Figure 1:

- Route 11: via A1152 and A12
- Route 12: via B1438.

- 2.2. The routes have been labelled '11' and '12' for continuity with the original ten validation routes.

Figure 1 – Journey time routes between A12/B1438 and Melton crossroads



- 2.3. The observations were derived from TomTom data provided by Streetwise Services Ltd for the month of May 2015 (excluding school holiday periods), to be consistent with the original survey data.
- 2.4. The summary observed journey times for Routes 11 (via A12) and 12 (via B1438), in each direction and each modelled hour, are shown in Table 1. It should be noted that Route 12 passes the rail station in Woodbridge so it is expected that the journey times may be affected by vehicles dropping off or picking up as they travel through the B1438.

Table 1 – 2015 observed journey times – Routes 11 and 12

Route	Dir	MODELLED HOUR						
		6-7 am	7-8 am	8-9 am	3-4 pm	4-5 pm	5-6 pm	6-7 pm
Route 11	NB	04:17	04:38	05:20	05:11	05:41	05:42	04:19
	SB	04:02	04:30	06:01	04:54	04:59	04:54	03:43
Route 12	NB	07:50	06:37	07:50	08:26	09:45	09:31	07:42
	SB	05:36	07:31	07:27	08:55	07:27	08:35	05:19

- 2.5. Initially, a comparison was made of the current 2015 base model journey times on these routes, which is shown in Table 2. This demonstrated that the model was under-predicting travel times on the B1438 through Woodbridge, which could result in an over-estimation of the attractiveness of this route, and the amount of displaced traffic it could attract in future years.

Table 2 – Validated base model comparison – Routes 11 and 12

Hour	Route	Dir	OBSERVED	VALIDATED MODEL	
			Observed Time (mm:ss)	Modelled Time (mm:ss)	Within 15% (or 1 minute) of Observed?
6-7 AM	Route 11	NB	04:17	04:10	✓
		SB	04:02	03:40	✓
	Route 12	NB	07:50	06:30	✗
		SB	05:36	05:46	✓
7-8 AM	Route 11	NB	04:38	04:41	✓
		SB	04:30	04:44	✓
	Route 12	NB	06:37	06:35	✓
		SB	07:31	05:50	✗
8-9 AM	Route 11	NB	05:20	04:55	✓
		SB	06:01	06:28	✓
	Route 12	NB	07:50	06:37	✗
		SB	07:27	06:32	✓
3-4 PM	Route 11	NB	05:11	05:57	✓
		SB	04:54	04:23	✓

Hour	Route	Dir	OBSERVED	VALIDATED MODEL	
			Observed Time (mm:ss)	Modelled Time (mm:ss)	Within 15% (or 1 minute) of Observed?
4-5 PM	Route 12	NB	08:26	06:50	✗
		SB	08:55	05:51	✗
	Route 11	NB	05:41	06:32	✗
		SB	04:59	05:12	✓
	Route 12	NB	09:45	06:53	✗
		SB	07:27	05:55	✗
	Route 11	NB	05:42	05:56	✓
		SB	04:54	04:26	✓
5-6 PM	Route 12	NB	09:31	06:53	✗
		SB	08:35	05:55	✗
	Route 11	NB	05:05	04:48	✓
		SB	04:22	03:57	✓
6-7 PM	Route 12	NB	09:04	06:34	✗
		SB	06:15	05:48	✓

2.6. As part of this model refinement, to improve the modelled traffic conditions on the B1438 through Woodbridge, a number of network changes were applied to better reflect the attractiveness of this corridor:

- Reduced speed to 20mph, and reduced capacity to 1,000 PCUs/hour, on the B1438 from the A1152 (Melton crossroads) to Sandy Lane;
- Signal control applied at the junction of Quay Side / Hamblin Road car park, which was previously not modelled, with approximated signal timings;
- Reduced free-flow speeds from 60mph to 50mph on A1152 between Melton and Leiston, to reflect on-site conditions (bends, inclines, narrow road widths etc.);
- Moved the northern zone connector for zone 340 further north, to reflect the propensity for traffic from this area to join the A12 at Ufford rather than travelling south through Melton;
- Adjusted connector weights on zone 345 (Woodbridge) to reflect use of car park on Quayside; and
- Adjustments to demand traffic flows for origin-destination pairs traversing the A12 at Woodbridge, to calibrate delays on the single-lane section.

2.7. The results of these revisions are discussed in section 3.

3. MODEL REFINEMENT – RESULTS

MODEL CONVERGENCE RESULTS

3.1. The resulting 'Car' assignment convergence values are reported in Table 3.

Table 3 – Model Convergence Results

Hour	Number of iterations	DUALITY GAP	MODEL STABILITY 'P' ON FINAL ITERATIONS			
			n-3	n-2	n-1	n
6-7 AM	6	0.00000282461	0.992	0.995	0.997	1
7-8 AM	8	0.00000323468	0.991	0.996	0.998	0.998
8-9 AM	26	0.00000997210	0.992	0.994	1	0.999
3-4 PM	19	0.00000319274	1	0.999	0.995	0.998
4-5 PM	30	0.00000969366	1	1	0.998	1
5-6 PM	60	0.00000439297	0.998	0.997	0.998	0.999
6-7 PM	13	0.00000942063	0.998	0.998	0.998	0.983

3.1. The above results demonstrate the WebTAG convergence criteria is met in all cases indicating that the model is sufficiently stable overall.

JOURNEY TIME VALIDATION

3.2. A comparison of the journey time validation routes including the additional two Woodbridge routes is presented, for each of the seven modelled hours, in Table 4 to Table 10. The routes are shown graphically in Figure 2.

Table 4 – Journey Time Validation Statistics – 6-7am

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	19:12	18:29	✓	18:27	✓
	WB	18:30	18:35	✓	18:35	✓
Route 2	NB	27:41	27:26	✓	27:25	✓
	SB	28:41	27:36	✓	27:36	✓
Route 3	NB	27:13	25:31	✓	25:31	✓
	SB	24:51	25:36	✓	25:36	✓
Route 4	EB	43:11	38:40	✓	38:40	✓
	WB	38:08	38:24	✓	38:24	✓
Route 5	EB	45:55	37:15	✗	37:15	✗
	WB	42:12	36:42	✓	36:42	✓
Route 6	NB	23:03	22:38	✓	22:38	✓
	SB	24:32	22:00	✓	22:00	✓
Route 7	NB	26:44	26:49	✓	26:49	✓
	SB	26:29	27:26	✓	27:26	✓
Route 8	NB	35:57	30:10	✗	30:36	✓
	SB	33:32	29:50	✓	30:19	✓
Route 9	EB	27:34	26:44	✓	26:44	✓
	WB	28:16	26:49	✓	26:49	✓
Route 10	NB	31:43	30:11	✓	30:11	✓
	SB	32:12	30:17	✓	30:17	✓
Route 11	NB	04:17	04:10	✓	04:08	✓
	SB	04:02	03:40	✓	03:40	✓
Route 12	NB	07:50	06:30	✗	08:36	✓
	SB	05:36	05:46	✓	07:50	✗
Total Routes				21		22
				88%		92%

Table 5 – Journey Time Validation Statistics – 7-8am

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	19:14	19:59	✓	19:59	✓
	WB	18:50	20:09	✓	20:10	✓
Route 2	NB	29:17	29:16	✓	29:14	✓
	SB	31:26	30:12	✓	29:55	✓
Route 3	NB	26:59	25:45	✓	25:45	✓
	SB	27:22	26:06	✓	26:06	✓
Route 4	EB	42:07	38:53	✓	38:53	✓
	WB	40:37	38:44	✓	38:44	✓
Route 5	EB	44:03	37:23	✗	37:23	✗
	WB	43:16	37:02	✓	37:01	✓
Route 6	NB	22:59	22:55	✓	22:55	✓
	SB	24:53	22:18	✓	22:18	✓
Route 7	NB	30:42	27:06	✓	27:06	✓
	SB	25:47	27:43	✓	27:43	✓
Route 8	NB	35:16	31:06	✓	31:25	✓
	SB	36:16	31:31	✓	31:37	✓
Route 9	EB	27:24	26:52	✓	26:52	✓
	WB	29:18	27:06	✓	27:06	✓
Route 10	NB	33:25	31:07	✓	31:07	✓
	SB	33:10	31:32	✓	31:32	✓
Route 11	NB	04:38	04:41	✓	04:31	✓
	SB	04:30	04:44	✓	04:22	✓
Route 12	NB	06:37	06:35	✓	08:45	✗
	SB	07:31	05:50	✗	07:57	✓
Total Routes				22		22
				92%		92%

Table 6 – Journey Time Validation Statistics – 8-9am

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	21:38	21:04	✓	21:06	✓
	WB	20:03	20:26	✓	20:35	✓
Route 2	NB	31:20	30:19	✓	30:23	✓
	SB	36:02	32:24	✓	32:58	✓
Route 3	NB	27:16	25:55	✓	25:55	✓
	SB	27:37	26:08	✓	26:08	✓
Route 4	EB	42:10	39:00	✓	39:00	✓
	WB	43:17	38:56	✓	38:57	✓
Route 5	EB	44:27	37:34	✗	37:35	✗
	WB	45:31	37:16	✗	37:17	✗
Route 6	NB	21:58	23:07	✓	23:07	✓
	SB	25:19	22:20	✓	22:20	✓
Route 7	NB	29:51	27:30	✓	27:31	✓
	SB	26:46	27:44	✓	27:44	✓
Route 8	NB	35:43	31:33	✓	31:48	✓
	SB	41:01	33:31	✗	34:18	✗
Route 9	EB	31:08	26:56	✓	26:57	✓
	WB	30:21	27:20	✓	27:22	✓
Route 10	NB	34:36	31:26	✓	31:26	✓
	SB	33:36	32:07	✓	32:07	✓
Route 11	NB	05:20	04:55	✓	04:40	✓
	SB	06:01	06:28	✓	06:48	✓
Route 12	NB	07:50	06:37	✗	08:50	✓
	SB	07:27	06:32	✓	08:34	✓
Total Routes				20		21
				83%		88%

Table 7 – Journey Time Validation Statistics – 3-4pm

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	19:21	20:11	✓	20:14	✓
	WB	18:31	19:49	✓	19:49	✓
Route 2	NB	32:57	31:01	✓	31:10	✓
	SB	31:57	29:57	✓	29:56	✓
Route 3	NB	29:28	26:14	✓	26:14	✓
	SB	28:58	25:59	✓	25:59	✓
Route 4	EB	44:02	38:55	✓	38:55	✓
	WB	47:32	38:36	✗	38:36	✗
Route 5	EB	43:51	37:33	✓	37:33	✓
	WB	48:45	36:58	✗	36:58	✗
Route 6	NB	26:42	23:13	✓	23:13	✓
	SB	26:09	22:17	✓	22:17	✓
Route 7	NB	30:20	27:15	✓	27:15	✓
	SB	27:10	27:55	✓	27:55	✓
Route 8	NB	38:14	32:45	✓	33:05	✓
	SB	35:55	31:10	✓	31:33	✓
Route 9	EB	29:30	26:52	✓	26:52	✓
	WB	28:27	26:55	✓	26:56	✓
Route 10	NB	38:26	30:50	✗	30:50	✗
	SB	34:09	31:00	✓	31:00	✓
Route 11	NB	05:11	05:57	✓	05:48	✓
	SB	04:54	04:23	✓	04:18	✓
Route 12	NB	08:26	06:50	✗	08:49	✓
	SB	08:55	05:51	✗	07:58	✓
Total Routes				19		21
				79%		88%

Table 8 – Journey Time Validation Statistics – 4-5pm

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	18:43	21:05	✓	20:58	✓
	WB	18:56	21:02	✓	21:05	✓
Route 2	NB	32:52	32:08	✓	32:32	✓
	SB	33:37	31:42	✓	31:35	✓
Route 3	NB	32:22	26:29	✗	26:31	✗
	SB	28:50	25:56	✓	25:57	✓
Route 4	EB	42:06	39:03	✓	39:03	✓
	WB	44:27	38:43	✓	38:43	✓
Route 5	EB	43:29	37:43	✓	37:43	✓
	WB	45:55	37:02	✗	37:03	✗
Route 6	NB	27:03	23:20	✓	23:22	✓
	SB	25:17	22:13	✓	22:13	✓
Route 7	NB	29:38	27:11	✓	27:11	✓
	SB	28:16	27:50	✓	27:50	✓
Route 8	NB	39:08	33:17	✓	33:40	✓
	SB	37:45	32:08	✓	32:24	✓
Route 9	EB	29:40	27:01	✓	27:04	✓
	WB	29:14	27:16	✓	27:16	✓
Route 10	NB	34:32	31:04	✓	31:04	✓
	SB	34:20	31:49	✓	31:49	✓
Route 11	NB	05:41	06:32	✗	06:28	✓
	SB	04:59	05:12	✓	04:57	✓
Route 12	NB	09:45	06:53	✗	08:50	✓
	SB	07:27	05:55	✗	08:12	✓
Total Routes				19		22
				79%		92%

Table 9 – Journey Time Validation Statistics – 5-6pm

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	18:53	20:57	✓	20:59	✓
	WB	19:34	20:40	✓	20:36	✓
Route 2	NB	32:51	31:24	✓	32:06	✓
	SB	32:04	30:12	✓	29:59	✓
Route 3	NB	28:17	26:22	✓	26:22	✓
	SB	28:40	25:51	✓	25:51	✓
Route 4	EB	41:46	38:59	✓	38:59	✓
	WB	41:38	38:39	✓	38:38	✓
Route 5	EB	42:13	37:40	✓	37:40	✓
	WB	43:33	37:02	✓	37:01	✗
Route 6	NB	26:42	23:12	✓	23:12	✓
	SB	24:56	22:14	✓	22:14	✓
Route 7	NB	29:32	27:07	✓	27:07	✓
	SB	28:25	27:49	✓	27:49	✓
Route 8	NB	38:44	32:45	✗	33:37	✓
	SB	36:12	31:19	✓	31:25	✓
Route 9	EB	29:39	27:01	✓	27:02	✓
	WB	29:25	27:13	✓	27:10	✓
Route 10	NB	37:41	30:54	✗	30:54	✗
	SB	32:51	31:18	✓	31:19	✓
Route 11	NB	05:42	05:56	✓	06:16	✓
	SB	04:54	04:26	✓	04:11	✓
Route 12	NB	09:31	06:53	✗	08:50	✓
	SB	08:35	05:55	✗	08:10	✓
Total Routes				20		22
				83%		92%

Table 10 – Journey Time Validation Statistics – 6-7pm

Route	Dir	OBSERVED	VALIDATED MODEL		FINAL BASE MODEL	
		Observed Time (mm:ss)	Modelled Time (mm:ss)	Within Limits of Observed	Modelled Time (mm:ss)	Within Limits of Observed
Route 1	EB	17:42	19:18	✓	19:18	✓
	WB	17:28	19:02	✓	19:02	✓
Route 2	NB	29:51	29:00	✓	29:06	✓
	SB	29:05	28:18	✓	28:14	✓
Route 3	NB	26:52	25:50	✓	25:50	✓
	SB	26:44	25:41	✓	25:41	✓
Route 4	EB	41:40	38:45	✓	38:45	✓
	WB	42:28	38:28	✓	38:28	✓
Route 5	EB	42:09	37:21	✓	37:21	✓
	WB	41:57	36:48	✓	36:48	✓
Route 6	NB	25:56	22:47	✓	22:47	✓
	SB	24:11	22:06	✓	22:06	✓
Route 7	NB	28:55	26:57	✓	26:57	✓
	SB	28:03	27:36	✓	27:36	✓
Route 8	NB	36:55	31:11	✗	31:35	✓
	SB	32:46	30:22	✓	30:45	✓
Route 9	EB	28:26	26:51	✓	26:51	✓
	WB	29:26	26:55	✓	26:55	✓
Route 10	NB	32:36	30:26	✓	30:26	✓
	SB	32:12	30:38	✓	30:38	✓
Route 11	NB	05:05	04:48	✓	04:38	✓
	SB	04:22	03:57	✓	03:52	✓
Route 12	NB	09:04	06:34	✗	08:42	✓
	SB	06:15	05:48	✓	07:55	✗
Total Routes				22		23
				92%		96%

3.3. The tables above demonstrate that the refinements to the Woodbridge area improve the validation of journey times on Routes 11 and 12, whilst retaining the overall level of validation achieved on other routes. On Route 12 in 06:00-07:00, 07:00-08:00 and 18:00-19:00 hours, the modelled journey times are actually slightly slower than observed; this is due to the methodology applied to constrain speeds through Woodbridge in the model which also applies to these hours, though in reality vehicles may travel more quickly through this section during these time periods. The main concern however, of the model previously over-estimating attractiveness of this route as an alternative to the A12, is addressed in the updated model.

3.4. The journey time graphs for each route, direction, and modelled hour, are presented in Appendix A.2.

TRAFFIC FLOW CALIBRATION AND VALIDATION

3.5. The traffic flow calibration and validation summary statistics of the final base model, with the refinements to the Woodbridge area, are shown in Table 11 to Table 17 for each of the seven modelled hours. These tables compare the summary statistics of the validated models and the final base models.

Table 11 – Traffic Flow Calibration and Validation Statistics – 6-7am

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	103	104	14	14
Flow Criteria Met	108	108	14	14
% GEH or Flow Criteria Met	96%	96%	88%	88%
GEH>10	1	1	0	0
Total Traffic Count	21,391	21,313	2,477	2,425
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	8	8	2	2
% GEH<4	80%	80%	100%	100%
GEH>10	0	0	0	0

Table 12 – Traffic Flow Calibration and Validation Statistics – 7-8am

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	95	98	14	14
Flow Criteria Met	98	98	14	14
% GEH or Flow Criteria Met	87%	86%	88%	88%
GEH>10	7	4	0	0
Total Traffic Count	47,501	47,452	6,070	6,007
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	8	8	1	1
% GEH<4	80%	80%	50%	50%
GEH>10	0	0	0	0

Table 13 – Traffic Flow Calibration and Validation Statistics – 8-9am

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	93	96	13	13
Flow Criteria Met	95	99	14	15
% GEH or Flow Criteria Met	86%	89%	88%	94%
GEH>10	5	3	0	0
Total Traffic Count	54,277	55,209	6,658	6,658
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	9	10	1	1
% GEH<4	90%	100%	50%	50%
GEH>10	0	0	0	0

Table 14 – Traffic Flow Calibration and Validation Statistics – 3-4pm

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	100	99	12	12
Flow Criteria Met	101	103	12	14
% GEH or Flow Criteria Met	89%	90%	75%	88%
GEH>10	2	1	0	0
Total Traffic Count	50,628	51,011	6,997	7,034
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	8	10	1	1
% GEH<4	80%	100%	50%	50%
GEH>10	0	0	0	0

Table 15 – Traffic Flow Calibration and Validation Statistics – 4-5pm

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	99	100	11	11
Flow Criteria Met	101	103	13	14
% GEH or Flow Criteria Met	90%	91%	81%	88%
GEH>10	3	2	0	0
Total Traffic Count	56,368	56,970	7,615	7,637
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	9	8	1	1
% GEH<4	90%	80%	50%	50%
GEH>10	0	0	1	0

Table 16 – Traffic Flow Calibration and Validation Statistics – 5-6pm

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	104	104	11	12
Flow Criteria Met	100	102	14	14
% GEH or Flow Criteria Met	92%	95%	88%	88%
GEH>10	3	2	0	0
Total Traffic Count	55,388	55,033	7,051	6,729
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	7	7	1	1
% GEH<4	70%	70%	50%	50%
GEH>10	0	1	1	0

Table 17 – Traffic Flow Calibration and Validation Statistics – 6-7pm

	CALIBRATION		VALIDATION	
INDIVIDUAL COUNTS (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	114	114	16	16
GEH<5	101	100	12	12
Flow Criteria Met	106	104	13	14
% GEH or Flow Criteria Met	93%	92%	81%	88%
GEH>10	3	2	0	0
Total Traffic Count	42,279	42,429	5,415	5,343
SCREENLINES (TOTAL VEHICLES)				
	VALIDATED MODEL	FINAL BASE MODEL	VALIDATED MODEL	FINAL BASE MODEL
Counts	10	10	2	2
GEH<4	8	8	1	1
% GEH<4	80%	80%	50%	50%
GEH>10	1	1	1	0

- 3.6. The tables above demonstrate that the refinements to the Woodbridge area have little impact on the overall validation of the traffic models, but do improve the representation of traffic conditions in the local area around Woodbridge both on the A12 and the B1438 route through the town. The full model calibration and validation results for the 'Final Base' model are provided in Appendix A.1.

4. SUMMARY

- 4.1. This technical note documents the calibration and validation results of a local area refinement carried out on the 2015 base model, to improve the validation of journey times and representation of traffic conditions in the Woodbridge area, on the A12 and B1438.
- 4.2. The 'Final Base' model test show that these updates improve the validation of journey times around the Woodbridge area, and have little impact on traffic flows, routing and journey times on other parts of the model, thus maintaining the overall robustness of the 2015 base model whilst providing a more realistic representation of base year traffic conditions in this local area.
- 4.3. All seven modelled hours have been rerun with these updates. Detailed traffic flow comparisons are provided in Appendix A.
- 4.4. The updates that have been applied to the base model, including the traffic demand matrices, will be carried forward to the forecast year scenarios.

Appendix A

Detailed Calibration and Validation Statistics

Appendix A.1

Traffic Flow Calibration and Validation Tables

Table A.1 – Traffic Flow Calibration – Screenlines – 6-7am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	18	24	6	1.3	4	1	-3	1.9	2	0	-2	2.0	24	25	1	0.2
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	49	36	-13	2.0	10	4	-6	2.3	5	5	0	0.0	64	45	-19	2.6
SCC_M017_NB	M017 (A144 Ilketshall)	NB	62	59	-3	0.4	13	8	-5	1.5	7	12	5	1.6	82	79	-3	0.3
ATC_16_NB	A145 North of Blythburgh and B1123	NB	20	22	2	0.4	6	5	-1	0.4	4	7	3	1.3	30	34	4	0.7
ATC_17_NB	A12 North of Blythburgh and A1095	NB	63	70	7	0.9	13	14	1	0.3	15	13	-2	0.5	91	97	6	0.6
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	10	14	4	1.2	2	1	-1	0.8	1	0	-1	1.4	13	15	2	0.5
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	42	28	-14	2.4	9	4	-5	2.0	5	4	-1	0.5	56	36	-20	2.9
SCC_M017_SB	M017 (A144 Ilketshall)	SB	65	67	2	0.2	14	13	-1	0.3	7	6	-1	0.4	86	86	0	0.0
ATC_16_SB	A145 North of Blythburgh and B1123	SB	35	35	0	0.0	10	4	-6	2.3	7	12	5	1.6	52	51	-1	0.1
ATC_17_SB	A12 North of Blythburgh and A1095	SB	184	186	2	0.1	34	29	-5	0.9	16	15	-1	0.3	234	230	-4	0.3
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	310	247	-63	3.8	60	63	3	0.4	79	68	-11	1.3	449	378	-71	3.5
SCC_M055_NB	M055 (B1077 Swilland)	NB	14	17	3	0.8	3	5	2	1.0	1	1	0	0.0	18	23	5	1.1
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	300	146	-154	10.3	43	44	1	0.2	34	22	-12	2.3	377	212	-165	9.6
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	49	47	-2	0.3	5	10	5	1.8	4	3	-1	0.5	58	60	2	0.3
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	16	30	14	2.9	3	5	2	1.0	2	1	-1	0.8	21	36	15	2.8
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	290	272	-18	1.1	58	49	-9	1.2	31	20	-11	2.2	379	341	-38	2.0
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	103	113	10	1.0	16	12	-4	1.1	5	3	-2	1.0	124	128	4	0.4
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	32	35	3	0.5	5	5	0	0.0	4	4	0	0.0	41	44	3	0.5
ATC_14_EB	B1078 West of Wickham Market	EB	24	31	7	1.3	3	5	2	1.0	1	3	2	1.4	28	39	11	1.9
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	284	334	50	2.8	65	66	1	0.1	15	19	4	1.0	364	419	55	2.8
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	131	71	-60	6.0	21	8	-13	3.4	3	3	0	0.0	155	82	-73	6.7
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	247	255	8	0.5	101	85	-16	1.7	68	56	-12	1.5	416	396	-20	1.0
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	28	27	-1	0.2	5	9	4	1.5	2	3	1	0.6	35	39	4	0.7
ATC_14_WB	B1078 West of Wickham Market	WB	49	44	-5	0.7	11	12	1	0.3	4	5	1	0.5	64	61	-3	0.4
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	166	247	81	5.6	21	31	10	2.0	12	19	7	1.8	199	297	98	6.2
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	68	24	-44	6.5	16	12	-4	1.1	5	3	-2	1.0	89	39	-50	6.3
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	386	317	-69	3.7	97	83	-14	1.5	39	46	7	1.1	522	446	-76	3.5

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	58	54	-4	0.5	5	6	1	0.4	2	2	0	0.0	65	62	-3	0.4
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	35	34	-1	0.2	1	3	2	1.4	1	2	1	0.8	37	39	2	0.3
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	104	202	98	7.9	28	44	16	2.7	24	29	5	1.0	156	275	119	8.1
ATC_103-1_EB	Road to Martlesham	EB	16	60	44	7.1	5	6	1	0.4	1	0	-1	1.4	22	66	44	6.6
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	61	67	6	0.8	15	27	12	2.6	7	13	6	1.9	83	107	24	2.5
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	236	240	4	0.3	23	34	11	2.1	10	10	0	0.0	269	284	15	0.9
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	29	30	1	0.2	6	5	-1	0.4	3	2	-1	0.6	38	37	-1	0.2
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	23	32	9	1.7	19	11	-8	2.1	4	2	-2	1.2	46	45	-1	0.1
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	225	275	50	3.2	44	64	20	2.7	15	26	11	2.4	284	365	81	4.5
ATC_103-1_WB	Road to Martlesham	WB	19	17	-2	0.5	7	5	-2	0.8	2	0	-2	2.0	28	22	-6	1.2
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	37	59	22	3.2	10	10	0	0.0	4	7	3	1.3	51	76	25	3.1
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	158	175	17	1.3	20	21	1	0.2	6	7	1	0.4	184	203	19	1.4
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	66	64	-2	0.2	9	1	-8	3.6	2	0	-2	2.0	77	65	-12	1.4
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	14	27	13	2.9	8	6	-2	0.8	2	2	0	0.0	24	35	11	2.0
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	74	73	-1	0.1	7	10	3	1.0	2	3	1	0.6	83	86	3	0.3
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	27	27	0	0.0	3	3	0	0.0	1	0	-1	1.4	31	30	-1	0.2
Outbound																		
ATC_4_NB	Lovers Lane	NB	11	8	-3	1.0	1	0	-1	1.4	1	0	-1	1.4	13	8	-5	1.5
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	40	43	3	0.5	8	7	-1	0.4	1	3	2	1.4	49	53	4	0.6
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	68	64	-4	0.5	11	13	2	0.6	5	3	-2	1.0	84	80	-4	0.4
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	26	27	1	0.2	3	2	-1	0.6	0	0	0	0.0	29	29	0	0.0

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	212	211	-1	0.1	46	32	-14	2.2	33	37	4	0.7	291	280	-11	0.7
	Southbound	336	330	-6	0.3	69	51	-18	2.3	36	37	1	0.2	441	418	-23	1.1
Northern	Northbound	673	457	-216	9.1	111	122	11	1.0	118	94	-24	2.3	902	673	-229	8.2
	Southbound	409	415	6	0.3	77	66	-11	1.3	38	24	-14	2.5	524	505	-19	0.8
West of A12	Eastbound	718	726	8	0.3	195	169	-26	1.9	91	85	-6	0.6	1004	980	-24	0.8
	Westbound	697	659	-38	1.5	150	147	-3	0.2	62	76	14	1.7	909	882	-27	0.9
East of A12	Eastbound	510	657	147	6.1	77	120	43	4.3	45	56	11	1.5	632	833	201	7.4
	Westbound	491	588	97	4.2	106	116	10	0.9	34	44	10	1.6	631	748	117	4.5
Leiston	Inbound	181	191	10	0.7	27	20	-7	1.4	7	5	-2	0.8	215	216	1	0.1
	Outbound	145	142	-3	0.3	23	22	-1	0.2	7	6	-1	0.4	175	170	-5	0.4

Table A.2 – Traffic Flow Calibration – All Counts – 6-7am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	41	42	1	0.2	✓	12	5	-7	2.4	✓	4	2	-2	1.2	✓	57	49	-8	1.1	✓
		SB	ATC_2_SB	83	88	5	0.5	✓	9	7	-2	0.7	✓	4	2	-2	1.2	✓	96	97	1	0.1	✓
3	King Georges Avenue	EB	ATC_3_EB	121	77	-44	4.4	✓	18	0	-18	6.0	✓	1	0	-1	1.4	✓	140	77	-63	6.0	✓
		WB	ATC_3_WB	22	11	-11	2.7	✓	4	1	-3	1.9	✓	1	0	-1	1.4	✓	27	12	-15	3.4	✓
4	Lovers Lane	NB	ATC_4_NB	11	8	-3	1.0	✓	1	0	-1	1.4	✓	1	0	-1	1.4	✓	13	8	-5	1.5	✓
		SB	ATC_4_SB	66	64	-2	0.2	✓	9	1	-8	3.6	✓	2	0	-2	2.0	✓	77	65	-12	1.4	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	74	73	-1	0.1	✓	7	10	3	1.0	✓	2	3	1	0.6	✓	83	86	3	0.3	✓
		SB	ATC_7_SB	68	64	-4	0.5	✓	11	13	2	0.6	✓	5	3	-2	1.0	✓	84	80	-4	0.4	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	27	27	0	0.0	✓	3	3	0	0.0	✓	1	0	-1	1.4	✓	31	30	-1	0.2	✓
		SB	ATC_8_SB	26	27	1	0.2	✓	3	2	-1	0.6	✓	0	0	0	0.0	✓	29	29	0	0.0	✓
13	A12 East of Farnham	EB	ATC_13_EB	176	170	-6	0.5	✓	32	34	2	0.3	✓	31	24	-7	1.3	✓	239	228	-11	0.7	✓
		WB	ATC_13_WB	251	244	-7	0.4	✓	55	51	-4	0.5	✓	21	22	1	0.2	✓	327	317	-10	0.6	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	24	31	7	1.3	✓	3	5	2	1.0	✓	1	3	2	1.4	✓	28	39	11	1.9	✓
		WB	ATC_14_WB	49	44	-5	0.7	✓	11	12	1	0.3	✓	4	5	1	0.5	✓	64	61	-3	0.4	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	20	22	2	0.4	✓	6	5	-1	0.4	✓	4	7	3	1.3	✓	30	34	4	0.7	✓
		SB	ATC_16_SB	35	35	0	0.0	✓	10	4	-6	2.3	✓	7	12	5	1.6	✓	52	51	-1	0.1	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	63	70	7	0.9	✓	13	14	1	0.3	✓	15	13	-2	0.5	✓	91	97	6	0.6	✓
		SB	ATC_17_SB	184	186	2	0.1	✓	34	29	-5	0.9	✓	16	15	-1	0.3	✓	234	230	-4	0.3	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	49	47	-2	0.3	✓	5	10	5	1.8	✓	4	3	-1	0.5	✓	58	60	2	0.3	✓
		WB	ATC_81_WB	103	113	10	1.0	✓	16	12	-4	1.1	✓	5	3	-2	1.0	✓	124	128	4	0.4	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	300	146	-154	10.3	✗	43	44	1	0.2	✓	34	22	-12	2.3	✓	377	212	-165	9.6	✗
		SB	ATC_82-1_SB	290	272	-18	1.1	✓	58	49	-9	1.2	✓	31	20	-11	2.2	✓	379	341	-38	2.0	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	104	202	98	7.9	✓	28	44	16	2.7	✓	24	29	5	1.0	✓	156	275	119	8.1	✗
		WB	ATC_82-2_WB	225	275	50	3.2	✓	44	64	20	2.7	✓	15	26	11	2.4	✓	284	365	81	4.5	✓
84	A143 North of Beccles to Diss	EB	ATC_84_EB	102	107	5	0.5	✓	13	14	1	0.3	✓	26	19	-7	1.5	✓	141	140	-1	0.1	✓
		WB	ATC_84_WB	179	176	-3	0.2	✓	41	40	-1	0.2	✓	20	23	3	0.6	✓	240	239	-1	0.1	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	18	20	2	0.5	✓	6	7	1	0.4	✓	2	0	-2	2.0	✓	26	27	1	0.2	✓
		WB	ATC_87_WB	23	32	9	1.7	✓	2	6	4	2.0	✓	2	0	-2	2.0	✓	27	38	11	1.9	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	236	240	4	0.3	✓	23	34	11	2.1	✓	10	10	0	0.0	✓	269	284	15	0.9	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	158	175	17	1.3	✓	20	21	1	0.2	✓	6	7	1	0.4	✓	184	203	19	1.4	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	133	132	-1	0.1	✓	20	8	-12	3.2	✓	9	6	-3	1.1	✓	162	146	-16	1.3	✓
		SB	ATC_101-4_SB	109	100	-9	0.9	✓	14	12	-2	0.6	✓	3	5	2	1.0	✓	126	117	-9	0.8	✓
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	386	317	-69	3.7	✓	97	83	-14	1.5	✓	39	46	7	1.1	✓	522	446	-76	3.5	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	247	255	8	0.5	✓	101	85	-16	1.7	✓	68	56	-12	1.5	✓	416	396	-20	1.0	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	131	71	-60	6.0	✓	21	8	-13	3.4	✓	3	3	0	0.0	✓	155	82	-73	6.7	✓
		WB	ATC_102-1_WB	68	24	-44	6.5	✓	16	12	-4	1.1	✓	5	3	-2	1.0	✓	89	39	-50	6.3	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	480	419	-61	2.9	✓	112	111	-1	0.1	✓	44	47	3	0.4	✓	636	577	-59	2.4	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	433	362	-71	3.6	✓	63	75	12	1.4	✓	39	47	8	1.2	✓	535	484	-51	2.3	✓
102-4	Road to Waldringfield & Newbourn, E of the Foxhall Rbt	EB	ATC_102-4_EB	61	67	6	0.8	✓	15	27	12	2.6	✓	7	13	6	1.9	✓	83	107	24	2.5	✓
		WB	ATC_102-4_WB	37	59	22	3.2	✓	10	10	0	0.0	✓	4	7	3	1.3	✓	51	76	25	3.1	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	16	60	44	7.1	✓	5	6	1	0.4	✓	1	0	-1	1.4	✓	22	66	44	6.6	✓
		WB	ATC_103-1_WB	19	17	-2	0.5	✓	7	5	-2	0.8	✓	2	0	-2	2.0	✓	28	22	-6	1.2	✓
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	284	334	50	2.8	✓	65	66	1	0.1	✓	15	19	4	1.0	✓	364	419	55	2.8	✓
		WB	ATC_103-4_WB	166	247	81	5.6	✓	21	31	10	2.0	✓	12	19	7	1.8	✓	199	297	98	6.2	✓
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	328	263	-65	3.8	✓	85	70	-15	1.7	✓	46	48	2	0.3	✓	459	381	-78	3.8	✓
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	469	374	-95	4.6	✓	122	110	-12	1.1	✓	52	51	-1	0.1	✓	643	535	-108	4.5	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	1	1	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	1	1	0	0.0	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	8	8	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	8	8	0	0.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	58	54	-4	0.5	✓	5	6	1	0.4	✓	2	2	0	0.0	✓	65	62	-3	0.4	✓
		WB	ATC_105-1_WB	29	30	1	0.2	✓	6	5	-1	0.4	✓	3	2	-1	0.6	✓	38	37	-1	0.2	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	118	115	-3	0.3	✓	27	26	-1	0.2	✓	24	25	1	0.2	✓	169	166	-3	0.2	✓
		SB	ATC_105-2_SB	200	192	-8	0.6	✓	42	42	0	0.0	✓	25	24	-1	0.2	✓	267	258	-9	0.6	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	28	27	-1	0.2	✓	5	9	4	1.5	✓	2	3	1	0.6	✓	35	39	4	0.7	✓
		SB	ATC_202-1_SB	32	35	3	0.5	✓	5	5	0	0.0	✓	4	4	0	0.0	✓	41	44	3	0.5	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	113	116	3	0.3	✓	28	26	-2	0.4	✓	25	23	-2	0.4	✓	166	165	-1	0.1	✓
		WB	ATC_202-2_WB	167	169	2	0.2	✓	44	41	-3	0.5	✓	25	22	-3	0.6	✓	236	232	-4	0.3	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	103	102	-1	0.1	✓	19	22	3	0.7	✓	19	19	0	0.0	✓	141	143	2	0.2	✓
		SB	ATC_202-3_SB	160	162	2	0.2	✓	35	33	-2	0.3	✓	21	19	-2	0.4	✓	216	214	-2	0.1	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	35	34	-1	0.2	✓	1	3	2	1.4	✓	1	2	1	0.8	✓	37	39	2	0.3	✓
		WB	ATC_204_WB	23	32	9	1.7	✓	19	11	-8	2.1	✓	4	2	-2	1.2	✓	46	45	-1	0.1	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	42	35	-7	1.1	✓	7	9	2	0.7	✓	5	4	-1	0.5	✓	54	48	-6	0.8	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	80	74	-6	0.7	✓	10	10	0	0.0	✓	4	3	-1	0.5	✓	94	87	-7	0.7	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	34	31	-3	0.5	✓	6	9	3	1.1	✓	4	1	-3	1.9	✓	44	41	-3	0.5	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	35	34	-1	0.2	✓	6	3	-3	1.4	✓	4	3	-1	0.5	✓	45	40	-5	0.8	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	49	36	-13	2.0	✓	10	4	-6	2.3	✓	5	5	0	0.0	✓	64	45	-19	2.6	✓
		SB	SCC_A3489_SB	42	28	-14	2.4	✓	9	4	-5	2.0	✓	5	4	-1	0.5	✓	56	36	-20	2.9	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	18	24	6	1.3	✓	4	1	-3	1.9	✓	2	0	-2	2.0	✓	24	25	1	0.2	✓
		SB	SCC_A3527_SB	10	14	4	1.2	✓	2	1	-1	0.8	✓	1	0	-1	1.4	✓	13	15	2	0.5	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	62	59	-3	0.4	✓	13	8	-5	1.5	✓	7	12	5	1.6	✓	82	79	-3	0.3	✓
		SB	SCC_M017_SB	65	67	2	0.2	✓	14	13	-1	0.3	✓	7	6	-1	0.4	✓	86	86	0	0.0	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	14	17	3	0.8	✓	3	5	2	1.0	✓	1	1	0	0.0	✓	18	23	5	1.1	✓
		SB	SCC_M055_SB	16	30	14	2.9	✓	3	5	2	1.0	✓	2	1	-1	0.8	✓	21	36	15	2.8	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	254	259	5	0.3	✓	54	56	2	0.3	✓	27	39	12	2.1	✓	335	354	19	1.0	✓
		SB	SCC_Y151_SB	353	433	80	4.0	✓	75	95	20	2.2	✓	38	80	42	5.5	✓	466	608	142	6.1	✗
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	313	232	-81	4.9	✓	66	36	-30	4.2	✓	34	21	-13	2.5	✓	413	289	-124	6.6	✗
		WB	SCC_Y189_WB	410	403	-7	0.3	✓	87	44	-43	5.3	✓	44	30	-14	2.3	✓	541	477	-64	2.8	✓
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	81	80	-1	0.1	✓	25	20	-5	1.1	✓	2	4	2	1.2	✓	108	104	-4	0.4	✓
		EB	MCC_302_B_EB	85	86	1	0.1	✓	17	12	-5	1.3	✓	10	5	-5	1.8	✓	112	103	-9	0.9	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	35	37	2	0.3	✓	12	6	-6	2.0	✓	7	2	-5	2.4	✓	54	45	-9	1.3	✓
		SB	MCC_302_C_SB	29	32	3	0.5	✓	6	5	-1	0.4	✓	2	2	0	0.0	✓	37	39	2	0.3	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	73	75	2	0.2	✓	13	14	1	0.3	✓	7	7	0	0.0	✓	93	96	3	0.3	✓
WB	MCC_302_D_WB	71	74	3	0.4	✓	26	22	-4	0.8	✓	3	5	2	1.0	✓	100	101	1	0.1	✓		
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	57	52	-5	0.7	✓	11	7	-4	1.3	✓	4	2	-2	1.2	✓	72	61	-11	1.3	✓
		SB	MCC_303_A_SB	37	35	-2	0.3	✓	10	6	-4	1.4	✓	5	2	-3	1.6	✓	52	43	-9	1.3	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	14	27	13	2.9	✓	8	6	-2	0.8	✓	2	2	0	0.0	✓	24	35	11	2.0	✓
		WB	MCC_303_B_WB	40	43	3	0.5	✓	8	7	-1	0.4	✓	1	3	2	1.4	✓	49	53	4	0.6	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	48	51	3	0.4	✓	8	8	0	0.0	✓	5	3	-2	1.0	✓	61	62	1	0.1	✓
NB	MCC_303_C_NB	61	58	-3	0.4	✓	9	8	-1	0.3	✓	3	3	0	0.0	✓	73	69	-4	0.5	✓		
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	41	31	-10	1.7	✓	7	4	-3	1.3	✓	0	2	2	2.0	✓	48	37	-11	1.7	✓
		EB	MCC_303_D_EB	22	24	2	0.4	✓	7	5	-2	0.8	✓	2	2	0	0.0	✓	31	31	0	0.0	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	39	30	-9	1.5	✓	10	5	-5	1.8	✓	1	2	1	0.8	✓	50	37	-13	2.0	✓
		NB	MCC_304_A_NB	31	23	-8	1.5	✓	8	4	-4	1.6	✓	4	2	-2	1.2	✓	43	29	-14	2.3	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	34	43	9	1.5	✓	13	9	-4	1.2	✓	2	1	-1	0.8	✓	49	53	4	0.6	✓
EB	MCC_304_B_EB	102	107	5	0.5	✓	18	11	-7	1.8	✓	0	1	1	1.4	✓	120	119	-1	0.1	✓		
B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	44	33	-11	1.8	✓	7	1	-6	3.0	✓	4	1	-3	1.9	✓	55	35	-20	3.0	✓	
	SB	MCC_304_C_SB	23	16	-7	1.6	✓	6	1	-5	2.7	✓	1	1	0	0.0	✓	30	18	-12	2.4	✓	
B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	68	64	-4	0.5	✓	9	6	-3	1.1	✓	0	0	0	0.0	✓	77	70	-7	0.8	✓	
	WB	MCC_304_D_WB	29	23	-6	1.2	✓	7	5	-2	0.8	✓	2	0	-2	2.0	✓	38	28	-10	1.7	✓	

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	357	328	-29	1.6	✓	13	12	-1	0.3	✓	16	21	5	1.2	✓	386	361	-25	1.3	✓
30013377		SB	30013377	168	167	-1	0.1	✓	10	9	-1	0.3	✓	16	21	5	1.2	✓	194	197	3	0.2	✓
30013396	A14 - J56 Through	EB	30013396	635	621	-14	0.6	✓	70	67	-3	0.4	✓	268	248	-20	1.2	✓	973	936	-37	1.2	✓
30013397	A14 - J56 EXIT	EB	30013397	113	104	-9	0.9	✓	10	14	4	1.2	✓	15	20	5	1.2	✓	138	138	0	0.0	✓
30013398	A14 - J57 Through	EB	30013398	588	589	1	0.0	✓	49	61	12	1.6	✓	255	243	-12	0.8	✓	892	893	1	0.0	✓
30013399	A14 - J57 EXIT	EB	30013399	239	241	2	0.1	✓	30	26	-4	0.8	✓	40	26	-14	2.4	✓	309	293	-16	0.9	✓
30013402	A14 - J57 Through	WB	30013402	651	594	-57	2.3	✓	48	63	15	2.0	✓	368	311	-57	3.1	✓	1067	968	-99	3.1	✓
30013403	A14 - J57 EXIT	WB	30013403	140	144	4	0.3	✓	6	21	15	4.1	✓	12	3	-9	3.3	✓	158	168	10	0.8	✓
30013406	A14 - J55 Through	WB	30013406	418	360	-58	2.9	✓	48	36	-12	1.9	✓	249	224	-25	1.6	✓	715	620	-95	3.7	✓
30013407	A14 - J55 EXIT	WB	30013407	561	495	-66	2.9	✓	55	58	3	0.4	✓	178	155	-23	1.8	✓	794	708	-86	3.1	✓
30013408	A14 - J55 Through	EB	30013408	316	312	-4	0.2	✓	31	26	-5	0.9	✓	184	156	-28	2.1	✓	531	494	-37	1.6	✓
30013410	A14 - J53 Through	NB	30013410	793	471	-322	12.8	✗	114	60	-54	5.8	✓	374	272	-102	5.7	✗	1281	803	-478	14.8	✗
30013411	A14 - J53 EXIT	NB	30013411	80	45	-35	4.4	✓	11	9	-2	0.6	✓	7	3	-4	1.8	✓	98	57	-41	4.7	✓
30013415	A14 - J51 EXIT	NB	30013415	310	247	-63	3.8	✓	60	63	3	0.4	✓	79	68	-11	1.3	✓	449	378	-71	3.5	✓
30013417	A14 - J51 EXIT	SB	30013417	69	50	-19	2.5	✓	13	15	2	0.5	✓	20	14	-6	1.5	✓	102	79	-23	2.4	✓
30013418	A14 - between J51 and J50	NB	30013418	848	791	-57	2.0	✓	108	111	3	0.3	✓	339	280	-59	3.4	✓	1295	1182	-113	3.2	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	2	107	98%
LGV	114	0	111	100%
HGV	114	0	112	99%
Total Vehs	114	1	104	96%

Table A.3 – Traffic Flow Calibration – Screenlines – 7-8am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	34	44	10	1.6	7	2	-5	2.4	3	0	-3	2.4	44	46	2	0.3
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	91	78	-13	1.4	18	8	-10	2.8	7	7	0	0.0	116	93	-23	2.2
SCC_M017_NB	M017 (A144 Ilketshall)	NB	131	126	-5	0.4	26	19	-7	1.5	10	17	7	1.9	167	162	-5	0.4
ATC_16_NB	A145 North of Blythburgh and B1123	NB	60	61	1	0.1	10	12	2	0.6	6	9	3	1.1	76	82	6	0.7
ATC_17_NB	A12 North of Blythburgh and A1095	NB	188	193	5	0.4	29	34	5	0.9	22	21	-1	0.2	239	248	9	0.6
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	28	32	4	0.7	6	3	-3	1.4	2	0	-2	2.0	36	35	-1	0.2
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	112	96	-16	1.6	22	14	-8	1.9	9	7	-2	0.7	143	117	-26	2.3
SCC_M017_SB	M017 (A144 Ilketshall)	SB	198	198	0	0.0	39	38	-1	0.2	16	12	-4	1.1	253	248	-5	0.3
ATC_16_SB	A145 North of Blythburgh and B1123	SB	93	95	2	0.2	31	14	-17	3.6	16	21	5	1.2	140	130	-10	0.9
ATC_17_SB	A12 North of Blythburgh and A1095	SB	365	370	5	0.3	65	53	-12	1.6	23	22	-1	0.2	453	445	-8	0.4
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	485	444	-41	1.9	70	81	11	1.3	104	94	-10	1.0	659	619	-40	1.6
SCC_M055_NB	M055 (B1077 Swilland)	NB	58	65	7	0.9	12	13	1	0.3	5	1	-4	2.3	75	79	4	0.5
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	630	423	-207	9.0	104	126	22	2.1	57	44	-13	1.8	791	593	-198	7.5
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	167	170	3	0.2	15	26	11	2.4	6	6	0	0.0	188	202	14	1.0
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	78	95	17	1.8	15	13	-2	0.5	6	2	-4	2.0	99	110	11	1.1
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	718	716	-2	0.1	104	83	-21	2.2	35	30	-5	0.9	857	829	-28	1.0
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	272	300	28	1.7	46	37	-9	1.4	9	5	-4	1.5	327	342	15	0.8
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	123	127	4	0.4	29	27	-2	0.4	11	8	-3	1.0	163	162	-1	0.1
ATC_14_EB	B1078 West of Wickham Market	EB	57	56	-1	0.1	19	18	-1	0.2	7	6	-1	0.4	83	80	-3	0.3
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	714	883	169	6.0	143	148	5	0.4	29	32	3	0.5	886	1063	177	5.7
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	412	294	-118	6.3	49	26	-23	3.8	13	6	-7	2.3	474	326	-148	7.4
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	669	605	-64	2.5	248	177	-71	4.9	120	105	-15	1.4	1037	887	-150	4.8
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	65	64	-1	0.1	10	19	9	2.4	4	6	2	0.9	79	89	10	1.1
ATC_14_WB	B1078 West of Wickham Market	WB	97	77	-20	2.1	18	19	1	0.2	4	7	3	1.3	119	103	-16	1.5
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	505	601	96	4.1	42	58	16	2.3	13	27	14	3.1	560	686	126	5.0
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	215	249	34	2.2	53	37	-16	2.4	7	6	-1	0.4	275	292	17	1.0
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	840	842	2	0.1	165	125	-40	3.3	78	77	-1	0.1	1083	1044	-39	1.2

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	164	163	-1	0.1	33	28	-5	0.9	10	7	-3	1.0	207	198	-9	0.6
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	94	92	-2	0.2	7	7	0	0.0	3	4	1	0.5	104	103	-1	0.1
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	387	512	125	5.9	83	91	8	0.9	57	57	0	0.0	527	660	133	5.5
ATC_103-1_EB	Road to Martlesham	EB	60	224	164	13.8	32	23	-9	1.7	7	0	-7	3.7	99	247	148	11.3
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	121	135	14	1.2	28	44	16	2.7	17	19	2	0.5	166	198	32	2.4
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	299	364	65	3.6	90	100	10	1.0	25	22	-3	0.6	414	486	72	3.4
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	62	63	1	0.1	13	13	0	0.0	4	4	0	0.0	79	80	1	0.1
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	64	72	8	1.0	42	27	-15	2.6	8	4	-4	1.6	114	103	-11	1.1
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	628	705	77	3.0	94	131	37	3.5	23	48	25	4.2	745	884	139	4.9
ATC_103-1_WB	Road to Martlesham	WB	59	103	44	4.9	24	9	-15	3.7	3	0	-3	2.4	86	112	26	2.6
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	122	139	17	1.5	23	31	8	1.5	11	14	3	0.8	156	184	28	2.1
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	416	502	86	4.0	61	72	11	1.3	15	17	2	0.5	492	591	99	4.3
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	276	262	-14	0.9	19	4	-15	4.4	6	1	-5	2.7	301	267	-34	2.0
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	52	73	21	2.7	22	15	-7	1.6	0	4	4	2.8	74	92	18	2.0
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	217	213	-4	0.3	18	27	9	1.9	8	7	-1	0.4	243	247	4	0.3
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	75	78	3	0.3	10	10	0	0.0	1	0	-1	1.4	86	88	2	0.2
Outbound																		
ATC_4_NB	Lovers Lane	NB	26	19	-7	1.5	4	0	-4	2.8	2	1	-1	0.8	32	20	-12	2.4
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	70	78	8	0.9	16	18	2	0.5	1	5	4	2.3	87	101	14	1.4
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	164	162	-2	0.2	33	32	-1	0.2	8	5	-3	1.2	205	199	-6	0.4
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	88	80	-8	0.9	21	12	-9	2.2	3	1	-2	1.4	112	93	-19	1.9

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	504	502	-2	0.1	90	75	-15	1.7	48	54	6	0.8	642	631	-11	0.4
	Southbound	796	791	-5	0.2	163	122	-41	3.4	66	62	-4	0.5	1025	975	-50	1.6
Northern	Northbound	1340	1102	-238	6.8	201	246	45	3.0	172	145	-27	2.1	1713	1493	-220	5.5
	Southbound	1068	1111	43	1.3	165	133	-32	2.6	50	37	-13	2.0	1283	1281	-2	0.1
West of A12	Eastbound	1975	1965	-10	0.2	488	396	-92	4.4	180	157	-23	1.8	2643	2518	-125	2.5
	Westbound	1722	1833	111	2.6	288	258	-30	1.8	106	123	17	1.6	2116	2214	98	2.1
East of A12	Eastbound	1125	1490	365	10.1	273	293	20	1.2	119	109	-10	0.9	1517	1892	375	9.1
	Westbound	1351	1584	233	6.1	257	283	26	1.6	64	87	23	2.6	1672	1954	282	6.6
Leiston	Inbound	620	626	6	0.2	69	56	-13	1.6	15	12	-3	0.8	704	694	-10	0.4
	Outbound	348	339	-9	0.5	74	62	-12	1.5	14	12	-2	0.6	436	413	-23	1.1

Table A.4 – Traffic Flow Calibration – All Counts – 7-8am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	86	89	3	0.3	✓	22	16	-6	1.4	✓	7	3	-4	1.8	✓	115	108	-7	0.7	✓
		SB	ATC_2_SB	275	287	12	0.7	✓	38	34	-4	0.7	✓	9	6	-3	1.1	✓	322	327	5	0.3	✓
3	King Georges Avenue	EB	ATC_3_EB	318	199	-119	7.4	✗	43	0	-43	9.3	✓	2	0	-2	2.0	✓	363	199	-164	9.8	✗
		WB	ATC_3_WB	49	29	-20	3.2	✓	11	4	-7	2.6	✓	3	0	-3	2.4	✓	63	33	-30	4.3	✓
4	Lovers Lane	NB	ATC_4_NB	26	19	-7	1.5	✓	4	0	-4	2.8	✓	2	1	-1	0.8	✓	32	20	-12	2.4	✓
		SB	ATC_4_SB	276	262	-14	0.9	✓	19	4	-15	4.4	✓	6	1	-5	2.7	✓	301	267	-34	2.0	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	217	213	-4	0.3	✓	18	27	9	1.9	✓	8	7	-1	0.4	✓	243	247	4	0.3	✓
		SB	ATC_7_SB	164	162	-2	0.2	✓	33	32	-1	0.2	✓	8	5	-3	1.2	✓	205	199	-6	0.4	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	75	78	3	0.3	✓	10	10	0	0.0	✓	1	0	-1	1.4	✓	86	88	2	0.2	✓
		SB	ATC_8_SB	88	80	-8	0.9	✓	21	12	-9	2.2	✓	3	1	-2	1.4	✓	112	93	-19	1.9	✓
13	A12 East of Farnham	EB	ATC_13_EB	462	447	-15	0.7	✓	92	96	4	0.4	✓	50	44	-6	0.9	✓	604	587	-17	0.7	✓
		WB	ATC_13_WB	574	572	-2	0.1	✓	81	77	-4	0.5	✓	28	30	2	0.4	✓	683	679	-4	0.2	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	57	56	-1	0.1	✓	19	18	-1	0.2	✓	7	6	-1	0.4	✓	83	80	-3	0.3	✓
		WB	ATC_14_WB	97	77	-20	2.1	✓	18	19	1	0.2	✓	4	7	3	1.3	✓	119	103	-16	1.5	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	60	61	1	0.1	✓	10	12	2	0.6	✓	6	9	3	1.1	✓	76	82	6	0.7	✓
		SB	ATC_16_SB	93	95	2	0.2	✓	31	14	-17	3.6	✓	16	21	5	1.2	✓	140	130	-10	0.9	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	188	193	5	0.4	✓	29	34	5	0.9	✓	22	21	-1	0.2	✓	239	248	9	0.6	✓
		SB	ATC_17_SB	365	370	5	0.3	✓	65	53	-12	1.6	✓	23	22	-1	0.2	✓	453	445	-8	0.4	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	167	170	3	0.2	✓	15	26	11	2.4	✓	6	6	0	0.0	✓	188	202	14	1.0	✓
		WB	ATC_81_WB	272	300	28	1.7	✓	46	37	-9	1.4	✓	9	5	-4	1.5	✓	327	342	15	0.8	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	630	423	-207	9.0	✗	104	126	22	2.1	✓	57	44	-13	1.8	✓	791	593	-198	7.5	✗
		SB	ATC_82-1_SB	718	716	-2	0.1	✓	104	83	-21	2.2	✓	35	30	-5	0.9	✓	857	829	-28	1.0	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	387	512	125	5.9	✗	83	91	8	0.9	✓	57	57	0	0.0	✓	527	660	133	5.5	✗
		WB	ATC_82-2_WB	628	705	77	3.0	✓	94	131	37	3.5	✓	23	48	25	4.2	✓	745	884	139	4.9	✓
84	A143 North of Beccles to Diss	EB	ATC_84_EB	230	236	6	0.4	✓	34	34	0	0.0	✓	47	36	-11	1.7	✓	311	306	-5	0.3	✓
		WB	ATC_84_WB	289	289	0	0.0	✓	50	56	6	0.8	✓	28	31	3	0.6	✓	367	376	9	0.5	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	33	40	7	1.2	✓	12	16	4	1.1	✓	3	1	-2	1.4	✓	48	57	9	1.2	✓
		WB	ATC_87_WB	86	95	9	0.9	✓	16	18	2	0.5	✓	5	1	-4	2.3	✓	107	114	7	0.7	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	299	364	65	3.6	✓	90	100	10	1.0	✓	25	22	-3	0.6	✓	414	486	72	3.4	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	416	502	86	4.0	✓	61	72	11	1.3	✓	15	17	2	0.5	✓	492	591	99	4.3	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	247	269	22	1.4	✓	55	31	-24	3.7	✓	19	12	-7	1.8	✓	321	312	-9	0.5	✓
		SB	ATC_101-4_SB	392	334	-58	3.0	✓	55	41	-14	2.0	✓	12	10	-2	0.6	✓	459	385	-74	3.6	✓
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	840	842	2	0.1	✓	165	125	-40	3.3	✓	78	77	-1	0.1	✓	1083	1044	-39	1.2	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	669	605	-64	2.5	✓	248	177	-71	4.9	✓	120	105	-15	1.4	✓	1037	887	-150	4.8	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	412	294	-118	6.3	✗	49	26	-23	3.8	✓	13	6	-7	2.3	✓	474	326	-148	7.4	✗
		WB	ATC_102-1_WB	215	249	34	2.2	✓	53	37	-16	2.4	✓	7	6	-1	0.4	✓	275	292	17	1.0	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1105	1110	5	0.2	✓	222	193	-29	2.0	✓	78	82	4	0.4	✓	1405	1385	-20	0.5	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	1158	994	-164	5.0	✓	150	182	32	2.5	✓	100	102	2	0.2	✓	1408	1278	-130	3.5	✓
102-4	Road to Waldringfield & Newbome, E of the Foxhall Rbt	EB	ATC_102-4_EB	121	135	14	1.2	✓	28	44	16	2.7	✓	17	19	2	0.5	✓	166	198	32	2.4	✓
		WB	ATC_102-4_WB	122	139	17	1.5	✓	23	31	8	1.5	✓	11	14	3	0.8	✓	156	184	28	2.1	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	60	224	164	13.8	✗	32	23	-9	1.7	✓	7	0	-7	3.7	✓	99	247	148	11.3	✗
		WB	ATC_103-1_WB	59	103	44	4.9	✓	24	9	-15	3.7	✓	3	0	-3	2.4	✓	86	112	26	2.6	✓
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	714	883	169	6.0	✗	143	148	5	0.4	✓	29	32	3	0.5	✓	886	1063	177	5.7	✗
		WB	ATC_103-4_WB	505	601	96	4.1	✓	42	58	16	2.3	✓	13	27	14	3.1	✓	560	686	126	5.0	✗
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	805	603	-202	7.6	✗	220	172	-48	3.4	✓	109	105	-4	0.4	✓	1134	880	-254	8.0	✗
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	1104	992	-112	3.5	✓	252	190	-62	4.2	✓	95	91	-4	0.4	✓	1451	1273	-178	4.8	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	7	7	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	7	7	0	0.0	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	60	60	0	0.0	✓	0	0	0	0.0	✓	1	0	-1	1.4	✓	61	60	-1	0.1	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	164	163	-1	0.1	✓	33	28	-5	0.9	✓	10	7	-3	1.0	✓	207	198	-9	0.6	✓
		WB	ATC_105-1_WB	62	63	1	0.1	✓	13	13	0	0.0	✓	4	4	0	0.0	✓	79	80	1	0.1	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	303	299	-4	0.2	✓	73	70	-3	0.4	✓	39	41	2	0.3	✓	415	410	-5	0.2	✓
		SB	ATC_105-2_SB	420	416	-4	0.2	✓	90	89	-1	0.1	✓	43	40	-3	0.5	✓	553	545	-8	0.3	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	65	64	-1	0.1	✓	10	19	9	2.4	✓	4	6	2	0.9	✓	79	89	10	1.1	✓
		SB	ATC_202-1_SB	123	127	4	0.4	✓	29	27	-2	0.4	✓	11	8	-3	1.0	✓	163	162	-1	0.1	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	347	339	-8	0.4	✓	85	75	-10	1.1	✓	39	38	-1	0.2	✓	471	452	-19	0.9	✓
		WB	ATC_202-2_WB	361	356	-5	0.3	✓	81	79	-2	0.2	✓	36	34	-2	0.3	✓	478	469	-9	0.4	✓
202-3	A12 , just South of A1120 in Yoxford	NB	ATC_202-3_NB	229	238	9	0.6	✓	47	52	5	0.7	✓	29	31	2	0.4	✓	305	321	16	0.9	✓
		SB	ATC_202-3_SB	302	318	16	0.9	✓	63	64	1	0.1	✓	33	29	-4	0.7	✓	398	411	13	0.6	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	94	92	-2	0.2	✓	7	7	0	0.0	✓	3	4	1	0.5	✓	104	103	-1	0.1	✓
		WB	ATC_204_WB	64	72	8	1.0	✓	42	27	-15	2.6	✓	8	4	-4	1.6	✓	114	103	-11	1.1	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	82	64	-18	2.1	✓	11	13	2	0.6	✓	5	6	1	0.4	✓	98	83	-15	1.6	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	216	203	-13	0.9	✓	28	26	-2	0.4	✓	6	5	-1	0.4	✓	250	234	-16	1.0	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	112	98	-14	1.4	✓	28	29	1	0.2	✓	8	4	-4	1.6	✓	148	131	-17	1.4	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	61	59	-2	0.3	✓	18	12	-6	1.5	✓	5	6	1	0.4	✓	84	77	-7	0.8	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	91	78	-13	1.4	✓	18	8	-10	2.8	✓	7	7	0	0.0	✓	116	93	-23	2.2	✓
		SB	SCC_A3489_SB	112	96	-16	1.6	✓	22	14	-8	1.9	✓	9	7	-2	0.7	✓	143	117	-26	2.3	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	34	44	10	1.6	✓	7	2	-5	2.4	✓	3	0	-3	2.4	✓	44	46	2	0.3	✓
		SB	SCC_A3527_SB	28	32	4	0.7	✓	6	3	-3	1.4	✓	2	0	-2	2.0	✓	36	35	-1	0.2	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	131	126	-5	0.4	✓	26	19	-7	1.5	✓	10	17	7	1.9	✓	167	162	-5	0.4	✓
		SB	SCC_M017_SB	198	198	0	0.0	✓	39	38	-1	0.2	✓	16	12	-4	1.1	✓	253	248	-5	0.3	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	58	65	7	0.9	✓	12	13	1	0.3	✓	5	1	-4	2.3	✓	75	79	4	0.5	✓
		SB	SCC_M055_SB	78	95	17	1.8	✓	15	13	-2	0.5	✓	6	2	-4	2.0	✓	99	110	11	1.1	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	494	949	455	16.9	✗	98	100	2	0.2	✓	39	50	11	1.6	✓	631	1099	468	15.9	✗
		SB	SCC_Y151_SB	498	650	152	6.3	✗	99	177	78	6.6	✓	40	98	58	7.0	✓	637	925	288	10.3	✗
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	653	487	-166	7.0	✗	130	67	-63	6.3	✓	52	27	-25	4.0	✓	835	581	-254	9.5	✗
		WB	SCC_Y189_WB	726	718	-8	0.3	✓	144	78	-66	6.3	✓	58	42	-16	2.3	✓	928	838	-90	3.0	✓
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	239	236	-3	0.2	✓	51	40	-11	1.6	✓	5	5	0	0.0	✓	295	281	-14	0.8	✓
		EB	MCC_302_B_EB	247	245	-2	0.1	✓	70	52	-18	2.3	✓	20	13	-7	1.7	✓	337	310	-27	1.5	✓
		NB	MCC_302_C_NB	109	112	3	0.3	✓	29	18	-11	2.3	✓	6	2	-4	2.0	✓	144	132	-12	1.0	✓
		SB	MCC_302_C_SB	110	107	-3	0.3	✓	43	32	-11	1.8	✓	8	5	-3	1.2	✓	161	144	-17	1.4	✓
		EB	MCC_302_D_EB	211	215	4	0.3	✓	72	64	-8	1.0	✓	19	17	-2	0.5	✓	302	296	-6	0.3	✓
303	A1094 / B1069 (A1094 West)	WB	MCC_302_D_WB	213	211	-2	0.1	✓	41	38	-3	0.5	✓	3	6	3	1.4	✓	257	255	-2	0.1	✓
	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	121	112	-9	0.8	✓	42	29	-13	2.2	✓	5	2	-3	1.6	✓	168	143	-25	2.0	✓
		SB	MCC_303_A_SB	102	104	2	0.2	✓	35	29	-6	1.1	✓	14	7	-7	2.2	✓	151	140	-11	0.9	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	52	73	21	2.7	✓	22	15	-7	1.6	✓	0	4	4	2.8	✓	74	92	18	2.0	✓
		WB	MCC_303_B_WB	70	78	8	0.9	✓	16	18	2	0.5	✓	1	5	4	2.3	✓	87	101	14	1.4	✓
304	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	102	105	3	0.3	✓	39	36	-3	0.5	✓	15	8	-7	2.1	✓	156	149	-7	0.6	✓
		NB	MCC_303_C_NB	139	139	0	0.0	✓	41	31	-10	1.7	✓	3	5	2	1.0	✓	183	175	-8	0.6	✓
	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	109	90	-19	1.9	✓	17	13	-4	1.0	✓	0	6	6	3.5	✓	126	109	-17	1.6	✓
EB		MCC_303_D_EB	73	59	-14	1.7	✓	28	15	-13	2.8	✓	2	3	1	0.6	✓	103	77	-26	2.7	✓	
304	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	66	66	0	0.0	✓	9	9	0	0.0	✓	1	3	2	1.4	✓	76	78	2	0.2	✓
		NB	MCC_304_A_NB	76	61	-15	1.8	✓	26	14	-12	2.7	✓	14	6	-8	2.5	✓	116	81	-35	3.5	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	65	82	17	2.0	✓	29	25	-4	0.8	✓	1	2	1	0.8	✓	95	109	14	1.4	✓
		EB	MCC_304_B_EB	260	272	12	0.7	✓	26	23	-3	0.6	✓	0	2	2	2.0	✓	286	297	11	0.6	✓
	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	111	93	-18	1.8	✓	33	11	-22	4.7	✓	14	3	-11	3.8	✓	158	107	-51	4.4	✓
B1122 / Sizewell Road (Cross Street West)	SB	MCC_304_C_SB	40	34	-6	1.0	✓	16	4	-12	3.8	✓	0	1	1	1.4	✓	56	39	-17	2.5	✓	
	EB	MCC_304_D_EB	182	172	-10	0.8	✓	16	9	-7	2.0	✓	0	0	0	0.0	✓	198	181	-17	1.2	✓	
		WB	MCC_304_D_WB	48	45	-3	0.4	✓	19	14	-5	1.2	✓	2	0	-2	2.0	✓	69	59	-10	1.3	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	757	643	-114	4.3	✓	36	28	-8	1.4	✓	29	32	3	0.5	✓	822	703	-119	4.3	✓
30013377		SB	30013377	475	470	-5	0.2	✓	29	25	-4	0.8	✓	30	33	3	0.5	✓	534	528	-6	0.3	✓
30013396	A14 - J56 Through	EB	30013396	1776	1471	-305	7.6	✗	165	147	-18	1.4	✓	342	319	-23	1.3	✓	2283	1937	-346	7.5	✗
30013397	A14 - J56 EXIT	EB	30013397	383	192	-191	11.3	✗	26	34	8	1.5	✓	40	40	0	0.0	✓	449	266	-183	9.7	✗
30013398	A14 - J57 Through	EB	30013398	1229	1150	-79	2.3	✓	116	137	21	1.9	✓	297	293	-4	0.2	✓	1642	1580	-62	1.5	✓
30013399	A14 - J57 EXIT	EB	30013399	870	729	-141	5.0	✓	87	65	-22	2.5	✓	137	84	-53	5.0	✓	1094	878	-216	6.9	✗
30013402	A14 - J57 Through	WB	30013402	1411	1350	-61	1.6	✓	92	107	15	1.5	✓	332	314	-18	1.0	✓	1835	1771	-64	1.5	✓
30013403	A14 - J57 EXIT	WB	30013403	328	337	9	0.5	✓	13	32	19	4.0	✓	25	13	-12	2.8	✓	366	382	16	0.8	✓
30013406	A14 - J55 Through	WB	30013406	958	854	-104	3.5	✓	90	70	-20	2.2	✓	244	222	-22	1.4	✓	1292	1146	-146	4.2	✓
30013407	A14 - J55 EXIT	WB	30013407	950	965	15	0.5	✓	75	77	2	0.2	✓	182	165	-17	1.3	✓	1207	1207	0	0.0	✓
30013408	A14 - J55 Through	EB	30013408	1090	882	-208	6.6	✗	93	69	-24	2.7	✓	237	182	-55	3.8	✓	1420	1133	-287	8.0	✗
30013410	A14 - J53 Through	NB	30013410	1404	1119	-285	8.0	✗	145	114	-31	2.7	✓	386	288	-98	5.3	✓	1935	1521	-414	10.0	✗
30013411	A14 - J53 EXIT	NB	30013411	299	108	-191	13.4	✗	27	19	-8	1.7	✓	15	4	-11	3.6	✓	341	131	-210	13.7	✗
30013415	A14 - J51 EXIT	NB	30013415	485	444	-41	1.9	✓	70	81	11	1.3	✓	104	94	-10	1.0	✓	659	619	-40	1.6	✓
30013417	A14 - J51 EXIT	SB	30013417	181	141	-40	3.2	✓	26	32	6	1.1	✓	32	24	-8	1.5	✓	239	197	-42	2.8	✓
30013418	A14 - between J51 and J50	NB	30013418	1542	1476	-66	1.7	✓	144	165	21	1.7	✓	340	292	-48	2.7	✓	2026	1933	-93	2.1	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	4	99	87%
LGV	114	0	110	100%
HGV	114	0	111	100%
Total Vehs	114	4	97	85%

Table A.5 – Traffic Flow Calibration – Screenlines – 8-9am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	48	58	10	1.4	8	3	-5	2.1	4	0	-4	2.8	60	61	1	0.1
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	121	99	-22	2.1	20	10	-10	2.6	10	8	-2	0.7	151	117	-34	2.9
SCC_M017_NB	M017 (A144 Ilketshall)	NB	183	182	-1	0.1	30	22	-8	1.6	14	21	7	1.7	227	225	-2	0.1
ATC_16_NB	A145 North of Blythburgh and B1123	NB	64	68	4	0.5	15	15	0	0.0	11	13	2	0.6	90	96	6	0.6
ATC_17_NB	A12 North of Blythburgh and A1095	NB	218	222	4	0.3	36	37	1	0.2	29	25	-4	0.8	283	284	1	0.1
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	37	41	4	0.6	6	2	-4	2.0	3	0	-3	2.4	46	43	-3	0.4
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	135	118	-17	1.5	22	14	-8	1.9	11	8	-3	1.0	168	140	-28	2.3
SCC_M017_SB	M017 (A144 Ilketshall)	SB	206	210	4	0.3	33	34	1	0.2	16	13	-3	0.8	255	257	2	0.1
ATC_16_SB	A145 North of Blythburgh and B1123	SB	97	102	5	0.5	28	12	-16	3.6	10	19	9	2.4	135	133	-2	0.2
ATC_17_SB	A12 North of Blythburgh and A1095	SB	257	266	9	0.6	65	53	-12	1.6	32	30	-2	0.4	354	349	-5	0.3
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	518	482	-36	1.6	63	73	10	1.2	119	105	-14	1.3	700	660	-40	1.5
SCC_M055_NB	M055 (B1077 Swilland)	NB	56	80	24	2.9	9	11	2	0.6	4	1	-3	1.9	69	92	23	2.6
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	626	466	-160	6.8	95	128	33	3.1	52	46	-6	0.9	773	640	-133	5.0
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	209	214	5	0.3	18	27	9	1.9	11	9	-2	0.6	238	250	12	0.8
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	101	120	19	1.8	16	14	-2	0.5	8	2	-6	2.7	125	136	11	1.0
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	1039	850	-189	6.1	117	72	-45	4.6	48	41	-7	1.0	1204	963	-241	7.3
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	303	348	45	2.5	37	31	-6	1.0	13	8	-5	1.5	353	387	34	1.8
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	128	133	5	0.4	27	24	-3	0.6	10	9	-1	0.3	165	166	1	0.1
ATC_14_EB	B1078 West of Wickham Market	EB	84	81	-3	0.3	21	18	-3	0.7	11	9	-2	0.6	116	108	-8	0.8
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	875	979	104	3.4	111	113	2	0.2	31	36	5	0.9	1017	1128	111	3.4
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	488	437	-51	2.4	53	27	-26	4.1	14	9	-5	1.5	555	473	-82	3.6
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	999	876	-123	4.0	218	168	-50	3.6	135	118	-17	1.5	1352	1162	-190	5.4
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	81	86	5	0.5	17	23	6	1.3	7	8	1	0.4	105	117	12	1.1
ATC_14_WB	B1078 West of Wickham Market	WB	125	109	-16	1.5	17	19	2	0.5	6	9	3	1.1	148	137	-11	0.9
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	711	755	44	1.6	45	68	23	3.1	19	31	12	2.4	775	854	79	2.8
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	325	424	99	5.1	45	34	-11	1.8	8	7	-1	0.4	378	465	87	4.2
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	1021	874	-147	4.8	137	120	-17	1.5	108	90	-18	1.8	1266	1084	-182	5.3

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	140	142	2	0.2	27	23	-4	0.8	11	7	-4	1.3	178	172	-6	0.5
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	200	191	-9	0.6	14	10	-4	1.2	7	6	-1	0.4	221	207	-14	1.0
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	589	610	21	0.9	125	80	-45	4.4	61	75	14	1.7	775	765	-10	0.4
ATC_103-1_EB	Road to Martlesham	EB	104	207	103	8.3	32	20	-12	2.4	8	0	-8	4.0	144	227	83	6.1
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	170	169	-1	0.1	44	58	14	2.0	19	20	1	0.2	233	247	14	0.9
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	519	523	4	0.2	66	80	14	1.6	23	22	-1	0.2	608	625	17	0.7
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	81	83	2	0.2	14	14	0	0.0	8	7	-1	0.4	103	104	1	0.1
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	120	127	7	0.6	54	37	-17	2.5	11	5	-6	2.1	185	169	-16	1.2
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	759	729	-30	1.1	90	127	37	3.6	35	56	21	3.1	884	912	28	0.9
ATC_103-1_WB	Road to Martlesham	WB	125	123	-2	0.2	51	19	-32	5.4	5	0	-5	3.2	181	142	-39	3.1
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	225	248	23	1.5	42	40	-2	0.3	21	23	2	0.4	288	311	23	1.3
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	348	437	89	4.5	45	60	15	2.1	15	20	5	1.2	408	517	109	5.1
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	150	144	-6	0.5	13	3	-10	3.5	4	2	-2	1.2	167	149	-18	1.4
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	110	123	13	1.2	22	16	-6	1.4	4	6	2	0.9	136	145	9	0.8
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	174	177	3	0.2	26	35	9	1.6	11	7	-4	1.3	211	219	8	0.5
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	87	86	-1	0.1	10	7	-3	1.0	3	1	-2	1.4	100	94	-6	0.6
Outbound																		
ATC_4_NB	Lovers Lane	NB	34	36	2	0.3	5	1	-4	2.3	5	1	-4	2.3	44	38	-6	0.9
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	115	126	11	1.0	17	20	3	0.7	5	6	1	0.4	137	152	15	1.2
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	164	162	-2	0.2	24	27	3	0.6	12	7	-5	1.6	200	196	-4	0.3
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	129	121	-8	0.7	24	13	-11	2.6	7	1	-6	3.0	160	135	-25	2.1

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	634	629	-5	0.2	109	87	-22	2.2	68	67	-1	0.1	811	783	-28	1.0
	Southbound	732	737	5	0.2	154	115	-39	3.4	72	70	-2	0.2	958	922	-36	1.2
Northern	Northbound	1409	1242	-167	4.6	185	239	54	3.7	186	161	-25	1.9	1780	1642	-138	3.3
	Southbound	1443	1318	-125	3.4	170	117	-53	4.4	69	51	-18	2.3	1682	1486	-196	4.9
West of A12	Eastbound	2574	2506	-68	1.3	430	350	-80	4.1	201	181	-20	1.4	3205	3037	-168	3.0
	Westbound	2263	2248	-15	0.3	261	264	3	0.2	148	145	-3	0.2	2672	2657	-15	0.3
East of A12	Eastbound	1722	1842	120	2.8	308	271	-37	2.2	129	130	1	0.1	2159	2243	84	1.8
	Westbound	1658	1747	89	2.2	296	297	1	0.1	95	111	16	1.6	2049	2155	106	2.3
Leiston	Inbound	521	530	9	0.4	71	61	-10	1.2	22	16	-6	1.4	614	607	-7	0.3
	Outbound	442	445	3	0.1	70	61	-9	1.1	29	15	-14	3.0	541	521	-20	0.9

Table A.6 – Traffic Flow Calibration – All Counts – 8-9am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	117	118	1	0.1	✓	25	17	-8	1.7	✓	11	6	-5	1.7	✓	153	141	-12	1.0	✓
		SB	ATC_2_SB	218	224	6	0.4	✓	37	29	-8	1.4	✓	12	6	-6	2.0	✓	267	259	-8	0.5	✓
3	King Georges Avenue	EB	ATC_3_EB	184	166	-18	1.4	✓	32	0	-32	8.0	✓	6	0	-6	3.5	✓	222	166	-56	4.0	✓
		WB	ATC_3_WB	89	31	-58	7.5	✓	23	3	-20	5.5	✓	6	1	-5	2.7	✓	118	35	-83	9.5	✓
4	Lovers Lane	NB	ATC_4_NB	34	36	2	0.3	✓	5	1	-4	2.3	✓	5	1	-4	2.3	✓	44	38	-6	0.9	✓
		SB	ATC_4_SB	150	144	-6	0.5	✓	13	3	-10	3.5	✓	4	2	-2	1.2	✓	167	149	-18	1.4	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	174	177	3	0.2	✓	26	35	9	1.6	✓	11	7	-4	1.3	✓	211	219	8	0.5	✓
		SB	ATC_7_SB	164	162	-2	0.2	✓	24	27	3	0.6	✓	12	7	-5	1.6	✓	200	196	-4	0.3	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	87	86	-1	0.1	✓	10	7	-3	1.0	✓	3	1	-2	1.4	✓	100	94	-6	0.6	✓
		SB	ATC_8_SB	129	121	-8	0.7	✓	24	13	-11	2.6	✓	7	1	-6	3.0	✓	160	135	-25	2.1	✓
13	A12 East of Farnham	EB	ATC_13_EB	499	490	-9	0.4	✓	101	101	0	0.0	✓	53	47	-6	0.8	✓	653	638	-15	0.6	✓
		WB	ATC_13_WB	641	632	-9	0.4	✓	68	67	-1	0.1	✓	39	40	1	0.2	✓	748	739	-9	0.3	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	84	81	-3	0.3	✓	21	18	-3	0.7	✓	11	9	-2	0.6	✓	116	108	-8	0.8	✓
		WB	ATC_14_WB	125	109	-16	1.5	✓	17	19	2	0.5	✓	6	9	3	1.1	✓	148	137	-11	0.9	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	64	68	4	0.5	✓	15	15	0	0.0	✓	11	13	2	0.6	✓	90	96	6	0.6	✓
		SB	ATC_16_SB	97	102	5	0.5	✓	28	12	-16	3.6	✓	10	19	9	2.4	✓	135	133	-2	0.2	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	218	222	4	0.3	✓	36	37	1	0.2	✓	29	25	-4	0.8	✓	283	284	1	0.1	✓
		SB	ATC_17_SB	257	266	9	0.6	✓	65	53	-12	1.6	✓	32	30	-2	0.4	✓	354	349	-5	0.3	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	209	214	5	0.3	✓	18	27	9	1.9	✓	11	9	-2	0.6	✓	238	250	12	0.8	✓
		WB	ATC_81_WB	303	348	45	2.5	✓	37	31	-6	1.0	✓	13	8	-5	1.5	✓	353	387	34	1.8	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	626	466	-160	6.8	✗	95	128	33	3.1	✓	52	46	-6	0.9	✓	773	640	-133	5.0	✗
		SB	ATC_82-1_SB	1039	850	-189	6.1	✗	117	72	-45	4.6	✓	48	41	-7	1.0	✓	1204	963	-241	7.3	✗
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	589	610	21	0.9	✓	125	80	-45	4.4	✓	61	75	14	1.7	✓	775	765	-10	0.4	✓
		WB	ATC_82-2_WB	759	729	-30	1.1	✓	90	127	37	3.6	✓	35	56	21	3.1	✓	884	912	28	0.9	✓
84	A143 North of Beccles to Diss	EB	ATC_84_EB	277	283	6	0.4	✓	37	36	-1	0.2	✓	41	33	-8	1.3	✓	355	352	-3	0.2	✓
		WB	ATC_84_WB	252	259	7	0.4	✓	54	59	5	0.7	✓	33	36	3	0.5	✓	339	354	15	0.8	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	63	65	2	0.3	✓	14	19	5	1.2	✓	4	1	-3	1.9	✓	81	85	4	0.4	✓
		WB	ATC_87_WB	160	171	11	0.9	✓	19	19	0	0.0	✓	6	1	-5	2.7	✓	185	191	6	0.4	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	519	523	4	0.2	✓	66	80	14	1.6	✓	23	22	-1	0.2	✓	608	625	17	0.7	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	348	437	89	4.5	✓	45	60	15	2.1	✓	15	20	5	1.2	✓	408	517	109	5.1	✗
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	452	388	-64	3.1	✓	63	34	-29	4.2	✓	23	13	-10	2.4	✓	538	435	-103	4.7	✓
		SB	ATC_101-4_SB	517	393	-124	5.8	✗	48	32	-16	2.5	✓	13	11	-2	0.6	✓	578	436	-142	6.3	✗
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	1021	874	-147	4.8	✓	137	120	-17	1.5	✓	108	90	-18	1.8	✓	1266	1084	-182	5.3	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	999	876	-123	4.0	✓	218	168	-50	3.6	✓	135	118	-17	1.5	✓	1352	1162	-190	5.4	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	488	437	-51	2.4	✓	53	27	-26	4.1	✓	14	9	-5	1.5	✓	555	473	-82	3.6	✓
		WB	ATC_102-1_WB	325	424	99	5.1	✓	45	34	-11	1.8	✓	8	7	-1	0.4	✓	378	465	87	4.2	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1327	1334	7	0.2	✓	229	188	-41	2.8	✓	85	86	1	0.1	✓	1641	1608	-33	0.8	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	1635	1338	-297	7.7	✗	151	193	42	3.2	✓	122	120	-2	0.2	✓	1908	1651	-257	6.1	✓
102-4	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	ATC_102-4_EB	170	169	-1	0.1	✓	44	58	14	2.0	✓	19	20	1	0.2	✓	233	247	14	0.9	✓
		WB	ATC_102-4_WB	225	248	23	1.5	✓	42	40	-2	0.3	✓	21	23	2	0.4	✓	288	311	23	1.3	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	104	207	103	8.3	✗	32	20	-12	2.4	✓	8	0	-8	4.0	✓	144	227	83	6.1	✓
		WB	ATC_103-1_WB	125	123	-2	0.2	✓	51	19	-32	5.4	✓	5	0	-5	3.2	✓	181	142	-39	3.1	✓
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	875	979	104	3.4	✓	111	113	2	0.2	✓	31	36	5	0.9	✓	1017	1128	111	3.4	✓
		WB	ATC_103-4_WB	711	755	44	1.6	✓	45	68	23	3.1	✓	19	31	12	2.4	✓	775	854	79	2.8	✓
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	1025	778	-247	8.2	✗	269	187	-82	5.4	✓	128	124	-4	0.4	✓	1422	1089	-333	9.4	✗
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	1435	1232	-203	5.6	✓	275	187	-88	5.8	✓	103	93	-10	1.0	✓	1813	1512	-301	7.4	✗
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	17	17	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	17	17	0	0.0	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	70	69	-1	0.1	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	70	69	-1	0.1	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	140	142	2	0.2	✓	27	23	-4	0.8	✓	11	7	-4	1.3	✓	178	172	-6	0.5	✓
		WB	ATC_105-1_WB	81	83	2	0.2	✓	14	14	0	0.0	✓	8	7	-1	0.4	✓	103	104	1	0.1	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	360	357	-3	0.2	✓	75	75	0	0.0	✓	44	48	4	0.6	✓	479	480	1	0.0	✓
		SB	ATC_105-2_SB	430	426	-4	0.2	✓	83	84	1	0.1	✓	50	49	-1	0.1	✓	563	559	-4	0.2	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	81	86	5	0.5	✓	17	23	6	1.3	✓	7	8	1	0.4	✓	105	117	12	1.1	✓
		SB	ATC_202-1_SB	128	133	5	0.4	✓	27	24	-3	0.6	✓	10	9	-1	0.3	✓	165	166	1	0.1	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	420	404	-16	0.8	✓	90	80	-10	1.1	✓	43	43	0	0.0	✓	553	527	-26	1.1	✓
		WB	ATC_202-2_WB	422	414	-8	0.4	✓	85	79	-6	0.7	✓	46	43	-3	0.4	✓	553	536	-17	0.7	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	303	310	7	0.4	✓	55	60	5	0.7	✓	35	34	-1	0.2	✓	393	404	11	0.6	✓
		SB	ATC_202-3_SB	362	368	6	0.3	✓	60	60	0	0.0	✓	41	36	-5	0.8	✓	463	464	1	0.0	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	200	191	-9	0.6	✓	14	10	-4	1.2	✓	7	6	-1	0.4	✓	221	207	-14	1.0	✓
		WB	ATC_204_WB	120	127	7	0.6	✓	54	37	-17	2.5	✓	11	5	-6	2.1	✓	185	169	-16	1.2	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	111	91	-20	2.0	✓	22	15	-7	1.6	✓	5	7	2	0.8	✓	138	113	-25	2.2	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	307	285	-22	1.3	✓	28	25	-3	0.6	✓	13	8	-5	1.5	✓	348	318	-30	1.6	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	152	140	-12	1.0	✓	32	30	-2	0.4	✓	12	6	-6	2.0	✓	196	176	-20	1.5	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	97	89	-8	0.8	✓	22	13	-9	2.2	✓	11	8	-3	1.0	✓	130	110	-20	1.8	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	121	99	-22	2.1	✓	20	10	-10	2.6	✓	10	8	-2	0.7	✓	151	117	-34	2.9	✓
		SB	SCC_A3489_SB	135	118	-17	1.5	✓	22	14	-8	1.9	✓	11	8	-3	1.0	✓	168	140	-28	2.3	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	48	58	10	1.4	✓	8	3	-5	2.1	✓	4	0	-4	2.8	✓	60	61	1	0.1	✓
		SB	SCC_A3527_SB	37	41	4	0.6	✓	6	2	-4	2.0	✓	3	0	-3	2.4	✓	46	43	-3	0.4	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	183	182	-1	0.1	✓	30	22	-8	1.6	✓	14	21	7	1.7	✓	227	225	-2	0.1	✓
		SB	SCC_M017_SB	206	210	4	0.3	✓	33	34	1	0.2	✓	16	13	-3	0.8	✓	255	257	2	0.1	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	56	80	24	2.9	✓	9	11	2	0.6	✓	4	1	-3	1.9	✓	69	92	23	2.6	✓
		SB	SCC_M055_SB	101	120	19	1.8	✓	16	14	-2	0.5	✓	8	2	-6	2.7	✓	125	136	11	1.0	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	597	1080	483	16.7	✗	97	99	2	0.2	✓	47	57	10	1.4	✓	741	1236	495	15.7	✗
		SB	SCC_Y151_SB	498	665	167	6.9	✗	81	174	93	8.2	✓	39	98	59	7.1	✓	618	937	319	11.4	✗
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	657	502	-155	6.4	✗	107	59	-48	5.3	✓	52	32	-20	3.1	✓	816	593	-223	8.4	✗
		WB	SCC_Y189_WB	828	715	-113	4.1	✓	134	74	-60	5.9	✓	65	45	-20	2.7	✓	1027	834	-193	6.3	✗
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	227	222	-5	0.3	✓	49	37	-12	1.8	✓	8	9	1	0.3	✓	284	268	-16	1.0	✓
		EB	MCC_302_B_EB	256	251	-5	0.3	✓	76	59	-17	2.1	✓	11	11	0	0.0	✓	343	321	-22	1.2	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	138	136	-2	0.2	✓	46	30	-16	2.6	✓	10	4	-6	2.3	✓	194	170	-24	1.8	✓
		SB	MCC_302_C_SB	116	119	3	0.3	✓	48	35	-13	2.0	✓	9	6	-3	1.1	✓	173	160	-13	1.0	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	213	211	-2	0.1	✓	77	70	-7	0.8	✓	15	15	0	0.0	✓	305	296	-9	0.5	✓
		WB	MCC_302_D_WB	192	198	6	0.4	✓	47	43	-4	0.6	✓	12	11	-1	0.3	✓	251	252	1	0.1	✓
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	165	156	-9	0.7	✓	46	32	-14	2.2	✓	14	6	-8	2.5	✓	225	194	-31	2.1	✓
		SB	MCC_303_A_SB	194	189	-5	0.4	✓	39	29	-10	1.7	✓	10	6	-4	1.4	✓	243	224	-19	1.2	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	110	123	13	1.2	✓	22	16	-6	1.4	✓	4	6	2	0.9	✓	136	145	9	0.8	✓
		WB	MCC_303_B_WB	115	126	11	1.0	✓	17	20	3	0.7	✓	5	6	1	0.4	✓	137	152	15	1.2	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	228	223	-5	0.3	✓	27	30	3	0.6	✓	6	7	1	0.4	✓	261	260	-1	0.1	✓
		NB	MCC_303_C_NB	206	196	-10	0.7	✓	35	29	-6	1.1	✓	13	9	-4	1.2	✓	254	234	-20	1.3	✓
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	190	160	-30	2.3	✓	21	14	-7	1.7	✓	5	5	0	0.0	✓	216	179	-37	2.6	✓
		EB	MCC_303_D_EB	178	149	-29	2.3	✓	25	14	-11	2.5	✓	1	4	3	1.9	✓	204	167	-37	2.7	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	78	101	23	2.4	✓	13	10	-3	0.9	✓	3	4	1	0.5	✓	94	115	21	2.1	✓
		NB	MCC_304_A_NB	160	135	-25	2.1	✓	21	13	-8	1.9	✓	7	5	-2	0.8	✓	188	153	-35	2.7	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	132	141	9	0.8	✓	33	27	-6	1.1	✓	7	3	-4	1.8	✓	172	171	-1	0.1	✓
		EB	MCC_304_B_EB	222	245	23	1.5	✓	33	27	-6	1.1	✓	4	2	-2	1.2	✓	259	274	15	0.9	✓
304	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	152	129	-23	1.9	✓	21	5	-16	4.4	✓	5	2	-3	1.6	✓	178	136	-42	3.4	✓
		SB	MCC_304_C_SB	56	51	-5	0.7	✓	16	5	-11	3.4	✓	4	1	-3	1.9	✓	76	57	-19	2.3	✓
	B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	149	133	-16	1.3	✓	27	16	-11	2.4	✓	2	0	-2	2.0	✓	178	149	-29	2.3	✓
		WB	MCC_304_D_WB	73	72	-1	0.1	✓	24	14	-10	2.3	✓	2	0	-2	2.0	✓	99	86	-13	1.4	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	845	719	-126	4.5	✓	35	26	-9	1.6	✓	44	45	1	0.1	✓	924	790	-134	4.6	✓
30013377		SB	30013377	710	695	-15	0.6	✓	37	30	-7	1.2	✓	44	44	0	0.0	✓	791	769	-22	0.8	✓
30013396	A14 - J56 Through	EB	30013396	2215	1890	-325	7.2	✓	156	144	-12	1.0	✓	289	278	-11	0.7	✓	2660	2312	-348	7.0	✓
30013397	A14 - J56 EXIT	EB	30013397	513	334	-179	8.7	✗	28	36	8	1.4	✓	48	46	-2	0.3	✓	589	416	-173	7.7	✗
30013398	A14 - J57 Through	EB	30013398	1588	1487	-101	2.6	✓	129	154	25	2.1	✓	245	250	5	0.3	✓	1962	1891	-71	1.6	✓
30013399	A14 - J57 EXIT	EB	30013399	891	805	-86	3.0	✓	80	53	-27	3.3	✓	221	129	-92	7.0	✓	1192	987	-205	6.2	✗
30013402	A14 - J57 Through	WB	30013402	1475	1339	-136	3.6	✓	80	94	14	1.5	✓	322	315	-7	0.4	✓	1877	1748	-129	3.0	✓
30013403	A14 - J57 EXIT	WB	30013403	454	457	3	0.1	✓	19	37	18	3.4	✓	44	25	-19	3.2	✓	517	519	2	0.1	✓
30013406	A14 - J55 Through	WB	30013406	1058	903	-155	5.0	✓	85	67	-18	2.1	✓	269	238	-31	1.9	✓	1412	1208	-204	5.6	✓
30013407	A14 - J55 EXIT	WB	30013407	926	1014	88	2.8	✓	74	75	1	0.1	✓	182	161	-21	1.6	✓	1182	1250	68	2.0	✓
30013408	A14 - J55 Through	EB	30013408	1473	1238	-235	6.4	✗	97	72	-25	2.7	✓	185	142	-43	3.4	✓	1755	1452	-303	7.6	✗
30013410	A14 - J53 Through	NB	30013410	1451	1186	-265	7.3	✗	126	110	-16	1.5	✓	419	311	-108	5.7	✗	1996	1607	-389	9.2	✗
30013411	A14 - J53 EXIT	NB	30013411	463	293	-170	8.7	✗	32	19	-13	2.6	✓	21	4	-17	4.8	✓	516	316	-200	9.8	✗
30013415	A14 - J51 EXIT	NB	30013415	518	482	-36	1.6	✓	63	73	10	1.2	✓	119	105	-14	1.3	✓	700	660	-40	1.5	✓
30013417	A14 - J51 EXIT	SB	30013417	227	166	-61	4.4	✓	21	28	7	1.4	✓	35	31	-4	0.7	✓	283	225	-58	3.6	✓
30013418	A14 - between J51 and J50	NB	30013418	1540	1479	-61	1.6	✓	130	147	17	1.4	✓	356	309	-47	2.6	✓	2026	1935	-91	2.0	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	1	97	89%
LGV	114	0	106	100%
HGV	114	0	111	99%
Total Vehs	114	2	92	87%

Table A.7 – Traffic Flow Calibration – Screenlines – 3-4pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	41	48	7	1.0	6	2	-4	2.0	3	0	-3	2.4	50	50	0	0.0
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	121	87	-34	3.3	18	5	-13	3.8	8	6	-2	0.8	147	98	-49	4.4
SCC_M017_NB	M017 (A144 Ilketshall)	NB	191	194	3	0.2	29	29	0	0.0	13	20	7	1.7	233	243	10	0.6
ATC_16_NB	A145 North of Blythburgh and B1123	NB	118	98	-20	1.9	24	12	-12	2.8	18	13	-5	1.3	160	123	-37	3.1
ATC_17_NB	A12 North of Blythburgh and A1095	NB	337	362	25	1.3	34	32	-2	0.3	17	17	0	0.0	388	411	23	1.2
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	50	61	11	1.5	7	1	-6	3.0	3	0	-3	2.4	60	62	2	0.3
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	124	89	-35	3.4	19	6	-13	3.7	9	6	-3	1.1	152	101	-51	4.5
SCC_M017_SB	M017 (A144 Ilketshall)	SB	176	182	6	0.4	26	18	-8	1.7	12	15	3	0.8	214	215	1	0.1
ATC_16_SB	A145 North of Blythburgh and B1123	SB	59	73	14	1.7	16	11	-5	1.4	6	13	7	2.3	81	97	16	1.7
ATC_17_SB	A12 North of Blythburgh and A1095	SB	228	240	12	0.8	41	44	3	0.5	16	21	5	1.2	285	305	20	1.2
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	591	516	-75	3.2	64	91	27	3.1	114	104	-10	1.0	769	711	-58	2.1
SCC_M055_NB	M055 (B1077 Swilland)	NB	45	104	59	6.8	7	4	-3	1.3	3	1	-2	1.4	55	109	54	6.0
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	903	753	-150	5.2	68	92	24	2.7	44	39	-5	0.8	1015	884	-131	4.3
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	263	282	19	1.2	15	20	5	1.2	13	8	-5	1.5	291	310	19	1.1
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	71	98	27	2.9	11	9	-2	0.6	5	1	-4	2.3	87	108	21	2.1
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	760	657	-103	3.9	118	111	-7	0.7	45	42	-3	0.5	923	810	-113	3.8
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	181	209	28	2.0	28	22	-6	1.2	11	8	-3	1.0	220	239	19	1.3
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	120	120	0	0.0	19	20	1	0.2	12	4	-8	2.8	151	144	-7	0.6
ATC_14_EB	B1078 West of Wickham Market	EB	100	102	2	0.2	20	15	-5	1.2	5	3	-2	1.0	125	120	-5	0.5
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	681	722	41	1.5	101	107	6	0.6	28	26	-2	0.4	810	855	45	1.6
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	367	412	45	2.3	51	19	-32	5.4	16	6	-10	3.0	434	437	3	0.1
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	927	854	-73	2.4	167	113	-54	4.6	99	96	-3	0.3	1193	1063	-130	3.9
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	145	144	-1	0.1	21	14	-7	1.7	10	4	-6	2.3	176	162	-14	1.1
ATC_14_WB	B1078 West of Wickham Market	WB	86	91	5	0.5	20	18	-2	0.5	5	5	0	0.0	111	114	3	0.3
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	805	936	131	4.4	88	113	25	2.5	29	34	5	0.9	922	1083	161	5.1
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	442	458	16	0.8	97	59	-38	4.3	22	15	-7	1.6	561	532	-29	1.2
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	829	777	-52	1.8	185	150	-35	2.7	100	100	0	0.0	1114	1027	-87	2.7

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	96	102	6	0.6	16	16	0	0.0	6	5	-1	0.4	118	123	5	0.5
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	172	170	-2	0.2	12	8	-4	1.3	6	3	-3	1.4	190	181	-9	0.7
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	641	673	32	1.2	41	69	28	3.8	33	46	13	2.1	715	788	73	2.7
ATC_103-1_EB	Road to Martlesham	EB	105	111	6	0.6	36	32	-4	0.7	6	0	-6	3.5	147	143	-4	0.3
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	178	200	22	1.6	41	57	16	2.3	23	20	-3	0.6	242	277	35	2.2
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	391	512	121	5.7	39	77	38	5.0	21	24	3	0.6	451	613	162	7.0
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	130	129	-1	0.1	19	17	-2	0.5	10	5	-5	1.8	159	151	-8	0.6
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	120	125	5	0.5	47	17	-30	5.3	7	4	-3	1.3	174	146	-28	2.2
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	646	715	69	2.6	78	107	29	3.0	31	58	27	4.0	755	880	125	4.4
ATC_103-1_WB	Road to Martlesham	WB	154	277	123	8.4	62	31	-31	4.5	5	0	-5	3.2	221	308	87	5.3
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	190	216	26	1.8	49	55	6	0.8	23	25	2	0.4	262	296	34	2.0
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	439	516	77	3.5	66	86	20	2.3	28	28	0	0.0	533	630	97	4.0
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	46	47	1	0.1	7	1	-6	3.0	3	1	-2	1.4	56	49	-7	1.0
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	169	171	2	0.2	22	12	-10	2.4	6	5	-1	0.4	197	188	-9	0.6
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	161	173	12	0.9	28	23	-5	1.0	9	5	-4	1.5	198	201	3	0.2
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	122	111	-11	1.0	15	7	-8	2.4	6	1	-5	2.7	143	119	-24	2.1
Outbound																		
ATC_4_NB	Lovers Lane	NB	98	100	2	0.2	12	2	-10	3.8	3	2	-1	0.6	113	104	-9	0.9
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	127	141	14	1.2	13	11	-2	0.6	3	5	2	1.0	143	157	14	1.1
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	190	196	6	0.4	23	27	4	0.8	9	7	-2	0.7	222	230	8	0.5
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	117	100	-17	1.6	17	6	-11	3.2	5	1	-4	2.3	139	107	-32	2.9

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	808	789	-19	0.7	111	80	-31	3.2	59	56	-3	0.4	978	925	-53	1.7
	Southbound	637	645	8	0.3	109	80	-29	3.0	46	55	9	1.3	792	780	-12	0.4
Northern	Northbound	1802	1655	-147	3.5	154	207	53	3.9	174	152	-22	1.7	2130	2014	-116	2.5
	Southbound	1012	964	-48	1.5	157	142	-15	1.2	61	51	-10	1.3	1230	1157	-73	2.1
West of A12	Eastbound	2195	2210	15	0.3	358	274	-84	4.7	160	135	-25	2.1	2713	2619	-94	1.8
	Westbound	2307	2406	99	2.0	411	354	-57	2.9	166	158	-8	0.6	2884	2918	34	0.6
East of A12	Eastbound	1583	1768	185	4.5	185	259	74	5.0	95	98	3	0.3	1863	2125	262	5.9
	Westbound	1679	1978	299	7.0	321	313	-8	0.4	104	120	16	1.5	2104	2411	307	6.5
Leiston	Inbound	498	502	4	0.2	72	43	-29	3.8	24	12	-12	2.8	594	557	-37	1.5
	Outbound	532	537	5	0.2	65	46	-19	2.6	20	15	-5	1.2	617	598	-19	0.8

