

Report for Mendlesham Parish Council

January 2020

Traffic movements in Mendlesham

Councillor Mike Exley

Section 1: Aim and objectives

1.1 Aim

The aim of the report is to support the delivery of the revised Mendlesham Neighbourhood Development Plan.

1.2 Objectives

1. Establish a baseline of traffic movements in and around the Parish of Mendlesham. This baseline will be used in future years to gauge the effects of housing growth in and around the Parish.
2. Identify what volumes of traffic currently use the roads in and around Mendlesham Village on a daily basis.
3. Identify the effects of current traffic movements in and around Mendlesham Village and Mendlesham Green.
4. Comment on what effect current and future housing development may have on these traffic movements.
5. Identify measures that would lessen the effects of traffic movements on local residents, both now and in the future.

Section 2: Traffic Surveys

2.1 Two sets of traffic movement data have been obtained.

2.2 Mendlesham Parish Council

Mendlesham Parish Council carried out its own traffic surveys across 10 sites from November 2018 to June 2019 using specialist radar equipment that it purchased.

2.3 Suffolk County Council

Suffolk County Council, Highways Department carried out traffic movement surveys across 2 sites from 7 to 20 March 2019.

Section 3: Mendlesham Parish Council traffic surveys

3.1 Introduction

There are no current or historical figures for vehicle movements in and around the Parish of Mendlesham. The first step therefore was to establish a baseline for the current situation.

Mendlesham Parish Council purchased equipment that automatically records vehicle movement statistics at agreed sites. The equipment is a Radarlux TEMPODIS 230S radar unit attached to various existing 100mm vertical poles at the roadside.

The Radarlux equipment is portable. It is strapped to a suitable pole and requires no mains electricity supply. It measures numbers of vehicles travelling in one direction and their speed. As it is radar based it does not identify individual vehicles or their drivers. Individuals privacy is therefore not compromised. Data collected is subsequently downloaded onto a computer for statistical analysis.

Where possible equipment was left in place at any particular site for a period of one to two weeks. The order of sites selected for measurement was random.

Most sites had at least two separate periods of measurement to try to ensure the figures are consistent.

3.2 Sites

Five measurement sites were agreed with the Highways Department of Suffolk County Council. Five further sites were also selected where suitable 100mm roadside poles were in place.

The ten sites and the measurement dates are shown in Section 4. Ten sites were selected for vehicle movement analysis. They are identified as follows. At each site the measurements are taken for traffic travelling in one direction only.

Figure 3.1 identifies the ten site locations, Figure 3.2 and Figure 3.3 are maps of Mendlesham Village and Mendlesham Green showing where the measurement equipment was located.

	Description (Mendlesham Village unless otherwise stated)
Site 1	Chapel Road / Health Centre, traffic direction East, inbound
Site 2	Church Road, traffic direction South East, outbound
Site 3	Old Station Road, traffic direction North, inbound
Site 4	Mendlesham Green; Mendlesham Road allotments, traffic direction South
Site 5	Mendlesham Green; River Gipping, traffic direction East
Site 6	Front Street, traffic direction East
Site 7	Front Street, traffic direction West
Site 8	Old Station Road, Tennis courts, traffic direction North, inbound
Site 9	Brockford Road, traffic direction South West, inbound
Site 10	Old Station Road, Stackyard, traffic direction South, outbound