Table A.8 – Traffic Flow Calibration – All Counts – 3-4pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	NB	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	190	194	4	0.3	✓	32	20	-12	2.4	✓	17	5	-12	3.6	✓	239	219	-20	1.3	✓
		SB	ATC_2_SB	158	153	-5	0.4	✓	24	20	-4	0.9	✓	8	4	-4	1.6	✓	190	177	-13	1.0	✓
3	King Georges Avenue	EB	ATC_3_EB	107	79	-28	2.9	✓	19	1	-18	5.7	✓	5	0	-5	3.2	✓	131	80	-51	5.0	✓
		WB	ATC_3_WB	156	141	-15	1.2	✓	20	1	-19	5.9	✓	6	0	-6	3.5	✓	182	142	-40	3.1	✓
4	Lovers Lane	NB	ATC_4_NB	98	100	2	0.2	✓	12	2	-10	3.8	✓	3	2	-1	0.6	✓	113	104	-9	0.9	✓
		SB	ATC_4_SB	46	47	1	0.1	✓	7	1	-6	3.0	✓	3	1	-2	1.4	✓	56	49	-7	1.0	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	161	173	12	0.9	✓	28	23	-5	1.0	✓	9	5	-4	1.5	✓	198	201	3	0.2	✓
		SB	ATC_7_SB	190	196	6	0.4	✓	23	27	4	0.8	✓	9	7	-2	0.7	✓	222	230	8	0.5	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	122	111	-11	1.0	✓	15	7	-8	2.4	✓	6	1	-5	2.7	✓	143	119	-24	2.1	✓
		SB	ATC_8_SB	117	100	-17	1.6	✓	17	6	-11	3.2	✓	5	1	-4	2.3	✓	139	107	-32	2.9	✓
13	A12 East of Farnham	EB	ATC_13_EB	720	696	-24	0.9	✓	85	76	-9	1.0	✓	39	36	-3	0.5	✓	844	808	-36	1.3	✓
		WB	ATC_13_WB	612	600	-12	0.5	✓	72	84	12	1.4	✓	43	42	-1	0.2	✓	727	726	-1	0.0	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	100	102	2	0.2	✓	20	15	-5	1.2	✓	5	3	-2	1.0	✓	125	120	-5	0.5	✓
		WB	ATC_14_WB	86	91	5	0.5	✓	20	18	-2	0.5	✓	5	5	0	0.0	✓	111	114	3	0.3	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	118	98	-20	1.9	✓	24	12	-12	2.8	✓	18	13	-5	1.3	✓	160	123	-37	3.1	✓
		SB	ATC_16_SB	59	73	14	1.7	✓	16	11	-5	1.4	✓	6	13	7	2.3	✓	81	97	16	1.7	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	337	362	25	1.3	✓	34	32	-2	0.3	✓	17	17	0	0.0	✓	388	411	23	1.2	✓
		SB	ATC_17_SB	228	240	12	0.8	✓	41	44	3	0.5	✓	16	21	5	1.2	✓	285	305	20	1.2	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	263	282	19	1.2	✓	15	20	5	1.2	✓	13	8	-5	1.5	✓	291	310	19	1.1	✓
		WB	ATC_81_WB	181	209	28	2.0	✓	28	22	-6	1.2	✓	11	8	-3	1.0	✓	220	239	19	1.3	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	903	753	-150	5.2	✗	68	92	24	2.7	✓	44	39	-5	0.8	✓	1015	884	-131	4.3	✓
		SB	ATC_82-1_SB	760	657	-103	3.9	✓	118	111	-7	0.7	✓	45	42	-3	0.5	✓	923	810	-113	3.8	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	641	673	32	1.2	✓	41	69	28	3.8	✓	33	46	13	2.1	✓	715	788	73	2.7	✓
		WB	ATC_82-2_WB	646	715	69	2.6	✓	78	107	29	3.0	✓	31	58	27	4.0	✓	755	880	125	4.4	✓
84	A143 North of Beccles to Diss	EB	ATC_84_EB	312	332	20	1.1	✓	36	34	-2	0.3	✓	29	23	-6	1.2	✓	377	389	12	0.6	✓
		WB	ATC_84_WB	251	269	18	1.1	✓	45	47	2	0.3	✓	37	39	2	0.3	✓	333	355	22	1.2	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	90	97	7	0.7	✓	9	14	5	1.5	✓	6	1	-5	2.7	✓	105	112	7	0.7	✓
		WB	ATC_87_WB	63	71	8	1.0	✓	6	19	13	3.7	✓	1	0	-1	1.4	✓	70	90	20	2.2	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	391	512	121	5.7	✗	39	77	38	5.0	✓	21	24	3	0.6	✓	451	613	162	7.0	✗
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	439	516	77	3.5	✓	66	86	20	2.3	✓	28	28	0	0.0	✓	533	630	97	4.0	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	434	374	-60	3.0	✓	25	4	-21	5.5	✓	23	13	-10	2.4	✓	482	391	-91	4.4	✓
		SB	ATC_101-4_SB	409	295	-114	6.1	✗	54	20	-34	5.6	✓	24	16	-8	1.8	✓	487	331	-156	7.7	✗
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	829	777	-52	1.8	✓	185	150	-35	2.7	✓	100	100	0	0.0	✓	1114	1027	-87	2.7	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	927	854	-73	2.4	✓	167	113	-54	4.6	✓	99	96	-3	0.3	✓	1193	1063	-130	3.9	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	367	412	45	2.3	✓	51	19	-32	5.4	✓	16	6	-10	3.0	✓	434	437	3	0.1	✓
		WB	ATC_102-1_WB	442	458	16	0.8	✓	97	59	-38	4.3	✓	22	15	-7	1.6	✓	561	532	-29	1.2	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1312	1325	13	0.4	✓	262	241	-21	1.3	✓	103	106	3	0.3	✓	1677	1672	-5	0.1	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	1481	1454	-27	0.7	✓	111	157	46	4.0	✓	102	100	-2	0.2	✓	1694	1711	17	0.4	✓
102-4	Road to Waldringfield & Newbourn, E of the Foxhall Rbt	EB	ATC_102-4_EB	178	200	22	1.6	✓	41	57	16	2.3	✓	23	20	-3	0.6	✓	242	277	35	2.2	✓
		WB	ATC_102-4_WB	190	216	26	1.8	✓	49	55	6	0.8	✓	23	25	2	0.4	✓	262	296	34	2.0	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	105	111	6	0.6	✓	36	32	-4	0.7	✓	6	0	-6	3.5	✓	147	143	-4	0.3	✓
		WB	ATC_103-1_WB	154	277	123	8.4	✗	62	31	-31	4.5	✓	5	0	-5	3.2	✓	221	308	87	5.3	✓
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	681	722	41	1.5	✓	101	107	6	0.6	✓	28	26	-2	0.4	✓	810	855	45	1.6	✓
		WB	ATC_103-4_WB	805	936	131	4.4	✓	88	113	25	2.5	✓	29	34	5	0.9	✓	922	1083	161	5.1	✗
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	1371	1179	-192	5.4	✓	263	156	-107	7.4	✗	101	101	0	0.0	✓	1735	1436	-299	7.5	✗
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	1248	1069	-179	5.3	✓	253	228	-25	1.6	✓	118	110	-8	0.7	✓	1619	1407	-212	5.5	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	27	27	0	0.0	✓	1	0	-1	1.4	✓	1	0	-1	1.4	✓	29	27	-2	0.4	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	9	9	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	9	9	0	0.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	EB	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	96	102	6	0.6	✓	16	16	0	0.0	✓	6	5	-1	0.4	✓	118	123	5	0.5	✓
		WB	ATC_105-1_WB	130	129	-1	0.1	✓	19	17	-2	0.5	✓	10	5	-5	1.8	✓	159	151	-8	0.6	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	539	508	-31	1.4	✓	70	71	1	0.1	✓	39	35	-4	0.7	✓	648	614	-34	1.4	✓
		SB	ATC_105-2_SB	411	399	-12	0.6	✓	72	69	-3	0.4	✓	37	37	0	0.0	✓	520	505	-15	0.7	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	145	144	-1	0.1	✓	21	14	-7	1.7	✓	10	4	-6	2.3	✓	176	162	-14	1.1	✓
		SB	ATC_202-1_SB	120	120	0	0.0	✓	19	20	1	0.2	✓	12	4	-8	2.8	✓	151	144	-7	0.6	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	554	515	-39	1.7	✓	87	69	-18	2.0	✓	31	30	-1	0.2	✓	672	614	-58	2.3	✓
		WB	ATC_202-2_WB	459	433	-26	1.2	✓	92	68	-24	2.7	✓	33	34	1	0.2	✓	584	535	-49	2.1	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	455	461	6	0.3	✓	57	54	-3	0.4	✓	31	26	-5	0.9	✓	543	541	-2	0.1	✓
		SB	ATC_202-3_SB	335	355	20	1.1	✓	60	59	-1	0.1	✓	35	30	-5	0.9	✓	430	444	14	0.7	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	172	170	-2	0.2	✓	12	8	-4	1.3	✓	6	3	-3	1.4	✓	190	181	-9	0.7	✓
		WB	ATC_204_WB	120	125	5	0.5	✓	47	17	-30	5.3	✓	7	4	-3	1.3	✓	174	146	-28	2.2	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	109	91	-18	1.8	✓	18	12	-6	1.5	✓	13	5	-8	2.7	✓	140	108	-32	2.9	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	168	161	-7	0.5	✓	27	31	4	0.7	✓	7	4	-3	1.3	✓	202	196	-6	0.4	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	160	156	-4	0.3	✓	22	21	-1	0.2	✓	12	5	-7	2.4	✓	194	182	-12	0.9	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	114	102	-12	1.2	✓	18	9	-9	2.4	✓	7	3	-4	1.8	✓	139	114	-25	2.2	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	121	87	-34	3.3	✓	18	5	-13	3.8	✓	8	6	-2	0.8	✓	147	98	-49	4.4	✓
		SB	SCC_A3489_SB	124	89	-35	3.4	✓	19	6	-13	3.7	✓	9	6	-3	1.1	✓	152	101	-51	4.5	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	41	48	7	1.0	✓	6	2	-4	2.0	✓	3	0	-3	2.4	✓	50	50	0	0.0	✓
		SB	SCC_A3527_SB	50	61	11	1.5	✓	7	1	-6	3.0	✓	3	0	-3	2.4	✓	60	62	2	0.3	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	191	194	3	0.2	✓	29	29	0	0.0	✓	13	20	7	1.7	✓	233	243	10	0.6	✓
		SB	SCC_M017_SB	176	182	6	0.4	✓	26	18	-8	1.7	✓	12	15	3	0.8	✓	214	215	1	0.1	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	45	104	59	6.8	✓	7	4	-3	1.3	✓	3	1	-2	1.4	✓	55	109	54	6.0	✓
		SB	SCC_M055_SB	71	98	27	2.9	✓	11	9	-2	0.6	✓	5	1	-4	2.3	✓	87	108	21	2.1	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	576	739	163	6.4	✗	87	80	-7	0.8	✓	39	48	9	1.4	✓	702	867	165	5.9	✗
		SB	SCC_Y151_SB	642	488	-154	6.5	✗	97	125	28	2.7	✓	44	115	71	8.0	✓	783	728	-55	2.0	✓
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	654	475	-179	7.5	✗	99	68	-31	3.4	✓	45	39	-6	0.9	✓	798	582	-216	8.2	✗
		WB	SCC_Y189_WB	746	526	-220	8.7	✗	112	64	-48	5.1	✓	51	60	9	1.2	✓	909	650	-259	9.3	✗
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	299	279	-20	1.2	✓	60	36	-24	3.5	✓	7	8	1	0.4	✓	366	323	-43	2.3	✓
		EB	MCC_302_B_EB	302	279	-23	1.3	✓	46	29	-17	2.8	✓	6	6	0	0.0	✓	354	314	-40	2.2	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	175	161	-14	1.1	✓	35	9	-26	5.5	✓	5	2	-3	1.6	✓	215	172	-43	3.1	✓
		SB	MCC_302_C_SB	176	164	-12	0.9	✓	29	10	-19	4.3	✓	3	2	-1	0.6	✓	208	176	-32	2.3	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	269	258	-11	0.7	✓	40	31	-9	1.5	✓	6	7	1	0.4	✓	315	296	-19	1.1	✓
		WB	MCC_302_D_WB	254	255	1	0.1	✓	55	38	-17	2.5	✓	8	8	0	0.0	✓	317	301	-16	0.9	✓
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	221	198	-23	1.6	✓	32	19	-13	2.6	✓	9	5	-4	1.5	✓	262	222	-40	2.6	✓
		SB	MCC_303_A_SB	217	199	-18	1.2	✓	35	20	-15	2.9	✓	18	7	-11	3.1	✓	270	226	-44	2.8	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	169	171	2	0.2	✓	22	12	-10	2.4	✓	6	5	-1	0.4	✓	197	188	-9	0.6	✓
		WB	MCC_303_B_WB	127	141	14	1.2	✓	13	11	-2	0.6	✓	3	5	2	1.0	✓	143	157	14	1.1	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	244	231	-13	0.8	✓	31	24	-7	1.3	✓	11	8	-3	1.0	✓	286	263	-23	1.4	✓
		NB	MCC_303_C_NB	211	210	-1	0.1	✓	28	23	-5	1.0	✓	3	6	3	1.4	✓	242	239	-3	0.2	✓
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	136	111	-25	2.2	✓	16	8	-8	2.3	✓	2	4	2	1.2	✓	154	123	-31	2.6	✓
		EB	MCC_303_D_EB	215	160	-55	4.0	✓	25	9	-16	3.9	✓	4	4	0	0.0	✓	244	173	-71	4.9	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	82	101	19	2.0	✓	15	6	-9	2.8	✓	4	4	0	0.0	✓	101	111	10	1.0	✓
		NB	MCC_304_A_NB	134	125	-9	0.8	✓	19	7	-12	3.3	✓	6	4	-2	0.9	✓	159	136	-23	1.9	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	224	254	30	1.9	✓	31	17	-14	2.9	✓	3	3	0	0.0	✓	258	274	16	1.0	✓
		EB	MCC_304_B_EB	172	202	30	2.2	✓	25	14	-11	2.5	✓	3	2	-1	0.6	✓	200	218	18	1.2	✓
304	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	136	98	-38	3.5	✓	18	2	-16	5.1	✓	5	2	-3	1.6	✓	159	102	-57	5.0	✓
		SB	MCC_304_C_SB	91	71	-20	2.2	✓	16	2	-14	4.7	✓	2	1	-1	0.8	✓	109	74	-35	3.7	✓
304	B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	104	84	-20	2.1	✓	14	8	-6	1.8	✓	2	0	-2	2.0	✓	120	92	-28	2.7	✓
		WB	MCC_304_D_WB	149	139	-10	0.8	✓	18	10	-8	2.1	✓	3	0	-3	2.4	✓	170	149	-21	1.7	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	0	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	716	568	-148	5.8	✗	39	27	-12	2.1	✓	41	42	1	0.2	✓	796	637	-159	5.9	✗
30013377		SB	30013377	724	631	-93	3.6	✓	39	31	-8	1.4	✓	39	43	4	0.6	✓	802	705	-97	3.5	✓
30013396	A14 - J56 Through	EB	30013396	1316	1161	-155	4.4	✓	126	119	-7	0.6	✓	545	462	-83	3.7	✓	1987	1742	-245	5.7	✓
30013397	A14 - J56 EXIT	EB	30013397	376	232	-144	8.3	✗	29	17	-12	2.5	✓	46	38	-8	1.2	✓	451	287	-164	8.5	✗
30013398	A14 - J57 Through	EB	30013398	1045	1007	-38	1.2	✓	95	121	26	2.5	✓	480	410	-70	3.3	✓	1620	1538	-82	2.1	✓
30013399	A14 - J57 EXIT	EB	30013399	623	520	-103	4.3	✓	69	46	-23	3.0	✓	128	79	-49	4.8	✓	820	645	-175	6.5	✗
30013402	A14 - J57 Through	WB	30013402	1135	1228	93	2.7	✓	103	146	43	3.9	✓	315	314	-1	0.1	✓	1553	1688	135	3.4	✓
30013403	A14 - J57 EXIT	WB	30013403	240	249	9	0.6	✓	17	36	19	3.7	✓	43	22	-21	3.7	✓	300	307	7	0.4	✓
30013406	A14 - J55 Through	WB	30013406	800	740	-60	2.2	✓	82	65	-17	2.0	✓	282	242	-40	2.5	✓	1164	1047	-117	3.5	✓
30013407	A14 - J55 EXIT	WB	30013407	971	939	-32	1.0	✓	75	96	21	2.3	✓	157	139	-18	1.5	✓	1203	1174	-29	0.8	✓
30013408	A14 - J55 Through	EB	30013408	736	710	-26	1.0	✓	74	54	-20	2.5	✓	324	265	-59	3.4	✓	1134	1029	-105	3.2	✓
30013410	A14 - J53 Through	NB	30013410	1228	981	-247	7.4	✗	130	140	10	0.9	✓	447	296	-151	7.8	✗	1805	1417	-388	9.7	✗
30013411	A14 - J53 EXIT	NB	30013411	297	164	-133	8.8	✗	29	11	-18	4.0	✓	29	5	-24	5.8	✓	355	180	-175	10.7	✗
30013415	A14 - J51 EXIT	NB	30013415	591	516	-75	3.2	✓	64	91	27	3.1	✓	114	104	-10	1.0	✓	769	711	-58	2.1	✓
30013417	A14 - J51 EXIT	SB	30013417	167	106	-61	5.2	✓	20	23	3	0.6	✓	31	16	-15	3.1	✓	218	145	-73	5.4	✓
30013418	A14 - between J51 and J50	NB	30013418	1082	989	-93	2.9	✓	107	113	6	0.6	✓	337	295	-42	2.4	✓	1526	1397	-129	3.4	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	0	98	89%
LGV	114	0	104	99%
HGV	114	0	111	99%
Total Vehs	114	1	97	89%

Table A.9 – Traffic Flow Calibration – Screenlines – 4-5pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	48	49	1	0.1	7	2	-5	2.4	3	0	-3	2.4	58	51	-7	0.9
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	145	132	-13	1.1	21	11	-10	2.5	8	5	-3	1.2	174	148	-26	2.0
SCC_M017_NB	M017 (A144 Ilketshall)	NB	241	241	0	0.0	35	34	-1	0.2	13	15	2	0.5	289	290	1	0.1
ATC_16_NB	A145 North of Blythburgh and B1123	NB	136	134	-2	0.2	22	9	-13	3.3	12	9	-3	0.9	170	152	-18	1.4
ATC_17_NB	A12 North of Blythburgh and A1095	NB	436	439	3	0.1	43	38	-5	0.8	23	21	-2	0.4	502	498	-4	0.2
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	46	51	5	0.7	7	2	-5	2.4	2	0	-2	2.0	55	53	-2	0.3
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	119	108	-11	1.0	17	9	-8	2.2	6	5	-1	0.4	142	122	-20	1.7
SCC_M017_SB	M017 (A144 Ilketshall)	SB	165	160	-5	0.4	24	15	-9	2.0	9	8	-1	0.3	198	183	-15	1.1
ATC_16_SB	A145 North of Blythburgh and B1123	SB	75	76	1	0.1	24	11	-13	3.1	10	12	2	0.6	109	99	-10	1.0
ATC_17_SB	A12 North of Blythburgh and A1095	SB	252	255	3	0.2	29	38	9	1.6	13	14	1	0.3	294	307	13	0.7
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	720	594	-126	4.9	70	73	3	0.4	104	91	-13	1.3	894	758	-136	4.7
SCC_M055_NB	M055 (B1077 Swilland)	NB	53	112	59	6.5	8	9	1	0.3	3	1	-2	1.4	64	122	58	6.0
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	1082	800	-282	9.2	78	88	10	1.1	60	31	-29	4.3	1220	919	-301	9.2
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	286	288	2	0.1	26	20	-6	1.3	11	8	-3	1.0	323	316	-7	0.4
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	63	72	9	1.1	9	10	1	0.3	3	2	-1	0.6	75	84	9	1.0
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	835	748	-87	3.1	115	101	-14	1.3	35	39	4	0.7	985	888	-97	3.2
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	197	220	23	1.6	21	22	1	0.2	11	12	1	0.3	229	254	25	1.6
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	119	119	0	0.0	24	28	4	0.8	12	9	-3	0.9	155	156	1	0.1
ATC_14_EB	B1078 West of Wickham Market	EB	125	107	-18	1.7	15	16	1	0.3	6	4	-2	0.9	146	127	-19	1.6
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	779	729	-50	1.8	94	102	8	0.8	23	23	0	0.0	896	854	-42	1.4
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	382	411	29	1.5	48	25	-23	3.8	11	6	-5	1.7	441	442	1	0.0
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	1121	1086	-35	1.1	181	121	-60	4.9	70	64	-6	0.7	1372	1271	-101	2.8
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	147	149	2	0.2	34	34	0	0.0	7	4	-3	1.3	188	187	-1	0.1
ATC_14_WB	B1078 West of Wickham Market	WB	102	90	-12	1.2	15	21	6	1.4	7	7	0	0.0	124	118	-6	0.5
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	882	1074	192	6.1	80	92	12	1.3	22	20	-2	0.4	984	1186	202	6.1
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	557	474	-83	3.7	135	91	-44	4.1	22	16	-6	1.4	714	581	-133	5.2
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	957	946	-11	0.4	196	141	-55	4.2	81	80	-1	0.1	1234	1167	-67	1.9

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	98	98	0	0.0	14	14	0	0.0	8	4	-4	1.6	120	116	-4	0.4
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	190	184	-6	0.4	16	11	-5	1.4	2	2	0	0.0	208	197	-11	0.8
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	621	647	26	1.0	47	68	21	2.8	30	43	13	2.2	698	758	60	2.2
ATC_103-1_EB	Road to Martlesham	EB	111	111	0	0.0	34	28	-6	1.1	5	0	-5	3.2	150	139	-11	0.9
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	189	197	8	0.6	41	52	11	1.6	17	12	-5	1.3	247	261	14	0.9
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	443	485	42	1.9	66	82	16	1.9	12	20	8	2.0	521	587	66	2.8
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	168	169	1	0.1	24	26	2	0.4	10	5	-5	1.8	202	200	-2	0.1
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	146	148	2	0.2	54	28	-26	4.1	9	6	-3	1.1	209	182	-27	1.9
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	690	781	91	3.4	79	112	33	3.4	34	70	36	5.0	803	963	160	5.4
ATC_103-1_WB	Road to Martlesham	WB	156	259	103	7.2	54	30	-24	3.7	8	0	-8	4.0	218	289	71	4.5
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	198	209	11	0.8	42	67	25	3.4	19	19	0	0.0	259	295	36	2.2
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	444	508	64	2.9	82	106	24	2.5	26	23	-3	0.6	552	637	85	3.5
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	32	30	-2	0.4	4	0	-4	2.8	4	1	-3	1.9	40	31	-9	1.5
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	172	169	-3	0.2	25	19	-6	1.3	0	4	4	2.8	197	192	-5	0.4
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	208	206	-2	0.1	21	25	4	0.8	7	4	-3	1.3	236	235	-1	0.1
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	123	119	-4	0.4	22	10	-12	3.0	3	1	-2	1.4	148	130	-18	1.5
Outbound																		
ATC_4_NB	Lovers Lane	NB	196	185	-11	0.8	16	3	-13	4.2	4	1	-3	1.9	216	189	-27	1.9
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	148	155	7	0.6	25	19	-6	1.3	0	6	6	3.5	173	180	7	0.5
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	191	197	6	0.4	25	31	6	1.1	9	5	-4	1.5	225	233	8	0.5
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	122	116	-6	0.6	13	7	-6	1.9	2	0	-2	2.0	137	123	-14	1.2

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	1006	995	-11	0.3	128	94	-34	3.2	59	50	-9	1.2	1193	1139	-54	1.6
	Southbound	657	650	-7	0.3	101	75	-26	2.8	40	39	-1	0.2	798	764	-34	1.2
Northern	Northbound	2141	1794	-347	7.8	182	190	8	0.6	178	131	-47	3.8	2501	2115	-386	8.0
	Southbound	1095	1040	-55	1.7	145	133	-12	1.0	49	53	4	0.6	1289	1226	-63	1.8
West of A12	Eastbound	2526	2452	-74	1.5	362	292	-70	3.9	122	106	-16	1.5	3010	2850	-160	3.0
	Westbound	2645	2733	88	1.7	460	379	-81	4.0	139	127	-12	1.0	3244	3239	-5	0.1
East of A12	Eastbound	1652	1722	70	1.7	218	255	37	2.4	74	81	7	0.8	1944	2058	114	2.5
	Westbound	1802	2074	272	6.2	335	369	34	1.8	106	123	17	1.6	2243	2566	323	6.6
Leiston	Inbound	535	524	-11	0.5	72	54	-18	2.3	14	10	-4	1.2	621	588	-33	1.3
	Outbound	657	653	-4	0.2	79	60	-19	2.3	15	12	-3	0.8	751	725	-26	1.0

Table A.10 – Traffic Flow Calibration – All Counts – 4-5pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	267	280	13	0.8	✓	51	28	-23	3.7	✓	12	4	-8	2.8	✓	330	312	-18	1.0	✓
		SB	ATC_2_SB	142	140	-2	0.2	✓	27	17	-10	2.1	✓	7	3	-4	1.8	✓	176	160	-16	1.2	✓
3	King Georges Avenue	EB	ATC_3_EB	113	70	-43	4.5	✓	15	2	-13	4.5	✓	3	0	-3	2.4	✓	131	72	-59	5.9	✓
		WB	ATC_3_WB	236	153	-83	6.0	✓	21	0	-21	6.5	✓	3	0	-3	2.4	✓	260	153	-107	7.4	✗
4	Lovers Lane	NB	ATC_4_NB	196	185	-11	0.8	✓	16	3	-13	4.2	✓	4	1	-3	1.9	✓	216	189	-27	1.9	✓
		SB	ATC_4_SB	32	30	-2	0.4	✓	4	0	-4	2.8	✓	4	1	-3	1.9	✓	40	31	-9	1.5	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	208	206	-2	0.1	✓	21	25	4	0.8	✓	7	4	-3	1.3	✓	236	235	-1	0.1	✓
		SB	ATC_7_SB	191	197	6	0.4	✓	25	31	6	1.1	✓	9	5	-4	1.5	✓	225	233	8	0.5	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	123	119	-4	0.4	✓	22	10	-12	3.0	✓	3	1	-2	1.4	✓	148	130	-18	1.5	✓
		SB	ATC_8_SB	122	116	-6	0.6	✓	13	7	-6	1.9	✓	2	0	-2	2.0	✓	137	123	-14	1.2	✓
13	A12 East of Farnham	EB	ATC_13_EB	800	745	-55	2.0	✓	83	73	-10	1.1	✓	32	30	-2	0.4	✓	915	848	-67	2.3	✓
		WB	ATC_13_WB	701	682	-19	0.7	✓	83	87	4	0.4	✓	37	37	0	0.0	✓	821	806	-15	0.5	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	125	107	-18	1.7	✓	15	16	1	0.3	✓	6	4	-2	0.9	✓	146	127	-19	1.6	✓
		WB	ATC_14_WB	102	90	-12	1.2	✓	15	21	6	1.4	✓	7	7	0	0.0	✓	124	118	-6	0.5	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	136	134	-2	0.2	✓	22	9	-13	3.3	✓	12	9	-3	0.9	✓	170	152	-18	1.4	✓
		SB	ATC_16_SB	75	76	1	0.1	✓	24	11	-13	3.1	✓	10	12	2	0.6	✓	109	99	-10	1.0	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	436	439	3	0.1	✓	43	38	-5	0.8	✓	23	21	-2	0.4	✓	502	498	-4	0.2	✓
		SB	ATC_17_SB	252	255	3	0.2	✓	29	38	9	1.6	✓	13	14	1	0.3	✓	294	307	13	0.7	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	286	288	2	0.1	✓	26	20	-6	1.3	✓	11	8	-3	1.0	✓	323	316	-7	0.4	✓
		WB	ATC_81_WB	197	220	23	1.6	✓	21	22	1	0.2	✓	11	12	1	0.3	✓	229	254	25	1.6	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	1082	800	-282	9.2	✗	78	88	10	1.1	✓	60	31	-29	4.3	✓	1220	919	-301	9.2	✗
		SB	ATC_82-1_SB	835	748	-87	3.1	✓	115	101	-14	1.3	✓	35	39	4	0.7	✓	985	888	-97	3.2	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	621	647	26	1.0	✓	47	68	21	2.8	✓	30	43	13	2.2	✓	698	758	60	2.2	✓
		WB	ATC_82-2_WB	690	781	91	3.4	✓	79	112	33	3.4	✓	34	70	36	5.0	✓	803	963	160	5.4	✗
84	A143 North of Beccles to Diss	EB	ATC_84_EB	409	412	3	0.1	✓	35	40	5	0.8	✓	20	12	-8	2.0	✓	464	464	0	0.0	✓
		WB	ATC_84_WB	303	326	23	1.3	✓	60	62	2	0.3	✓	33	33	0	0.0	✓	396	421	25	1.2	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	124	124	0	0.0	✓	14	12	-2	0.6	✓	5	1	-4	2.3	✓	143	137	-6	0.5	✓
		WB	ATC_87_WB	61	64	3	0.4	✓	12	13	1	0.3	✓	2	0	-2	2.0	✓	75	77	2	0.2	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	443	485	42	1.9	✓	66	82	16	1.9	✓	12	20	8	2.0	✓	521	587	66	2.8	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	444	508	64	2.9	✓	82	106	24	2.5	✓	26	23	-3	0.6	✓	552	637	85	3.5	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	437	381	-56	2.8	✓	40	16	-24	4.5	✓	24	13	-11	2.6	✓	501	410	-91	4.3	✓
		SB	ATC_101-4_SB	477	424	-53	2.5	✓	77	44	-33	4.2	✓	18	15	-3	0.7	✓	572	483	-89	3.9	✓
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	957	946	-11	0.4	✓	196	141	-55	4.2	✓	81	80	-1	0.1	✓	1234	1167	-67	1.9	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	1121	1086	-35	1.1	✓	181	121	-60	4.9	✓	70	64	-6	0.7	✓	1372	1271	-101	2.8	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	382	411	29	1.5	✓	48	25	-23	3.8	✓	11	6	-5	1.7	✓	441	442	1	0.0	✓
		WB	ATC_102-1_WB	557	474	-83	3.7	✓	135	91	-44	4.1	✓	22	16	-6	1.4	✓	714	581	-133	5.2	✗
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1529	1471	-58	1.5	✓	257	213	-44	2.9	✓	95	87	-8	0.8	✓	1881	1771	-110	2.6	✓
		NB	ATC_102-3_NB	1541	1540	-1	0.0	✓	118	138	20	1.8	✓	86	70	-16	1.8	✓	1745	1748	3	0.1	✓
102-4	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	ATC_102-4_EB	189	197	8	0.6	✓	41	52	11	1.6	✓	17	12	-5	1.3	✓	247	261	14	0.9	✓
		WB	ATC_102-4_WB	198	209	11	0.8	✓	42	67	25	3.4	✓	19	19	0	0.0	✓	259	295	36	2.2	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	111	111	0	0.0	✓	34	28	-6	1.1	✓	5	0	-5	3.2	✓	150	139	-11	0.9	✓
		WB	ATC_103-1_WB	156	259	103	7.2	✗	54	30	-24	3.7	✓	8	0	-8	4.0	✓	218	289	71	4.5	✓
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	779	729	-50	1.8	✓	94	102	8	0.8	✓	23	23	0	0.0	✓	896	854	-42	1.4	✓
		WB	ATC_103-4_WB	882	1074	192	6.1	✗	80	92	12	1.3	✓	22	20	-2	0.4	✓	984	1186	202	6.1	✗
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	1372	1294	-78	2.1	✓	235	137	-98	7.2	✓	74	70	-4	0.5	✓	1681	1501	-180	4.5	✓
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	1395	1197	-198	5.5	✓	239	201	-38	2.6	✓	112	93	-19	1.9	✓	1746	1491	-255	6.3	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	38	38	0	0.0	✓	0	0	0	0.0	✓	1	0	-1	1.4	✓	39	38	-1	0.2	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	7	7	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	7	7	0	0.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	98	98	0	0.0	✓	14	14	0	0.0	✓	8	4	-4	1.6	✓	120	116	-4	0.4	✓
		WB	ATC_105-1_WB	168	169	1	0.1	✓	24	26	2	0.4	✓	10	5	-5	1.8	✓	202	200	-2	0.1	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	663	621	-42	1.7	✓	86	81	-5	0.5	✓	36	34	-2	0.3	✓	785	736	-49	1.8	✓
		SB	ATC_105-2_SB	487	463	-24	1.1	✓	78	70	-8	0.9	✓	22	24	2	0.4	✓	587	557	-30	1.3	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	147	149	2	0.2	✓	34	34	0	0.0	✓	7	4	-3	1.3	✓	188	187	-1	0.1	✓
		SB	ATC_202-1_SB	119	119	0	0.0	✓	24	28	4	0.8	✓	12	9	-3	0.9	✓	155	156	1	0.1	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	594	564	-30	1.2	✓	95	79	-16	1.7	✓	38	31	-7	1.2	✓	727	674	-53	2.0	✓
		WB	ATC_202-2_WB	487	476	-11	0.5	✓	97	79	-18	1.9	✓	25	23	-2	0.4	✓	609	578	-31	1.3	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	509	502	-7	0.3	✓	60	55	-5	0.7	✓	27	23	-4	0.8	✓	596	580	-16	0.7	✓
		SB	ATC_202-3_SB	374	383	9	0.5	✓	52	50	-2	0.3	✓	18	19	1	0.2	✓	444	452	8	0.4	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	190	184	-6	0.4	✓	16	11	-5	1.4	✓	2	2	0	0.0	✓	208	197	-11	0.8	✓
		WB	ATC_204_WB	146	148	2	0.2	✓	54	28	-26	4.1	✓	9	6	-3	1.1	✓	209	182	-27	1.9	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	114	99	-15	1.5	✓	25	17	-8	1.7	✓	7	5	-2	0.8	✓	146	121	-25	2.2	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	181	166	-15	1.1	✓	26	24	-2	0.4	✓	6	5	-1	0.4	✓	213	195	-18	1.3	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	227	207	-20	1.4	✓	30	20	-10	2.0	✓	10	4	-6	2.3	✓	267	231	-36	2.3	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	132	111	-21	1.9	✓	15	10	-5	1.4	✓	6	4	-2	0.9	✓	153	125	-28	2.4	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	145	132	-13	1.1	✓	21	11	-10	2.5	✓	8	5	-3	1.2	✓	174	148	-26	2.0	✓
		SB	SCC_A3489_SB	119	108	-11	1.0	✓	17	9	-8	2.2	✓	6	5	-1	0.4	✓	142	122	-20	1.7	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	48	49	1	0.1	✓	7	2	-5	2.4	✓	3	0	-3	2.4	✓	58	51	-7	0.9	✓
		SB	SCC_A3527_SB	46	51	5	0.7	✓	7	2	-5	2.4	✓	2	0	-2	2.0	✓	55	53	-2	0.3	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	241	241	0	0.0	✓	35	34	-1	0.2	✓	13	15	2	0.5	✓	289	290	1	0.1	✓
		SB	SCC_M017_SB	165	160	-5	0.4	✓	24	15	-9	2.0	✓	9	8	-1	0.3	✓	198	183	-15	1.1	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	53	112	59	6.5	✓	8	9	1	0.3	✓	3	1	-2	1.4	✓	64	122	58	6.0	✓
		SB	SCC_M055_SB	63	72	9	1.1	✓	9	10	1	0.3	✓	3	2	-1	0.6	✓	75	84	9	1.0	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	572	750	178	6.9	✗	84	76	-8	0.9	✓	30	30	0	0.0	✓	686	856	170	6.1	✗
		SB	SCC_Y151_SB	662	610	-52	2.1	✓	97	164	67	5.9	✓	35	65	30	4.2	✓	794	839	45	1.6	✓
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	668	459	-209	8.8	✗	97	61	-36	4.1	✓	35	19	-16	3.1	✓	800	539	-261	10.1	✗
		WB	SCC_Y189_WB	797	511	-286	11.2	✗	116	84	-32	3.2	✓	42	32	-10	1.6	✓	955	627	-328	11.7	✗
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	327	319	-8	0.4	✓	66	44	-22	3.0	✓	6	7	1	0.4	✓	399	370	-29	1.5	✓
		EB	MCC_302_B_EB	334	312	-22	1.2	✓	53	35	-18	2.7	✓	4	4	0	0.0	✓	391	351	-40	2.1	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	170	171	1	0.1	✓	51	27	-24	3.8	✓	5	2	-3	1.6	✓	226	200	-26	1.8	✓
		SB	MCC_302_C_SB	205	198	-7	0.5	✓	28	16	-12	2.6	✓	2	1	-1	0.8	✓	235	215	-20	1.3	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	303	290	-13	0.8	✓	32	34	2	0.3	✓	2	5	3	1.6	✓	337	329	-8	0.4	✓
		WB	MCC_302_D_WB	267	270	3	0.2	✓	59	54	-5	0.7	✓	6	8	2	0.8	✓	332	332	0	0.0	✓
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	239	271	32	2.0	✓	37	34	-3	0.5	✓	4	3	-1	0.5	✓	280	308	28	1.6	✓
		SB	MCC_303_A_SB	238	222	-16	1.1	✓	46	27	-19	3.1	✓	4	2	-2	1.2	✓	288	251	-37	2.3	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	172	169	-3	0.2	✓	25	19	-6	1.3	✓	0	4	4	2.8	✓	197	192	-5	0.4	✓
		WB	MCC_303_B_WB	148	155	7	0.6	✓	25	19	-6	1.3	✓	0	6	6	3.5	✓	173	180	7	0.5	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	240	237	-3	0.2	✓	39	29	-10	1.7	✓	3	4	1	0.5	✓	282	270	-12	0.7	✓
		NB	MCC_303_C_NB	256	249	-7	0.4	✓	41	32	-9	1.5	✓	7	5	-2	0.8	✓	304	286	-18	1.0	✓
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	195	129	-66	5.2	✓	34	7	-27	6.0	✓	6	4	-2	0.9	✓	235	140	-95	6.9	✓
		EB	MCC_303_D_EB	204	179	-25	1.8	✓	23	10	-13	3.2	✓	2	2	0	0.0	✓	229	191	-38	2.6	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	98	98	0	0.0	✓	15	8	-7	2.1	✓	0	2	2	2.0	✓	113	108	-5	0.5	✓
		NB	MCC_304_A_NB	125	89	-36	3.5	✓	19	1	-18	5.7	✓	0	4	4	2.8	✓	144	94	-50	4.6	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	260	281	21	1.3	✓	29	20	-9	1.8	✓	2	3	1	0.6	✓	291	304	13	0.8	✓
		EB	MCC_304_B_EB	175	185	10	0.7	✓	33	21	-12	2.3	✓	3	2	-1	0.6	✓	211	208	-3	0.2	✓
304	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	111	98	-13	1.3	✓	24	5	-19	5.0	✓	0	2	2	2.0	✓	135	105	-30	2.7	✓
		SB	MCC_304_C_SB	94	86	-8	0.8	✓	12	2	-10	3.8	✓	1	1	0	0.0	✓	107	89	-18	1.8	✓
304	B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	102	94	-8	0.8	✓	22	11	-11	2.7	✓	4	0	-4	2.8	✓	128	105	-23	2.1	✓
		WB	MCC_304_D_WB	177	211	34	2.4	✓	26	20	-6	1.3	✓	2	0	-2	2.0	✓	205	231	26	1.8	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	696	585	-111	4.4	✓	34	21	-13	2.5	✓	26	22	-4	0.8	✓	756	628	-128	4.9	✓
30013377		SB	30013377	879	859	-20	0.7	✓	37	33	-4	0.7	✓	29	31	2	0.4	✓	945	923	-22	0.7	✓
30013396	A14 - J56 Through	EB	30013396	1603	1469	-134	3.4	✓	145	112	-33	2.9	✓	423	377	-46	2.3	✓	2171	1958	-213	4.7	✓
30013397	A14 - J56 EXIT	EB	30013397	425	353	-72	3.7	✓	26	25	-1	0.2	✓	32	33	1	0.2	✓	483	411	-72	3.4	✓
30013398	A14 - J57 Through	EB	30013398	1348	1286	-62	1.7	✓	101	112	11	1.1	✓	365	326	-39	2.1	✓	1814	1724	-90	2.1	✓
30013399	A14 - J57 EXIT	EB	30013399	713	645	-68	2.6	✓	88	45	-43	5.3	✓	139	83	-56	5.3	✓	940	773	-167	5.7	✗
30013402	A14 - J57 Through	WB	30013402	1469	1542	73	1.9	✓	122	144	22	1.9	✓	282	297	15	0.9	✓	1873	1983	110	2.5	✓
30013403	A14 - J57 EXIT	WB	30013403	196	206	10	0.7	✓	17	34	17	3.4	✓	43	28	-15	2.5	✓	256	268	12	0.7	✓
30013406	A14 - J55 Through	WB	30013406	1126	1073	-53	1.6	✓	94	60	-34	3.9	✓	254	230	-24	1.5	✓	1474	1363	-111	2.9	✓
30013407	A14 - J55 EXIT	WB	30013407	1066	1185	119	3.5	✓	75	87	12	1.3	✓	152	130	-22	1.9	✓	1293	1402	109	3.0	✓
30013408	A14 - J55 Through	EB	30013408	971	949	-22	0.7	✓	79	50	-29	3.6	✓	249	225	-24	1.6	✓	1299	1224	-75	2.1	✓
30013410	A14 - J53 Through	NB	30013410	1620	1289	-331	8.7	✗	139	107	-32	2.9	✓	397	324	-73	3.8	✓	2156	1720	-436	9.9	✗
30013411	A14 - J53 EXIT	NB	30013411	374	294	-80	4.4	✓	39	8	-31	6.4	✓	28	3	-25	6.4	✓	441	305	-136	7.0	✗
30013415	A14 - J51 EXIT	NB	30013415	720	594	-126	4.9	✓	70	73	3	0.4	✓	104	91	-13	1.3	✓	894	758	-136	4.7	✓
30013417	A14 - J51 EXIT	SB	30013417	229	188	-41	2.8	✓	26	41	15	2.6	✓	27	25	-2	0.4	✓	282	254	-28	1.7	✓
30013418	A14 - between J51 and J50	NB	30013418	1533	1398	-135	3.5	✓	125	125	0	0.0	✓	331	300	-31	1.7	✓	1989	1823	-166	3.8	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	1	103	94%
LGV	114	0	107	100%
HGV	114	0	112	100%
Total Vehs	114	2	99	90%

Table A.11 – Traffic Flow Calibration – Screenlines – 5-6pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	47	50	3	0.4	6	1	-5	2.7	2	0	-2	2.0	55	51	-4	0.5
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	116	102	-14	1.3	14	4	-10	3.3	4	3	-1	0.5	134	109	-25	2.3
SCC_M017_NB	M017 (A144 Ilketshall)	NB	229	223	-6	0.4	27	19	-8	1.7	8	9	1	0.3	264	251	-13	0.8
ATC_16_NB	A145 North of Blythburgh and B1123	NB	115	90	-25	2.5	19	6	-13	3.7	5	4	-1	0.5	139	100	-39	3.6
ATC_17_NB	A12 North of Blythburgh and A1095	NB	419	443	24	1.2	43	35	-8	1.3	14	11	-3	0.8	476	489	13	0.6
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	63	69	6	0.7	7	1	-6	3.0	2	0	-2	2.0	72	70	-2	0.2
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	123	109	-14	1.3	15	5	-10	3.2	4	4	0	0.0	142	118	-24	2.1
SCC_M017_SB	M017 (A144 Ilketshall)	SB	175	170	-5	0.4	21	10	-11	2.8	6	5	-1	0.4	202	185	-17	1.2
ATC_16_SB	A145 North of Blythburgh and B1123	SB	77	79	2	0.2	24	7	-17	4.3	4	8	4	1.6	105	94	-11	1.1
ATC_17_SB	A12 North of Blythburgh and A1095	SB	214	211	-3	0.2	29	33	4	0.7	10	11	1	0.3	253	255	2	0.1
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	803	674	-129	4.7	44	56	12	1.7	82	72	-10	1.1	929	802	-127	4.3
SCC_M055_NB	M055 (B1077 Swilland)	NB	37	94	57	7.0	4	7	3	1.3	1	1	0	0.0	42	102	60	7.1
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	953	716	-237	8.2	52	80	28	3.4	38	22	-16	2.9	1043	818	-225	7.4
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	326	329	3	0.2	17	12	-5	1.3	10	7	-3	1.0	353	348	-5	0.3
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	42	57	15	2.1	5	7	2	0.8	2	1	-1	0.8	49	65	16	2.1
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	737	643	-94	3.6	81	70	-11	1.3	34	29	-5	0.9	852	742	-110	3.9
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	198	228	30	2.1	19	17	-2	0.5	6	10	4	1.4	223	255	32	2.1
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	123	128	5	0.4	23	21	-2	0.4	4	3	-1	0.5	150	152	2	0.2
ATC_14_EB	B1078 West of Wickham Market	EB	131	113	-18	1.6	22	16	-6	1.4	6	3	-3	1.4	159	132	-27	2.2
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	694	779	85	3.1	67	79	12	1.4	16	20	4	0.9	777	878	101	3.5
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	400	379	-21	1.1	38	13	-25	5.0	6	4	-2	0.9	444	396	-48	2.3
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	1356	1293	-63	1.7	159	115	-44	3.8	57	52	-5	0.7	1572	1460	-112	2.9
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	133	140	7	0.6	19	17	-2	0.5	4	2	-2	1.2	156	159	3	0.2
ATC_14_WB	B1078 West of Wickham Market	WB	90	88	-2	0.2	13	15	2	0.5	5	4	-1	0.5	108	107	-1	0.1
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	1023	1087	64	2.0	82	99	17	1.8	22	20	-2	0.4	1127	1206	79	2.3
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	679	626	-53	2.1	144	88	-56	5.2	17	8	-9	2.5	840	722	-118	4.2
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	968	981	13	0.4	118	104	-14	1.3	59	64	5	0.6	1145	1149	4	0.1

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	103	102	-1	0.1	13	7	-6	1.9	3	2	-1	0.6	119	111	-8	0.7
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	168	166	-2	0.2	14	9	-5	1.5	2	2	0	0.0	184	177	-7	0.5
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	662	700	38	1.5	35	57	22	3.2	12	36	24	4.9	709	793	84	3.1
ATC_103-1_EB	Road to Martlesham	EB	134	130	-4	0.3	37	25	-12	2.2	2	0	-2	2.0	173	155	-18	1.4
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	182	192	10	0.7	35	48	13	2.0	10	7	-3	1.0	227	247	20	1.3
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	520	573	53	2.3	31	64	33	4.8	15	18	3	0.7	566	655	89	3.6
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	110	113	3	0.3	11	11	0	0.0	3	1	-2	1.4	124	125	1	0.1
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	194	193	-1	0.1	18	7	-11	3.1	2	2	0	0.0	214	202	-12	0.8
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	623	948	325	11.6	40	92	52	6.4	16	51	35	6.0	679	1091	412	13.8
ATC_103-1_WB	Road to Martlesham	WB	170	337	167	10.5	73	34	-39	5.3	6	0	-6	3.5	249	371	122	6.9
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	206	224	18	1.2	36	64	28	4.0	9	12	3	0.9	251	300	49	3.0
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	539	640	101	4.2	51	81	30	3.7	15	12	-3	0.8	605	733	128	4.9
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	32	32	0	0.0	2	0	-2	2.0	2	0	-2	2.0	36	32	-4	0.7
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	155	158	3	0.2	19	12	-7	1.8	0	3	3	2.4	174	173	-1	0.1
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	202	206	4	0.3	18	17	-1	0.2	6	3	-3	1.4	226	226	0	0.0
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	118	116	-2	0.2	12	4	-8	2.8	3	0	-3	2.4	133	120	-13	1.2
Outbound																		
ATC_4_NB	Lovers Lane	NB	59	66	7	0.9	4	1	-3	1.9	1	0	-1	1.4	64	67	3	0.4
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	146	154	8	0.7	25	11	-14	3.3	0	3	3	2.4	171	168	-3	0.2
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	166	172	6	0.5	14	14	0	0.0	3	3	0	0.0	183	189	6	0.4
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	118	110	-8	0.7	11	4	-7	2.6	2	0	-2	2.0	131	114	-17	1.5

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	926	908	-18	0.6	109	65	-44	4.7	33	27	-6	1.1	1068	1000	-68	2.1
	Southbound	652	638	-14	0.6	96	56	-40	4.6	26	28	2	0.4	774	722	-52	1.9
Northern	Northbound	2119	1813	-306	6.9	117	155	38	3.3	131	102	-29	2.7	2367	2070	-297	6.3
	Southbound	977	928	-49	1.6	105	94	-11	1.1	42	40	-2	0.3	1124	1062	-62	1.9
West of A12	Eastbound	2704	2692	-12	0.2	309	244	-65	3.9	89	82	-7	0.8	3102	3018	-84	1.5
	Westbound	2893	2922	29	0.5	376	323	-53	2.8	107	98	-9	0.9	3376	3343	-33	0.6
East of A12	Eastbound	1769	1863	94	2.2	165	210	45	3.3	44	65	21	2.8	1978	2138	160	3.5
	Westbound	1842	2455	613	13.2	229	289	60	3.7	51	78	27	3.4	2122	2822	700	14.1
Leiston	Inbound	507	512	5	0.2	51	33	-18	2.8	11	6	-5	1.7	569	551	-18	0.8
	Outbound	489	502	13	0.6	54	30	-24	3.7	6	6	0	0.0	549	538	-11	0.5

Table A.12 – Traffic Flow Calibration – All Counts – 5-6pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	154	162	8	0.6	✓	27	11	-16	3.7	✓	3	1	-2	1.4	✓	184	174	-10	0.7	✓
		SB	ATC_2_SB	126	128	2	0.2	✓	20	8	-12	3.2	✓	5	1	-4	2.3	✓	151	137	-14	1.2	✓
3	King Georges Avenue	EB	ATC_3_EB	86	66	-20	2.3	✓	6	1	-5	2.7	✓	1	0	-1	1.4	✓	93	67	-26	2.9	✓
		WB	ATC_3_WB	145	123	-22	1.9	✓	15	0	-15	5.5	✓	1	0	-1	1.4	✓	161	123	-38	3.2	✓
4	Lovers Lane	NB	ATC_4_NB	59	66	7	0.9	✓	4	1	-3	1.9	✓	1	0	-1	1.4	✓	64	67	3	0.4	✓
		SB	ATC_4_SB	32	32	0	0.0	✓	2	0	-2	2.0	✓	2	0	-2	2.0	✓	36	32	-4	0.7	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	202	206	4	0.3	✓	18	17	-1	0.2	✓	6	3	-3	1.4	✓	226	226	0	0.0	✓
		SB	ATC_7_SB	166	172	6	0.5	✓	14	14	0	0.0	✓	3	3	0	0.0	✓	183	189	6	0.4	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	118	116	-2	0.2	✓	12	4	-8	2.8	✓	3	0	-3	2.4	✓	133	120	-13	1.2	✓
		SB	ATC_8_SB	118	110	-8	0.7	✓	11	4	-7	2.6	✓	2	0	-2	2.0	✓	131	114	-17	1.5	✓
13	A12 East of Farnham	EB	ATC_13_EB	763	735	-28	1.0	✓	74	68	-6	0.7	✓	22	22	0	0.0	✓	859	825	-34	1.2	✓
		WB	ATC_13_WB	569	565	-4	0.2	✓	40	53	13	1.9	✓	18	25	7	1.5	✓	627	643	16	0.6	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	131	113	-18	1.6	✓	22	16	-6	1.4	✓	6	3	-3	1.4	✓	159	132	-27	2.2	✓
		WB	ATC_14_WB	90	88	-2	0.2	✓	13	15	2	0.5	✓	5	4	-1	0.5	✓	108	107	-1	0.1	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	115	90	-25	2.5	✓	19	6	-13	3.7	✓	5	4	-1	0.5	✓	139	100	-39	3.6	✓
		SB	ATC_16_SB	77	79	2	0.2	✓	24	7	-17	4.3	✓	4	8	4	1.6	✓	105	94	-11	1.1	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	419	443	24	1.2	✓	43	35	-8	1.3	✓	14	11	-3	0.8	✓	476	489	13	0.6	✓
		SB	ATC_17_SB	214	211	-3	0.2	✓	29	33	4	0.7	✓	10	11	1	0.3	✓	253	255	2	0.1	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	326	329	3	0.2	✓	17	12	-5	1.3	✓	10	7	-3	1.0	✓	353	348	-5	0.3	✓
		WB	ATC_81_WB	198	228	30	2.1	✓	19	17	-2	0.5	✓	6	10	4	1.4	✓	223	255	32	2.1	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	953	716	-237	8.2	✗	52	80	28	3.4	✓	38	22	-16	2.9	✓	1043	818	-225	7.4	✗
		SB	ATC_82-1_SB	737	643	-94	3.6	✓	81	70	-11	1.3	✓	34	29	-5	0.9	✓	852	742	-110	3.9	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	662	700	38	1.5	✓	35	57	22	3.2	✓	12	36	24	4.9	✓	709	793	84	3.1	✓
		WB	ATC_82-2_WB	623	948	325	11.6	✗	40	92	52	6.4	✓	16	51	35	6.0	✓	679	1091	412	13.8	✗
84	A143 North of Beccles to Diss	EB	ATC_84_EB	476	469	-7	0.3	✓	39	38	-1	0.2	✓	11	5	-6	2.1	✓	526	512	-14	0.6	✓
		WB	ATC_84_WB	281	304	23	1.3	✓	44	47	3	0.4	✓	23	24	1	0.2	✓	348	375	27	1.4	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	138	140	2	0.2	✓	11	8	-3	1.0	✓	7	0	-7	3.7	✓	156	148	-8	0.6	✓
		WB	ATC_87_WB	71	77	6	0.7	✓	5	8	3	1.2	✓	2	0	-2	2.0	✓	78	85	7	0.8	✓
101-2	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	ATC_101-2_EB	520	573	53	2.3	✓	31	64	33	4.8	✓	15	18	3	0.7	✓	566	655	89	3.6	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	539	640	101	4.2	✓	51	81	30	3.7	✓	15	12	-3	0.8	✓	605	733	128	4.9	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	494	483	-11	0.5	✓	30	7	-23	5.3	✓	13	10	-3	0.9	✓	537	500	-37	1.6	✓
		SB	ATC_101-4_SB	572	581	9	0.4	✓	57	18	-39	6.4	✓	13	8	-5	1.5	✓	642	607	-35	1.4	✓
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	968	981	13	0.4	✓	118	104	-14	1.3	✓	59	64	5	0.6	✓	1145	1149	4	0.1	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	1356	1293	-63	1.7	✓	159	115	-44	3.8	✓	57	52	-5	0.7	✓	1572	1460	-112	2.9	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	400	379	-21	1.1	✓	38	13	-25	5.0	✓	6	4	-2	0.9	✓	444	396	-48	2.3	✓
		WB	ATC_102-1_WB	679	626	-53	2.1	✓	144	88	-56	5.2	✓	17	8	-9	2.5	✓	840	722	-118	4.2	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1484	1552	68	1.7	✓	213	182	-31	2.2	✓	71	69	-2	0.2	✓	1768	1803	35	0.8	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	1640	1618	-22	0.5	✓	91	138	47	4.4	✓	57	53	-4	0.5	✓	1798	1809	21	0.5	✓
102-4	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	ATC_102-4_EB	182	192	10	0.7	✓	35	48	13	2.0	✓	10	7	-3	1.0	✓	227	247	20	1.3	✓
		WB	ATC_102-4_WB	206	224	18	1.2	✓	36	64	28	4.0	✓	9	12	3	0.9	✓	251	300	49	3.0	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	134	130	-4	0.3	✓	37	25	-12	2.2	✓	2	0	-2	2.0	✓	173	155	-18	1.4	✓
		WB	ATC_103-1_WB	170	337	167	10.5	✗	73	34	-39	5.3	✓	6	0	-6	3.5	✓	249	371	122	6.9	✗
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	694	779	85	3.1	✓	67	79	12	1.4	✓	16	20	4	0.9	✓	777	878	101	3.5	✓
		WB	ATC_103-4_WB	1023	1087	64	2.0	✓	82	99	17	1.8	✓	22	20	-2	0.4	✓	1127	1206	79	2.3	✓
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	1467	1248	-219	5.9	✓	248	138	-110	7.9	✗	53	54	1	0.1	✓	1768	1440	-328	8.2	✗
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	1273	1264	-9	0.3	✓	193	173	-20	1.5	✓	71	70	-1	0.1	✓	1537	1507	-30	0.8	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	41	41	0	0.0	✓	1	0	-1	1.4	✓	1	0	-1	1.4	✓	43	41	-2	0.3	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	7	7	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	7	7	0	0.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	103	102	-1	0.1	✓	13	7	-6	1.9	✓	3	2	-1	0.6	✓	119	111	-8	0.7	✓
		WB	ATC_105-1_WB	110	113	3	0.3	✓	11	11	0	0.0	✓	3	1	-2	1.4	✓	124	125	1	0.1	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	573	570	-3	0.1	✓	66	61	-5	0.6	✓	18	16	-2	0.5	✓	657	647	-10	0.4	✓
		SB	ATC_105-2_SB	411	404	-7	0.3	✓	61	51	-10	1.3	✓	20	19	-1	0.2	✓	492	474	-18	0.8	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	133	140	7	0.6	✓	19	17	-2	0.5	✓	4	2	-2	1.2	✓	156	159	3	0.2	✓
		SB	ATC_202-1_SB	123	128	5	0.4	✓	23	21	-2	0.4	✓	4	3	-1	0.5	✓	150	152	2	0.2	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	596	584	-12	0.5	✓	80	60	-20	2.4	✓	16	16	0	0.0	✓	692	660	-32	1.2	✓
		WB	ATC_202-2_WB	443	429	-14	0.7	✓	73	53	-20	2.5	✓	18	18	0	0.0	✓	534	500	-34	1.5	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	499	510	11	0.5	✓	47	42	-5	0.7	✓	14	13	-1	0.3	✓	560	565	5	0.2	✓
		SB	ATC_202-3_SB	336	342	6	0.3	✓	44	39	-5	0.8	✓	16	16	0	0.0	✓	396	397	1	0.1	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	168	166	-2	0.2	✓	14	9	-5	1.5	✓	2	2	0	0.0	✓	184	177	-7	0.5	✓
		WB	ATC_204_WB	194	193	-1	0.1	✓	18	7	-11	3.1	✓	2	2	0	0.0	✓	214	202	-12	0.8	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	96	86	-10	1.0	✓	13	9	-4	1.2	✓	4	2	-2	1.2	✓	113	97	-16	1.6	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	179	169	-10	0.8	✓	18	18	0	0.0	✓	10	5	-5	1.8	✓	207	192	-15	1.1	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	189	182	-7	0.5	✓	20	13	-7	1.7	✓	6	2	-4	2.0	✓	215	197	-18	1.3	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	115	102	-13	1.2	✓	15	8	-7	2.1	✓	4	2	-2	1.2	✓	134	112	-22	2.0	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	116	102	-14	1.3	✓	14	4	-10	3.3	✓	4	3	-1	0.5	✓	134	109	-25	2.3	✓
		SB	SCC_A3489_SB	123	109	-14	1.3	✓	15	5	-10	3.2	✓	4	4	0	0.0	✓	142	118	-24	2.1	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	47	50	3	0.4	✓	6	1	-5	2.7	✓	2	0	-2	2.0	✓	55	51	-4	0.5	✓
		SB	SCC_A3527_SB	63	69	6	0.7	✓	7	1	-6	3.0	✓	2	0	-2	2.0	✓	72	70	-2	0.2	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	229	223	-6	0.4	✓	27	19	-8	1.7	✓	8	9	1	0.3	✓	264	251	-13	0.8	✓
		SB	SCC_M017_SB	175	170	-5	0.4	✓	21	10	-11	2.8	✓	6	5	-1	0.4	✓	202	185	-17	1.2	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	37	94	57	7.0	✓	4	7	3	1.3	✓	1	1	0	0.0	✓	42	102	60	7.1	✓
		SB	SCC_M055_SB	42	57	15	2.1	✓	5	7	2	0.8	✓	2	1	-1	0.8	✓	49	65	16	2.1	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	596	722	126	4.9	✓	71	70	-1	0.1	✓	21	28	7	1.4	✓	688	820	132	4.8	✓
		SB	SCC_Y151_SB	656	719	63	2.4	✓	78	125	47	4.7	✓	24	51	27	4.4	✓	758	895	137	4.8	✓
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	742	466	-276	11.2	✗	88	46	-42	5.1	✓	27	14	-13	2.9	✓	857	526	-331	12.6	✗
		WB	SCC_Y189_WB	783	573	-210	8.1	✗	93	69	-24	2.7	✓	28	20	-8	1.6	✓	904	662	-242	8.6	✗
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	298	289	-9	0.5	✓	32	17	-15	3.0	✓	3	4	1	0.5	✓	333	310	-23	1.3	✓
		EB	MCC_302_B_EB	317	306	-11	0.6	✓	29	22	-7	1.4	✓	3	4	1	0.5	✓	349	332	-17	0.9	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	180	181	1	0.1	✓	30	9	-21	4.8	✓	4	1	-3	1.9	✓	214	191	-23	1.6	✓
		SB	MCC_302_C_SB	178	176	-2	0.2	✓	19	6	-13	3.7	✓	4	1	-3	1.9	✓	201	183	-18	1.3	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	276	270	-6	0.4	✓	19	24	5	1.1	✓	1	5	4	2.3	✓	296	299	3	0.2	✓
		WB	MCC_302_D_WB	251	258	7	0.4	✓	27	22	-5	1.0	✓	1	5	4	2.3	✓	279	285	6	0.4	✓
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	204	236	32	2.2	✓	30	17	-13	2.7	✓	1	1	0	0.0	✓	235	254	19	1.2	✓
		SB	MCC_303_A_SB	177	169	-8	0.6	✓	23	10	-13	3.2	✓	0	1	1	1.4	✓	200	180	-20	1.5	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	155	158	3	0.2	✓	19	12	-7	1.8	✓	0	3	3	2.4	✓	174	173	-1	0.1	✓
		WB	MCC_303_B_WB	146	154	8	0.7	✓	25	11	-14	3.3	✓	0	3	3	2.4	✓	171	168	-3	0.2	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	208	205	-3	0.2	✓	21	13	-8	1.9	✓	0	3	3	2.4	✓	229	221	-8	0.5	✓
		NB	MCC_303_C_NB	227	222	-5	0.3	✓	22	17	-5	1.1	✓	1	2	1	0.8	✓	250	241	-9	0.6	✓
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	168	107	-61	5.2	✓	19	2	-17	5.2	✓	0	2	2	2.0	✓	187	111	-76	6.2	✓
		EB	MCC_303_D_EB	185	162	-23	1.7	✓	19	6	-13	3.7	✓	0	2	2	2.0	✓	204	170	-34	2.5	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	87	91	4	0.4	✓	17	4	-13	4.0	✓	0	2	2	2.0	✓	104	97	-7	0.7	✓
		NB	MCC_304_A_NB	101	73	-28	3.0	✓	21	0	-21	6.5	✓	2	2	0	0.0	✓	124	75	-49	4.9	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	202	221	19	1.3	✓	27	11	-16	3.7	✓	0	1	1	1.4	✓	229	233	4	0.3	✓
		EB	MCC_304_B_EB	169	180	11	0.8	✓	18	10	-8	2.1	✓	1	1	0	0.0	✓	188	191	3	0.2	✓
304	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	100	83	-17	1.8	✓	21	2	-19	5.6	✓	2	1	-1	0.8	✓	123	86	-37	3.6	✓
		SB	MCC_304_C_SB	98	84	-14	1.5	✓	23	2	-21	5.9	✓	0	1	1	1.4	✓	121	87	-34	3.3	✓
304	B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	107	99	-8	0.8	✓	12	6	-6	2.0	✓	1	0	-1	1.4	✓	120	105	-15	1.4	✓
		WB	MCC_304_D_WB	128	158	30	2.5	✓	15	10	-5	1.4	✓	0	0	0	0.0	✓	143	168	25	2.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	696	584	-112	4.4	✓	22	12	-10	2.4	✓	18	14	-4	1.0	✓	736	610	-126	4.9	✓
30013377		SB	30013377	843	830	-13	0.4	✓	33	26	-7	1.3	✓	21	24	3	0.6	✓	897	880	-17	0.6	✓
30013396	A14 - J56 Through	EB	30013396	1833	1708	-125	3.0	✓	108	102	-6	0.6	✓	307	294	-13	0.7	✓	2248	2104	-144	3.1	✓
30013397	A14 - J56 EXIT	EB	30013397	456	395	-61	3.0	✓	23	19	-4	0.9	✓	13	21	8	1.9	✓	492	435	-57	2.6	✓
30013398	A14 - J57 Through	EB	30013398	1743	1674	-69	1.7	✓	89	115	26	2.6	✓	262	244	-18	1.1	✓	2094	2033	-61	1.3	✓
30013399	A14 - J57 EXIT	EB	30013399	406	380	-26	1.3	✓	47	19	-28	4.9	✓	133	73	-60	5.9	✓	586	472	-114	5.0	✓
30013402	A14 - J57 Through	WB	30013402	1502	1586	84	2.1	✓	76	108	32	3.3	✓	224	240	16	1.1	✓	1802	1934	132	3.1	✓
30013403	A14 - J57 EXIT	WB	30013403	172	186	14	1.0	✓	11	24	13	3.1	✓	47	20	-27	4.7	✓	230	230	0	0.0	✓
30013406	A14 - J55 Through	WB	30013406	1263	1227	-36	1.0	✓	51	29	-22	3.5	✓	185	165	-20	1.5	✓	1499	1421	-78	2.0	✓
30013407	A14 - J55 EXIT	WB	30013407	1058	1077	19	0.6	✓	47	71	24	3.1	✓	116	99	-17	1.6	✓	1221	1247	26	0.7	✓
30013408	A14 - J55 Through	EB	30013408	1163	1105	-58	1.7	✓	60	39	-21	3.0	✓	180	158	-22	1.7	✓	1403	1302	-101	2.7	✓
30013410	A14 - J53 Through	NB	30013410	1843	1408	-435	10.8	✗	90	70	-20	2.2	✓	279	241	-38	2.4	✓	2212	1719	-493	11.1	✗
30013411	A14 - J53 EXIT	NB	30013411	399	441	42	2.0	✓	20	7	-13	3.5	✓	15	2	-13	4.5	✓	434	450	16	0.8	✓
30013415	A14 - J51 EXIT	NB	30013415	803	674	-129	4.7	✓	44	56	12	1.7	✓	82	72	-10	1.1	✓	929	802	-127	4.3	✓
30013417	A14 - J51 EXIT	SB	30013417	248	196	-52	3.5	✓	18	36	18	3.5	✓	18	20	2	0.5	✓	284	252	-32	2.0	✓
30013418	A14 - between J51 and J50	NB	30013418	1683	1527	-156	3.9	✓	79	86	7	0.8	✓	239	219	-20	1.3	✓	2001	1832	-169	3.9	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	4	105	95%
LGV	114	0	102	99%
HGV	114	0	112	100%
Total Vehs	114	3	105	94%

Table A.13 – Traffic Flow Calibration – Screenlines – 6-7pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern Screenline																		
Northbound																		
SCC_A3527_NB	A3527 (B1117 Cookley Road, Horham)	NB	31	35	4	0.7	4	1	-3	1.9	1	0	-1	1.4	36	36	0	0.0
SCC_A3489_NB	A3489 (B1118 Queen Street, Stradbroke)	NB	78	65	-13	1.5	9	2	-7	3.0	2	2	0	0.0	89	69	-20	2.3
SCC_M017_NB	M017 (A144 Ilketshall)	NB	126	129	3	0.3	15	7	-8	2.4	4	6	2	0.9	145	142	-3	0.3
ATC_16_NB	A145 North of Blythburgh and B1123	NB	79	81	2	0.2	13	2	-11	4.0	2	3	1	0.6	94	86	-8	0.8
ATC_17_NB	A12 North of Blythburgh and A1095	NB	252	259	7	0.4	19	21	2	0.4	9	9	0	0.0	280	289	9	0.5
Southbound																		
SCC_A3527_SB	A3527 (B1117 Cookley Road, Horham)	SB	44	50	6	0.9	5	1	-4	2.3	1	0	-1	1.4	50	51	1	0.1
SCC_A3489_SB	A3489 (B1118 Queen Street, Stradbroke)	SB	93	79	-14	1.5	11	3	-8	3.0	3	3	0	0.0	107	85	-22	2.2
SCC_M017_SB	M017 (A144 Ilketshall)	SB	116	114	-2	0.2	14	5	-9	2.9	4	3	-1	0.5	134	122	-12	1.1
ATC_16_SB	A145 North of Blythburgh and B1123	SB	53	55	2	0.3	14	4	-10	3.3	3	6	3	1.4	70	65	-5	0.6
ATC_17_SB	A12 North of Blythburgh and A1095	SB	176	186	10	0.7	27	25	-2	0.4	8	8	0	0.0	211	219	8	0.5
Southern Screenline																		
Northbound																		
30013415	A14 - J51 EXIT	NB	624	544	-80	3.3	28	45	17	2.8	46	44	-2	0.3	698	633	-65	2.5
SCC_M055_NB	M055 (B1077 Swilland)	NB	17	63	46	7.3	2	5	3	1.6	1	1	0	0.0	20	69	49	7.3
ATC_82-1_NB	A12, North of Woodbridge and A12 / A1152 Rbt	NB	826	664	-162	5.9	45	78	33	4.2	48	19	-29	5.0	919	761	-158	5.5
ATC_81_EB	A1152 between Woodbridge and Tunstall	EB	233	245	12	0.8	14	10	-4	1.2	7	6	-1	0.4	254	261	7	0.4
Southbound																		
SCC_M055_SB	M055 (B1077 Swilland)	SB	29	45	16	2.6	3	5	2	1.0	1	1	0	0.0	33	51	18	2.8
ATC_82-1_SB	A12, North of Woodbridge and A12 / A1152 Rbt	SB	544	472	-72	3.2	58	51	-7	0.9	15	18	3	0.7	617	541	-76	3.2
ATC_81_WB	A1152 between Woodbridge and Tunstall	WB	153	177	24	1.9	19	13	-6	1.5	2	5	3	1.6	174	195	21	1.5
West of A12																		
Eastbound																		
ATC_202-1_SB	A1120 High Street at Yoxford, North of A12 in Yoxford	SB	92	99	7	0.7	13	9	-4	1.2	2	2	0	0.0	107	110	3	0.3
ATC_14_EB	B1078 West of Wickham Market	EB	91	90	-1	0.1	12	9	-3	0.9	4	2	-2	1.2	107	101	-6	0.6
ATC_103-4_EB	A1214 to Ipswich, W of the Martlesham Rbt	EB	665	729	64	2.4	70	76	6	0.7	16	18	2	0.5	751	823	72	2.6
ATC_102-1_EB	Road to Foxhall, W of the A12 Rbt	EB	274	253	-21	1.3	31	8	-23	5.2	5	3	-2	1.0	310	264	-46	2.7
ATC_101-6_EB	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	965	917	-48	1.6	80	77	-3	0.3	35	42	7	1.1	1080	1036	-44	1.4
Westbound																		
ATC_202-1_NB	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	95	99	4	0.4	14	10	-4	1.2	2	1	-1	0.8	111	110	-1	0.1
ATC_14_WB	B1078 West of Wickham Market	WB	60	61	1	0.1	8	10	2	0.7	1	2	1	0.8	69	73	4	0.5
ATC_103-4_WB	A1214 to Ipswich, W of the Martlesham Rbt	WB	872	969	97	3.2	80	87	7	0.8	12	11	-1	0.3	964	1067	103	3.2
ATC_102-1_WB	Road to Foxhall, W of the A12 Rbt	WB	360	299	-61	3.4	94	34	-60	7.5	16	5	-11	3.4	470	338	-132	6.6
ATC_101-5_WB	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	606	626	20	0.8	55	61	6	0.8	23	35	12	2.2	684	722	38	1.4

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
East of A12																		
Eastbound																		
ATC_105-1_EB	B1122, just South of the A12 (Road to Leiston)	EB	91	89	-2	0.2	6	3	-3	1.4	3	1	-2	1.4	100	93	-7	0.7
ATC_204_EB	B119 Rendham Road, E of the A12 in Saxmundham	EB	127	125	-2	0.2	5	7	2	0.8	2	2	0	0.0	134	134	0	0.0
ATC_82-2_EB	A1152 Wood Lane, East of the A12 Rbt	EB	543	585	42	1.8	29	53	24	3.7	6	30	24	5.7	578	668	90	3.6
ATC_103-1_EB	Road to Martlesham	EB	99	184	85	7.1	36	21	-15	2.8	2	0	-2	2.0	137	205	68	5.2
ATC_102-4_EB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	144	156	12	1.0	23	34	11	2.1	7	5	-2	0.8	174	195	21	1.5
ATC_101-2_EB	A14 Eastbound On-Slip, E of A12 / A14 Rbt	EB	457	508	51	2.3	21	56	35	5.6	6	11	5	1.7	484	575	91	4.0
Westbound																		
ATC_105-1_WB	B1122, just South of the A12 (Road to Leiston)	WB	77	80	3	0.3	3	4	1	0.5	2	1	-1	0.8	82	85	3	0.3
ATC_204_WB	B119 Rendham Road, E of the A12 in Saxmundham	WB	103	108	5	0.5	11	4	-7	2.6	2	1	-1	0.8	116	113	-3	0.3
ATC_82-2_WB	A1152 Wood Lane, East of the A12 Rbt	WB	428	713	285	11.9	19	68	49	7.4	4	28	24	6.0	451	809	358	14.3
ATC_103-1_WB	Road to Martlesham	WB	123	345	222	14.5	49	18	-31	5.4	3	0	-3	2.4	175	363	188	11.5
ATC_102-4_WB	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	WB	123	140	17	1.5	27	43	16	2.7	5	8	3	1.2	155	191	36	2.7
ATC_101-3_WB	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	470	487	17	0.8	29	66	37	5.4	11	8	-3	1.0	510	561	51	2.2
Leiston Cordon																		
Inbound																		
ATC_4_SB	Lovers Lane	SB	28	33	5	0.9	1	0	-1	1.4	1	0	-1	1.4	30	33	3	0.5
MCC_303_B_EB	B1119 / B1112 / B1069 (B1119 West)	EB	117	120	3	0.3	13	9	-4	1.2	0	3	3	2.4	130	132	2	0.2
ATC_7_NB	B1069 Snape Road (south-west of Knodishall)	NB	157	163	6	0.5	11	15	4	1.1	3	2	-1	0.6	171	180	9	0.7
ATC_8_NB	B1122 Leiston Road (south-east of Aldringham)	NB	88	85	-3	0.3	8	2	-6	2.7	2	0	-2	2.0	98	87	-11	1.1
Outbound																		
ATC_4_NB	Lovers Lane	NB	37	39	2	0.3	4	0	-4	2.8	1	0	-1	1.4	42	39	-3	0.5
MCC_303_B_WB	B1119 / B1112 / B1069 (B1119 West)	WB	111	118	7	0.7	10	5	-5	1.8	0	2	2	2.0	121	125	4	0.4
ATC_7_SB	B1069 Snape Road (south-west of Knodishall)	SB	122	127	5	0.4	9	8	-1	0.3	3	2	-1	0.6	134	137	3	0.3
ATC_8_SB	B1122 Leiston Road (south-east of Aldringham)	SB	97	92	-5	0.5	6	2	-4	2.0	1	0	-1	1.4	104	94	-10	1.0

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Northern	Northbound	566	569	3	0.1	60	33	-27	4.0	18	20	2	0.5	644	622	-22	0.9
	Southbound	482	484	2	0.1	71	38	-33	4.5	19	20	1	0.2	572	542	-30	1.3
Northern	Northbound	1700	1516	-184	4.6	89	138	49	4.6	102	70	-32	3.5	1891	1724	-167	3.9
	Southbound	726	694	-32	1.2	80	69	-11	1.3	18	24	6	1.3	824	787	-37	1.3
West of A12	Eastbound	2087	2088	1	0.0	206	179	-27	1.9	62	67	5	0.6	2355	2334	-21	0.4
	Westbound	1993	2054	61	1.4	251	202	-49	3.3	54	54	0	0.0	2298	2310	12	0.3
East of A12	Eastbound	1461	1647	186	4.7	120	174	54	4.5	26	49	23	3.8	1607	1870	263	6.3
	Westbound	1324	1873	549	13.7	138	203	65	5.0	27	46	19	3.1	1489	2122	633	14.9
Leiston	Inbound	390	401	11	0.6	33	26	-7	1.3	6	5	-1	0.4	429	432	3	0.1
	Outbound	367	376	9	0.5	29	15	-14	3.0	5	4	-1	0.5	401	395	-6	0.3

Table A.14 – Traffic Flow Calibration – All Counts – 6-7pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
2	B1122 south of Onner's Lane (Theberton)	NB	ATC_2_NB	98	109	11	1.1	✓	14	4	-10	3.3	✓	2	0	-2	2.0	✓	114	113	-1	0.1	✓
		SB	ATC_2_SB	118	117	-1	0.1	✓	8	3	-5	2.1	✓	3	1	-2	1.4	✓	129	121	-8	0.7	✓
3	King Georges Avenue	EB	ATC_3_EB	75	82	7	0.8	✓	4	0	-4	2.8	✓	0	0	0	0.0	✓	79	82	3	0.3	✓
		WB	ATC_3_WB	92	86	-6	0.6	✓	13	0	-13	5.1	✓	1	0	-1	1.4	✓	106	86	-20	2.0	✓
4	Lovers Lane	NB	ATC_4_NB	37	39	2	0.3	✓	4	0	-4	2.8	✓	1	0	-1	1.4	✓	42	39	-3	0.5	✓
		SB	ATC_4_SB	28	33	5	0.9	✓	1	0	-1	1.4	✓	1	0	-1	1.4	✓	30	33	3	0.5	✓
7	B1069 Snape Road (south-west of Knodishall)	NB	ATC_7_NB	157	163	6	0.5	✓	11	15	4	1.1	✓	3	2	-1	0.6	✓	171	180	9	0.7	✓
		SB	ATC_7_SB	122	127	5	0.4	✓	9	8	-1	0.3	✓	3	2	-1	0.6	✓	134	137	3	0.3	✓
8	B1122 Leiston Road (south-east of Aldringham)	NB	ATC_8_NB	88	85	-3	0.3	✓	8	2	-6	2.7	✓	2	0	-2	2.0	✓	98	87	-11	1.1	✓
		SB	ATC_8_SB	97	92	-5	0.5	✓	6	2	-4	2.0	✓	1	0	-1	1.4	✓	104	94	-10	1.0	✓
13	A12 East of Farnham	EB	ATC_13_EB	623	609	-14	0.6	✓	53	60	7	0.9	✓	17	19	2	0.5	✓	693	688	-5	0.2	✓
		WB	ATC_13_WB	409	407	-2	0.1	✓	31	38	7	1.2	✓	10	16	6	1.7	✓	450	461	11	0.5	✓
14	B1078 West of Wickham Market	EB	ATC_14_EB	91	90	-1	0.1	✓	12	9	-3	0.9	✓	4	2	-2	1.2	✓	107	101	-6	0.6	✓
		WB	ATC_14_WB	60	61	1	0.1	✓	8	10	2	0.7	✓	1	2	1	0.8	✓	69	73	4	0.5	✓
16	A145 North of Blythburgh and B1123	NB	ATC_16_NB	79	81	2	0.2	✓	13	2	-11	4.0	✓	2	3	1	0.6	✓	94	86	-8	0.8	✓
		SB	ATC_16_SB	53	55	2	0.3	✓	14	4	-10	3.3	✓	3	6	3	1.4	✓	70	65	-5	0.6	✓
17	A12 North of Blythburgh and A1095	NB	ATC_17_NB	252	259	7	0.4	✓	19	21	2	0.4	✓	9	9	0	0.0	✓	280	289	9	0.5	✓
		SB	ATC_17_SB	176	186	10	0.7	✓	27	25	-2	0.4	✓	8	8	0	0.0	✓	211	219	8	0.5	✓
81	A1152 between Woodbridge and Tunstall	EB	ATC_81_EB	233	245	12	0.8	✓	14	10	-4	1.2	✓	7	6	-1	0.4	✓	254	261	7	0.4	✓
		WB	ATC_81_WB	153	177	24	1.9	✓	19	13	-6	1.5	✓	2	5	3	1.6	✓	174	195	21	1.5	✓
82-1	A12, North of Woodbridge and A12 / A1152 Rbt	NB	ATC_82-1_NB	826	664	-162	5.9	✗	45	78	33	4.2	✓	48	19	-29	5.0	✓	919	761	-158	5.5	✗
		SB	ATC_82-1_SB	544	472	-72	3.2	✓	58	51	-7	0.9	✓	15	18	3	0.7	✓	617	541	-76	3.2	✓
82-2	A1152 Wood Lane, East of the A12 Rbt	EB	ATC_82-2_EB	543	585	42	1.8	✓	29	53	24	3.7	✓	6	30	24	5.7	✓	578	668	90	3.6	✓
		WB	ATC_82-2_WB	428	713	285	11.9	✗	19	68	49	7.4	✓	4	28	24	6.0	✓	451	809	358	14.3	✗
84	A143 North of Beccles to Diss	EB	ATC_84_EB	396	395	-1	0.1	✓	23	25	2	0.4	✓	14	4	-10	3.3	✓	433	424	-9	0.4	✓
		WB	ATC_84_WB	179	187	8	0.6	✓	30	33	3	0.5	✓	9	14	5	1.5	✓	218	234	16	1.1	✓
87	B1116 between Dennington and Framlington	EB	ATC_87_EB	82	86	4	0.4	✓	9	5	-4	1.5	✓	2	0	-2	2.0	✓	93	91	-2	0.2	✓
		WB	ATC_87_WB	49	57	8	1.1	✓	7	6	-1	0.4	✓	1	0	-1	1.4	✓	57	63	6	0.8	✓
101-2	A14 Eastbound On-Slip, E of the A12 / A14 Rbt	EB	ATC_101-2_EB	457	508	51	2.3	✓	21	56	35	5.6	✓	6	11	5	1.7	✓	484	575	91	4.0	✓
101-3	A14 Westbound Off-Slip, E of the A12 / A14 Rbt	WB	ATC_101-3_WB	470	487	17	0.8	✓	29	66	37	5.4	✓	11	8	-3	1.0	✓	510	561	51	2.2	✓
101-4	A1156 to Ipswich & Levington, S of the A12 / A14 Rbt	NB	ATC_101-4_NB	406	397	-9	0.4	✓	19	5	-14	4.0	✓	4	5	1	0.5	✓	429	407	-22	1.1	✓
		SB	ATC_101-4_SB	385	351	-34	1.8	✓	30	5	-25	6.0	✓	6	4	-2	0.9	✓	421	360	-61	3.1	✓
101-5	A14 Westbound On-Slip, W of the A12 / A14 Rbt	WB	ATC_101-5_WB	606	626	20	0.8	✓	55	61	6	0.8	✓	23	35	12	2.2	✓	684	722	38	1.4	✓
101-6	A14 Eastbound Off-Slip, W of the A12 / A14 Rbt	EB	ATC_101-6_EB	965	917	-48	1.6	✓	80	77	-3	0.3	✓	35	42	7	1.1	✓	1080	1036	-44	1.4	✓
102-1	Road to Foxhall, W of the A12 Rbt	EB	ATC_102-1_EB	274	253	-21	1.3	✓	31	8	-23	5.2	✓	5	3	-2	1.0	✓	310	264	-46	2.7	✓
		WB	ATC_102-1_WB	360	299	-61	3.4	✓	94	34	-60	7.5	✓	16	5	-11	3.4	✓	470	338	-132	6.6	✓
102-2	A12 Southbound, N of the Foxhall Rbt	SB	ATC_102-2_SB	1002	1001	-1	0.0	✓	156	133	-23	1.9	✓	39	40	1	0.2	✓	1197	1174	-23	0.7	✓
102-3	A12 Northbound, N of the Foxhall Rbt	NB	ATC_102-3_NB	1368	1255	-113	3.1	✓	80	143	63	6.0	✓	50	45	-5	0.7	✓	1498	1443	-55	1.4	✓
102-4	Road to Waldringfield & Newbourne, E of the Foxhall Rbt	EB	ATC_102-4_EB	144	156	12	1.0	✓	23	34	11	2.1	✓	7	5	-2	0.8	✓	174	195	21	1.5	✓
		WB	ATC_102-4_WB	123	140	17	1.5	✓	27	43	16	2.7	✓	5	8	3	1.2	✓	155	191	36	2.7	✓
103-1	Road to Martlesham	EB	ATC_103-1_EB	99	184	85	7.1	✓	36	21	-15	2.8	✓	2	0	-2	2.0	✓	137	205	68	5.2	✓
		WB	ATC_103-1_WB	123	345	222	14.5	✗	49	18	-31	5.4	✓	3	0	-3	2.4	✓	175	363	188	11.5	✗
103-4	A1214 to Ipswich, W of the Martlesham Rbt	EB	ATC_103-4_EB	665	729	64	2.4	✓	70	76	6	0.7	✓	16	18	2	0.5	✓	751	823	72	2.6	✓
		WB	ATC_103-4_WB	872	969	97	3.2	✓	80	87	7	0.8	✓	12	11	-1	0.3	✓	964	1067	103	3.2	✓
103-5	A12 Northbound, S of the Martlesham Rbt	NB	ATC_103-5_NB	1355	1025	-330	9.6	✗	247	143	-104	7.4	✗	49	47	-2	0.3	✓	1651	1215	-436	11.5	✗
103-6	A12 Southbound, S of the Martlesham Rbt	SB	ATC_103-6_SB	951	862	-89	3.0	✓	146	126	-20	1.7	✓	46	41	-5	0.8	✓	1143	1029	-114	3.5	✓
103-7	Exit from the Park & Ride Car Park	EB	ATC_103-7_EB	17	17	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	17	17	0	0.0	✓
103-8	Entrance to the Park & Ride Car Park	WB	ATC_103-8_WB	4	4	0	0.0	✓	0	0	0	0.0	✓	0	0	0	0.0	✓	4	4	0	0.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
105-1	B1122, just South of the A12 (Road to Leiston)	EB	ATC_105-1_EB	91	89	-2	0.2	✓	6	3	-3	1.4	✓	3	1	-2	1.4	✓	100	93	-7	0.7	✓
		WB	ATC_105-1_WB	77	80	3	0.3	✓	3	4	1	0.5	✓	2	1	-1	0.8	✓	82	85	3	0.3	✓
105-2	A12, just East of the B1122 at Yoxford	NB	ATC_105-2_NB	416	414	-2	0.1	✓	31	31	0	0.0	✓	13	13	0	0.0	✓	460	458	-2	0.1	✓
		SB	ATC_105-2_SB	299	293	-6	0.3	✓	44	34	-10	1.6	✓	13	13	0	0.0	✓	356	340	-16	0.9	✓
202-1	A1120 High Street at Yoxford, North of A12 in Yoxford	NB	ATC_202-1_NB	95	99	4	0.4	✓	14	10	-4	1.2	✓	2	1	-1	0.8	✓	111	110	-1	0.1	✓
		SB	ATC_202-1_SB	92	99	7	0.7	✓	13	9	-4	1.2	✓	2	2	0	0.0	✓	107	110	3	0.3	✓
202-2	A12 between A1120 (Road to Yoxford) & B1122 (Road to Leiston)	EB	ATC_202-2_EB	437	430	-7	0.3	✓	43	30	-13	2.2	✓	15	13	-2	0.5	✓	495	473	-22	1.0	✓
		WB	ATC_202-2_WB	307	300	-7	0.4	✓	54	36	-18	2.7	✓	15	12	-3	0.8	✓	376	348	-28	1.5	✓
202-3	A12, just South of A1120 in Yoxford	NB	ATC_202-3_NB	367	371	4	0.2	✓	22	23	1	0.2	✓	11	11	0	0.0	✓	400	405	5	0.2	✓
		SB	ATC_202-3_SB	234	241	7	0.5	✓	32	27	-5	0.9	✓	12	11	-1	0.3	✓	278	279	1	0.1	✓
204	B119 Rendham Road, E of the A12 in Saxmundham	EB	ATC_204_EB	127	125	-2	0.2	✓	5	7	2	0.8	✓	2	2	0	0.0	✓	134	134	0	0.0	✓
		WB	ATC_204_WB	103	108	5	0.5	✓	11	4	-7	2.6	✓	2	1	-1	0.8	✓	116	113	-3	0.3	✓
300-1	A12 Southbound Off-Slip	SB	ATC_300-1_SB	60	55	-5	0.7	✓	7	6	-1	0.4	✓	2	1	-1	0.8	✓	69	62	-7	0.9	✓
300-2	A12 Southbound On-Slip	SB	ATC_300-2_SB	129	124	-5	0.4	✓	9	12	3	0.9	✓	3	2	-1	0.6	✓	141	138	-3	0.3	✓
300-3	A12 Northbound Off-Slip	NB	ATC_300-3_NB	178	167	-11	0.8	✓	19	11	-8	2.1	✓	1	1	0	0.0	✓	198	179	-19	1.4	✓
300-4	A12 Northbound On-Slip	NB	ATC_300-4_NB	98	88	-10	1.0	✓	11	4	-7	2.6	✓	5	2	-3	1.6	✓	114	94	-20	2.0	✓
200001	A3489 (B1118 Queen Street, Stradbroke)	NB	SCC_A3489_NB	78	65	-13	1.5	✓	9	2	-7	3.0	✓	2	2	0	0.0	✓	89	69	-20	2.3	✓
		SB	SCC_A3489_SB	93	79	-14	1.5	✓	11	3	-8	3.0	✓	3	3	0	0.0	✓	107	85	-22	2.2	✓
200002	A3527 (B1117 Cookley Road, Horham)	NB	SCC_A3527_NB	31	35	4	0.7	✓	4	1	-3	1.9	✓	1	0	-1	1.4	✓	36	36	0	0.0	✓
		SB	SCC_A3527_SB	44	50	6	0.9	✓	5	1	-4	2.3	✓	1	0	-1	1.4	✓	50	51	1	0.1	✓
200003	M017 (A144 Ilketshall)	NB	SCC_M017_NB	126	129	3	0.3	✓	15	7	-8	2.4	✓	4	6	2	0.9	✓	145	142	-3	0.3	✓
		SB	SCC_M017_SB	116	114	-2	0.2	✓	14	5	-9	2.9	✓	4	3	-1	0.5	✓	134	122	-12	1.1	✓
200004	M055 (B1077 Swilland)	NB	SCC_M055_NB	17	63	46	7.3	✓	2	5	3	1.6	✓	1	1	0	0.0	✓	20	69	49	7.3	✓
		SB	SCC_M055_SB	29	45	16	2.6	✓	3	5	2	1.0	✓	1	1	0	0.0	✓	33	51	18	2.8	✓
200005	Y151 (A1214 London Road, Ipswich)	NB	SCC_Y151_NB	564	763	199	7.7	✗	66	65	-1	0.1	✓	17	24	7	1.5	✓	647	852	205	7.5	✗
		SB	SCC_Y151_SB	495	737	242	9.8	✗	58	99	41	4.6	✓	15	41	26	4.9	✓	568	877	309	11.5	✗
200006	Y189 (A1214 Valley Road, Ipswich)	EB	SCC_Y189_EB	660	527	-133	5.5	✗	77	41	-36	4.7	✓	20	13	-7	1.7	✓	757	581	-176	6.8	✗
		WB	SCC_Y189_WB	640	673	33	1.3	✓	75	51	-24	3.0	✓	20	14	-6	1.5	✓	735	738	3	0.1	✓
302	A1094 / B1069 (A1094 East)	WB	MCC_302_B_WB	211	204	-7	0.5	✓	18	10	-8	2.1	✓	1	3	2	1.4	✓	230	217	-13	0.9	✓
		EB	MCC_302_B_EB	301	290	-11	0.6	✓	24	21	-3	0.6	✓	1	3	2	1.4	✓	326	314	-12	0.7	✓
	A1094 / B1069 (B1069 South)	NB	MCC_302_C_NB	138	137	-1	0.1	✓	11	2	-9	3.5	✓	0	0	0	0.0	✓	149	139	-10	0.8	✓
		SB	MCC_302_C_SB	131	130	-1	0.1	✓	9	3	-6	2.4	✓	1	1	0	0.0	✓	141	134	-7	0.6	✓
	A1094 / B1069 (A1094 West)	EB	MCC_302_D_EB	264	260	-4	0.2	✓	20	22	2	0.4	✓	1	4	3	1.9	✓	285	286	1	0.1	✓
		WB	MCC_302_D_WB	176	181	5	0.4	✓	15	11	-4	1.1	✓	0	3	3	2.4	✓	191	195	4	0.3	✓
303	B1119 / B1112 / B1069 (B1069 South)	NB	MCC_303_A_NB	180	207	27	1.9	✓	13	6	-7	2.3	✓	1	1	0	0.0	✓	194	214	20	1.4	✓
		SB	MCC_303_A_SB	159	150	-9	0.7	✓	20	5	-15	4.2	✓	4	1	-3	1.9	✓	183	156	-27	2.1	✓
	B1119 / B1112 / B1069 (B1119 West)	EB	MCC_303_B_EB	117	120	3	0.3	✓	13	9	-4	1.2	✓	0	3	3	2.4	✓	130	132	2	0.2	✓
		WB	MCC_303_B_WB	111	118	7	0.7	✓	10	5	-5	1.8	✓	0	2	2	2.0	✓	121	125	4	0.4	✓
	B1119 / B1112 / B1069 (B1112 North)	SB	MCC_303_C_SB	163	162	-1	0.1	✓	18	6	-12	3.5	✓	4	2	-2	1.2	✓	185	170	-15	1.1	✓
		NB	MCC_303_C_NB	205	199	-6	0.4	✓	18	10	-8	2.1	✓	1	1	0	0.0	✓	224	210	-14	1.0	✓
304	B1119 / B1112 / B1069 (B1112 East)	WB	MCC_303_D_WB	140	82	-58	5.5	✓	15	1	-14	4.9	✓	0	1	1	1.4	✓	155	84	-71	6.5	✓
		EB	MCC_303_D_EB	125	106	-19	1.8	✓	11	3	-8	3.0	✓	0	2	2	2.0	✓	136	111	-25	2.2	✓
	B1122 / Sizewell Road (B1122 North)	SB	MCC_304_A_SB	90	86	-4	0.4	✓	8	1	-7	3.3	✓	0	2	2	2.0	✓	98	89	-9	0.9	✓
		NB	MCC_304_A_NB	103	63	-40	4.4	✓	13	0	-13	5.1	✓	0	1	1	1.4	✓	116	64	-52	5.5	✓
	B1122 / Sizewell Road (Sizewell Road East)	WB	MCC_304_B_WB	166	182	16	1.2	✓	23	6	-17	4.5	✓	0	1	1	1.4	✓	189	189	0	0.0	✓
		EB	MCC_304_B_EB	150	163	13	1.0	✓	14	6	-8	2.5	✓	0	1	1	1.4	✓	164	170	6	0.5	✓
304	B1122 / Sizewell Road (B1122 South)	NB	MCC_304_C_NB	92	74	-18	2.0	✓	10	1	-9	3.8	✓	0	0	0	0.0	✓	102	75	-27	2.9	✓
		SB	MCC_304_C_SB	87	71	-16	1.8	✓	9	1	-8	3.6	✓	0	1	1	1.4	✓	96	73	-23	2.5	✓
304	B1122 / Sizewell Road (Cross Street West)	EB	MCC_304_D_EB	86	81	-5	0.5	✓	9	5	-4	1.5	✓	0	0	0	0.0	✓	95	86	-9	0.9	✓
		WB	MCC_304_D_WB	94	125	31	3.0	✓	14	5	-9	2.9	✓	0	0	0	0.0	✓	108	130	22	2.0	✓

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
30013376	A12 - between A1117 and B1375	NB	30013376	565	500	-65	2.8	✓	12	7	-5	1.6	✓	13	11	-2	0.6	✓	590	518	-72	3.1	✓
30013377		SB	30013377	555	552	-3	0.1	✓	19	16	-3	0.7	✓	11	16	5	1.4	✓	585	584	-1	0.0	✓
30013396	A14 - J56 Through	EB	30013396	1397	1325	-72	2.0	✓	64	75	11	1.3	✓	257	233	-24	1.5	✓	1718	1633	-85	2.1	✓
30013397	A14 - J56 EXIT	EB	30013397	359	249	-110	6.3	✗	13	11	-2	0.6	✓	9	16	7	2.0	✓	381	276	-105	5.8	✗
30013398	A14 - J57 Through	EB	30013398	1270	1221	-49	1.4	✓	47	79	32	4.0	✓	214	212	-2	0.1	✓	1531	1512	-19	0.5	✓
30013399	A14 - J57 EXIT	EB	30013399	539	522	-17	0.7	✓	31	18	-13	2.6	✓	60	29	-31	4.6	✓	630	569	-61	2.5	✓
30013402	A14 - J57 Through	WB	30013402	982	1063	81	2.5	✓	34	67	33	4.6	✓	211	210	-1	0.1	✓	1227	1340	113	3.2	✓
30013403	A14 - J57 EXIT	WB	30013403	226	234	8	0.5	✓	8	13	5	1.5	✓	26	4	-22	5.7	✓	260	251	-9	0.6	✓
30013406	A14 - J55 Through	WB	30013406	731	719	-12	0.4	✓	26	16	-10	2.2	✓	167	150	-17	1.4	✓	924	885	-39	1.3	✓
30013407	A14 - J55 EXIT	WB	30013407	901	866	-35	1.2	✓	28	50	22	3.5	✓	87	74	-13	1.4	✓	1016	990	-26	0.8	✓
30013408	A14 - J55 Through	EB	30013408	740	691	-49	1.8	✓	31	23	-8	1.5	✓	156	135	-21	1.7	✓	927	849	-78	2.6	✓
30013410	A14 - J53 Through	NB	30013410	1195	1008	-187	5.6	✗	50	49	-1	0.1	✓	227	205	-22	1.5	✓	1472	1262	-210	5.7	✓
30013411	A14 - J53 EXIT	NB	30013411	285	123	-162	11.3	✗	12	5	-7	2.4	✓	9	2	-7	3.0	✓	306	130	-176	11.9	✗
30013415	A14 - J51 EXIT	NB	30013415	624	544	-80	3.3	✓	28	45	17	2.8	✓	46	44	-2	0.3	✓	698	633	-65	2.5	✓
30013417	A14 - J51 EXIT	SB	30013417	164	131	-33	2.7	✓	9	26	17	4.1	✓	11	13	2	0.6	✓	184	170	-14	1.1	✓
30013418	A14 - between J51 and J50	NB	30013418	1164	1124	-40	1.2	✓	44	58	14	2.0	✓	205	191	-14	1.0	✓	1413	1373	-40	1.1	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	114	3	101	91%
LGV	114	0	103	99%
HGV	114	0	110	100%
Total Vehs	114	5	99	91%

Table A.15 – Traffic Flow Validation – Screenlines – 6-7am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Site	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	38	41	3	0.5	6	2	-4	2.0	1	0	-1	1.4	45	43	-2	0.3
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	99	192	93	7.7	25	42	17	2.9	24	24	0	0.0	148	258	110	7.7
ATC_10_EB	A1120 West of Peasenhall	EB	23	21	-2	0.4	4	3	-1	0.5	5	4	-1	0.5	32	28	-4	0.7
ATC_12_EB	A12 West of Marlesford	EB	215	170	-45	3.2	34	35	1	0.2	32	24	-8	1.5	281	229	-52	3.3
ATC_85_EB	B1069 between Tunstall and Snape	EB	28	31	3	0.6	4	5	1	0.5	1	1	0	0.0	33	37	4	0.7
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	18	29	11	2.3	4	1	-3	1.9	1	0	-1	1.4	23	30	7	1.4
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	210	101	-109	8.7	40	26	-14	2.4	22	25	3	0.6	272	152	-120	8.2
ATC_10_WB	A1120 West of Peasenhall	WB	23	32	9	1.7	6	7	1	0.4	3	3	0	0.0	32	42	10	1.6
ATC_12_WB	A12 West of Marlesford	WB	251	254	3	0.2	45	50	5	0.7	26	22	-4	0.8	322	326	4	0.2
ATC_85_WB	B1069 between Tunstall and Snape	WB	25	43	18	3.1	5	5	0	0.0	2	2	0	0.0	32	50	18	2.8

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	403	455	52	2.5	73	87	14	1.6	63	53	-10	1.3	539	595	56	2.4
	Outbound	527	459	-68	3.1	100	89	-11	1.1	54	52	-2	0.3	681	600	-81	3.2

Table A.16 – Traffic Flow Validation – All Counts – 6-7am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road betw een Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	210	101	-109	8.7	✗	40	26	-14	2.4	✓	22	25	3	0.6	✓	272	152	-120	8.2	✗
		SB	ATC_1_SB	99	192	93	7.7	✓	25	42	17	2.9	✓	24	24	0	0.0	✓	148	258	110	7.7	✗
9	B1125 South of Westleton	NB	ATC_9_NB	18	29	11	2.3	✓	4	1	-3	1.9	✓	1	0	-1	1.4	✓	23	30	7	1.4	✓
		SB	ATC_9_SB	38	41	3	0.5	✓	6	2	-4	2.0	✓	1	0	-1	1.4	✓	45	43	-2	0.3	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	23	21	-2	0.4	✓	4	3	-1	0.5	✓	5	4	-1	0.5	✓	32	28	-4	0.7	✓
		WB	ATC_10_WB	23	32	9	1.7	✓	6	7	1	0.4	✓	3	3	0	0.0	✓	32	42	10	1.6	✓
12	A12 West of Marlesford	EB	ATC_12_EB	215	171	-44	3.2	✓	34	35	1	0.2	✓	32	24	-8	1.5	✓	281	230	-51	3.2	✓
		WB	ATC_12_WB	251	254	3	0.2	✓	45	50	5	0.7	✓	26	22	-4	0.8	✓	322	326	4	0.2	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	457	513	56	2.5	✓	149	111	-38	3.3	✓	41	45	4	0.6	✓	647	669	22	0.9	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	347	315	-32	1.8	✓	119	87	-32	3.2	✓	54	48	-6	0.8	✓	520	450	-70	3.2	✓
85	B1069 betw een Tunstall and Snape	EB	ATC_85_EB	28	31	3	0.6	✓	4	5	1	0.5	✓	1	1	0	0.0	✓	33	37	4	0.7	✓
		WB	ATC_85_WB	25	43	18	3.1	✓	5	5	0	0.0	✓	2	2	0	0.0	✓	32	50	18	2.8	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	34	37	3	0.5	✓	4	4	0	0.0	✓	2	3	1	0.6	✓	40	44	4	0.6	✓
		SB	ATC_90_SB	37	44	7	1.1	✓	6	4	-2	0.9	✓	3	3	0	0.0	✓	46	51	5	0.7	✓
91	B1125 betw een Blythburgh and Middleton	NB	ATC_91_NB	20	19	-1	0.2	✓	4	1	-3	1.9	✓	1	0	-1	1.4	✓	25	20	-5	1.1	✓
		SB	ATC_91_SB	35	44	9	1.4	✓	8	2	-6	2.7	✓	1	0	-1	1.4	✓	44	46	2	0.3	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	75%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Table A.17 – Traffic Flow Validation – Screenlines – 7-8am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	116	136	20	1.8	16	9	-7	2.0	2	0	-2	2.0	134	145	11	0.9
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	253	417	164	9.0	62	89	27	3.1	36	40	4	0.6	351	546	195	9.2
ATC_10_EB	A1120 West of Peasenhall	EB	79	77	-2	0.2	28	13	-15	3.3	10	8	-2	0.7	117	98	-19	1.8
ATC_12_EB	A12 West of Marlesford	EB	478	440	-38	1.8	90	100	10	1.0	45	45	0	0.0	613	585	-28	1.1
ATC_85_EB	B1069 between Tunstall and Snape	EB	96	95	-1	0.1	14	15	1	0.3	2	2	0	0.0	112	112	0	0.0
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	42	64	22	3.0	9	4	-5	2.0	2	1	-1	0.8	53	69	16	2.0
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	441	265	-176	9.4	77	69	-8	0.9	36	40	4	0.6	554	374	-180	8.4
ATC_10_WB	A1120 West of Peasenhall	WB	72	87	15	1.7	18	15	-3	0.7	7	6	-1	0.4	97	108	11	1.1
ATC_12_WB	A12 West of Marlesford	WB	552	606	54	2.2	68	76	8	0.9	29	30	1	0.2	649	712	63	2.4
ATC_85_WB	B1069 between Tunstall and Snape	WB	99	133	34	3.2	18	28	10	2.1	5	4	-1	0.5	122	165	43	3.6

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1022	1165	143	4.3	210	226	16	1.1	95	95	0	0.0	1327	1486	159	4.2
	Outbound	1206	1155	-51	1.5	190	192	2	0.1	79	81	2	0.2	1475	1428	-47	1.2

Table A.18 – Traffic Flow Validation – All Counts – 7-8am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	441	265	-176	9.4	✗	77	69	-8	0.9	✓	36	40	4	0.6	✓	554	374	-180	8.4	✗
		SB	ATC_1_SB	253	417	164	9.0	✗	62	89	27	3.1	✓	36	40	4	0.6	✓	351	546	195	9.2	✗
9	B1125 South of Westleton	NB	ATC_9_NB	42	64	22	3.0	✓	9	4	-5	2.0	✓	2	1	-1	0.8	✓	53	69	16	2.0	✓
		SB	ATC_9_SB	116	136	20	1.8	✓	16	9	-7	2.0	✓	2	0	-2	2.0	✓	134	145	11	0.9	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	79	77	-2	0.2	✓	28	13	-15	3.3	✓	10	8	-2	0.7	✓	117	98	-19	1.8	✓
		WB	ATC_10_WB	72	87	15	1.7	✓	18	15	-3	0.7	✓	7	6	-1	0.4	✓	97	108	11	1.1	✓
12	A12 West of Marlesford	EB	ATC_12_EB	478	440	-38	1.8	✓	90	100	10	1.0	✓	45	45	0	0.0	✓	613	585	-28	1.1	✓
		WB	ATC_12_WB	552	606	54	2.2	✓	68	76	8	0.9	✓	29	30	1	0.2	✓	649	712	63	2.4	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	1147	1318	171	4.9	✓	294	210	-84	5.3	✓	65	75	10	1.2	✓	1506	1603	97	2.5	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	818	830	12	0.4	✓	284	212	-72	4.6	✓	121	98	-23	2.2	✓	1223	1140	-83	2.4	✓
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	96	95	-1	0.1	✓	14	15	1	0.3	✓	2	2	0	0.0	✓	112	112	0	0.0	✓
		WB	ATC_85_WB	99	133	34	3.2	✓	18	28	10	2.1	✓	5	4	-1	0.5	✓	122	165	43	3.6	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	76	91	15	1.6	✓	15	10	-5	1.4	✓	4	5	1	0.5	✓	95	106	11	1.1	✓
		SB	ATC_90_SB	102	95	-7	0.7	✓	16	6	-10	3.0	✓	7	5	-2	0.8	✓	125	106	-19	1.8	✓
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	33	42	9	1.5	✓	5	3	-2	1.0	✓	3	0	-3	2.4	✓	41	45	4	0.6	✓
		SB	ATC_91_SB	106	139	33	3.0	✓	15	9	-6	1.7	✓	5	0	-5	3.2	✓	126	148	22	1.9	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	50%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Table A.19 – Traffic Flow Validation – Screenlines – 8-9am

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	80	100	20	2.1	14	10	-4	1.2	4	0	-4	2.8	98	110	12	1.2
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	320	423	103	5.3	70	84	14	1.6	43	49	6	0.9	433	556	123	5.5
ATC_10_EB	A1120 West of Peasenhall	EB	95	79	-16	1.7	21	11	-10	2.5	12	9	-3	0.9	128	99	-29	2.7
ATC_12_EB	A12 West of Marlesford	EB	480	483	3	0.1	91	106	15	1.5	45	47	2	0.3	616	636	20	0.8
ATC_85_EB	B1069 between Tunstall and Snape	EB	85	115	30	3.0	9	24	15	3.7	5	3	-2	1.0	99	142	43	3.9
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	59	86	27	3.2	12	5	-7	2.4	4	1	-3	1.9	75	92	17	1.9
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	402	313	-89	4.7	72	75	3	0.3	44	48	4	0.6	518	436	-82	3.8
ATC_10_WB	A1120 West of Peasenhall	WB	87	107	20	2.0	24	18	-6	1.3	10	8	-2	0.7	121	133	12	1.1
ATC_12_WB	A12 West of Marlesford	WB	680	689	9	0.3	71	67	-4	0.5	40	40	0	0.0	791	796	5	0.2
ATC_85_WB	B1069 between Tunstall and Snape	WB	64	156	92	8.8	16	30	14	2.9	5	4	-1	0.5	85	190	105	9.0

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1060	1200	140	4.2	205	235	30	2.0	109	108	-1	0.1	1374	1543	169	4.4
	Outbound	1292	1351	59	1.6	195	195	0	0.0	103	101	-2	0.2	1590	1647	57	1.4

Table A.20 – Traffic Flow Validation – All Counts – 8-9am

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	402	313	-89	4.7	✓	72	75	3	0.3	✓	44	48	4	0.6	✓	518	436	-82	3.8	✓
		SB	ATC_1_SB	320	423	103	5.3	✗	70	84	14	1.6	✓	43	49	6	0.9	✓	433	556	123	5.5	✗
9	B1125 South of Westleton	NB	ATC_9_NB	59	86	27	3.2	✓	12	5	-7	2.4	✓	4	1	-3	1.9	✓	75	92	17	1.9	✓
		SB	ATC_9_SB	80	100	20	2.1	✓	14	10	-4	1.2	✓	4	0	-4	2.8	✓	98	110	12	1.2	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	95	79	-16	1.7	✓	21	11	-10	2.5	✓	12	9	-3	0.9	✓	128	99	-29	2.7	✓
		WB	ATC_10_WB	87	107	20	2.0	✓	24	18	-6	1.3	✓	10	8	-2	0.7	✓	121	133	12	1.1	✓
12	A12 West of Marlesford	EB	ATC_12_EB	480	483	3	0.1	✓	91	106	15	1.5	✓	45	47	2	0.3	✓	616	636	20	0.8	✓
		WB	ATC_12_WB	680	689	9	0.3	✓	71	67	-4	0.5	✓	40	40	0	0.0	✓	791	796	5	0.2	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	1426	1457	31	0.8	✓	147	195	48	3.7	✓	96	92	-4	0.4	✓	1669	1744	75	1.8	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	843	954	111	3.7	✓	255	204	-51	3.4	✓	127	116	-11	1.0	✓	1225	1274	49	1.4	✓
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	85	115	30	3.0	✓	9	24	15	3.7	✓	5	3	-2	1.0	✓	99	142	43	3.9	✓
		WB	ATC_85_WB	64	156	92	8.8	✓	16	30	14	2.9	✓	5	4	-1	0.5	✓	85	190	105	9.0	✗
90	B1121 South West of Saxmundham	NB	ATC_90_NB	176	116	-60	5.0	✓	26	9	-17	4.1	✓	10	7	-3	1.0	✓	212	132	-80	6.1	✓
		SB	ATC_90_SB	155	124	-31	2.6	✓	14	5	-9	2.9	✓	8	6	-2	0.8	✓	177	135	-42	3.4	✓
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	45	54	9	1.3	✓	9	3	-6	2.4	✓	2	0	-2	2.0	✓	56	57	1	0.1	✓
		SB	ATC_91_SB	66	92	26	2.9	✓	17	9	-8	2.2	✓	4	0	-4	2.8	✓	87	101	14	1.4	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	3	75%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	3	75%

Table A.21 – Traffic Flow Validation – Screenlines – 3-4pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	86	90	4	0.4	13	6	-7	2.3	6	1	-5	2.7	105	97	-8	0.8
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	497	367	-130	6.3	72	69	-3	0.4	42	37	-5	0.8	611	473	-138	5.9
ATC_10_EB	A1120 West of Peasenhall	EB	103	105	2	0.2	17	5	-12	3.6	9	5	-4	1.5	129	115	-14	1.3
ATC_12_EB	A12 West of Marlesford	EB	751	721	-30	1.1	78	77	-1	0.1	35	36	1	0.2	864	834	-30	1.0
ATC_85_EB	B1069 between Tunstall and Snape	EB	108	166	58	5.0	9	7	-2	0.7	4	2	-2	1.2	121	175	54	4.4
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	100	94	-6	0.6	15	5	-10	3.2	5	0	-5	3.2	120	99	-21	2.0
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	379	491	112	5.4	60	71	11	1.4	28	35	7	1.2	467	597	130	5.6
ATC_10_WB	A1120 West of Peasenhall	WB	103	86	-17	1.7	22	12	-10	2.4	11	4	-7	2.6	136	102	-34	3.1
ATC_12_WB	A12 West of Marlesford	WB	584	614	30	1.2	66	86	20	2.3	41	42	1	0.2	691	742	51	1.9
ATC_85_WB	B1069 between Tunstall and Snape	WB	101	147	46	4.1	15	9	-6	1.7	6	2	-4	2.0	122	158	36	3.0

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1545	1449	-96	2.5	189	164	-25	1.9	96	81	-15	1.6	1830	1694	-136	3.2
	Outbound	1267	1432	165	4.5	178	183	5	0.4	91	83	-8	0.9	1536	1698	162	4.0

Table A.22 – Traffic Flow Validation – All Counts – 3-4pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	NB	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	379	491	112	5.4	✗	60	71	11	1.4	✓	28	35	7	1.2	✓	467	597	130	5.6	✗
		SB	ATC_1_SB	497	367	-130	6.3	✗	72	69	-3	0.4	✓	42	37	-5	0.8	✓	611	473	-138	5.9	✗
9	B1125 South of Westleton	NB	ATC_9_NB	100	94	-6	0.6	✓	15	5	-10	3.2	✓	5	0	-5	3.2	✓	120	99	-21	2.0	✓
		SB	ATC_9_SB	86	90	4	0.4	✓	13	6	-7	2.3	✓	6	1	-5	2.7	✓	105	97	-8	0.8	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	103	105	2	0.2	✓	17	5	-12	3.6	✓	9	5	-4	1.5	✓	129	115	-14	1.3	✓
		WB	ATC_10_WB	103	86	-17	1.7	✓	22	12	-10	2.4	✓	11	4	-7	2.6	✓	136	102	-34	3.1	✓
12	A12 West of Marlesford	EB	ATC_12_EB	751	721	-30	1.1	✓	78	77	-1	0.1	✓	35	36	1	0.2	✓	864	834	-30	1.0	✓
		WB	ATC_12_WB	584	614	30	1.2	✓	66	86	20	2.3	✓	41	42	1	0.2	✓	691	742	51	1.9	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	1174	1275	101	2.9	✓	275	215	-60	3.8	✓	95	98	3	0.3	✓	1544	1588	44	1.1	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	1312	1330	18	0.5	✓	188	158	-30	2.3	✓	96	82	-14	1.5	✓	1596	1570	-26	0.7	✓
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	108	166	58	5.0	✓	9	7	-2	0.7	✓	4	2	-2	1.2	✓	121	175	54	4.4	✓
		WB	ATC_85_WB	101	147	46	4.1	✓	15	9	-6	1.7	✓	6	2	-4	2.0	✓	122	158	36	3.0	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	226	121	-105	8.0	✗	17	10	-7	1.9	✓	7	5	-2	0.8	✓	250	136	-114	8.2	✗
		SB	ATC_90_SB	216	121	-95	7.3	✓	28	7	-21	5.0	✓	10	6	-4	1.4	✓	254	134	-120	8.6	✗
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	90	82	-8	0.9	✓	9	4	-5	2.0	✓	3	0	-3	2.4	✓	102	86	-16	1.7	✓
		SB	ATC_91_SB	40	59	19	2.7	✓	6	5	-1	0.4	✓	4	0	-4	2.8	✓	50	64	14	1.9	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	50%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Table A.23 – Traffic Flow Validation – Screenlines – 4-5pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	61	78	17	2.0	12	5	-7	2.4	3	1	-2	1.4	76	84	8	0.9
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	597	415	-182	8.1	79	69	-10	1.2	34	24	-10	1.9	710	508	-202	8.2
ATC_10_EB	A1120 West of Peasenhall	EB	120	128	8	0.7	20	19	-1	0.2	7	8	1	0.4	147	155	8	0.7
ATC_12_EB	A12 West of Marlesford	EB	828	773	-55	1.9	67	76	9	1.1	31	30	-1	0.2	926	879	-47	1.6
ATC_85_EB	B1069 between Tunstall and Snape	EB	116	187	71	5.8	18	24	6	1.3	6	2	-4	2.0	140	213	73	5.5
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	133	128	-5	0.4	21	4	-17	4.8	6	1	-5	2.7	160	133	-27	2.2
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	420	609	189	8.3	60	81	21	2.5	24	34	10	1.9	504	724	220	8.9
ATC_10_WB	A1120 West of Peasenhall	WB	112	95	-17	1.7	30	20	-10	2.0	6	4	-2	0.9	148	119	-29	2.5
ATC_12_WB	A12 West of Marlesford	WB	701	697	-4	0.2	85	90	5	0.5	37	38	1	0.2	823	825	2	0.1
ATC_85_WB	B1069 between Tunstall and Snape	WB	127	178	51	4.1	20	14	-6	1.5	5	2	-3	1.6	152	194	42	3.2

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1722	1581	-141	3.5	196	193	-3	0.2	81	65	-16	1.9	1999	1839	-160	3.7
	Outbound	1493	1707	214	5.4	216	209	-7	0.5	78	79	1	0.1	1787	1995	208	4.8

Table A.24 – Traffic Flow Validation – All Counts – 4-5pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	420	609	189	8.3	✗	60	81	21	2.5	✓	24	34	10	1.9	✓	504	724	220	8.9	✗
		SB	ATC_1_SB	597	415	-182	8.1	✗	79	69	-10	1.2	✓	34	24	-10	1.9	✓	710	508	-202	8.2	✗
9	B1125 South of Westleton	NB	ATC_9_NB	133	128	-5	0.4	✓	21	4	-17	4.8	✓	6	1	-5	2.7	✓	160	133	-27	2.2	✓
		SB	ATC_9_SB	61	78	17	2.0	✓	12	5	-7	2.4	✓	3	1	-2	1.4	✓	76	84	8	0.9	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	120	128	8	0.7	✓	20	19	-1	0.2	✓	7	8	1	0.4	✓	147	155	8	0.7	✓
		WB	ATC_10_WB	112	95	-17	1.7	✓	30	20	-10	2.0	✓	6	4	-2	0.9	✓	148	119	-29	2.5	✓
12	A12 West of Marlesford	EB	ATC_12_EB	828	773	-55	1.9	✓	67	76	9	1.1	✓	31	30	-1	0.2	✓	926	879	-47	1.6	✓
		WB	ATC_12_WB	701	697	-4	0.2	✓	85	90	5	0.5	✓	37	38	1	0.2	✓	823	825	2	0.1	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	1213	1388	175	4.9	✓	323	209	-114	7.0	✗	79	107	28	2.9	✓	1615	1704	89	2.2	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	1390	1307	-83	2.3	✓	253	152	-101	7.1	✗	100	72	-28	3.0	✓	1743	1531	-212	5.2	✓
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	116	187	71	5.8	✓	18	24	6	1.3	✓	6	2	-4	2.0	✓	140	213	73	5.5	✓
		WB	ATC_85_WB	127	178	51	4.1	✓	20	14	-6	1.5	✓	5	2	-3	1.6	✓	152	194	42	3.2	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	236	123	-113	8.4	✗	29	13	-16	3.5	✓	9	5	-4	1.5	✓	274	141	-133	9.2	✗
		SB	ATC_90_SB	217	161	-56	4.1	✓	20	9	-11	2.9	✓	6	7	1	0.4	✓	243	177	-66	4.6	✓
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	103	129	26	2.4	✓	11	3	-8	3.0	✓	3	0	-3	2.4	✓	117	132	15	1.3	✓
		SB	ATC_91_SB	39	55	16	2.3	✓	6	3	-3	1.4	✓	0	0	0	0.0	✓	45	58	13	1.8	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	50%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Table A.25 – Traffic Flow Validation – Screenlines – 5-6pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	60	79	19	2.3	7	2	-5	2.4	3	0	-3	2.4	70	81	11	1.3
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	548	360	-188	8.8	71	51	-20	2.6	20	19	-1	0.2	639	430	-209	9.0
ATC_10_EB	A1120 West of Peasenhall	EB	115	132	17	1.5	19	17	-2	0.5	6	3	-3	1.4	140	152	12	1.0
ATC_12_EB	A12 West of Marlesford	EB	784	755	-29	1.0	60	71	11	1.4	25	22	-3	0.6	869	848	-21	0.7
ATC_85_EB	B1069 between Tunstall and Snape	EB	124	192	68	5.4	12	9	-3	0.9	5	1	-4	2.3	141	202	61	4.7
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	85	84	-1	0.1	14	2	-12	4.2	1	0	-1	1.4	100	86	-14	1.5
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	392	558	166	7.6	50	61	11	1.5	18	16	-2	0.5	460	635	175	7.5
ATC_10_WB	A1120 West of Peasenhall	WB	97	93	-4	0.4	18	13	-5	1.3	5	2	-3	1.6	120	108	-12	1.1
ATC_12_WB	A12 West of Marlesford	WB	553	582	29	1.2	49	56	7	1.0	19	25	6	1.3	621	663	42	1.7
ATC_85_WB	B1069 between Tunstall and Snape	WB	123	162	39	3.3	16	7	-9	2.7	7	1	-6	3.0	146	170	24	1.9

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1631	1518	-113	2.8	169	150	-19	1.5	59	45	-14	1.9	1859	1713	-146	3.5
	Outbound	1250	1479	229	6.2	147	139	-8	0.7	50	44	-6	0.9	1447	1662	215	5.5

Table A.26 – Traffic Flow Validation – All Counts – 5-6pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	392	558	166	7.6	✗	50	61	11	1.5	✓	18	16	-2	0.5	✓	460	635	175	7.5	✗
		SB	ATC_1_SB	548	360	-188	8.8	✗	71	51	-20	2.6	✓	20	19	-1	0.2	✓	639	430	-209	9.0	✗
9	B1125 South of Westleton	NB	ATC_9_NB	85	84	-1	0.1	✓	14	2	-12	4.2	✓	1	0	-1	1.4	✓	100	86	-14	1.5	✓
		SB	ATC_9_SB	60	79	19	2.3	✓	7	2	-5	2.4	✓	3	0	-3	2.4	✓	70	81	11	1.3	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	115	132	17	1.5	✓	19	17	-2	0.5	✓	6	3	-3	1.4	✓	140	152	12	1.0	✓
		WB	ATC_10_WB	97	93	-4	0.4	✓	18	13	-5	1.3	✓	5	2	-3	1.6	✓	120	108	-12	1.1	✓
12	A12 West of Marlesford	EB	ATC_12_EB	784	755	-29	1.0	✓	60	71	11	1.4	✓	25	22	-3	0.6	✓	869	848	-21	0.7	✓
		WB	ATC_12_WB	553	582	29	1.2	✓	49	56	7	1.0	✓	19	25	6	1.3	✓	621	663	42	1.7	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	1158	1461	303	8.4	✗	257	159	-98	6.8	✓	63	78	15	1.8	✓	1478	1698	220	5.5	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	1413	1285	-128	3.5	✓	223	134	-89	6.7	✓	63	56	-7	0.9	✓	1699	1475	-224	5.6	✓
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	124	192	68	5.4	✓	12	9	-3	0.9	✓	5	1	-4	2.3	✓	141	202	61	4.7	✓
		WB	ATC_85_WB	123	162	39	3.3	✓	16	7	-9	2.7	✓	7	1	-6	3.0	✓	146	170	24	1.9	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	208	136	-72	5.5	✓	20	12	-8	2.0	✓	3	4	1	0.5	✓	231	152	-79	5.7	✓
		SB	ATC_90_SB	213	146	-67	5.0	✓	18	6	-12	3.5	✓	3	4	1	0.5	✓	234	156	-78	5.6	✓
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	69	80	11	1.3	✓	8	1	-7	3.3	✓	0	0	0	0.0	✓	77	81	4	0.5	✓
		SB	ATC_91_SB	40	52	12	1.8	✓	6	2	-4	2.0	✓	1	0	-1	1.4	✓	47	54	7	1.0	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	50%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Table A.27 – Traffic Flow Validation – Screenlines – 6-7pm

Screenline			Cars				LGVs				HGVs				Total Vehicles			
Ref	Location	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
<i>Saxmundham Cordon</i>																		
<i>Inbound</i>																		
ATC_9_SB	B1125 South of Westleton	SB	53	63	10	1.3	5	1	-4	2.3	1	0	-1	1.4	59	64	5	0.6
ATC_1_SB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	SB	372	268	-104	5.8	37	34	-3	0.5	12	13	1	0.3	421	315	-106	5.5
ATC_10_EB	A1120 West of Peasenhall	EB	71	90	19	2.1	9	7	-2	0.7	2	2	0	0.0	82	99	17	1.8
ATC_12_EB	A12 West of Marlesford	EB	585	634	49	2.0	40	63	23	3.2	18	19	1	0.2	643	716	73	2.8
ATC_85_EB	B1069 between Tunstall and Snape	EB	73	143	70	6.7	6	4	-2	0.9	2	1	-1	0.8	81	148	67	6.3
<i>Outbound</i>																		
ATC_9_NB	B1125 South of Westleton	NB	45	60	15	2.1	10	1	-9	3.8	1	0	-1	1.4	56	61	5	0.7
ATC_1_NB	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	282	395	113	6.1	29	30	1	0.2	11	13	2	0.6	322	438	116	6.0
ATC_10_WB	A1120 West of Peasenhall	WB	71	74	3	0.4	14	8	-6	1.8	2	1	-1	0.8	87	83	-4	0.4
ATC_12_WB	A12 West of Marlesford	WB	398	418	20	1.0	35	40	5	0.8	10	17	7	1.9	443	475	32	1.5
ATC_85_WB	B1069 between Tunstall and Snape	WB	78	126	48	4.8	8	3	-5	2.1	1	1	0	0.0	87	130	43	4.1

Summary:

Screenline		Cars				LGVs				HGVs				Total Vehicles			
Screenline/Cordon	Direction	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH	Obs	Mod	Diff	GEH
Leiston	Inbound	1154	1198	44	1.3	97	109	12	1.2	35	35	0	0.0	1286	1342	56	1.5
	Outbound	874	1073	199	6.4	96	82	-14	1.5	25	32	7	1.3	995	1187	192	5.8

Table A.28 – Traffic Flow Validation – All Counts – 6-7pm

Count Location				Cars					LGVs					HGVs					Total Vehicles				
Site	Location	Dir	Count_ID	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow	Obs	Mod	Diff	GEH	GEH or Flow
1	A12 London Road between Willow Marsh Lane and A144 (Darsham)	NB	ATC_1_NB	282	395	113	6.1	✗	29	30	1	0.2	✓	11	13	2	0.6	✓	322	438	116	6.0	✗
		SB	ATC_1_SB	372	268	-104	5.8	✗	37	34	-3	0.5	✓	12	13	1	0.3	✓	421	315	-106	5.5	✗
9	B1125 South of Westleton	NB	ATC_9_NB	45	60	15	2.1	✓	10	1	-9	3.8	✓	1	0	-1	1.4	✓	56	61	5	0.7	✓
		SB	ATC_9_SB	53	63	10	1.3	✓	5	1	-4	2.3	✓	1	0	-1	1.4	✓	59	64	5	0.6	✓
10	A1120 West of Peasenhall	EB	ATC_10_EB	71	90	19	2.1	✓	9	7	-2	0.7	✓	2	2	0	0.0	✓	82	99	17	1.8	✓
		WB	ATC_10_WB	71	74	3	0.4	✓	14	8	-6	1.8	✓	2	1	-1	0.8	✓	87	83	-4	0.4	✓
12	A12 West of Marlesford	EB	ATC_12_EB	585	634	49	2.0	✓	40	63	23	3.2	✓	18	19	1	0.2	✓	643	716	73	2.8	✓
		WB	ATC_12_WB	398	418	20	1.0	✓	35	40	5	0.8	✓	10	17	7	1.9	✓	443	475	32	1.5	✓
82-3	A12 Southbound, S of the A1152 Rbt	SB	ATC_82-3_SB	864	1082	218	7.0	✗	260	117	-143	10.4	✗	26	45	19	3.2	✓	1150	1244	94	2.7	✓
82-4	A12 Northbound, S of the A1152 Rbt	NB	ATC_82-4_NB	1262	1145	-117	3.4	✓	257	129	-128	9.2	✗	61	48	-13	1.8	✓	1580	1322	-258	6.8	✗
85	B1069 between Tunstall and Snape	EB	ATC_85_EB	73	143	70	6.7	✓	6	4	-2	0.9	✓	2	1	-1	0.8	✓	81	148	67	6.3	✓
		WB	ATC_85_WB	78	126	48	4.8	✓	8	3	-5	2.1	✓	1	1	0	0.0	✓	87	130	43	4.1	✓
90	B1121 South West of Saxmundham	NB	ATC_90_NB	131	101	-30	2.8	✓	8	11	3	1.0	✓	3	3	0	0.0	✓	142	115	-27	2.4	✓
		SB	ATC_90_SB	132	108	-24	2.2	✓	13	4	-9	3.1	✓	3	3	0	0.0	✓	148	115	-33	2.9	✓
91	B1125 between Blythburgh and Middleton	NB	ATC_91_NB	26	51	25	4.0	✓	6	1	-5	2.7	✓	1	0	-1	1.4	✓	33	52	19	2.9	✓
		SB	ATC_91_SB	21	48	27	4.6	✓	6	1	-5	2.7	✓	0	0	0	0.0	✓	27	49	22	3.6	✓

Summary:

Vehicle Class	No. of Counts	GEH > 10	GEH <=5	% GEH or Flow
Car	4	0	2	50%
LGV	4	0	4	100%
HGV	4	0	4	100%
Total Vehs	4	0	2	50%

Appendix A.2

Journey Time Validation Graphs

Journey time validation graphs (06:00–07:00)

Figure A.1 – Journey time – Route 1 Eastbound (06:00-07:00)

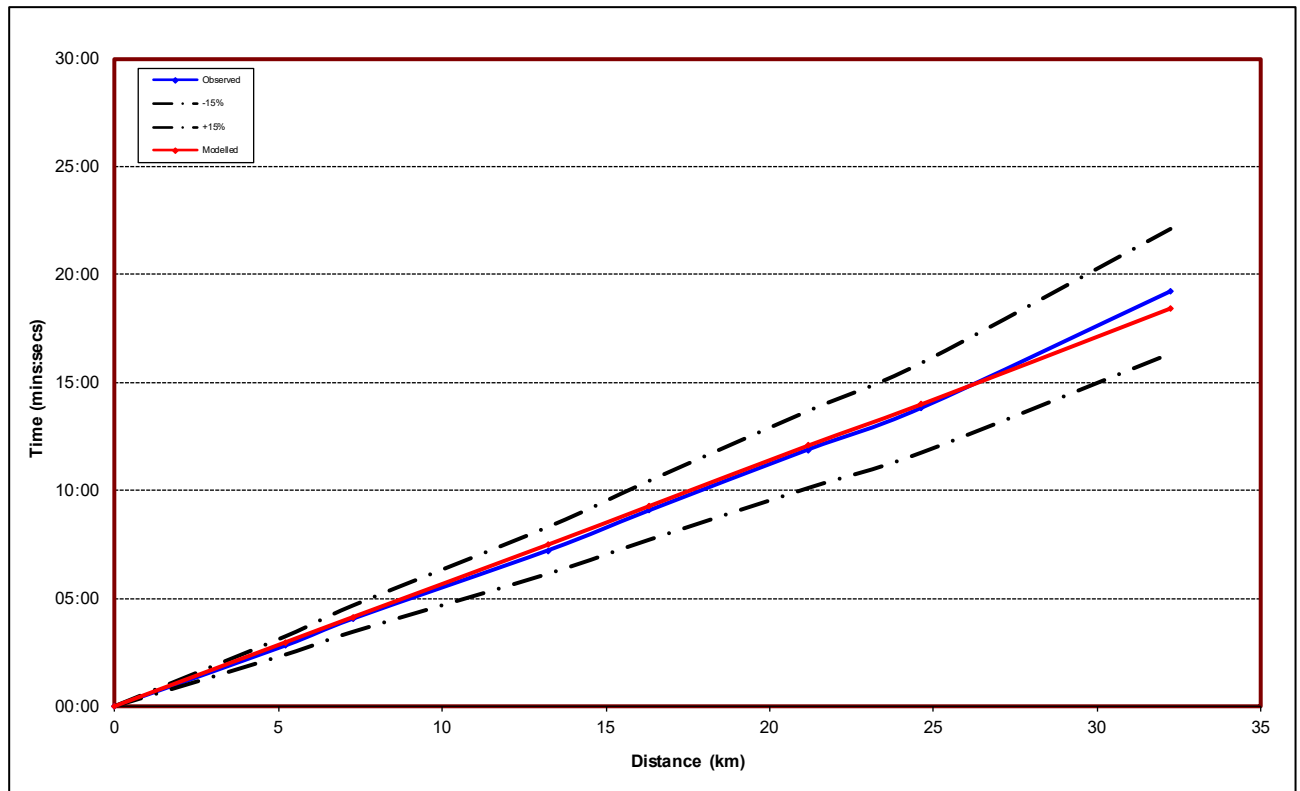


Figure A.2 – Journey time – Route 1 Westbound (06:00-07:00)

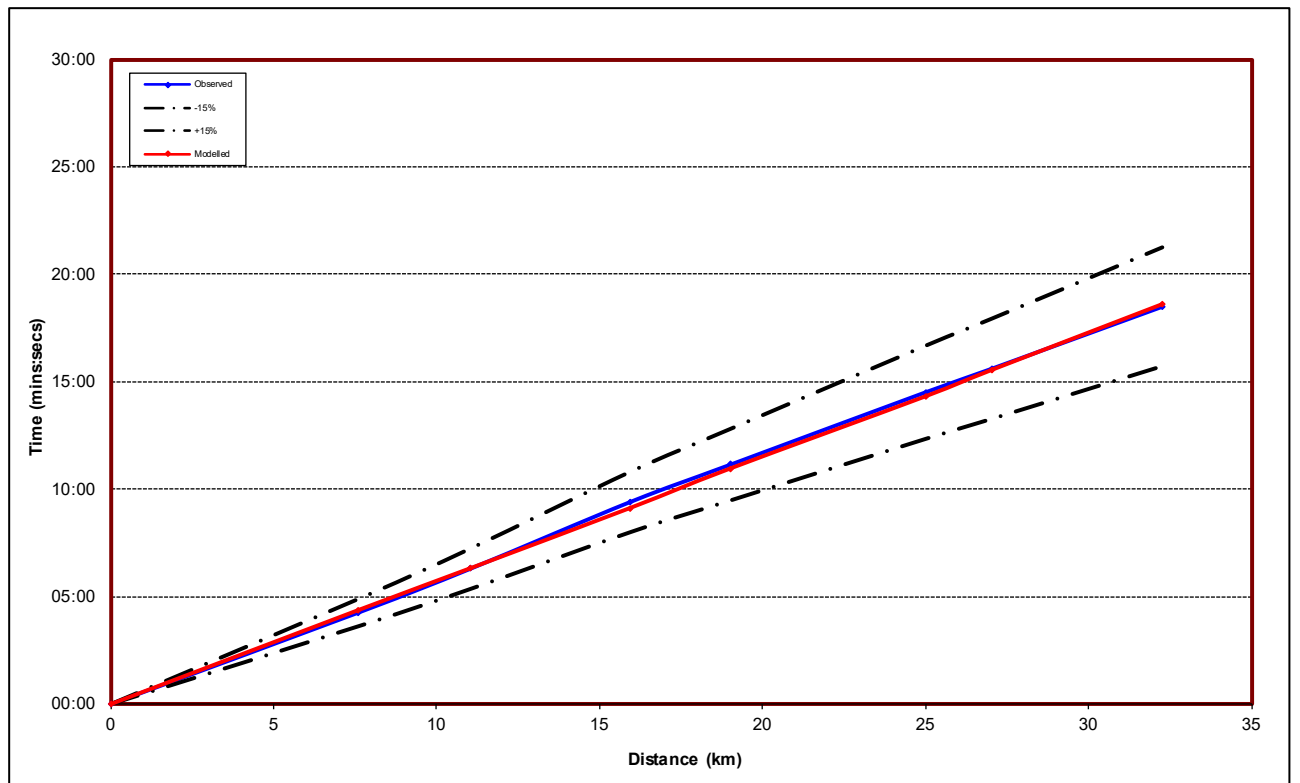


Figure A.3 – Journey time – Route 2 Northbound (06:00-07:00)

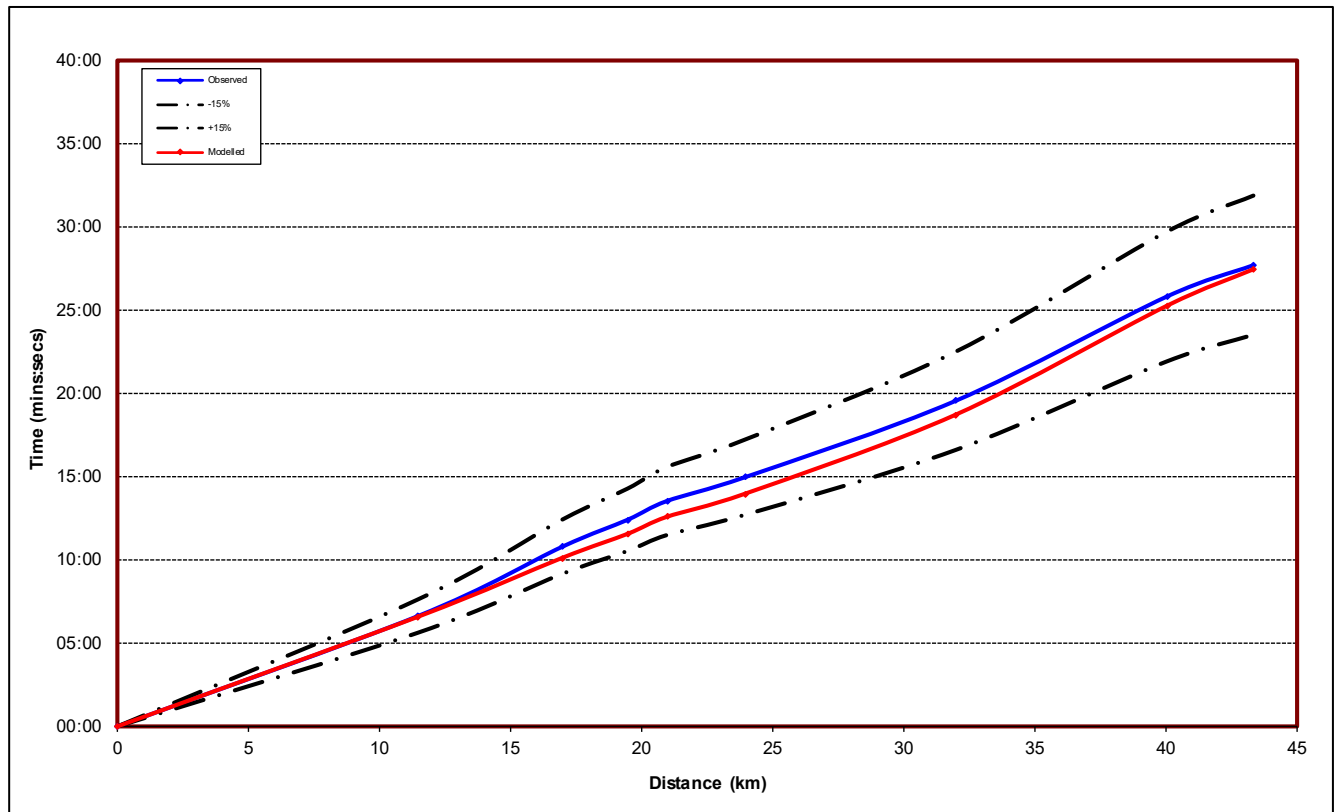


Figure A.4 – Journey time – Route 2 Southbound (06:00-07:00)

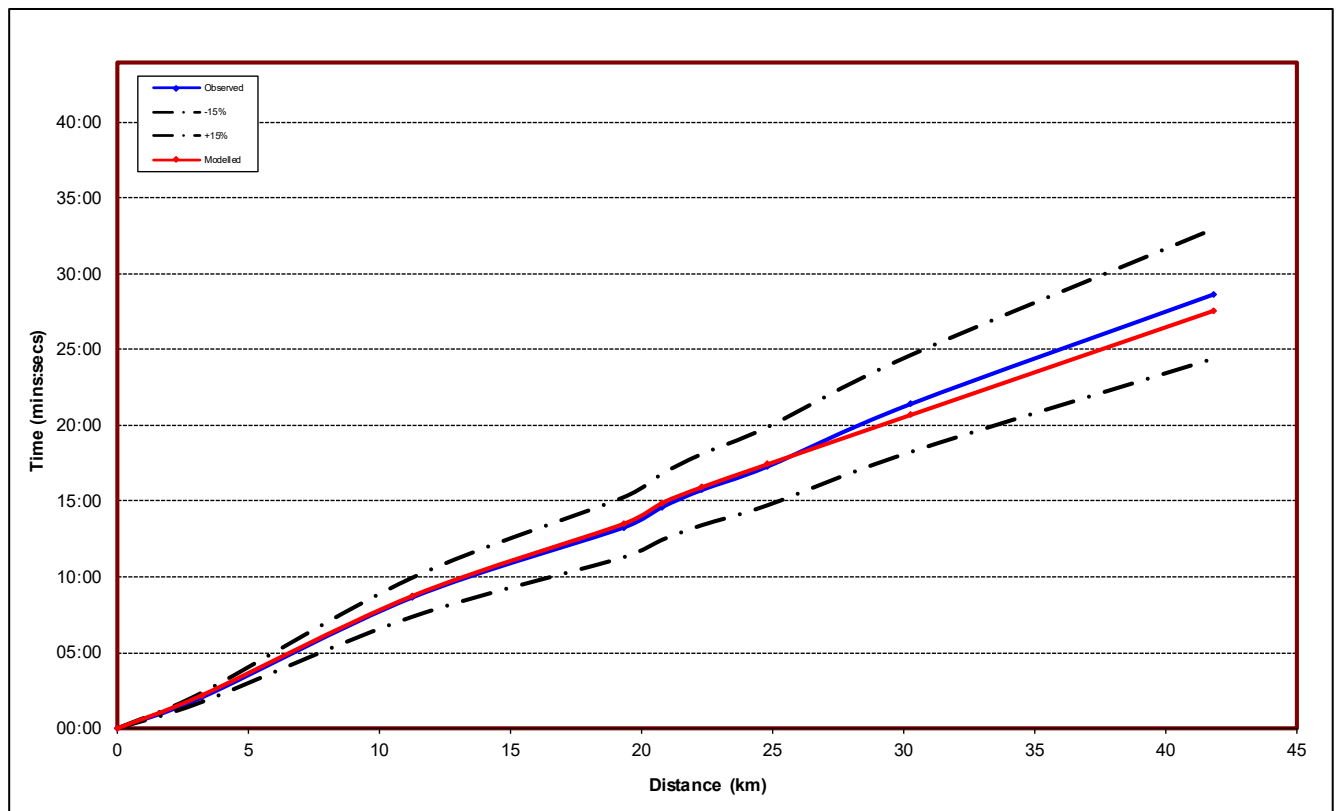


Figure A.5 – Journey time – Route 3 Northbound (06:00-07:00)

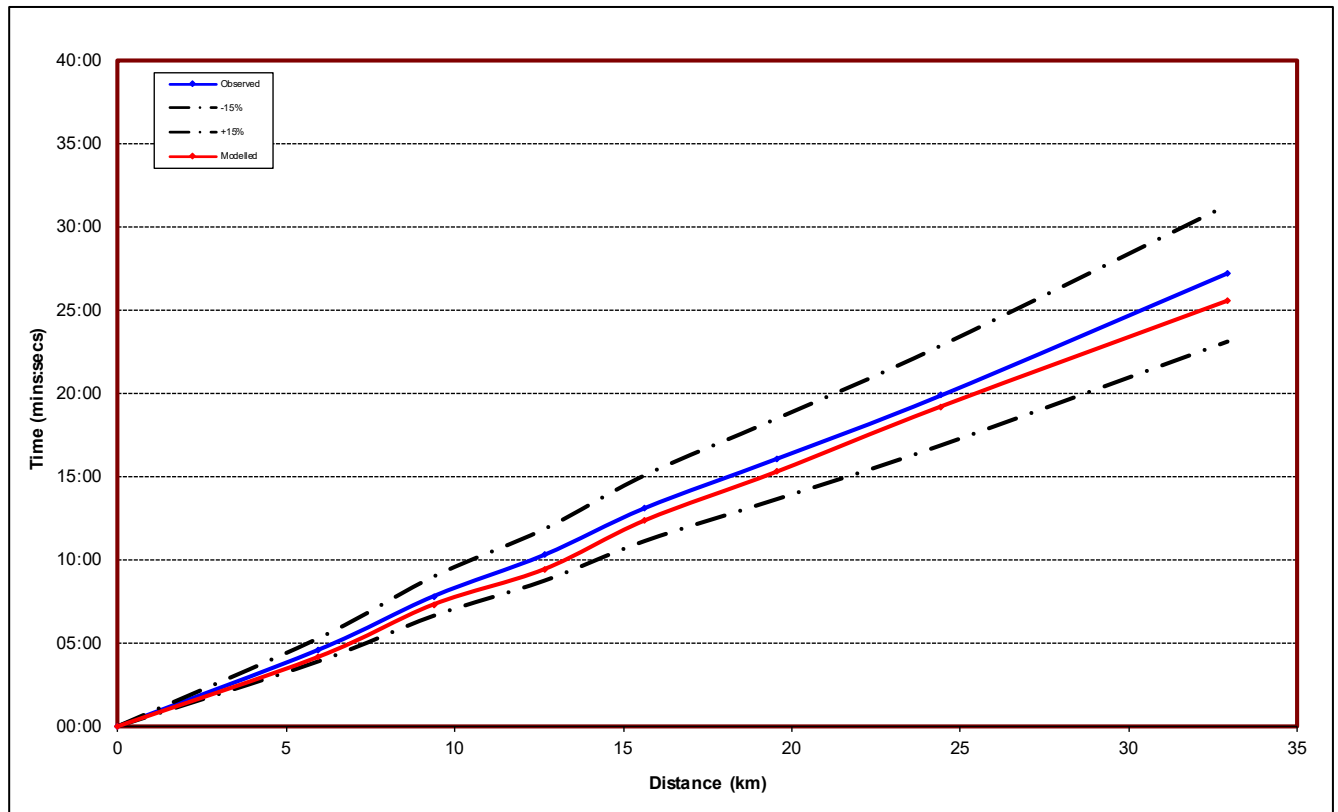


Figure A.6 – Journey time – Route 3 Southbound (06:00-07:00)

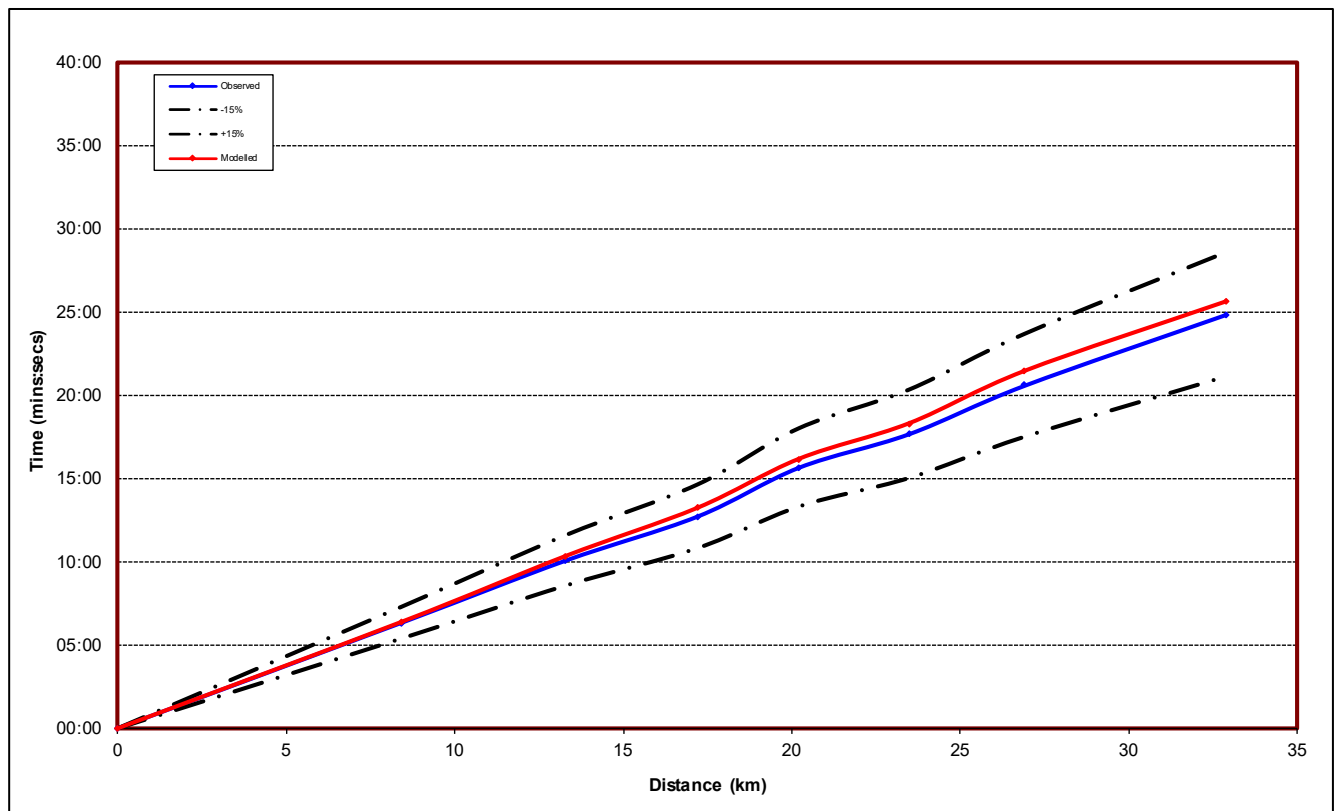


Figure A.7 – Journey time – Route 4 Eastbound (06:00-07:00)

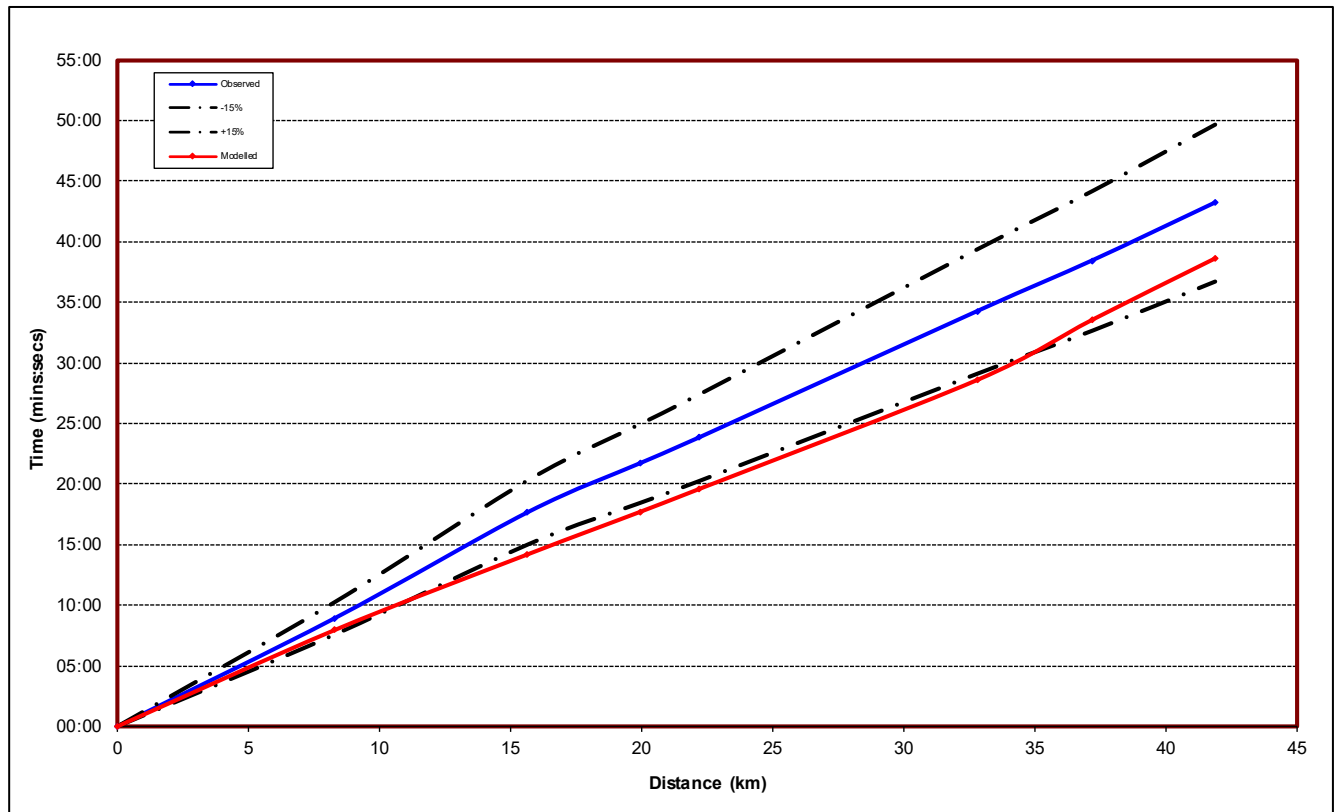


Figure A.8 – Journey time – Route 4 Westbound (06:00-07:00)

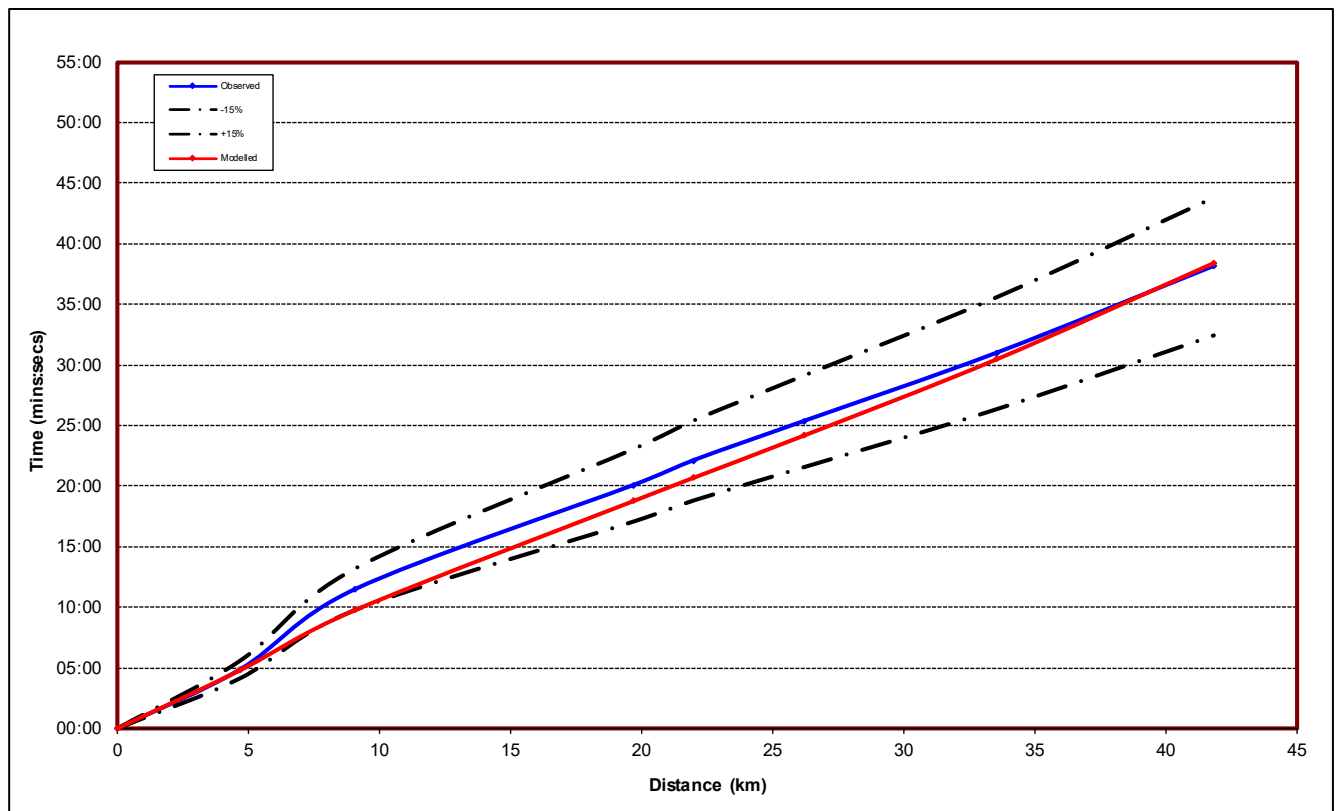


Figure A.9 – Journey time – Route 5 Eastbound (06:00-07:00)

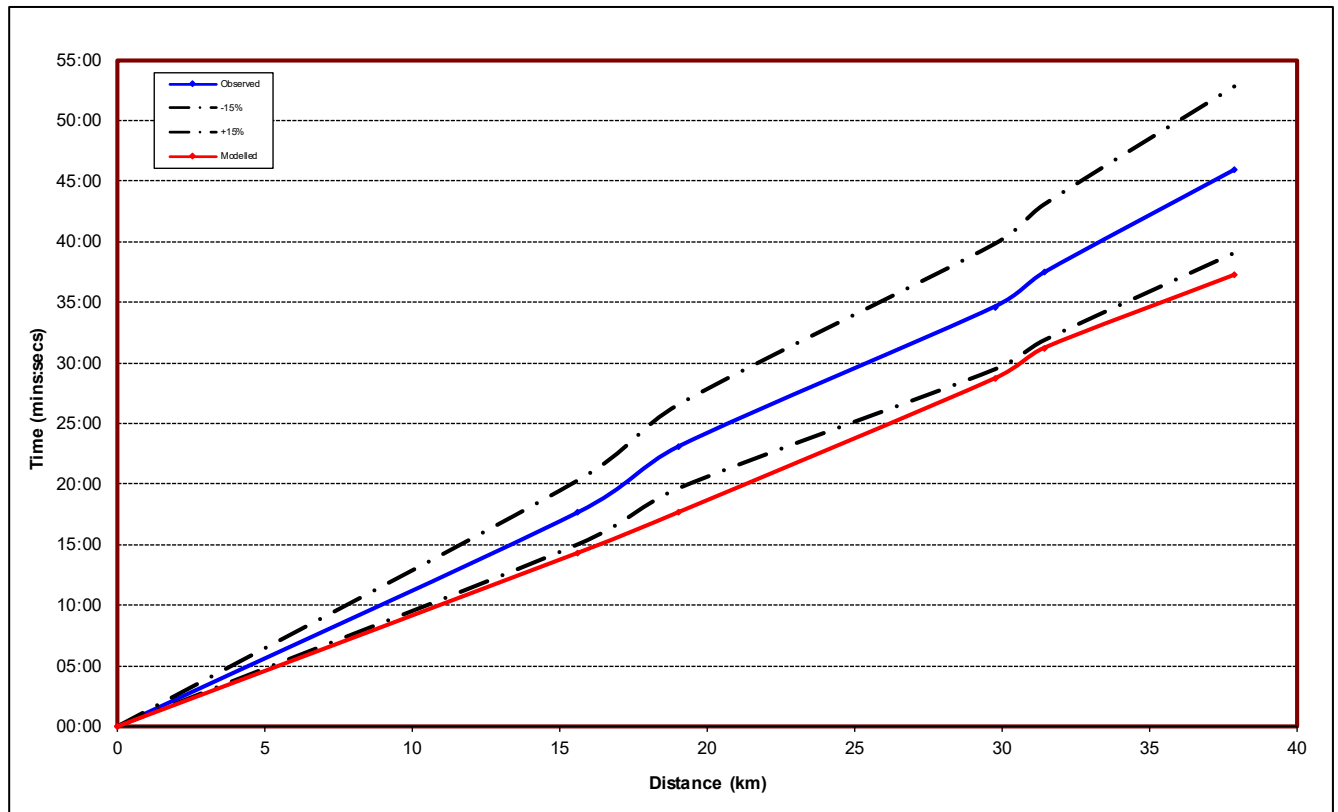


Figure A.10 – Journey time – Route 5 Westbound (06:00-07:00)

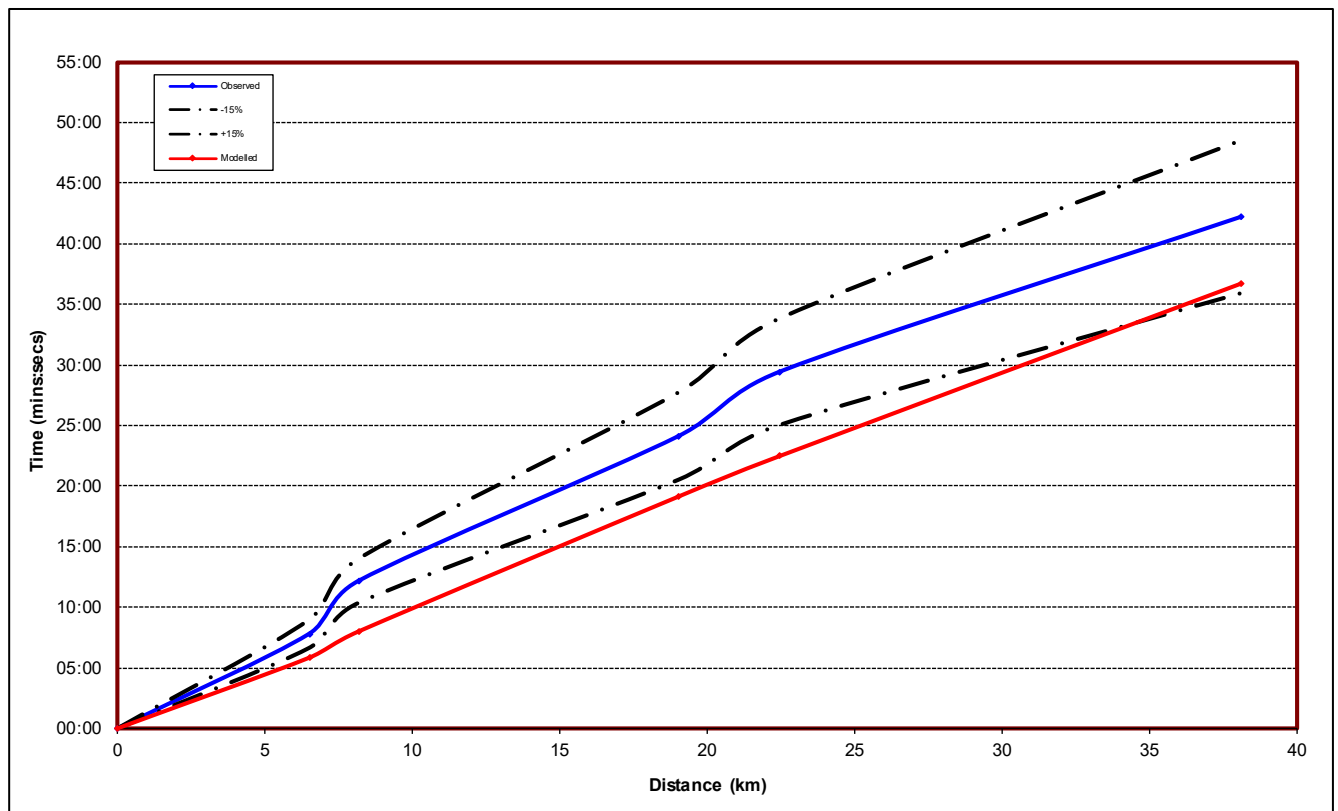


Figure A.11 – Journey time – Route 6 Northbound (06:00-07:00)

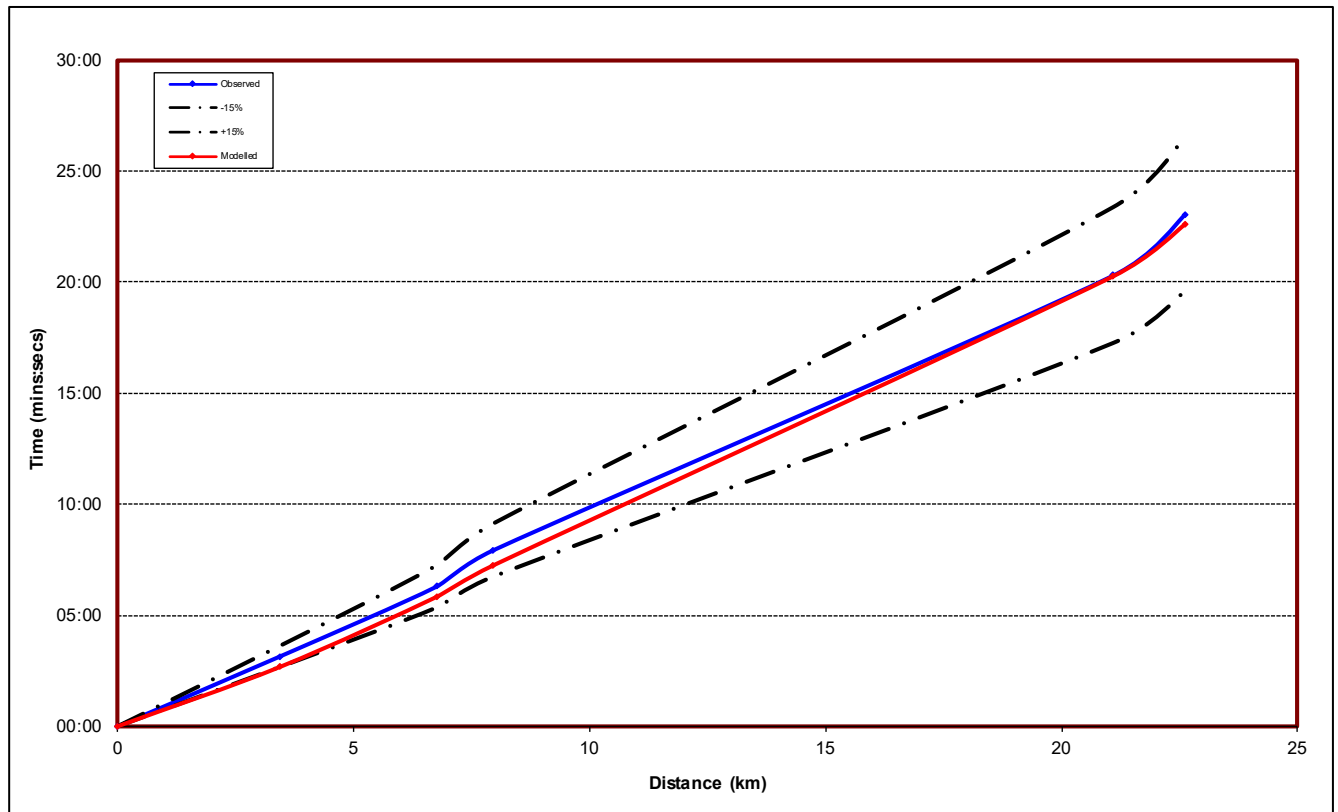


Figure A.12 – Journey time – Route 6 Southbound (06:00-07:00)

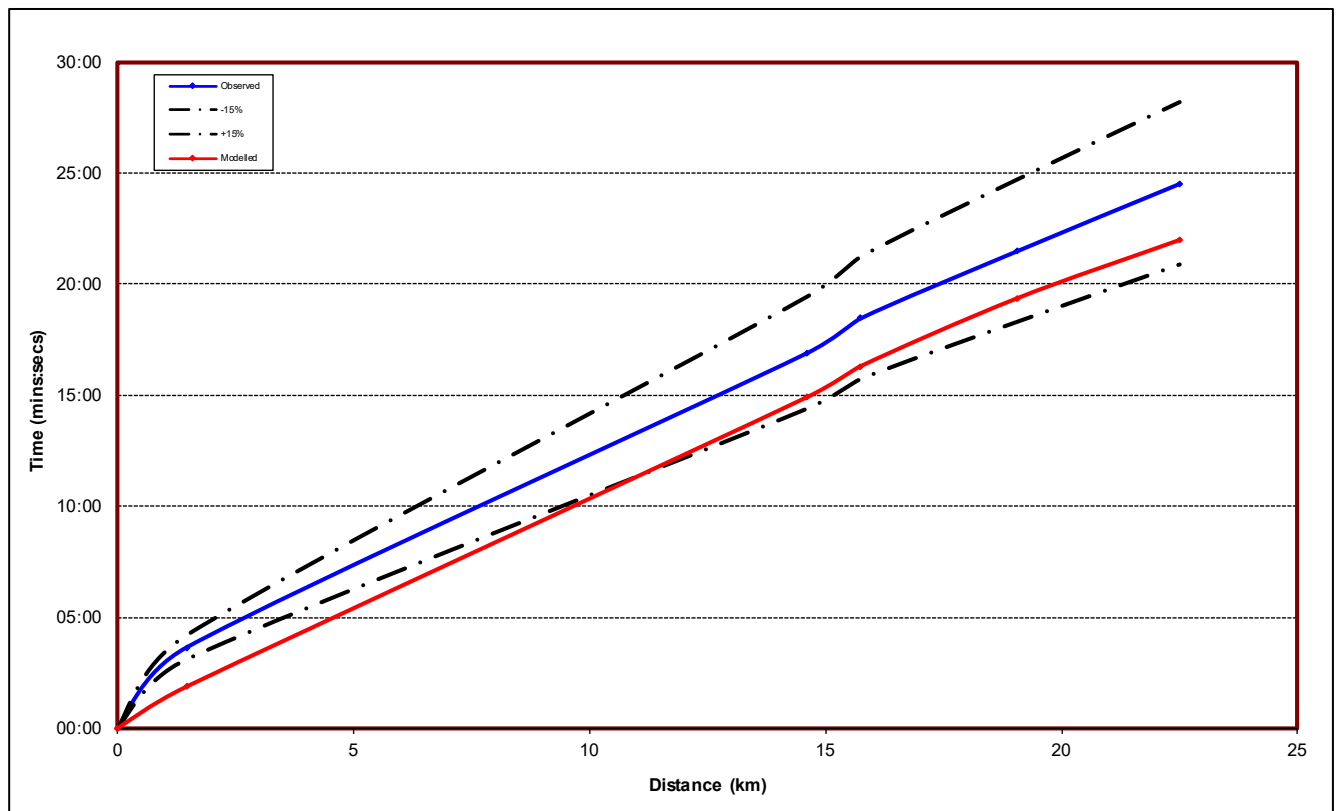


Figure A.13 – Journey time – Route 7 Northbound (06:00-07:00)

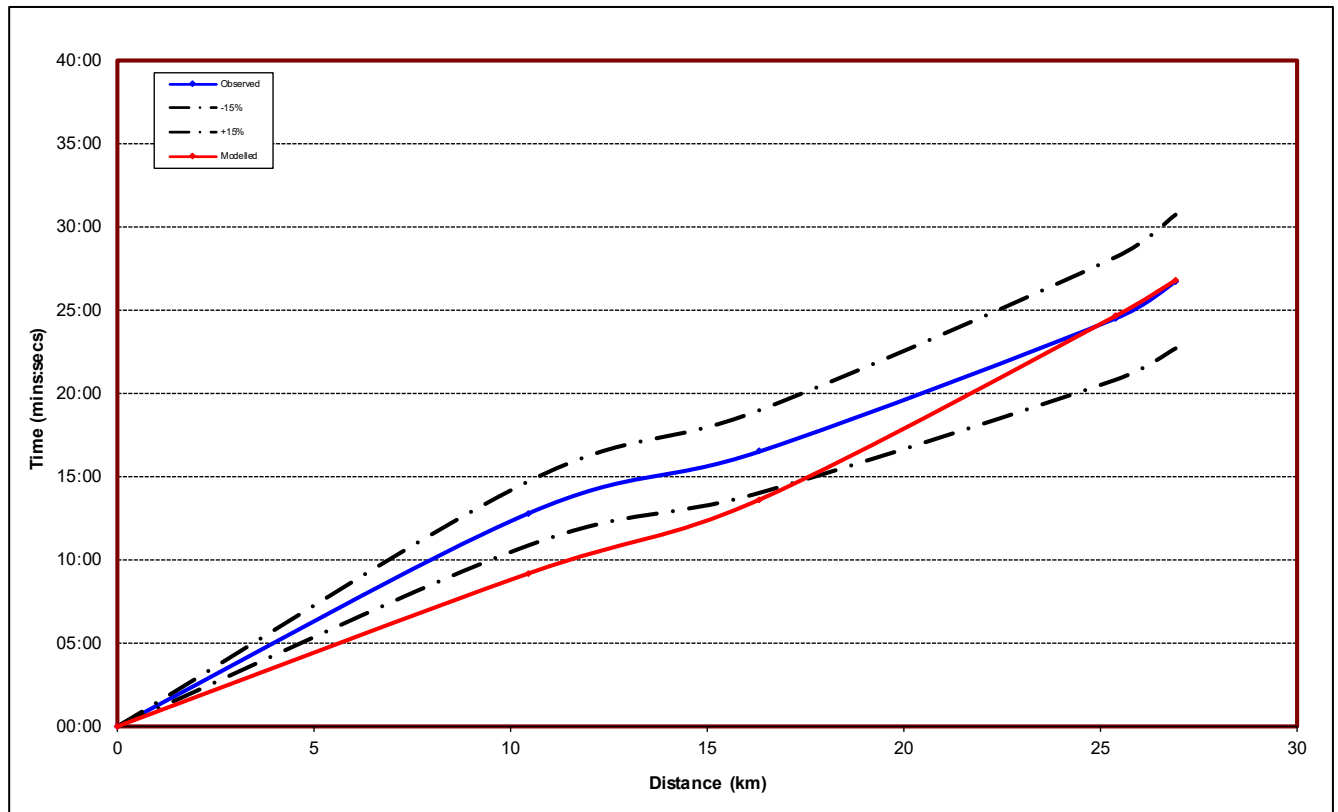


Figure A.14 – Journey time – Route 7 Southbound (06:00-07:00)

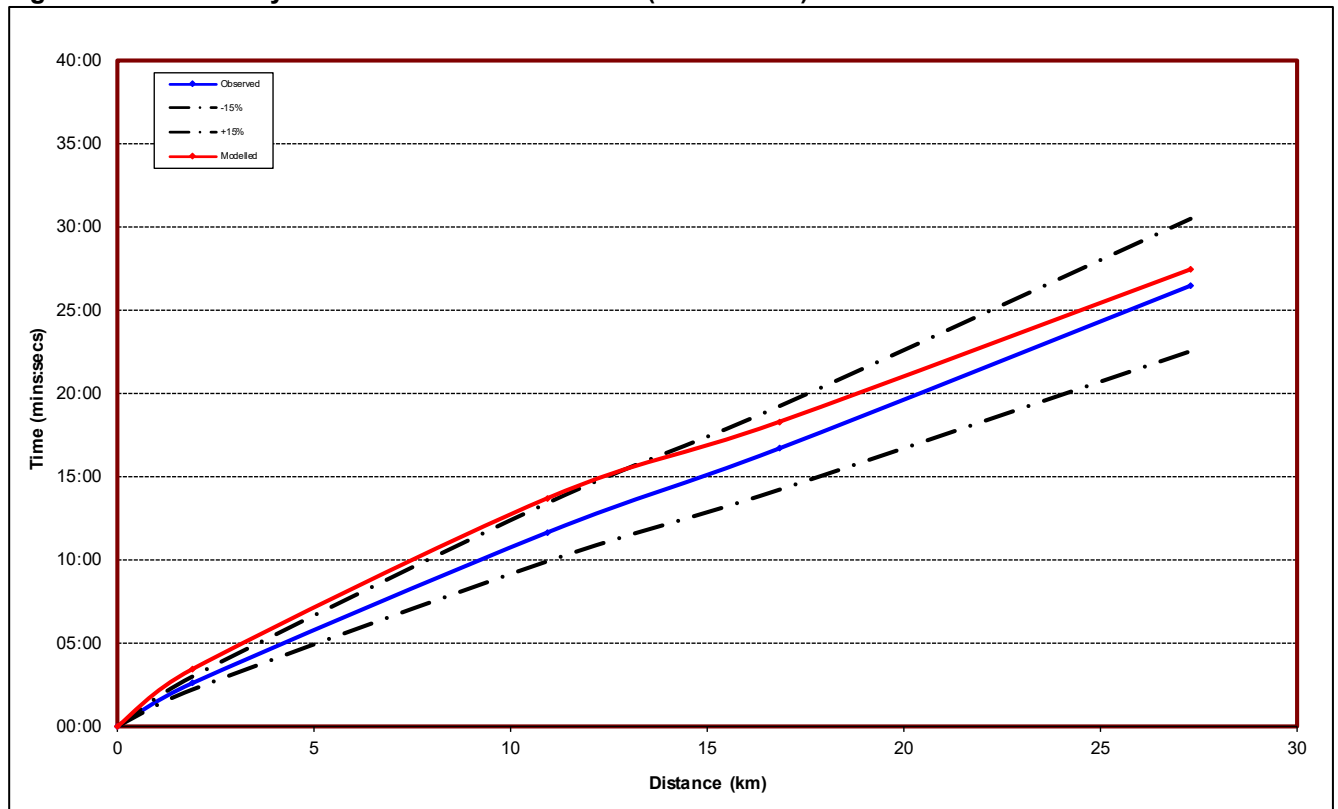


Figure A.15 – Journey time – Route 8 Northbound (06:00-07:00)

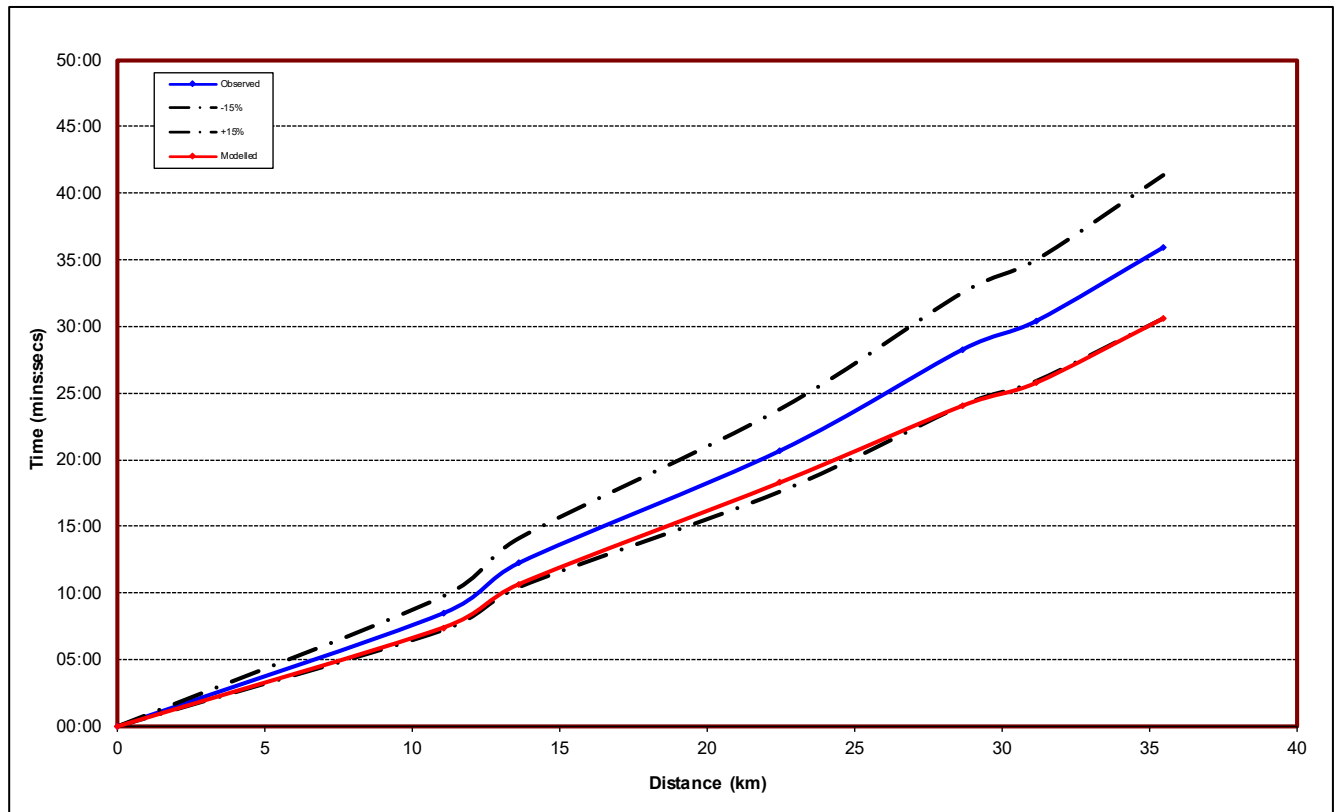


Figure A.16 – Journey time – Route 8 Southbound (06:00-07:00)

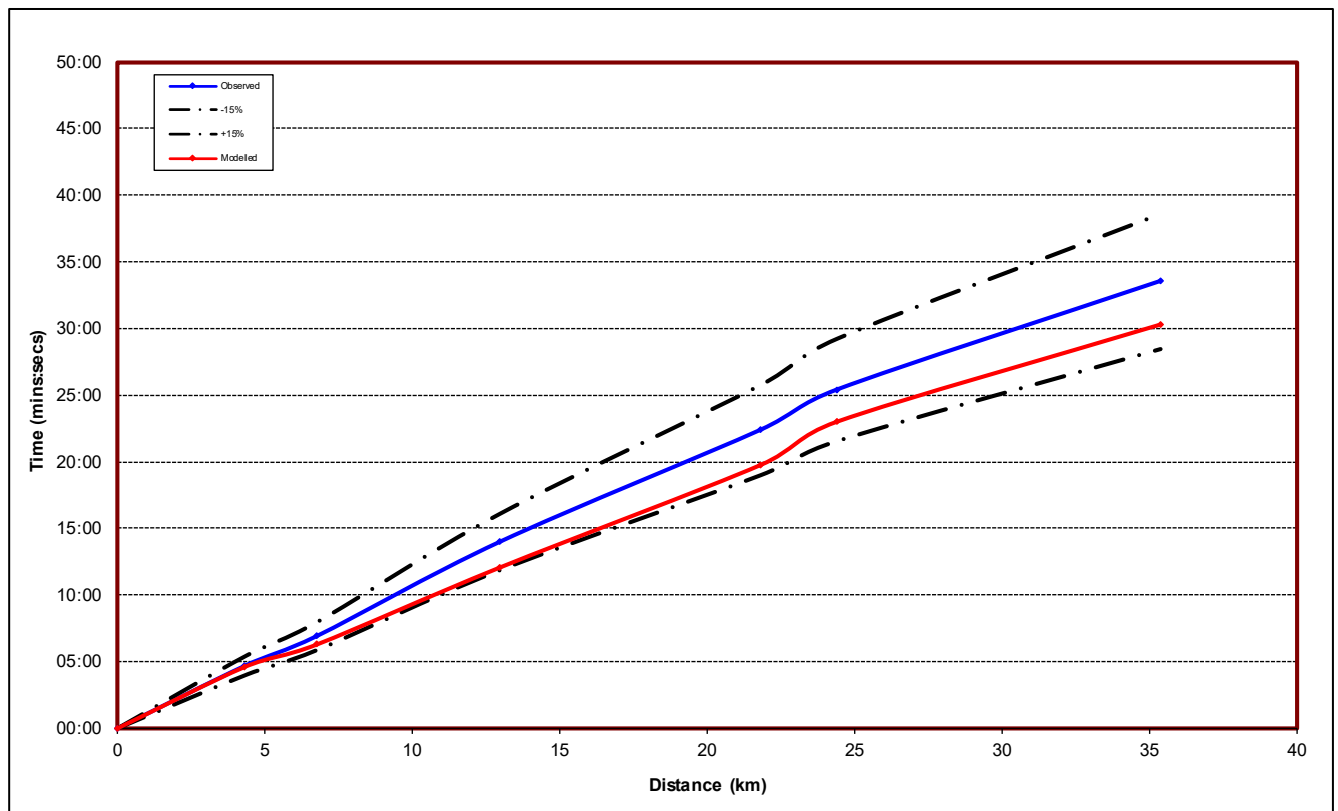


Figure A.17 – Journey time – Route 9 Eastbound (06:00-07:00)

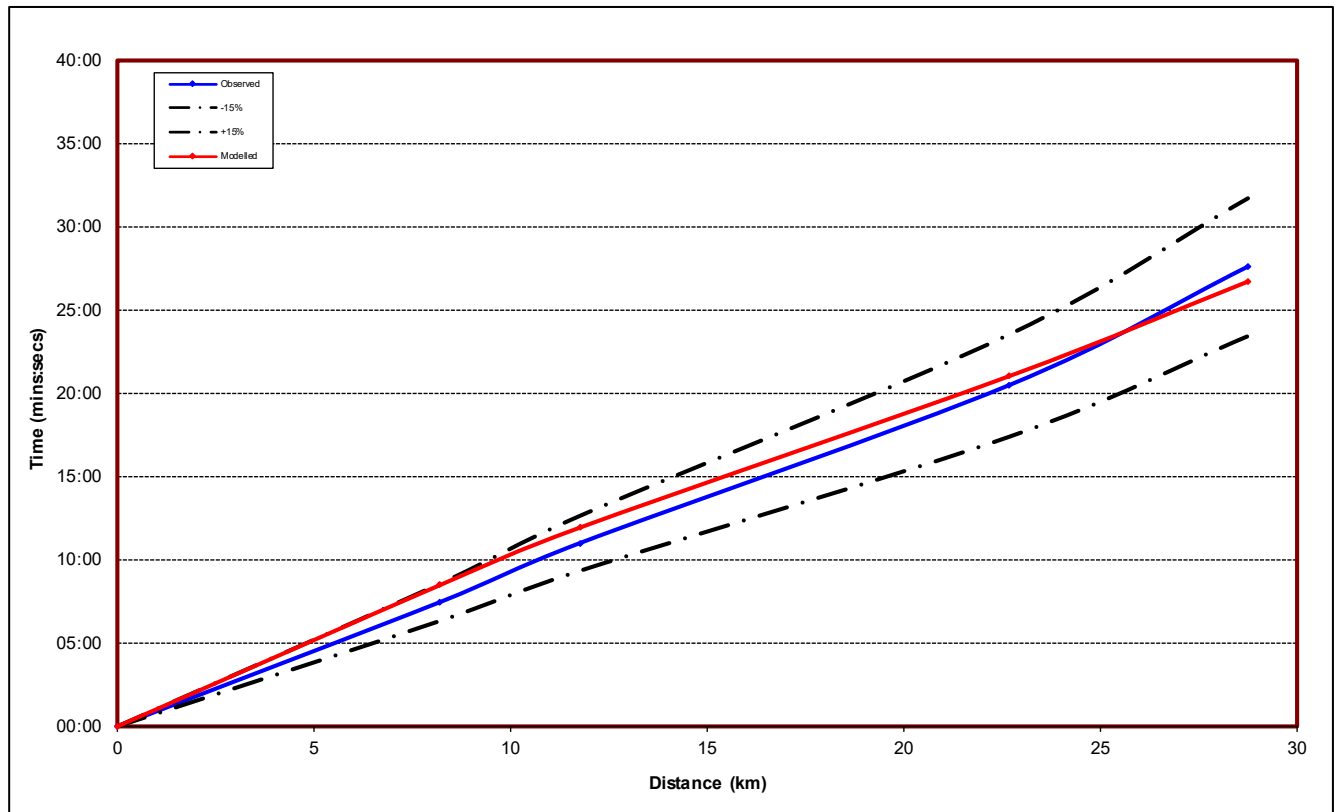


Figure A.18 – Journey time – Route 9 Westbound (06:00-07:00)

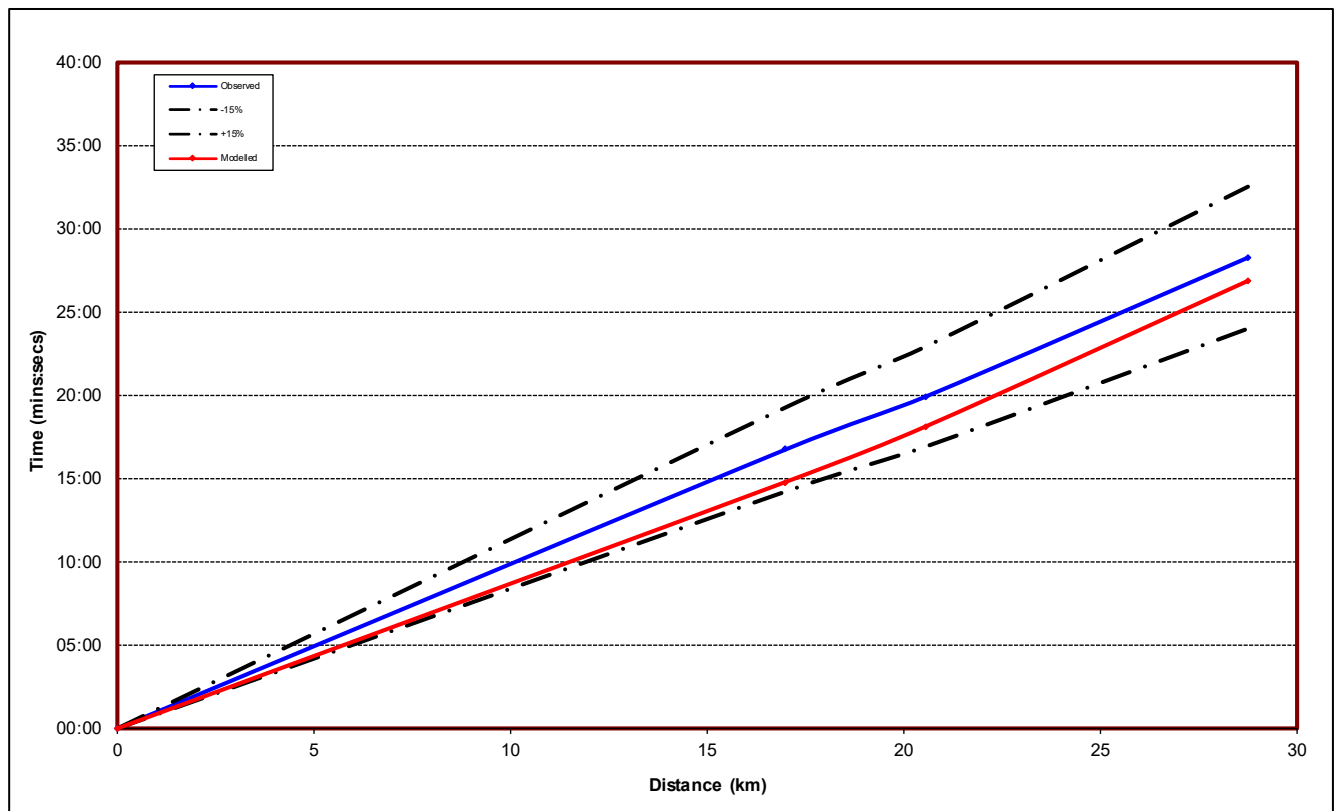


Figure A.19 – Journey time – Route 10 Northbound (06:00-07:00)

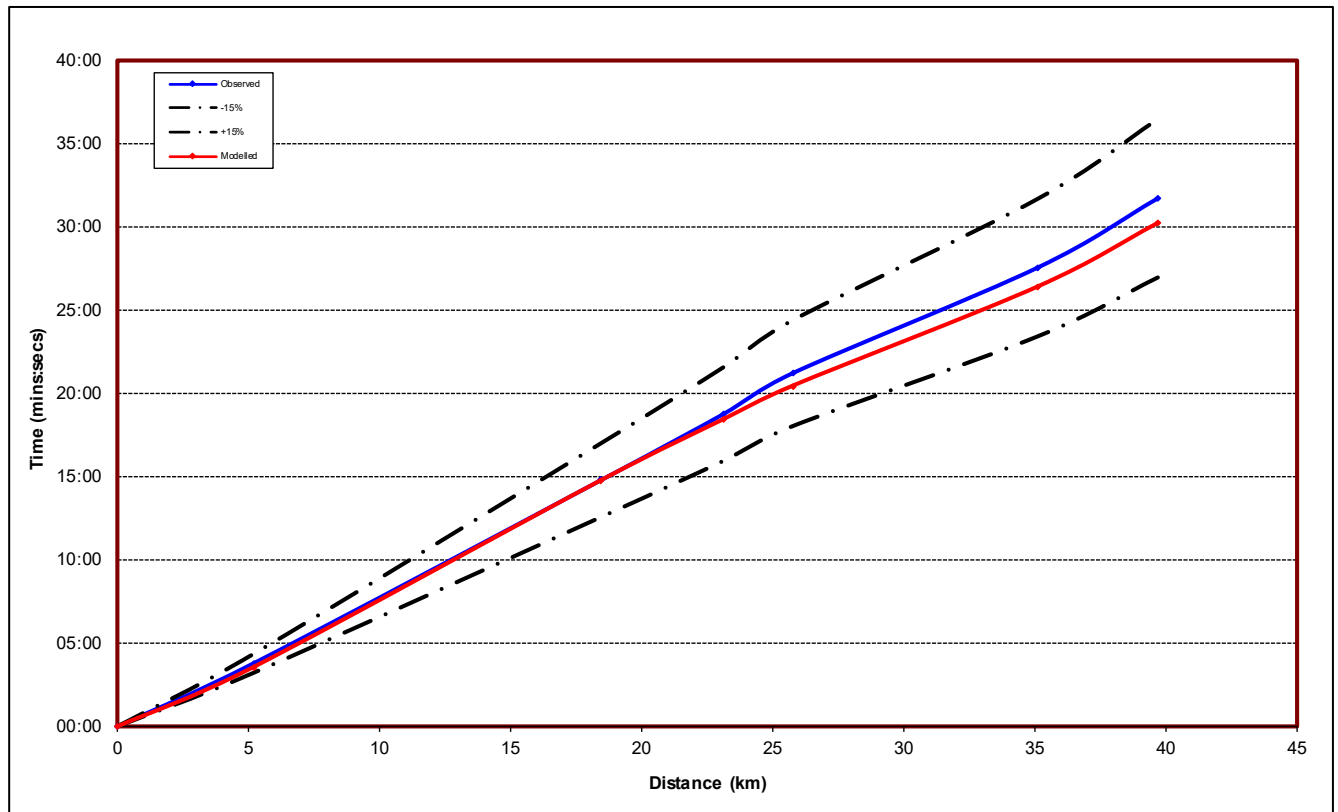


Figure A.20 – Journey time – Route 10 Southbound (06:00-07:00)

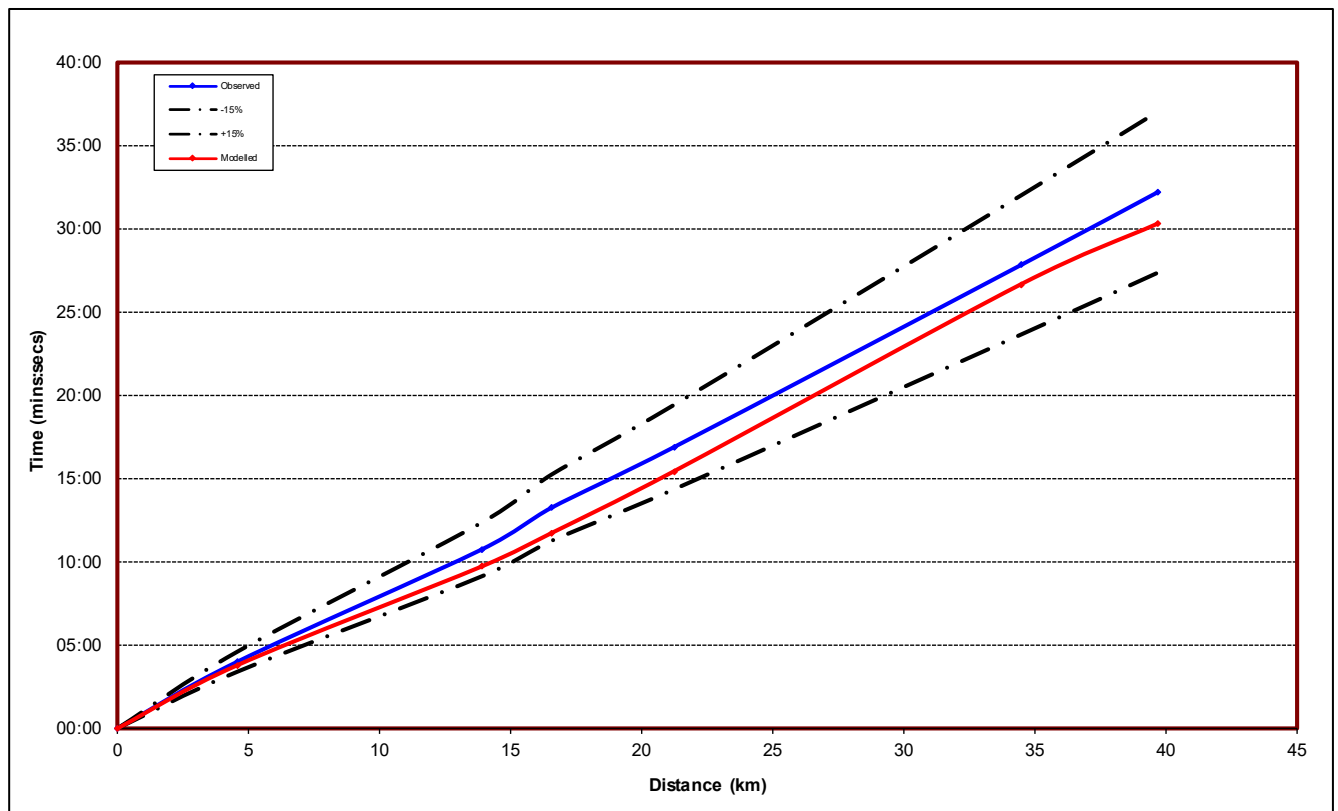


Figure A.21 – Journey time – Route 11 Northbound (06:00-07:00)

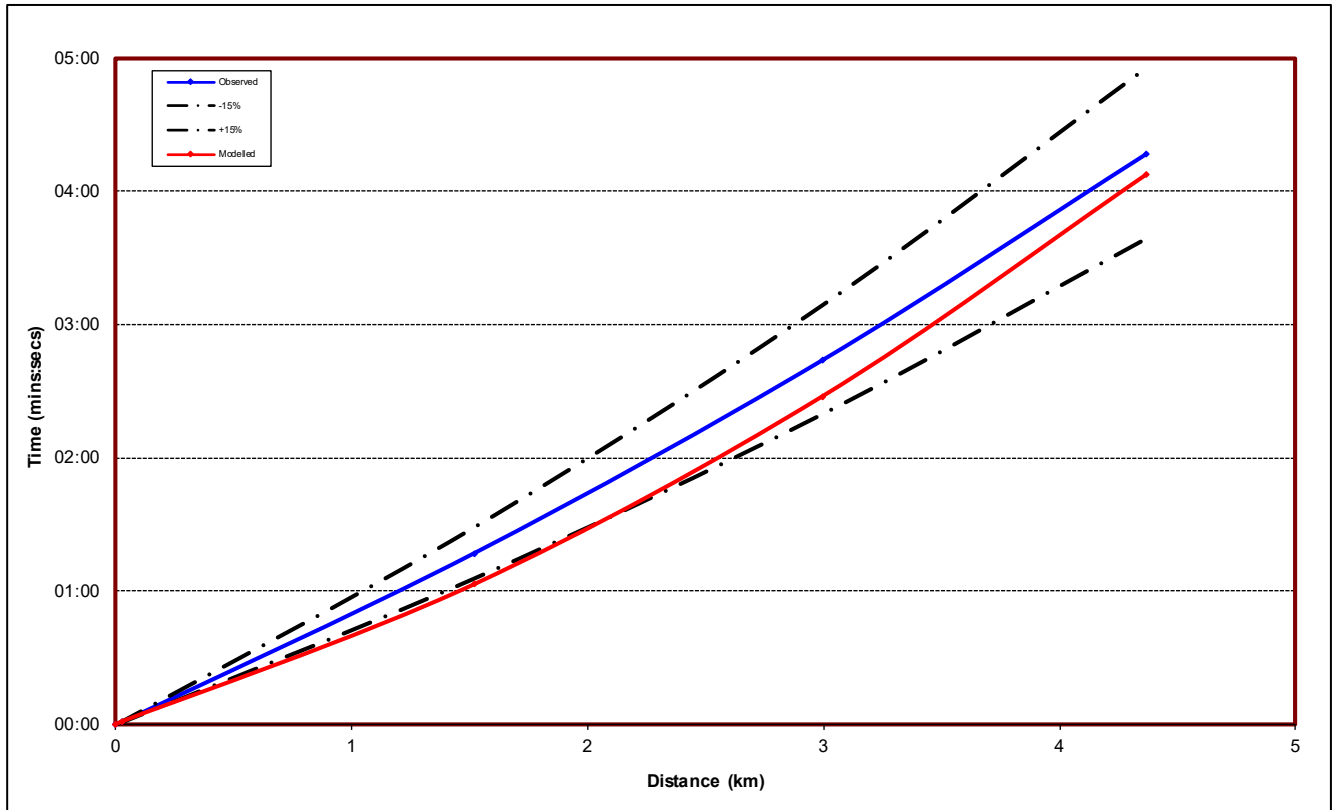


Figure A.22 – Journey time – Route 11 Southbound (06:00-07:00)

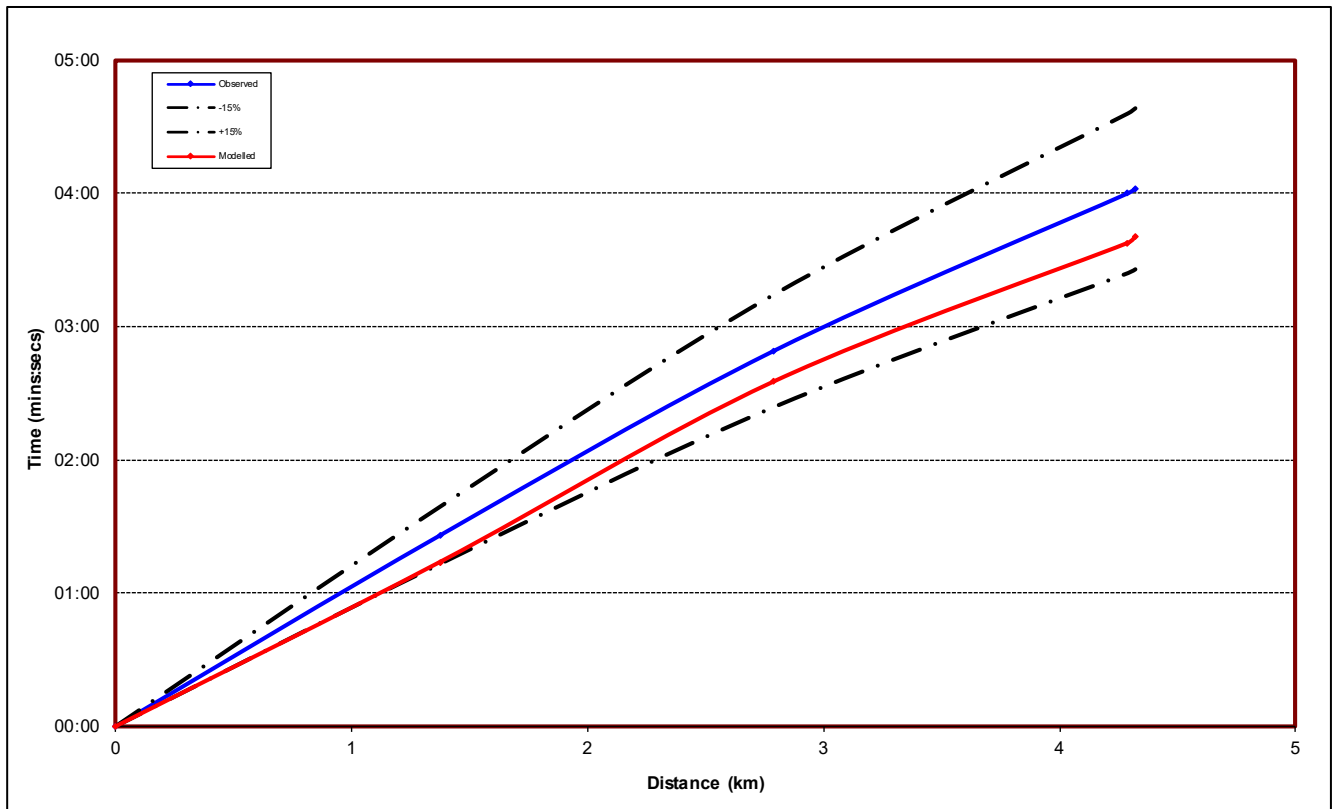


Figure A.23 – Journey time – Route 12 Northbound (06:00-07:00)

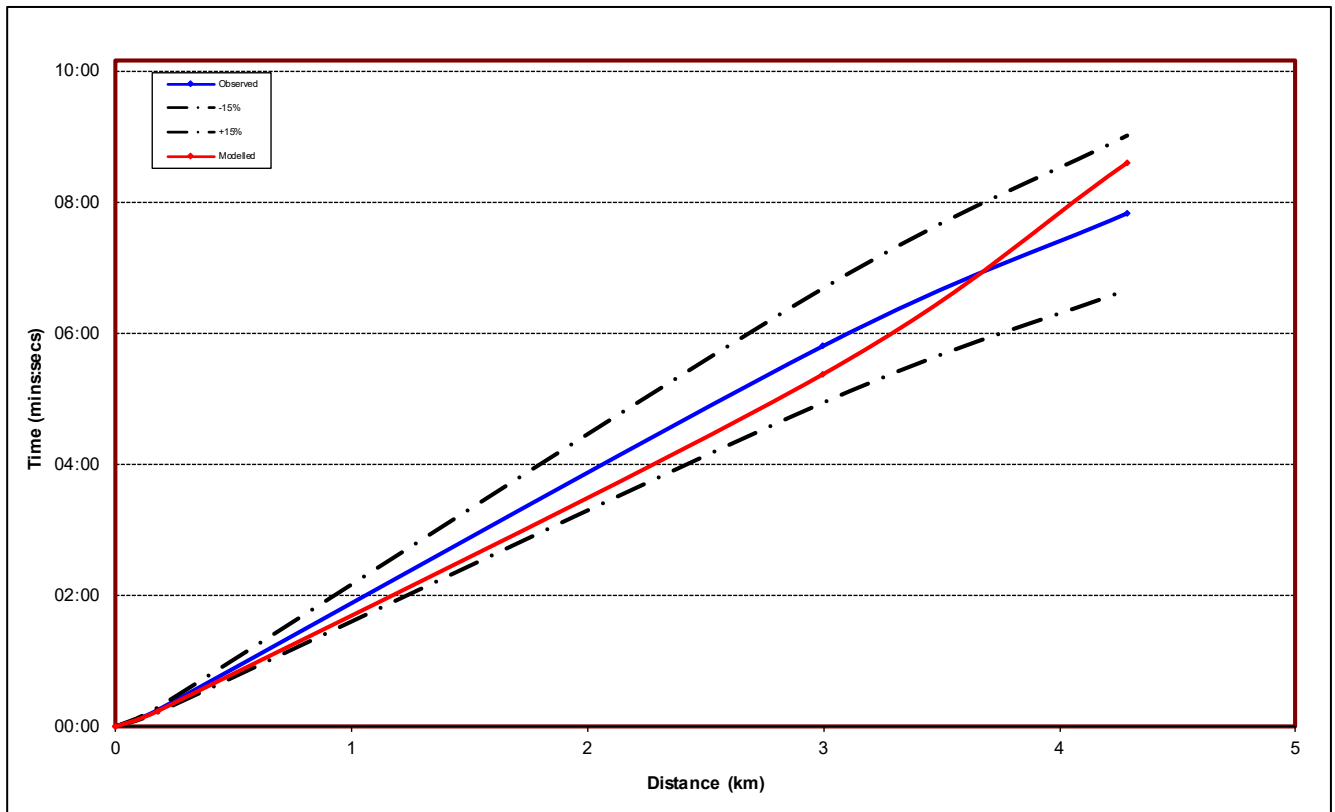
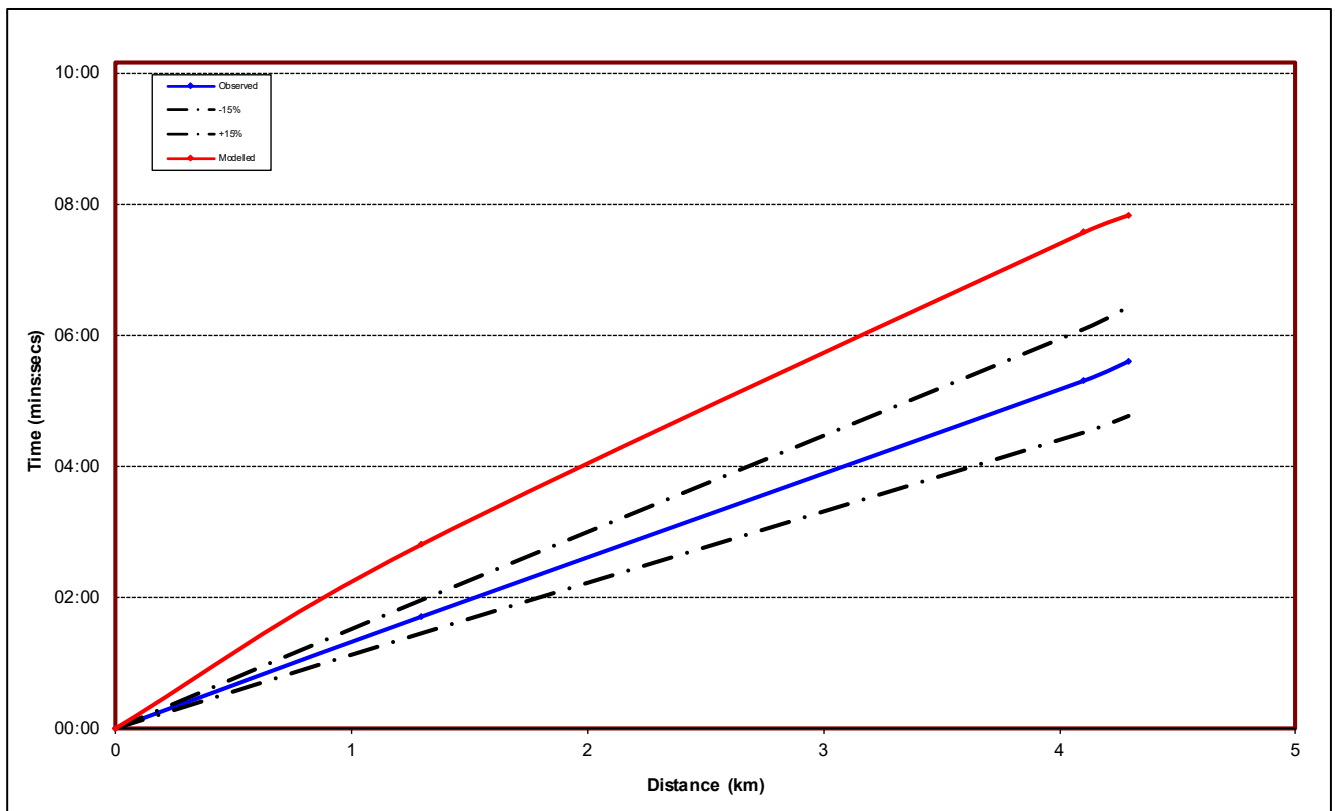


Figure A.24 – Journey time – Route 12 Southbound (06:00-07:00)



Journey time validation graphs (07:00–08:00)

Figure A.25 – Journey time – Route 1 Eastbound (07:00–08:00)

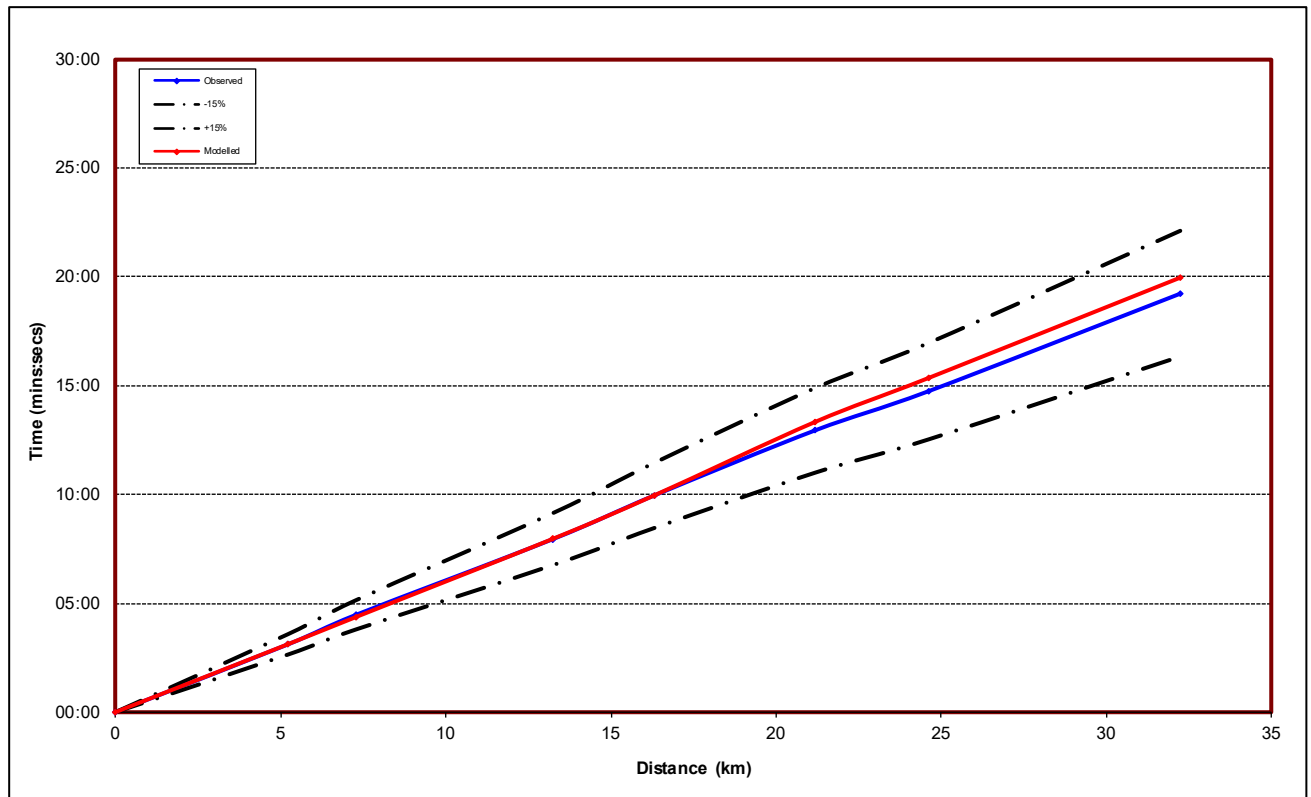


Figure A.26 – Journey time – Route 1 Westbound (07:00–08:00)

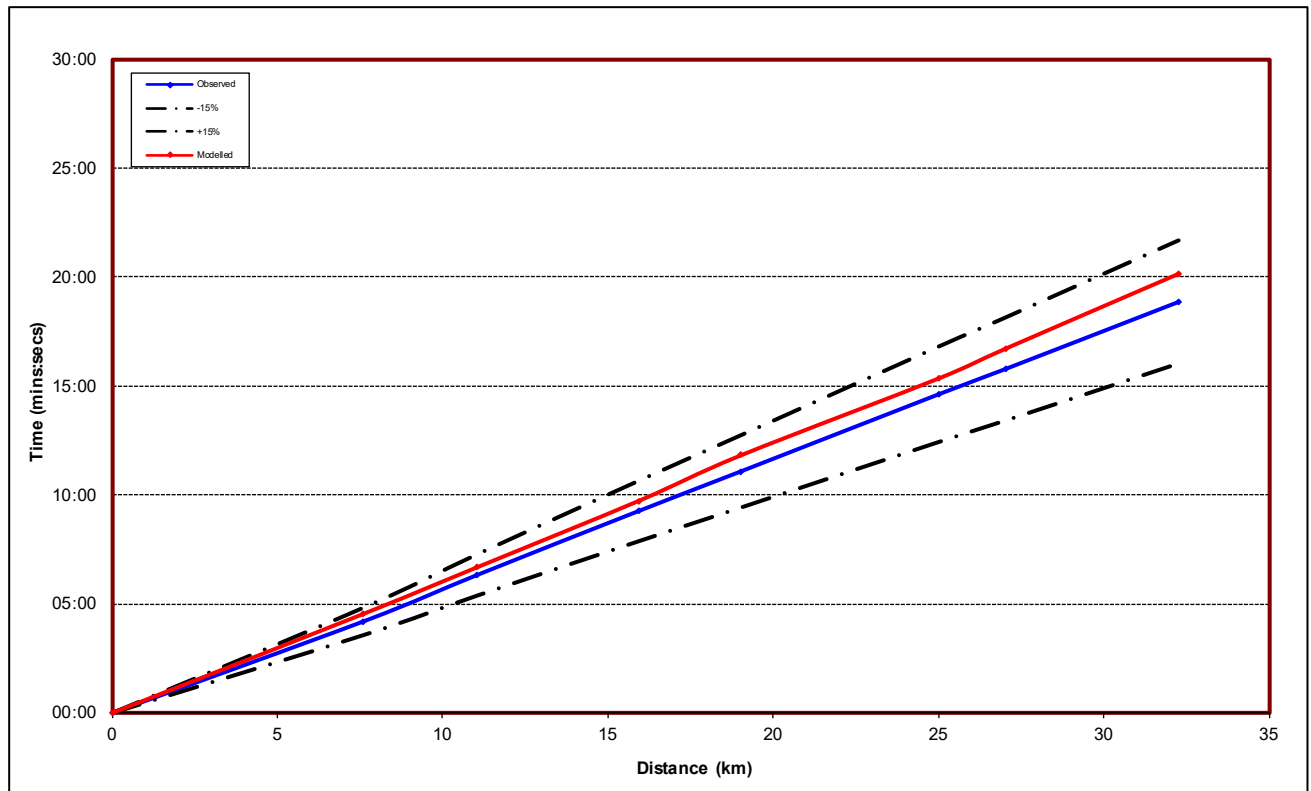


Figure A.27 – Journey time – Route 2 Northbound (07:00-08:00)