Figure 3.1 - Sites of MPC traffic surveys



Figure 3.2 - Map of Mendlesham Village showing traffic survey points

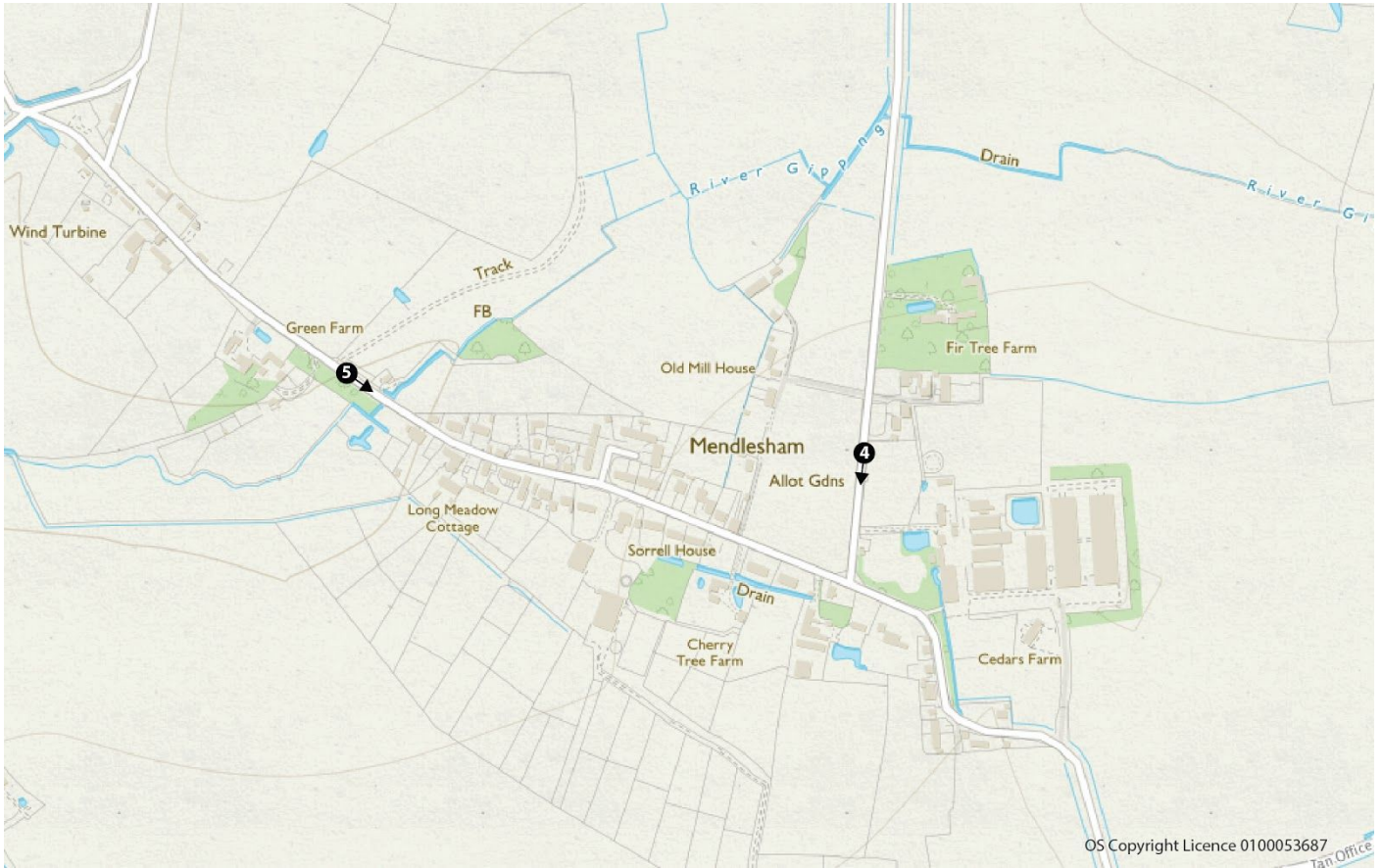


Figure 3.3 - Map of Mendlesham Green showing traffic survey points

3.3 Traffic movement statistics compiled by Mendlesham Parish Council

3.3.1 Results

The movement data collected by the Radarlux equipment was downloaded into spreadsheets and then totalled by day. Line graphs were produced showing how the numbers of vehicles fluctuates each day and these are shown in Appendix 2 - Traffic movement statistics at the end of this report.

The data was further summarised into Figure 3.4 below.

	Dates	Average total vehicles daily	Average for all periods
Site 1	6-9 November 2018	521	
	23-26 April 2019	637	579
Site 2	26-30 Nov 2018	1,385	
	16-17 May 2019	1,419	
	20-24 May 2019	1,385	1,396
Site 3	3-7 Jun 2019	1,294	1,294
Site 4	20 Dec 2018-2 Jan 2019	209	209
Site 5	14 Jan-25 Jan 2019	222	222
Site 6	6-8 February 2019	922	
	11-12 February 2019	932	927
Site 7	27 Feb - 1 Mar 2019	800	
	4-6 Mar	755	777
Site 8	29 Mar 2019	1,114	
	1-5 Apr 2019	1,086	
	9-12 April 2019	1,024	1,074
Site 9	17-21 Jan 2019	965	965
Site 10	1-5 Jul 2019	1,070	1,070

Figure 3.4 - Table of traffic movements and dates

Section 4: Suffolk County Council traffic surveys

4.1 Introduction

The Parish Council was given vehicle movement data (in spreadsheets) that had been collected by Suffolk County Council, Highways department at two sites. The equipment used measured numbers of vehicles travelling in both directions and their speed. The relative size of vehicles was also measured.

The surveys did not identify individual vehicles or their drivers. Individuals privacy is therefore not compromised.

4.2 Sites

Two sites were selected by Suffolk County Council Highways department.

The sites were at:

1. Mendlesham Green - adjacent to the bus shelter opposite the allotments (see Figure 3.3), and;
2. Old Station Road - adjacent to Elms Farm (see Figure 3.2).

At both sites traffic flows were measured in both directions. The table below shows the average number of vehicles travelling in each direction over two periods.

4.3 Results

The table below provides an overview of average vehicle movements across two separate date ranges. They are further analysed by "Direction" giving the average number of vehicle movements in a day in one direction (either North or South).

Site	Dates	Direction	Average 5 day	Average 7 day
Mendlesham Green	7-13 Mar 2019	S	204	187
	7-13 Mar 2019	N	210	188
	14-20 Mar 2019	S	206	190
	14-20 Mar 2019	N	206	183
Old Station Road, Mendlesham	7-13 Mar 2019	S	807	725
	7-13 Mar 2019	N	868	779
	14-20 Mar 2019	S	811	729
	14-20 Mar 2019	N	880	785

Figure 4.3 - Table of vehicle movements and dates

4.4 Vehicle movements

Further information on vehicle movements and speed are shown in Appendix 3.1 (Mendlesham Green) and Appendix 3.3 (Mendlesham village)

The figures obtained by Mendlesham Parish Council for the site opposite the allotments at Mendlesham Green (looking South) correspond exactly with the results obtained by Suffolk County Council. Both in the range of 200-210 vehicles per day.

The daily average figures obtained by Mendlesham Parish Council (1,070) for the site adjacent to the Stackyard site (site 10, traffic direction South, outbound from Mendlesham Village), are higher than those obtained by Suffolk County Council. A difference of some 200 vehicles per day. The Suffolk County figures also show that week-ends are quieter on this stretch of road.

4.5 Vehicle speeds

On the road into Mendlesham Village (adjacent to the Stackyard site) the speed limit changes from 60 MPH to 30 MPH as the traffic nears the built up area of the village (that includes the school on the left hand side). Vehicle average speeds are slightly less entering the village against leaving it but a significant number of cars are above the 30 MPH limit as they enter the village.

At the Mendlesham Green site the speed limit is 30 MPH and the measurements made by Mendlesham Parish Council were taken for vehicles travelling South towards the T-junction. More than half the vehicles approaching the junction are above the 30 MPH limit.

4.6 Vehicle size

In addition to the numbers of vehicles and their speed further analysis was carried out by recording the size of the vehicles concerned. The vehicle classification chart is shown in figure 4.4 on the following page.

Appendix 3.2 (Mendlesham Green) and Appendix 3.4 (Mendlesham Village) show the details of the statistics collected of vehicles by size. The figures at both sites point mainly to motorcycles, passenger cars and vans. There is little evidence of buses and lorries using the roads in any large numbers. However some of the traffic is seasonal in nature and higher volumes of large size traffic are then seen (for example grain lorries visiting the grain storage facility in between Mendlesham Village and Mendlesham Green).

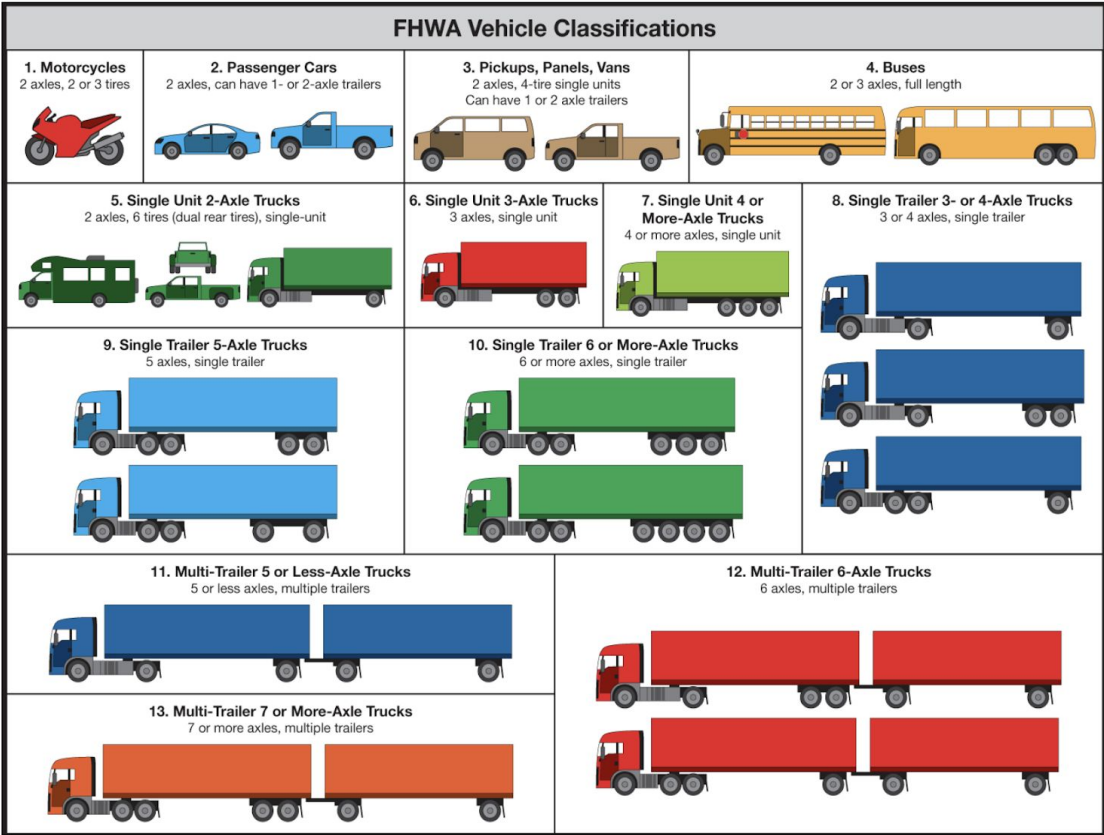


Figure 4.4 - Vehicle classification chart

Section 5: Peak traffic flows

5.1 Mendlesham village

Figures contained in Appendix 2 (sites 2-1, 2-2 and 3-1) show peak flows of around 120 vehicles per hour (in a single direction). Peak flows are in the morning (07:00 - 08:00 hrs) and afternoon (15:00 - 17:00)

Figures also show that traffic is flowing for around 21-22 hours every week day.

5.2 Mendlesham Green

Peak flows are around 40-45 vehicles per hour with an average of 209 movements per day (Site 4). Site 5 is very similar with an average of 222 movements per day.

Of the ten sites where traffic volumes were measured the busiest sites (in descending order) are as follows;

1. Site 2 - Church Road traffic direction South East, outbound from the village,
2. Site 3 - Old Station Road, traffic direction North, inbound to the village,
3. Site 8 - Old Station Road, Tennis Courts, traffic direction North, inbound to the village,
4. Site 10 - Old Station Road, Stackyard site, traffic direction South, outbound from the village,
5. Site 6 - Front Street looking West.

These sites represent the main thoroughfares into and out of Mendlesham Village,

1. Old Station Road
2. Front Street (and to a limited extent, Old Market Street)
3. Church Road (and a part of Chapel Road).

Thus the majority of traffic travels this route which takes it through the centre of the Mendlesham Village Conservation area and past the Church in the village centre.

Figure 5.1 (below) is a map showing the major traffic flows in and out of the village.