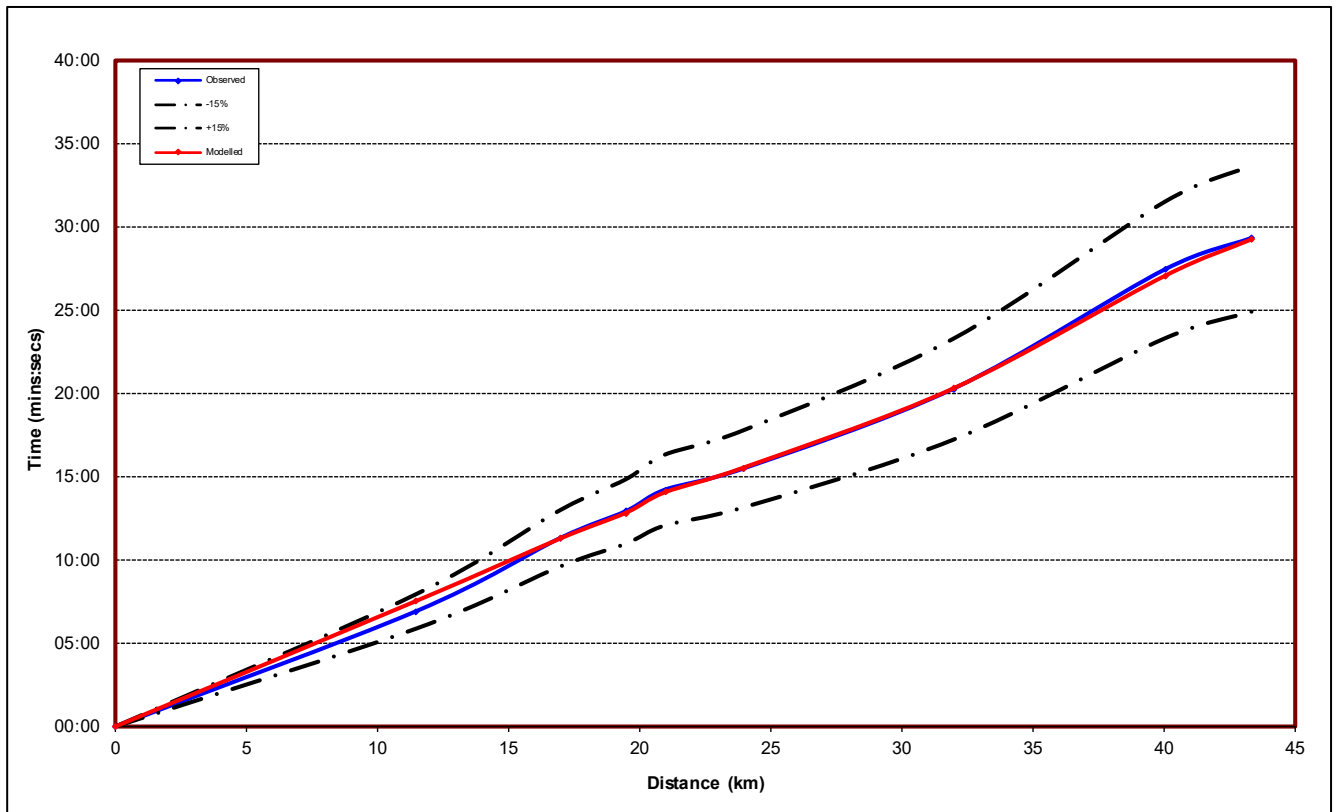


Figure A.28 – Journey time – Route 2 Southbound (07:00-08:00)

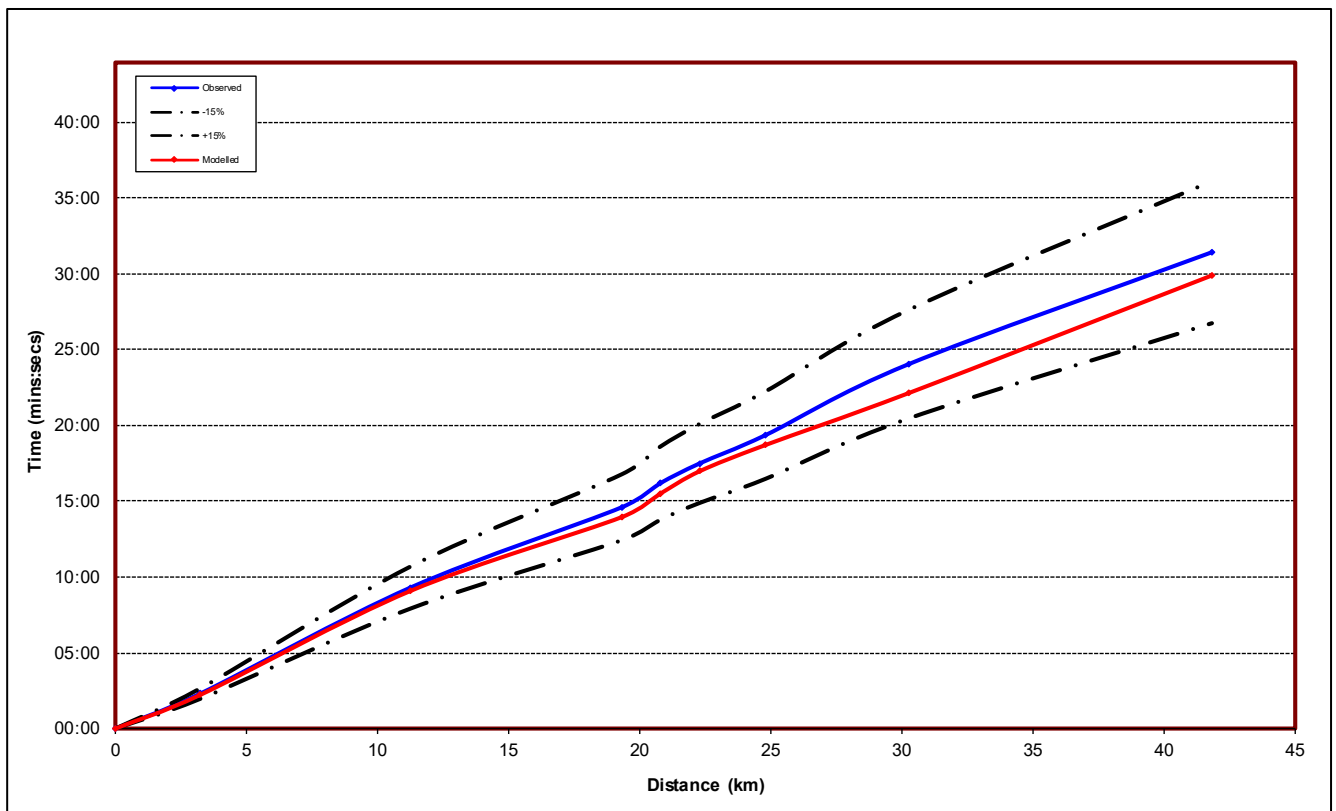


Figure A.29 – Journey time – Route 3 Northbound (07:00-08:00)

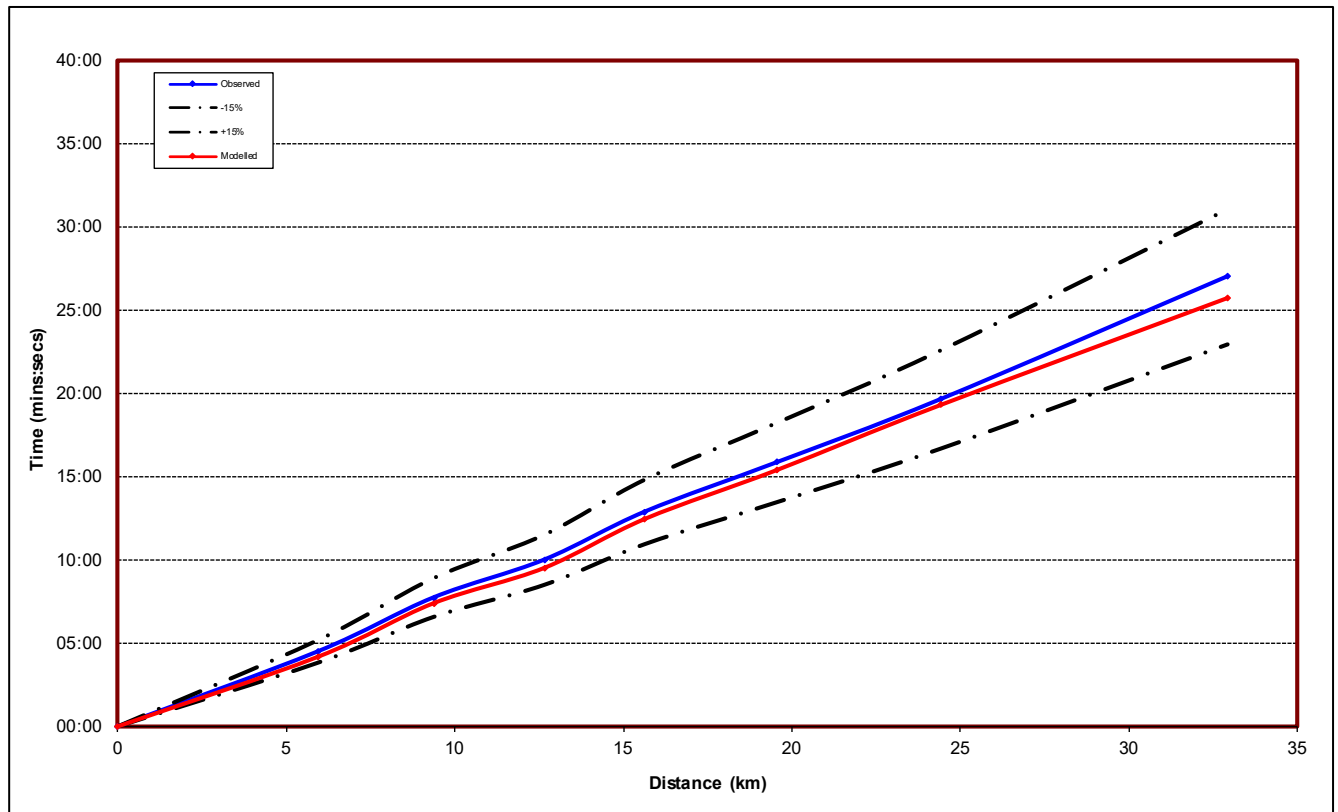


Figure A.30 – Journey time – Route 3 Southbound (07:00-08:00)

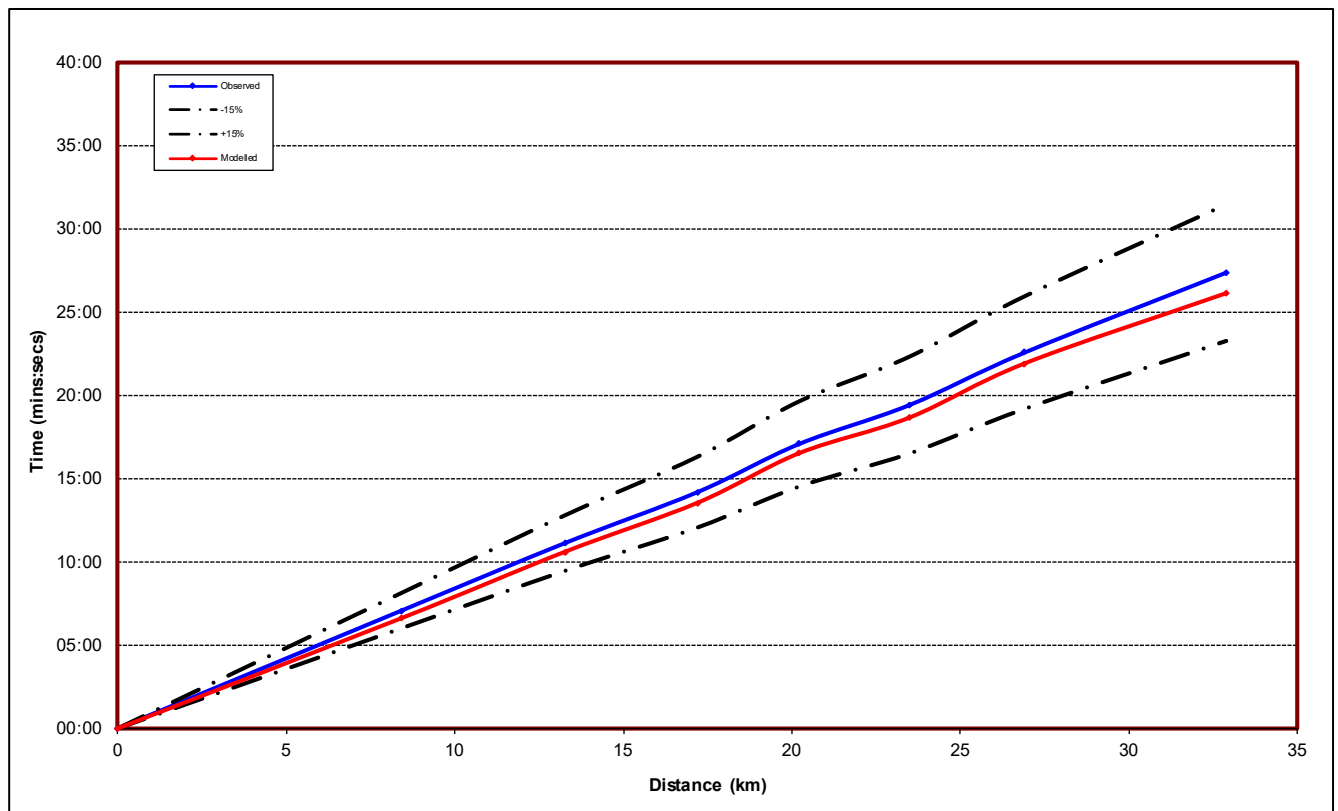


Figure A.31 – Journey time – Route 4 Eastbound (07:00-08:00)

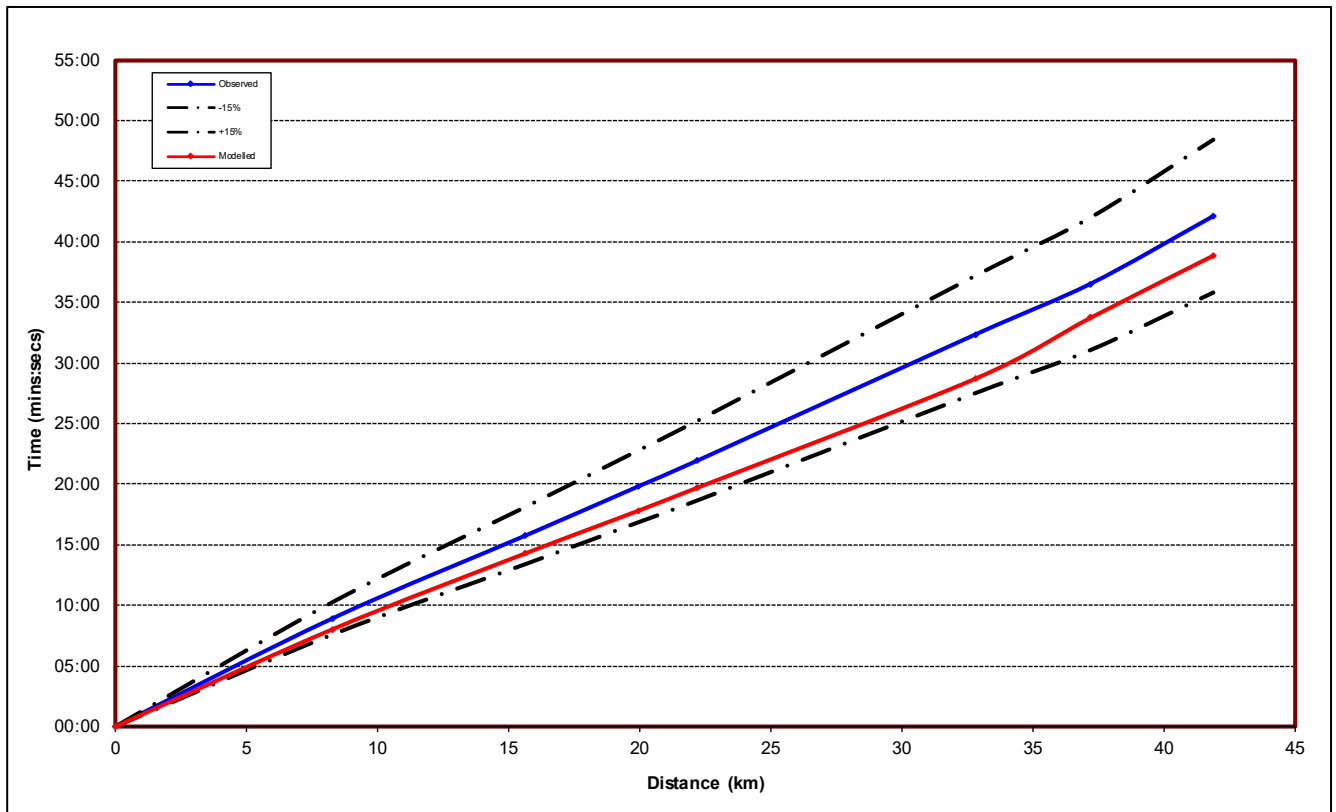


Figure A.32 – Journey time – Route 4 Westbound (07:00-08:00)

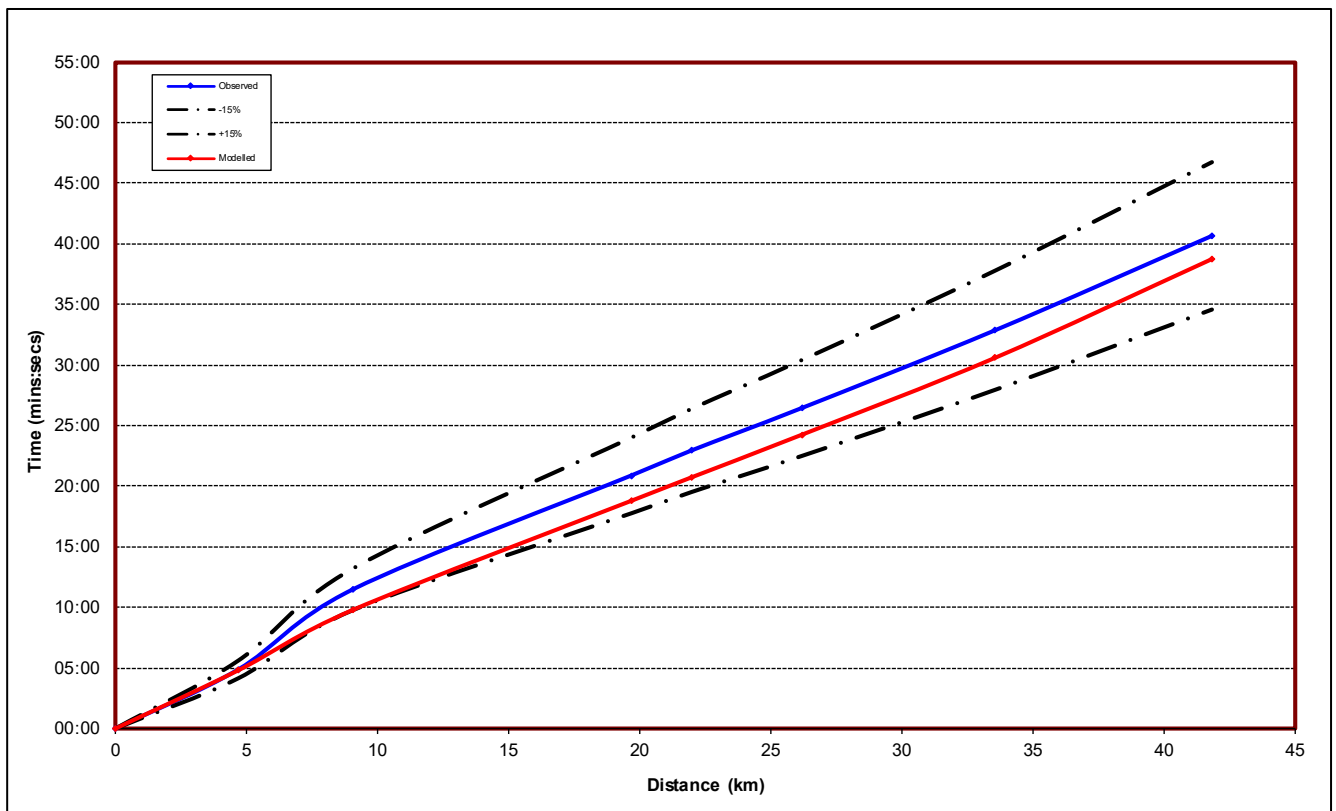


Figure A.33 – Journey time – Route 5 Eastbound (07:00-08:00)

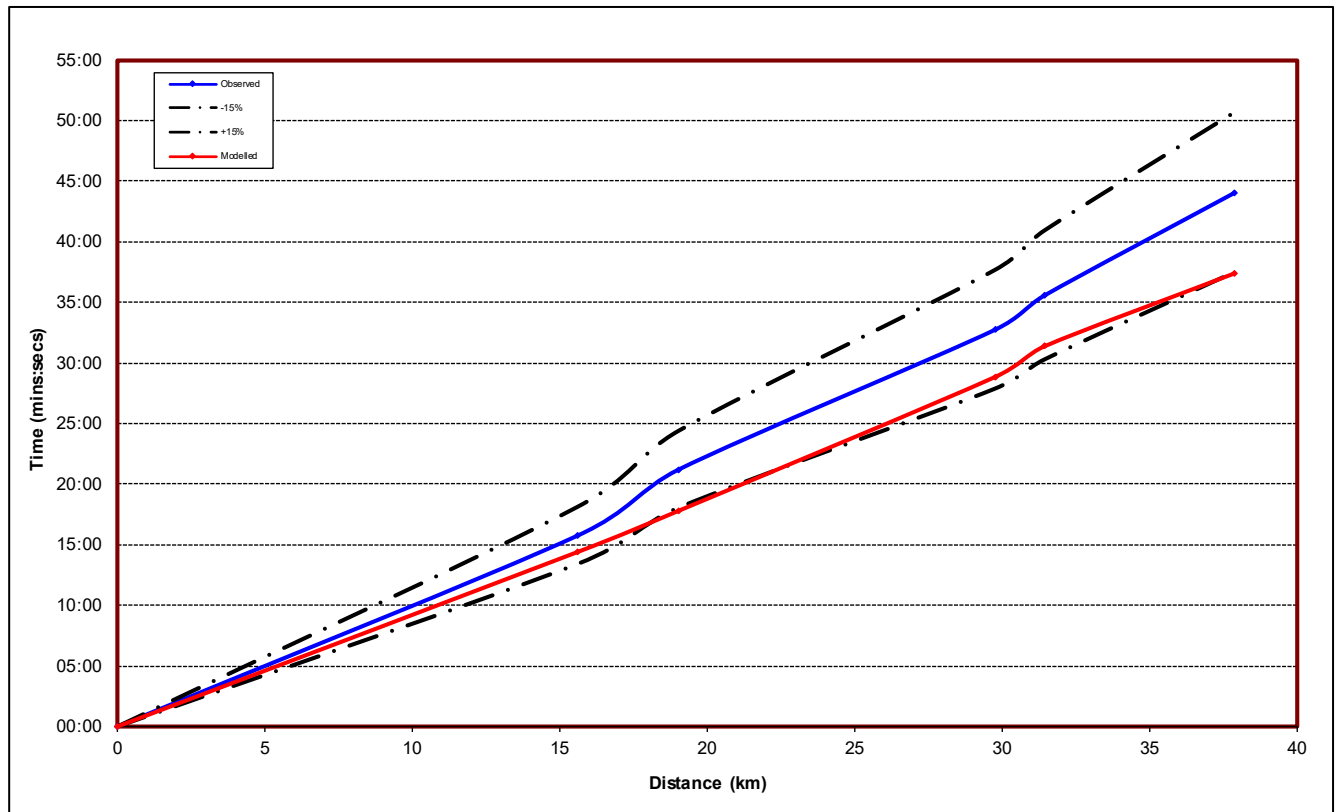


Figure A.34 – Journey time – Route 5 Westbound (07:00-08:00)

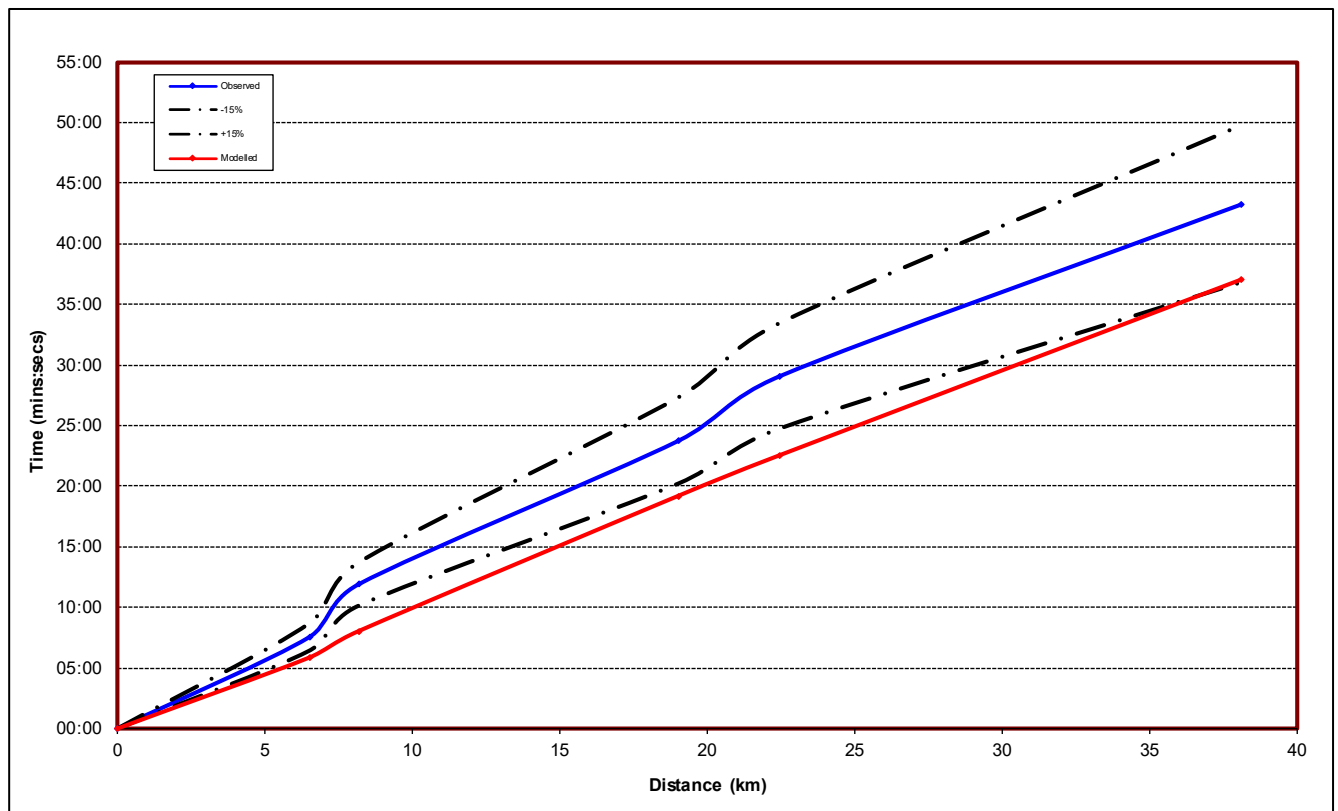


Figure A.35 – Journey time – Route 6 Northbound (07:00-08:00)

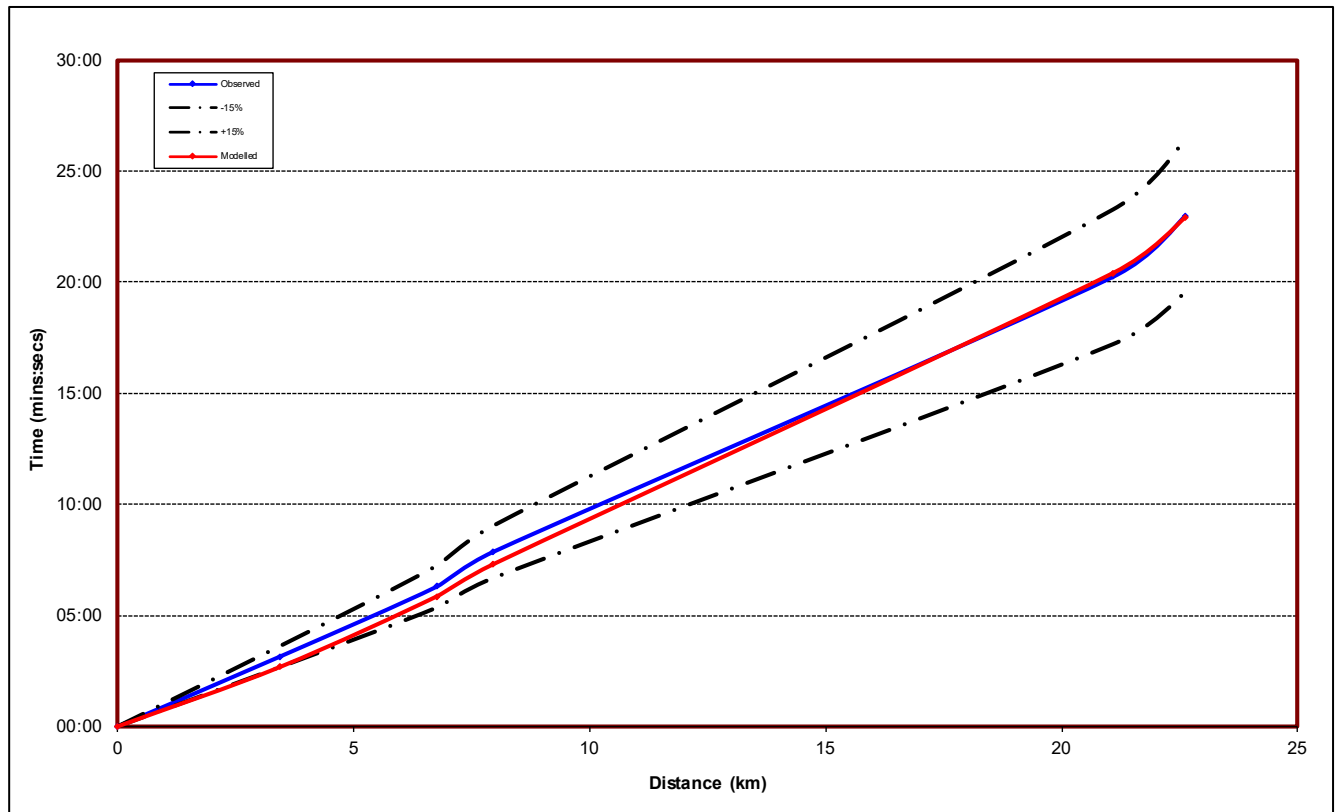


Figure A.36 – Journey time – Route 6 Southbound (07:00-08:00)

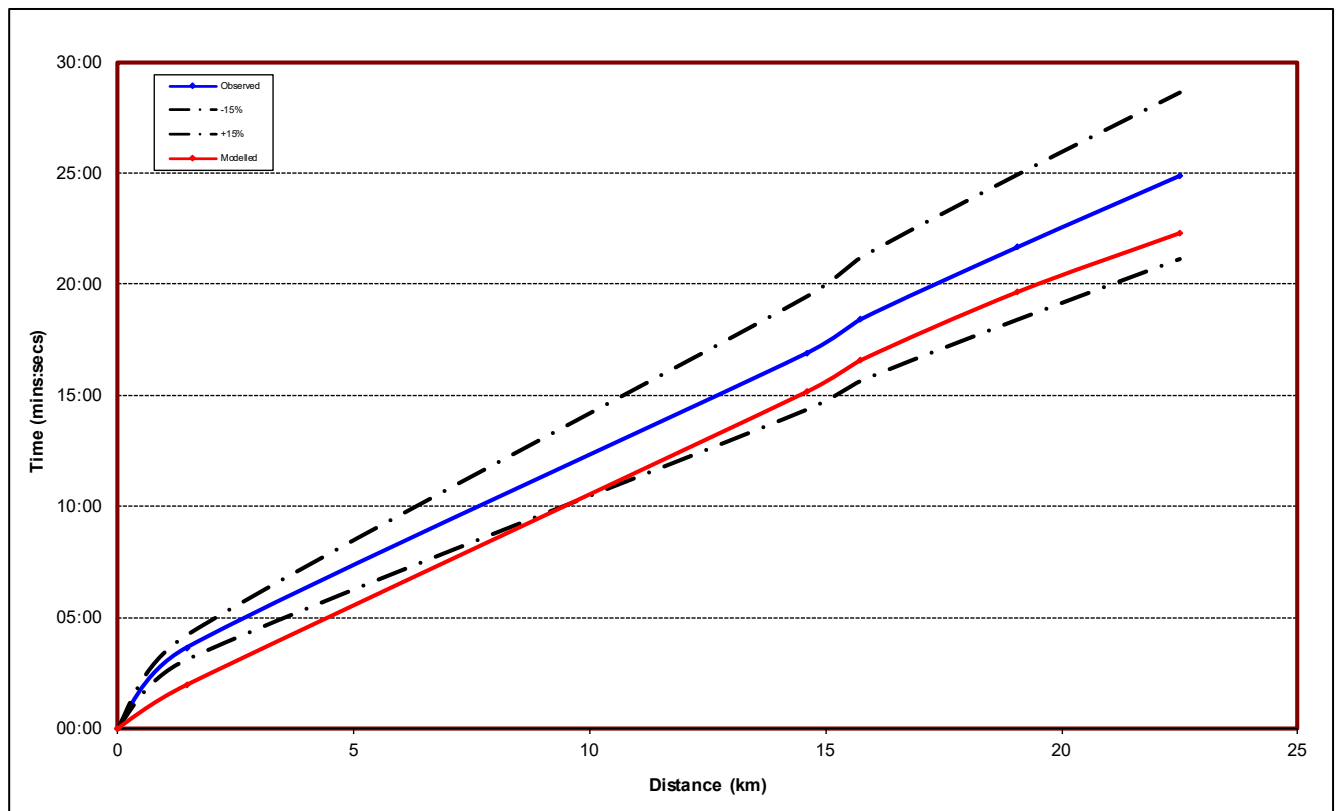


Figure A.37 – Journey time – Route 7 Northbound (07:00-08:00)

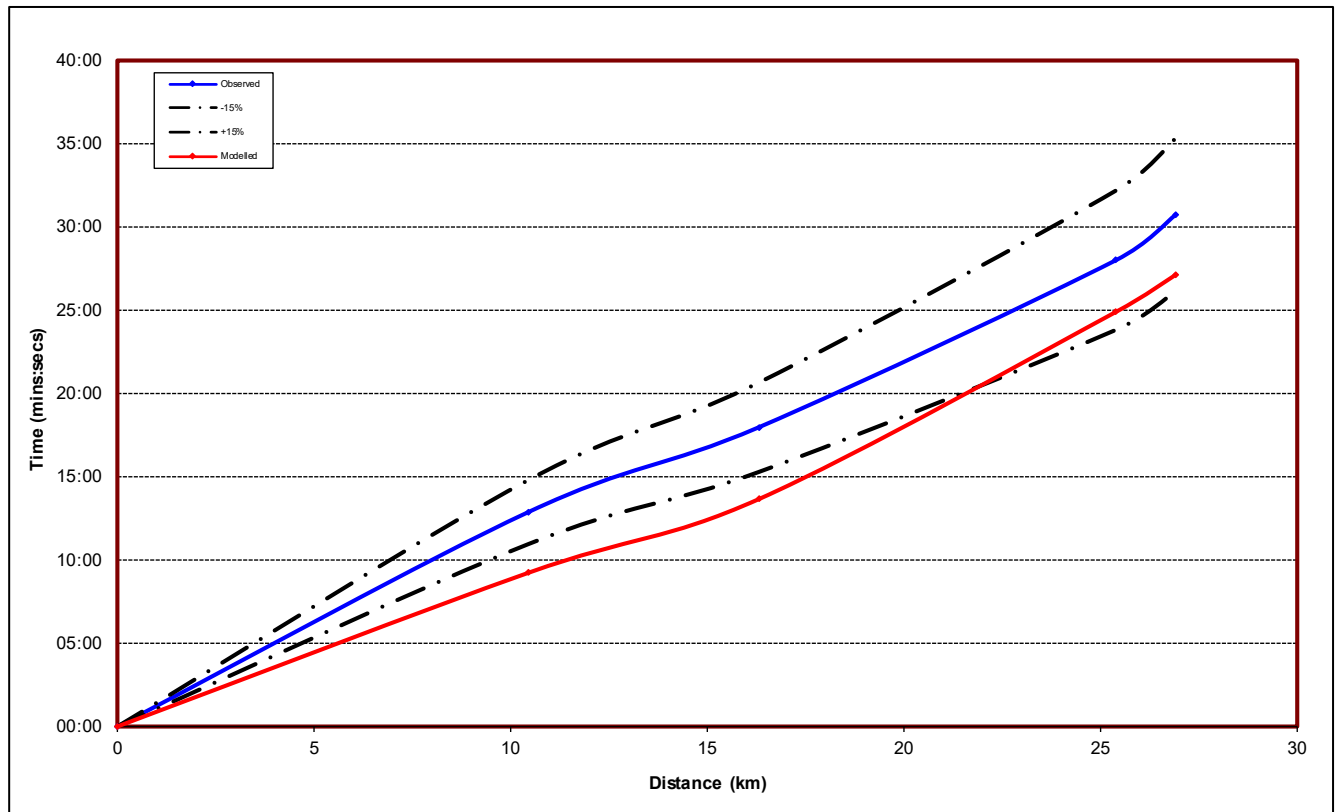


Figure A.38 – Journey time – Route 7 Southbound (07:00-08:00)

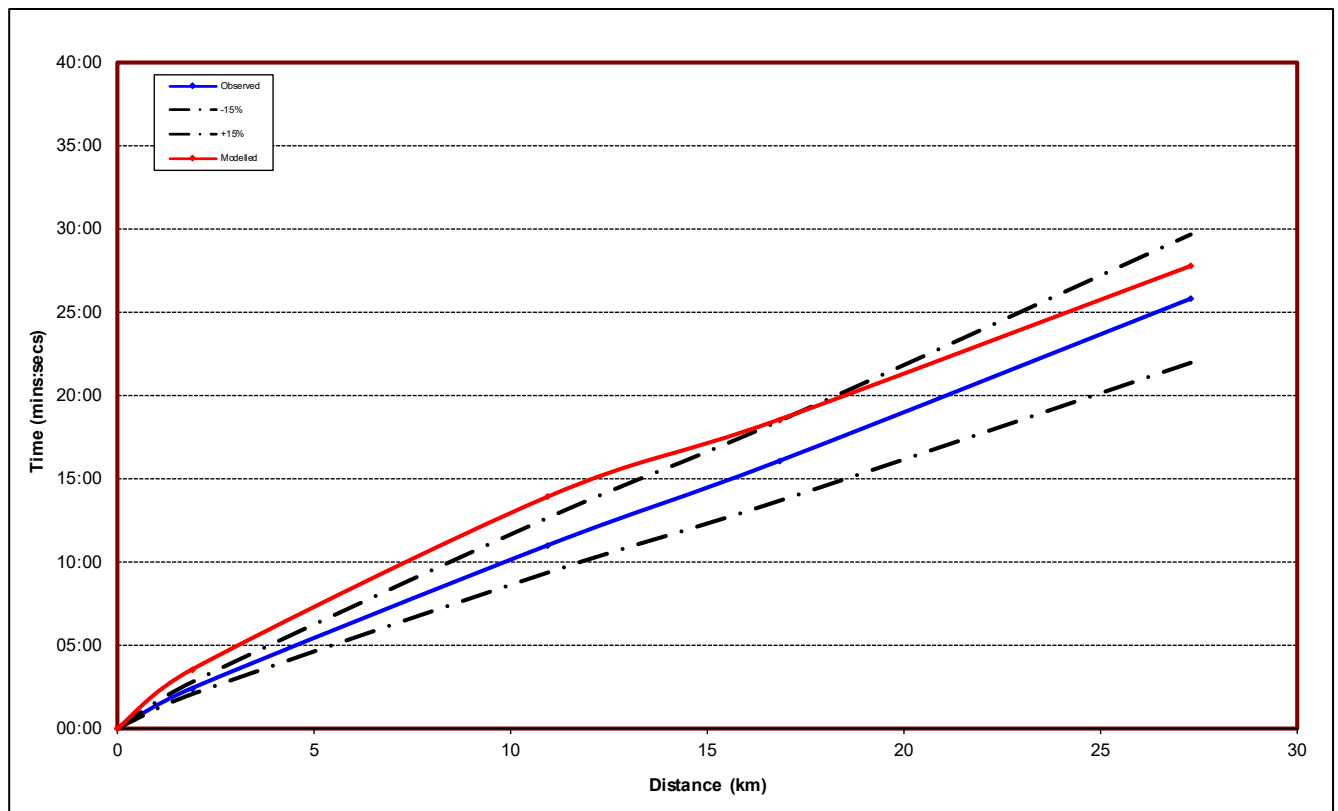


Figure A.39 – Journey time – Route 8 Northbound (07:00-08:00)

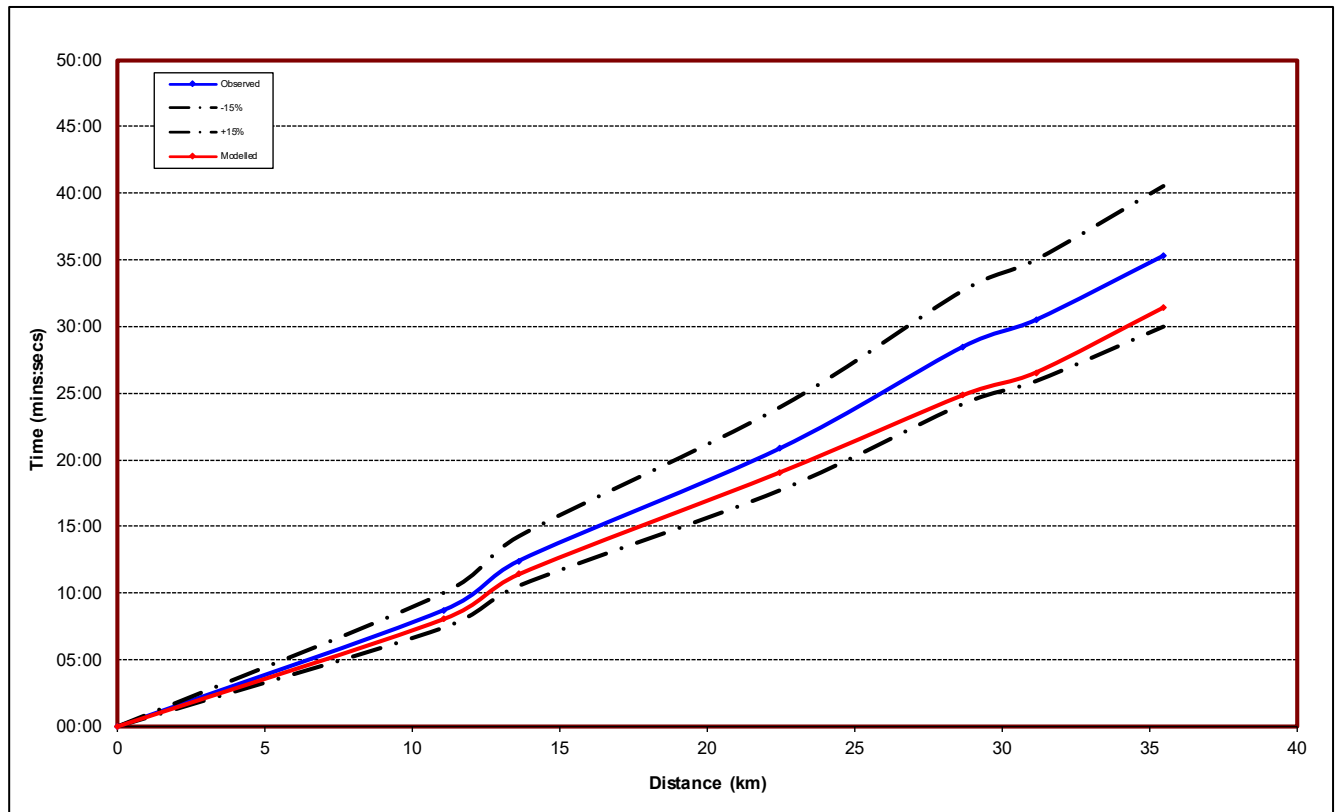


Figure A.40 – Journey time – Route 8 Southbound (07:00-08:00)

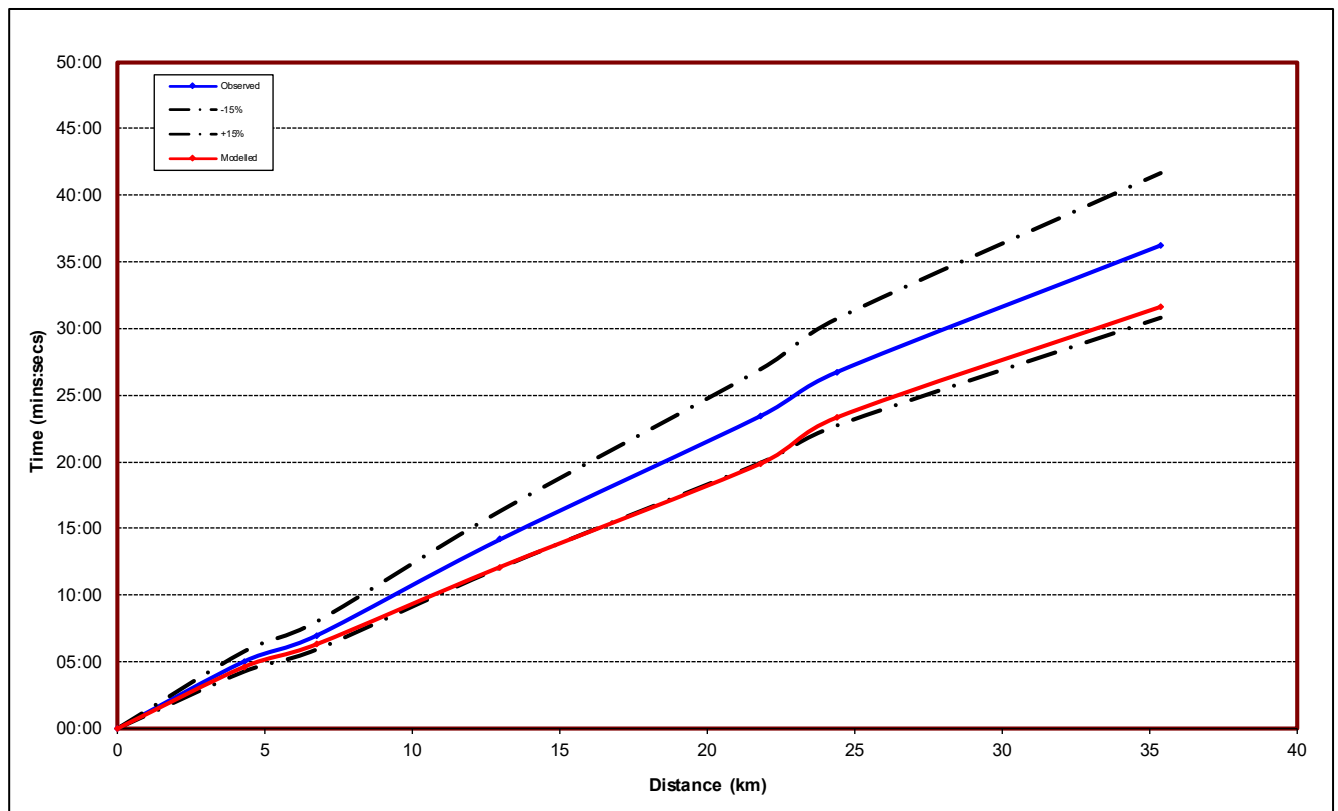


Figure A.41 – Journey time – Route 9 Eastbound (07:00-08:00)

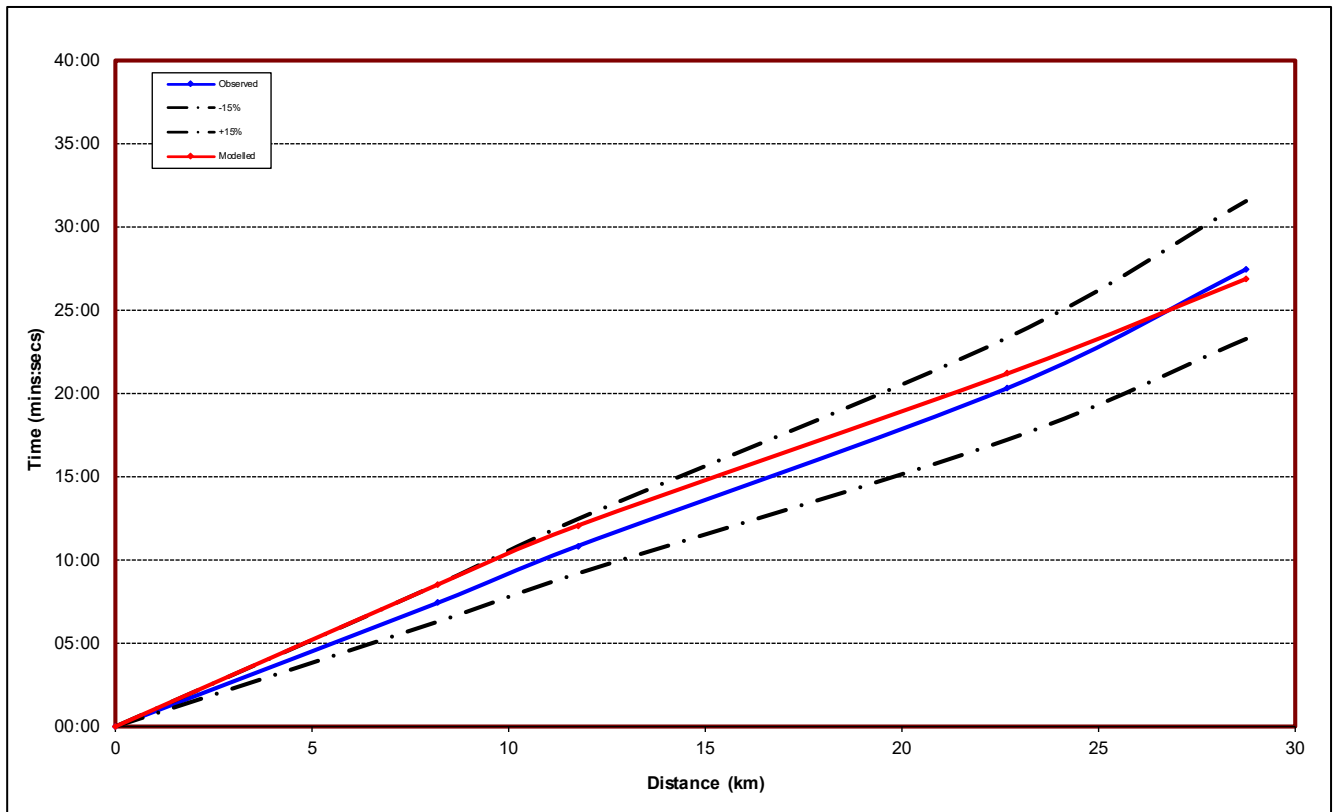


Figure A.42 – Journey time – Route 9 Westbound (07:00-08:00)

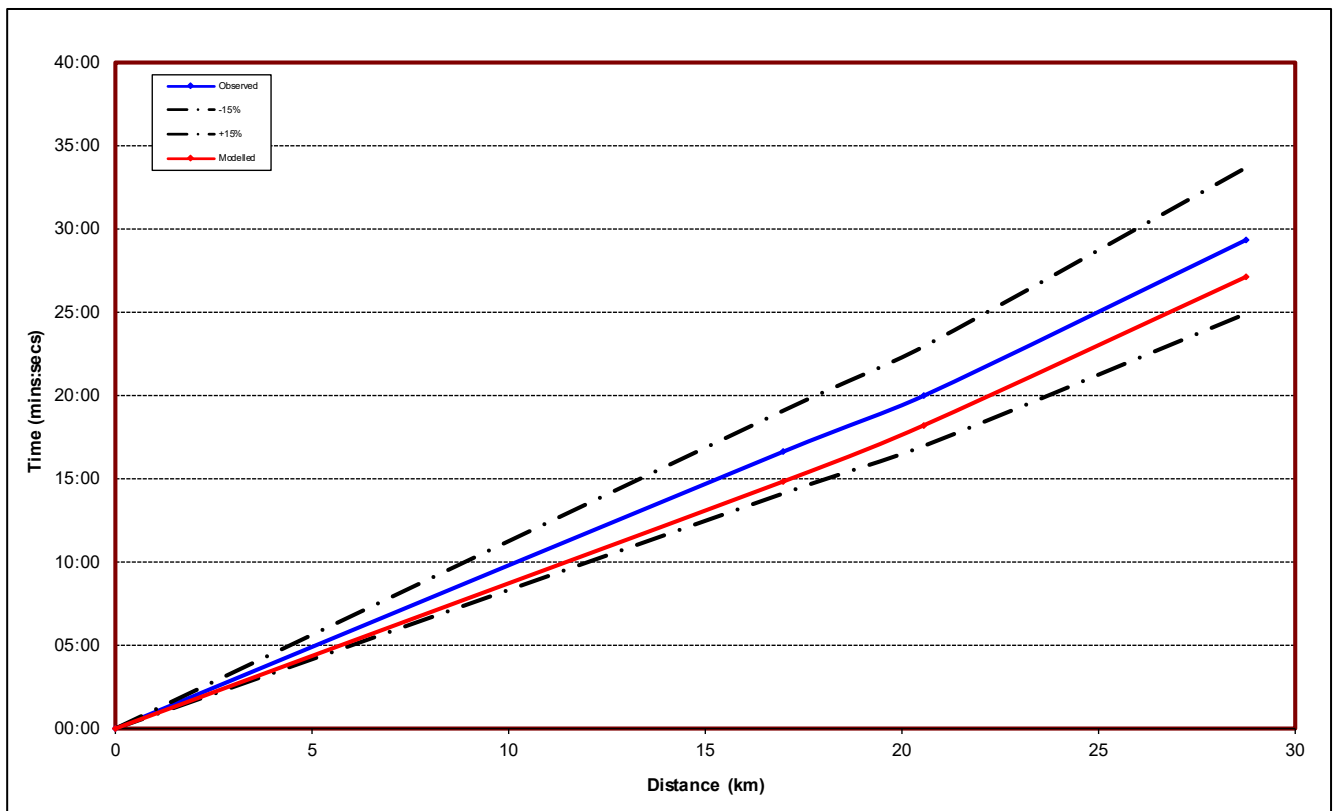


Figure A.43 – Journey time – Route 10 Northbound (07:00-08:00)

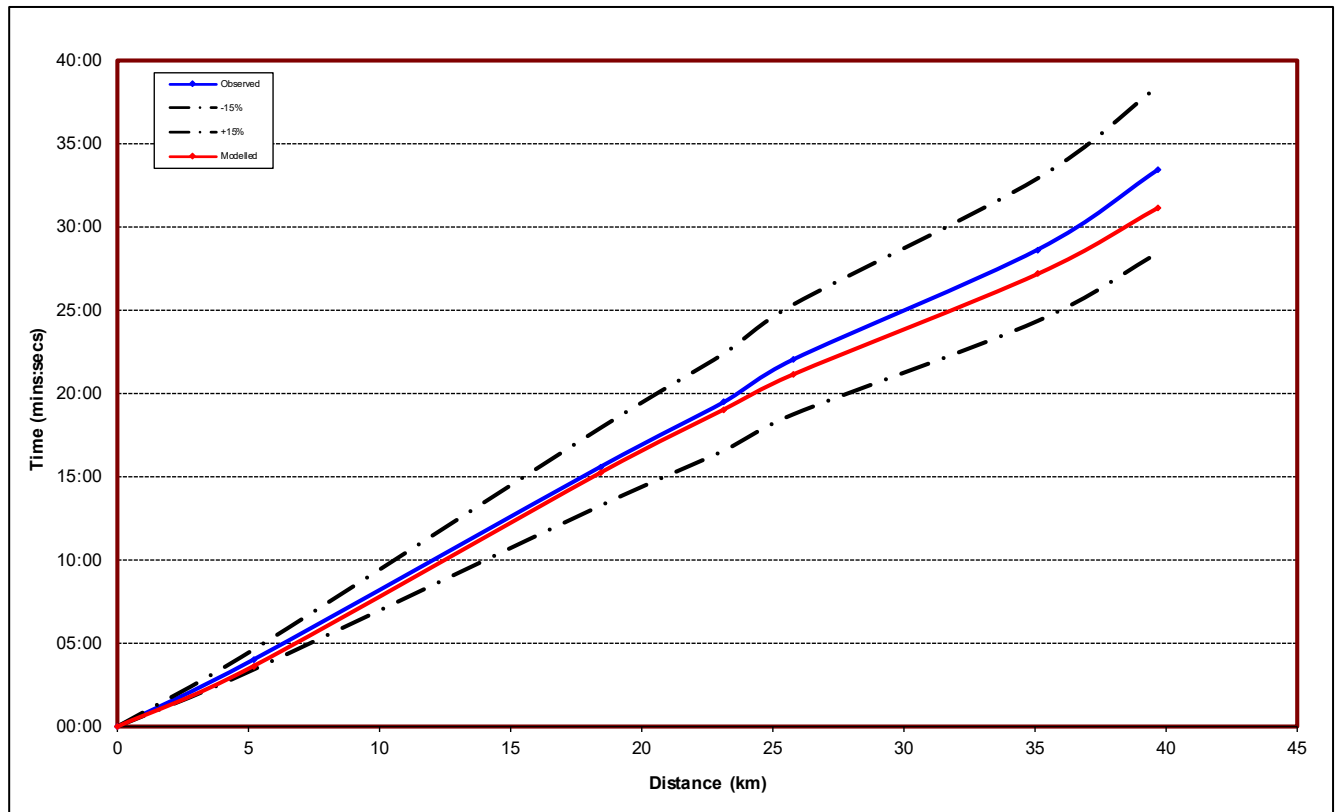


Figure A.44 – Journey time – Route 10 Southbound (07:00-08:00)

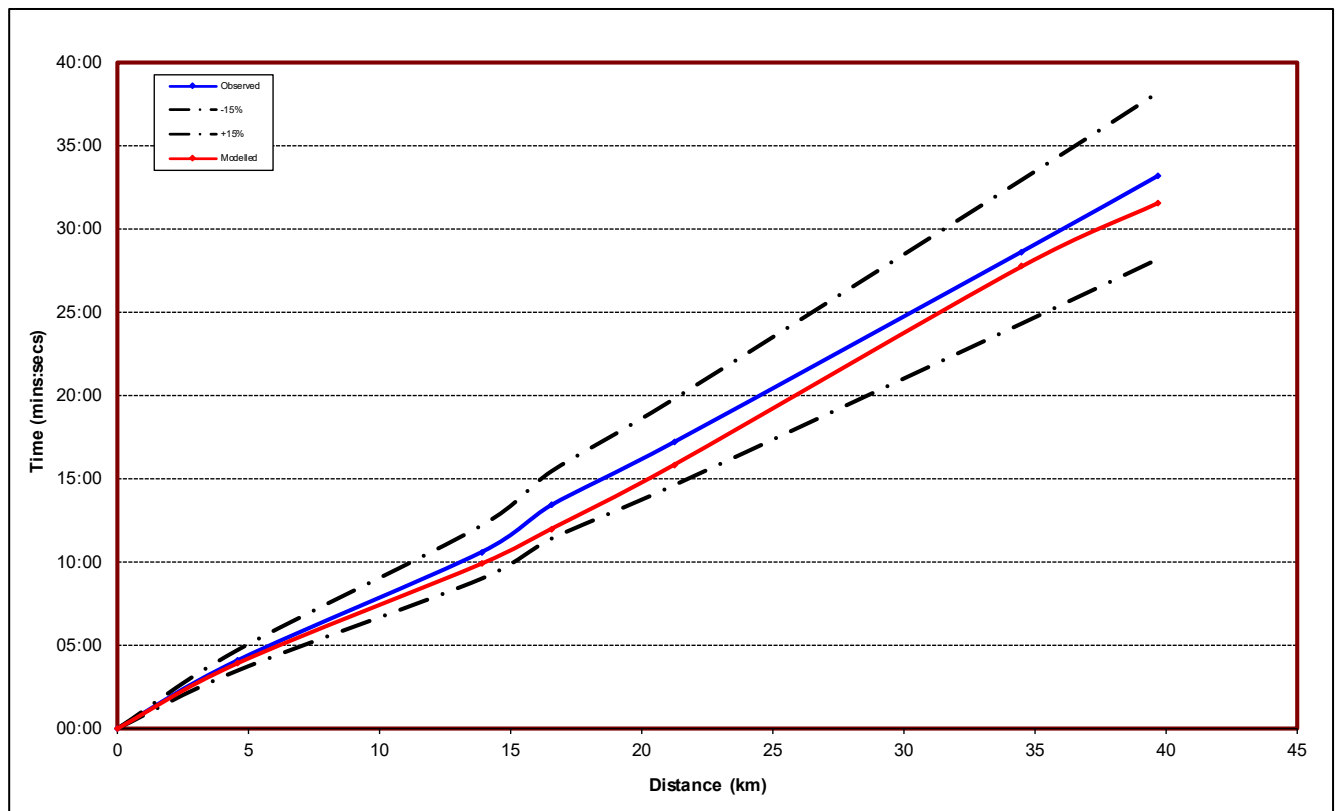


Figure A.45 – Journey time – Route 11 Northbound (07:00-08:00)

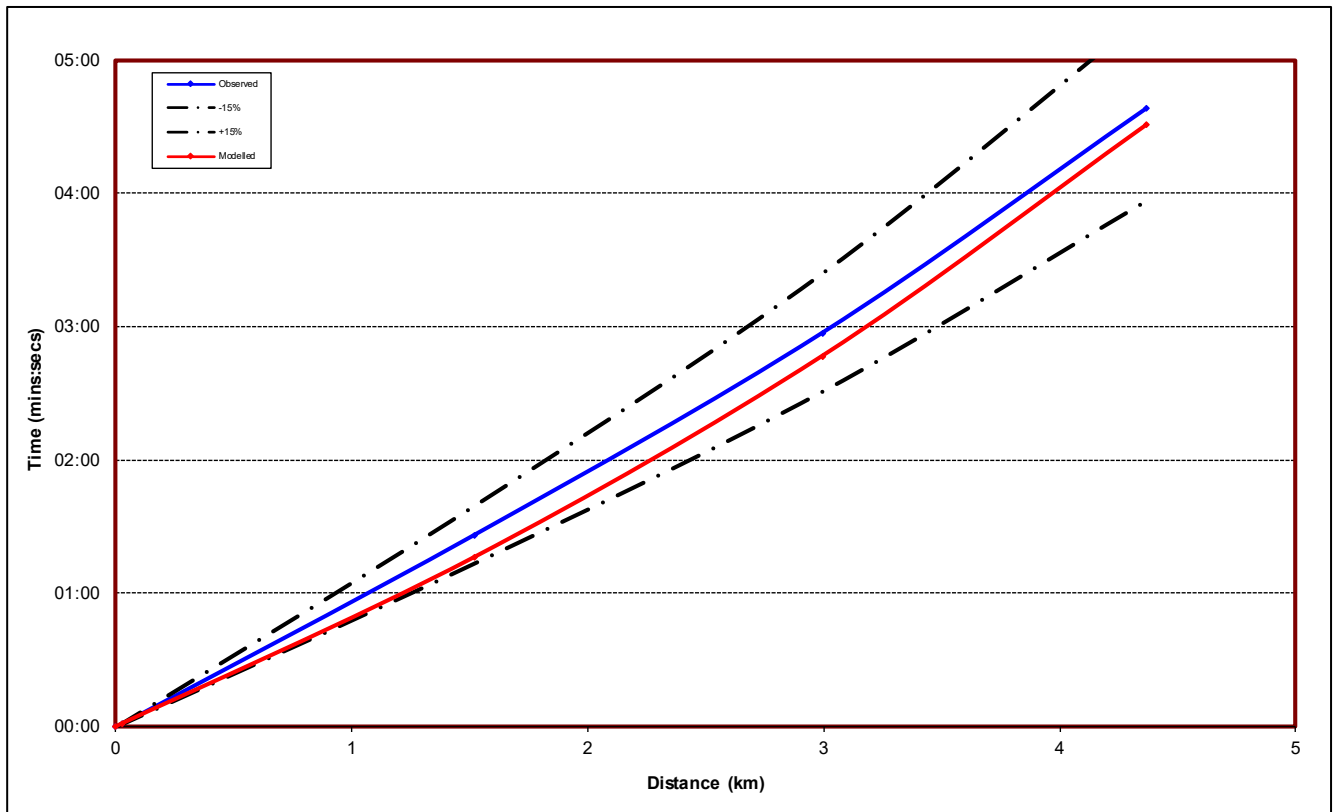


Figure A.46 – Journey time – Route 11 Southbound (07:00-08:00)

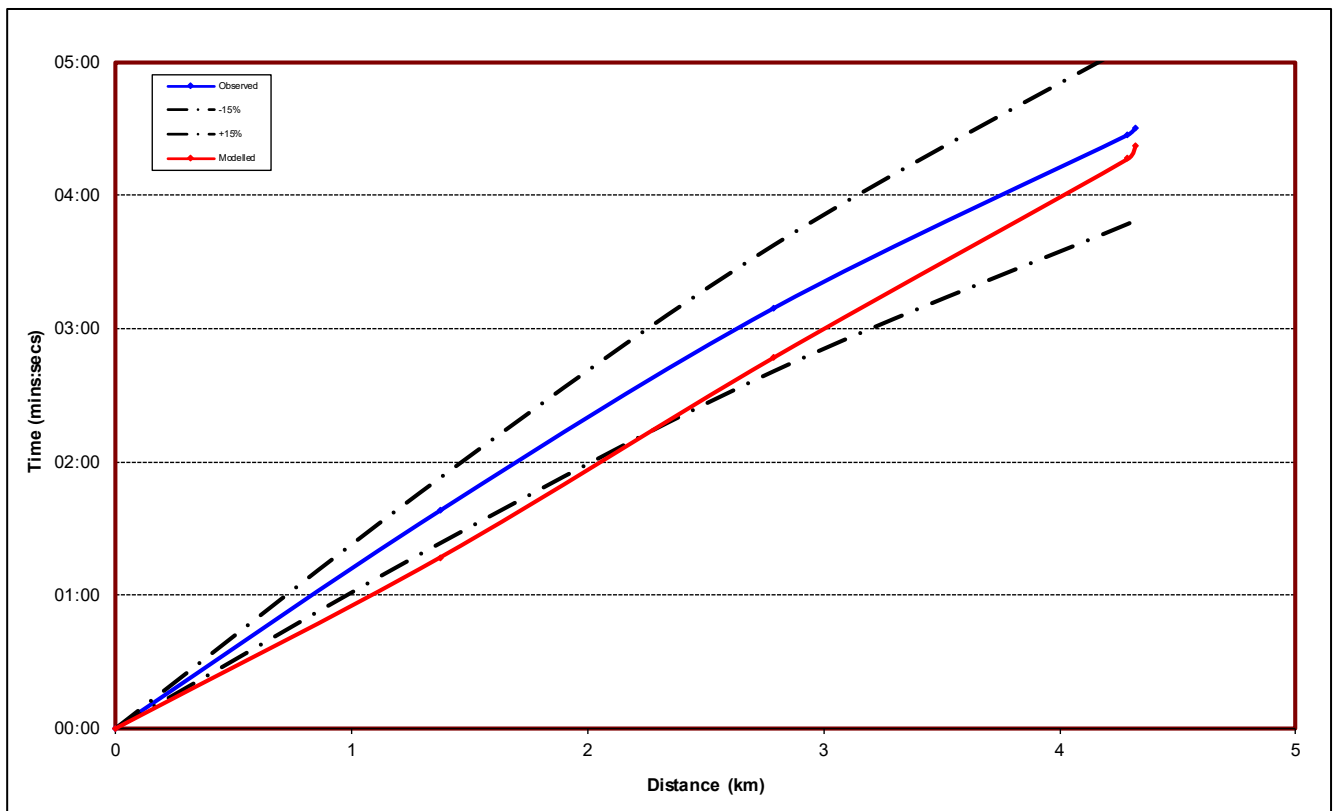


Figure A.47 – Journey time – Route 12 Northbound (07:00-08:00)

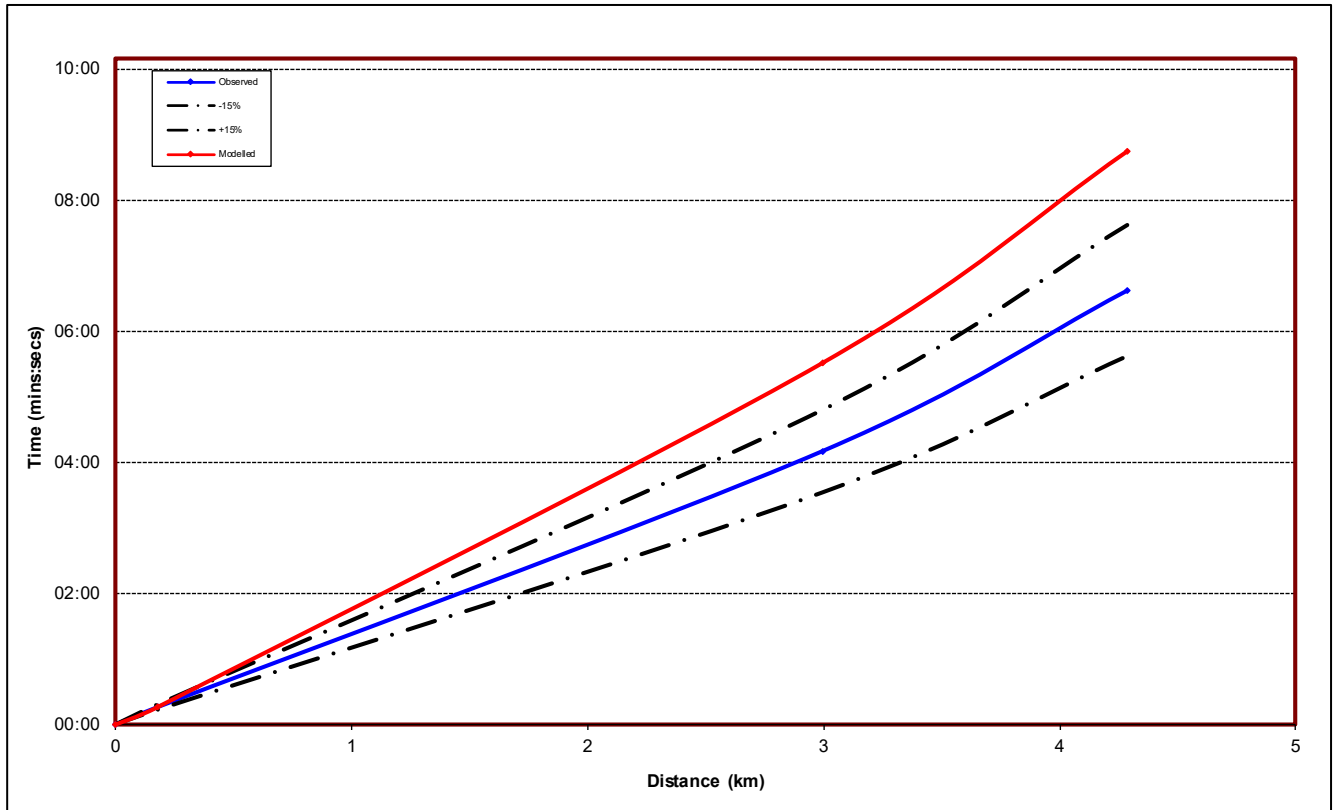
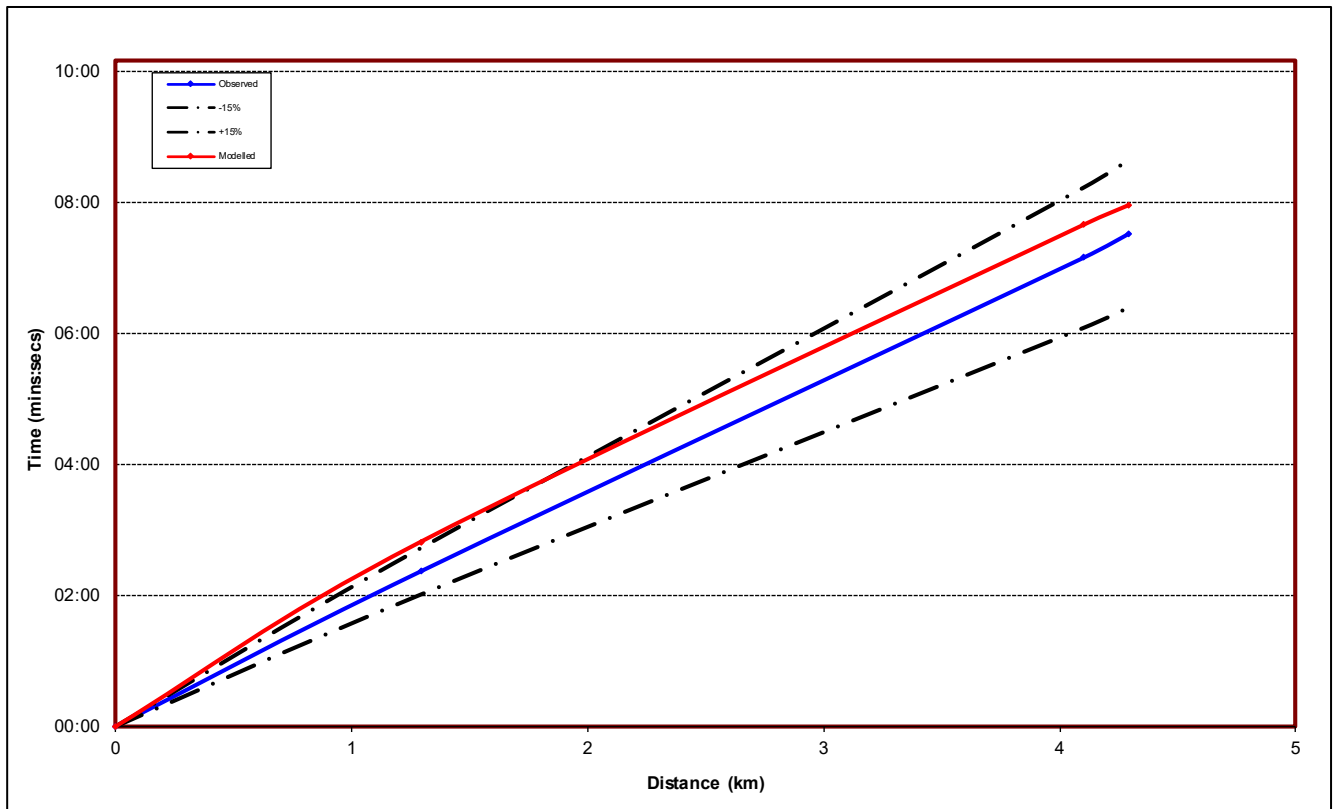


Figure A.48 – Journey time – Route 12 Southbound (07:00-08:00)



Journey time validation graphs (08:00–09:00)

Figure A.49 – Journey time – Route 1 Eastbound (08:00-09:00)

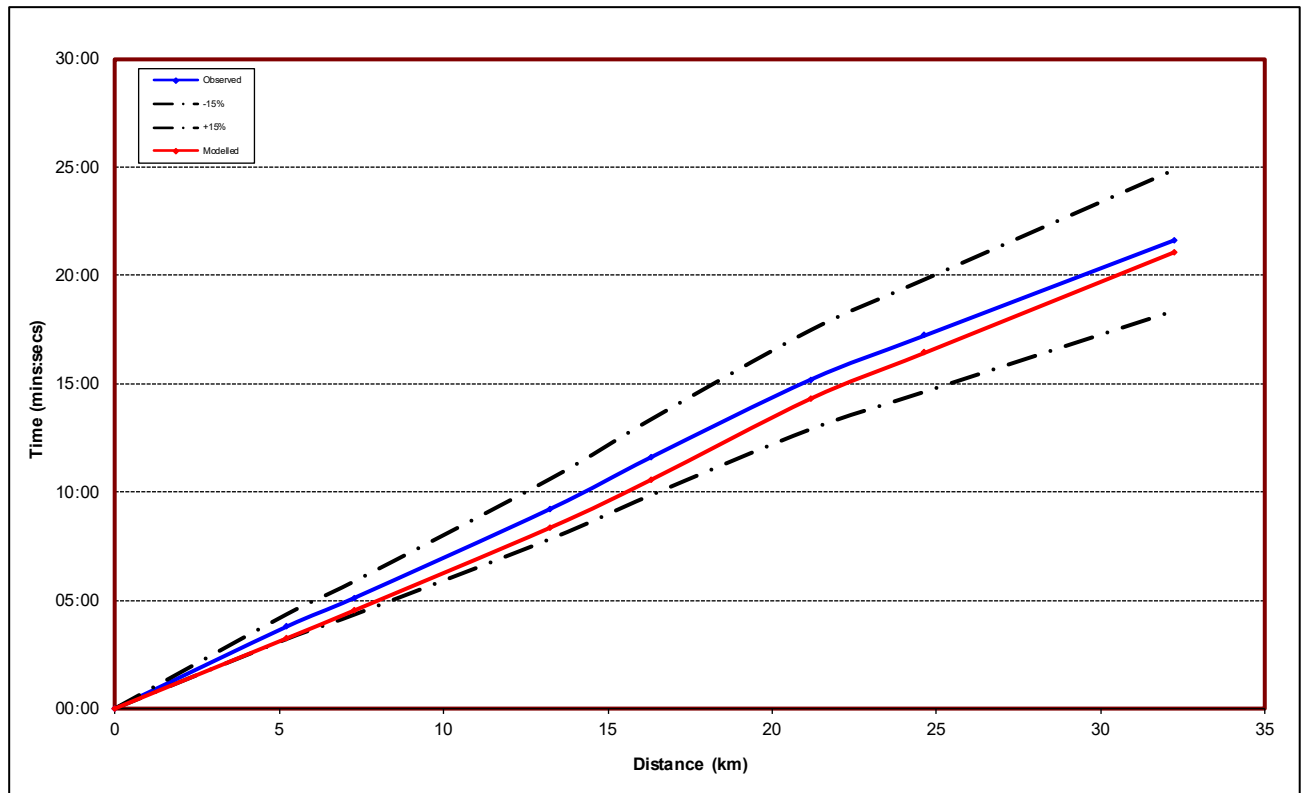


Figure A.50 – Journey time – Route 1 Westbound (08:00-09:00)

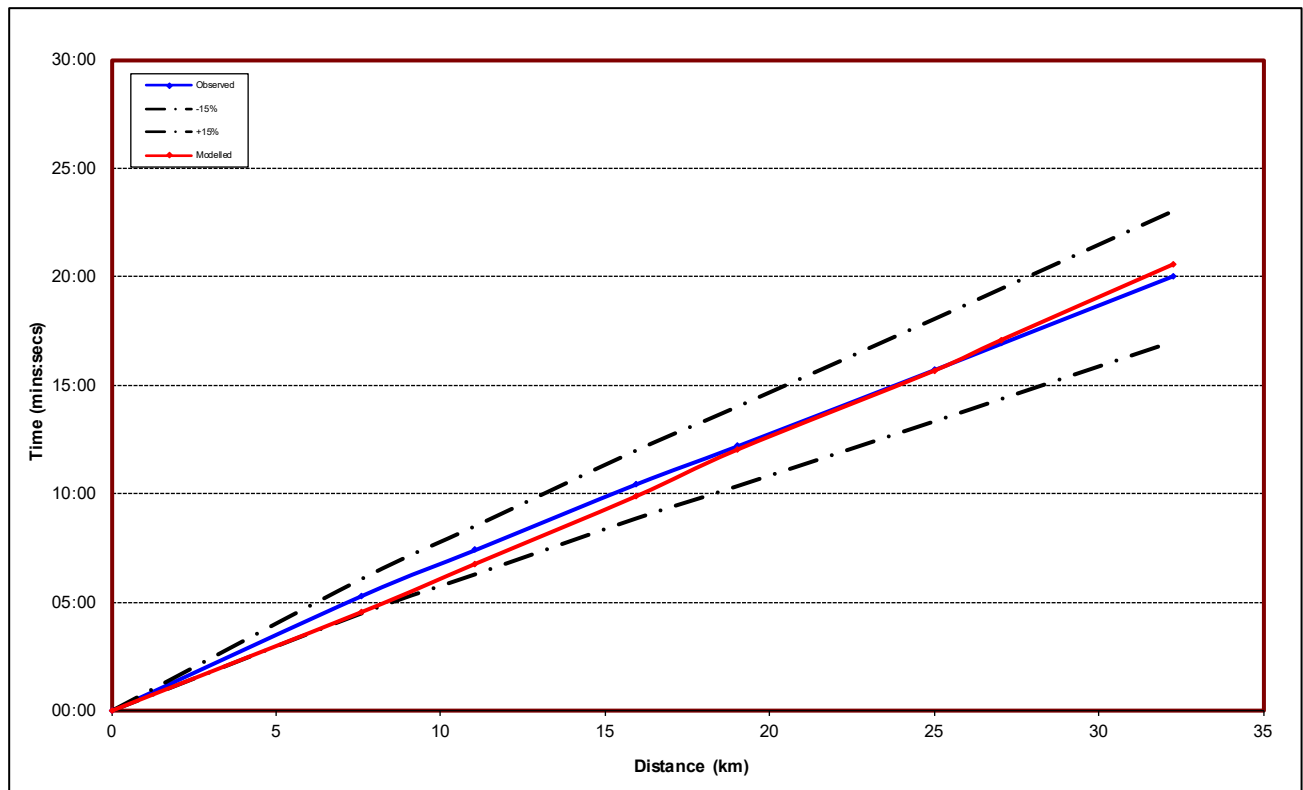


Figure A.51 – Journey time – Route 2 Northbound (08:00-09:00)

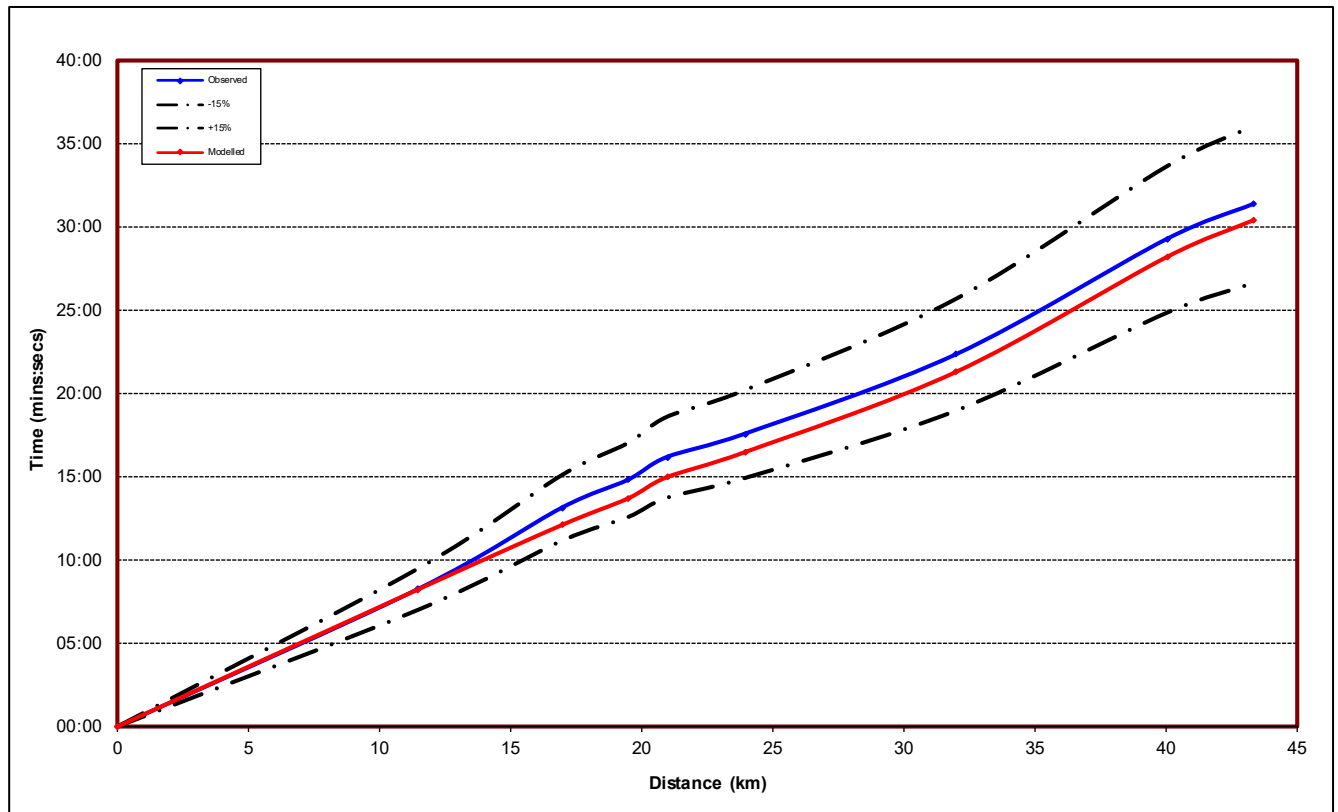


Figure A.52 – Journey time – Route 2 Southbound (08:00-09:00)

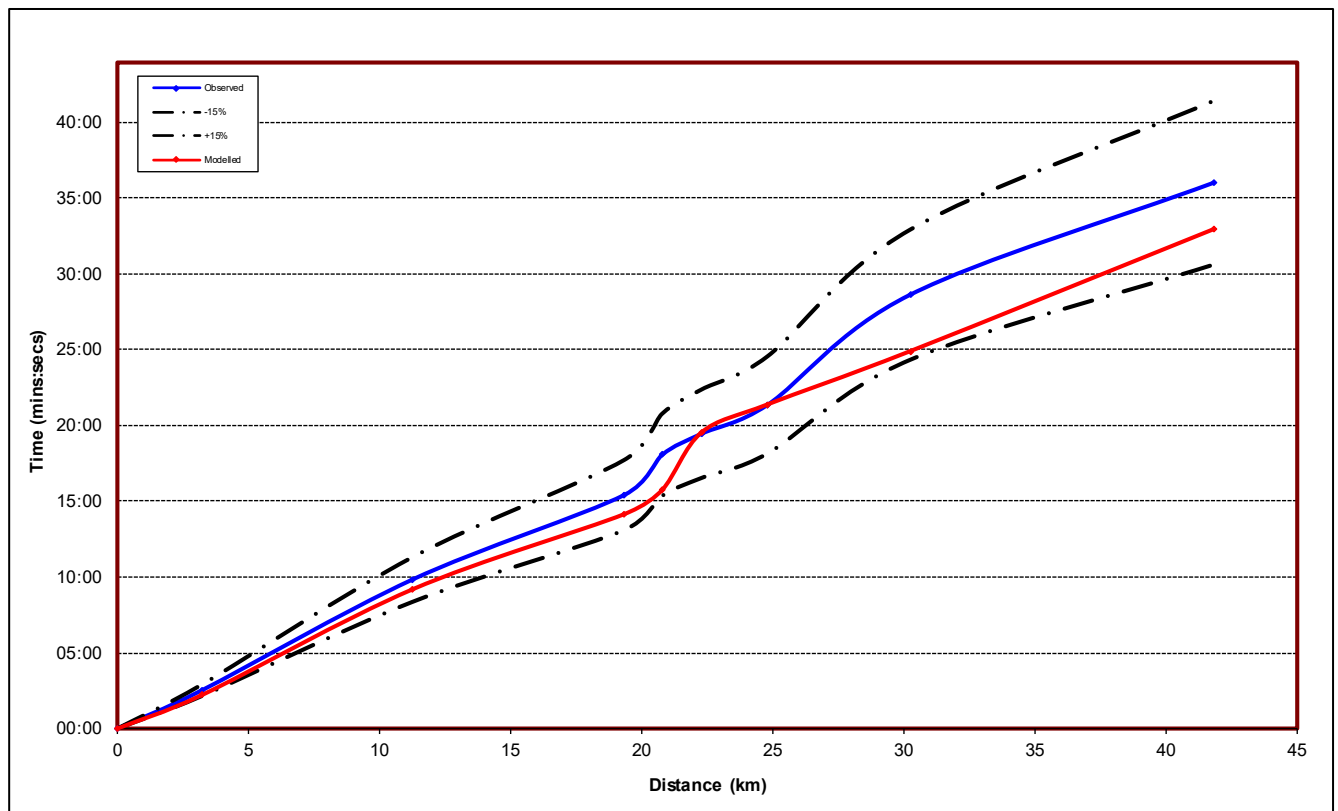


Figure A.53 – Journey time – Route 3 Northbound (08:00-09:00)

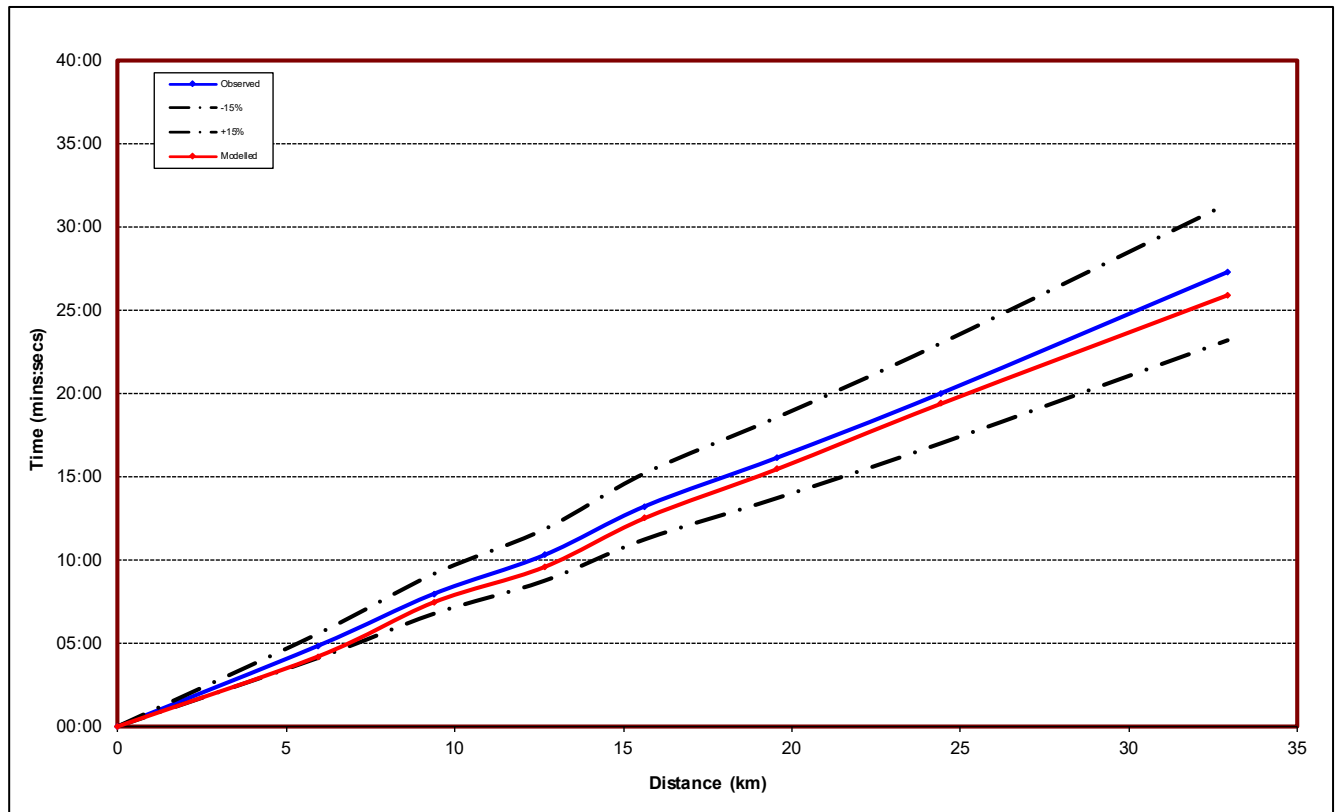


Figure A.54 – Journey time – Route 3 Southbound (08:00-09:00)

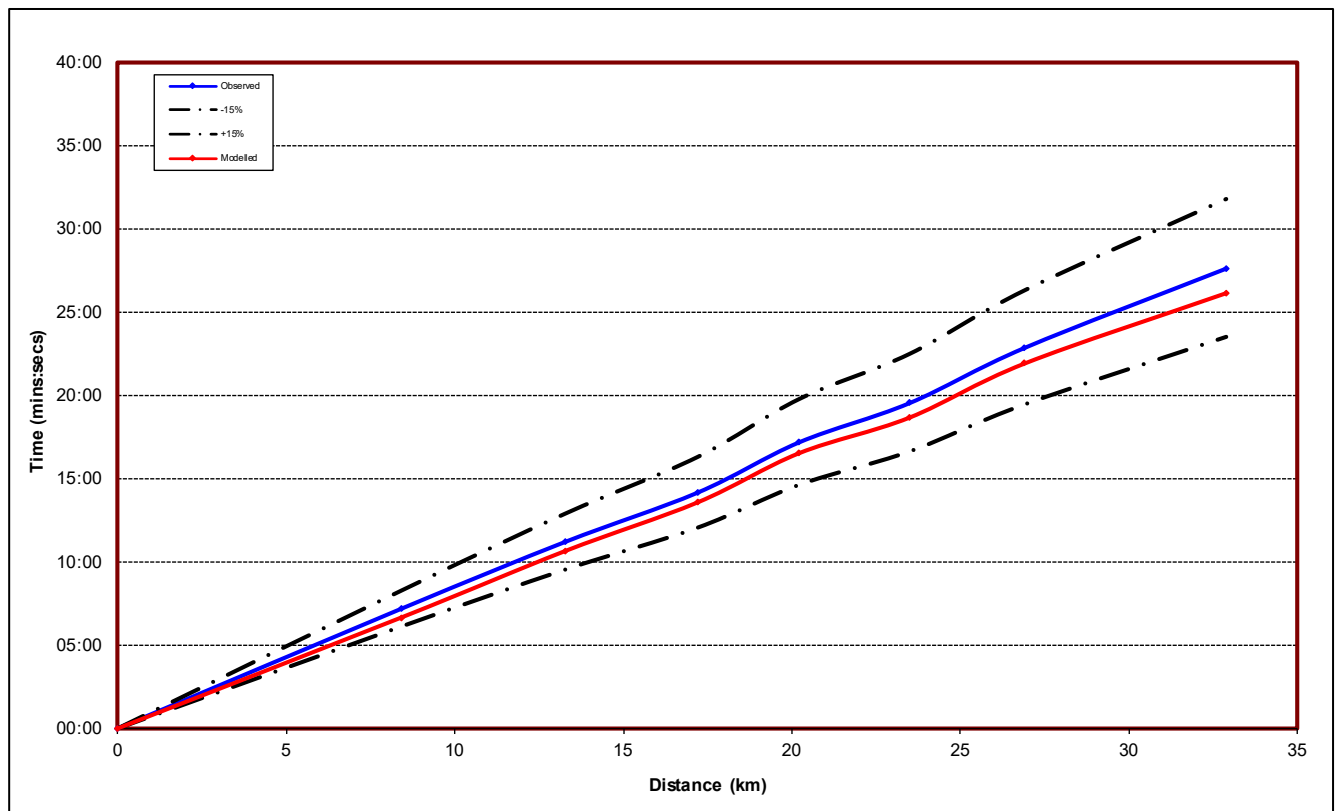


Figure A.55 – Journey time – Route 4 Eastbound (08:00-09:00)

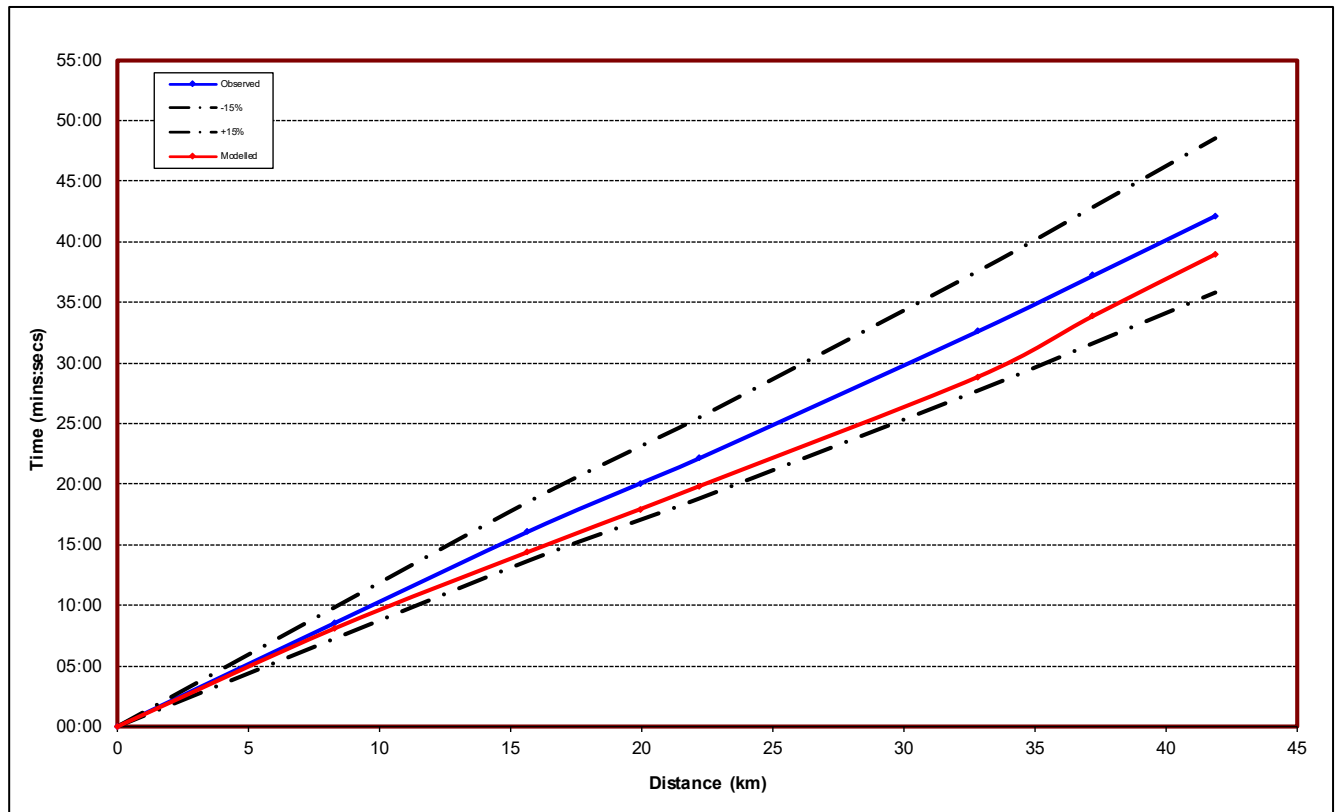


Figure A.56 – Journey time – Route 4 Westbound (08:00-09:00)

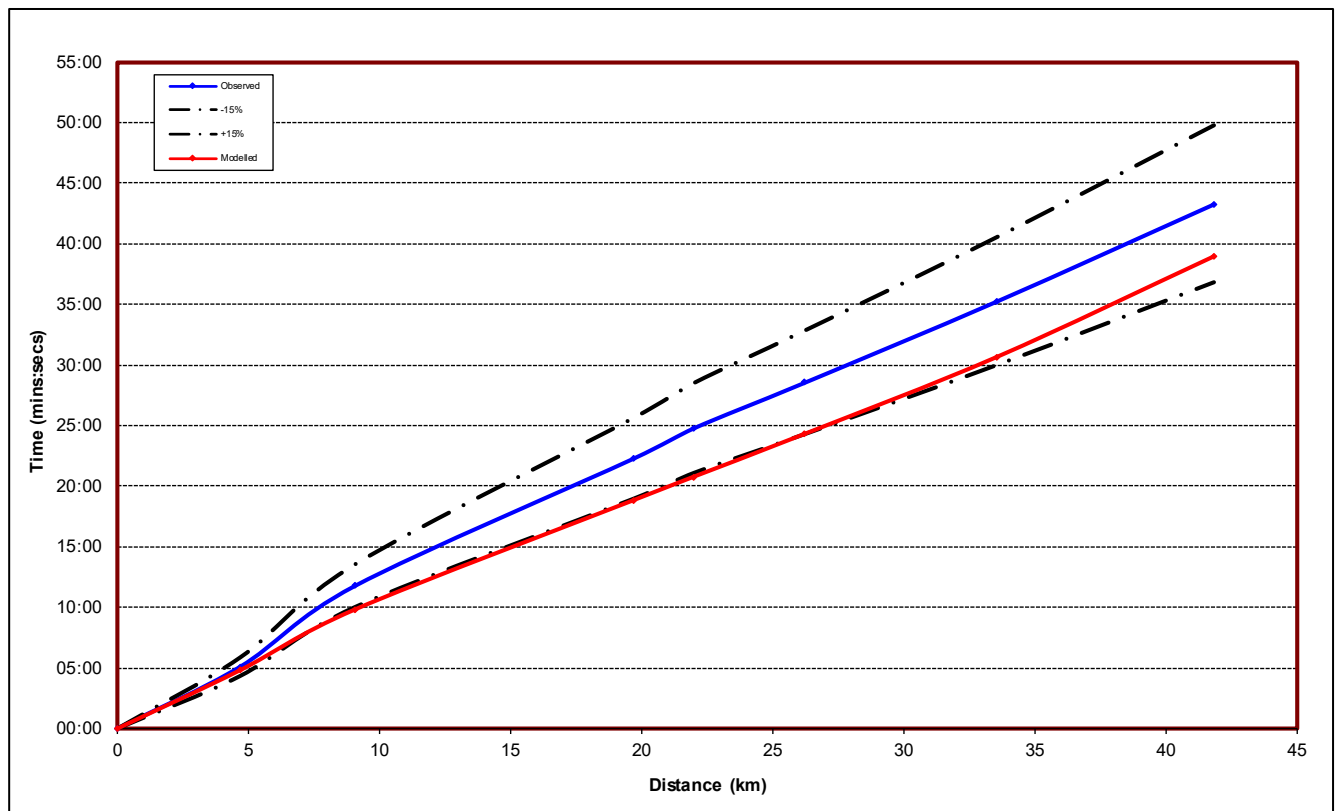


Figure A.57 – Journey time – Route 5 Eastbound (08:00-09:00)

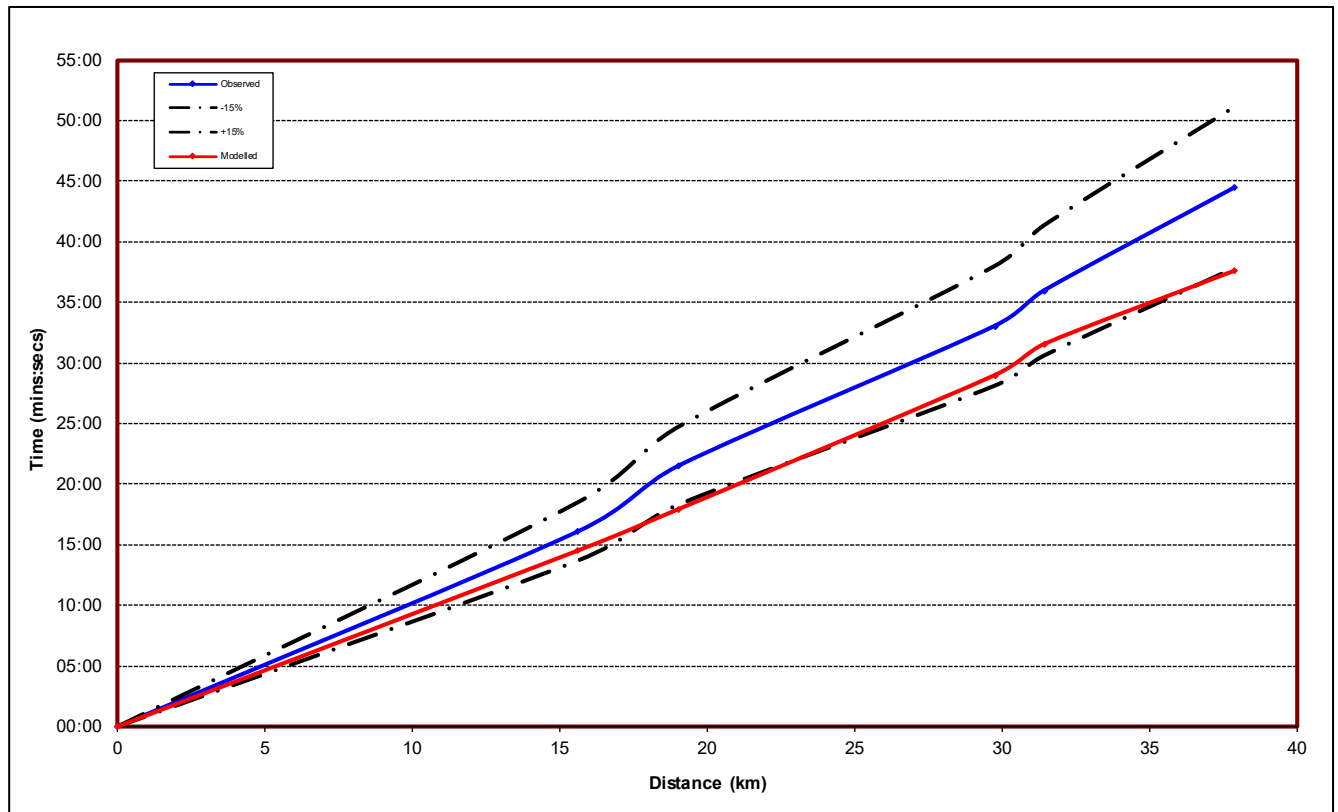


Figure A.58 – Journey time – Route 5 Westbound (08:00-09:00)