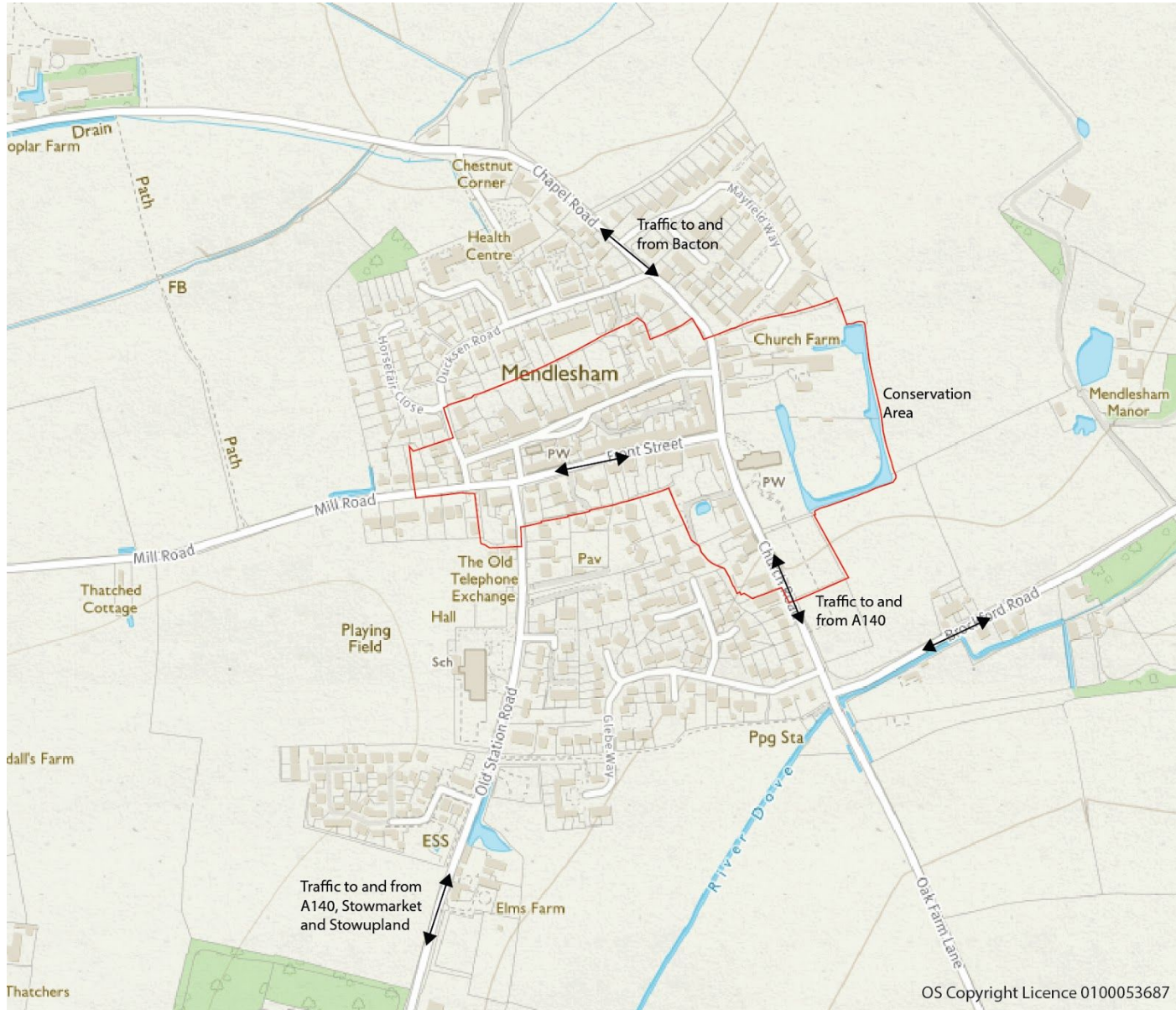


Figure 5.1 - Major traffic flows in and out of Mendlesham village

Section 6: Other related information

6.1 Local transport network

6.1.1 Overview

The Parish of Mendlesham is an area with limited access to public transport. It is linked, internally, by country roads which, at best, allow two way traffic flow. However there are many places where traffic is restricted to single vehicle flow.

In recent years there has been numerous reports of damage to road surfaces seemingly caused by large vehicles having to negotiate narrow roads and tight bends. Suffolk County Council does not separately record costs of individual repairs, but it does produce an average cost for the reactive repair service by financial year. The average cost per repair for each of the last three financial years is;

2018/2019	-	£263.08
2017/2018	-	£228.25
2016/2017	-	£255.10.

The number of pothole orders (for repair) in Mendlesham from August 2018 to August 2019 is;

August 2018 to March 2019	43 orders @ £228.25 = £9,814.75
April 2019 to date (August 2019)	22 orders @ £263.08 = £5,787.76.

An approximate cost of £15,600 for just over one year.

6.1.2 Position and traffic flows

The A140 is the only local A road and is located on the Eastern boundary of the parish. The A14 is located to the South of the parish and is accessed via the A140 or through Stowupland.

Mendlesham Village is a central hub for most of the local traffic flow and the conservation area in the village centre presents several challenges for traffic, particularly for large vehicles such as HGV's, coaches, buses and trucks.

There are four major routes that enter and exit the village, these are;

1. Old Station Road - to and from Mendlesham Green and Stowupland;
2. Front Street - joins Old Station Road to Church Road;
3. Church Road - towards the A140. and;
4. Chapel Road - towards Bacton.

Any traffic coming to or from Mendlesham Village has to use one or more of these roads.