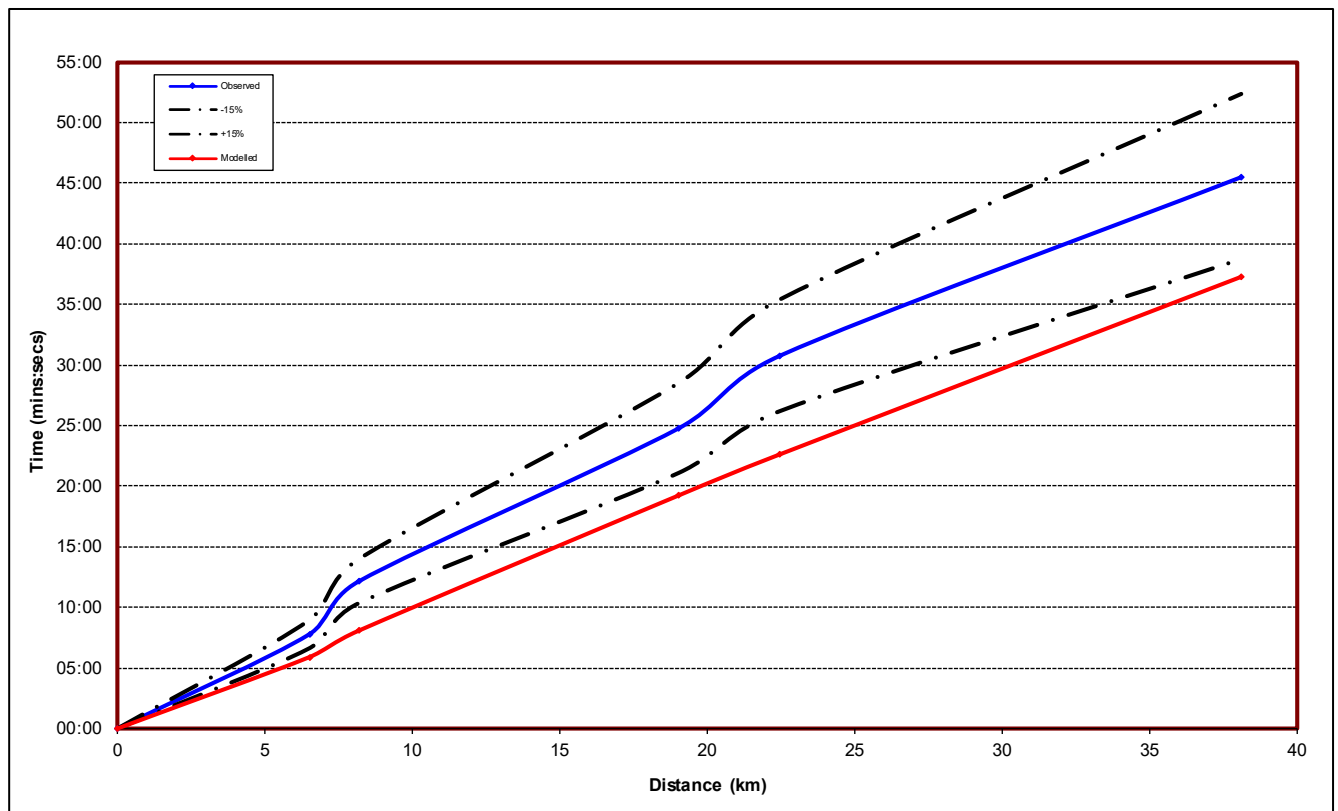


Figure A.59 – Journey time – Route 6 Northbound (08:00-09:00)

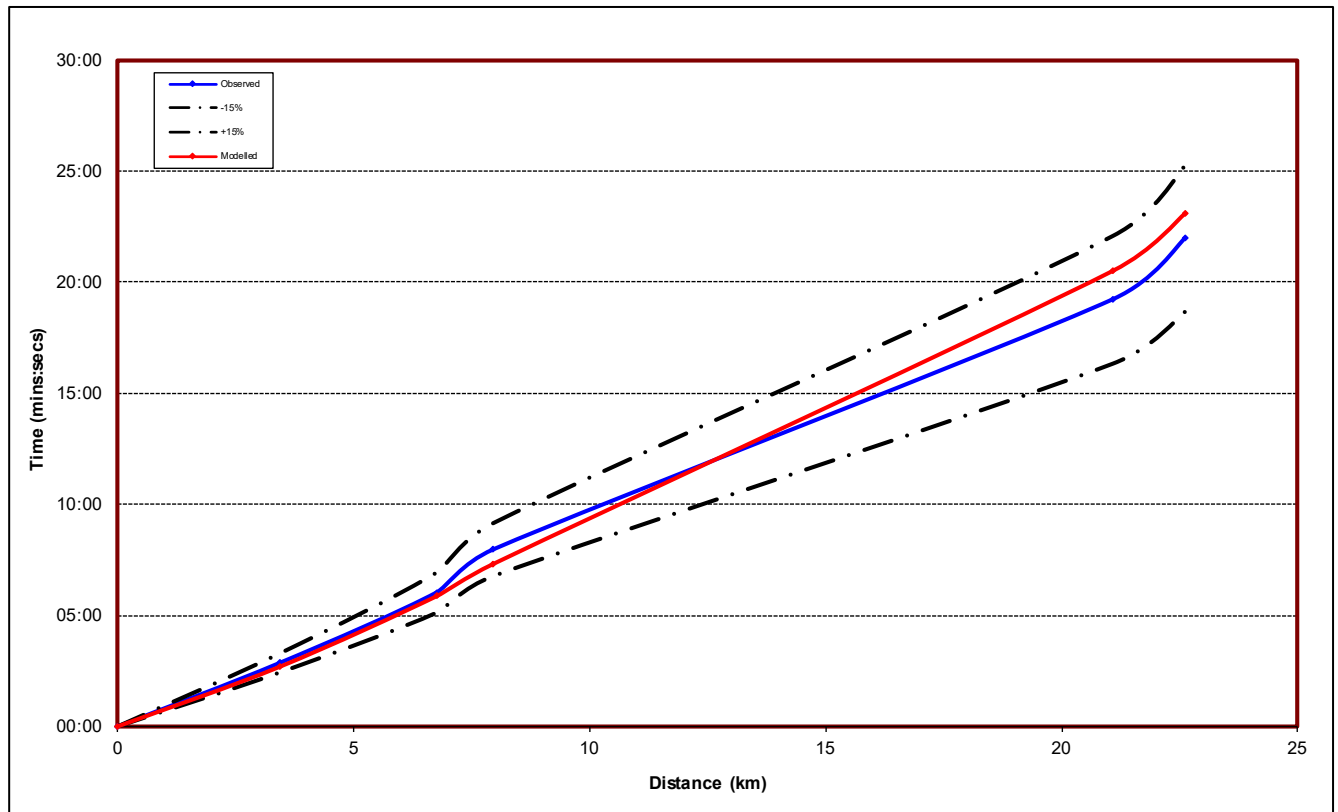


Figure A.60 – Journey time – Route 6 Southbound (08:00-09:00)

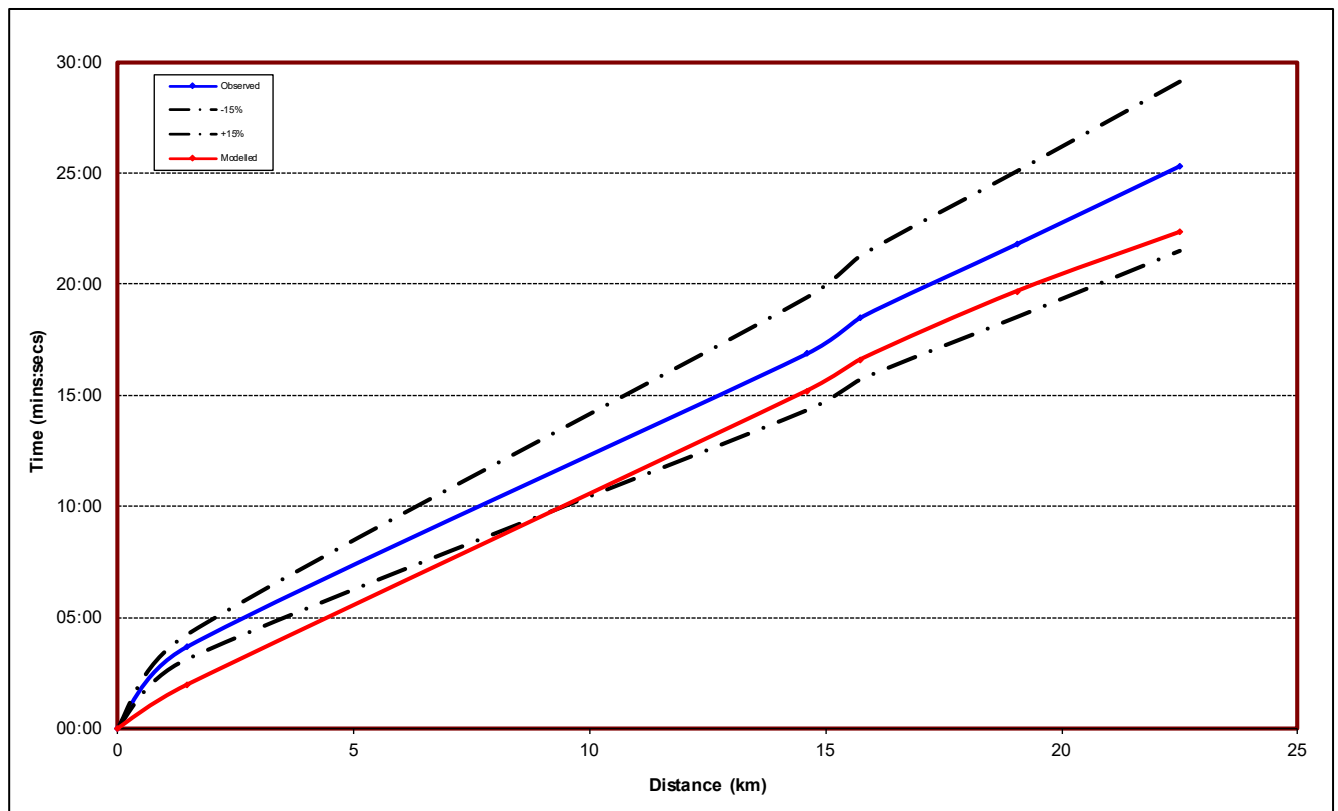


Figure A.61 – Journey time – Route 7 Northbound (08:00-09:00)

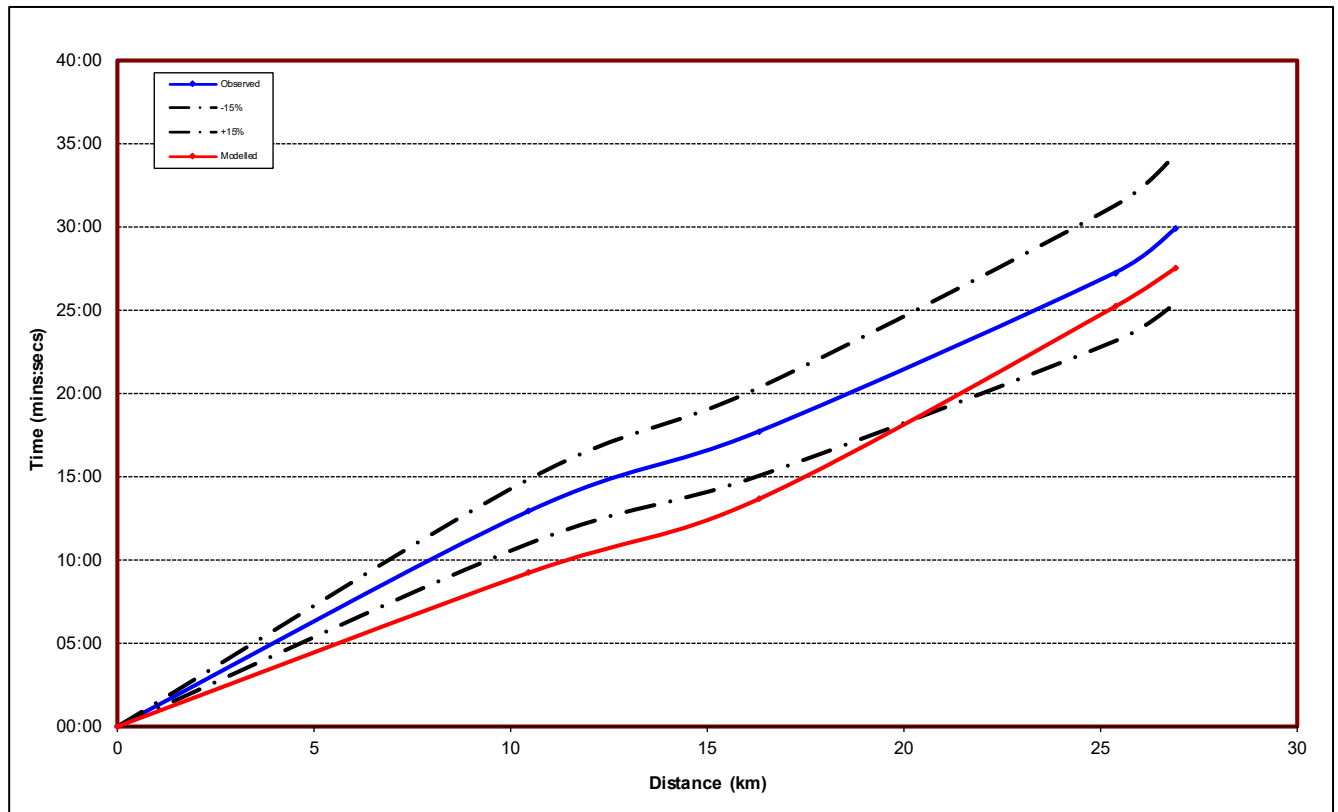


Figure A.62 – Journey time – Route 7 Southbound (08:00-09:00)

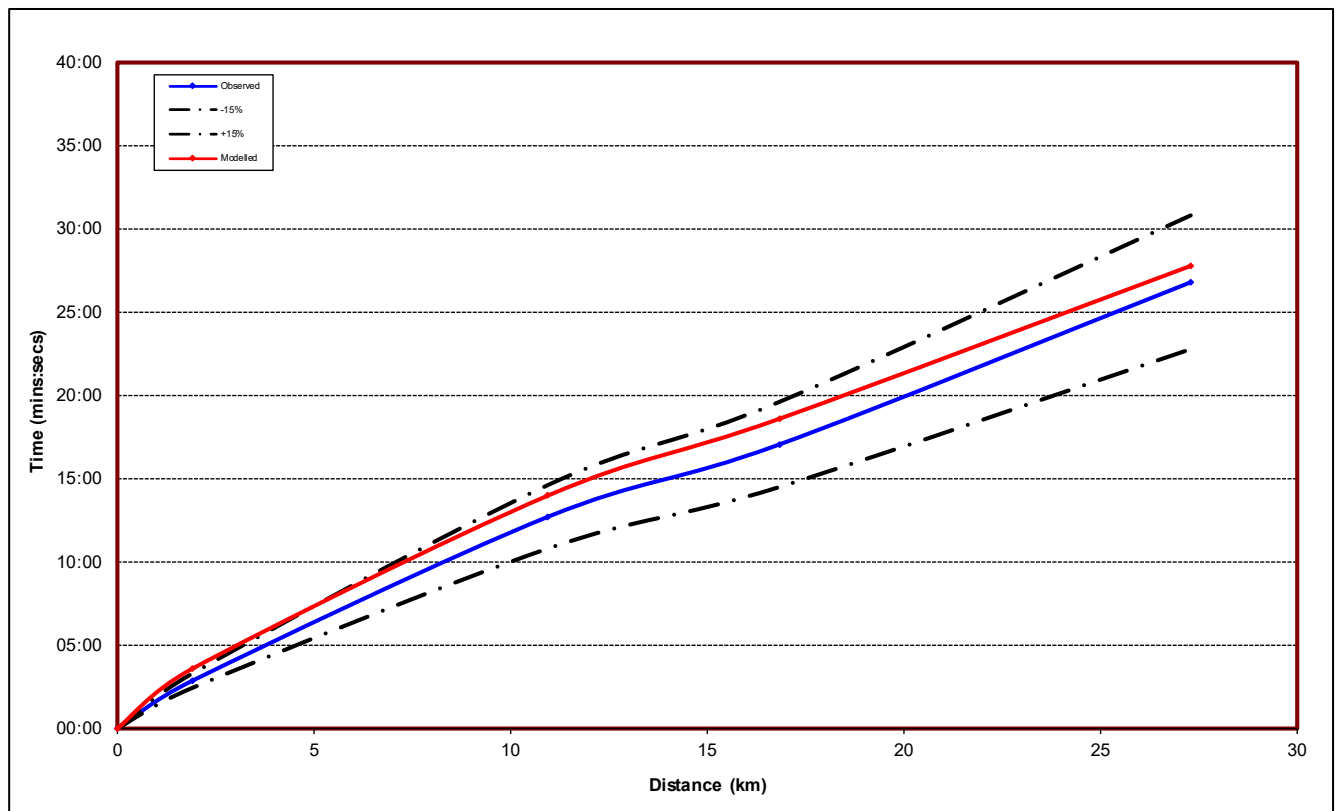


Figure A.63 – Journey time – Route 8 Northbound (08:00-09:00)

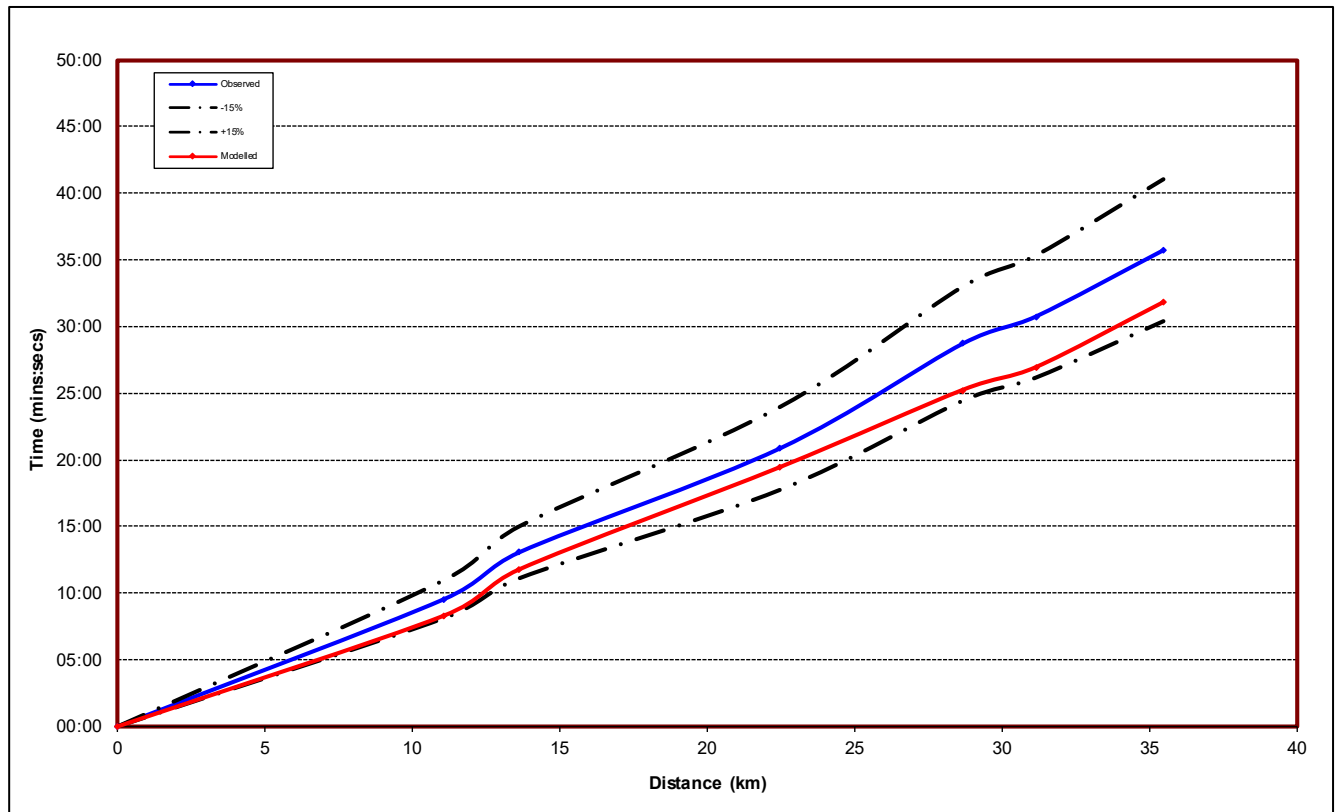


Figure A.64 – Journey time – Route 8 Southbound (08:00-09:00)

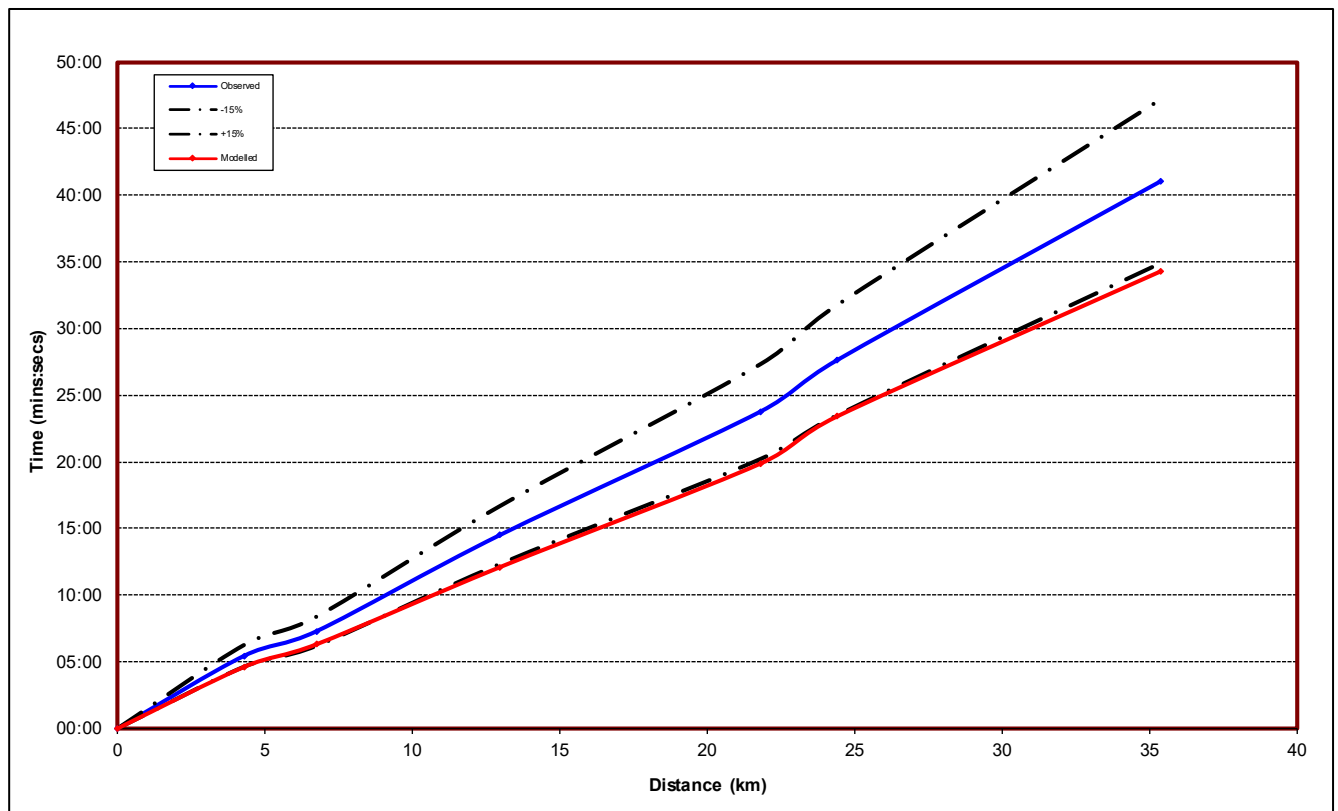


Figure A.65 – Journey time – Route 9 Eastbound (08:00-09:00)

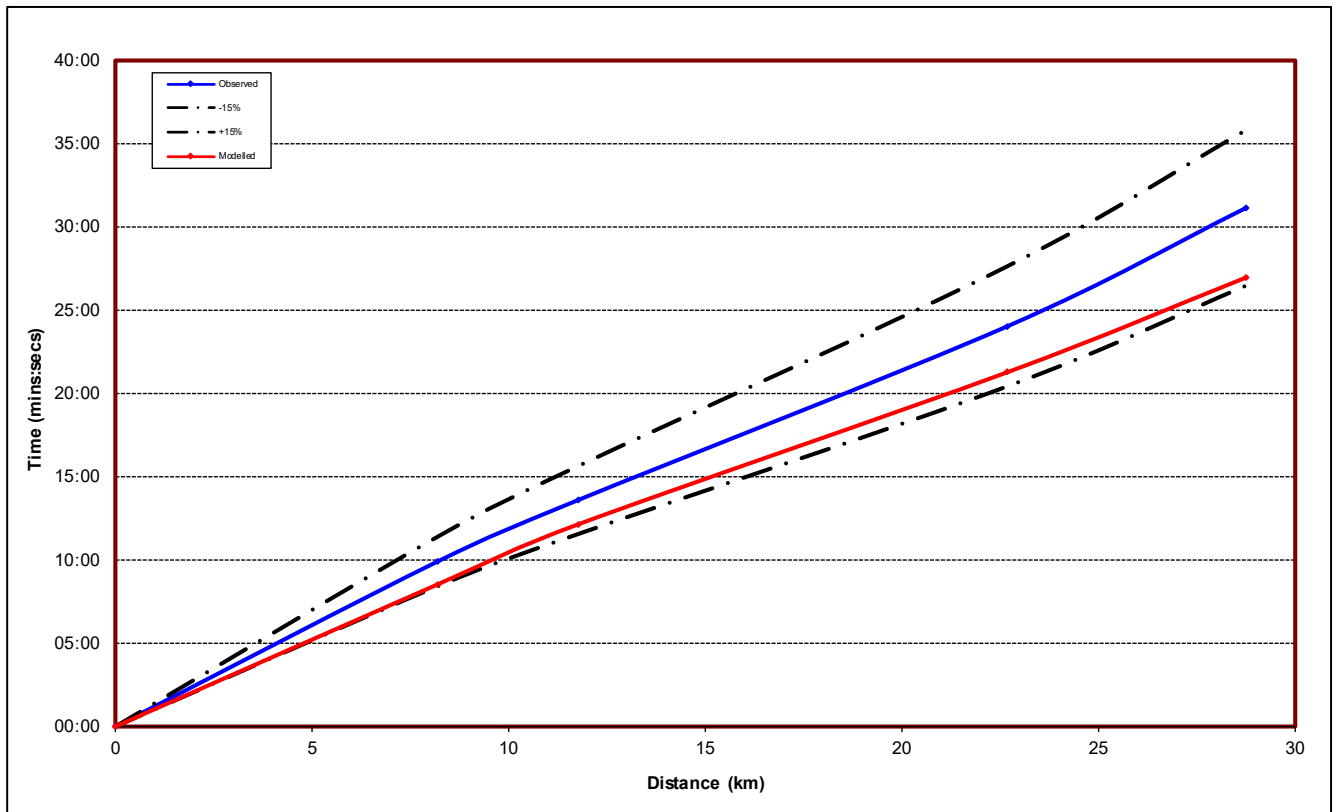


Figure A.66 – Journey time – Route 9 Westbound (08:00-09:00)

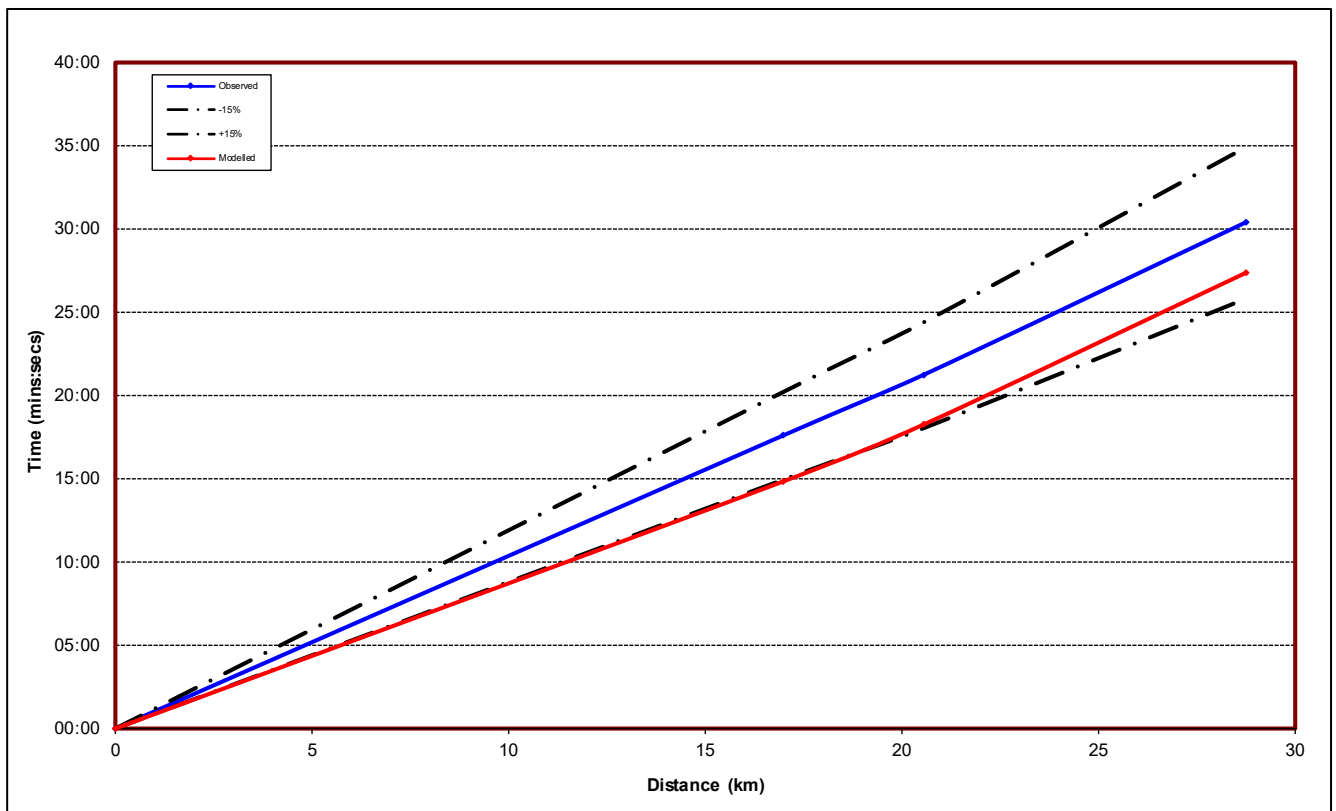


Figure A.67 – Journey time – Route 10 Northbound (08:00-09:00)

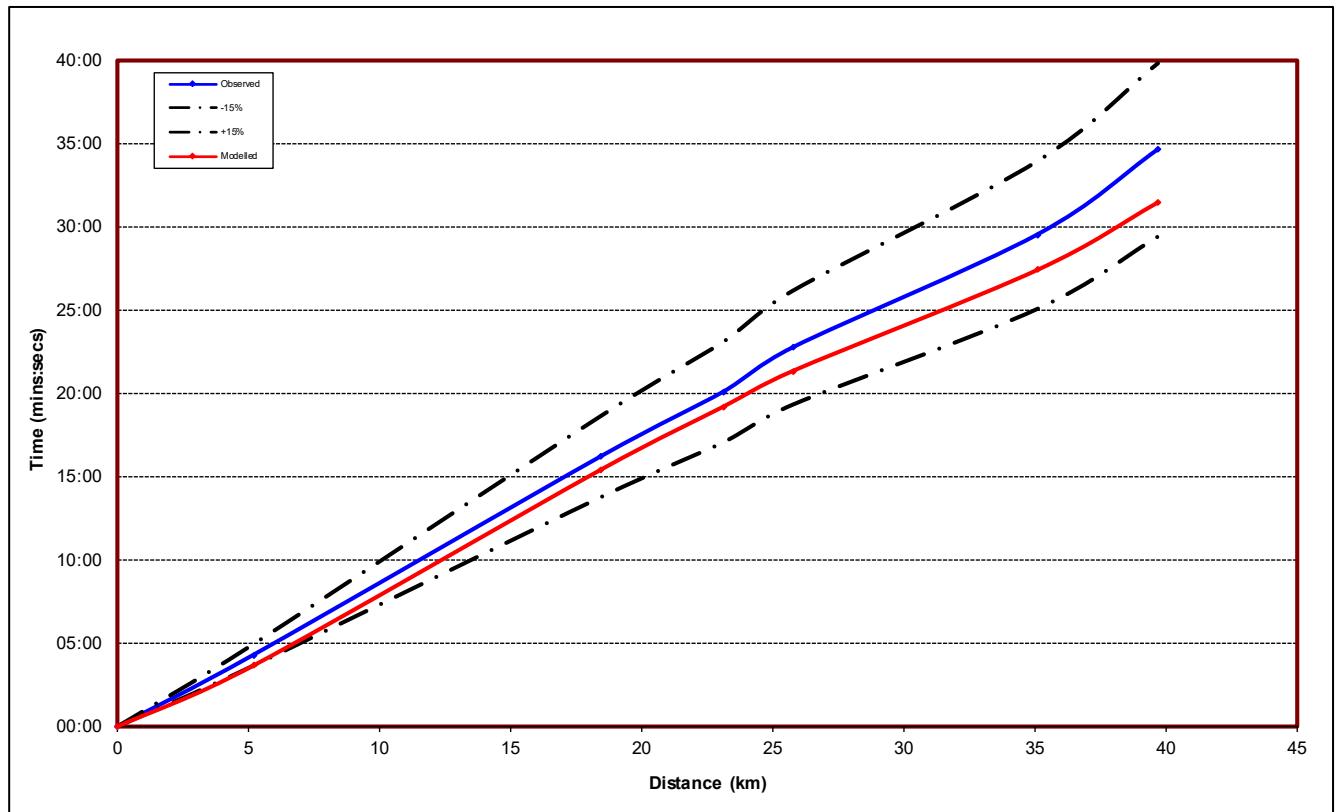


Figure A.68 – Journey time – Route 10 Southbound (08:00-09:00)

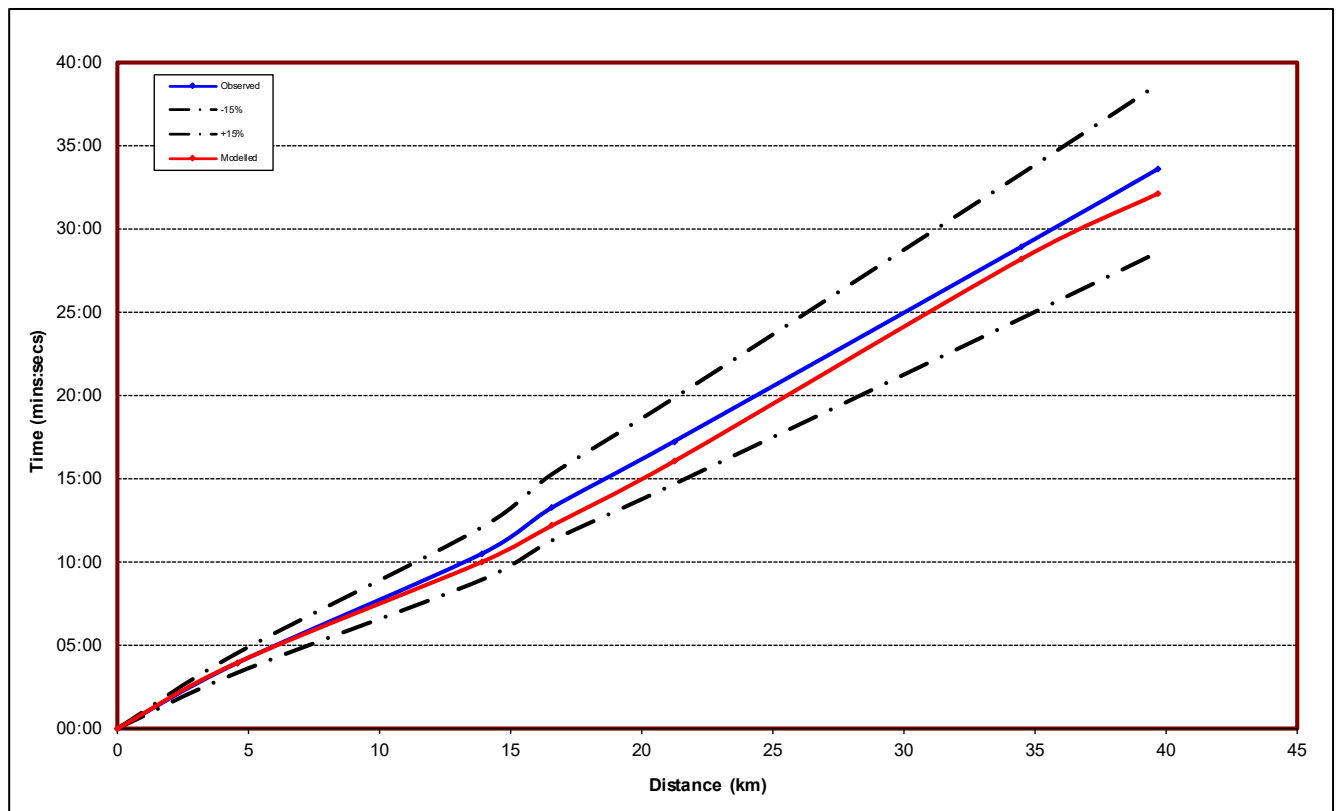


Figure A.69 – Journey time – Route 11 Northbound (08:00-09:00)

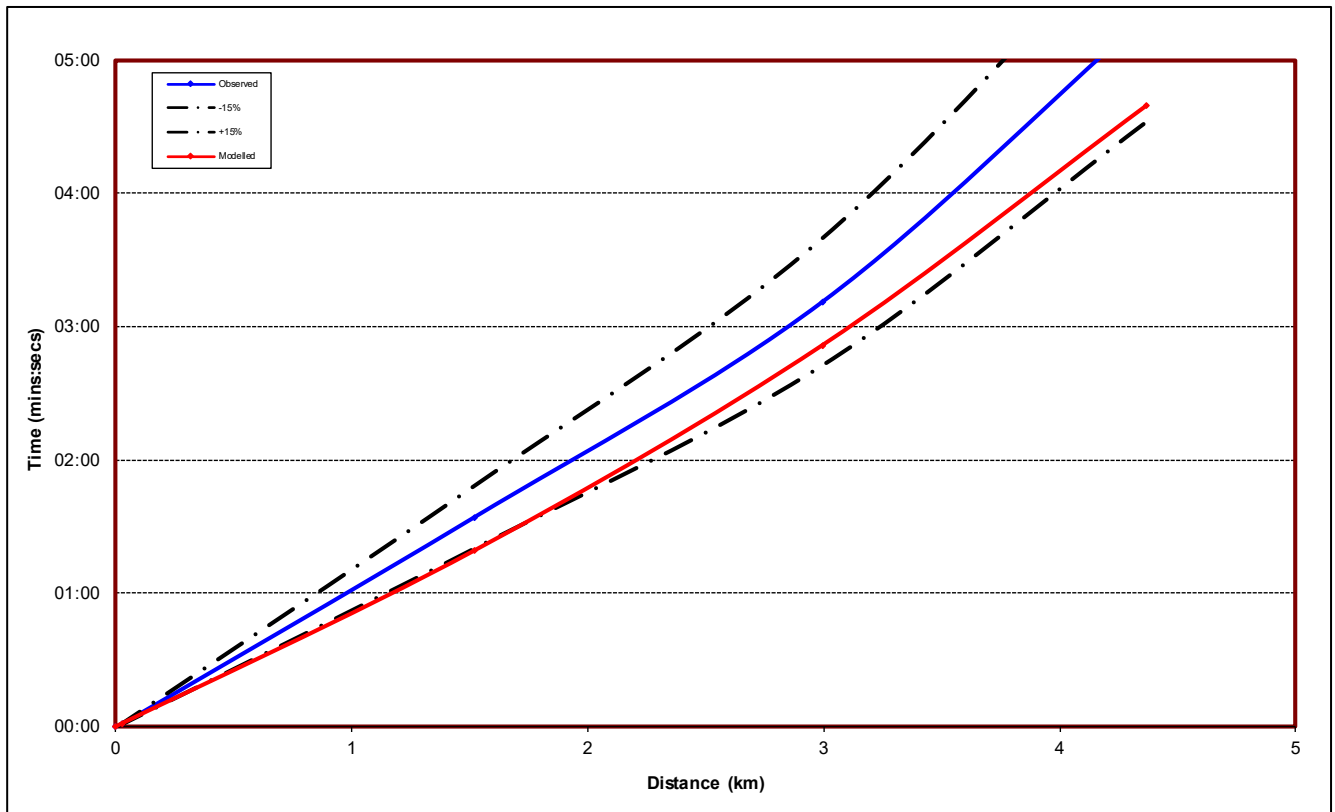


Figure A.70 – Journey time – Route 11 Southbound (08:00-09:00)

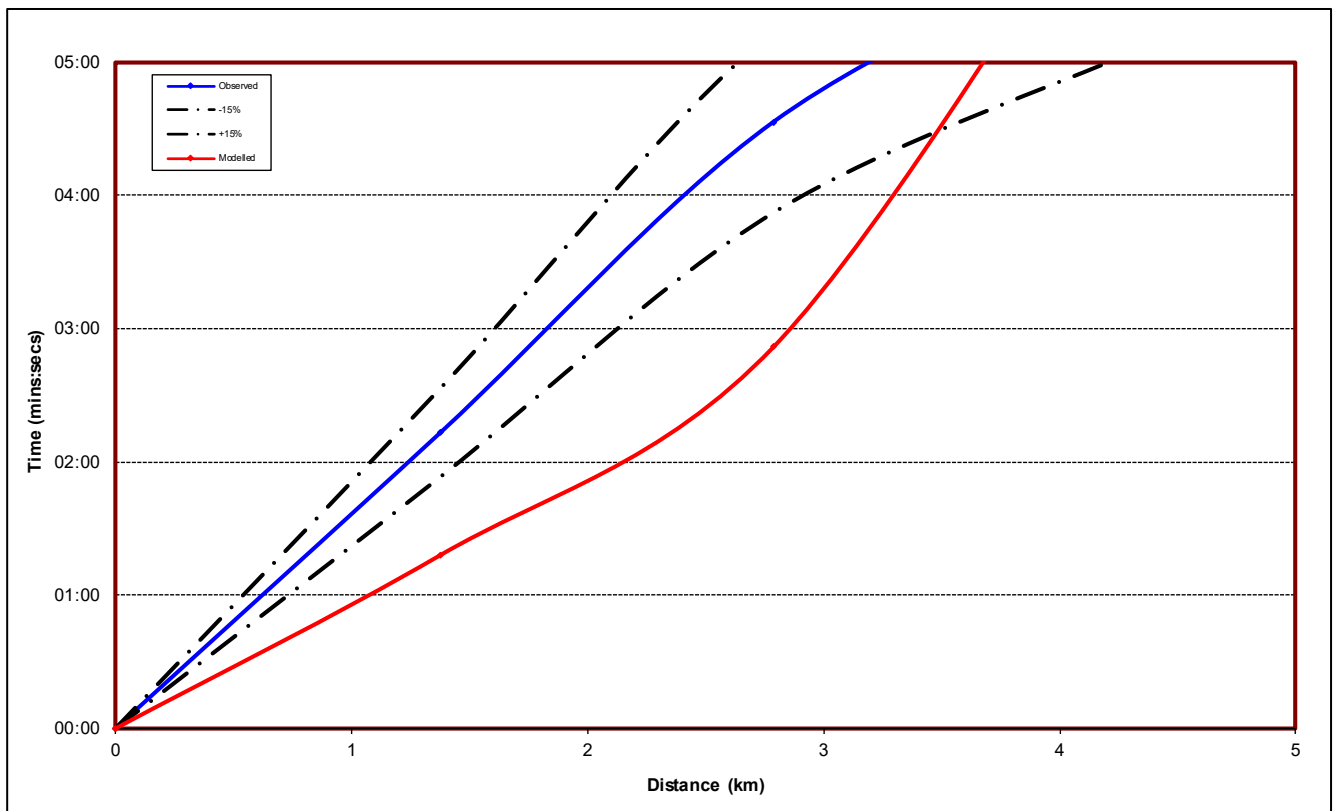


Figure A.71 – Journey time – Route 12 Northbound (08:00-09:00)

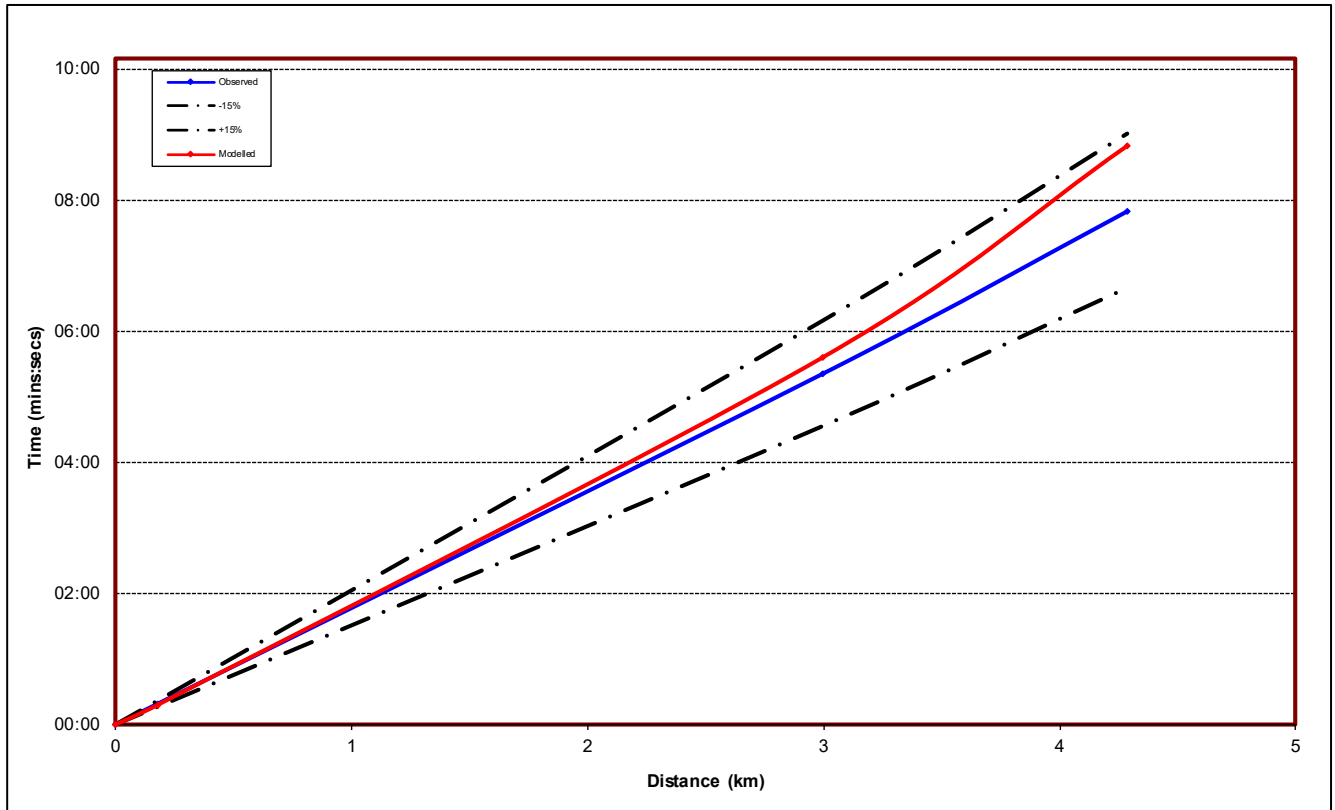
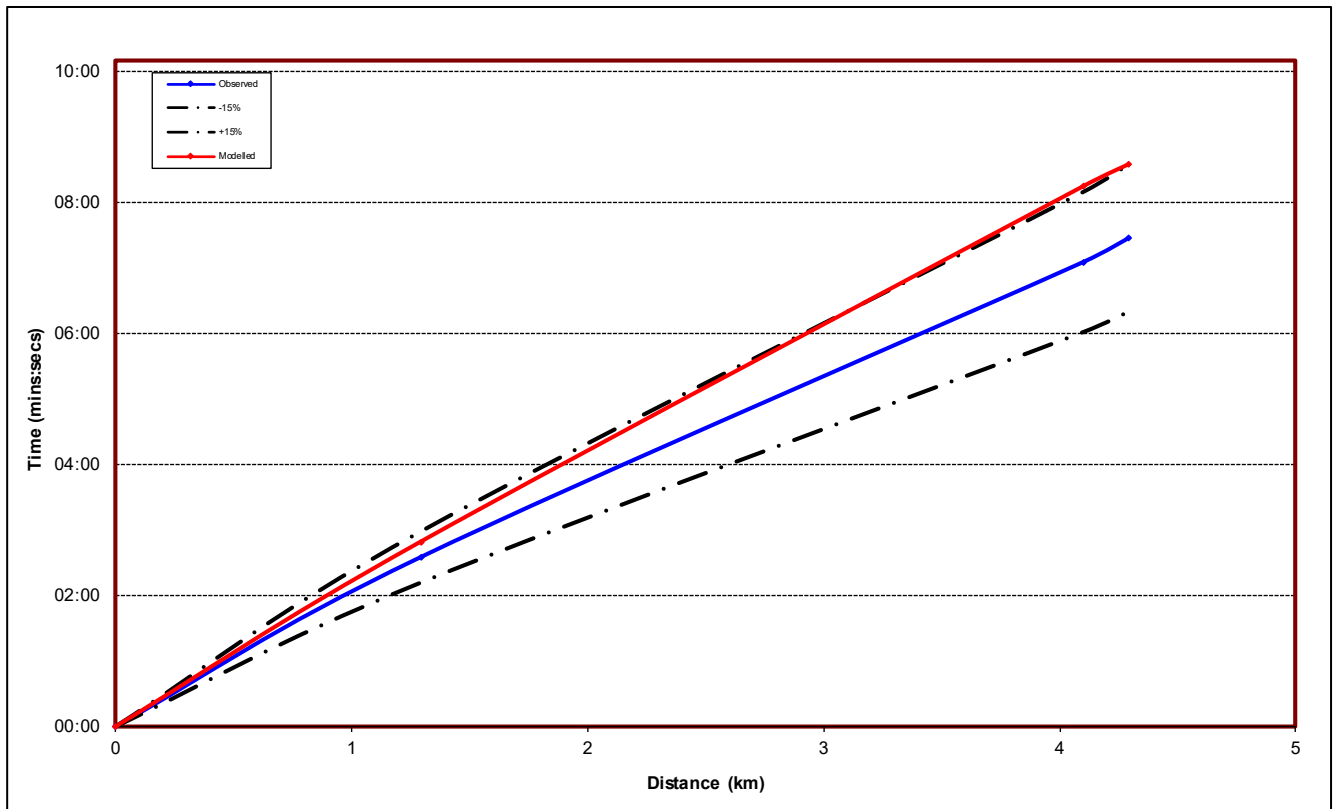


Figure A.72 – Journey time – Route 12 Southbound (08:00-09:00)



Journey time validation graphs (15:00–16:00)

Figure A.73 – Journey time – Route 1 Eastbound (15:00-16:00)

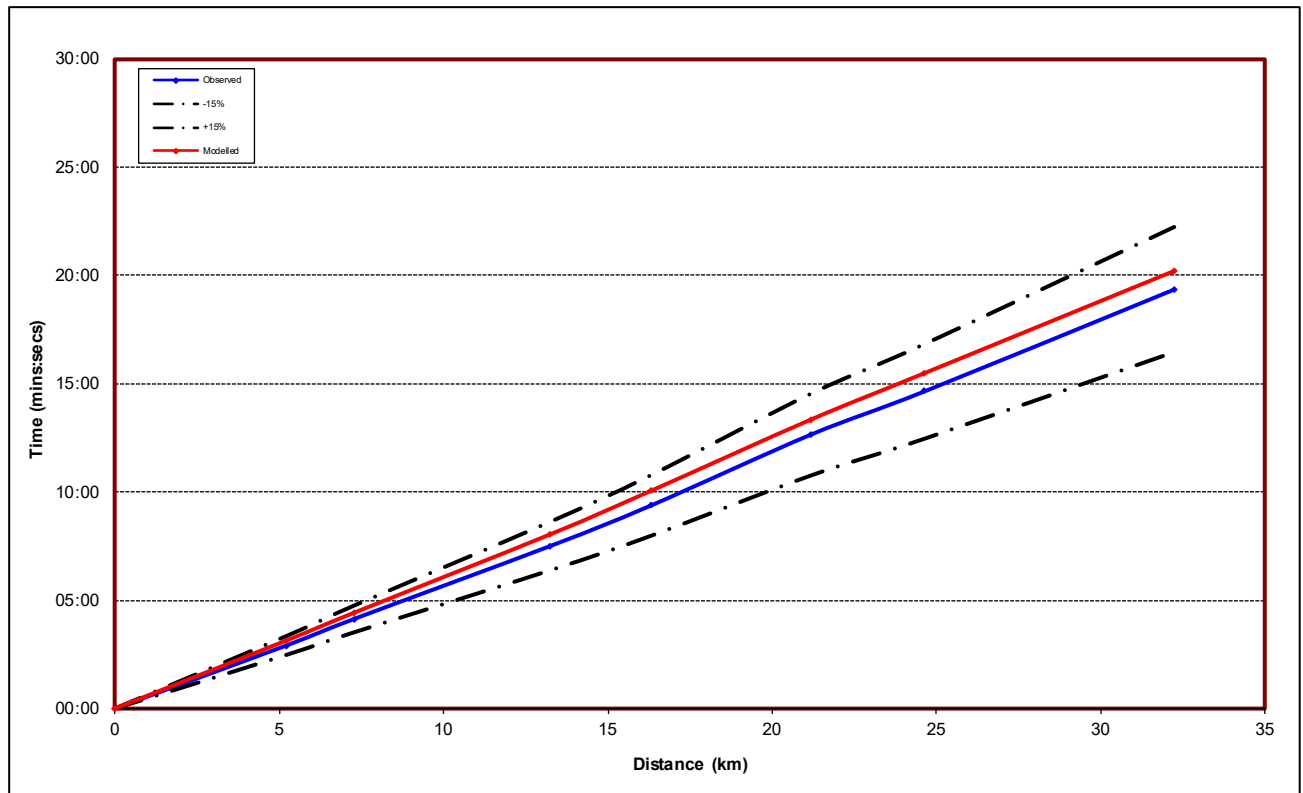


Figure A.74 – Journey time – Route 1 Westbound (15:00-16:00)

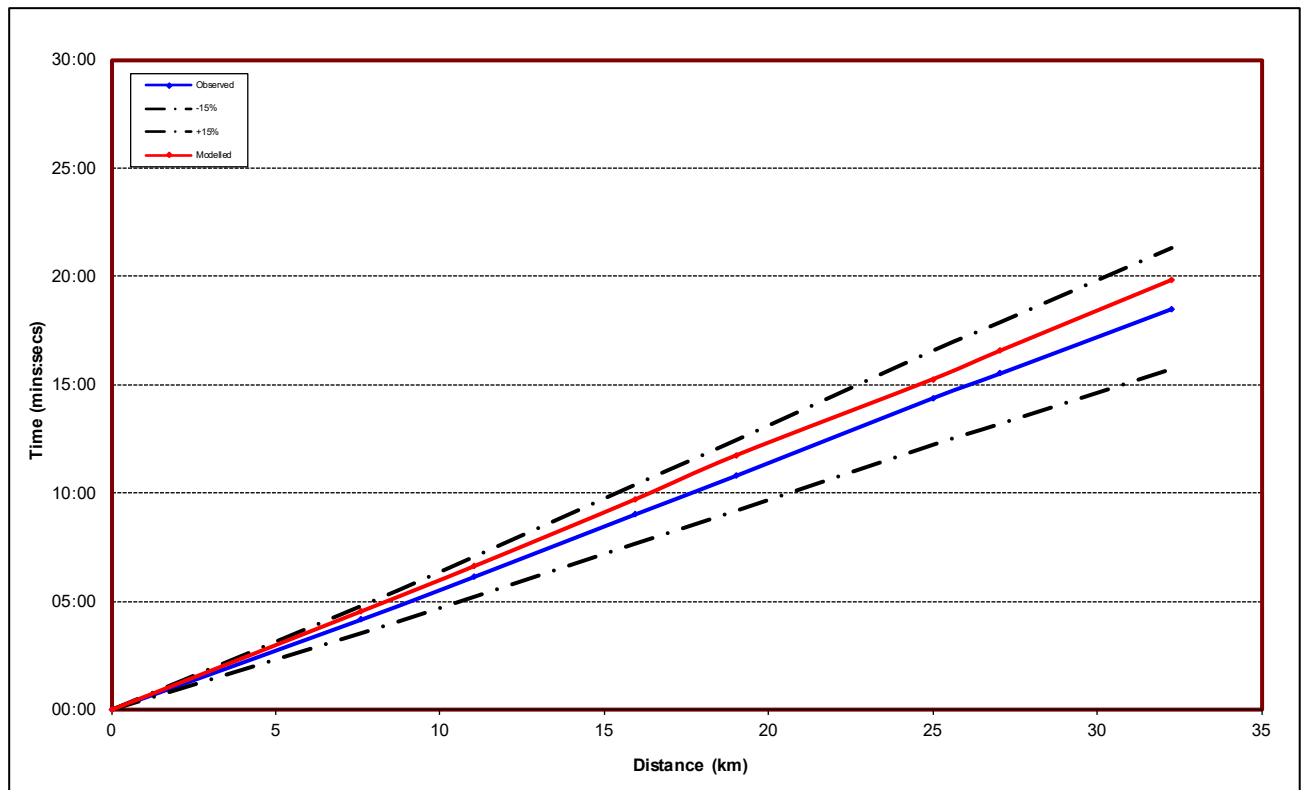


Figure A.75 – Journey time – Route 2 Northbound (15:00-16:00)

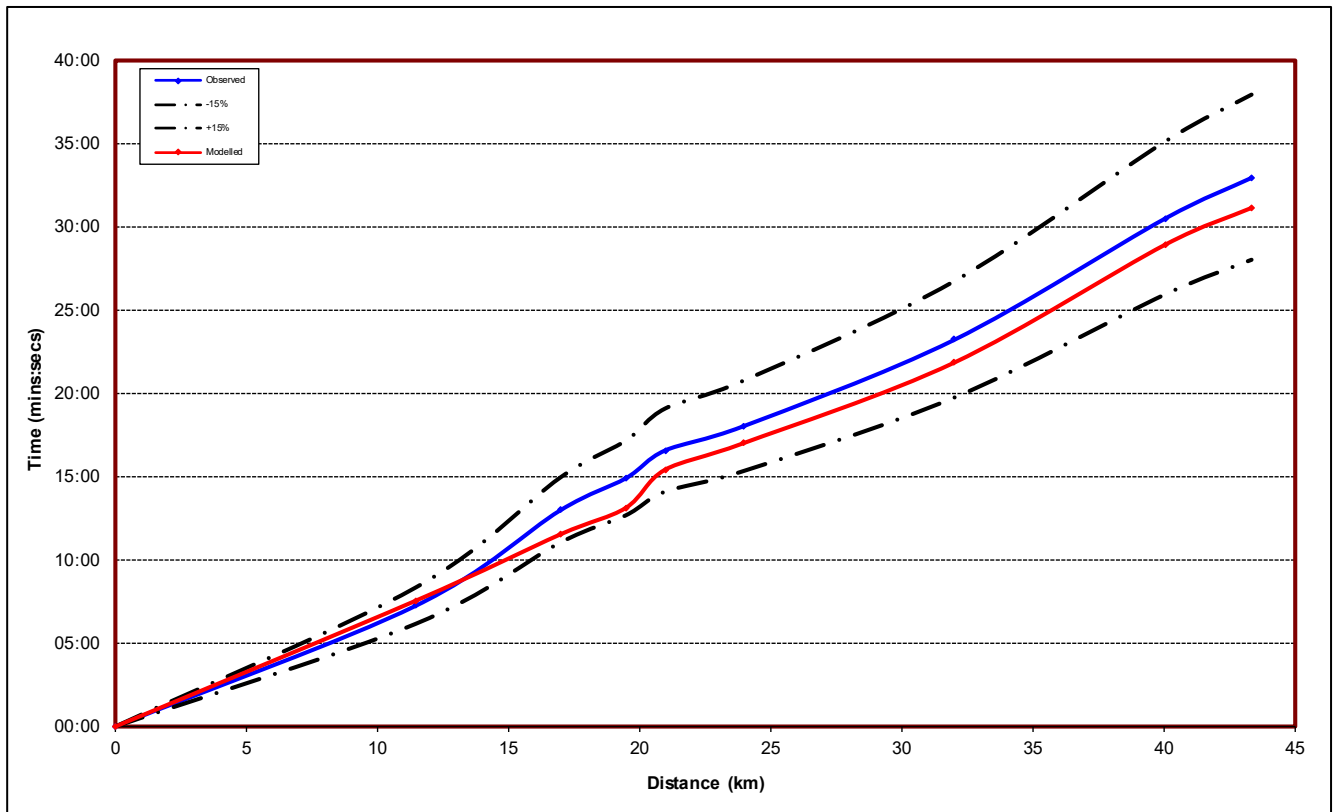


Figure A.76 – Journey time – Route 2 Southbound (15:00-16:00)

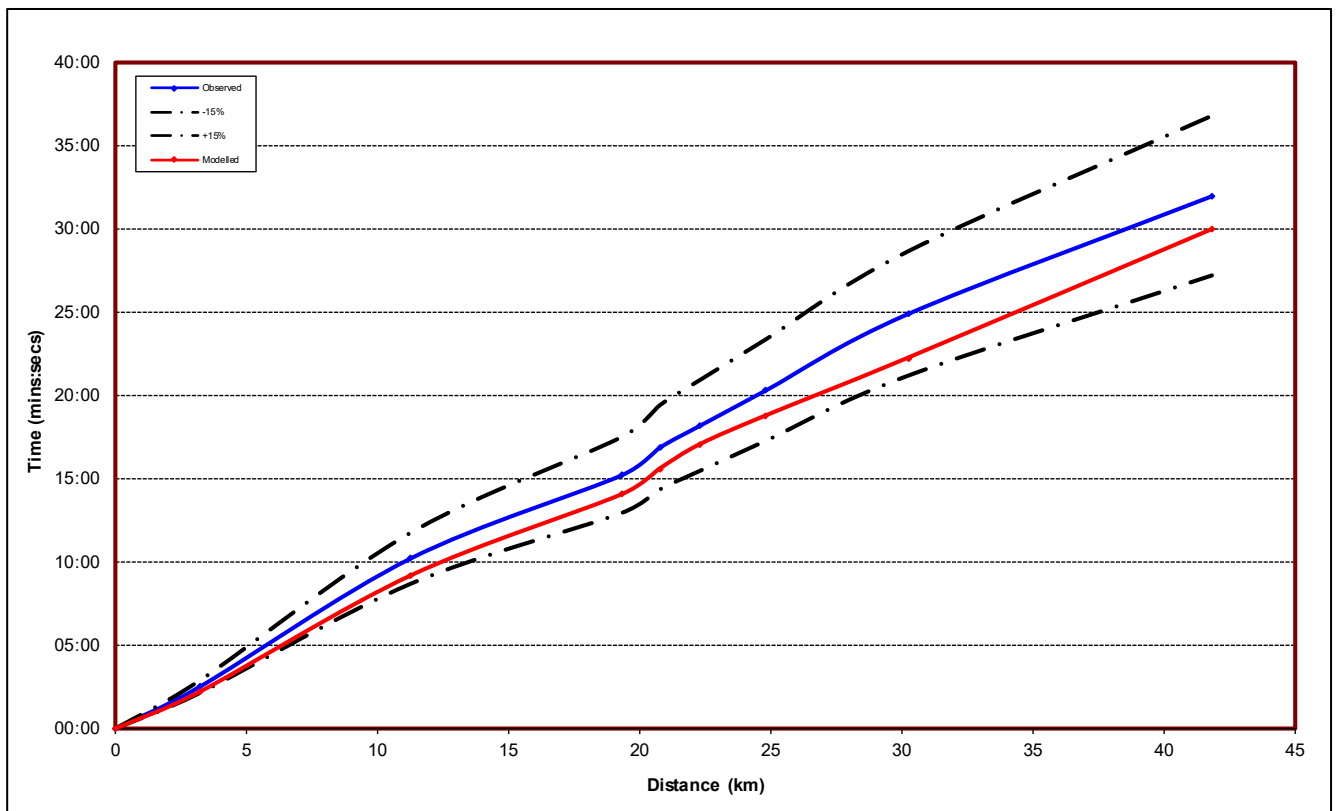


Figure A.77 – Journey time – Route 3 Northbound (15:00-16:00)

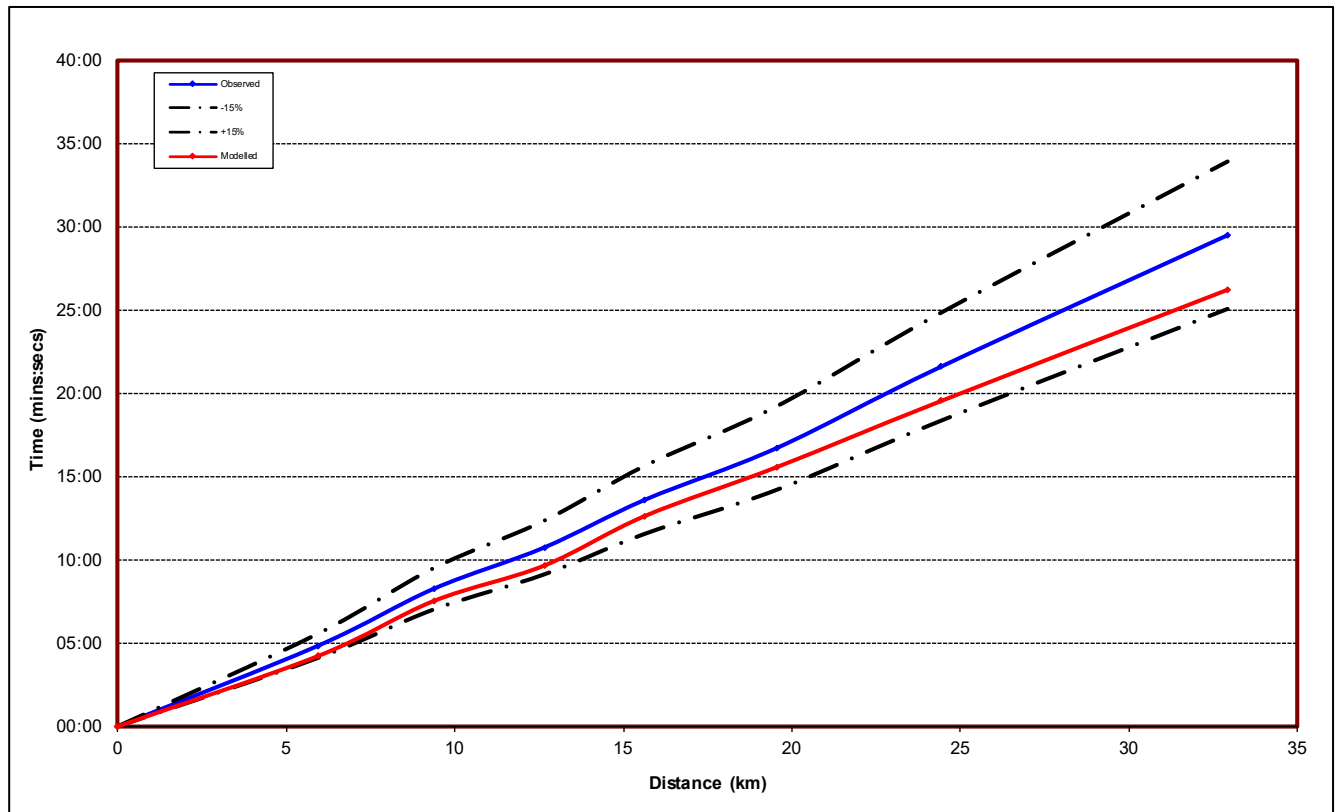


Figure A.78 – Journey time – Route 3 Southbound (15:00-16:00)

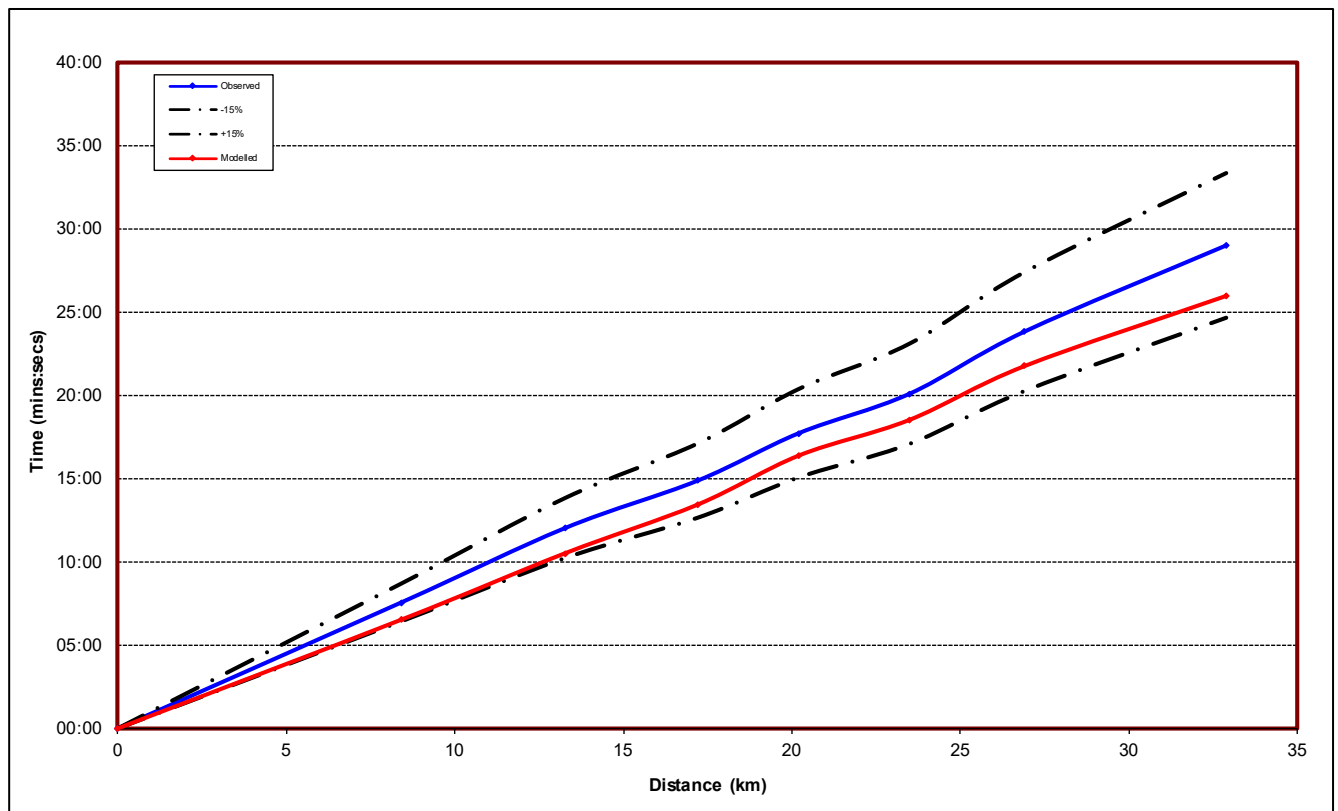


Figure A.79 – Journey time – Route 4 Eastbound (15:00-16:00)

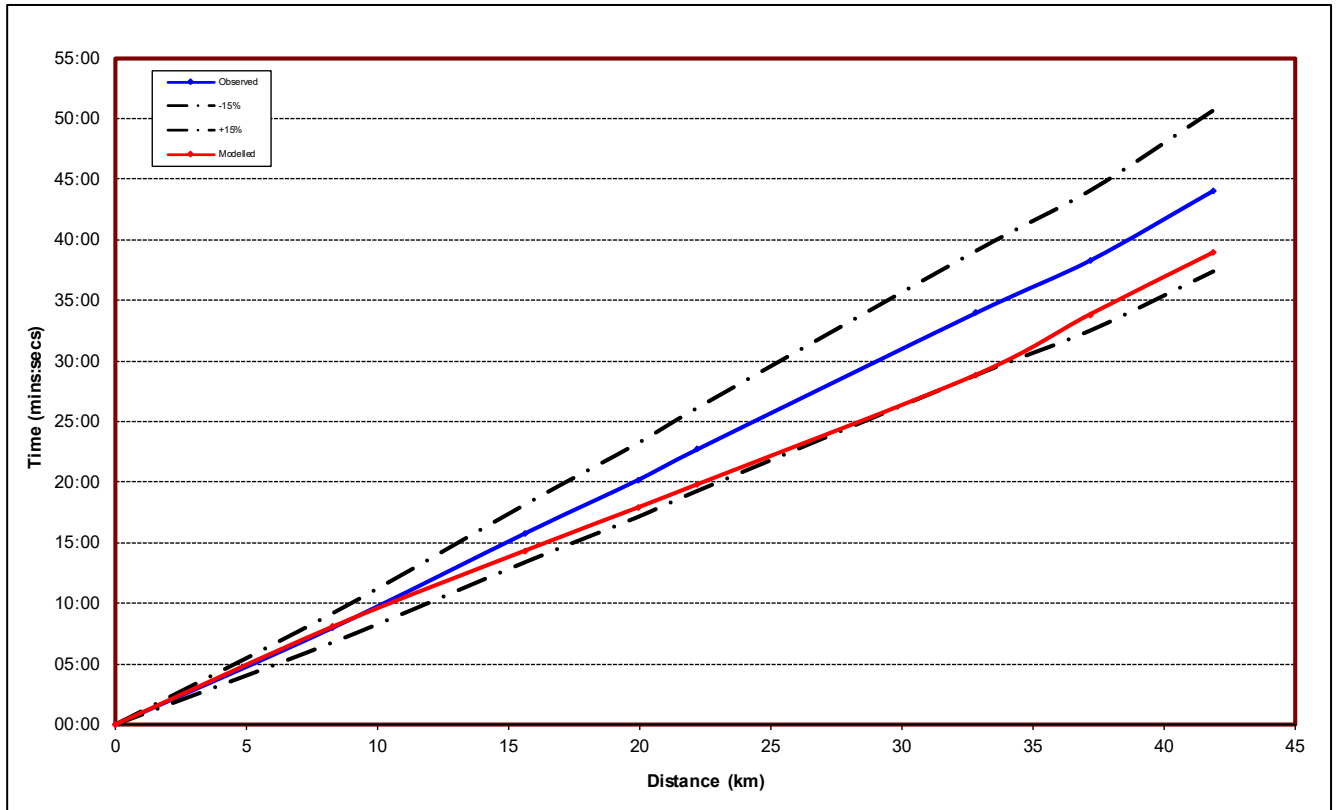


Figure A.80 – Journey time – Route 4 Westbound (15:00-16:00)

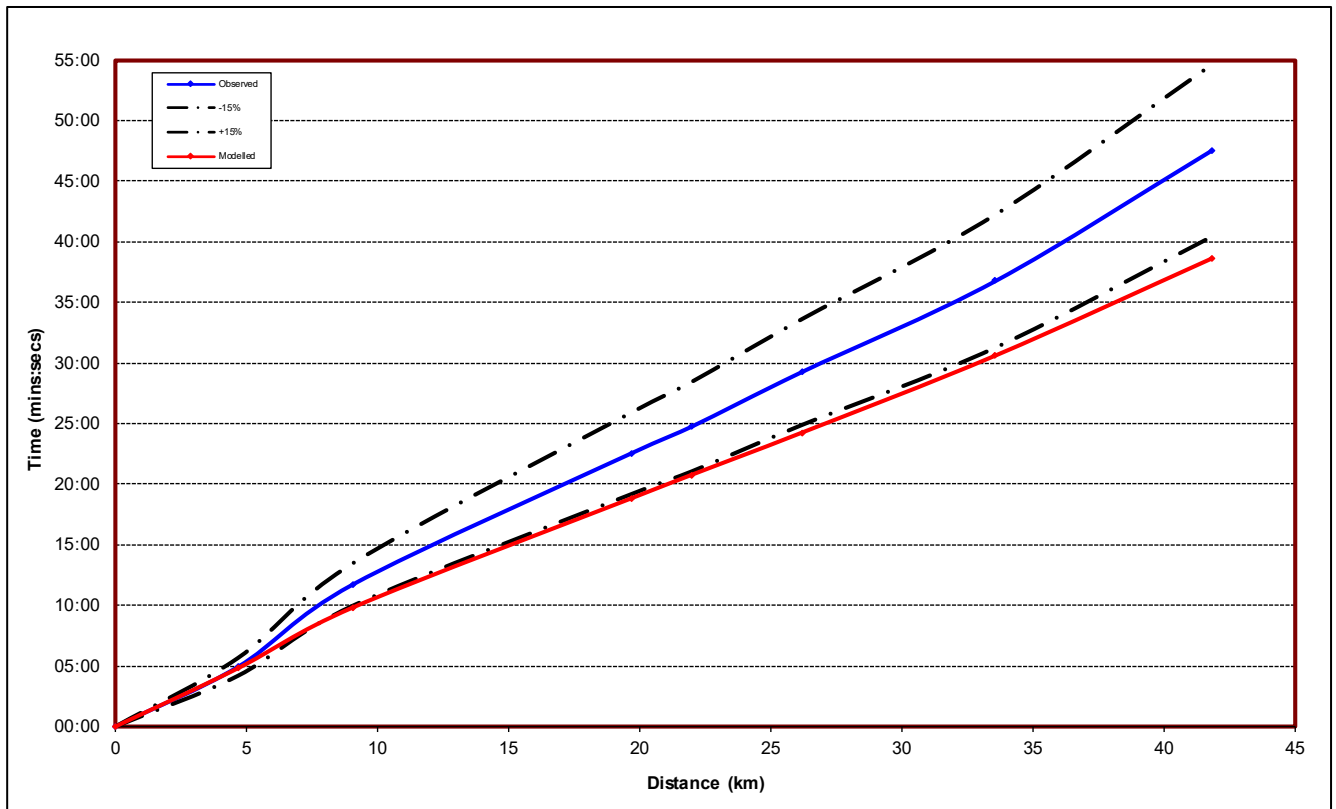


Figure A.81 – Journey time – Route 5 Eastbound (15:00-16:00)

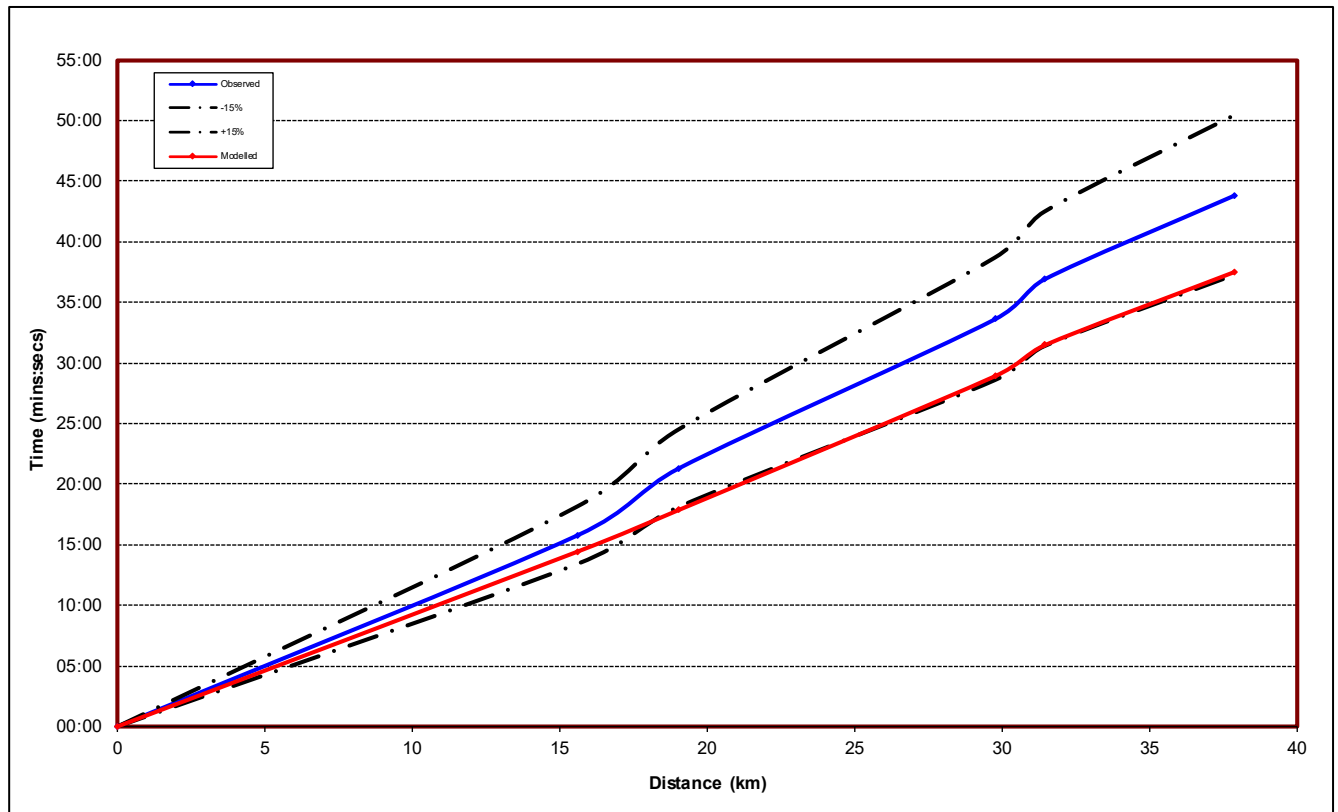


Figure A.82 – Journey time – Route 5 Westbound (15:00-16:00)

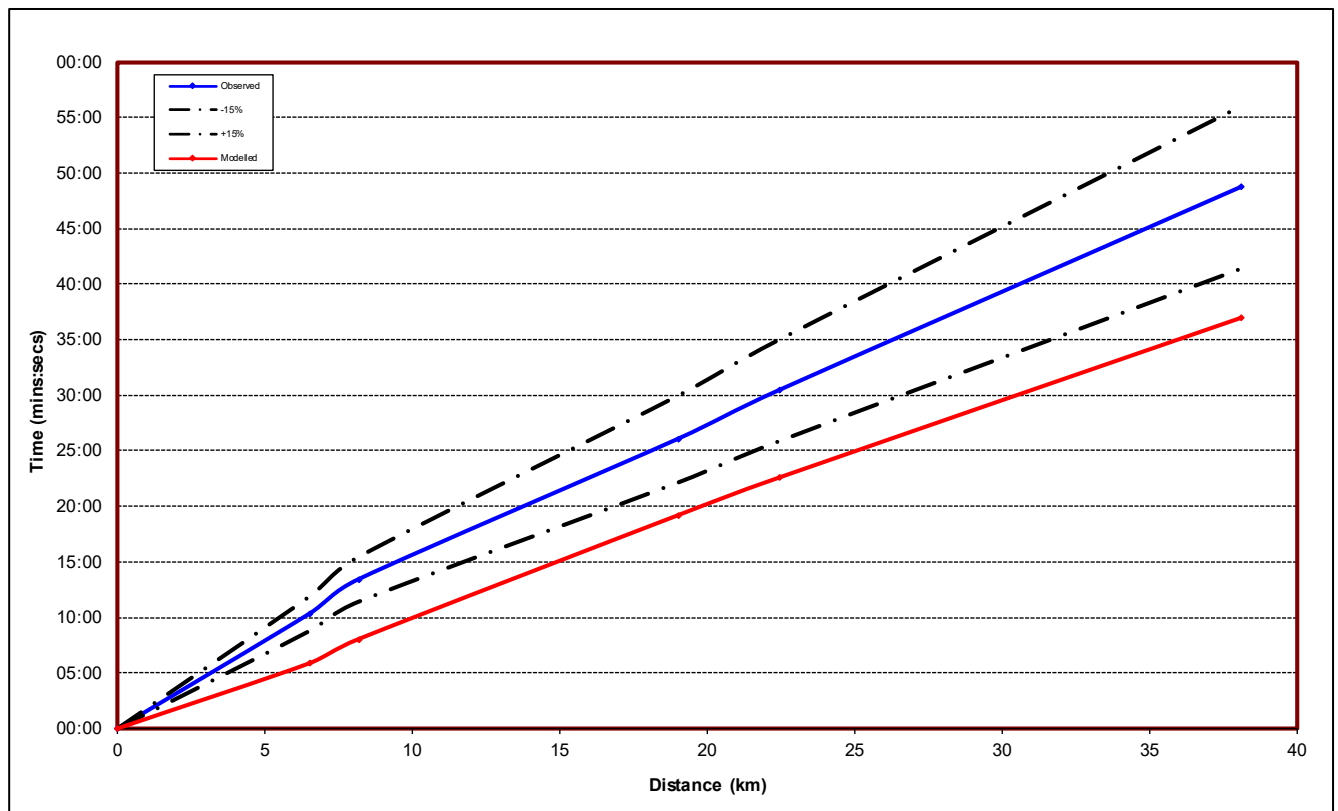


Figure A.83 – Journey time – Route 6 Northbound (15:00-16:00)

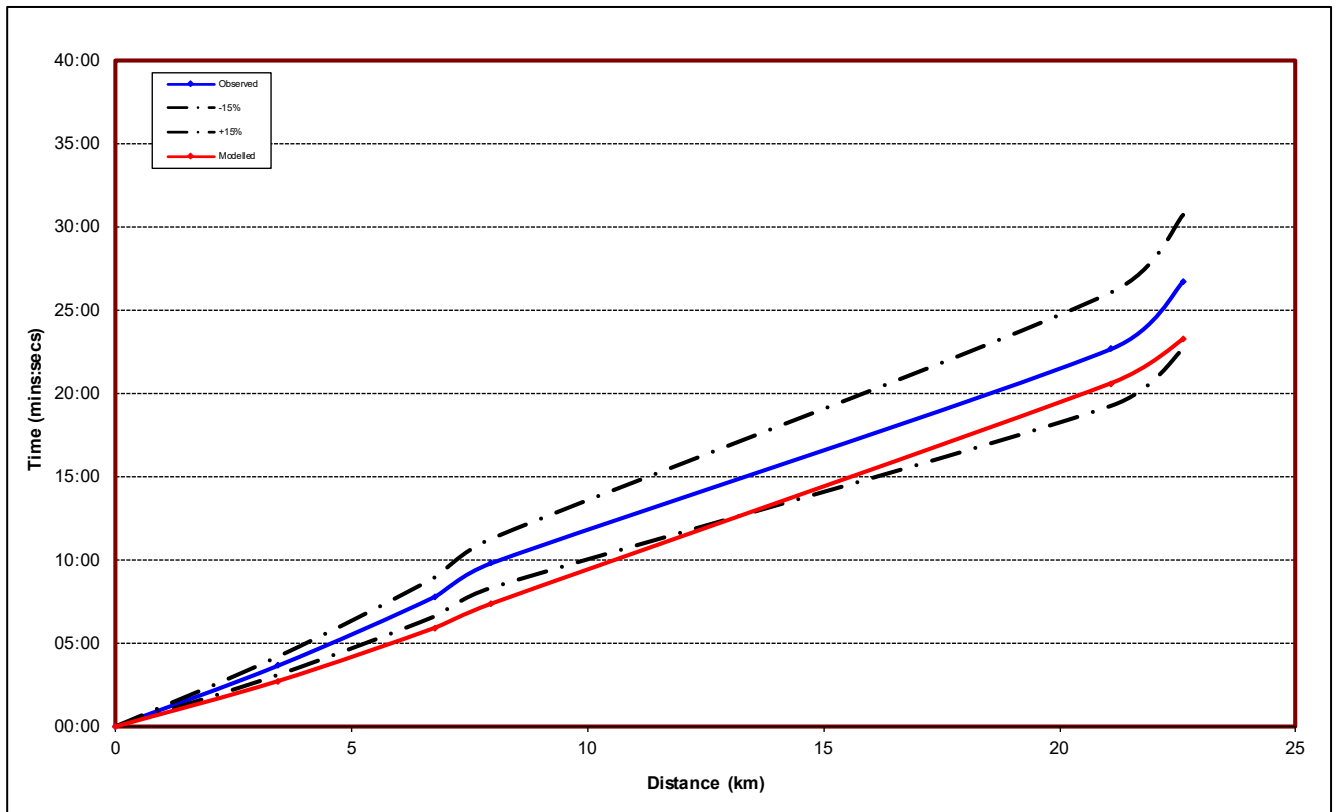


Figure A.84 – Journey time – Route 6 Southbound (15:00-16:00)

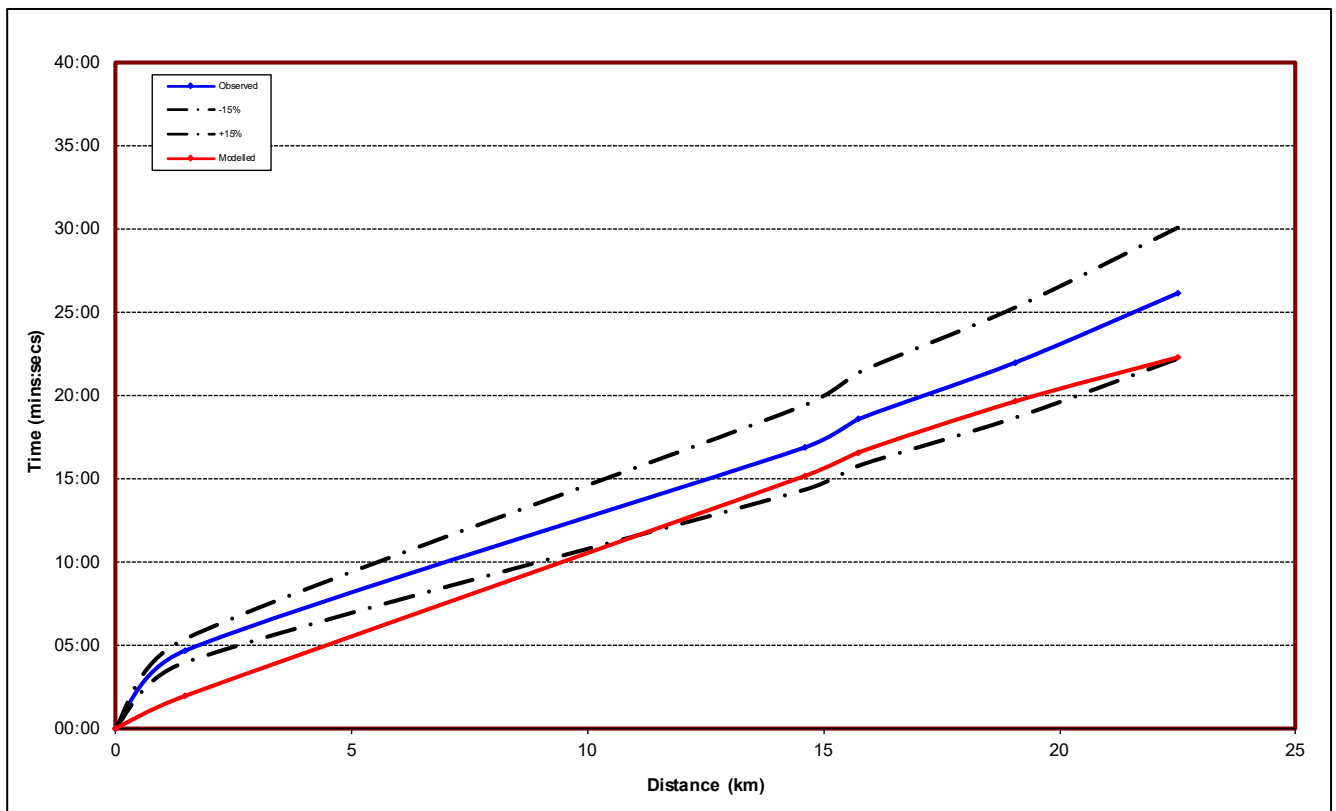


Figure A.85 – Journey time – Route 7 Northbound (15:00-16:00)

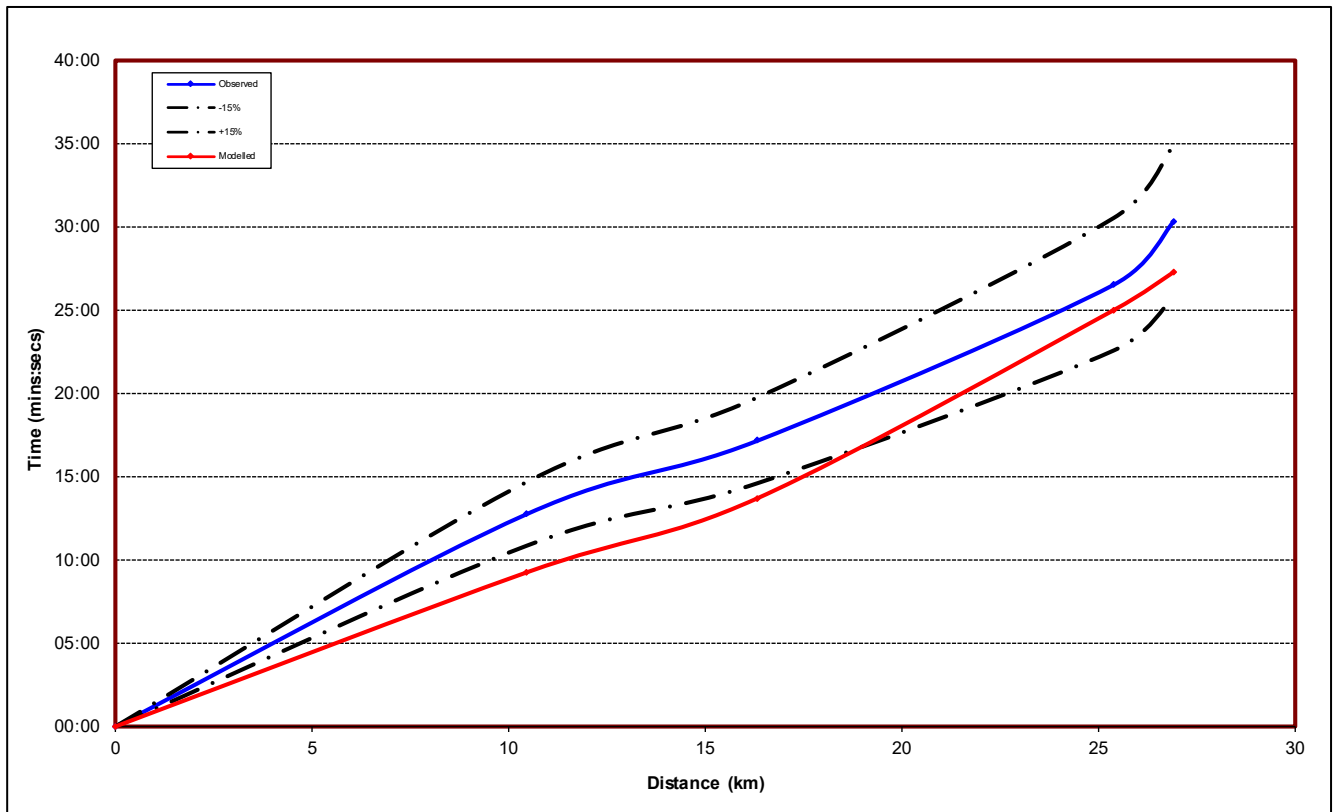


Figure A.86 – Journey time – Route 7 Southbound (15:00-16:00)

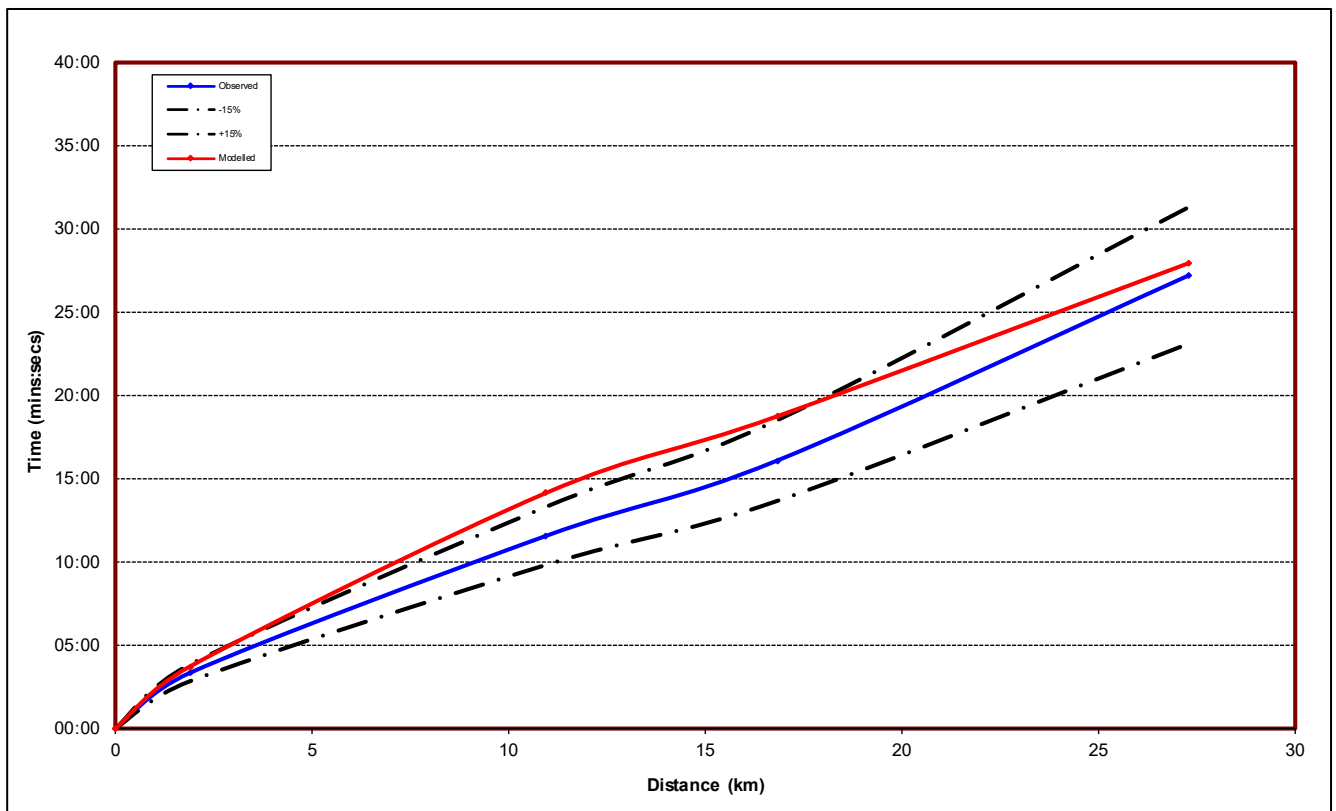


Figure A.87 – Journey time – Route 8 Northbound (15:00-16:00)

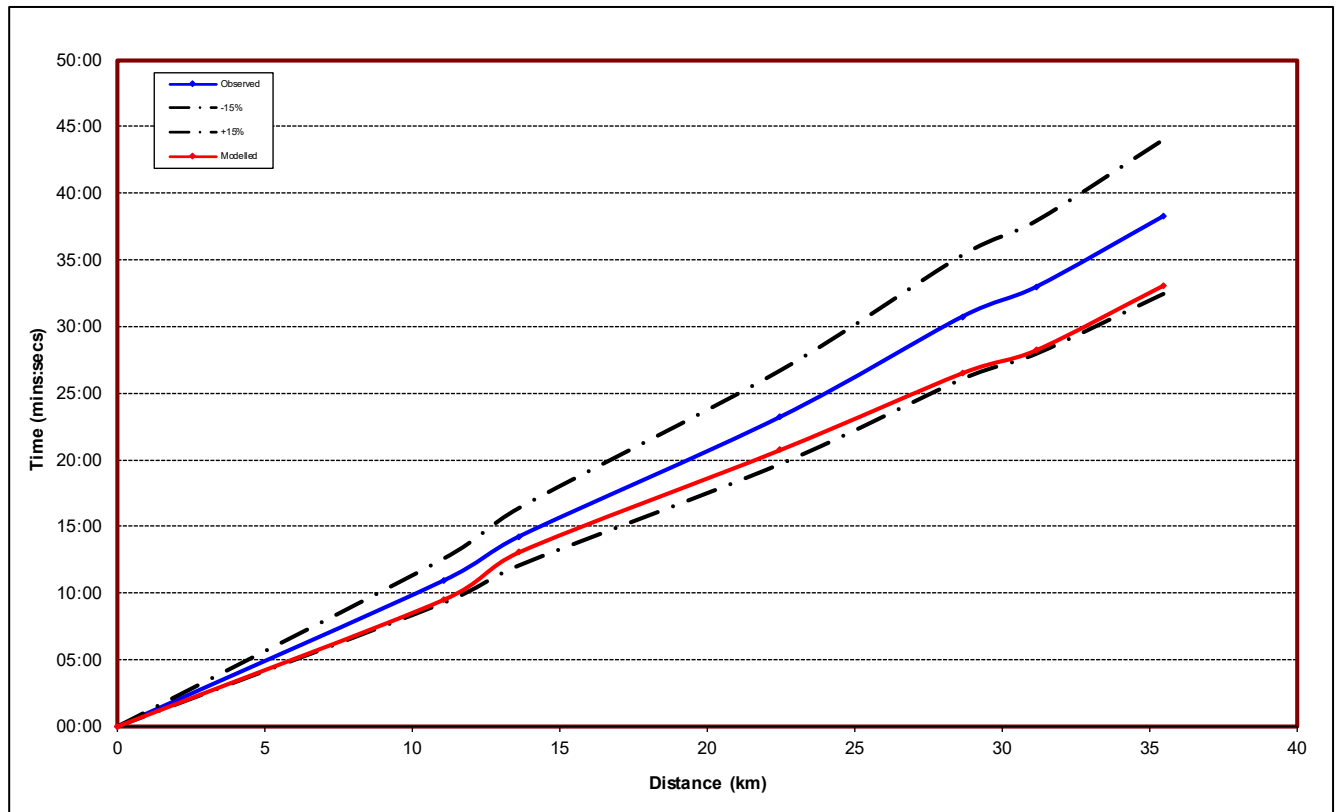


Figure A.88 – Journey time – Route 8 Southbound (15:00-16:00)

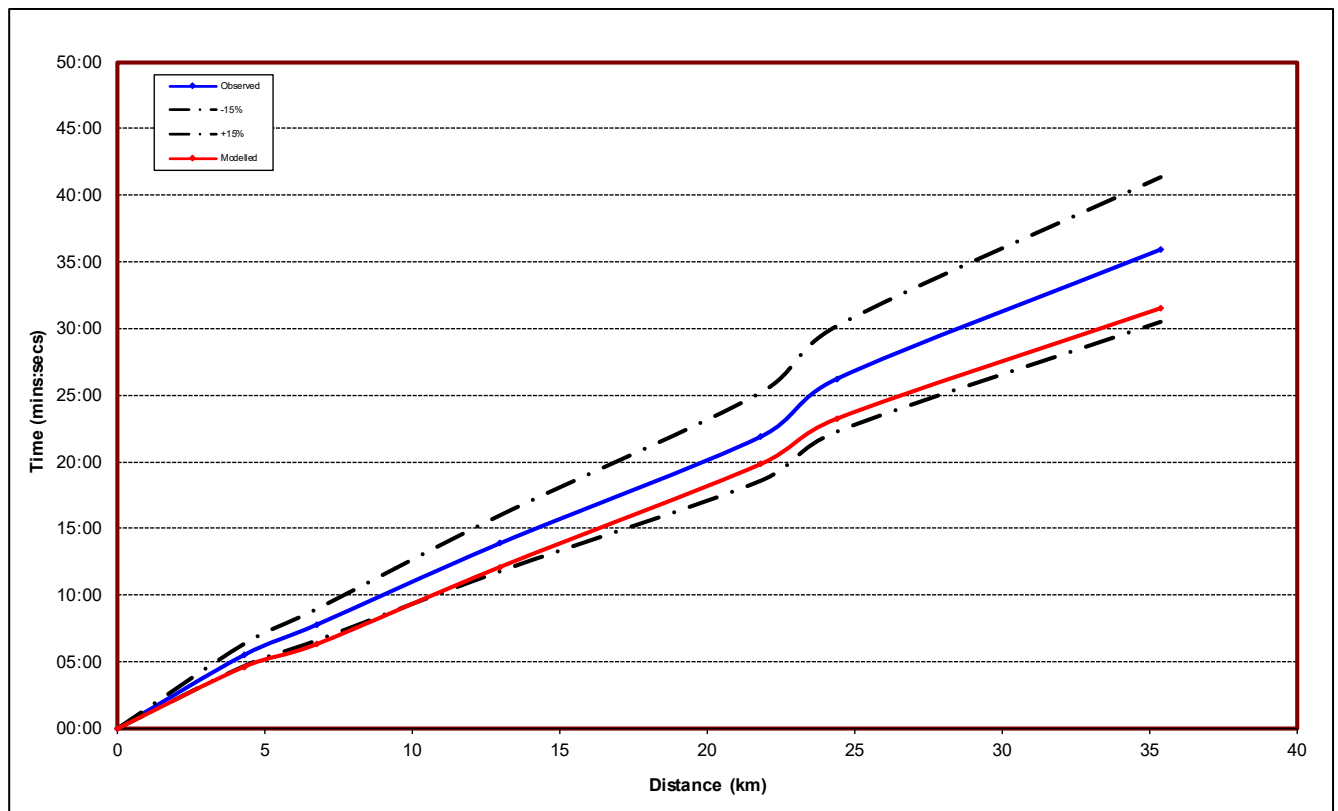


Figure A.89 – Journey time – Route 9 Eastbound (15:00-16:00)

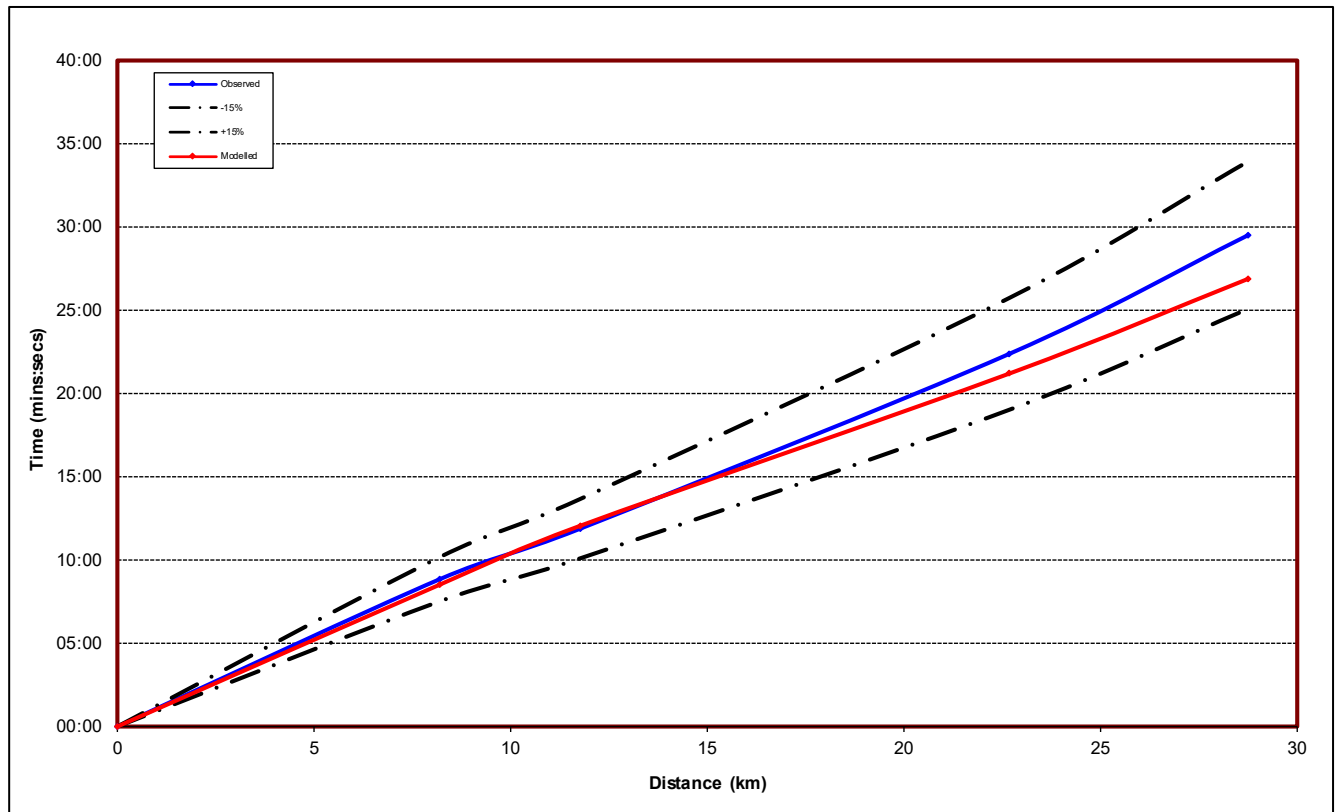


Figure A.90 – Journey time – Route 9 Westbound (15:00-16:00)

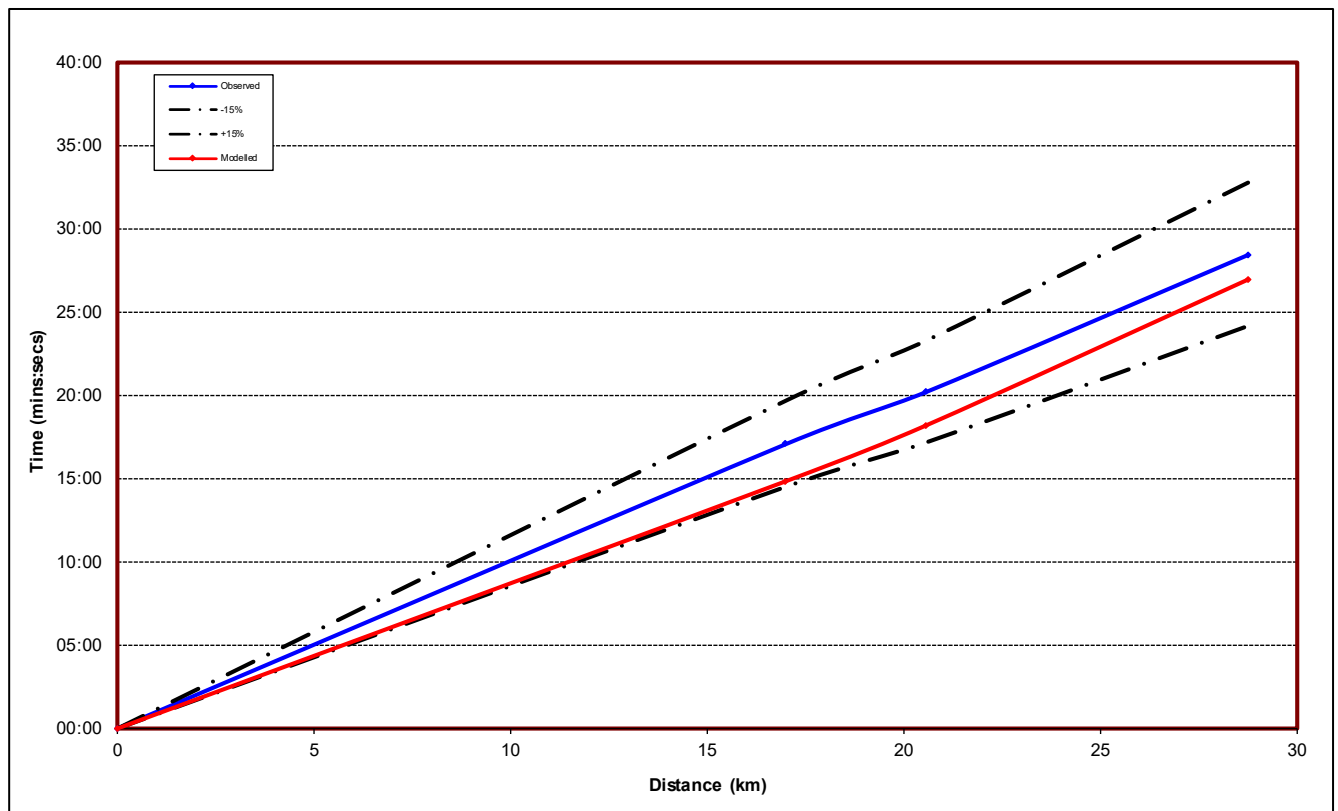


Figure A.91 – Journey time – Route 10 Northbound (15:00-16:00)

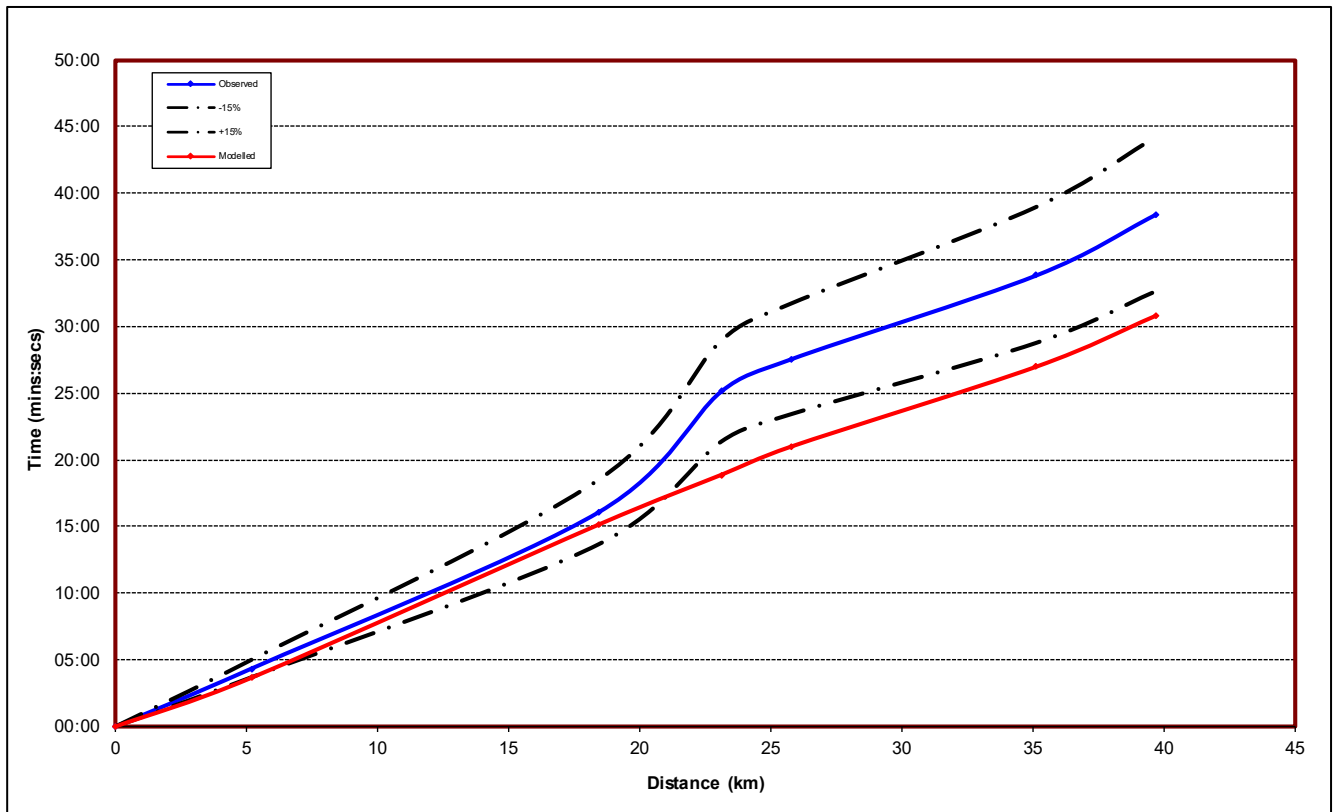


Figure A.92 – Journey time – Route 10 Southbound (15:00-16:00)

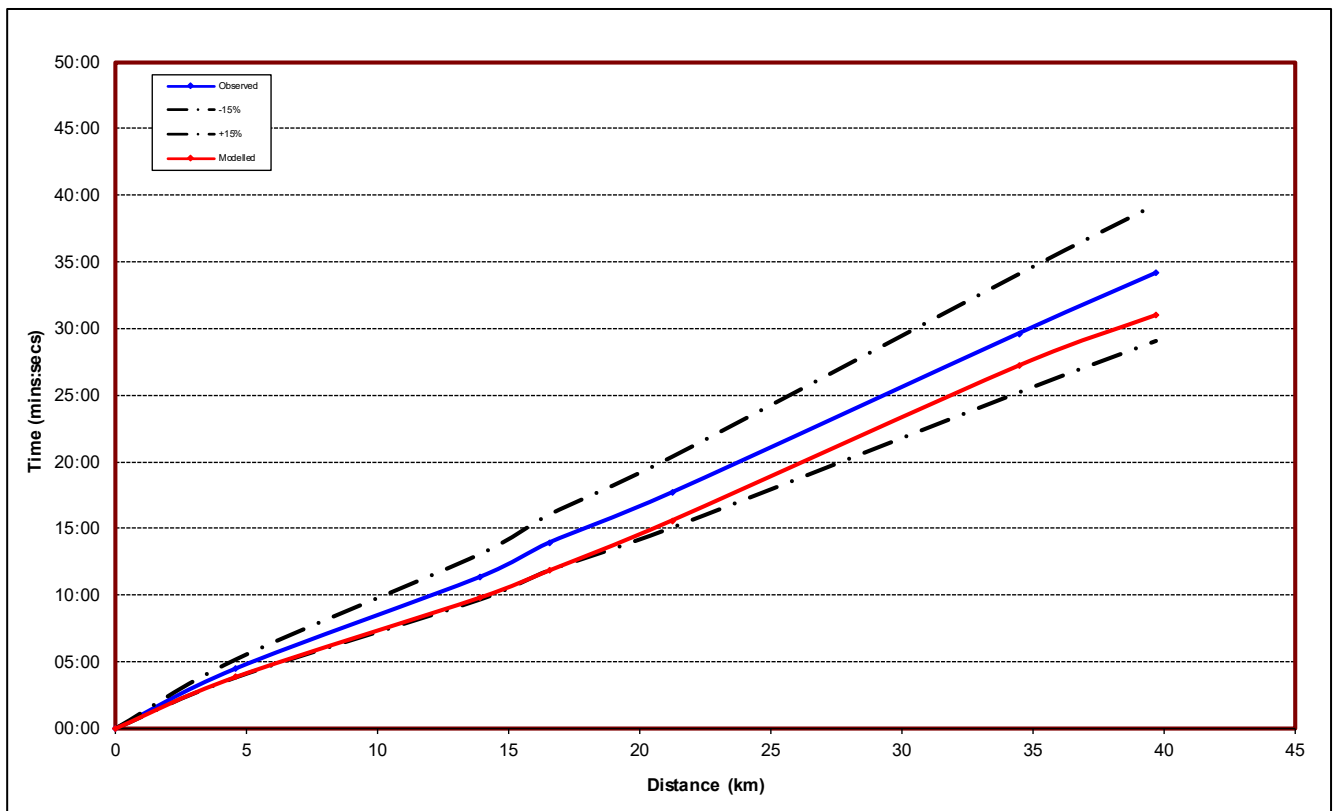


Figure A.93 – Journey time – Route 11 Northbound (15:00-16:00)

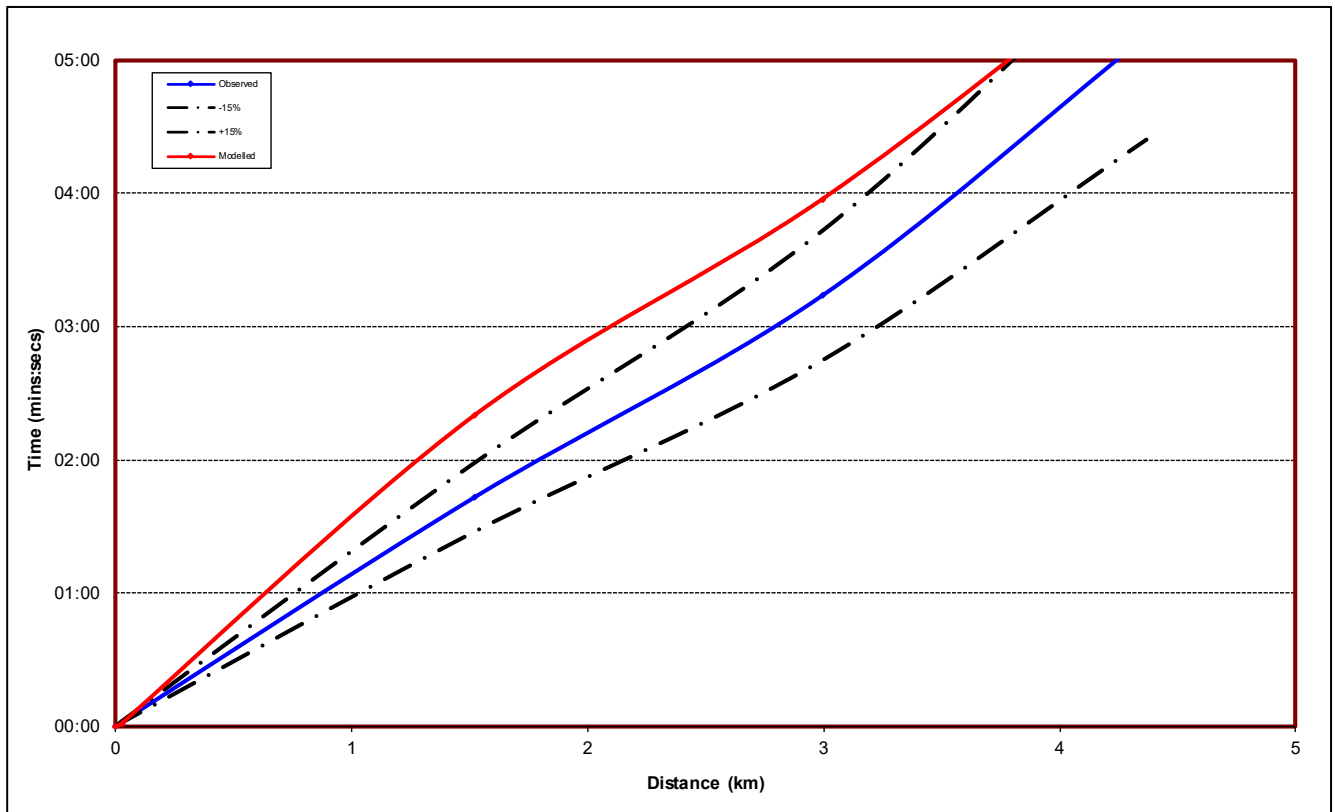


Figure A.94 – Journey time – Route 11 Southbound (15:00-16:00)

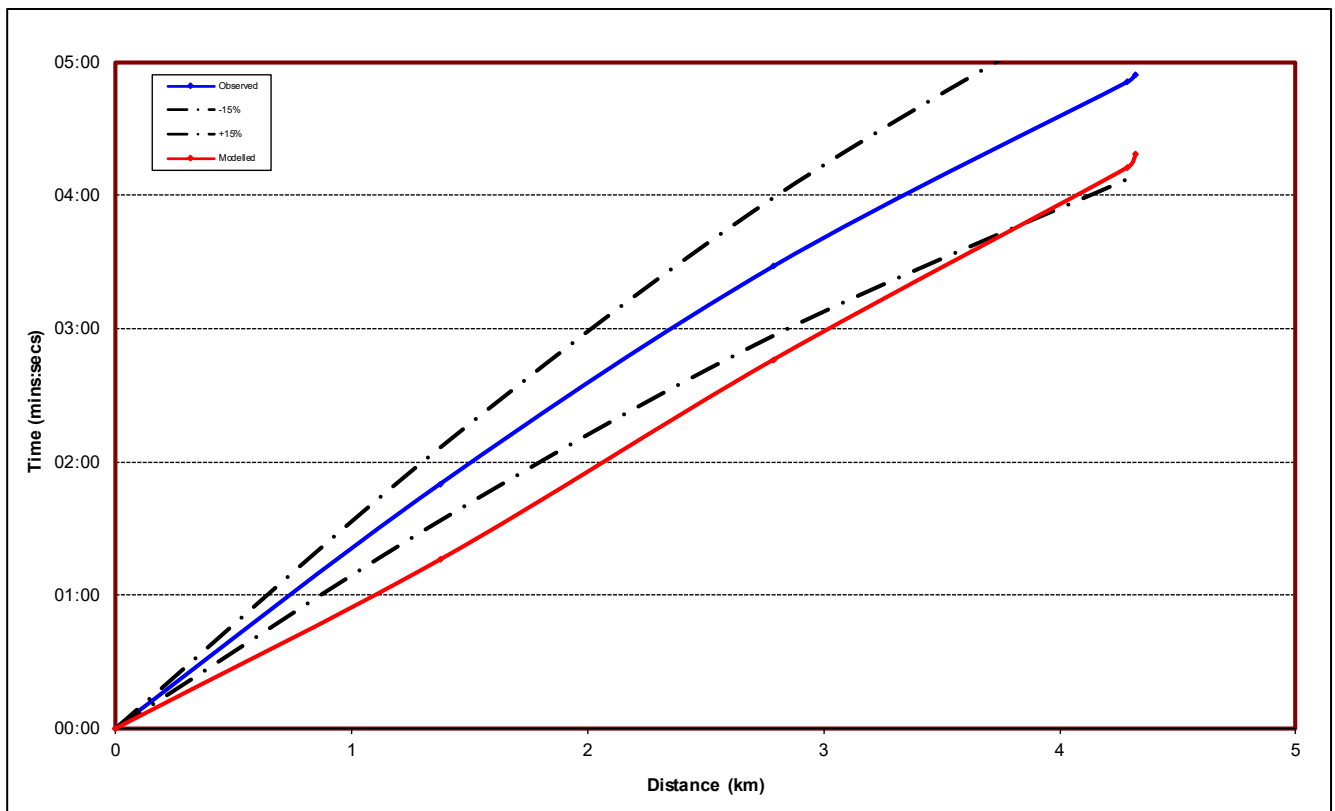


Figure A.95 – Journey time – Route 12 Northbound (15:00-16:00)

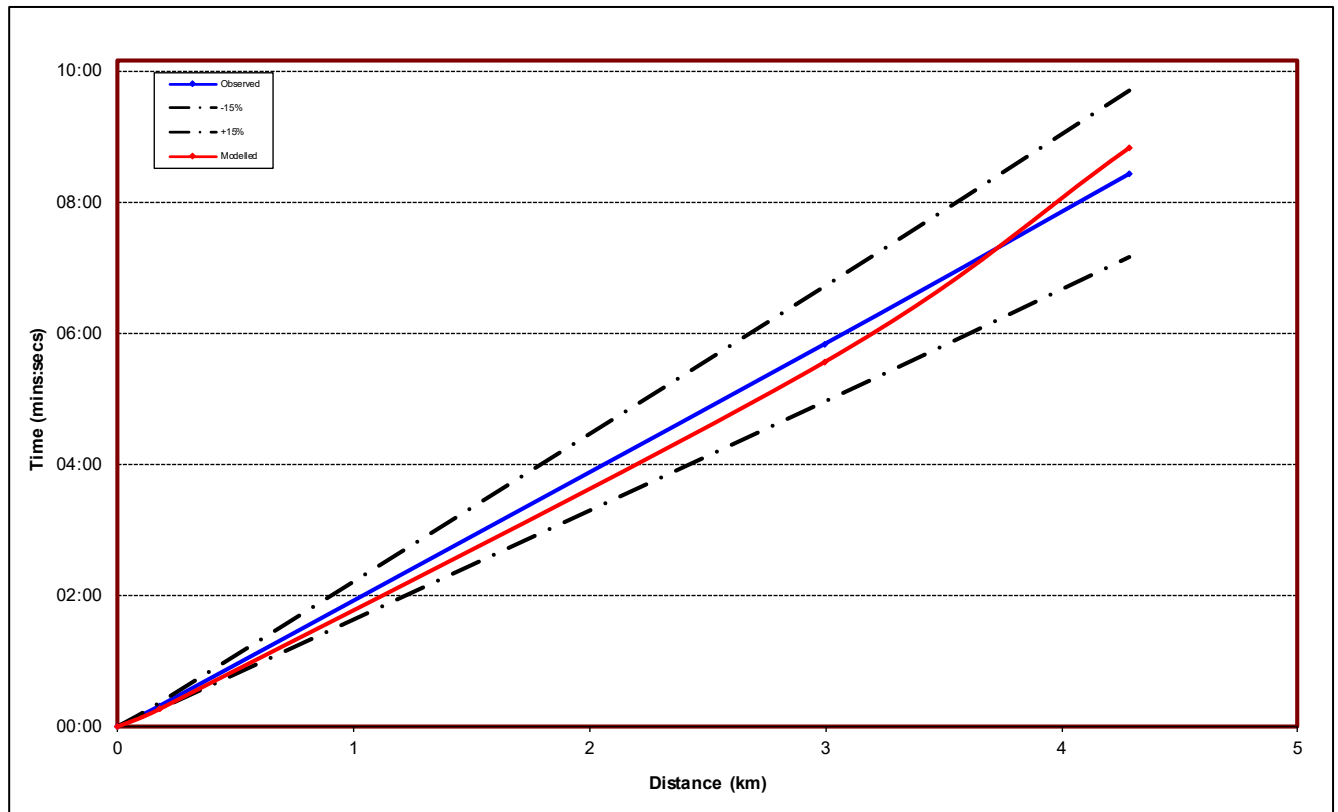
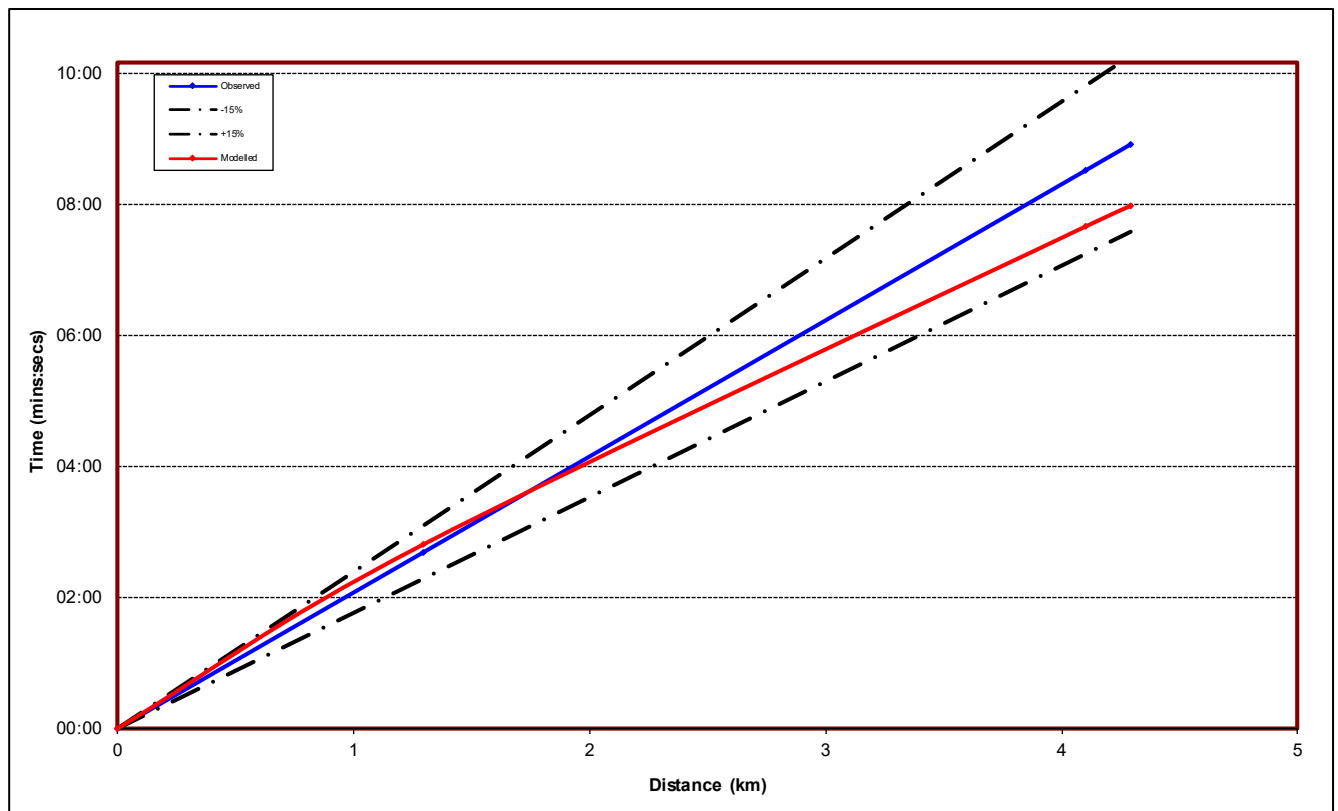


Figure A.96 – Journey time – Route 12 Southbound (15:00-16:00)



Journey time validation graphs (16:00–17:00)

Figure A.97 – Journey time – Route 1 Eastbound (16:00-17:00)

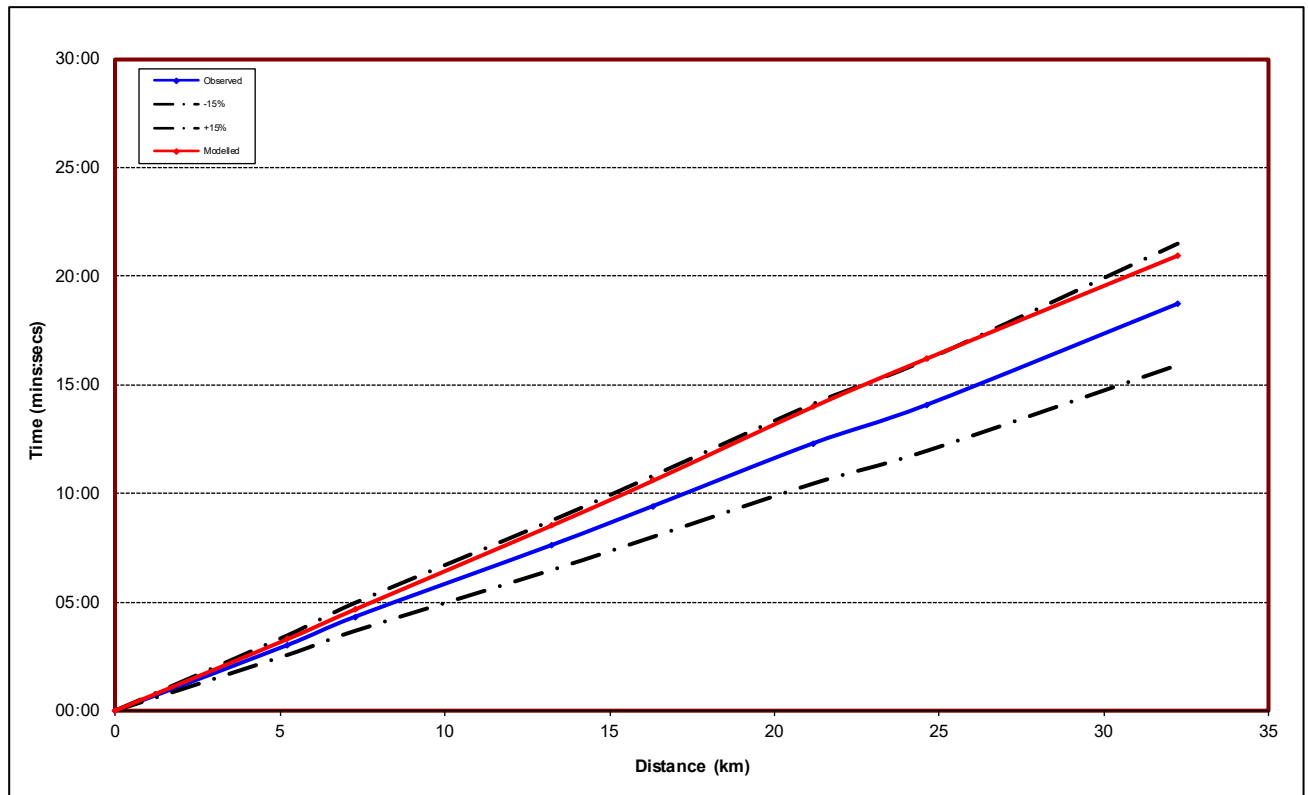


Figure A.98 – Journey time – Route 1 Westbound (16:00-17:00)

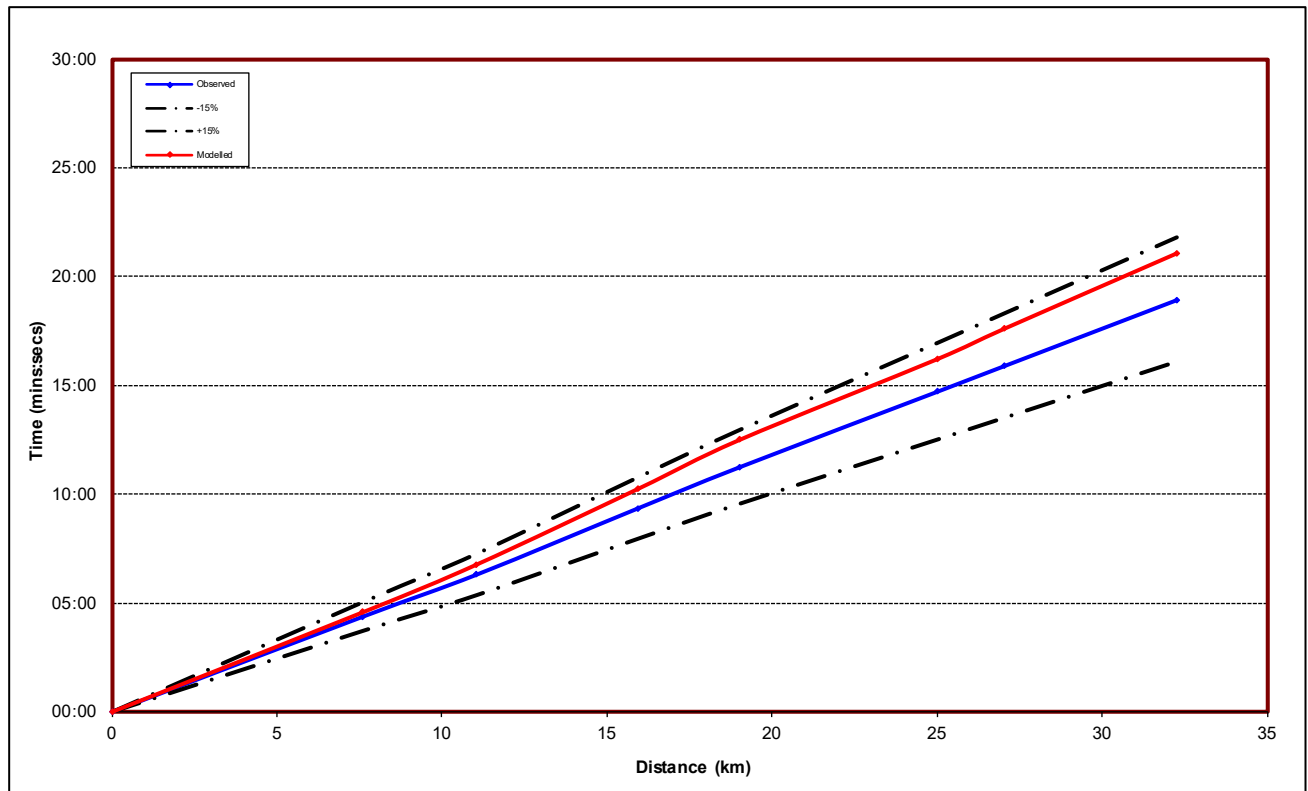


Figure A.99 – Journey time – Route 2 Northbound (16:00-17:00)

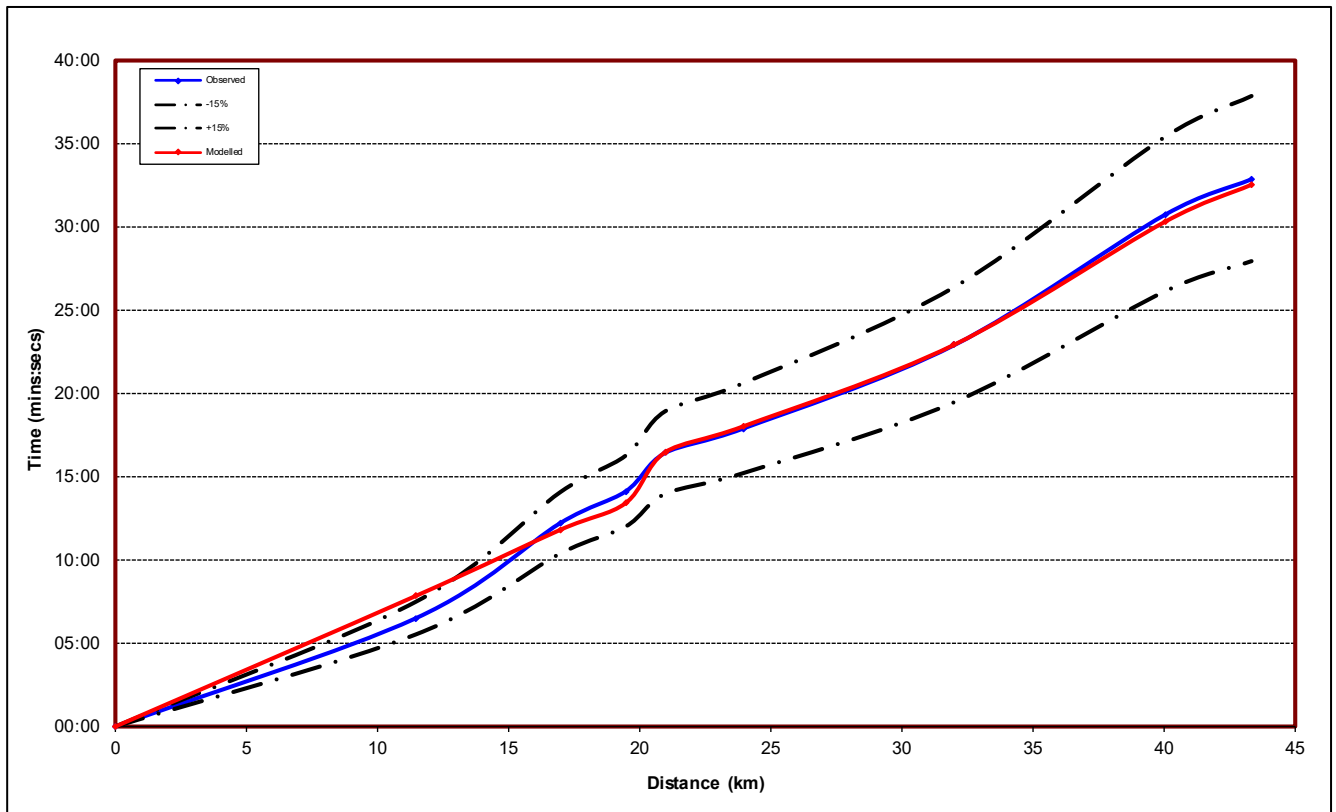


Figure A.100 – Journey time – Route 2 Southbound (16:00-17:00)

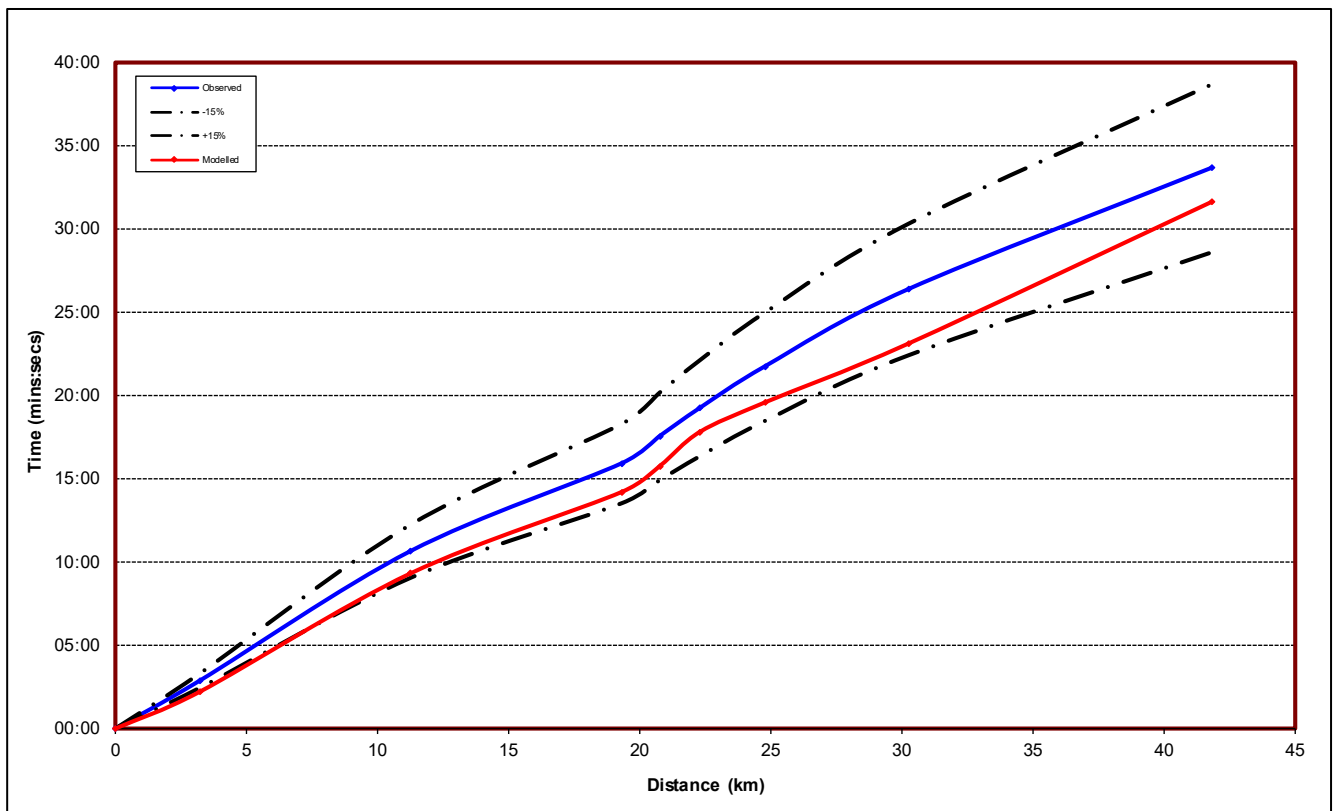


Figure A.101 – Journey time – Route 3 Northbound (16:00-17:00)

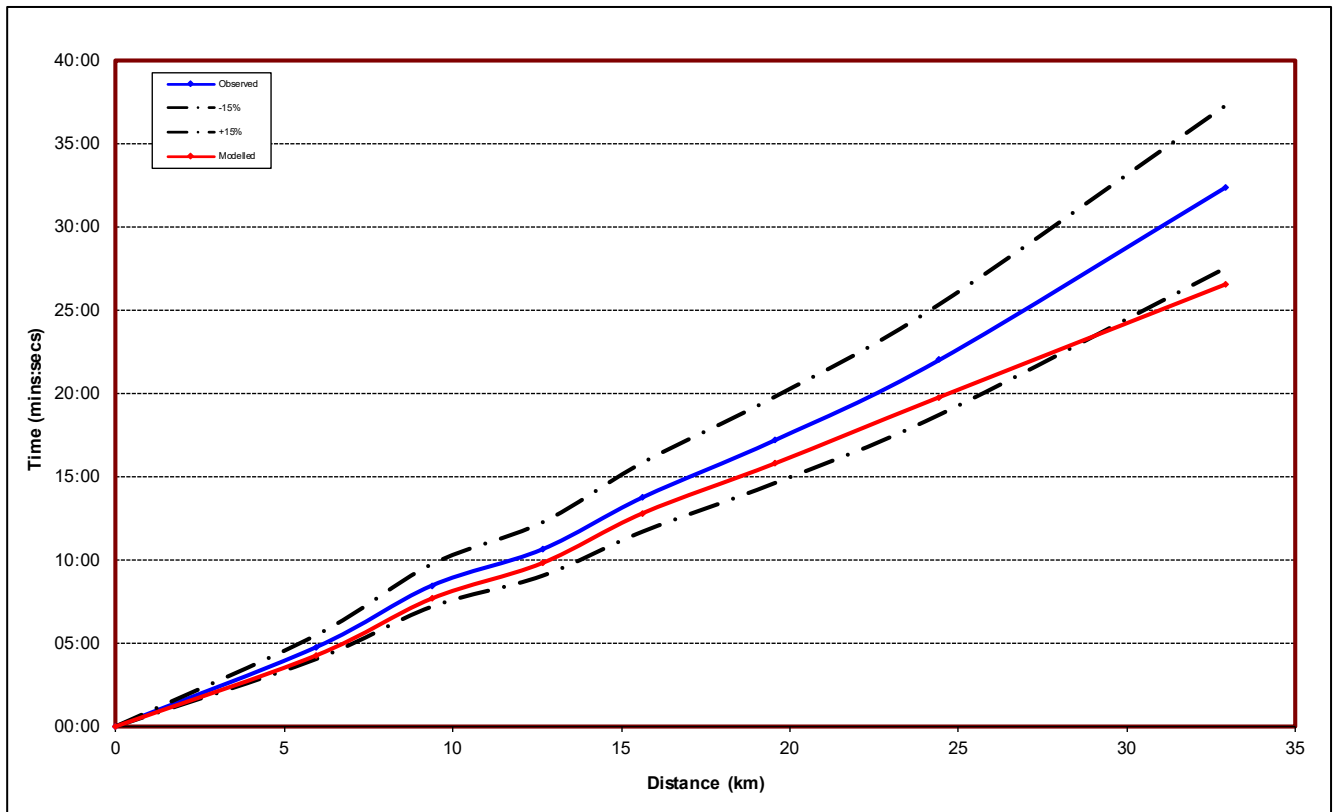


Figure A.102 – Journey time – Route 3 Southbound (16:00-17:00)

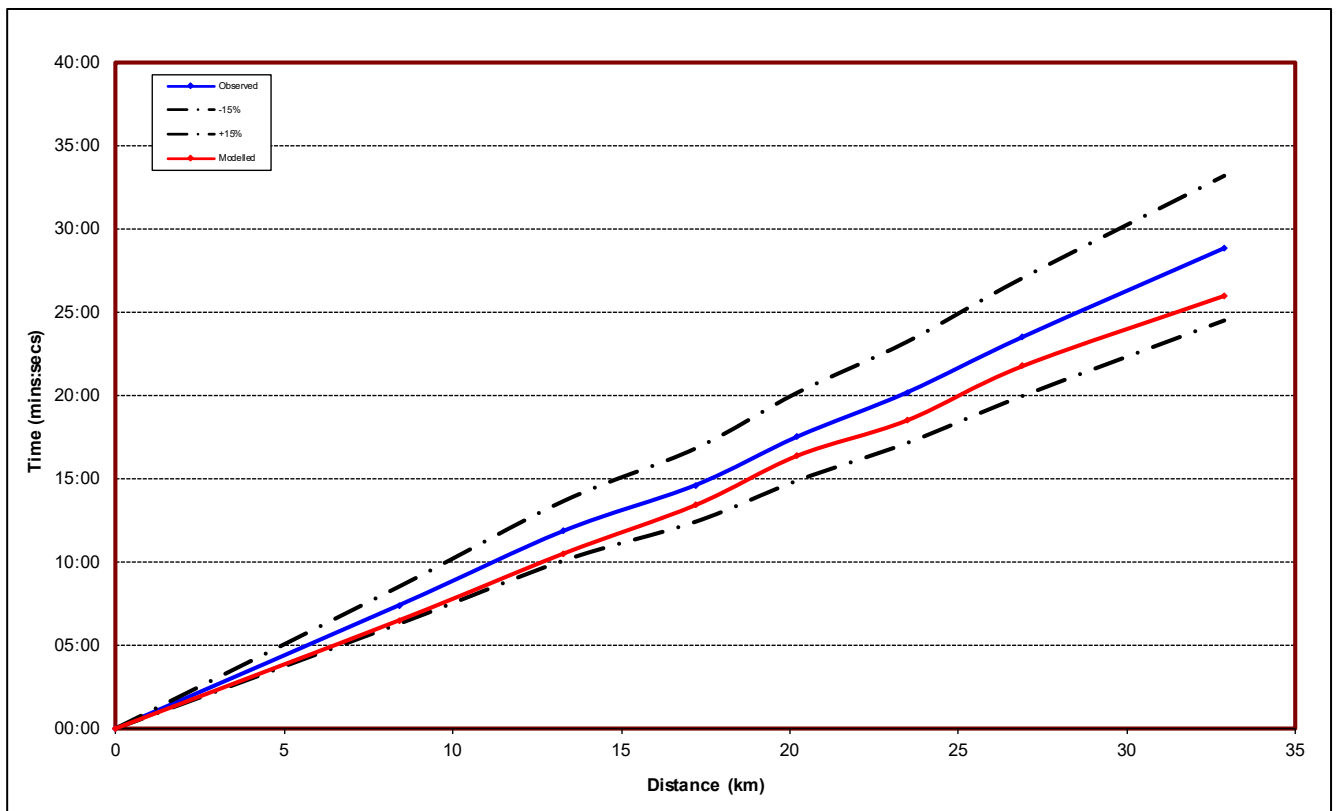


Figure A.103 – Journey time – Route 4 Eastbound (16:00-17:00)

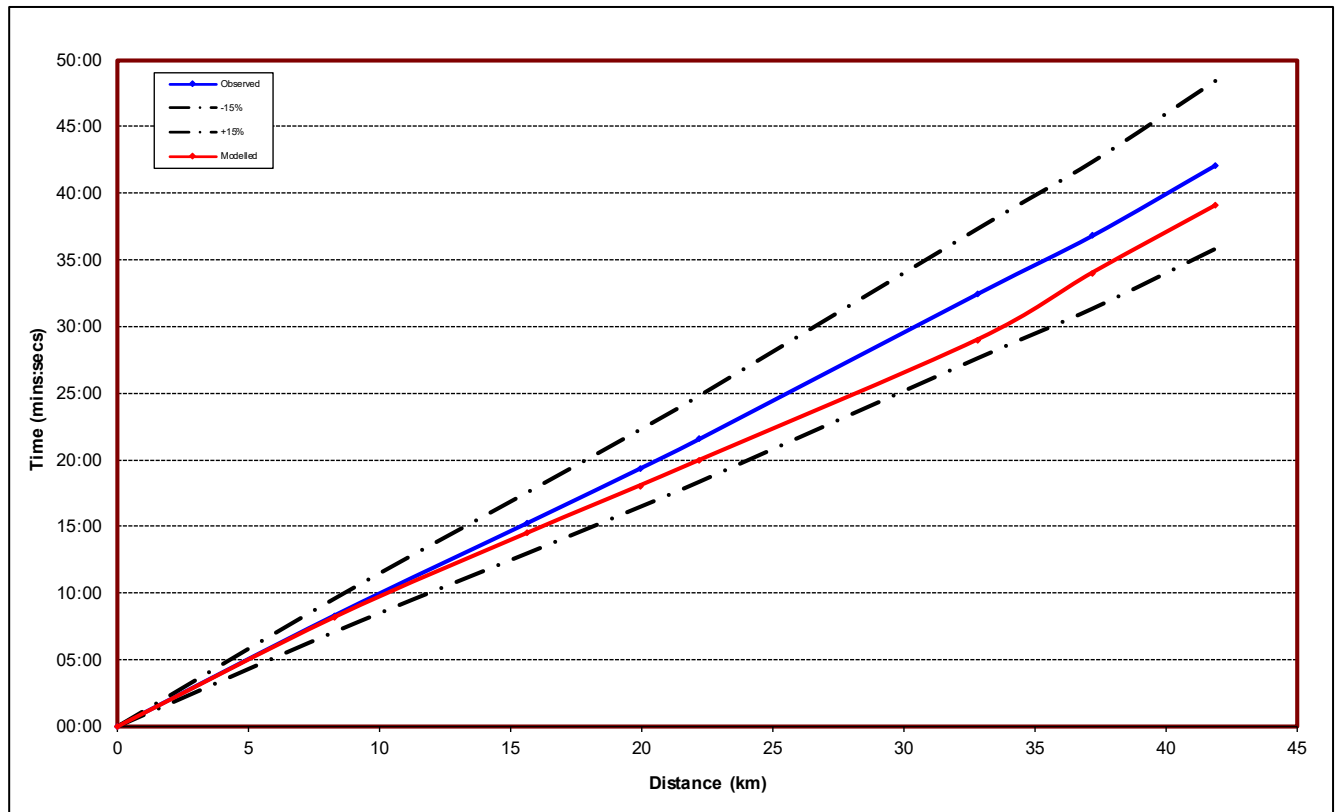


Figure A.104 – Journey time – Route 4 Westbound (16:00-17:00)

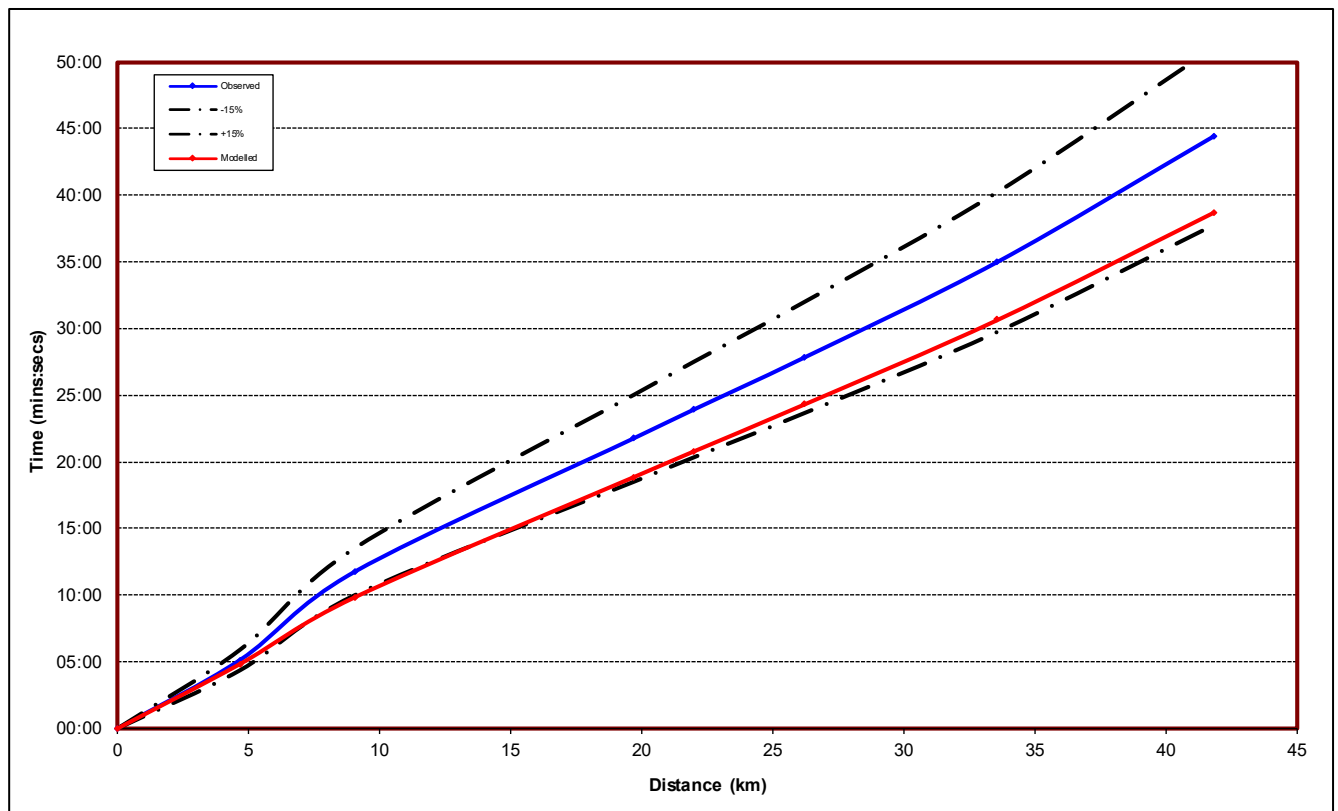


Figure A.105 – Journey time – Route 5 Eastbound (16:00-17:00)

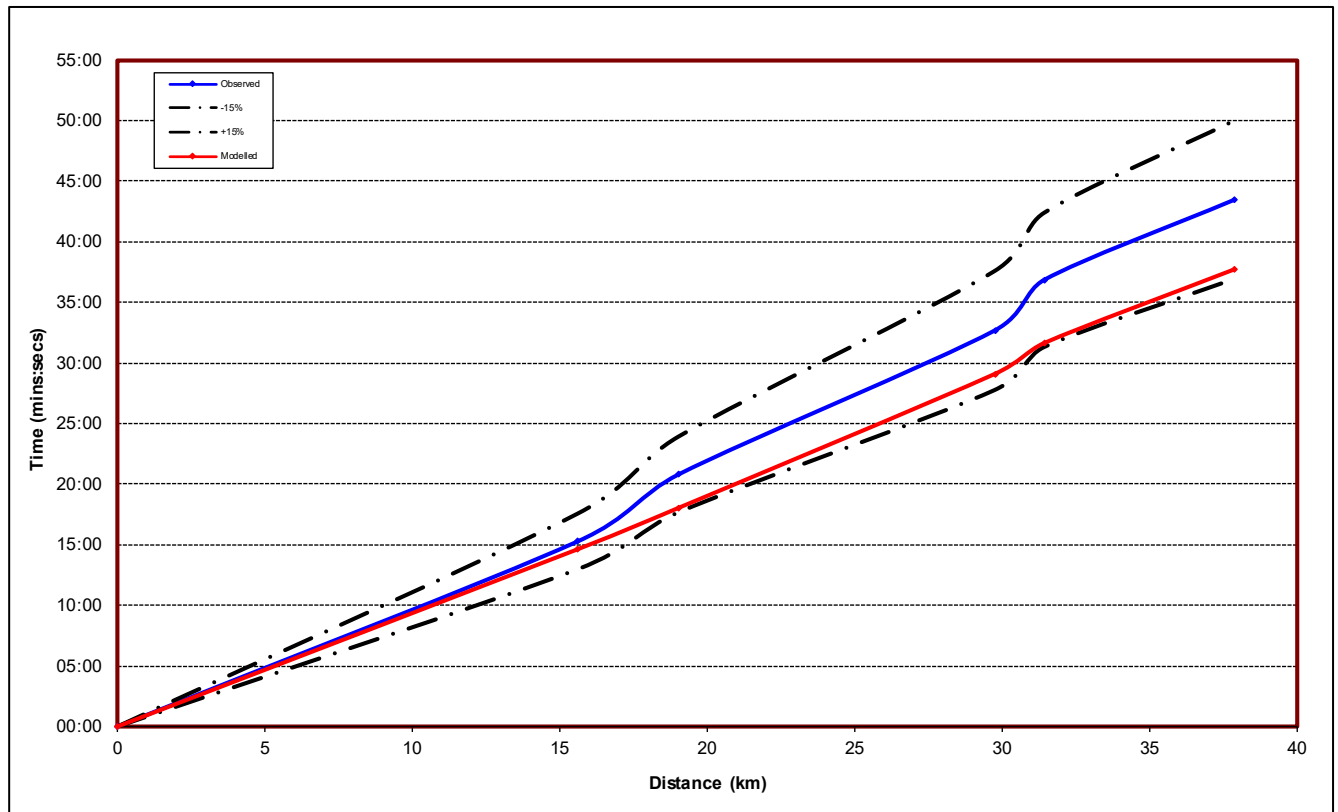


Figure A.106 – Journey time – Route 5 Westbound (16:00-17:00)

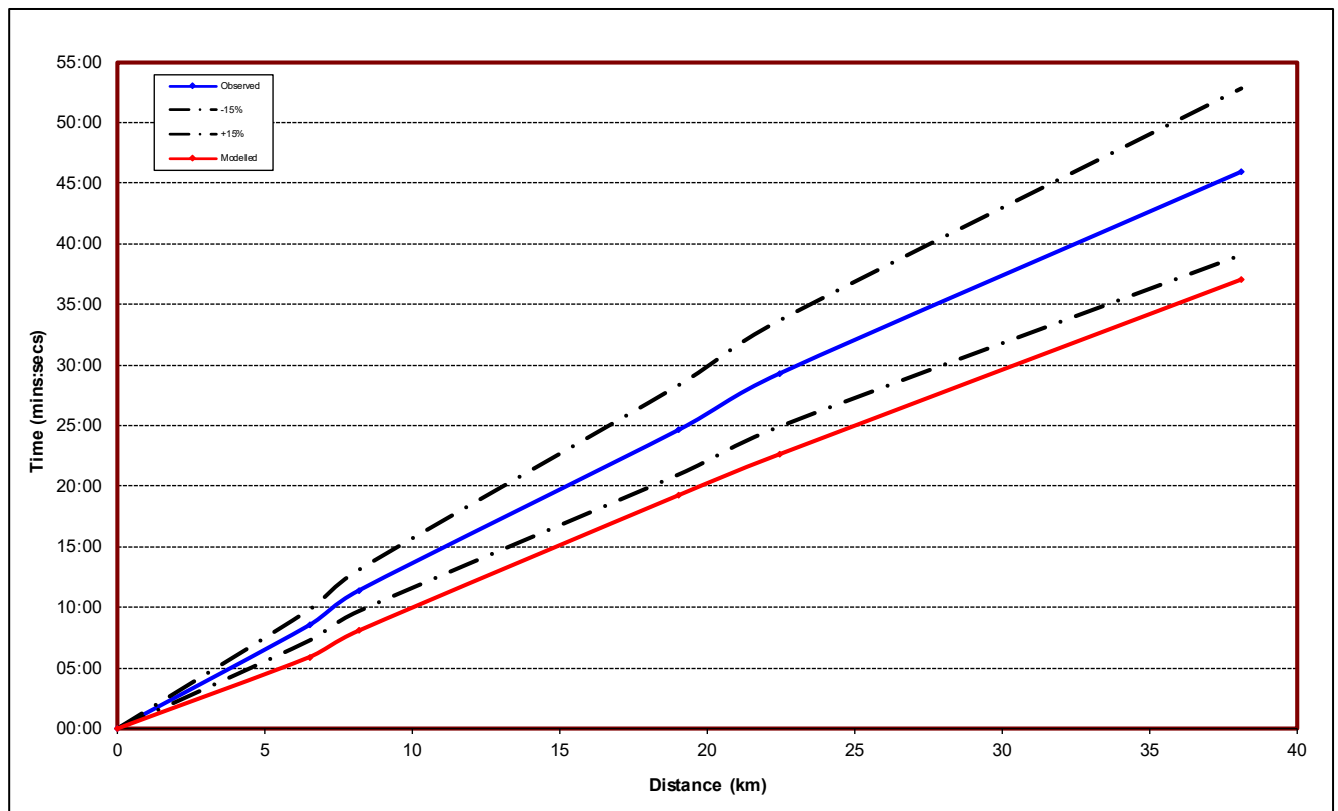


Figure A.107 – Journey time – Route 6 Northbound (16:00-17:00)

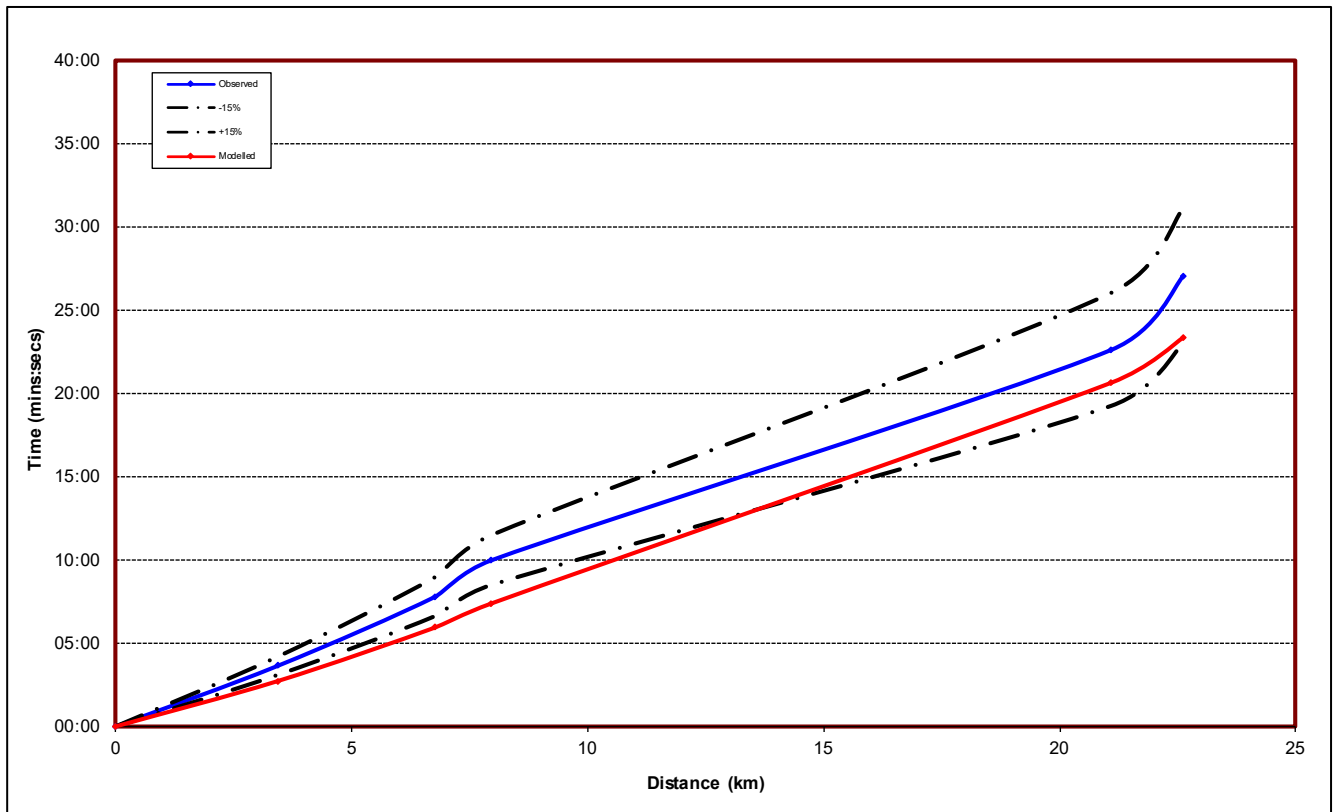


Figure A.108 – Journey time – Route 6 Southbound (16:00-17:00)

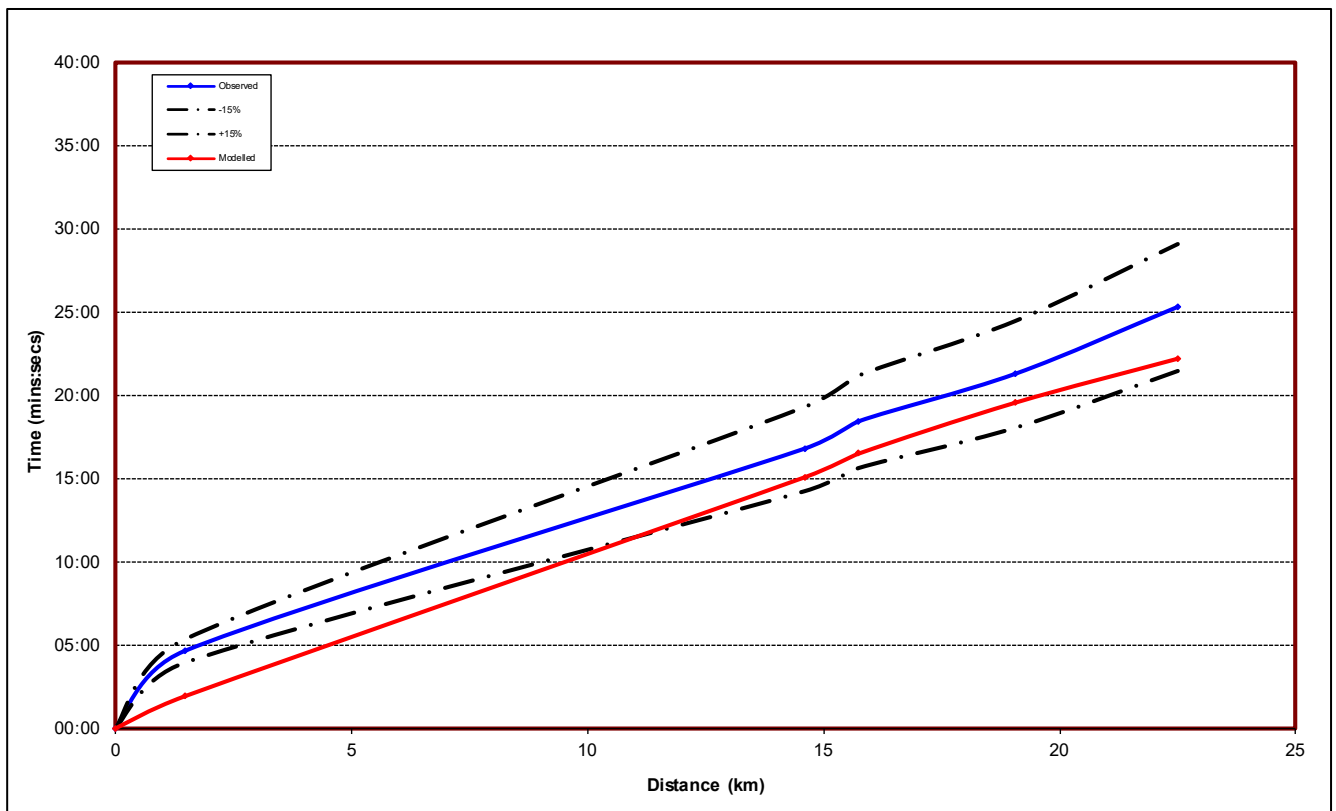


Figure A.109 – Journey time – Route 7 Northbound (16:00-17:00)

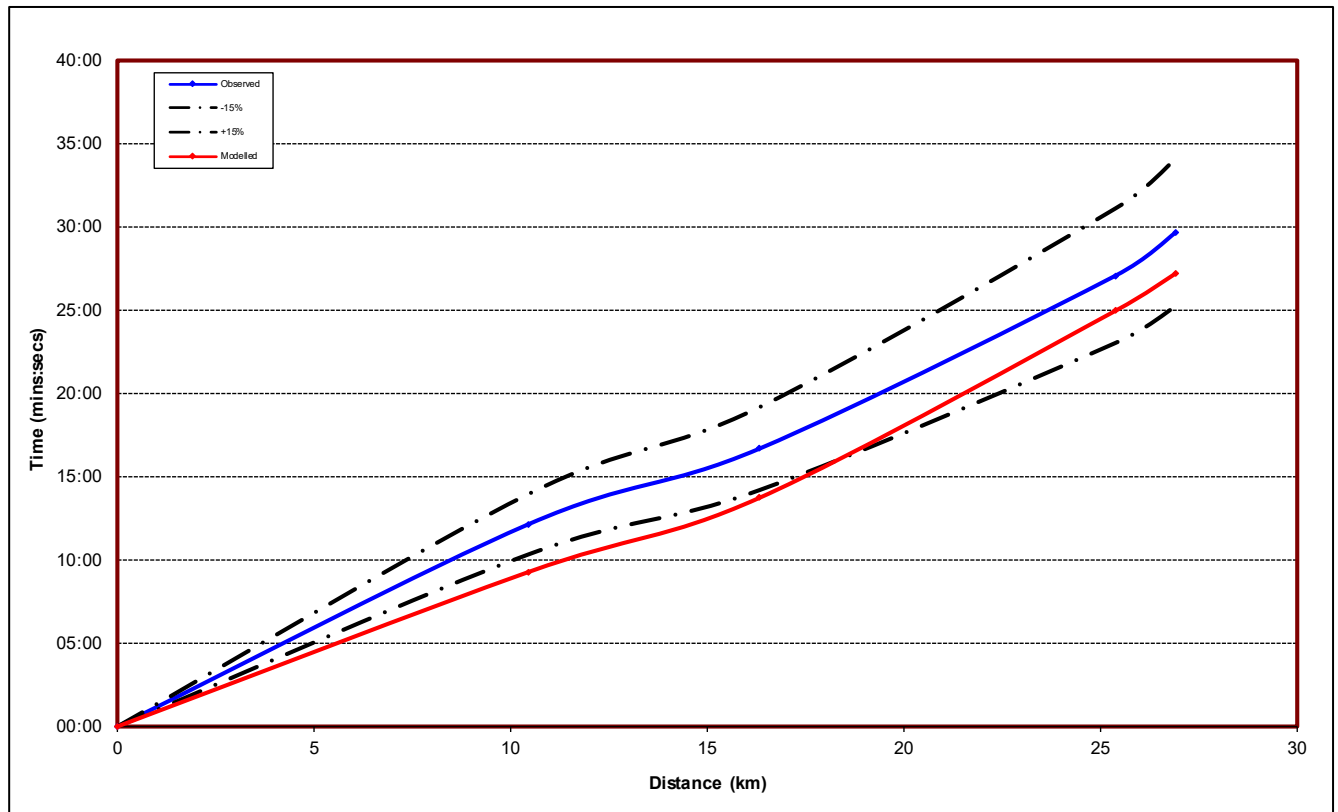


Figure A.110 – Journey time – Route 7 Southbound (16:00-17:00)

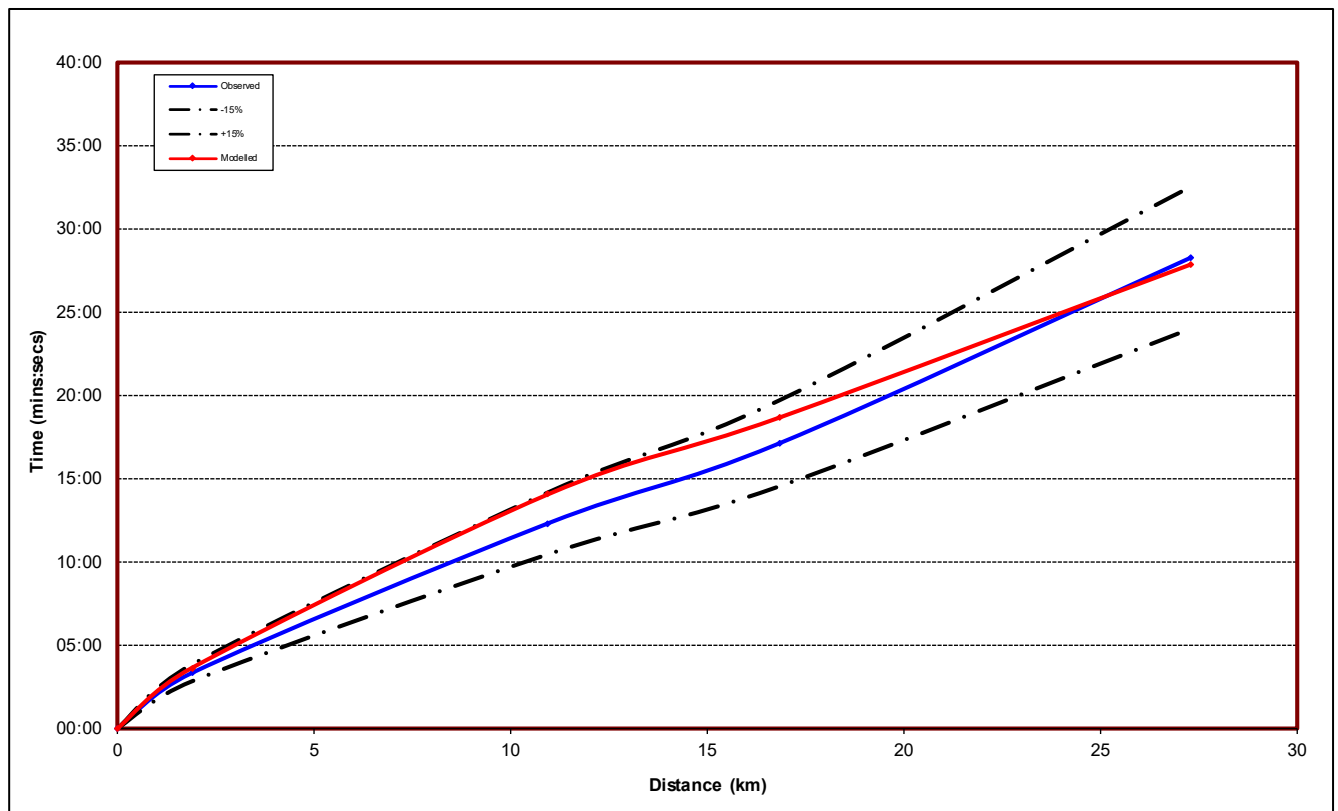


Figure A.111 – Journey time – Route 8 Northbound (16:00-17:00)

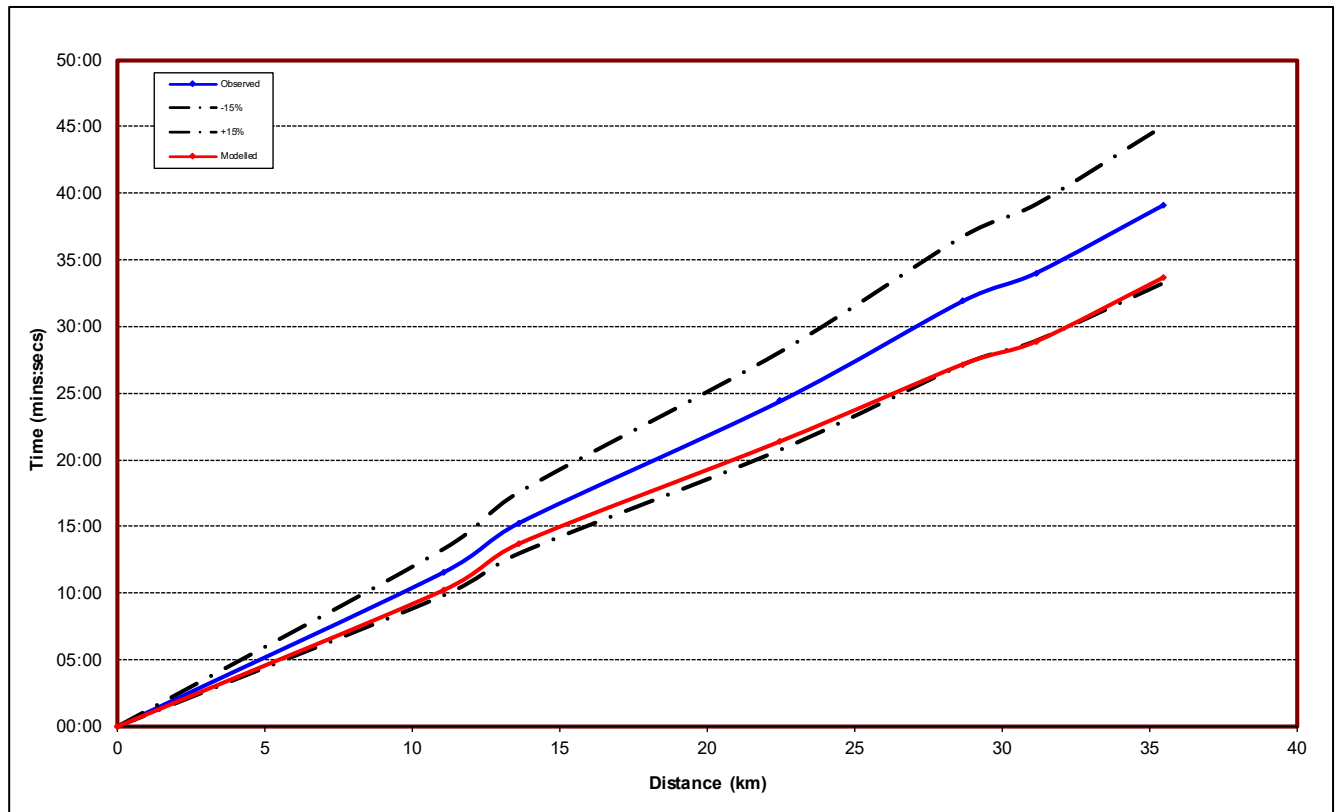


Figure A.112 – Journey time – Route 8 Southbound (16:00-17:00)

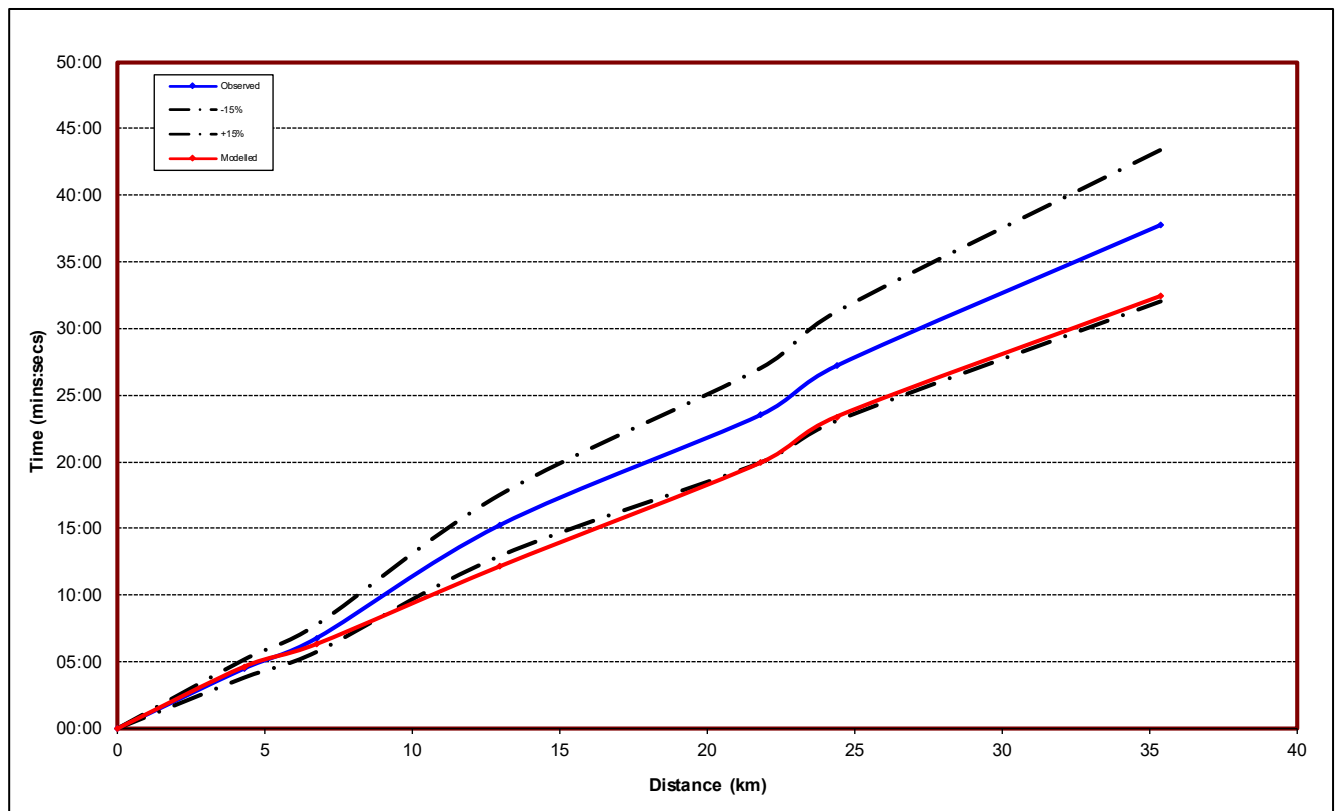


Figure A.113 – Journey time – Route 9 Eastbound (16:00-17:00)

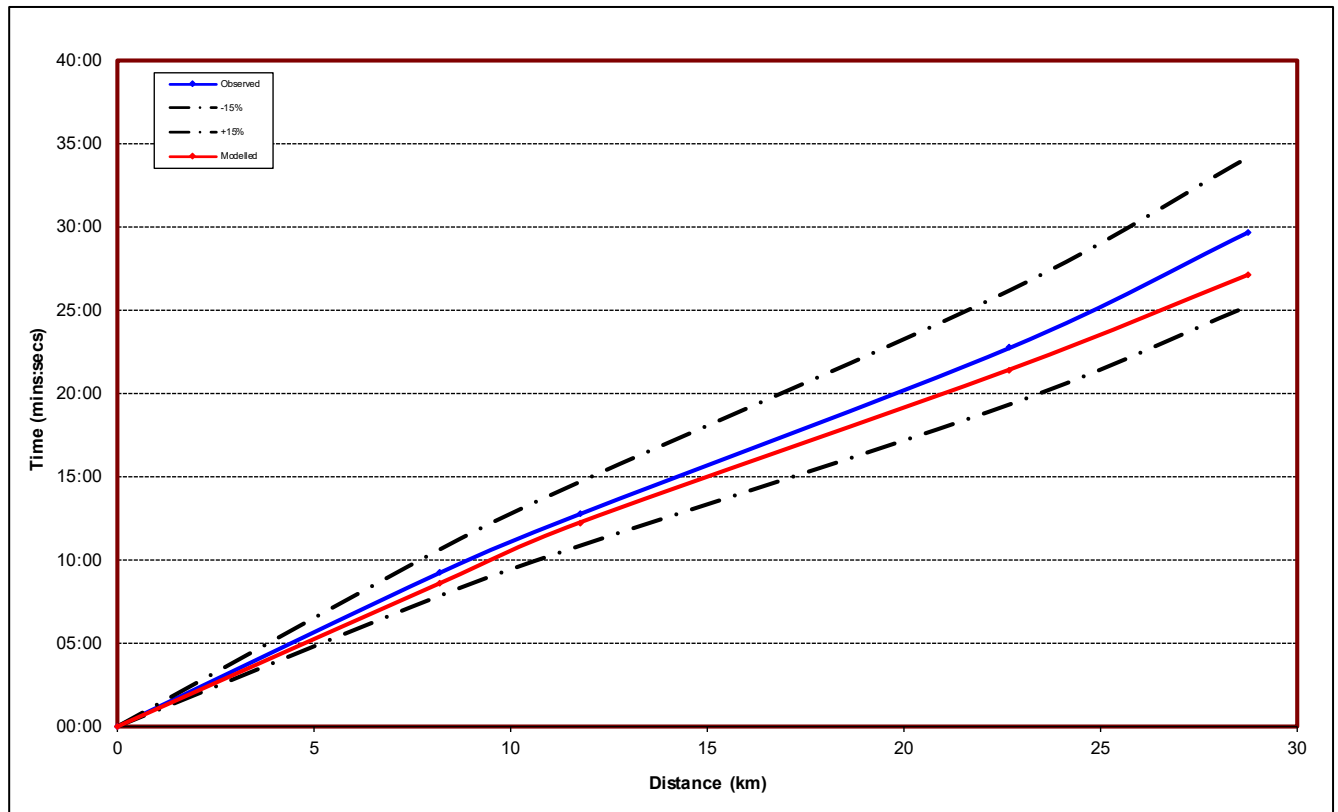


Figure A.114 – Journey time – Route 9 Westbound (16:00-17:00)

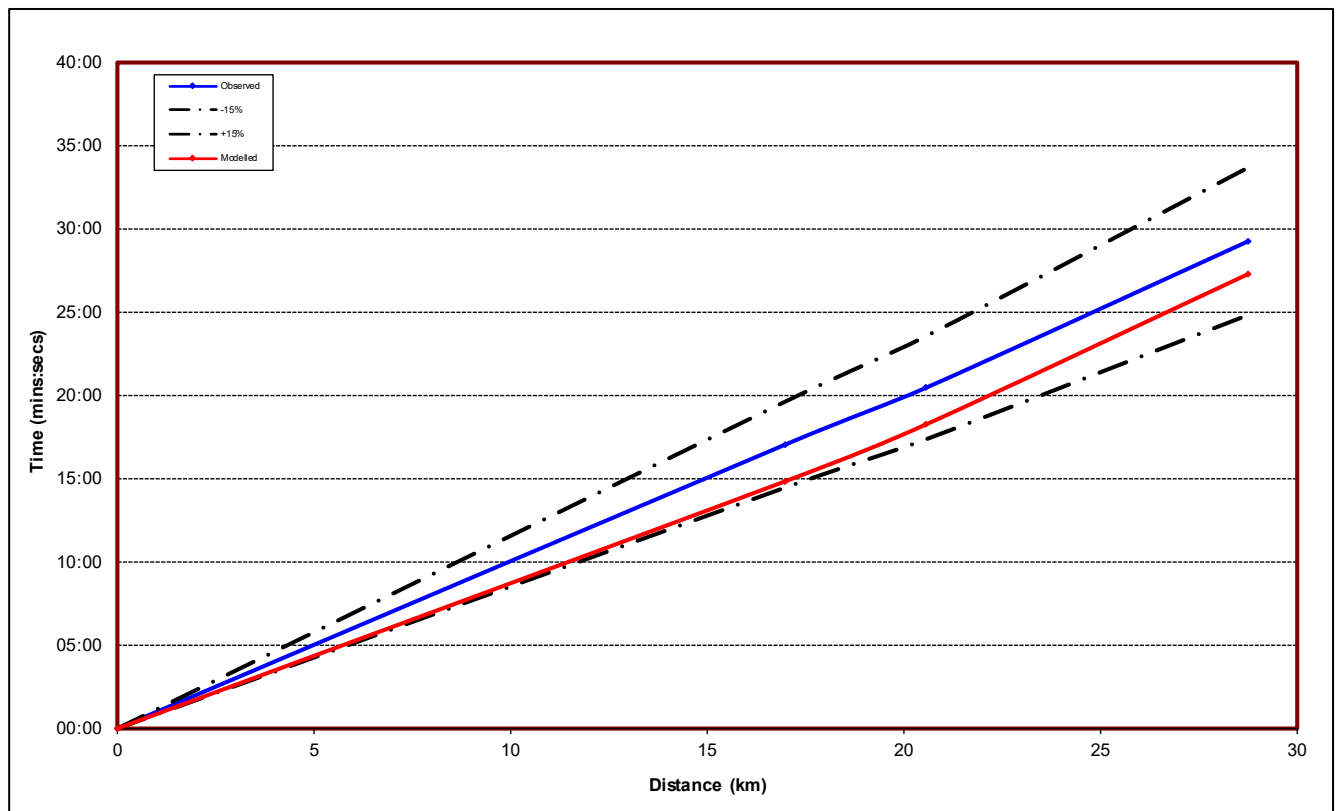


Figure A.115 – Journey time – Route 10 Northbound (16:00-17:00)

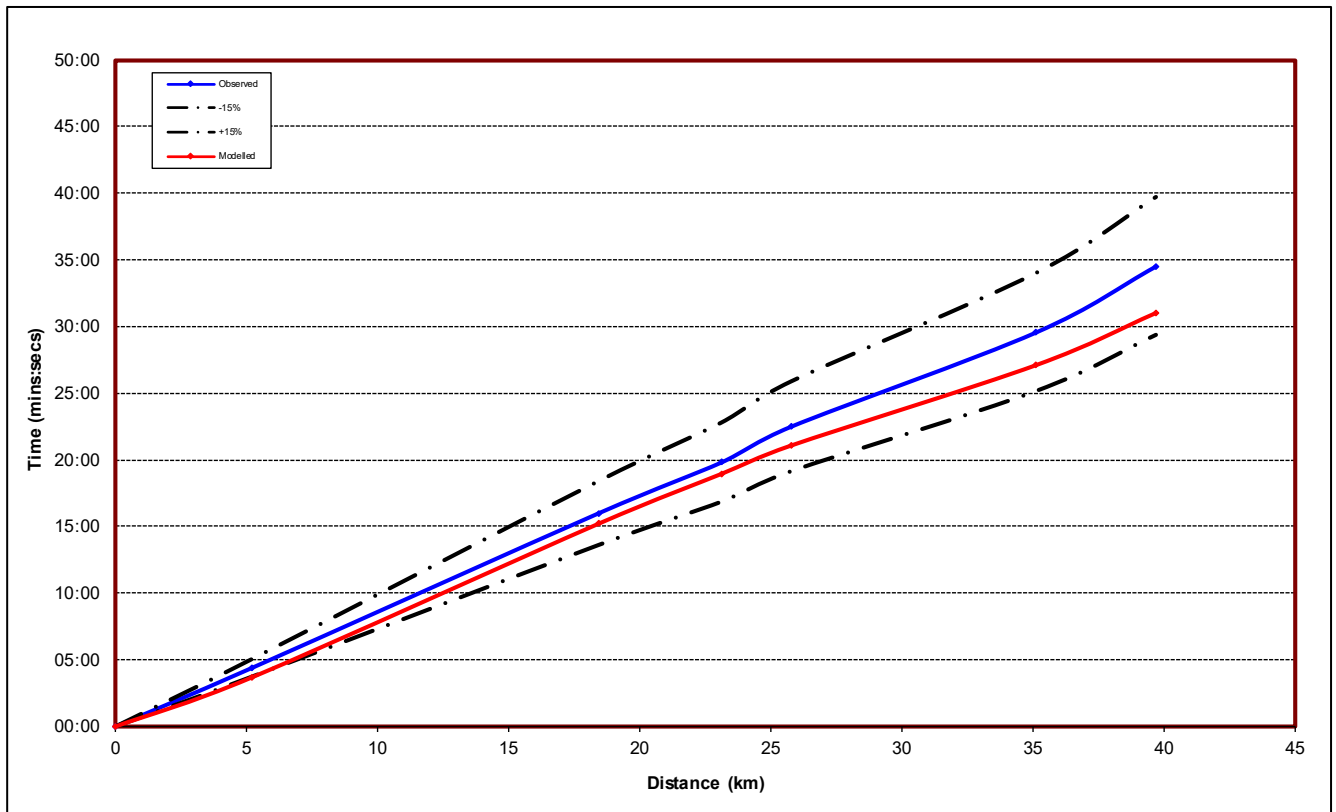


Figure A.116 – Journey time – Route 10 Southbound (16:00-17:00)

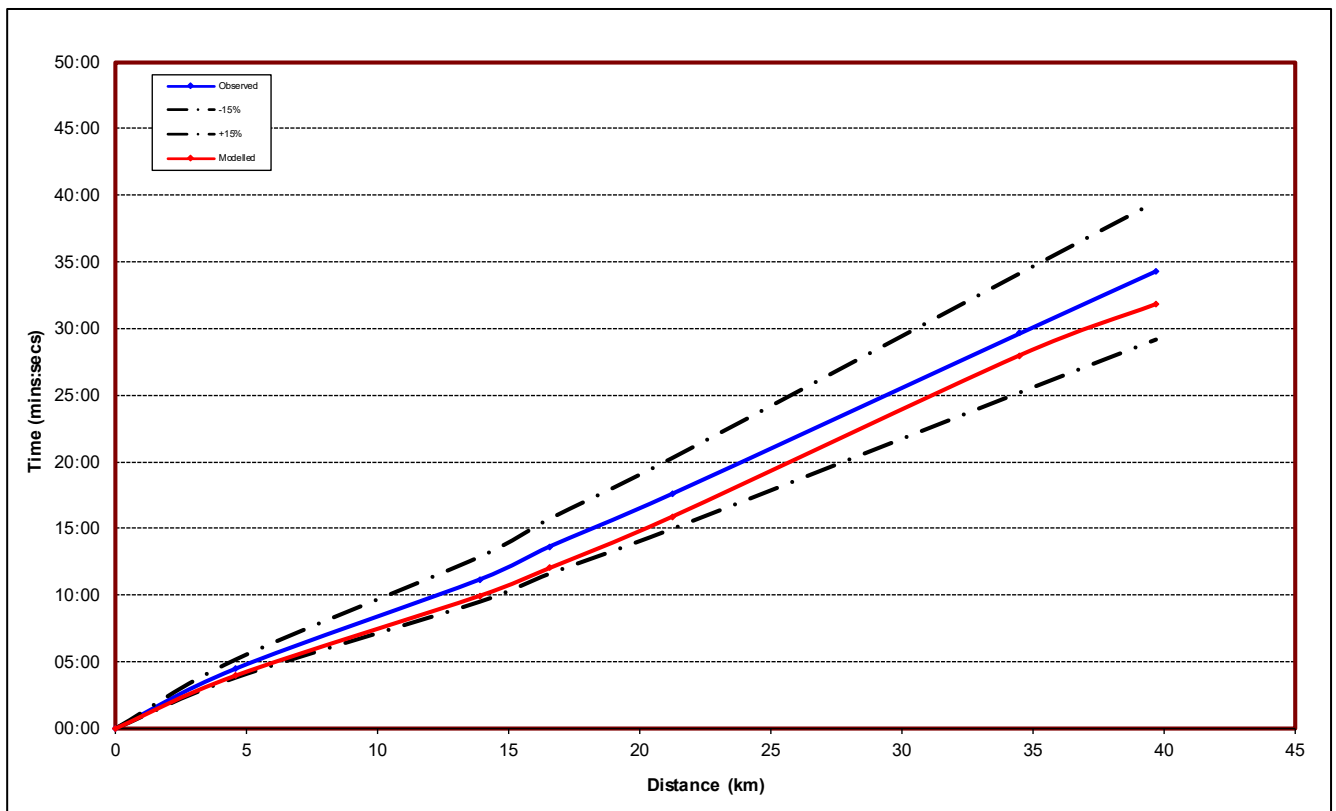


Figure A.117 – Journey time – Route 11 Northbound (16:00-17:00)

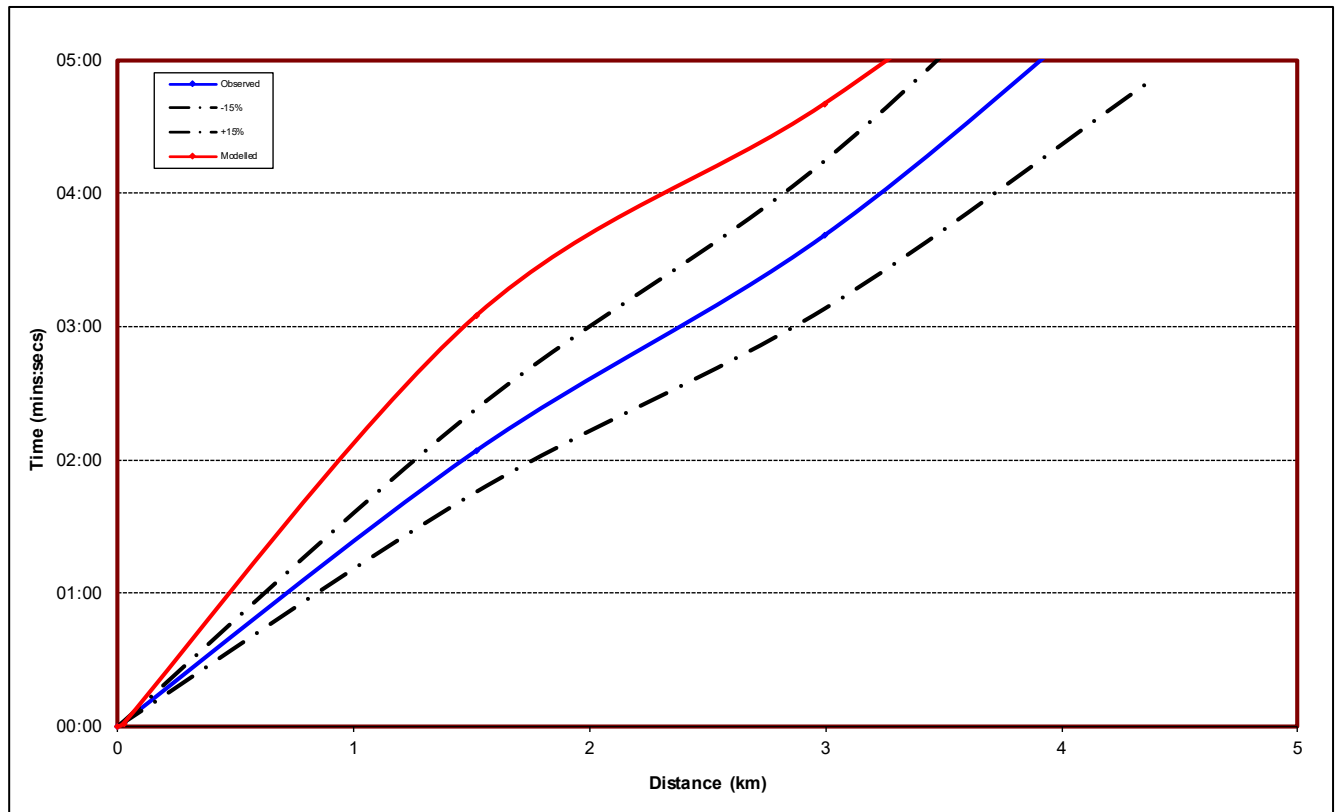


Figure A.118 – Journey time – Route 11 Southbound (16:00-17:00)

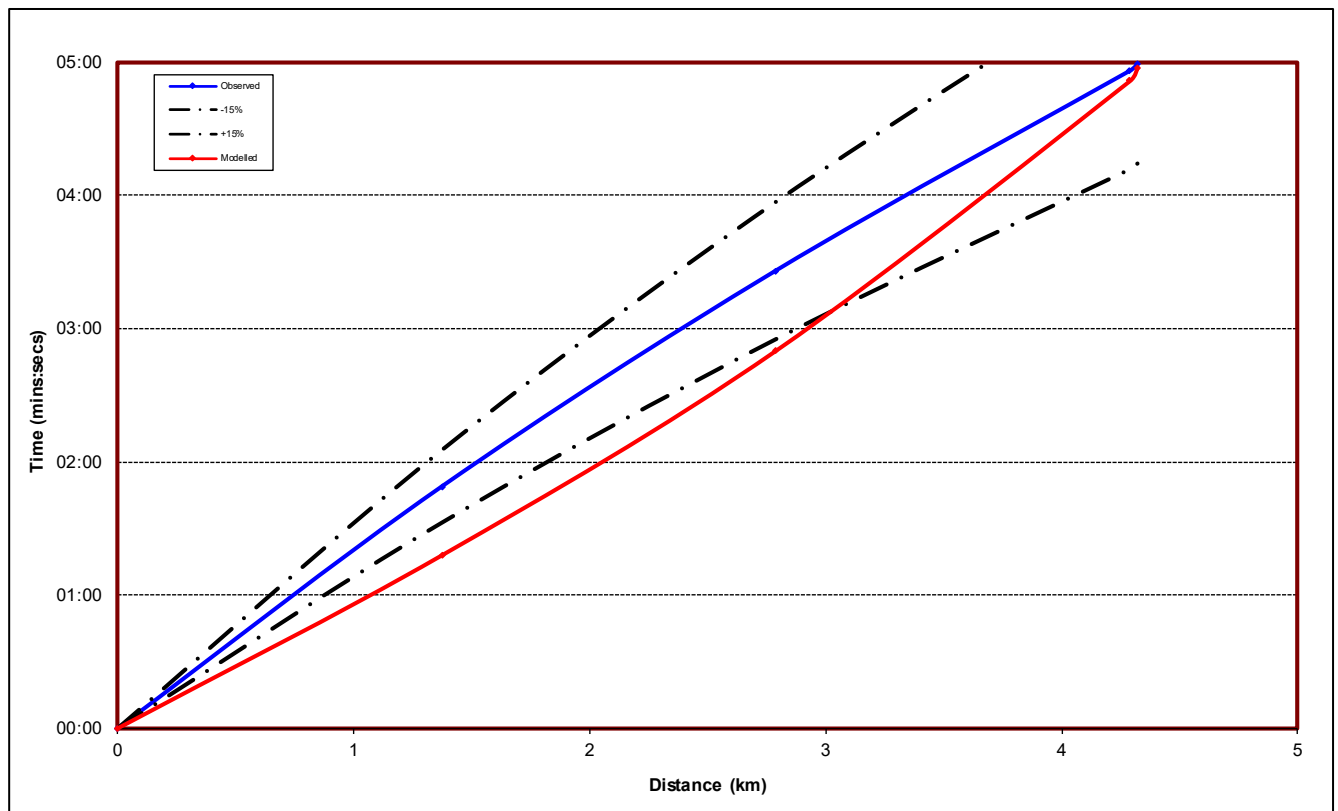


Figure A.119 – Journey time – Route 12 Northbound (16:00-17:00)

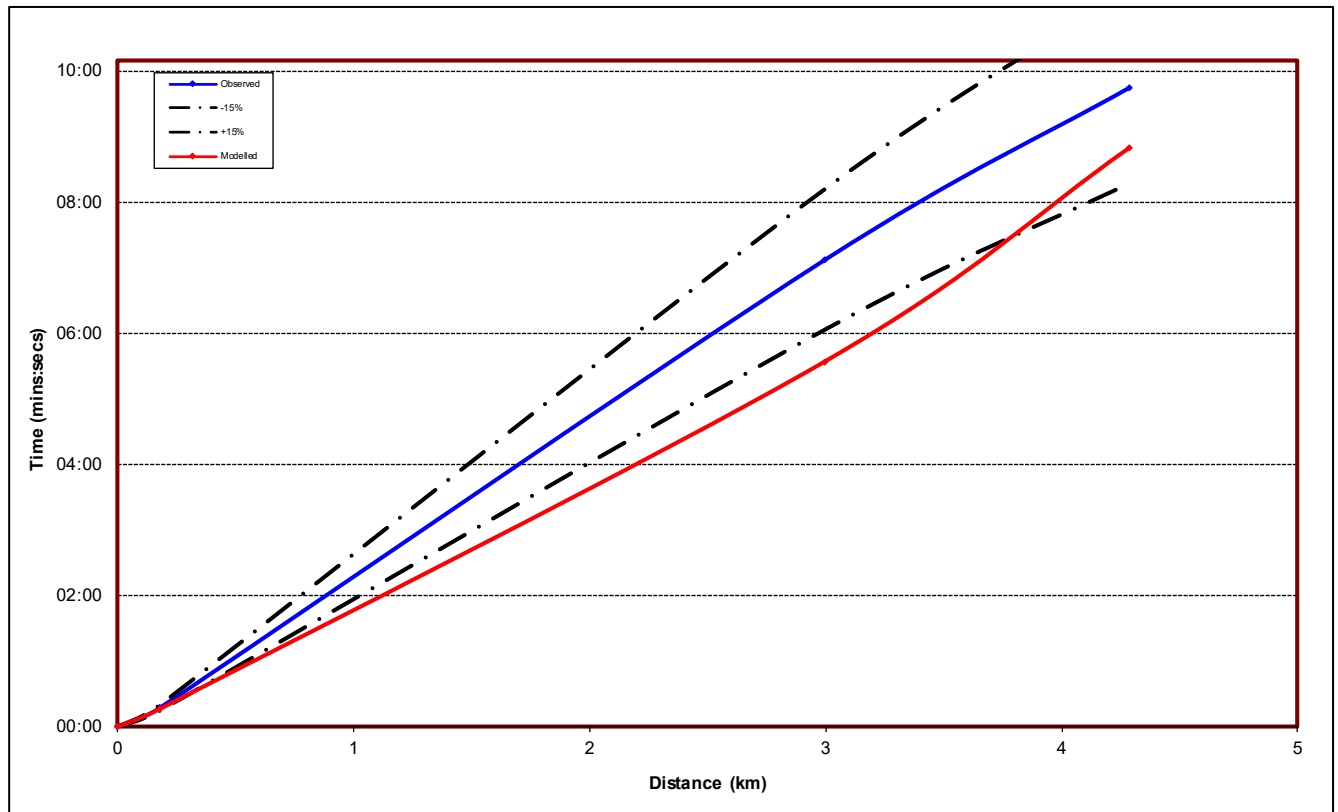
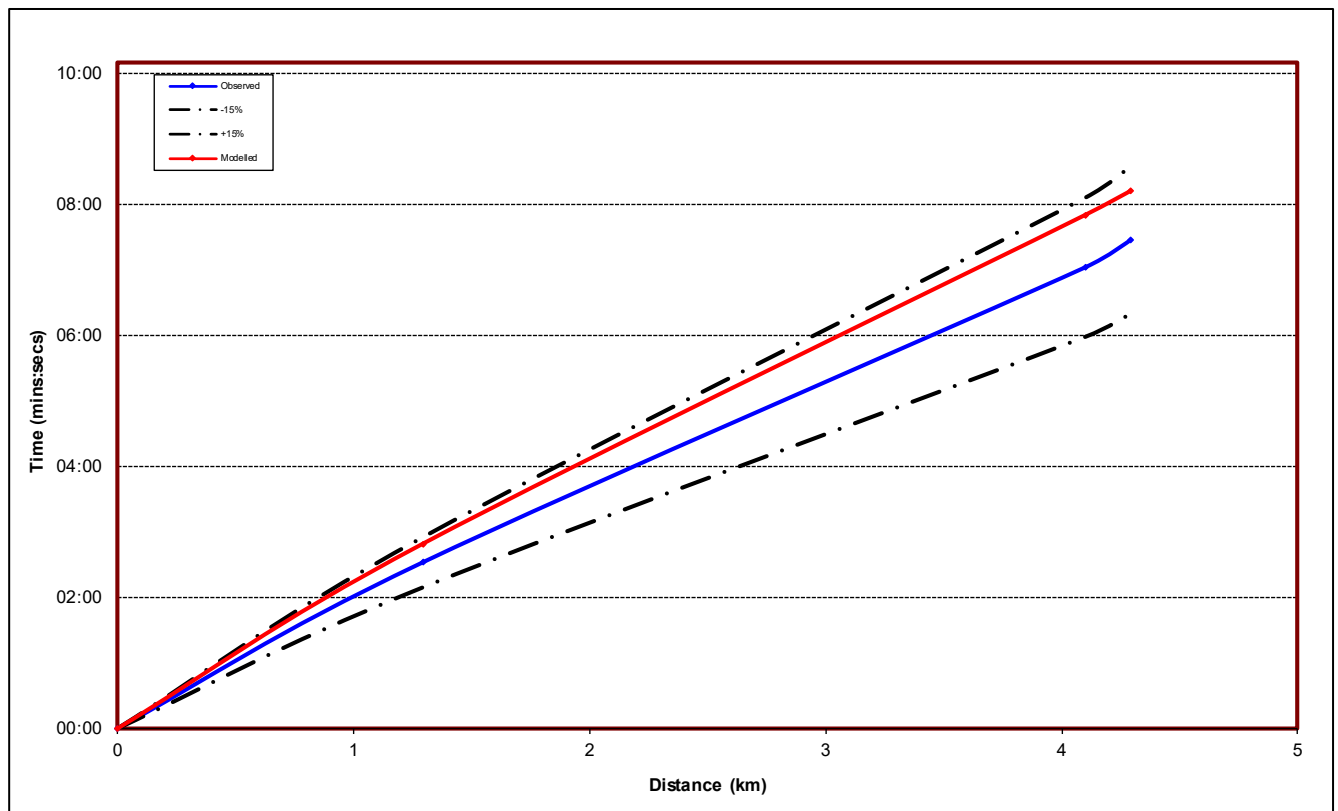