6.1.3 Footways and cycleways

Within the village there are some pedestrian footways but equally there are locations (for example along Chapel Road towards the Health Centre) where pedestrians are forced to walk on the road.

There are no cycleways.

6.1.4 Public transport

Stowmarket has the nearest railway station (6.6 miles).

Mendlesham village has four bus services.

1. 113 - Ipswich - Mendlesham - Eye
2. 114 - Ipswich - Debenham - Eye
3. 115 - Ipswich - Coddensham - Debenham - Mendlesham
4. 456 - Eye - Bacton / Mendlesham - Stowmarket.

Mendlesham Green has one bus service.

1. 113 - Ipswich, Mendlesham - Eye

6.1.5 Street lighting

There is limited street lighting in Mendlesham and Mendlesham Green but nowhere else in the parish.

6.1.6 Bad weather

Only the two routes from the A140 into Mendlesham and Mendlesham Green are gritted during cold weather. Any snow clearance work is left to local farmers to do.

6.2 Parking

There are no public parking facilities within the parish.

There are some limited facilities at;

1. Community Centre, Old Station Road (primarily for access to the school and the small hall; also for sports usage at week-ends)
2. Church Road between the junctions of Old Market Street and Front Street, and
3. King's Head public house (for patrons), Old Market Street.

There is a considerable amount of on street parking, particularly in the conservation area where very few properties have their own off street parking facilities. Front Street and Old Market Street both have very limited off street parking availability.

This on street parking frequently makes parts of Front Street and Old Market Street single carriageway.

Three locations in Mendlesham village present temporary parking difficulties when they are open "for business".

1. St Mary the Virgin church, Church Road,
2. Fish and Chip shop, Chapel Road, and
3. Mendlesham store, Old Market Street.

6.3 Local amenities

Mendlesham School has limited parking facilities and reasonable footpath access for parents and children to make the daily journeys to and from school. However the majority of children travelling on foot to and from the school need to cross Old Station Road.

Mendlesham Health Centre has recently extended parking facilities but does not have the benefit of a footpath along Chapel Road to and from the village centre.

The local shop in Old Market Street has recently been upgraded and also taken on the Post Office counter. There is only on-street parking for customers but the area is well served by footpaths. This is an increasingly popular location and parking for customers and suppliers can be difficult at times.

The King's Head public house in Old Market Street has limited parking facilities.

The Community Centre has a small car park (not for general usage) and the parking spaces used by the school are available outside school hours.

6.4 Conservation area

The conservation area is largely bounded by Front Street, Old Market Street, Chapel Road and Church Road (including the Church and its grounds).

It is an area that defines Mendlesham and its past but it is also an area that is used by a large amount of local traffic particularly that accessing the A140 and Stowmarket.

Chapel Road is liable to experience increased traffic flows over the coming years given the considerable planned developments in and around Bacton.

It would be very difficult to make any changes to the area that would improve traffic flows.

6.5 New developments

The Parish of Mendlesham is now looking at an increase of 161 dwellings (calculated on a base figure as at 1 April 2018). This is an increase of 20-25% and must be planned across the 18 years, 2018 to 2036.

Given the dependence of most local residents on their own private transport these new developments will result in a significant increase in vehicle movements.

Current plans suggest that these new developments will all be directly adjacent to the current village boundary and are therefore likely to affect all the roads that are at the heart of the current conservation area (Front Street, Old Market Street, Old Station Road, Chapel Road and Church Road).

Most traffic will seek access towards the A140 and the A14.

We are also aware that our neighbouring parishes have new developments both being built and planned. It is difficult to know what effect on these increasing numbers will have on the traffic flows through the parish. The baselines established from the figures contained in this report will greatly aid our monitoring work in the future.

Mendlesham Village has a reasonable number of pavements to provide safe walking for pedestrians. One area where this is not the case is alongside the roadway from the junction of Mayfield Way and Chapel Road to the Health Centre. With development agreed for Old Engine Meadow and attempts in hand to develop the field adjacent, and to the North East of, Mayfield Way, there is a need to introduce a footpath along Chapel Road to the Health Centre. There is already a footpath from Ducksen Road

into the rear of the Health Centre but it is not clearly signposted.

Section 7: Summary

- 7.1 The information collected gives a clear baseline of the current regarding traffic movements in and around the Parish of Mendlesham.
- 7.2 There are over a thousand vehicle movements every weekday which mostly involve travel in and around Mendlesham village.
- 7.3 The two busiest sites are site 2 (Church Road, traffic direction South East outbound from the village) and site 8 (Old Station Road, tennis courts, traffic direction North, inbound to the village). Both roads, Church Road and Old Station Road connect to Front Street which is at the centre of the Mendlesham Conservation Area.
- 7.4 The figures show that traffic movements are almost constant with only a short break in the middle of the night.
- 7.5 It seems highly unlikely that anything could be done within the conservation area to improve vehicle movements.
- 7.6 New developments will lead to increased traffic movements.

Section 8: Recommendations

- A. I recommend that four areas be investigated to see if measures could be put in place to reduce or improve traffic flows.
 - 1. The route to and from Old Station Road, along Front Street and then right into Church Road towards the A140.
 - 2. The route to and from Chapel Road past St Mary's Church, into Church Road towards the A140.
 - 3. The route to and from Old Station Road, along Old Market Street then right into Church Road towards the A140.
 - 4. A route from Old Station Road that avoids both Front Street and Old Market Street and joins up with Wash Lane then towards the A140

- B. I recommend that all future developments provide comprehensive data about predicted traffic movements and the likely effect on the existing roads infrastructure.