Figure A.120 – Journey time – Route 12 Southbound (16:00-17:00)



Journey time validation graphs (17:00–18:00)

Figure A.121 – Journey time – Route 1 Eastbound (17:00-18:00)

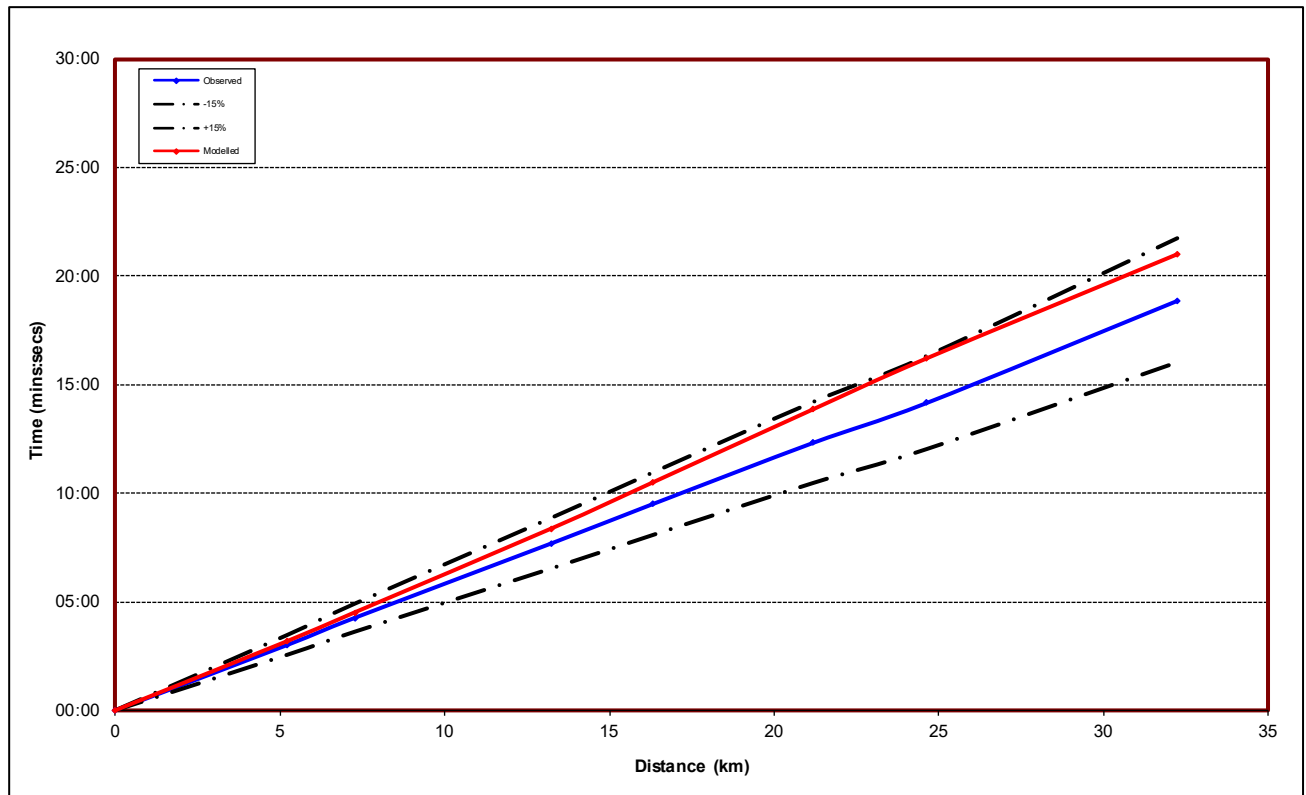


Figure A.122 – Journey time – Route 1 Westbound (17:00-18:00)

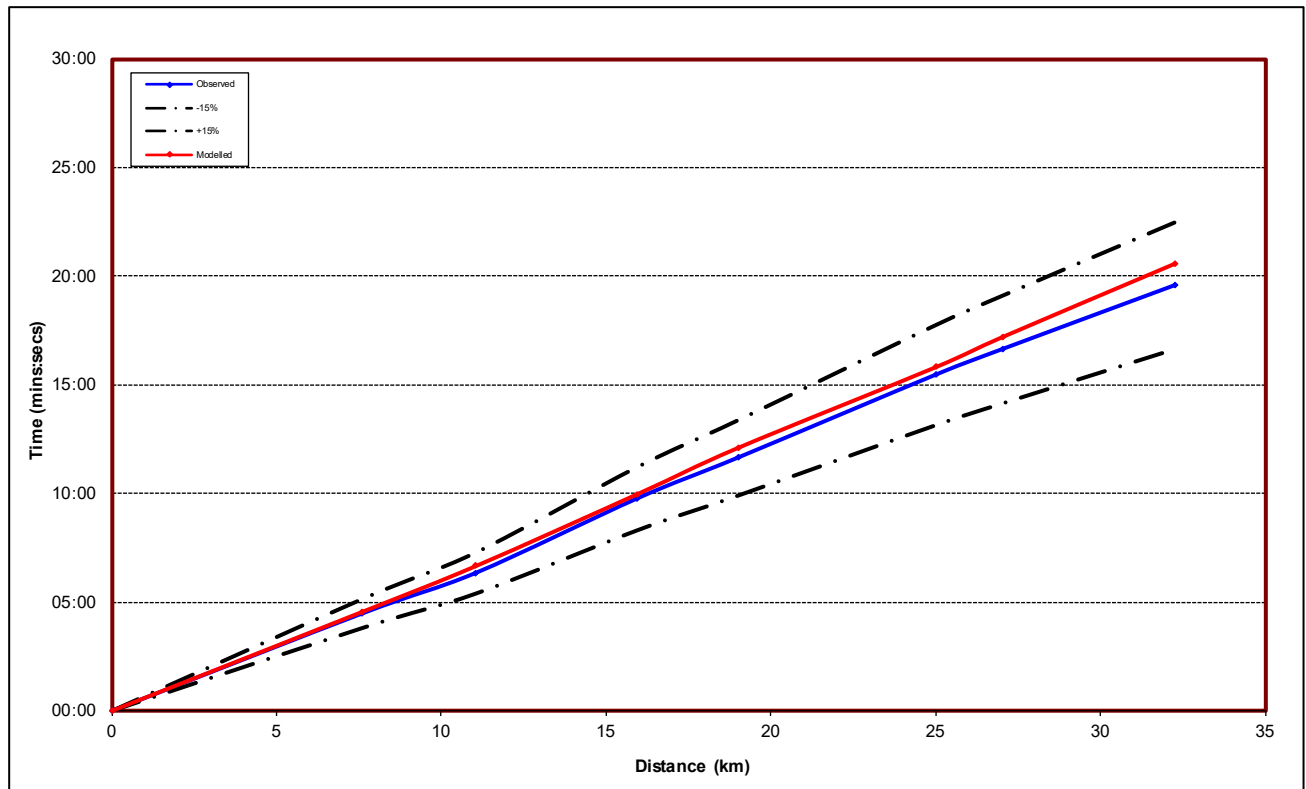


Figure A.123 – Journey time – Route 2 Northbound (17:00-18:00)

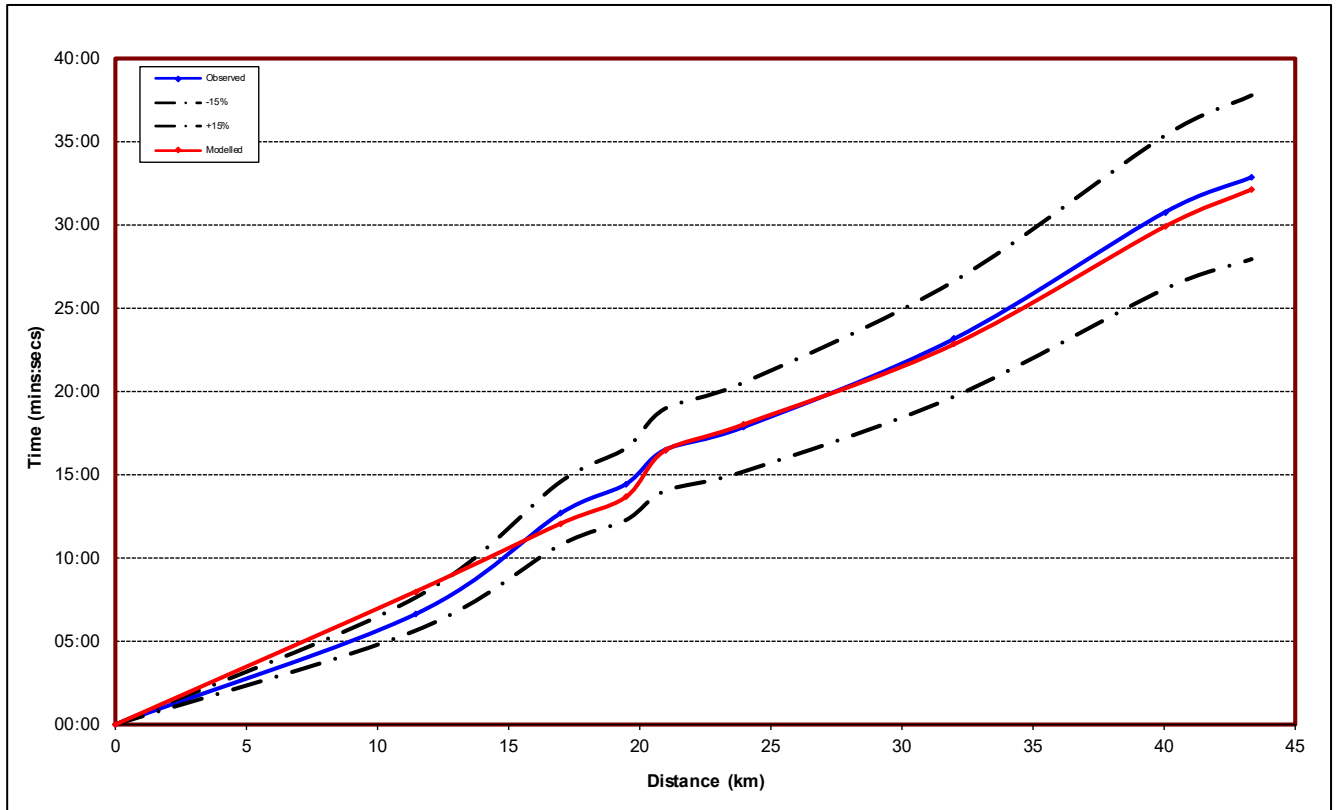


Figure A.124 – Journey time – Route 2 Southbound (17:00-18:00)

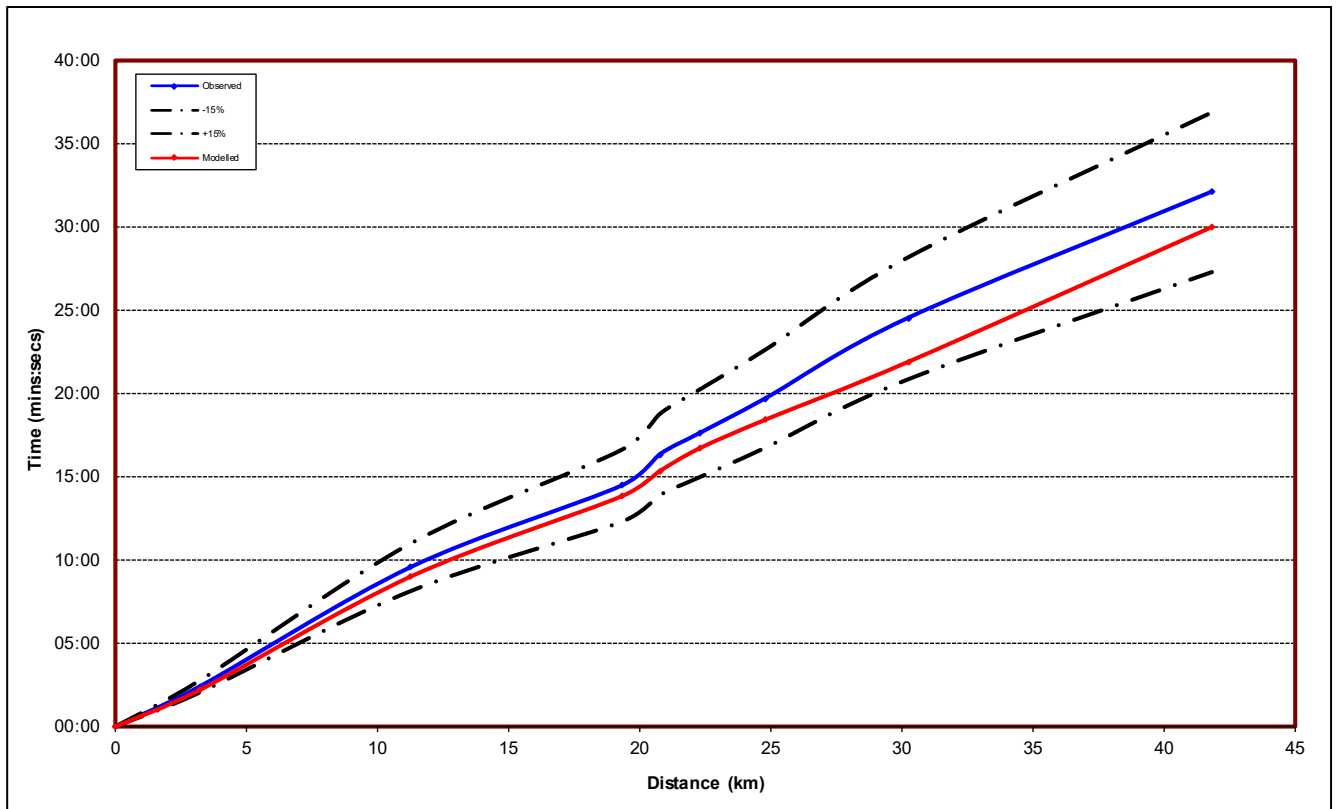


Figure A.125 – Journey time – Route 3 Northbound (17:00-18:00)

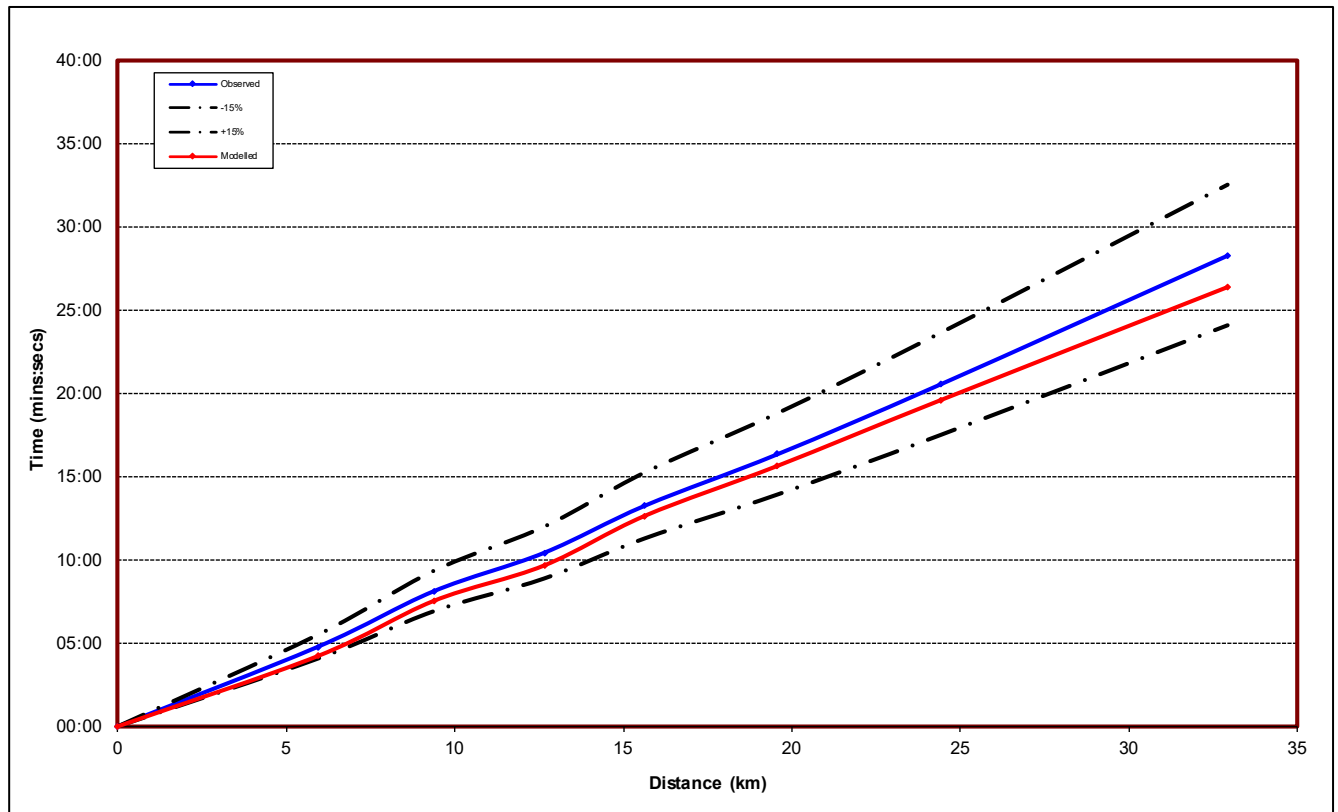


Figure A.126 – Journey time – Route 3 Southbound (17:00-18:00)

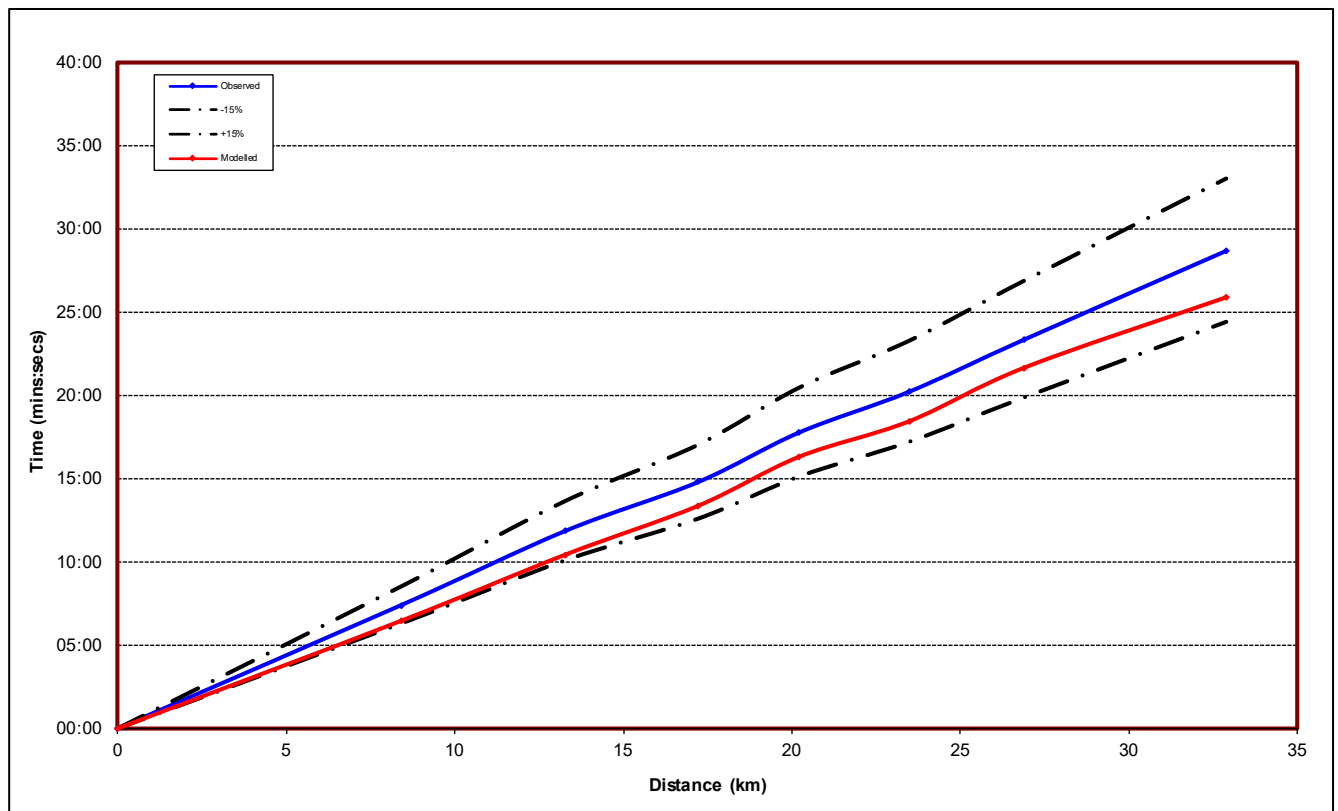


Figure A.127 – Journey time – Route 4 Eastbound (17:00-18:00)

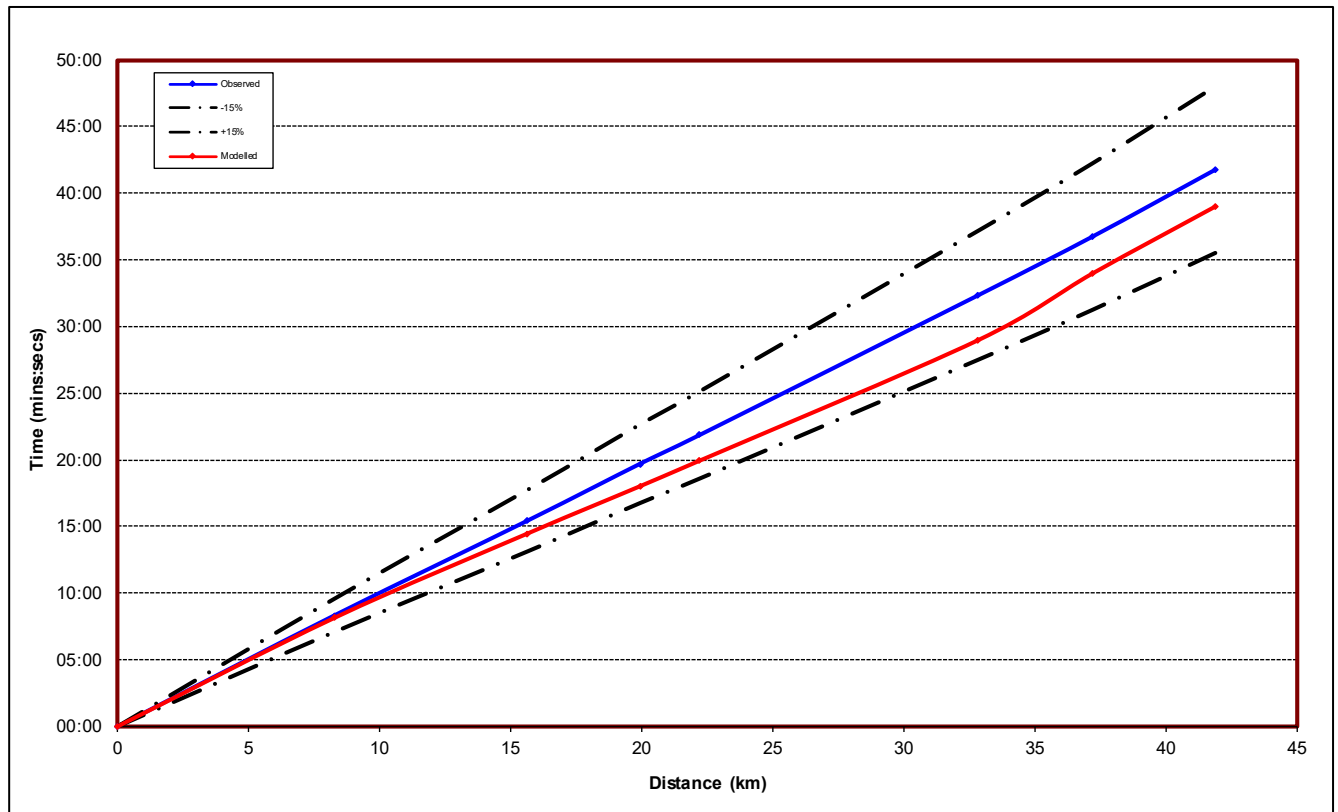


Figure A.128 – Journey time – Route 4 Westbound (17:00-18:00)

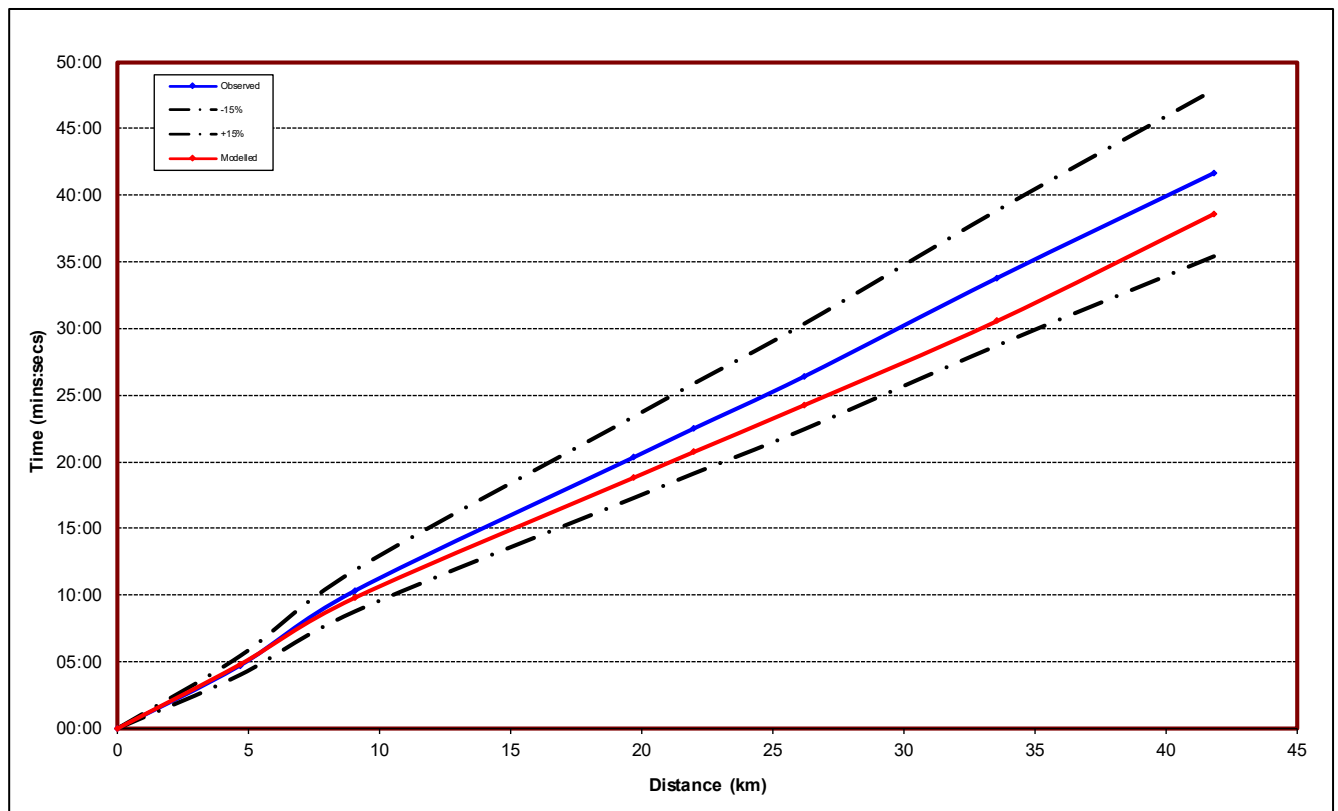


Figure A.129 – Journey time – Route 5 Eastbound (17:00-18:00)

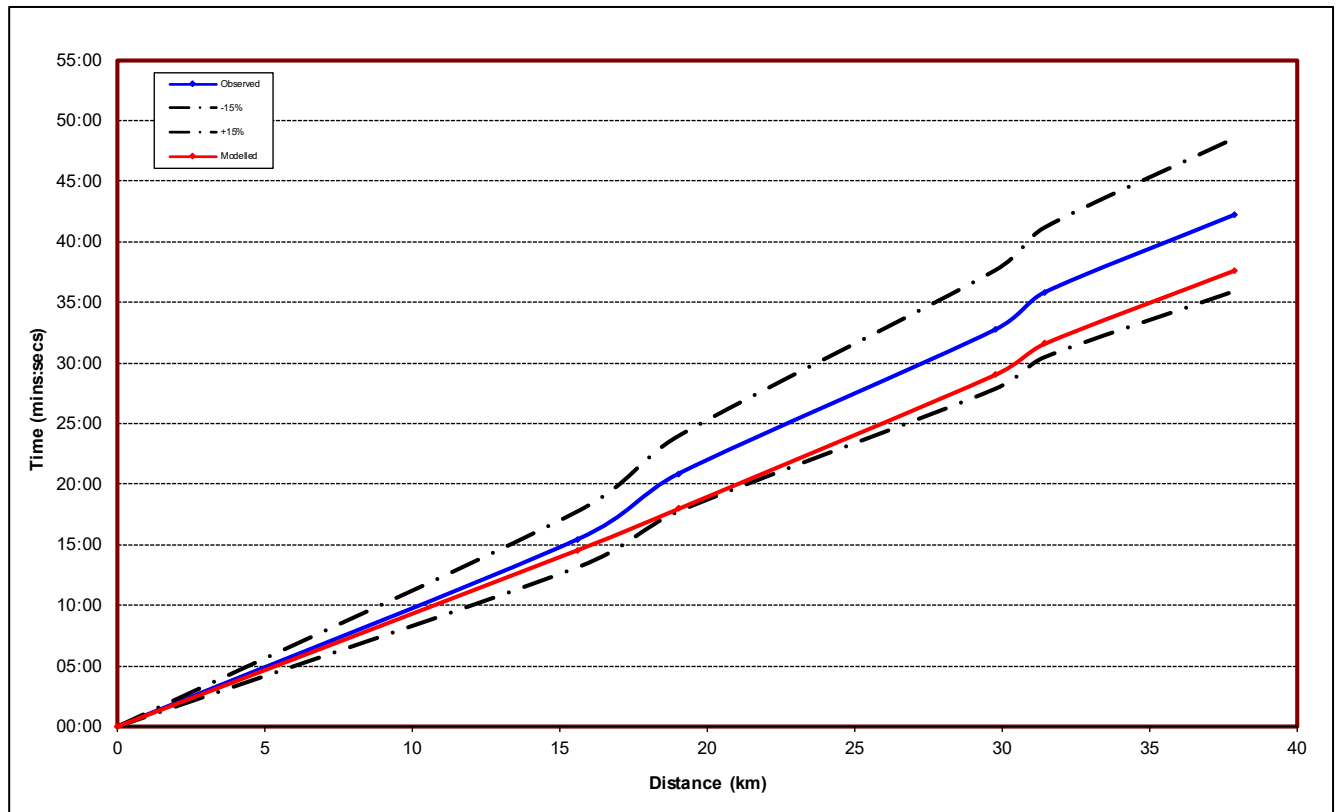


Figure A.130 – Journey time – Route 5 Westbound (17:00-18:00)

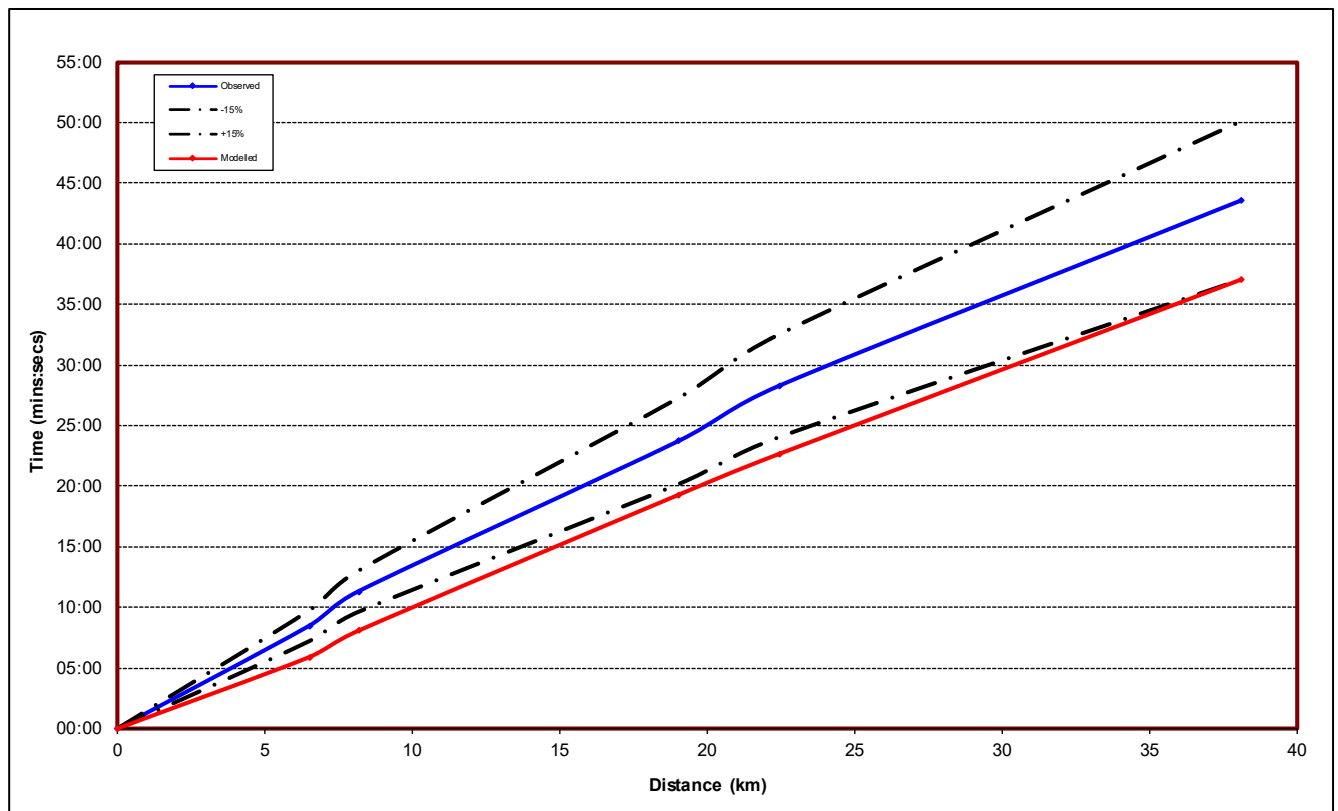


Figure A.131 – Journey time – Route 6 Northbound (17:00-18:00)

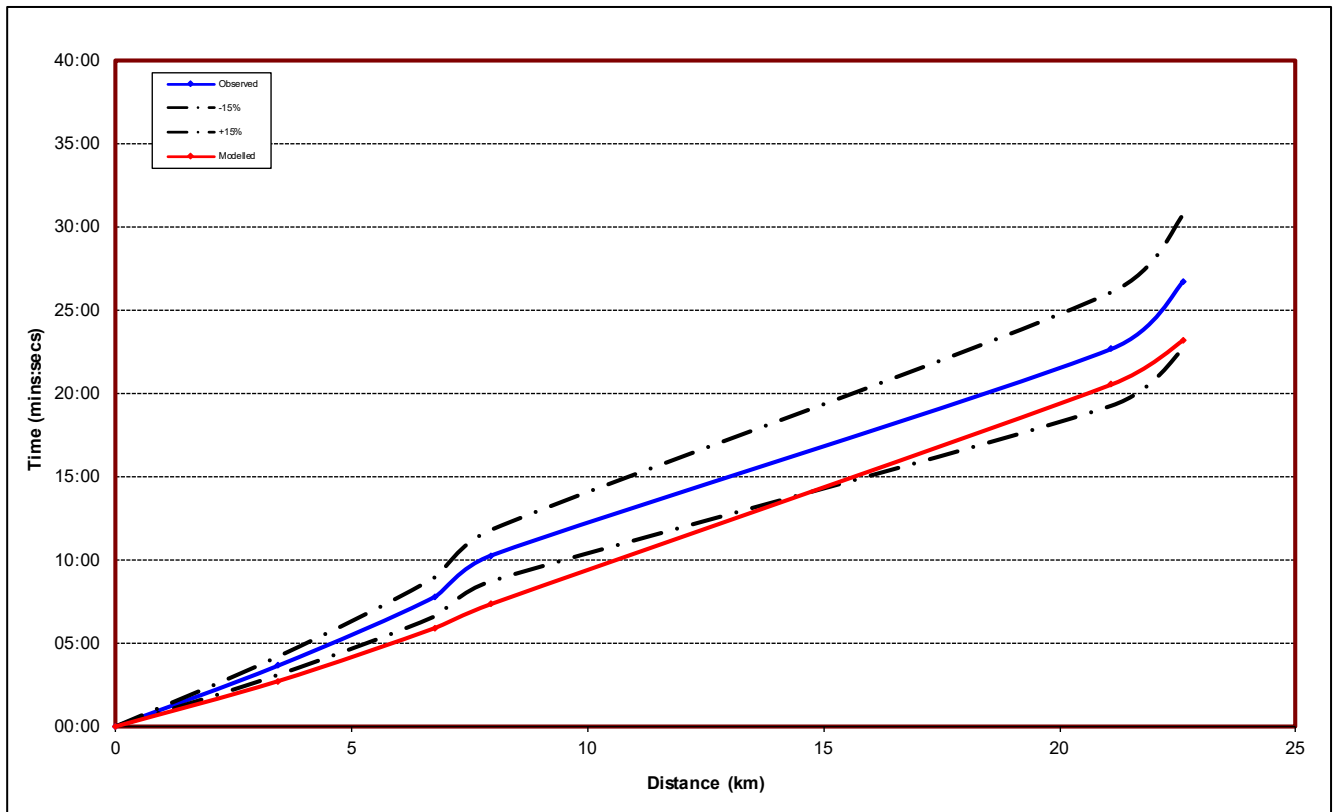


Figure A.132 – Journey time – Route 6 Southbound (17:00-18:00)

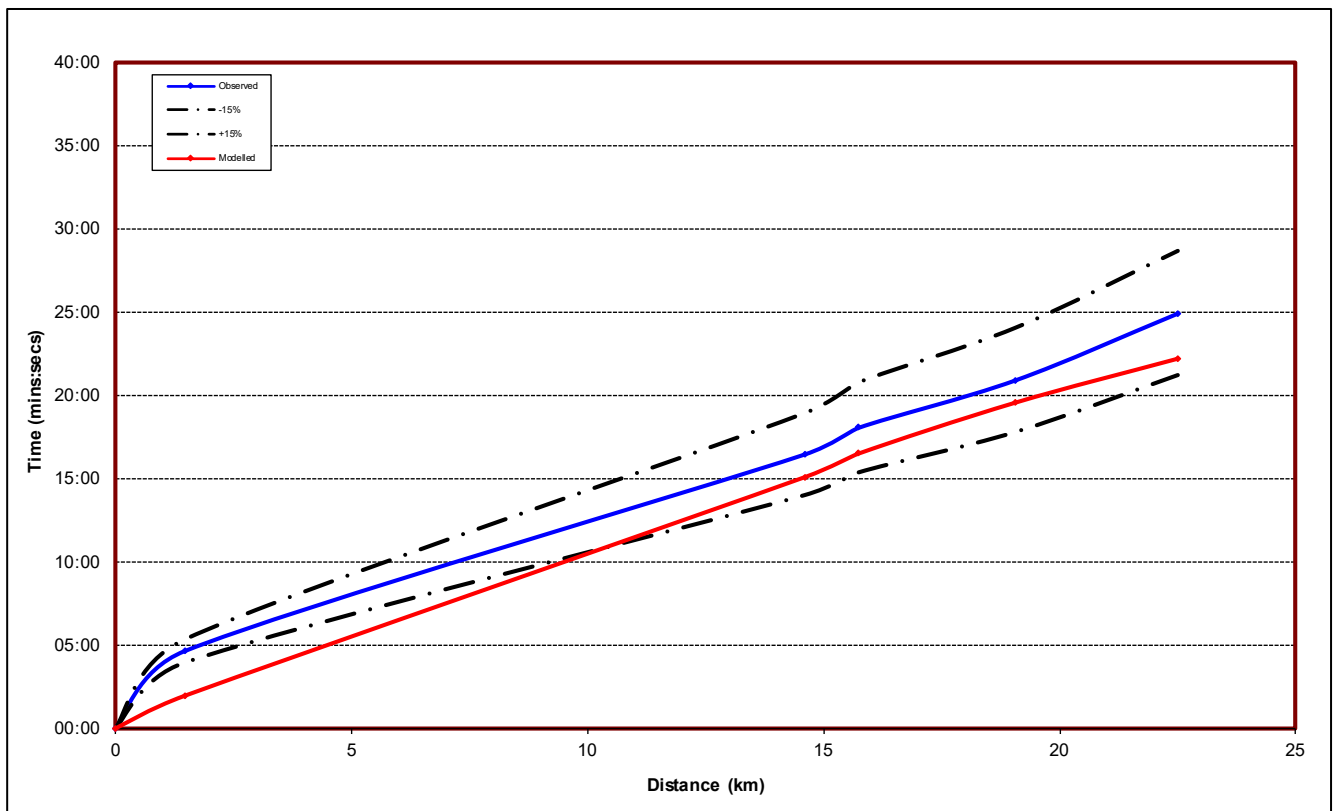


Figure A.133 – Journey time – Route 7 Northbound (17:00-18:00)

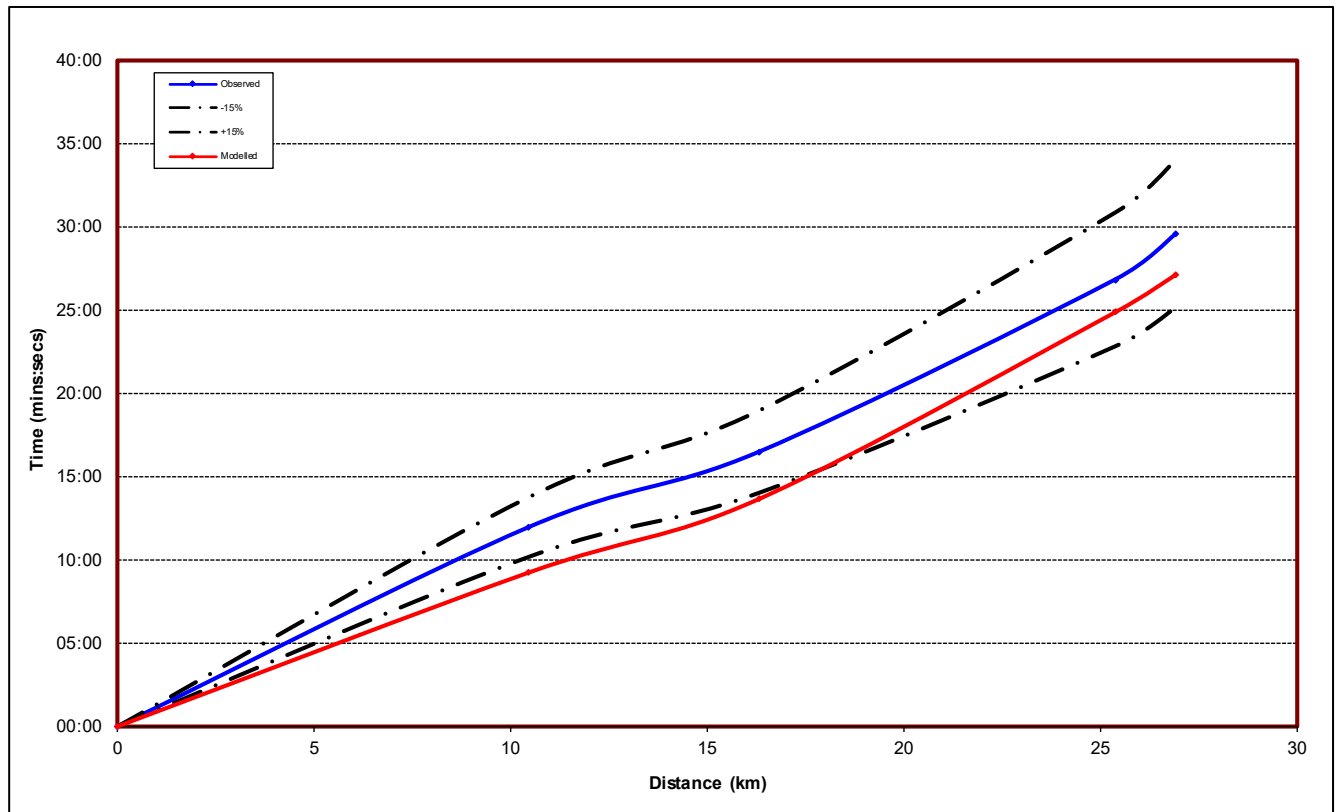


Figure A.134 – Journey time – Route 7 Southbound (17:00-18:00)

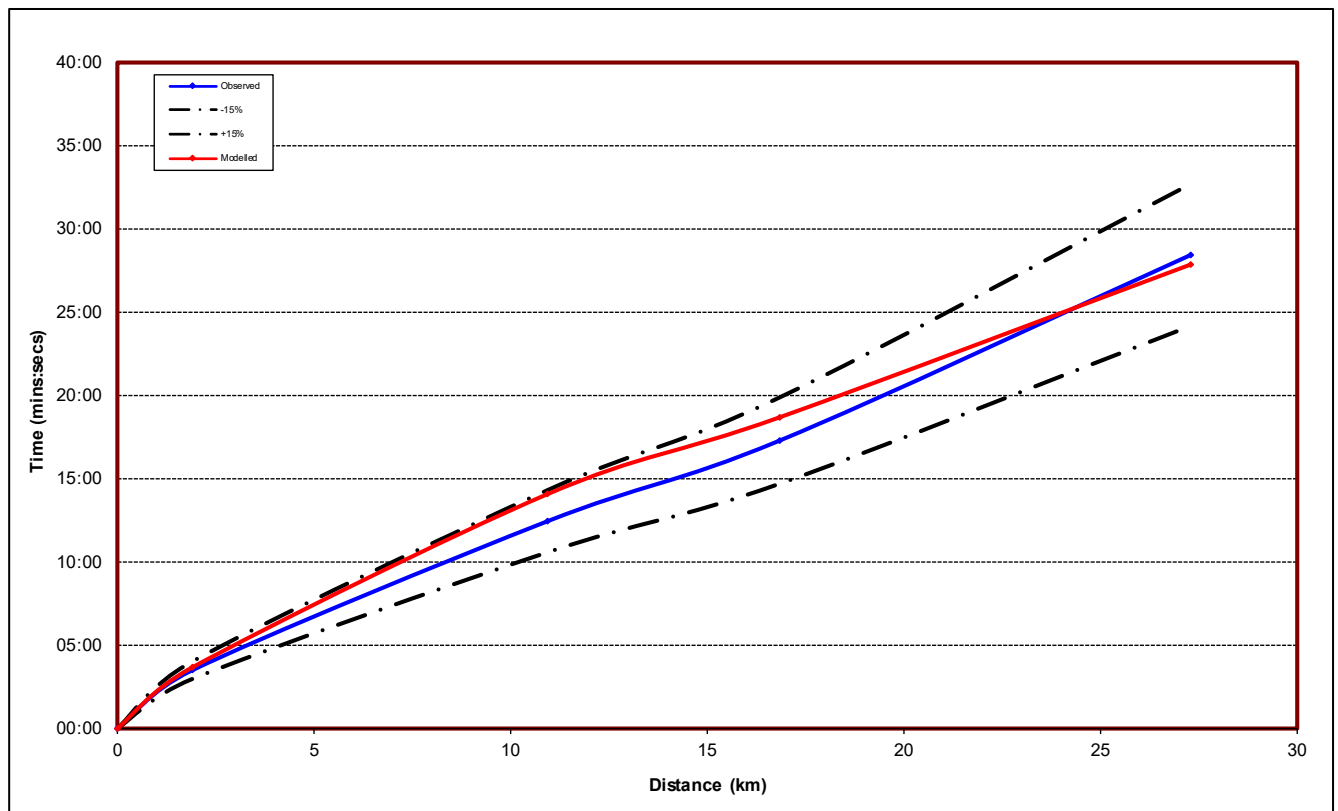


Figure A.135 – Journey time – Route 8 Northbound (17:00-18:00)

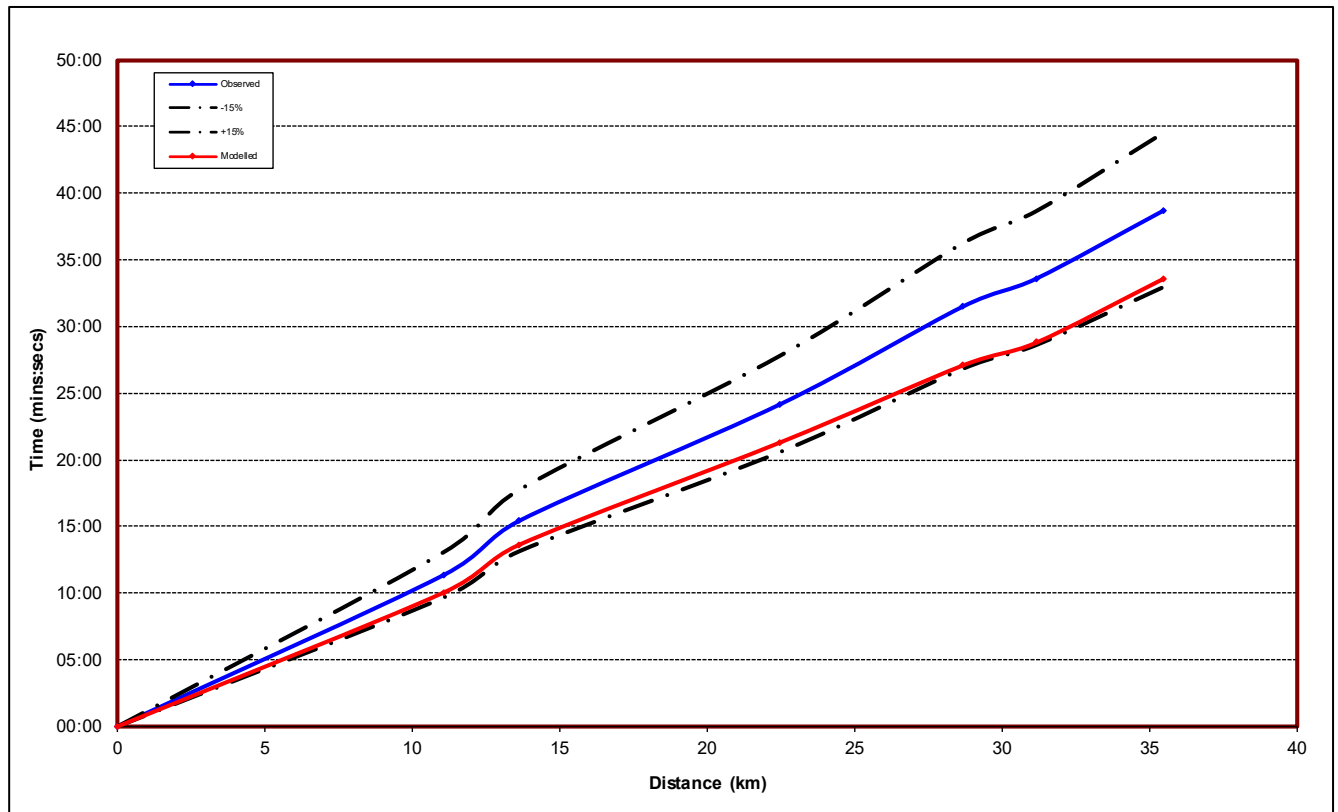


Figure A.136 – Journey time – Route 8 Southbound (17:00-18:00)

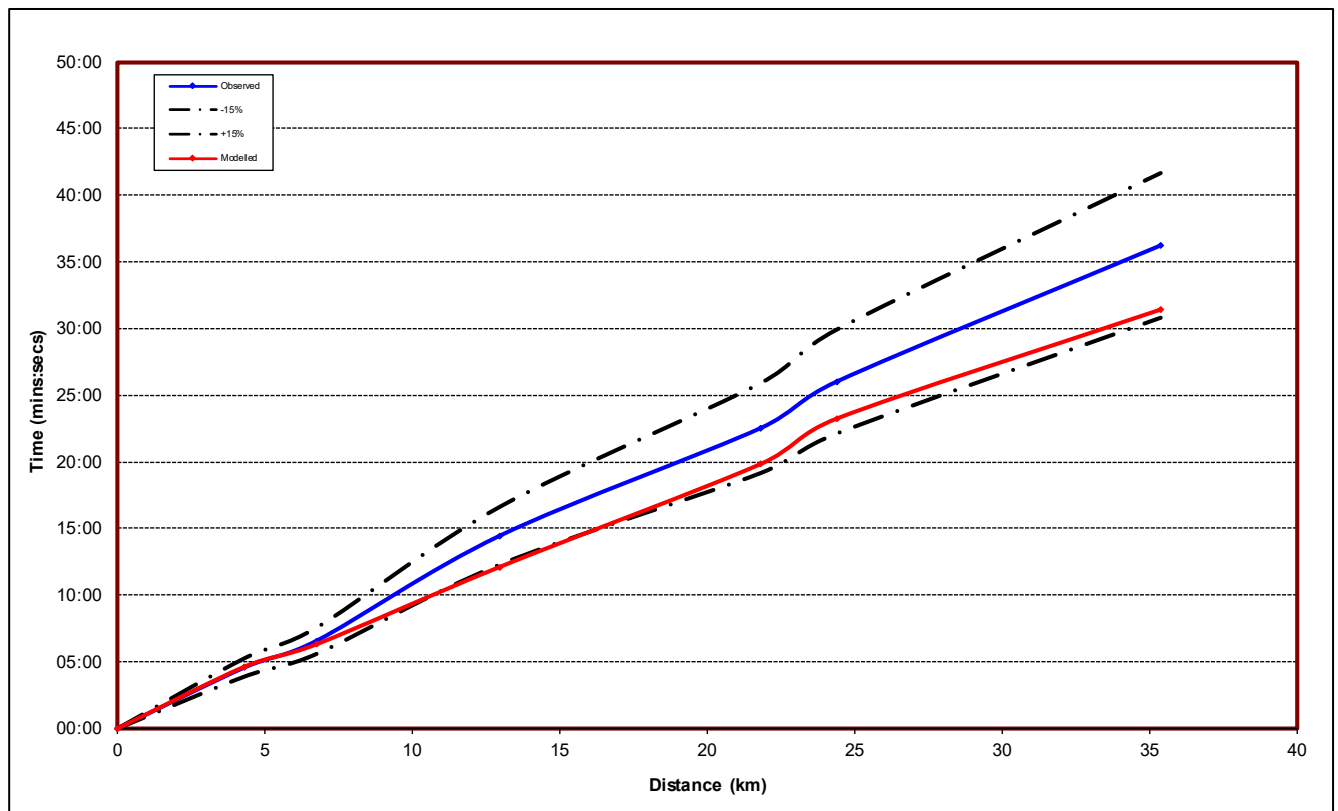


Figure A.137 – Journey time – Route 9 Eastbound (17:00-18:00)

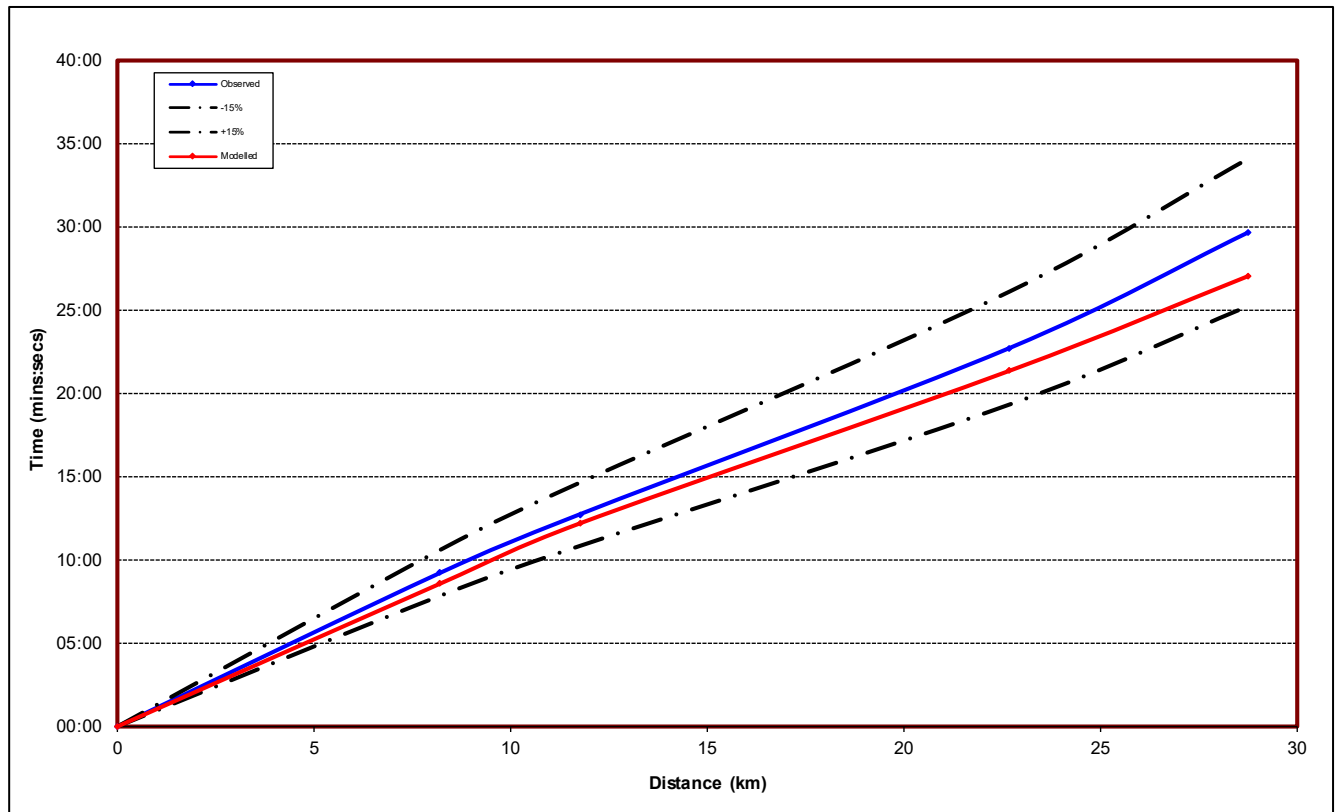


Figure A.138 – Journey time – Route 9 Westbound (17:00-18:00)

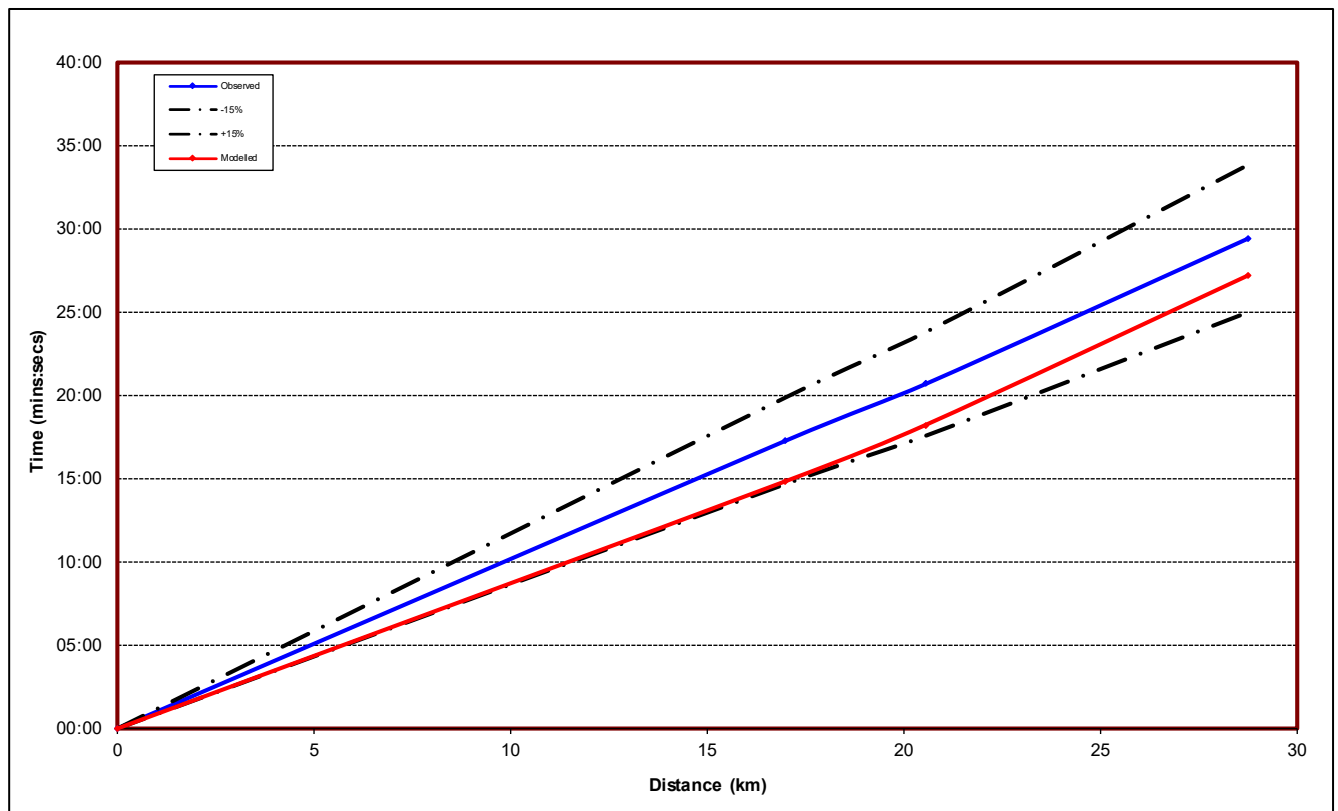


Figure A.139 – Journey time – Route 10 Northbound (17:00-18:00)

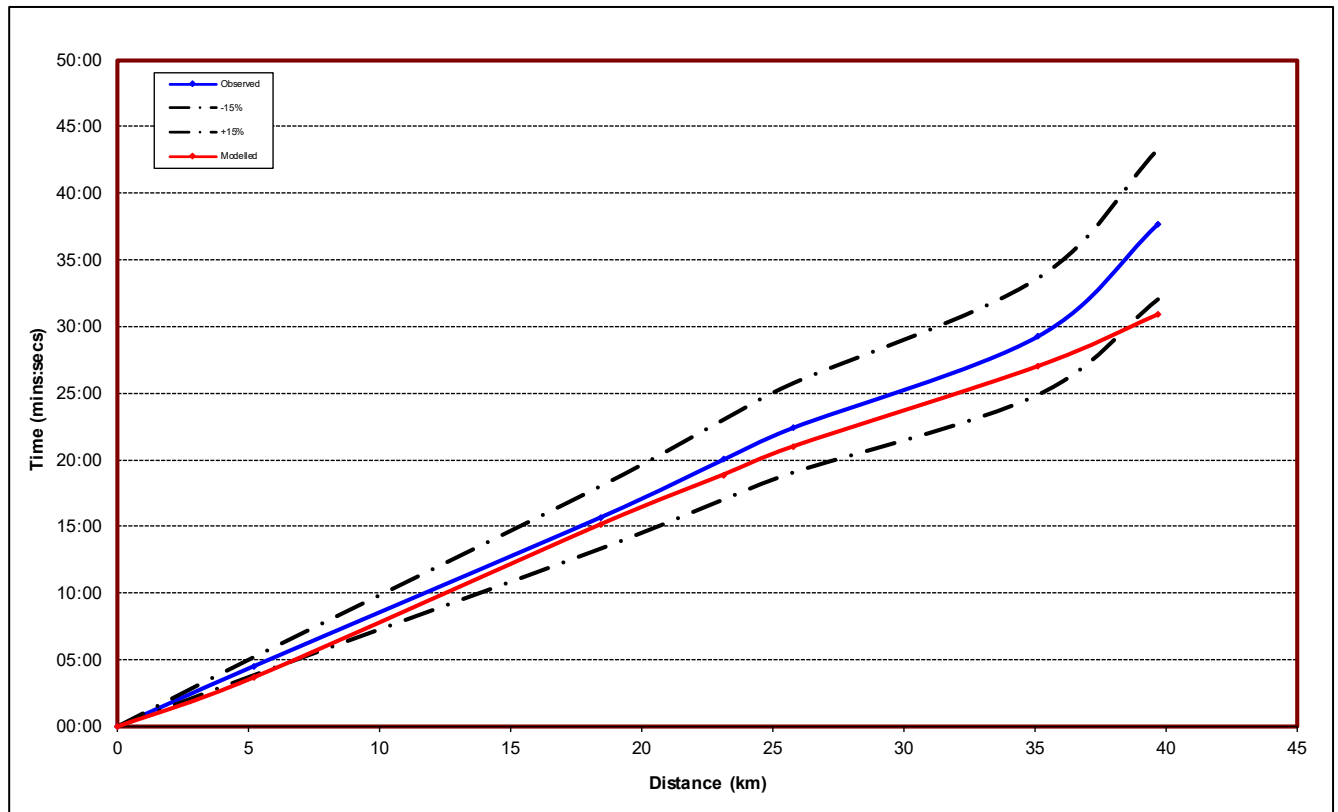


Figure A.140 – Journey time – Route 10 Southbound (17:00-18:00)

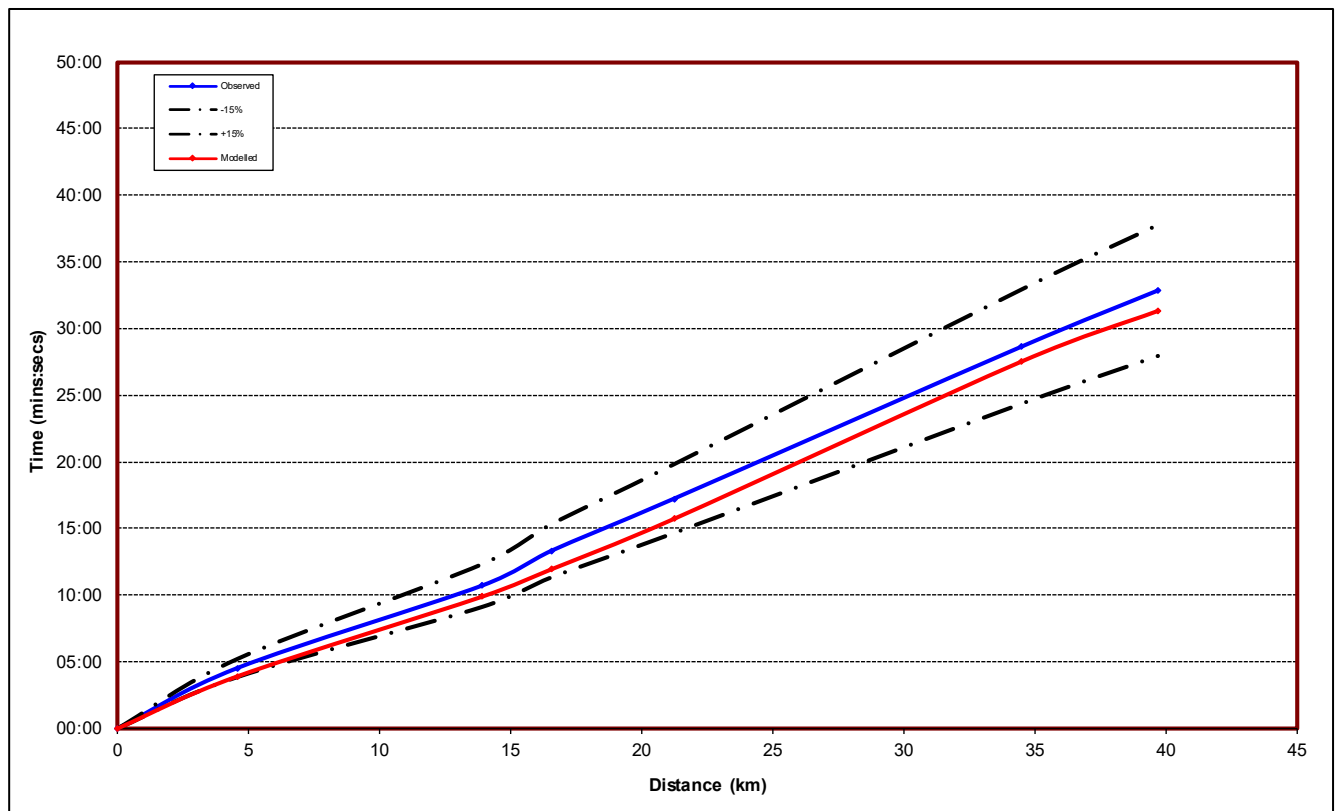


Figure A.141 – Journey time – Route 11 Northbound (17:00-18:00)

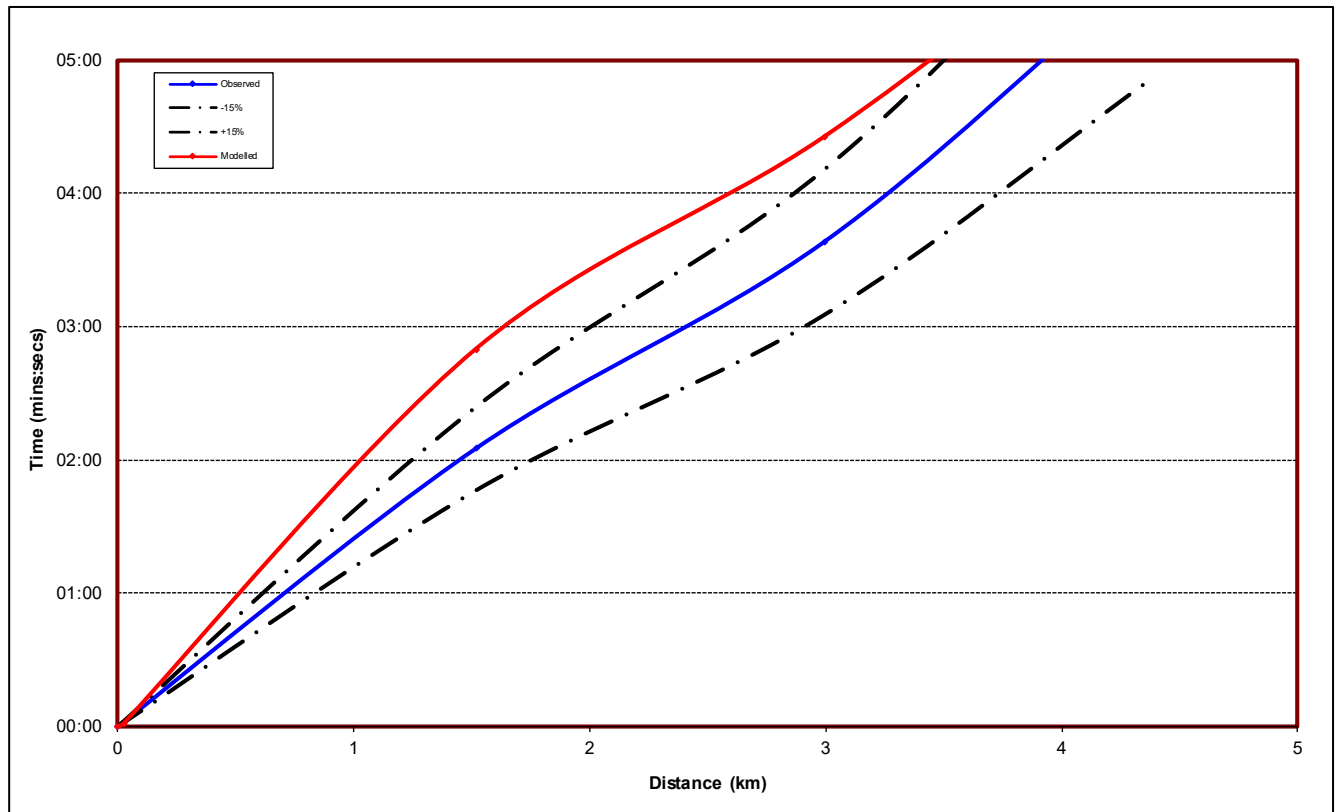


Figure A.142 – Journey time – Route 11 Southbound (17:00-18:00)

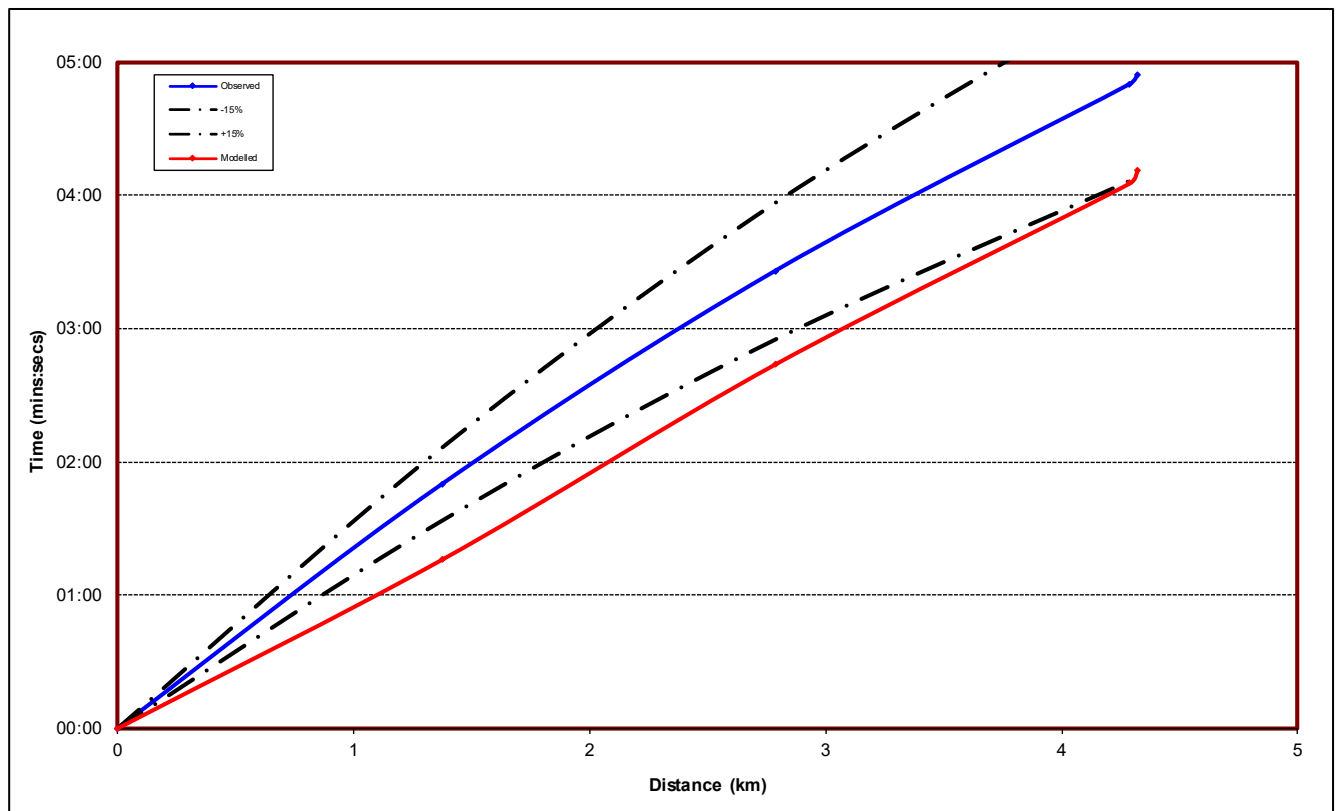


Figure A.143 – Journey time – Route 12 Northbound (17:00-18:00)

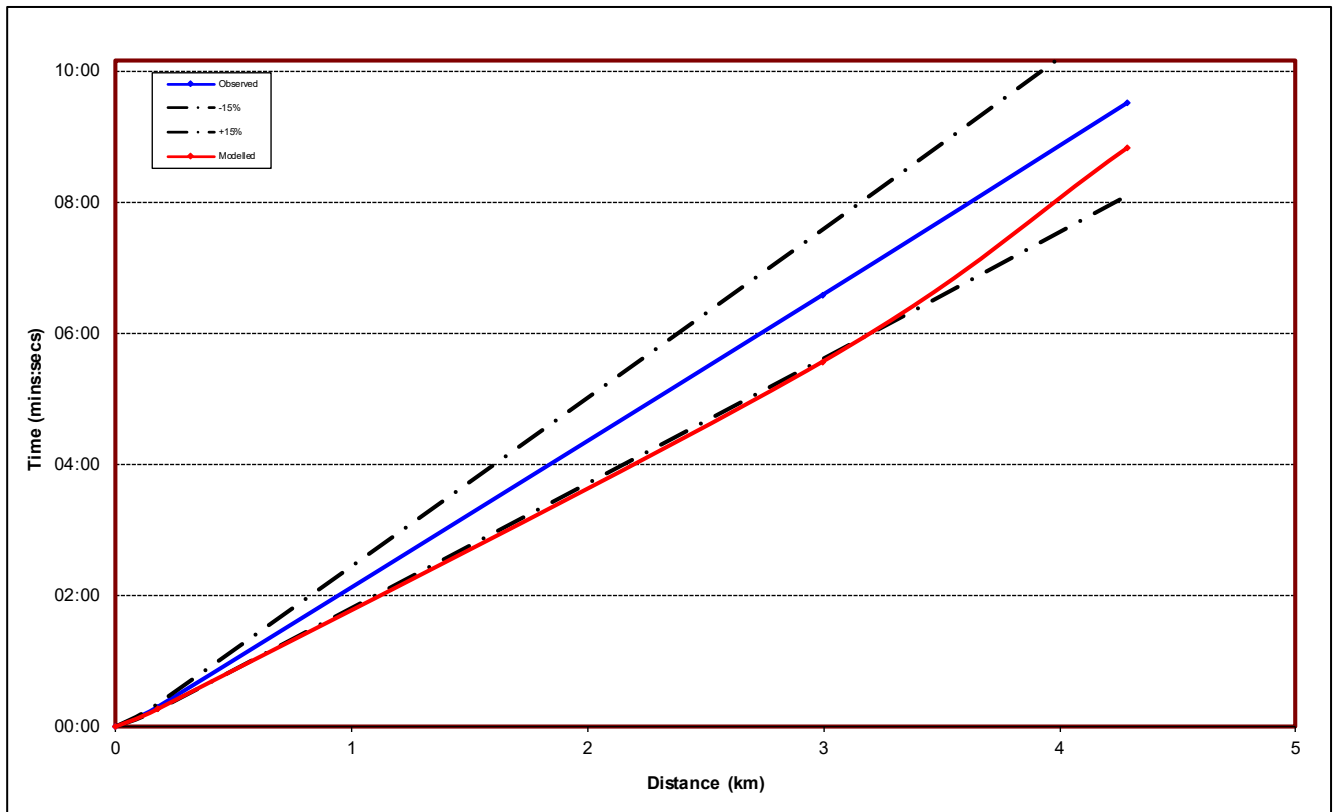
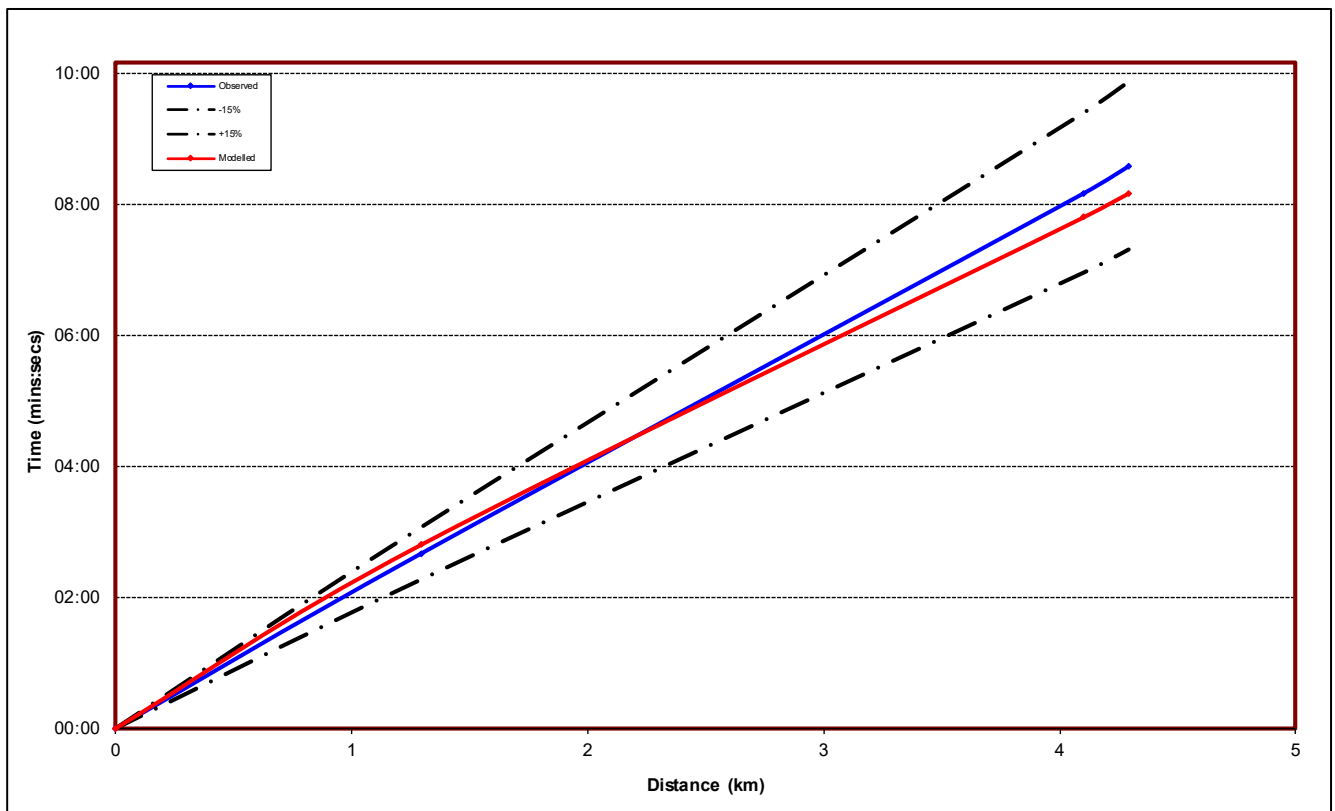


Figure A.144 – Journey time – Route 12 Southbound (17:00-18:00)



Journey time validation graphs (18:00–19:00)

Figure A.145 – Journey time – Route 1 Eastbound (18:00-19:00)

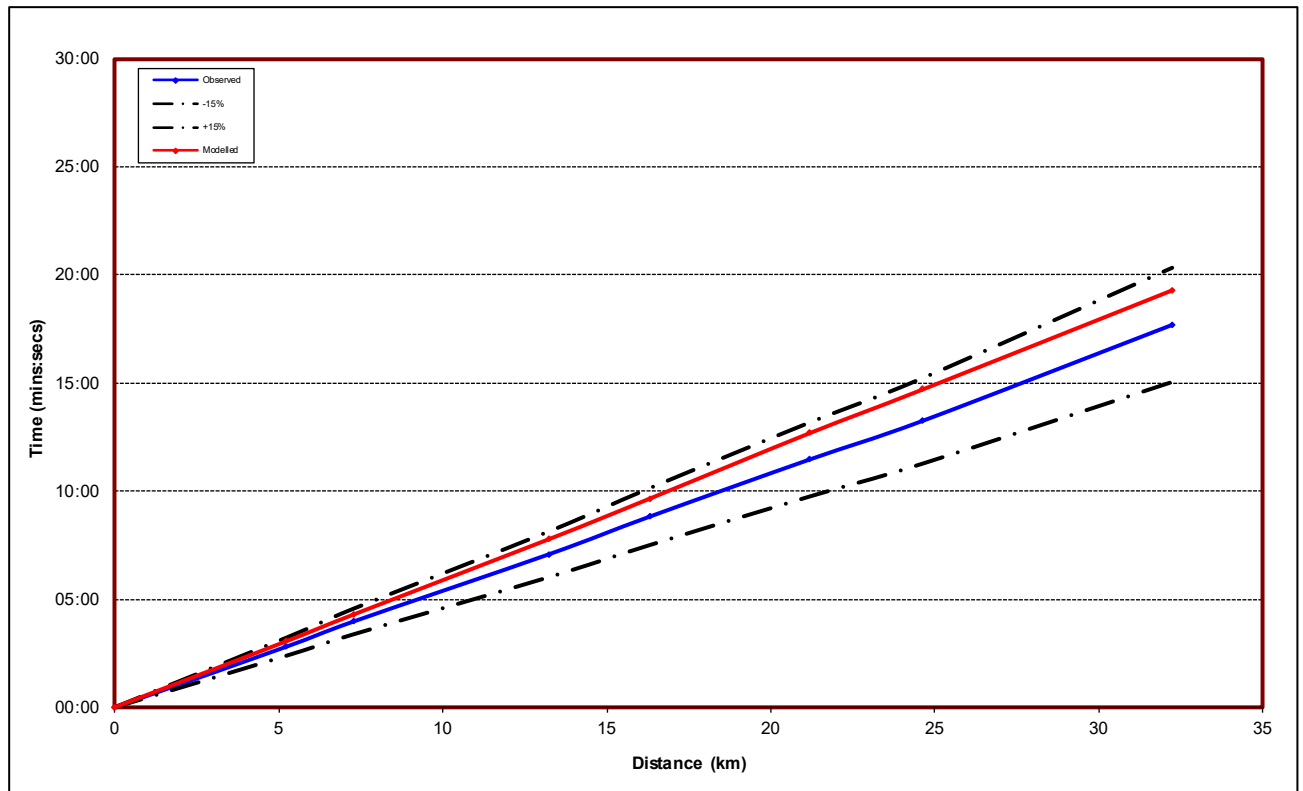


Figure A.146 – Journey time – Route 1 Westbound (18:00-19:00)

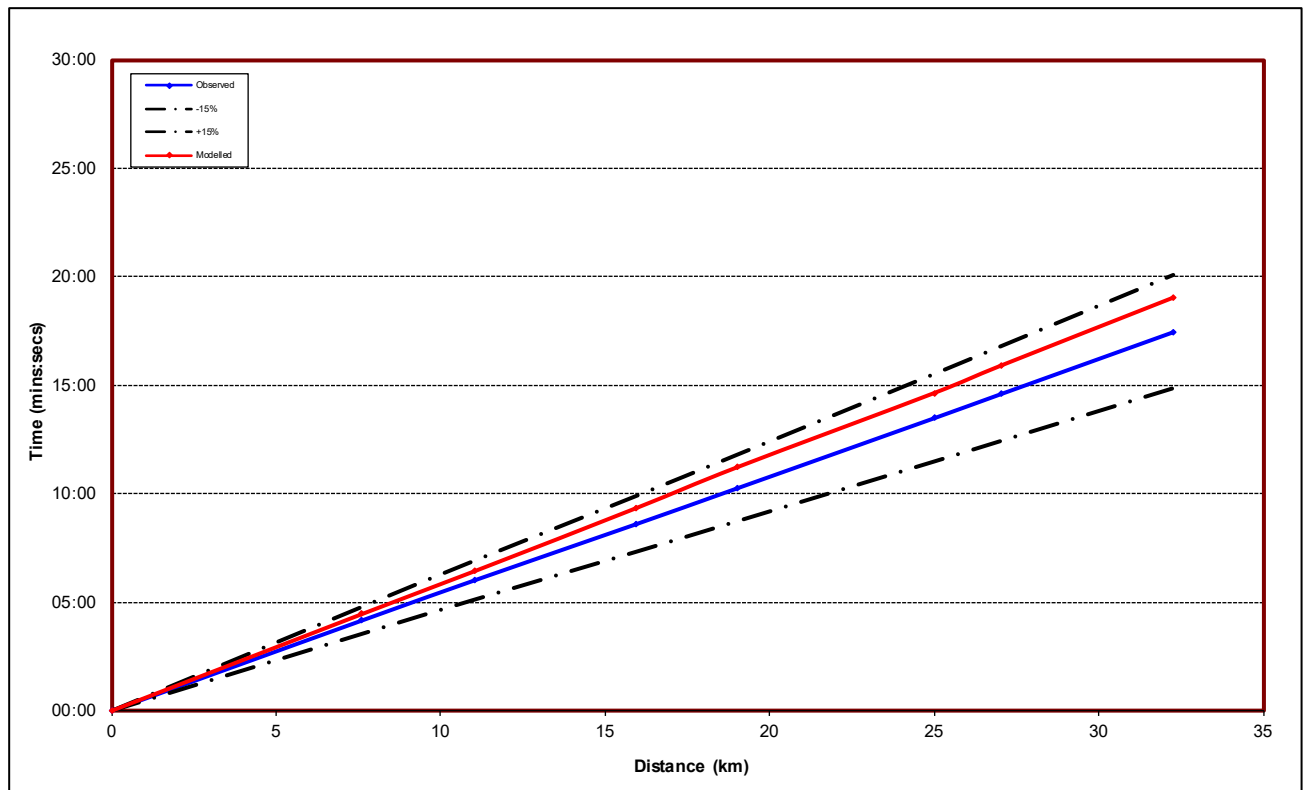


Figure A.147 – Journey time – Route 2 Northbound (18:00-19:00)

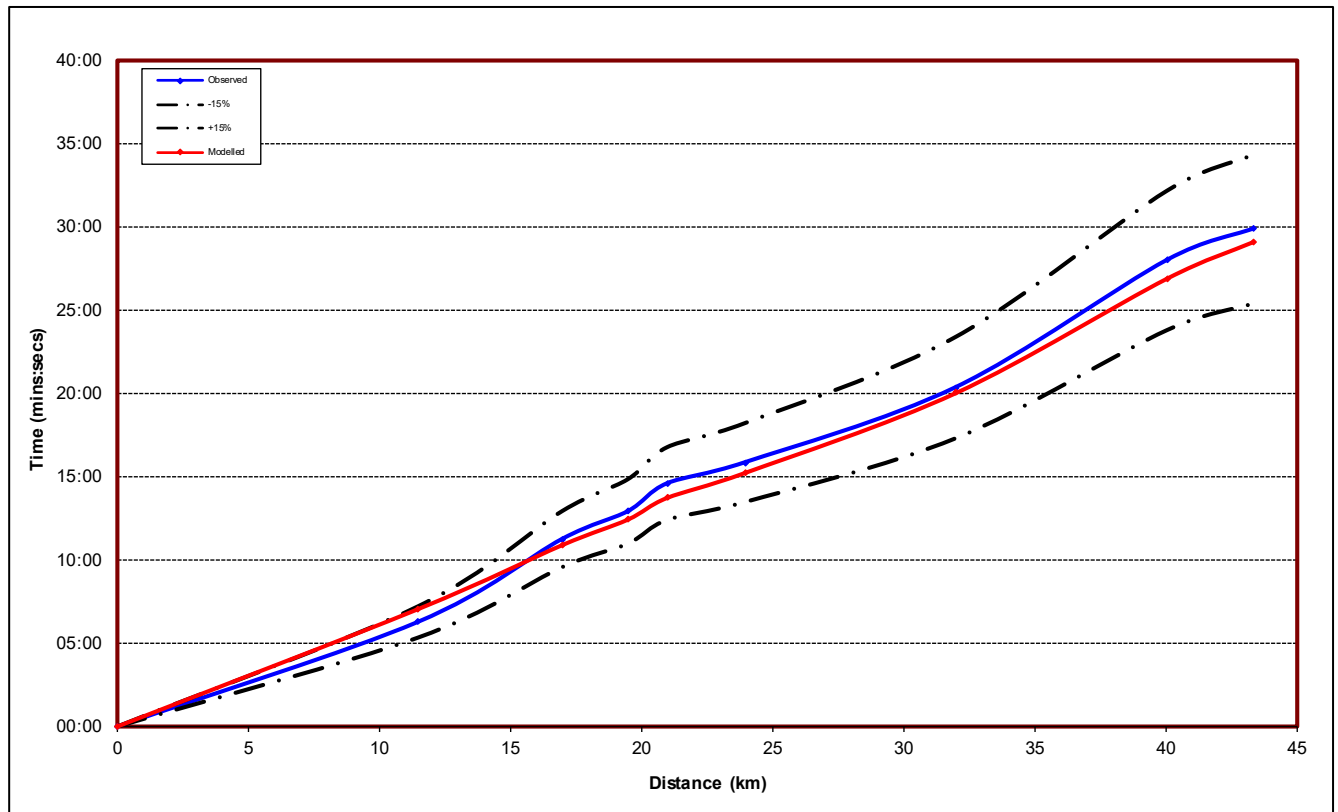


Figure A.148 – Journey time – Route 2 Southbound (18:00-19:00)

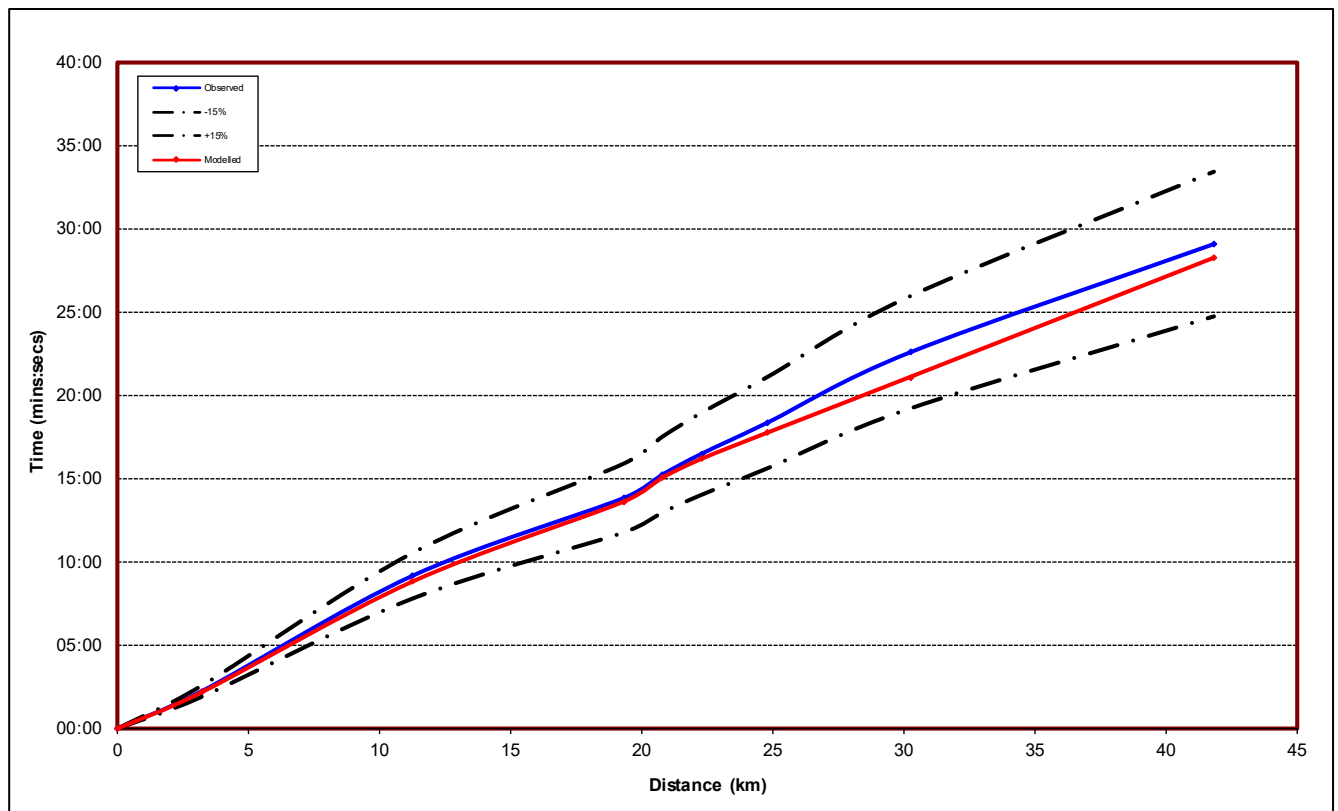


Figure A.149 – Journey time – Route 3 Northbound (18:00-19:00)

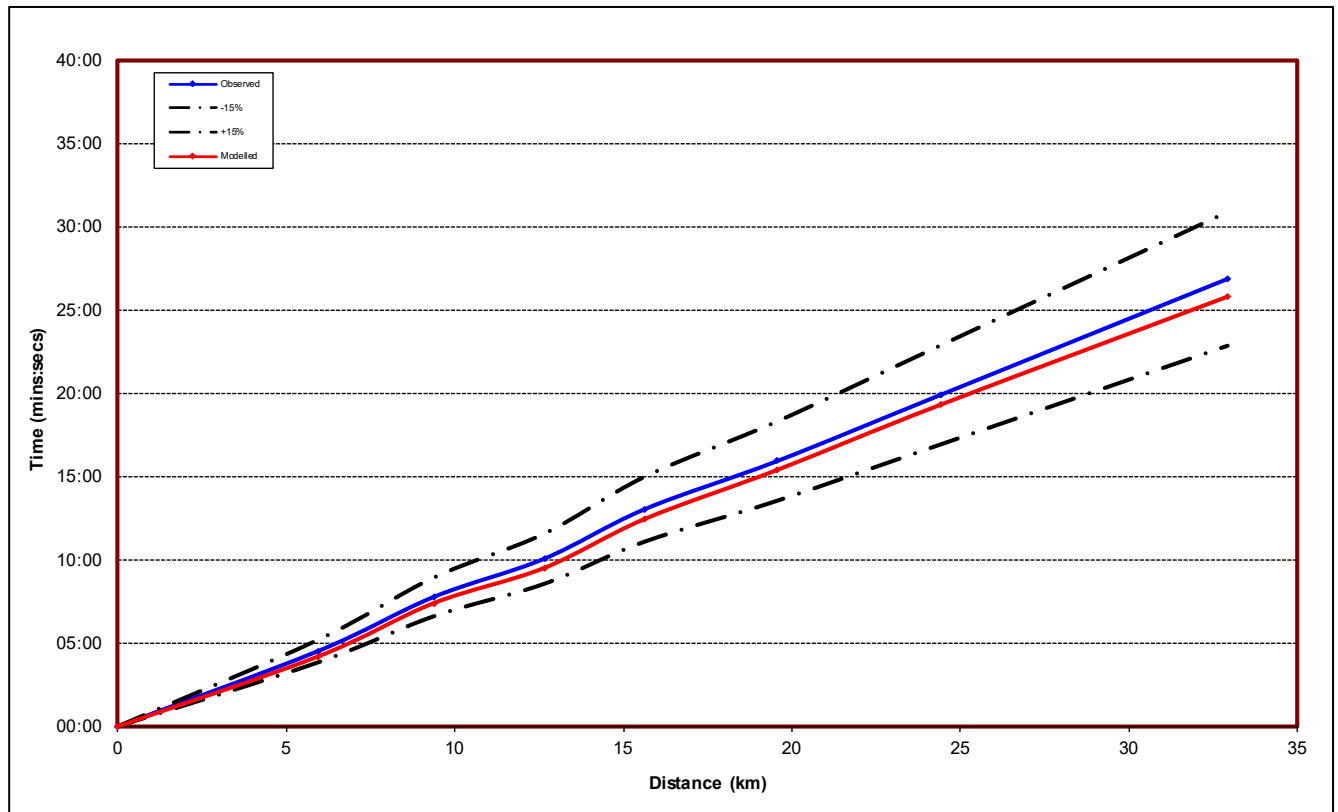


Figure A.150 – Journey time – Route 3 Southbound (18:00-19:00)

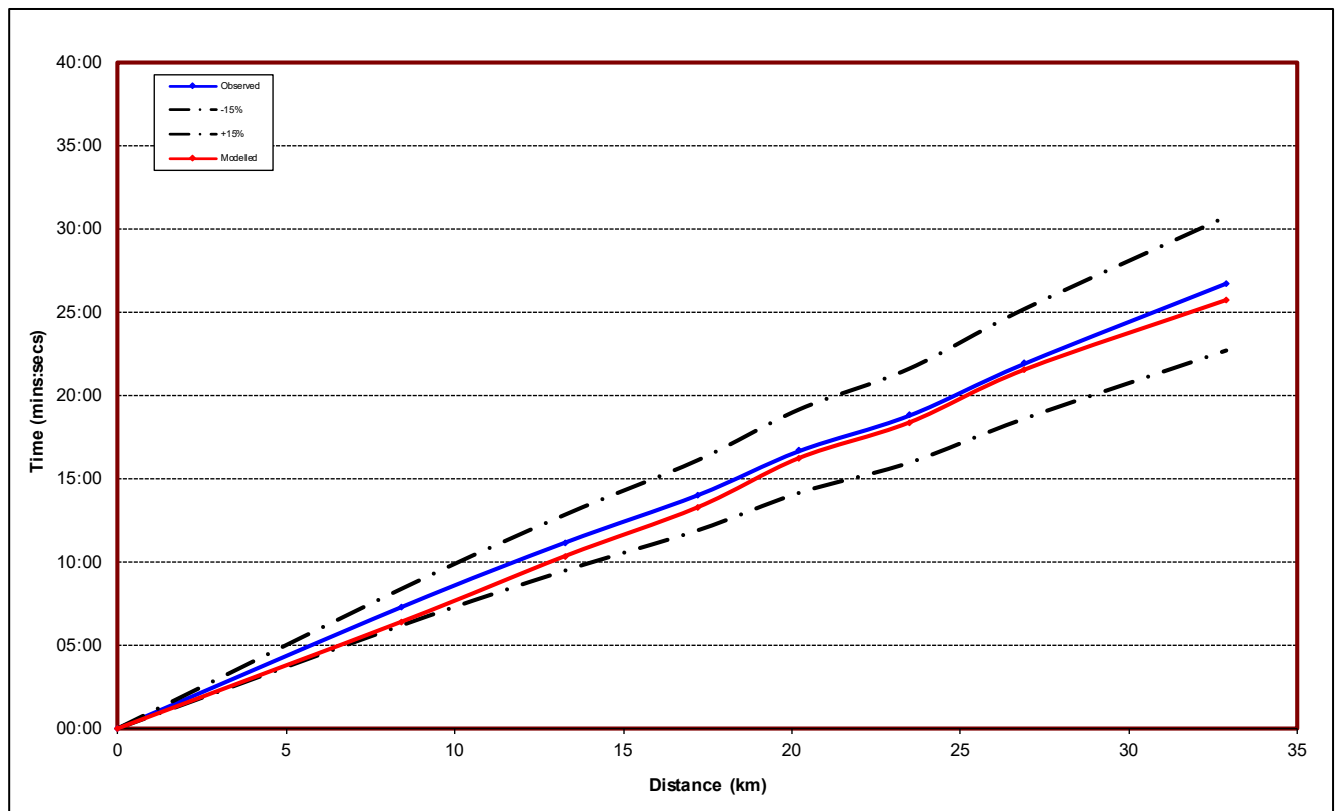


Figure A.151 – Journey time – Route 4 Eastbound (18:00-19:00)