- C. I recommend that traffic data at four strategic locations are collected and published annually. Those locations are;
 - 1. Church Road,
 - 2. Old Station Road,
 - 3. Front Street, and
 - 4. Chapel Road.

- D. I recommend that additional signage be put in place at the corner of Ducksen Road and Chapel Road to guide pedestrians to and along the footpath into the Health Centre.

Appendix 1 - Photographs

The photographs presented in this section identify the major sites within Mendlesham Village where increasing levels of traffic (particularly coaches, lorries and HGV's) are causing concern for local residents.



Photo 1 - View towards junction of Front Street (left) with Old Station Road



Photo 2 - View of Front Street looking towards the junction with Old Station Road



Photo 3 - View of junction of Front Street with Old Station Road



Photo 4 - View of Front Street looking down to the Chapel Road junction



Photo 5 - View of junction of Front Street with Chapel Road



Photo 6 - View of Front Street looking towards junction with Old Station Road



Photo 7 - View looking down Church Road from its junction with Front Street



Photo 8 - View of Front Street looking towards its junction with Old Station Road



Photo 9 - View of Church Road looking towards its junction with Front Street



**Photo 10 - View of Church Road looking towards its junction with Front Street (left)
[One example of the problems with traffic travelling through the conservation area]**



**Photo 11 - View of Front Street looking towards its junction with Church Road
[A further example of the problems with traffic travelling through the conservation area]**

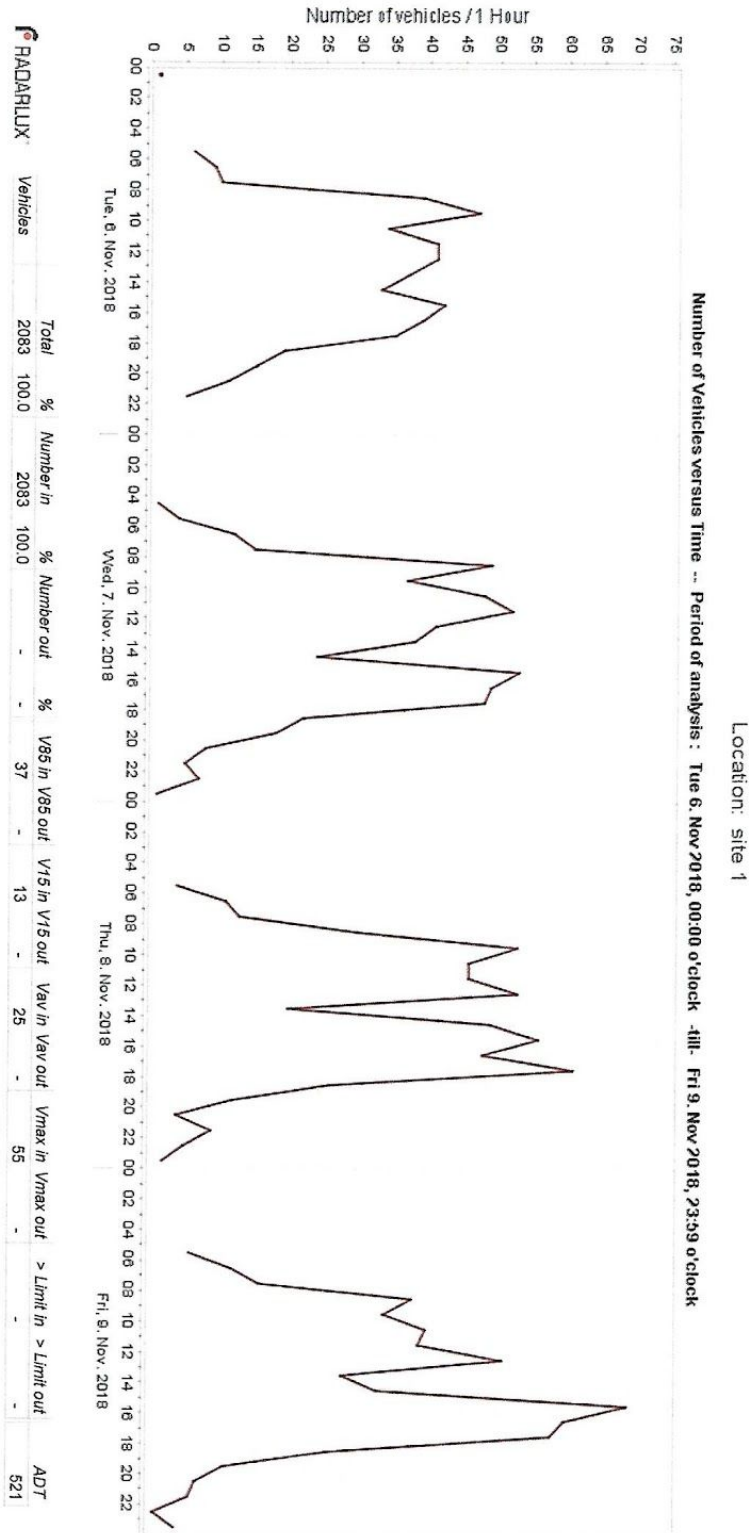
Appendix 2 - Traffic movement statistics - Mendlesham Parish Council

Following are the charts showing numbers and types of vehicle movements daily over a set period.

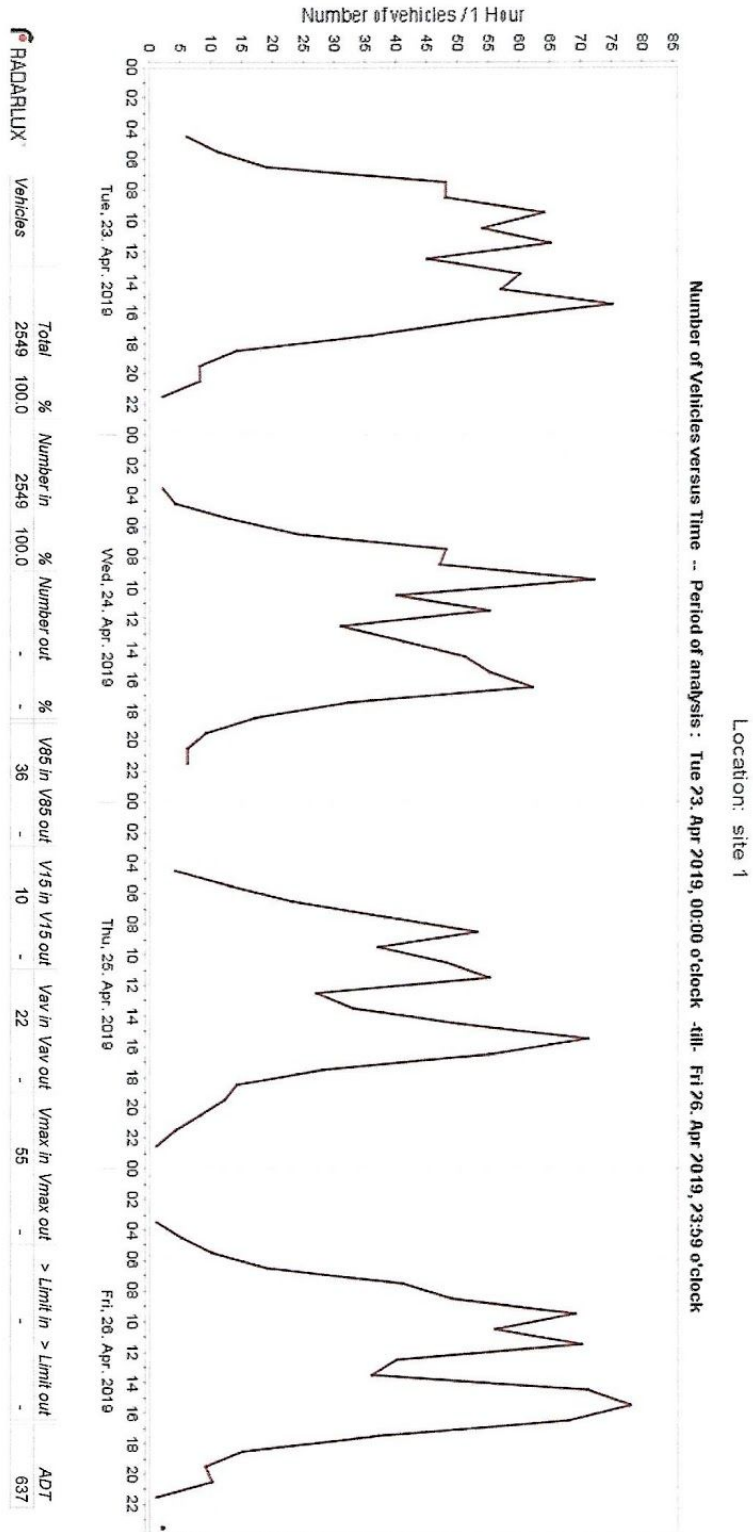
They show the traffic volumes by hour at each site.

Measurements at each site are single direction only.

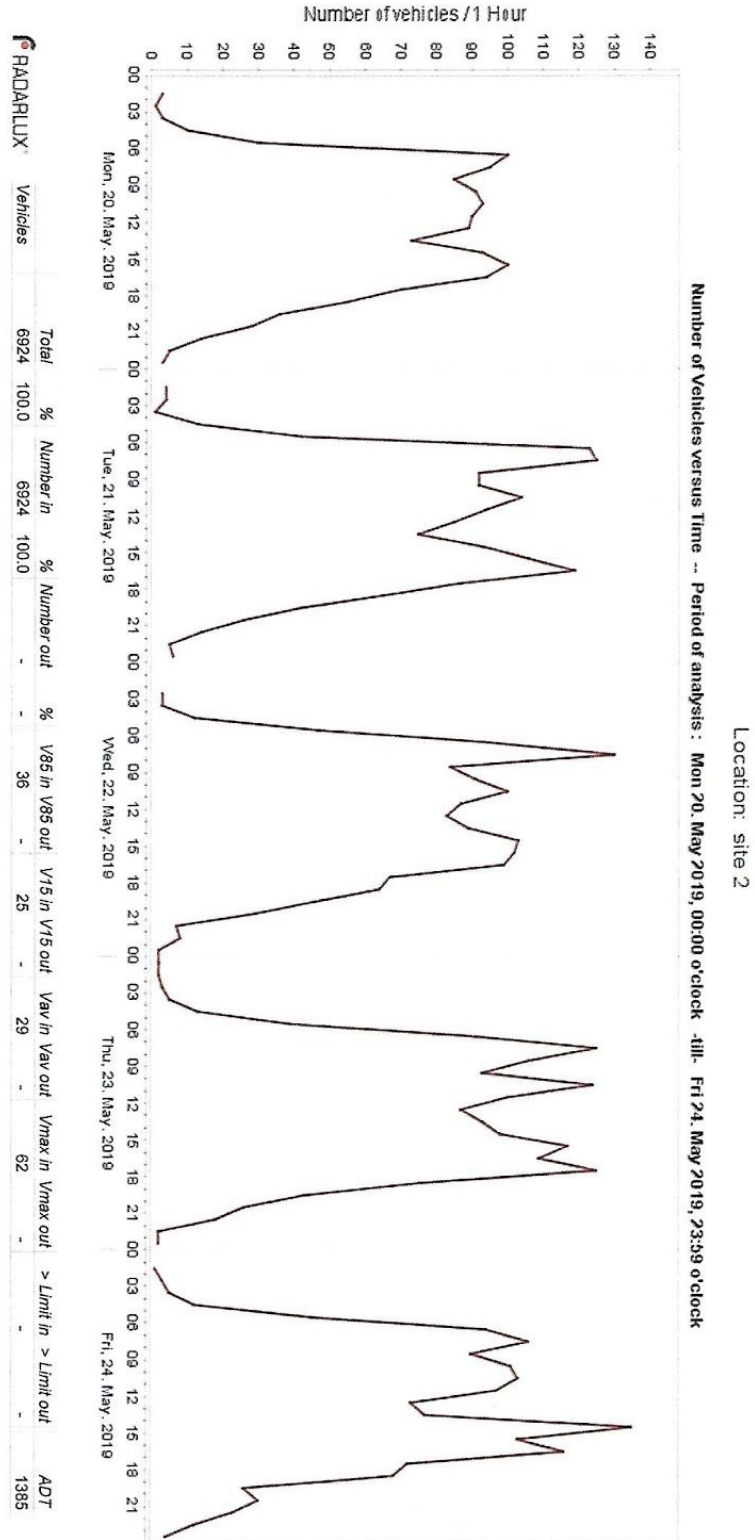
Site 1 - 1 Chapel Road / Health Centre, traffic direction East, inbound