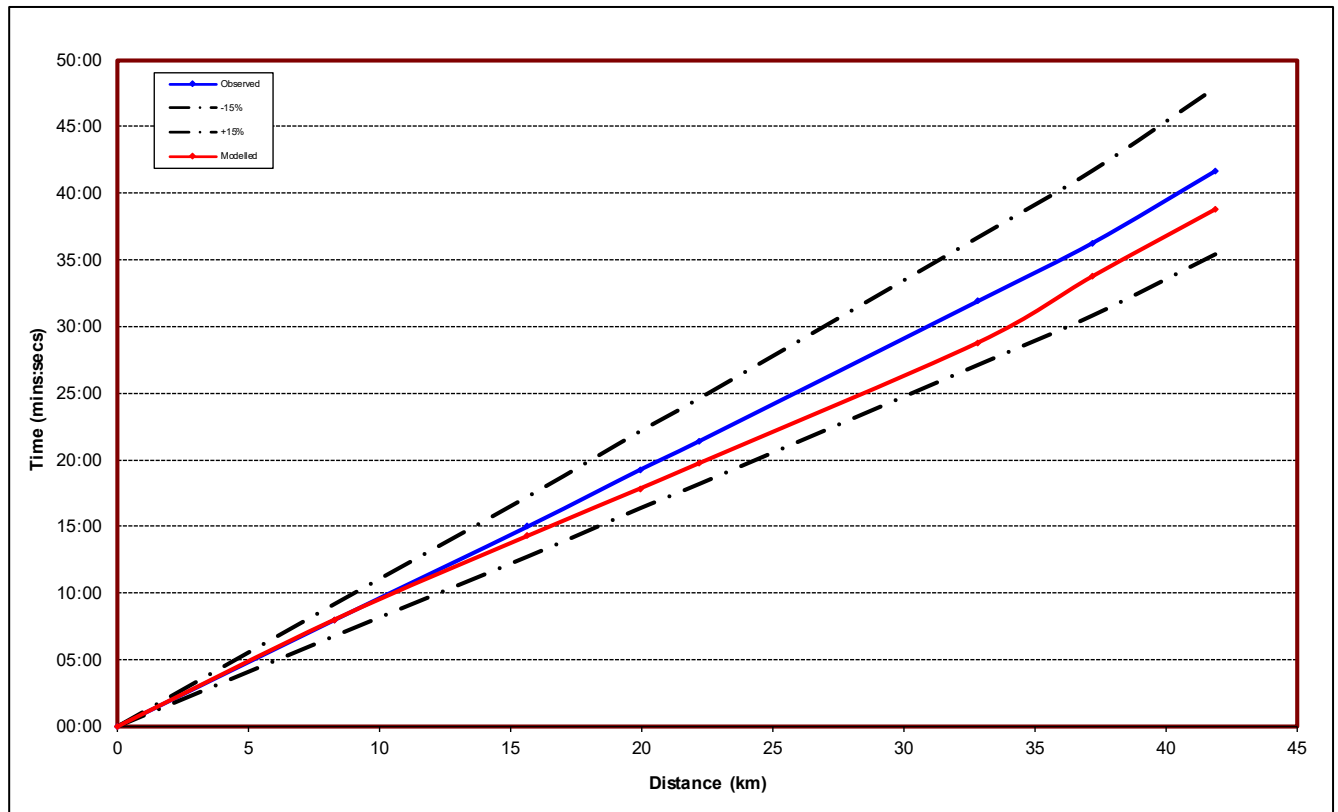


Figure A.152 – Journey time – Route 4 Westbound (18:00-19:00)

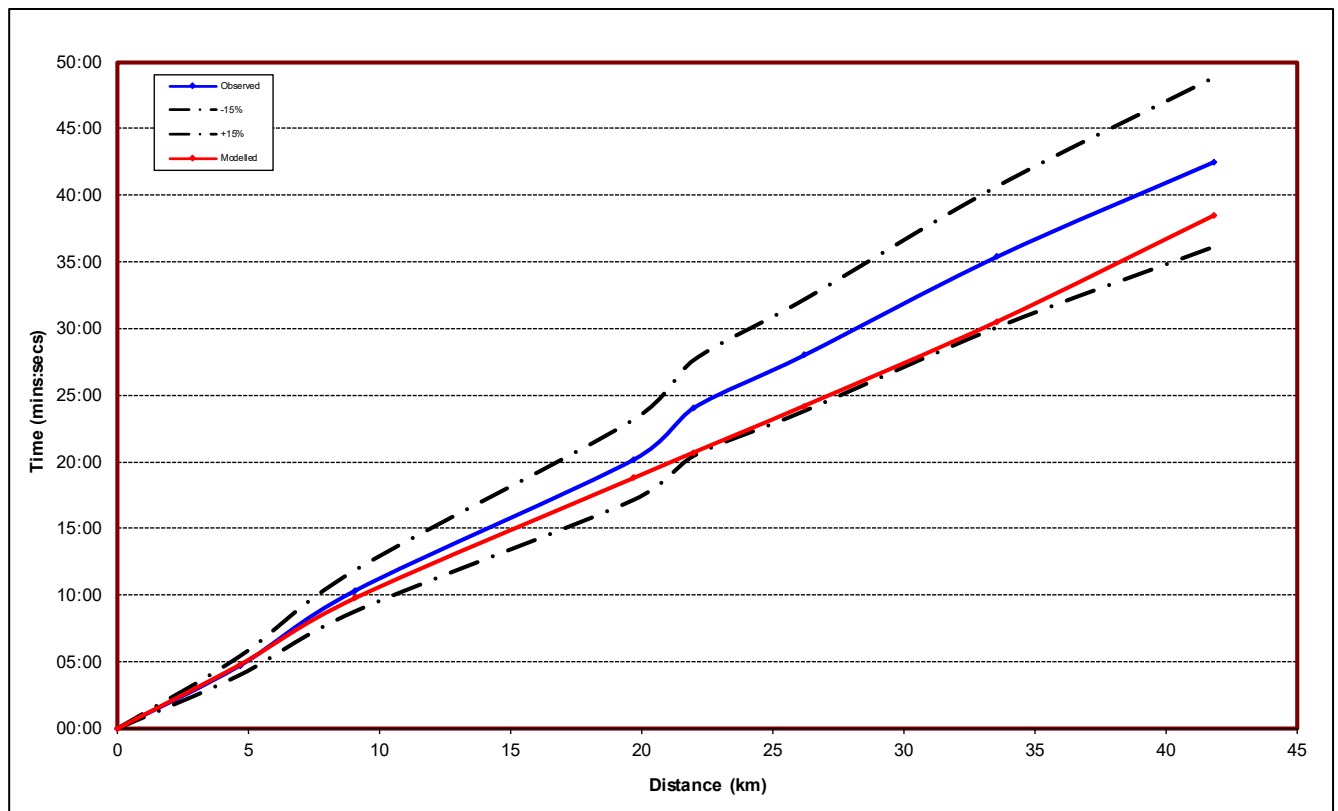


Figure A.153 – Journey time – Route 5 Eastbound (18:00-19:00)

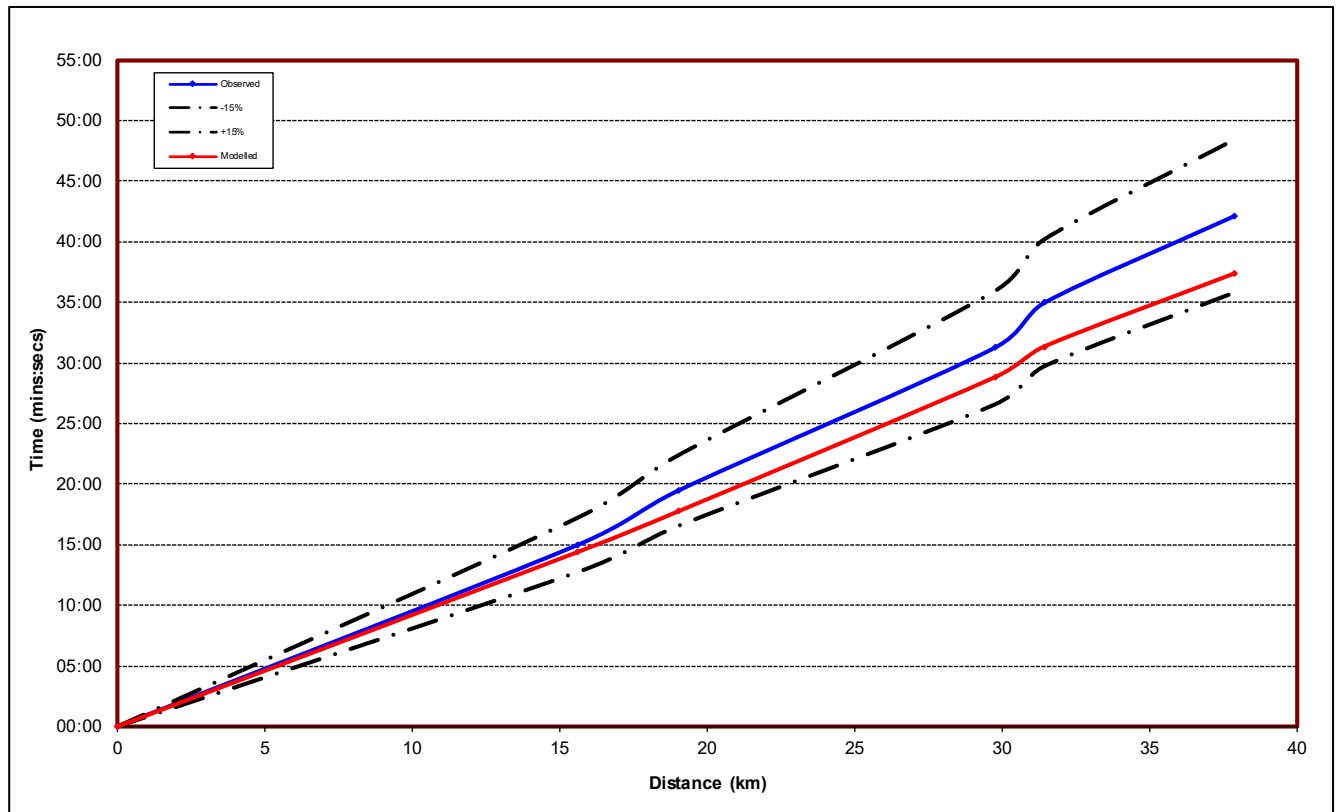


Figure A.154 – Journey time – Route 5 Westbound (18:00-19:00)

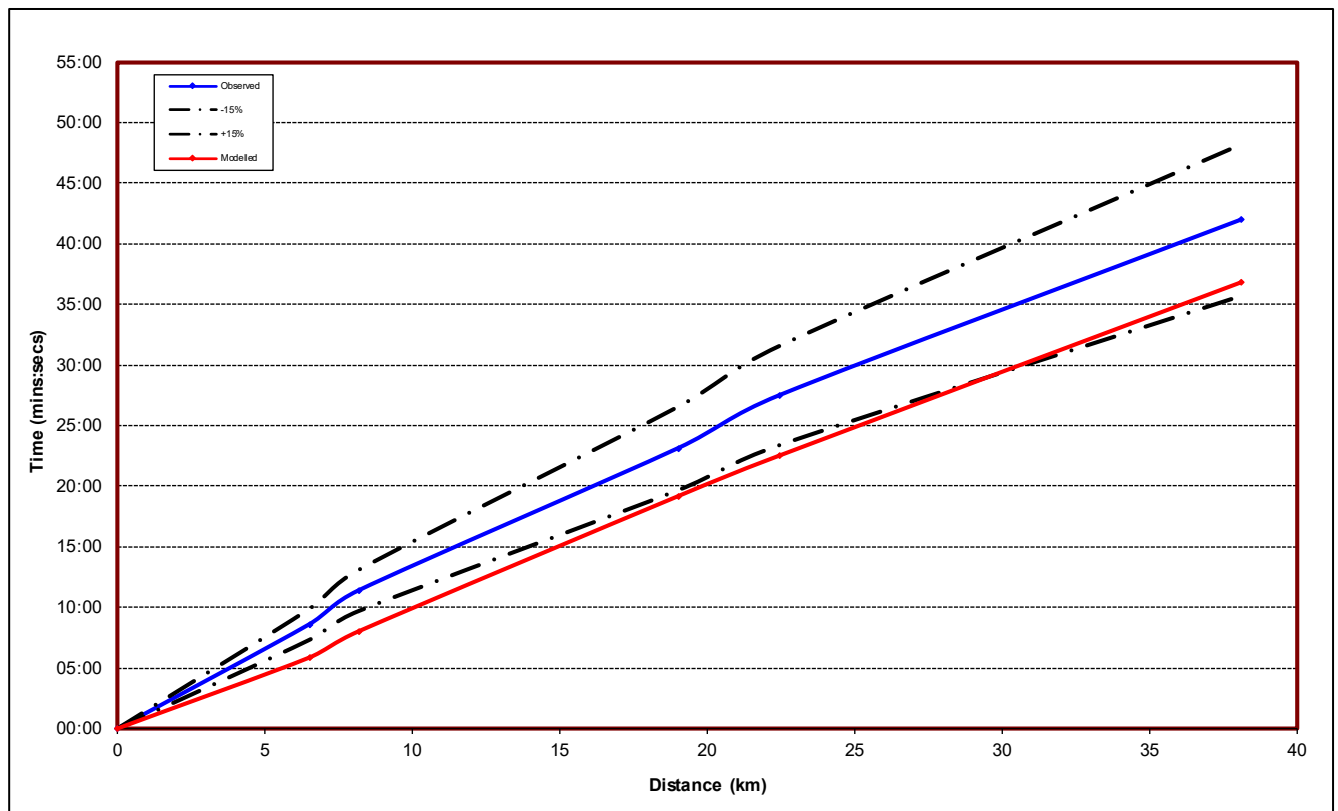


Figure A.155 – Journey time – Route 6 Northbound (18:00-19:00)

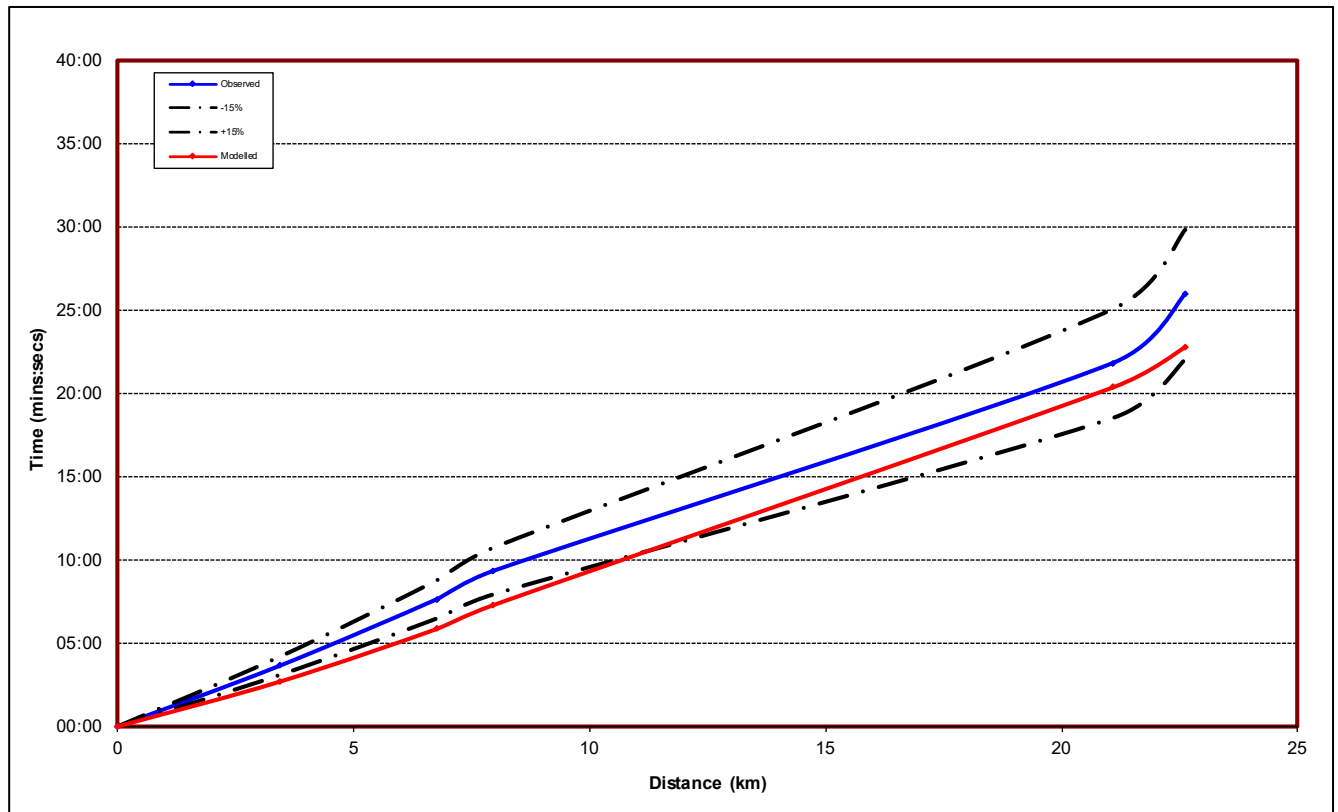


Figure A.156 – Journey time – Route 6 Southbound (18:00-19:00)

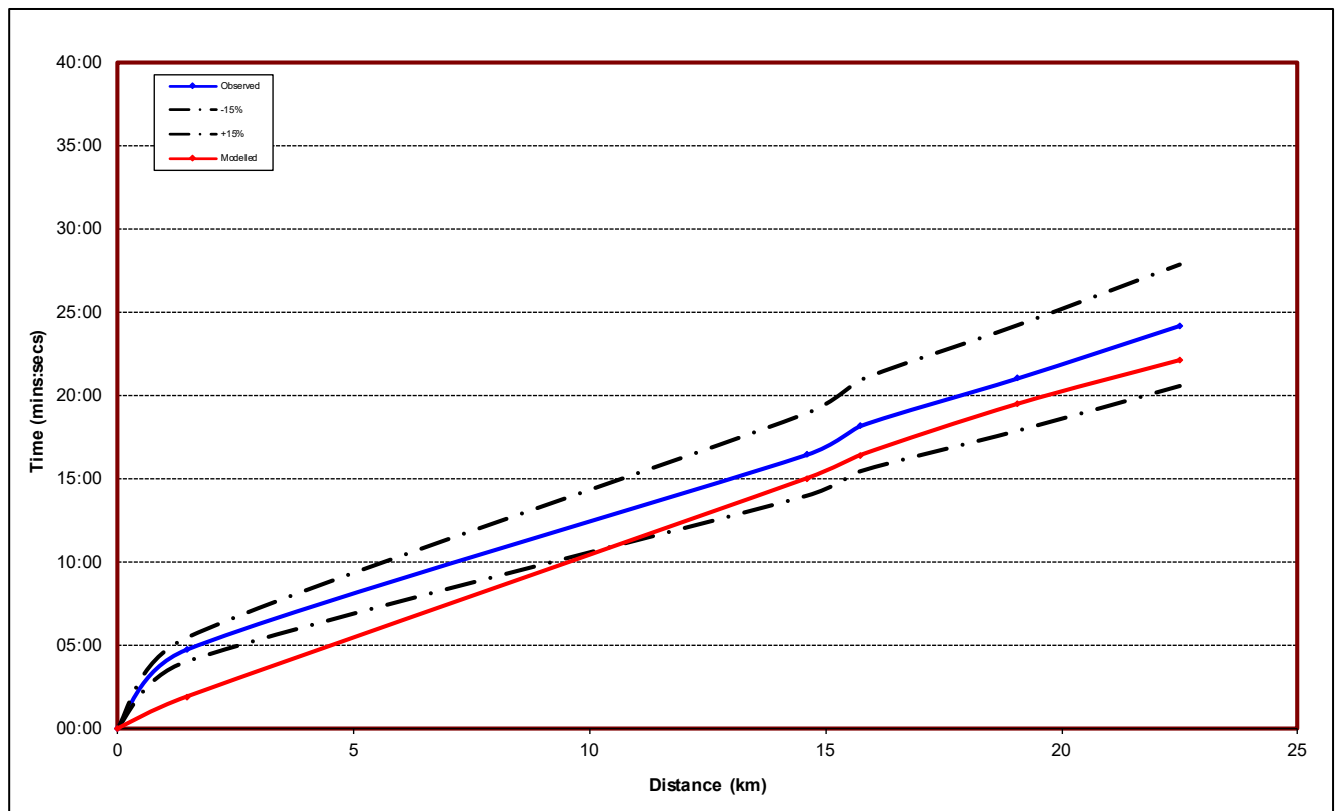


Figure A.157 – Journey time – Route 7 Northbound (18:00-19:00)

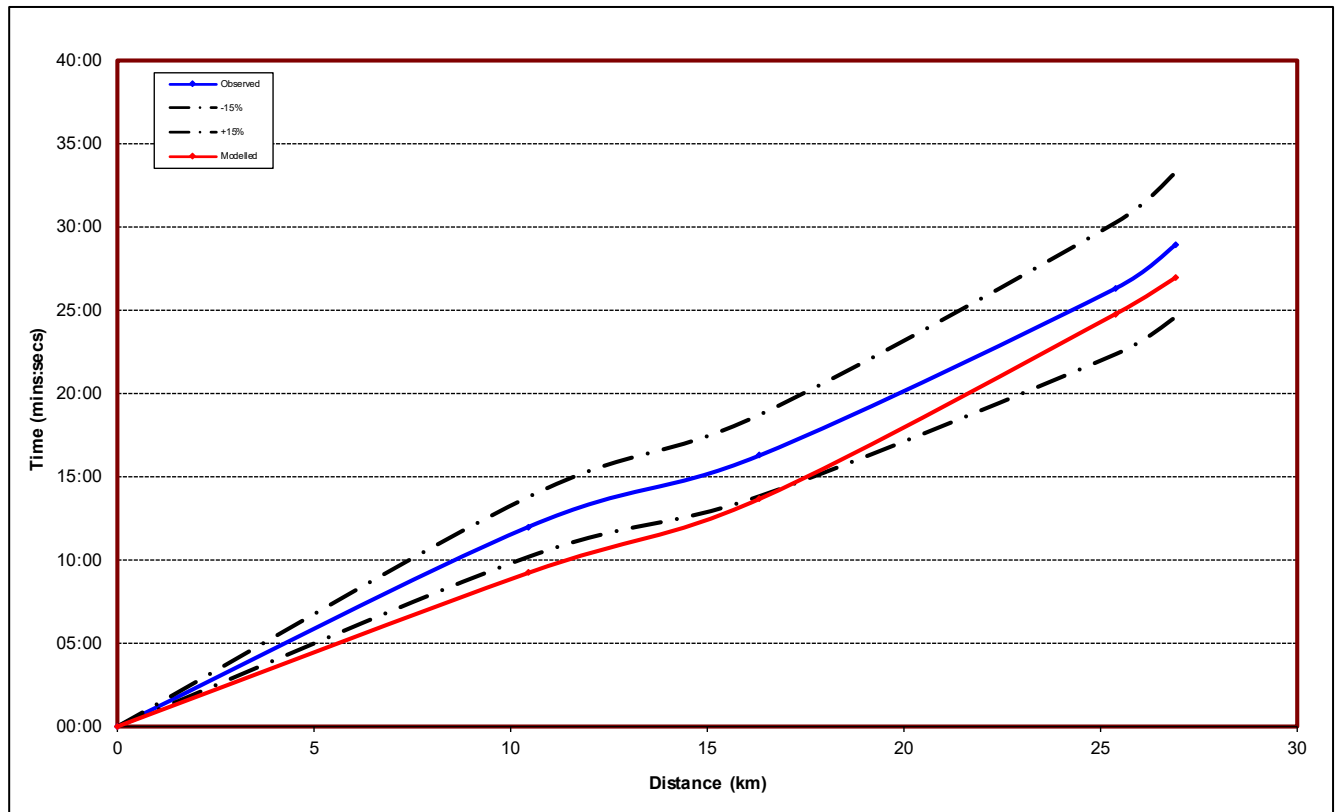


Figure A.158 – Journey time – Route 7 Southbound (18:00-19:00)

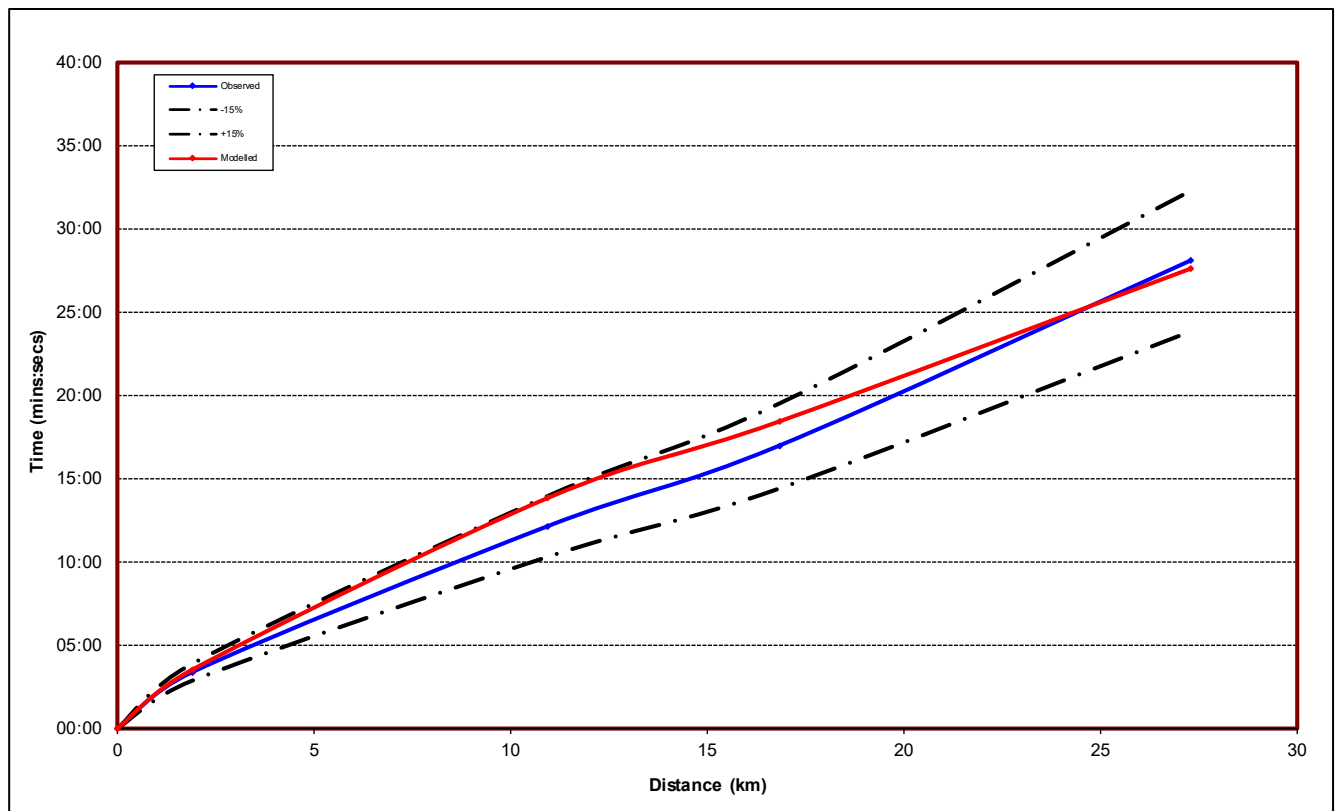


Figure A.159 – Journey time – Route 8 Northbound (18:00-19:00)

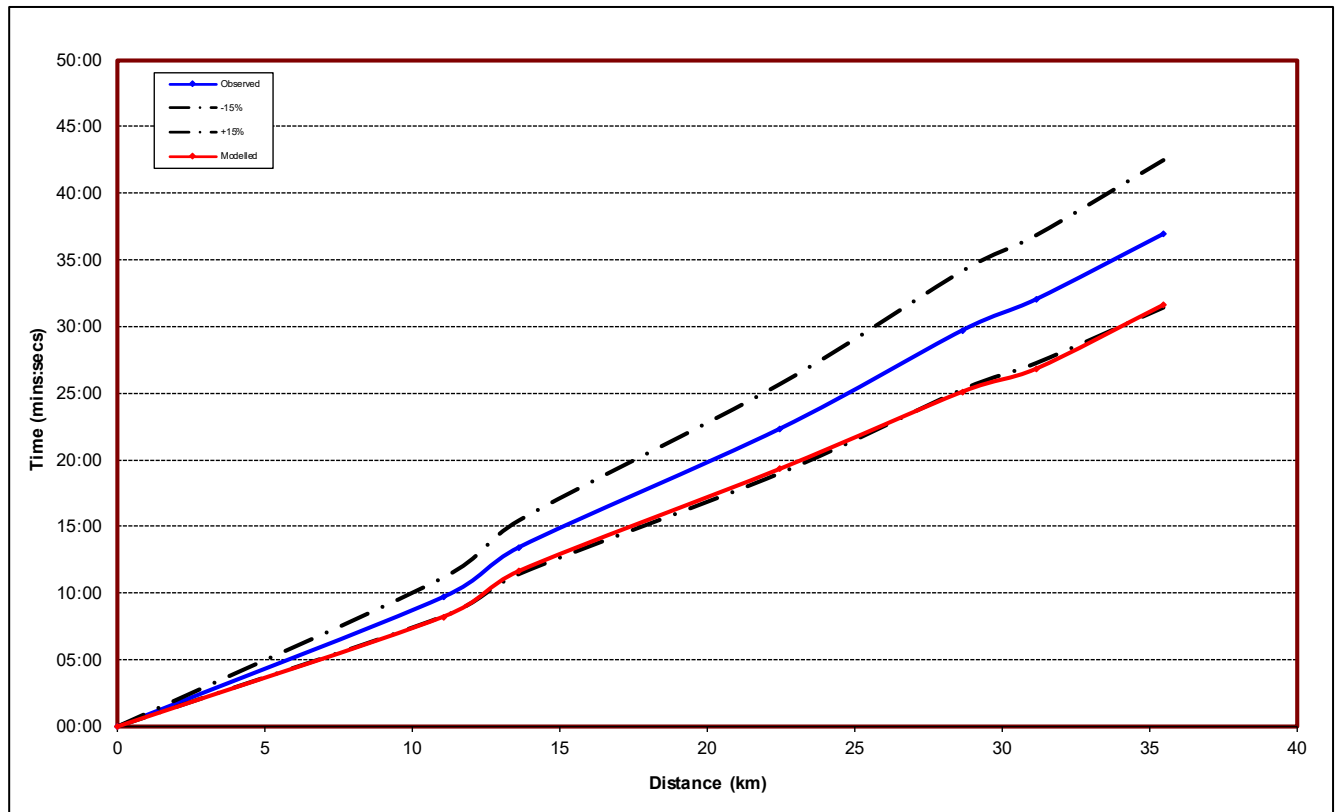


Figure A.160 – Journey time – Route 8 Southbound (18:00-19:00)

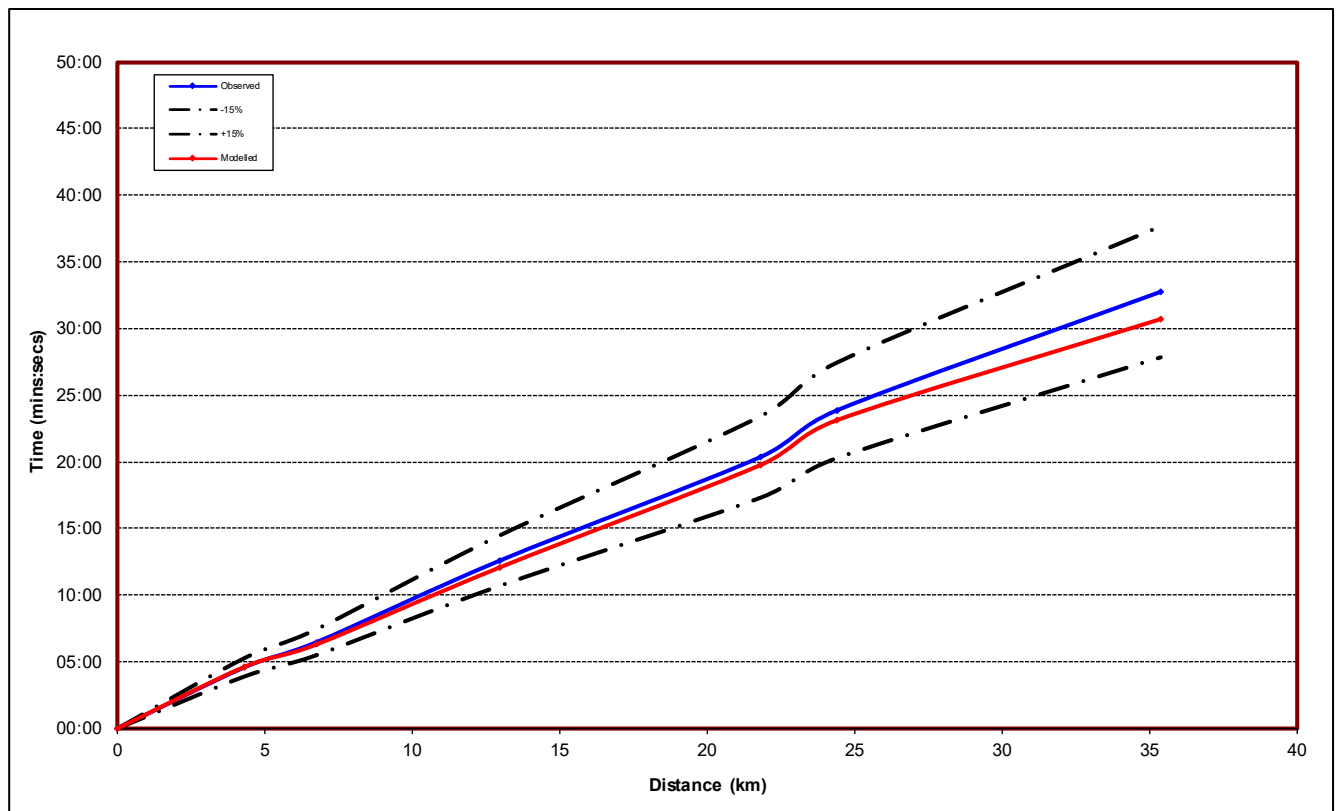


Figure A.161 – Journey time – Route 9 Eastbound (18:00-19:00)

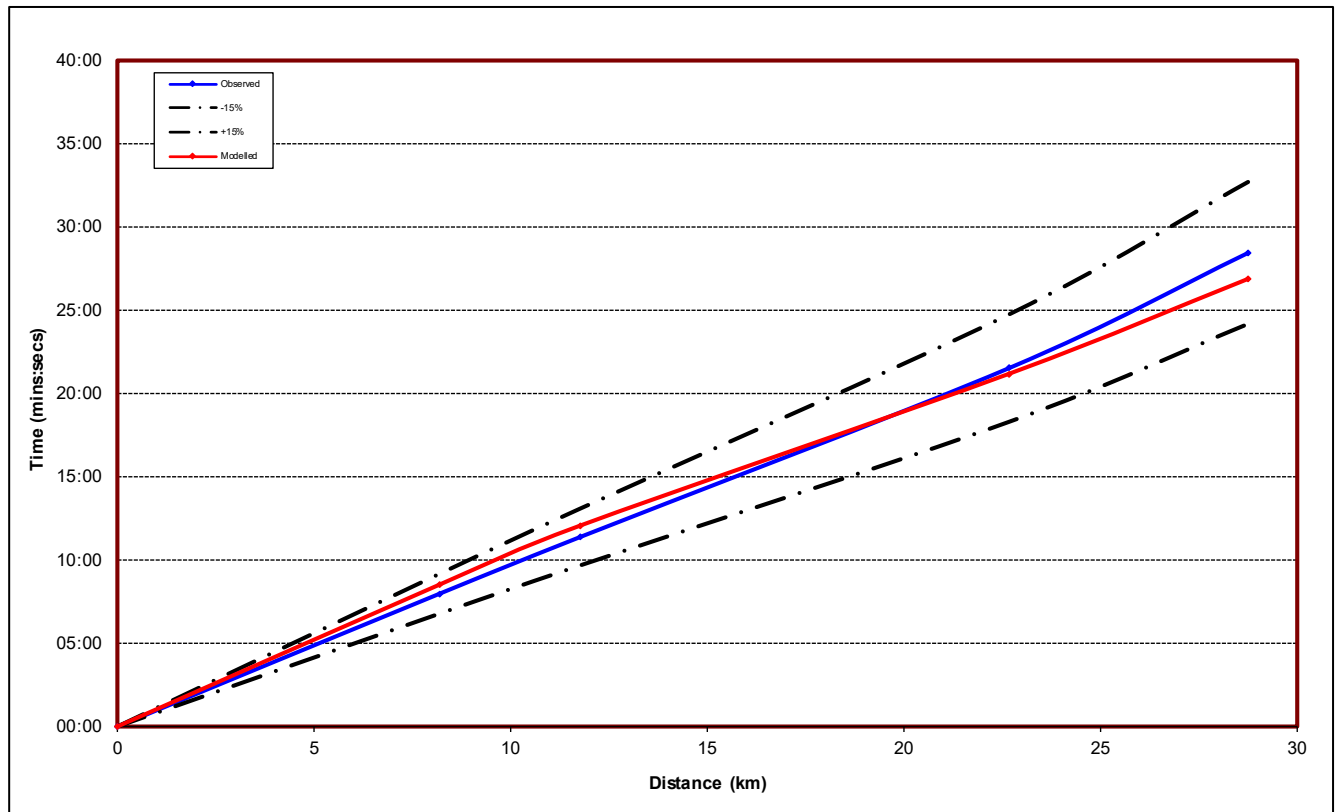


Figure A.162 – Journey time – Route 9 Westbound (18:00-19:00)

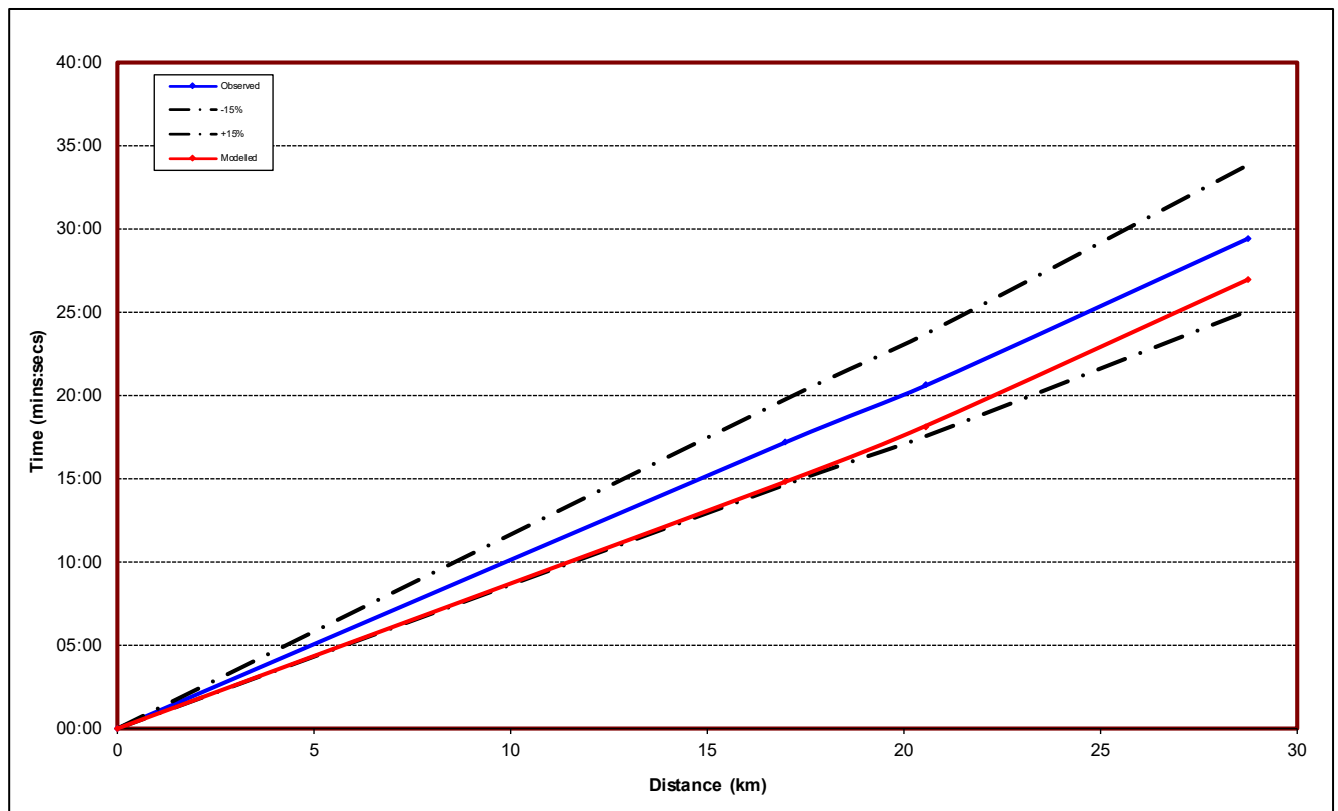


Figure A.163 – Journey time – Route 10 Northbound (18:00-19:00)

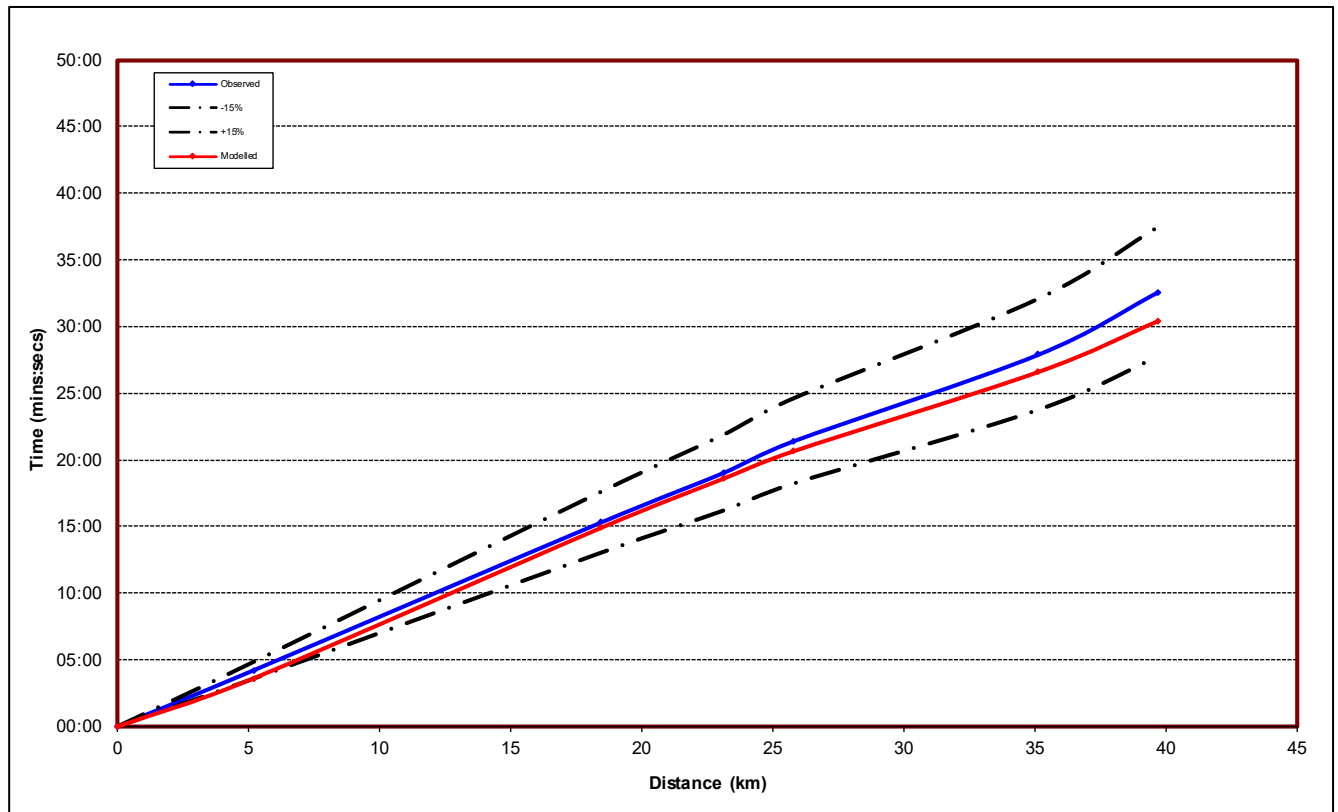


Figure A.164 – Journey time – Route 10 Southbound (18:00-19:00)

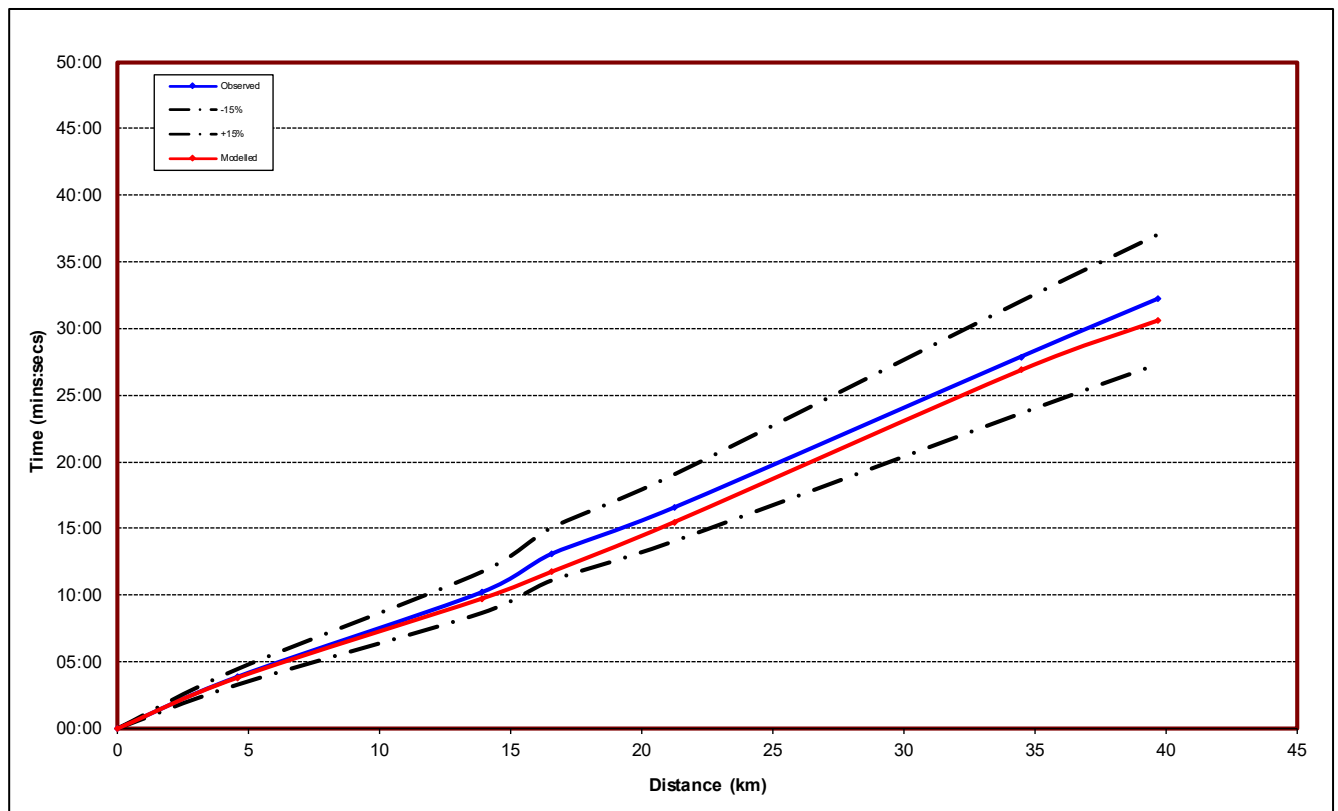


Figure A.165 – Journey time – Route 11 Northbound (18:00-19:00)

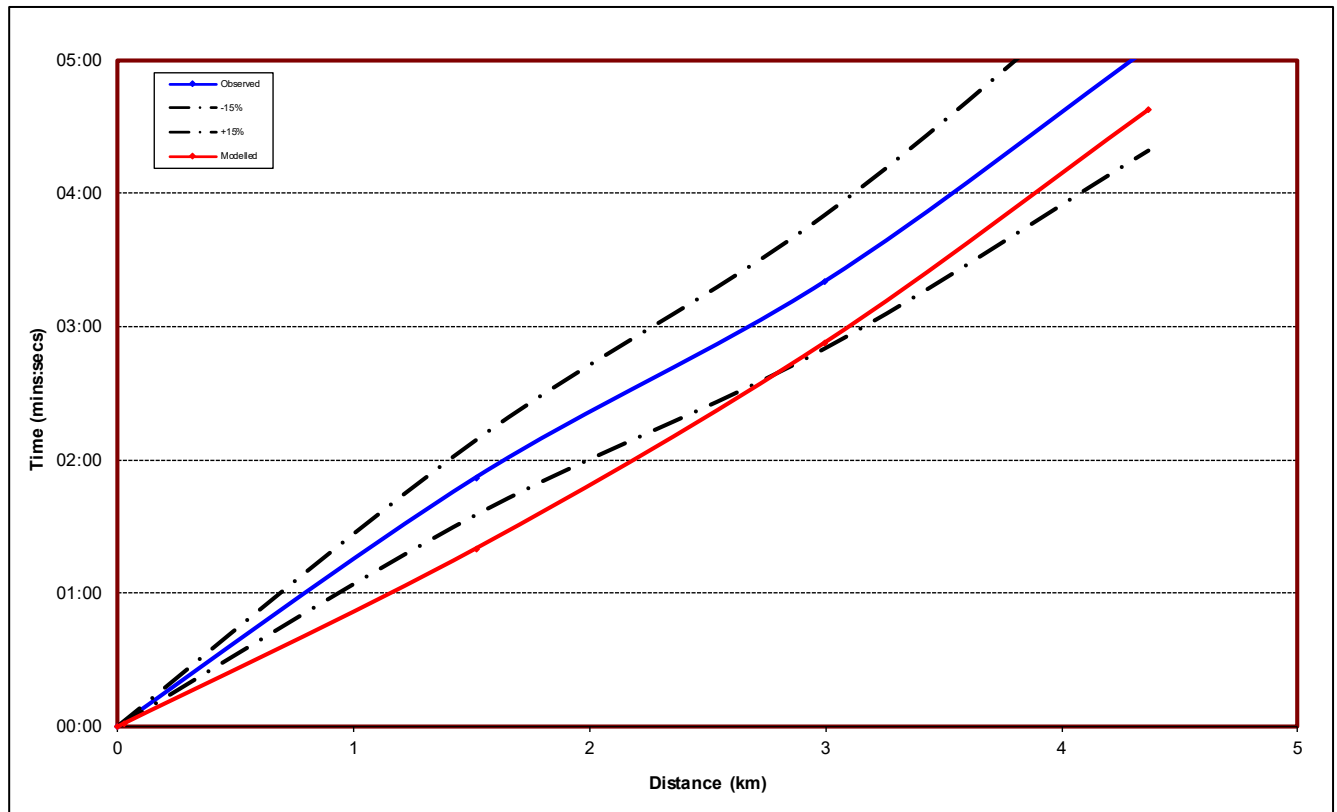


Figure A.166 – Journey time – Route 11 Southbound (18:00-19:00)

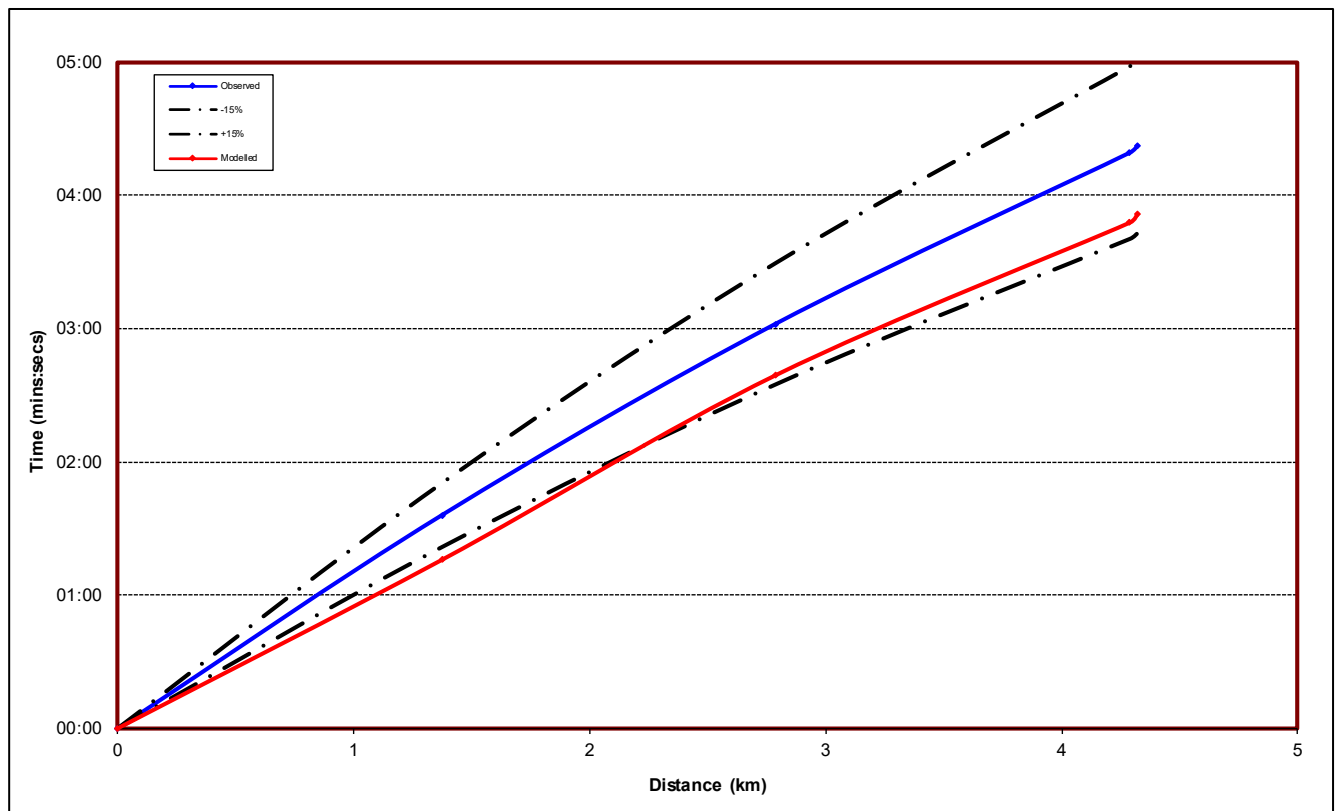


Figure A.167 – Journey time – Route 12 Northbound (18:00-19:00)

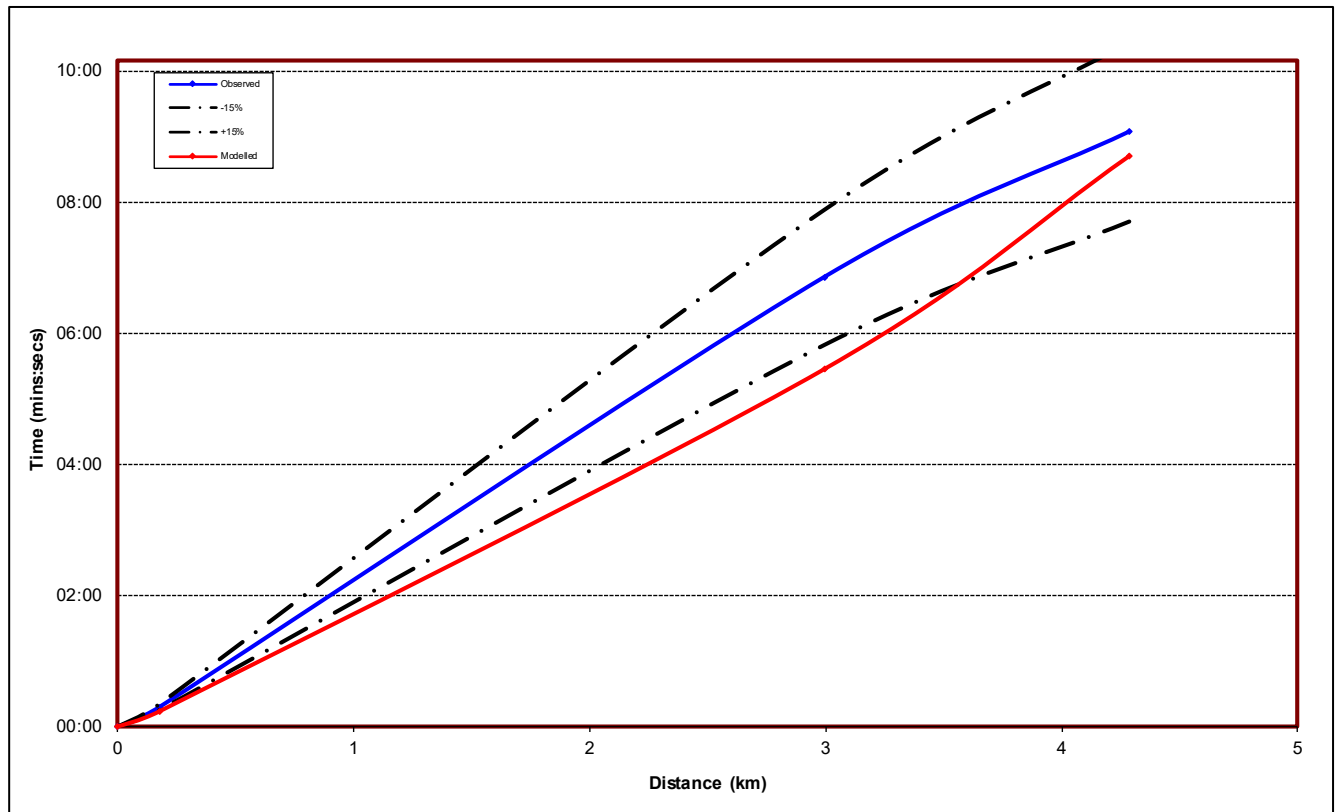
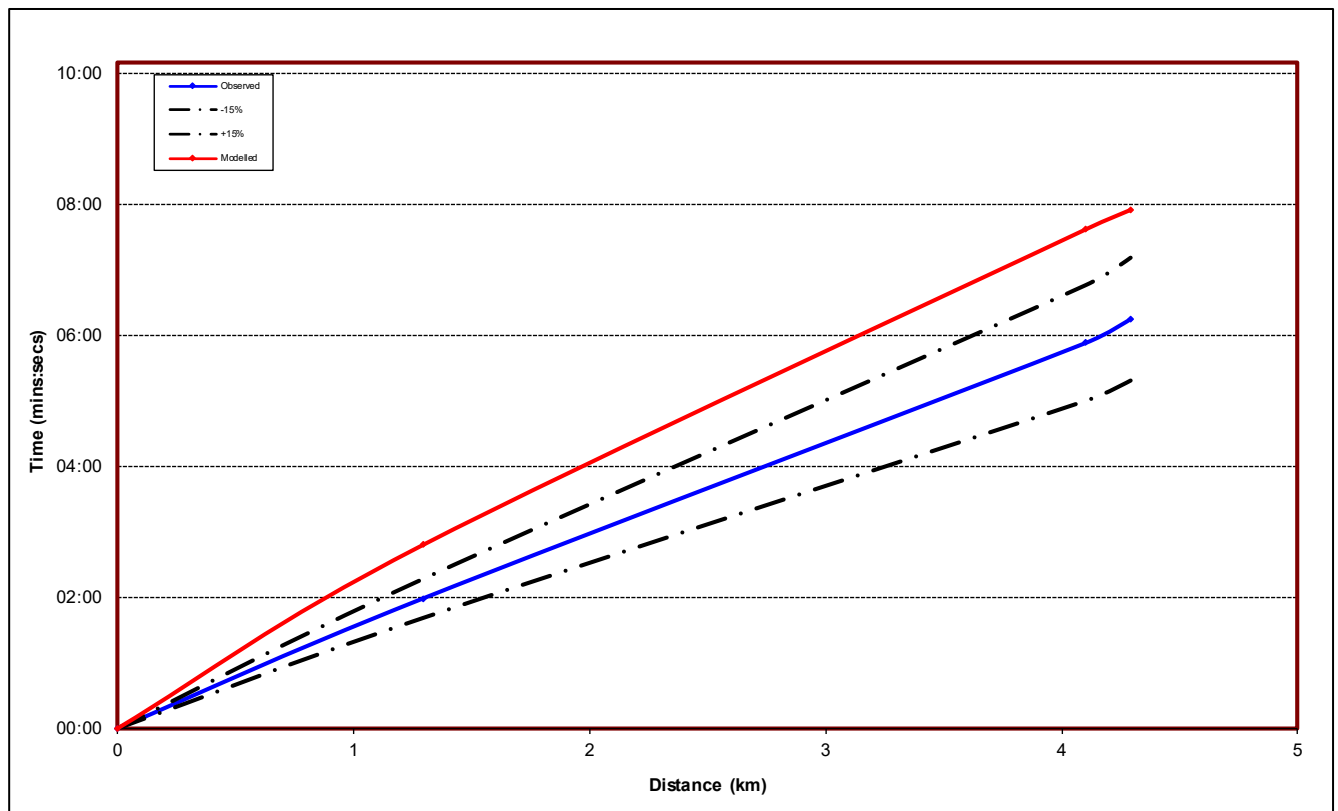
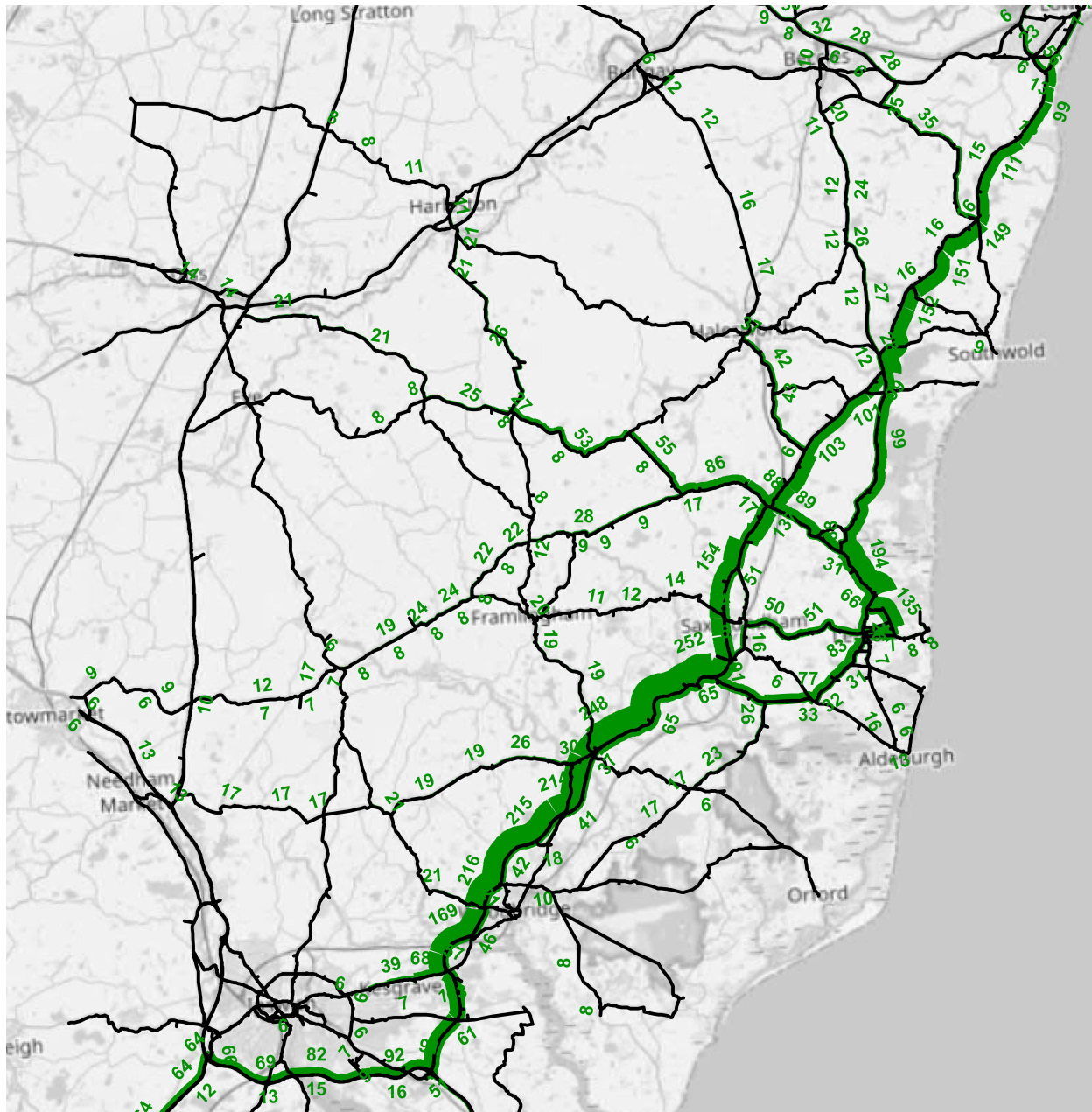


Figure A.168 – Journey time – Route 12 Southbound (18:00-19:00)



APPENDIX 8B: SZC TRAFFIC FLOW PLOTS



KEY

MODELLED NETWORK
TRAFFIC FLOWS

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
07:00-08:00

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.1

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

SCALE BAR

X X X X X X X
M

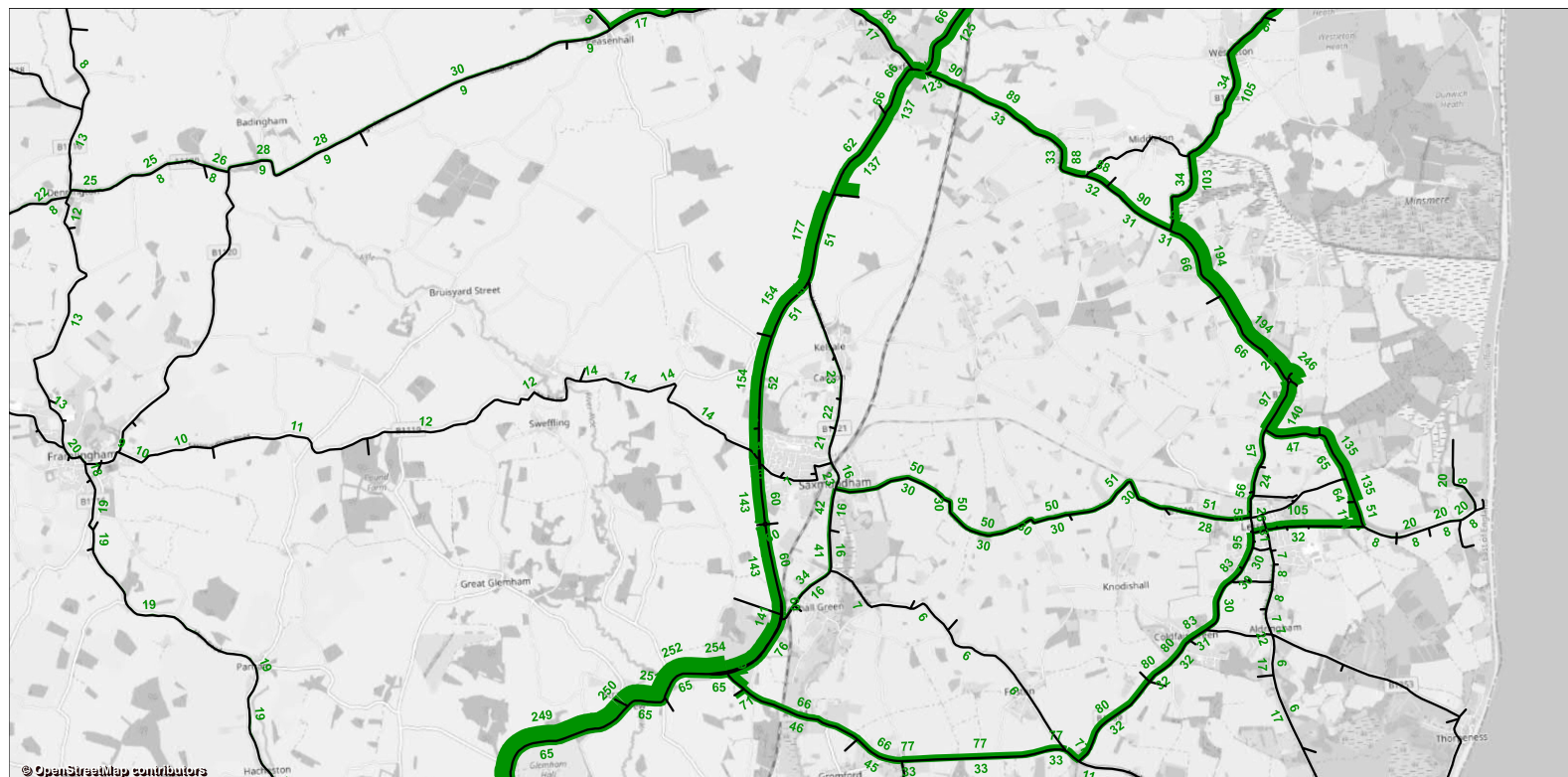
Sizewell C
Doing the power of good for Britain
edf **CGN**



NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

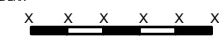
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

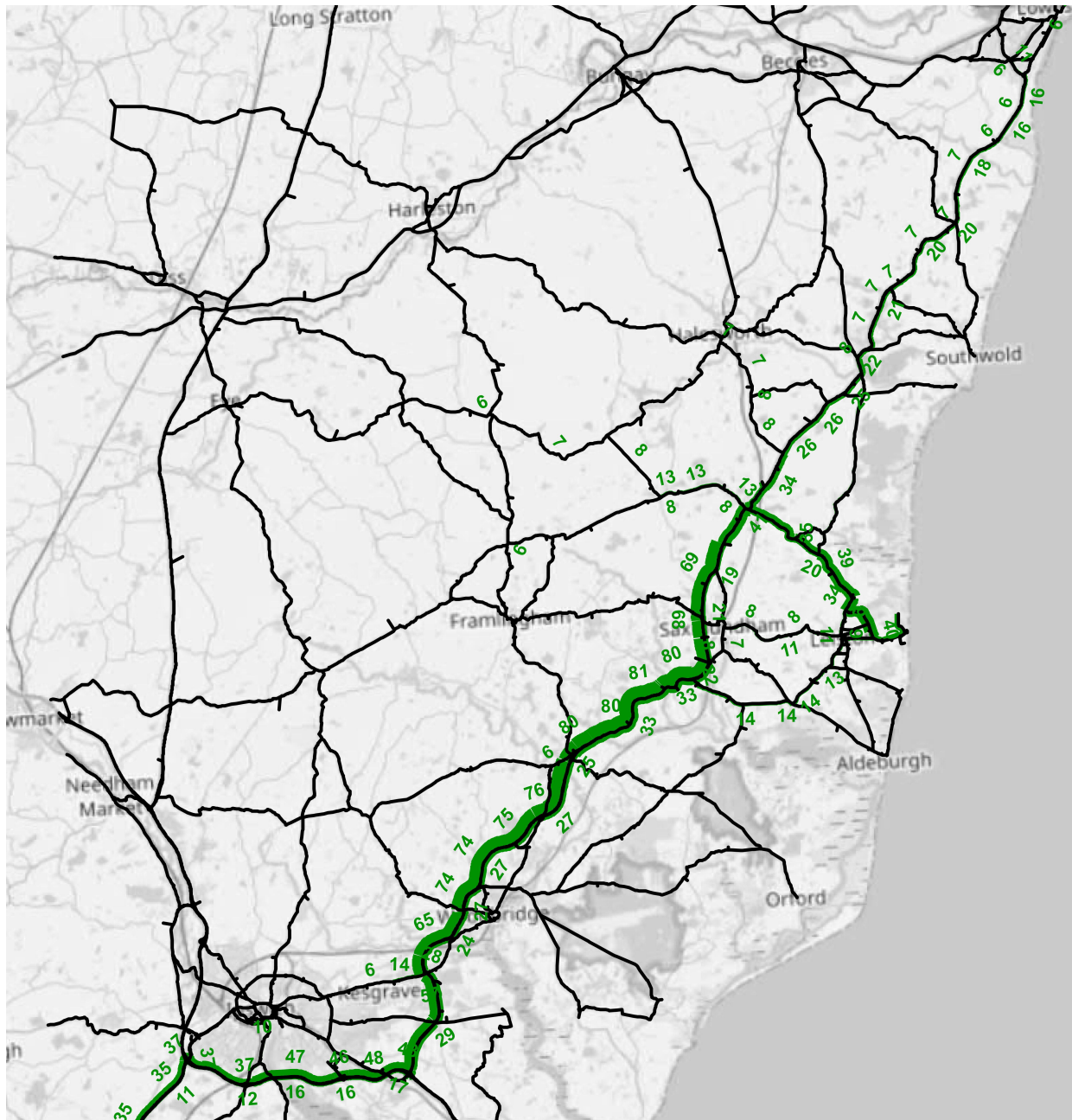
DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
07:00-08:00, LOCAL AREA

DRAWING NO:
FIGURE 8B.2

DATE: JAN 2021 DRAWN: T.G. SCALE: X@A4 REVISION: 2.0

SCALE BAR





KEY
MODELLED NETWORK
TRAFFIC FLOWS

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
08:00-09:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.3

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M

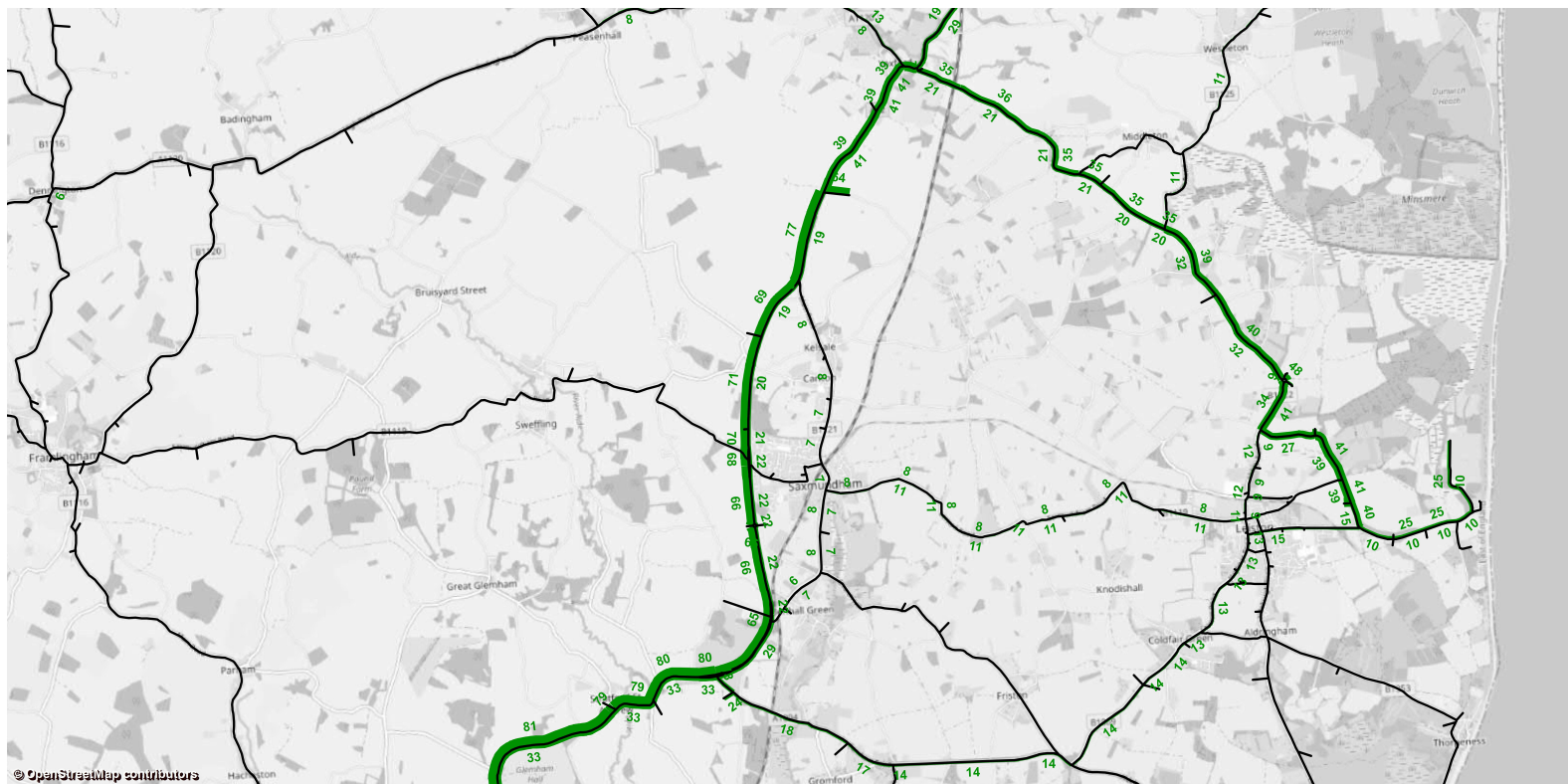




NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

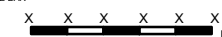
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

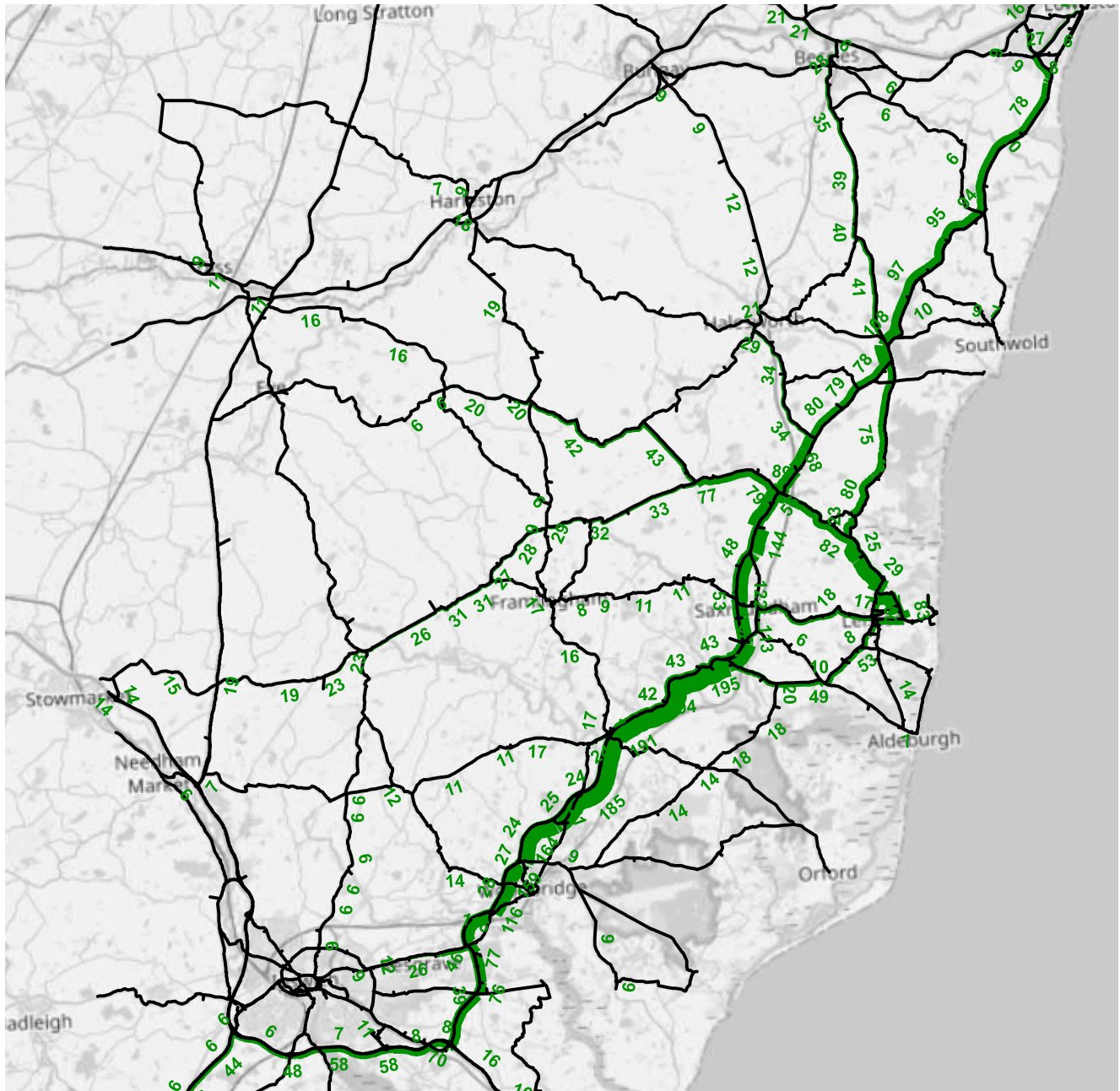
DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
08:00-09:00, LOCAL AREA

DRAWING NO:
FIGURE 8B.4

DATE: JAN 2021 DRAWN: T.G. SCALE: X@A4 REVISION: 2.0

SCALE BAR





KEY

- MODELLED NETWORK
- TRAFFIC FLOWS

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
17:00-18:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.5

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M

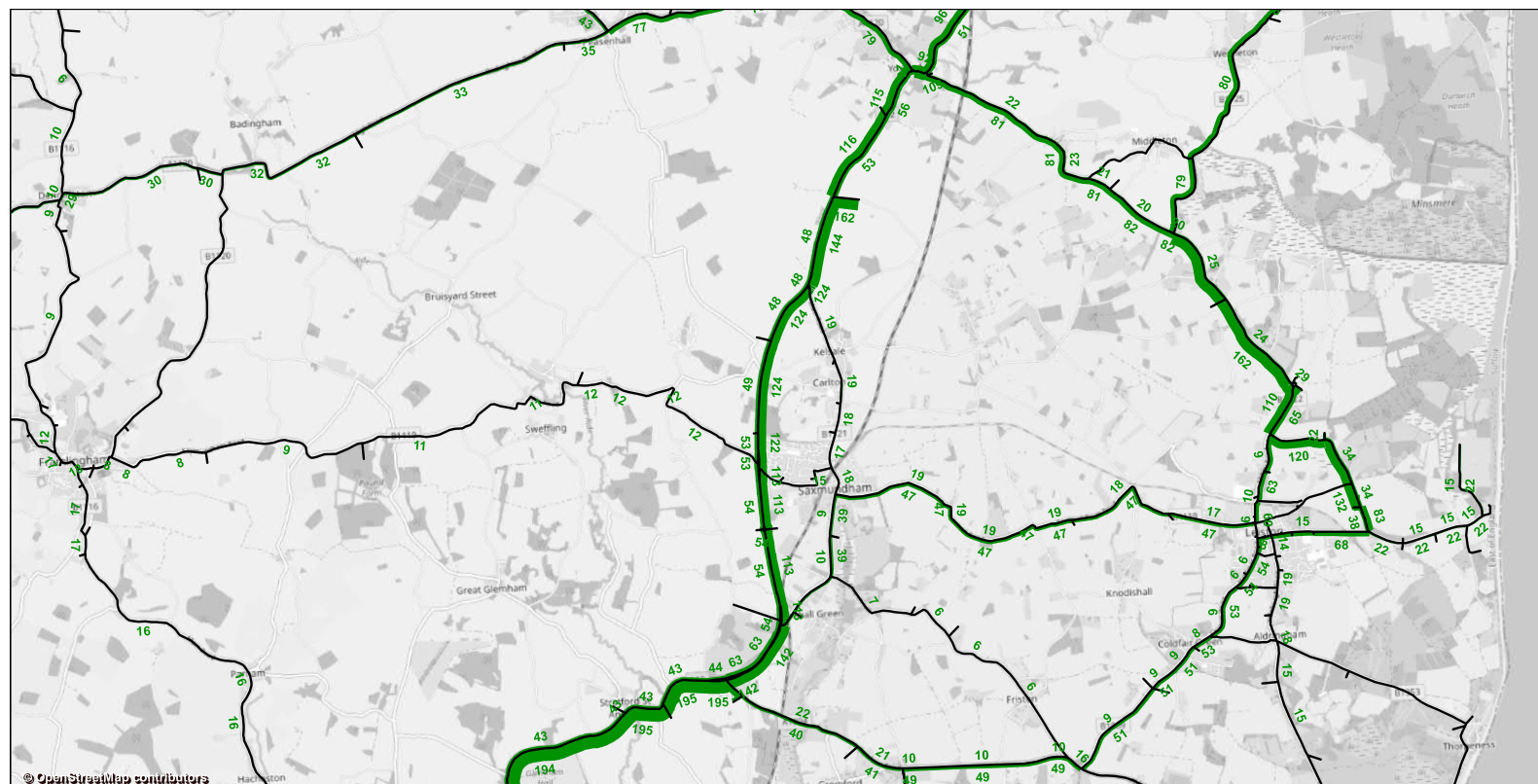




NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

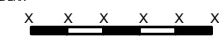
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

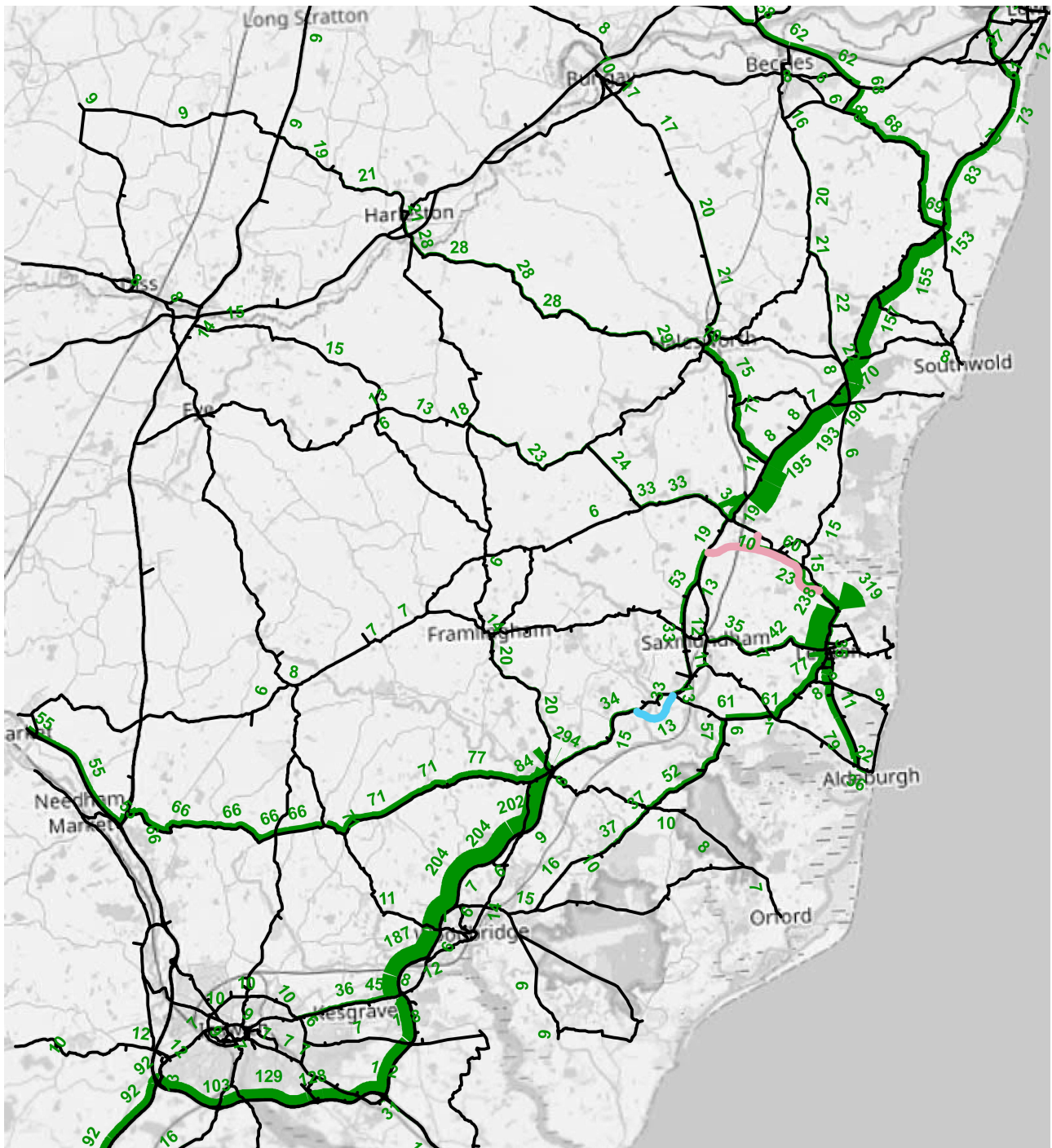
DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2023 EARLY YEARS
17:00-18:00, LOCAL AREA

DRAWING NO:
FIGURE 8B.6

DATE: JAN 2021 DRAWN: T.G. SCALE: X@A4 REVISION: 2.0

SCALE BAR





- MODELLED NETWORK
— TRAFFIC FLOWS
— TWO VILLAGE BYPASS
— SIZEWELL LINK ROAD

KEY

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK CONSTRUCTION
TYPICAL DAY 06:00-07:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.7

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M





NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS
- TWO VILLAGE BYPASS
- SIZEWELL LINK ROAD



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

DRAWING TITLE:

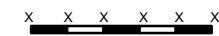
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK
CONSTRUCTION, TYPICAL DAY
06:00-07:00, LOCAL AREA

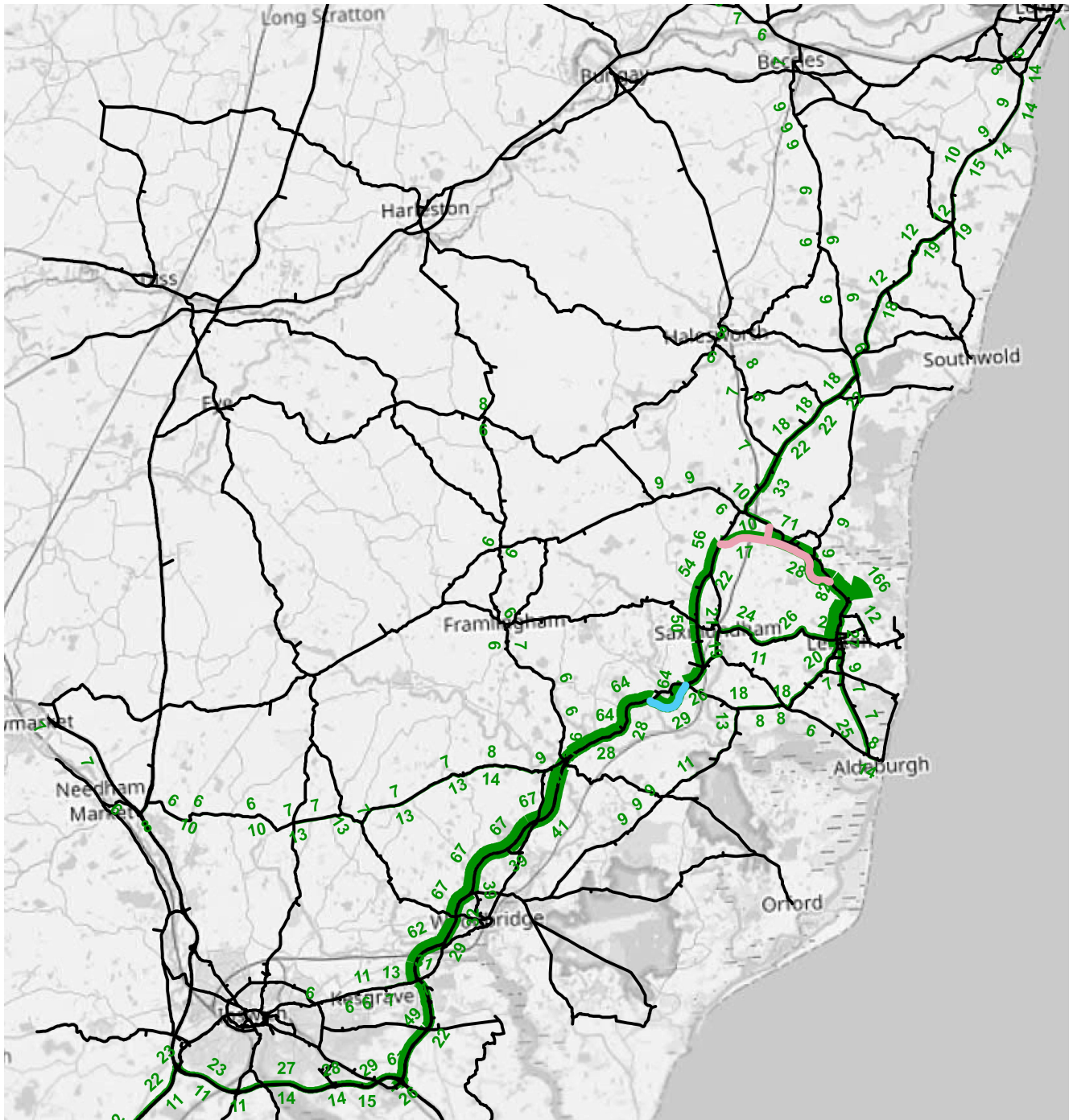
DRAWING NO:

FIGURE 8B.8

DATE:	DRAWN:	SCALE:	REVISION:
JAN 2021	T.G.	X@A4	2.0

SCALE BAR





- MODELLED NETWORK
— TRAFFIC FLOWS
— TWO VILLAGE BYPASS
— SIZEWELL LINK ROAD

KEY

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK CONSTRUCTION
TYPICAL DAY 08:00-09:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.9

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M



NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS
- TWO VILLAGE BYPASS
- SIZEWELL LINK ROAD



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

DRAWING TITLE:

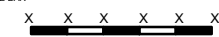
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK
CONSTRUCTION, TYPICAL DAY
08:00-09:00, LOCAL AREA

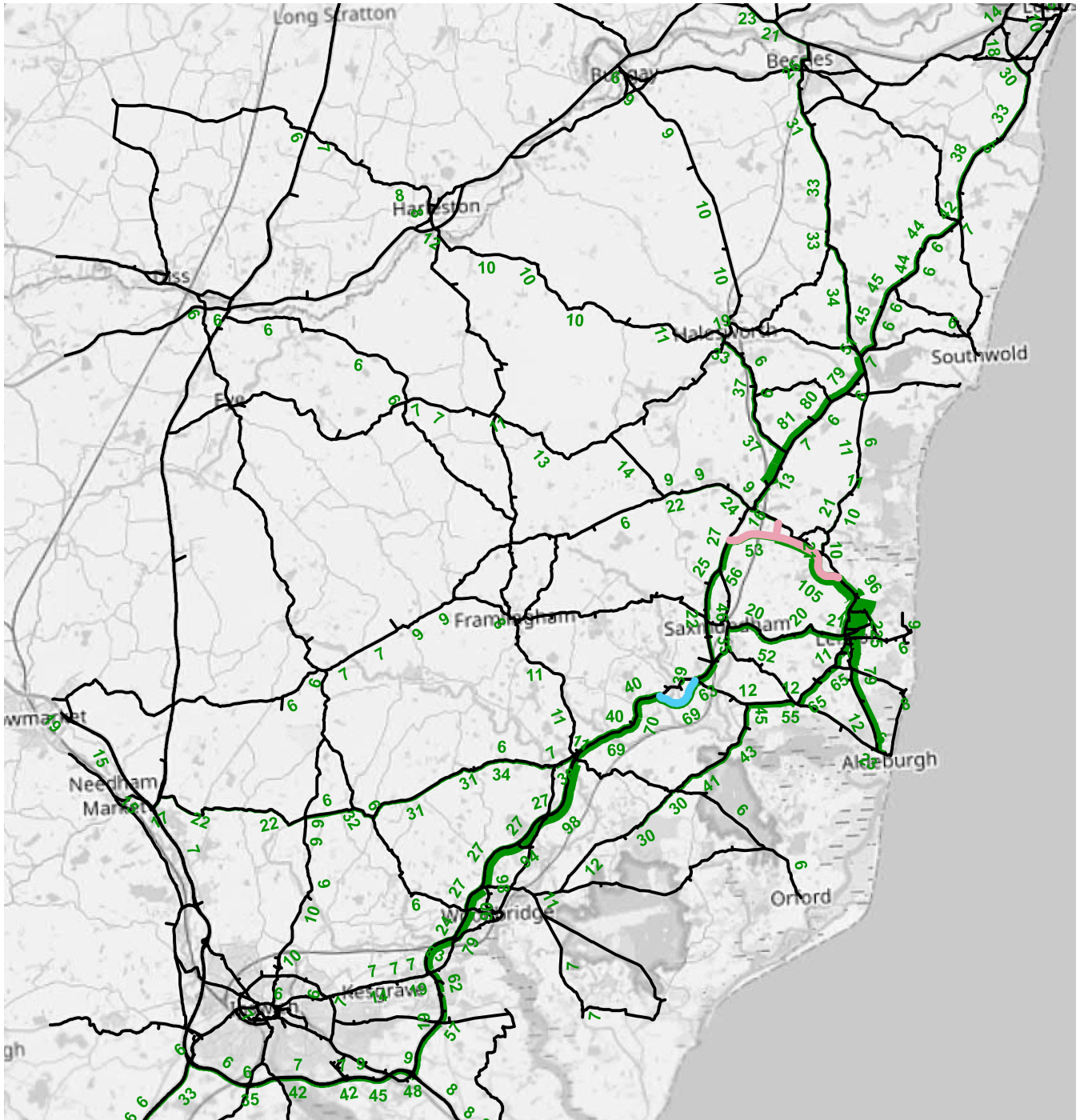
DRAWING NO:

FIGURE 8B.10

DATE:	DRAWN:	SCALE:	REVISION:
JAN 2021	T.G.	X@A4	2.0

SCALE BAR





- MODELLED NETWORK
— TRAFFIC FLOWS
— TWO VILLAGE BYPASS
— SIZEWELL LINK ROAD

KEY

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK CONSTRUCTION
TYPICAL DAY 17:00-18:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.11

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M





NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS
- TWO VILLAGE BYPASS
- SIZEWELL LINK ROAD



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

DRAWING TITLE:

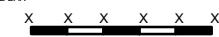
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK
CONSTRUCTION, TYPICAL DAY
17:00-18:00, LOCAL AREA

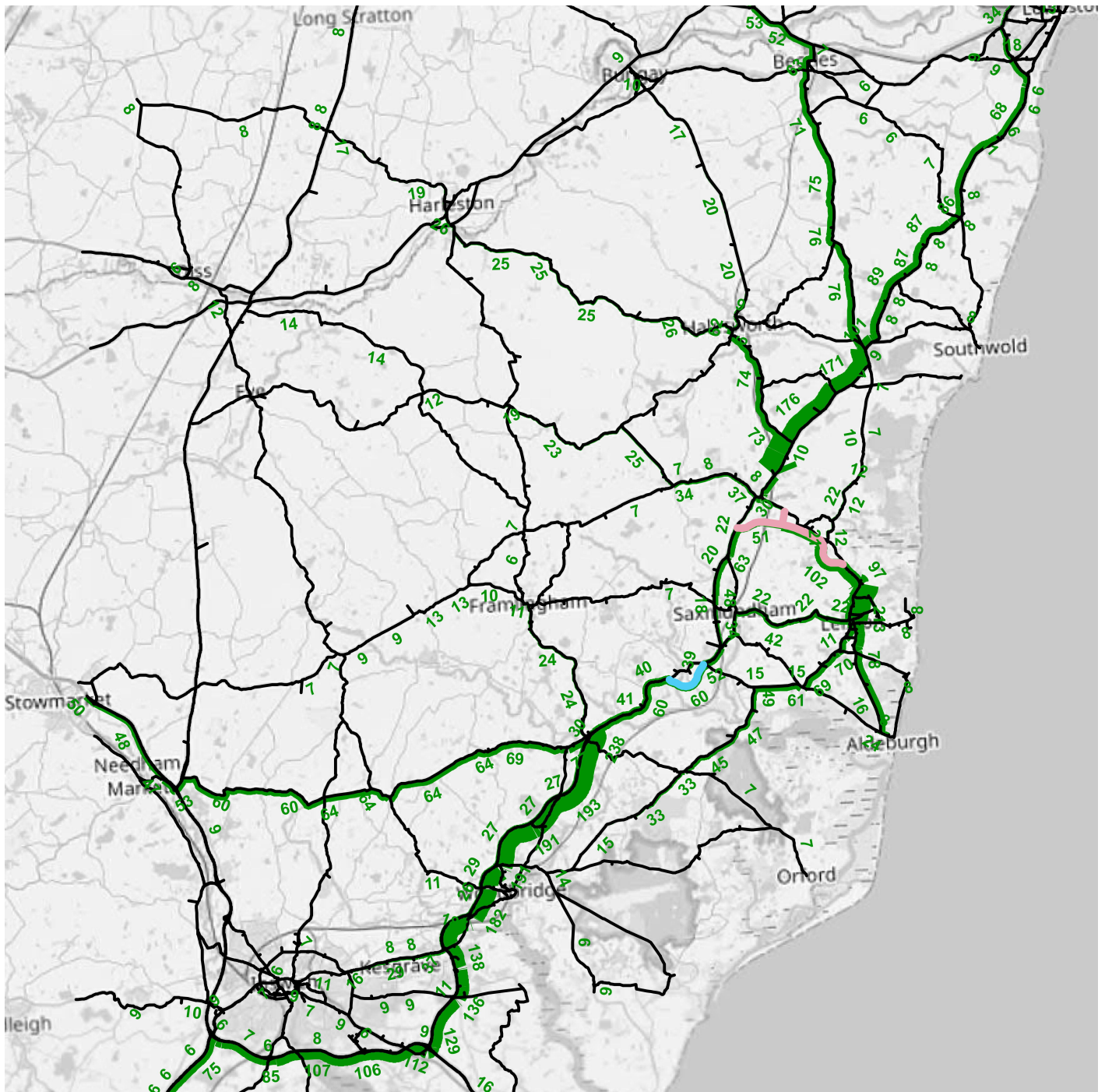
DRAWING NO:

FIGURE 8B.12

DATE:	DRAWN:	SCALE:	REVISION:
JAN 2021	T.G.	X@A4	2.0

SCALE BAR





- MODELLED NETWORK
— TRAFFIC FLOWS
— TWO VILLAGE BYPASS
— SIZEWELL LINK ROAD

KEY

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK CONSTRUCTION
TYPICAL DAY 18:00-19:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.13

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M





NOTES

KEY

- MODELLED NETWORK
- TRAFFIC FLOWS
- TWO VILLAGE BYPASS
- SIZEWELL LINK ROAD



NOT PROTECTIVELY MARKED

COPYRIGHT

Reproduced from Ordnance Survey map with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown Copyright (2019). All Rights reserved. NNB GenCo 0100060408.



DOCUMENT:

SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

DRAWING TITLE:

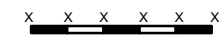
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK
CONSTRUCTION, TYPICAL DAY
18:00-19:00, LOCAL AREA

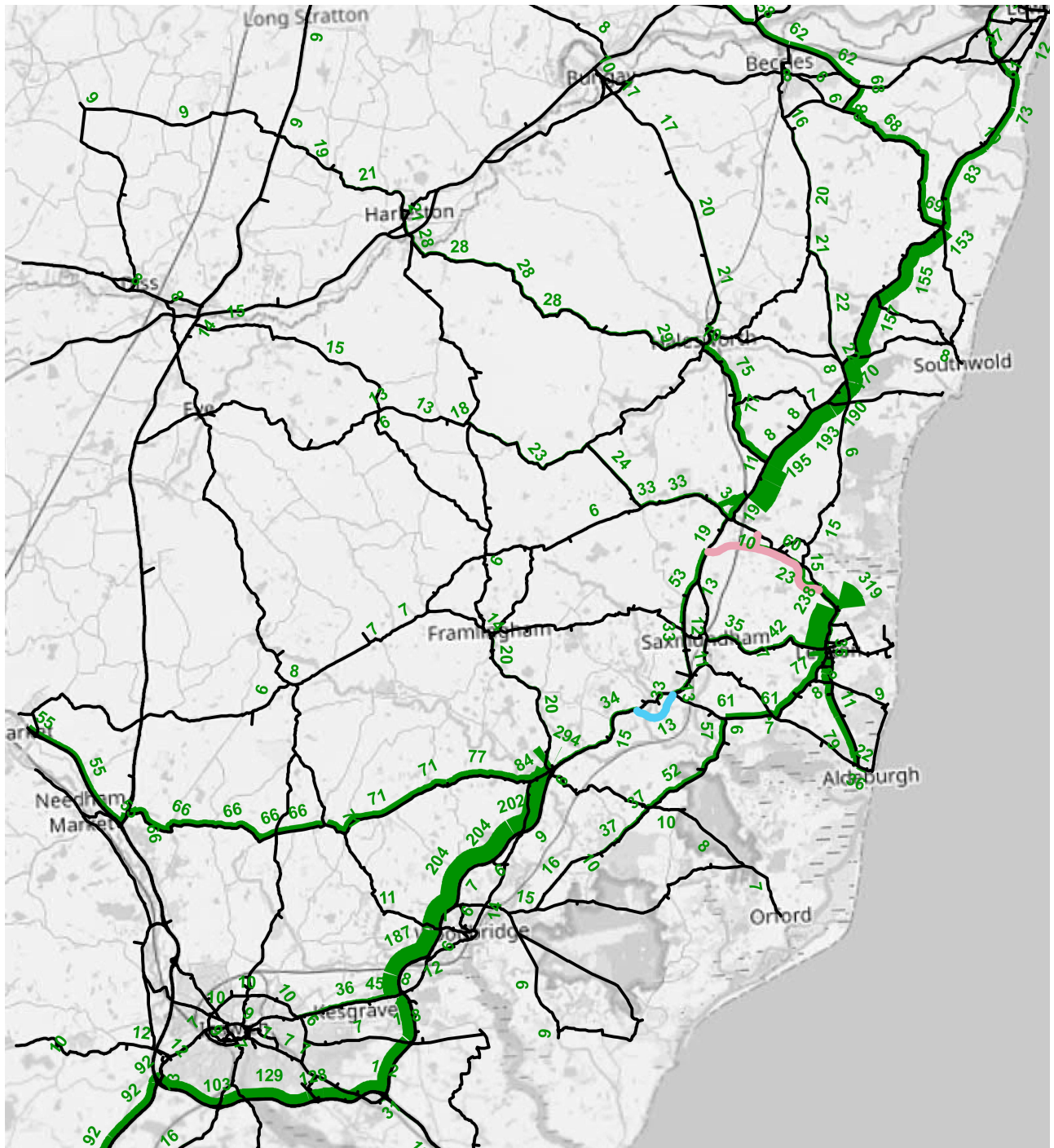
DRAWING NO:

FIGURE 8B.14

DATE:	DRAWN:	SCALE:	REVISION:
JAN 2021	T.G.	X@A4	2.0

SCALE BAR





- MODELLED NETWORK
— TRAFFIC FLOWS
— TWO VILLAGE BYPASS
— SIZEWELL LINK ROAD

KEY

© Copyright 2021 NNB Generation Company (SZC) Limited. No part of this drawing is to be reproduced without prior permission of NNB Generation Company (SZC) Limited.

COPYRIGHT
Reproduced from Ordnance Survey map with the permission of
Ordnance Survey on behalf of the controller of Her Majesty's
Stationery Office © Crown Copyright (2019). All Rights
reserved. NNB GenCo 0100060408.

DRAWING TITLE:
SIZEWELL C TRAFFIC FLOWS, 2028 PEAK CONSTRUCTION
BUSIEST DAY 06:00-07:00

DOCUMENT:
SIZEWELL C
TRANSPORT ASSESSMENT ADDENDUM
CHAPTER 8
STRATEGIC MODELLING

NOT PROTECTIVELY MARKED

DRAWING NO:
FIGURE 8B.15

DATE:
JAN 2021

DRAWN:
T.G

SCALE:
X@A4

REVISION:
2.0

SCALE BAR

X X X X X X X
M