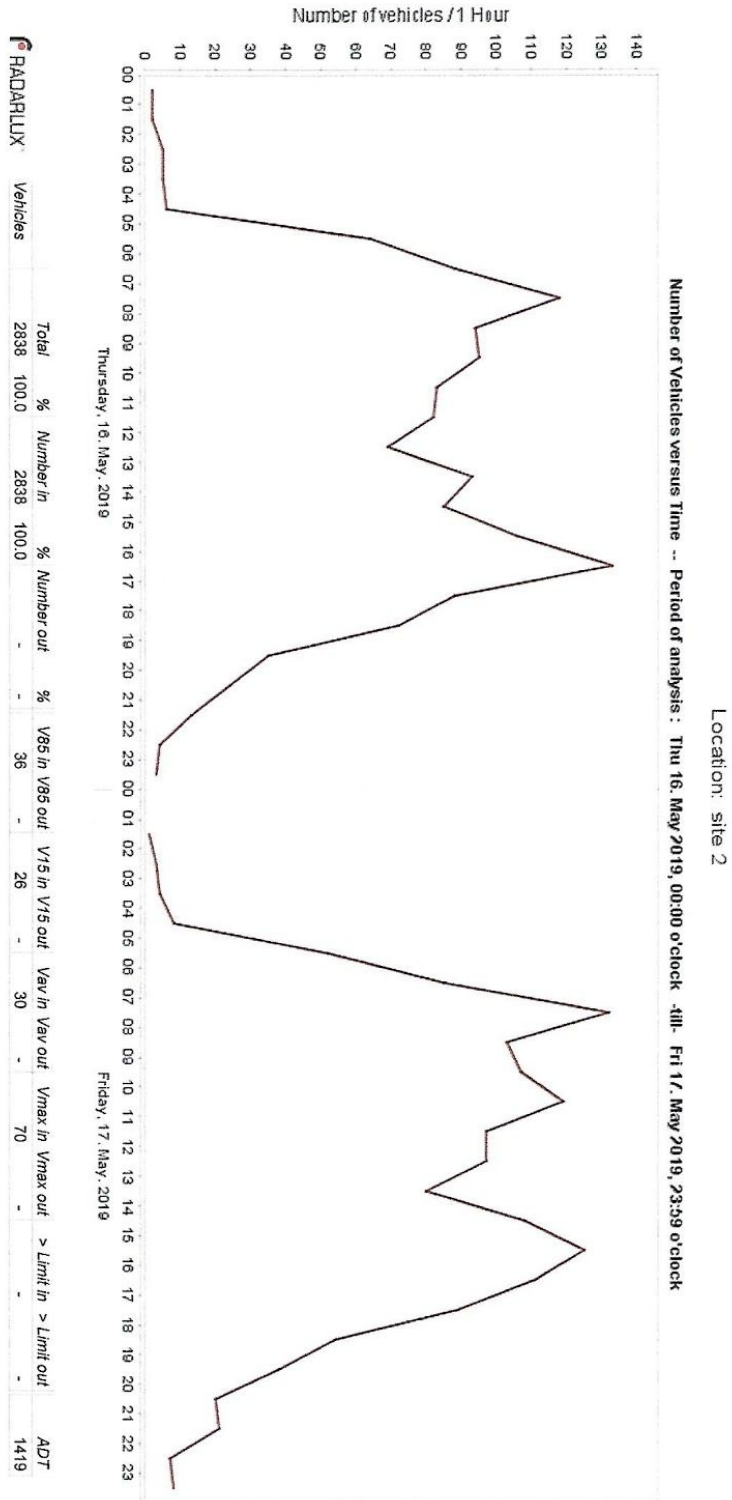
Site 1-2 Chapel Road / Health Centre, traffic direction East, inbound



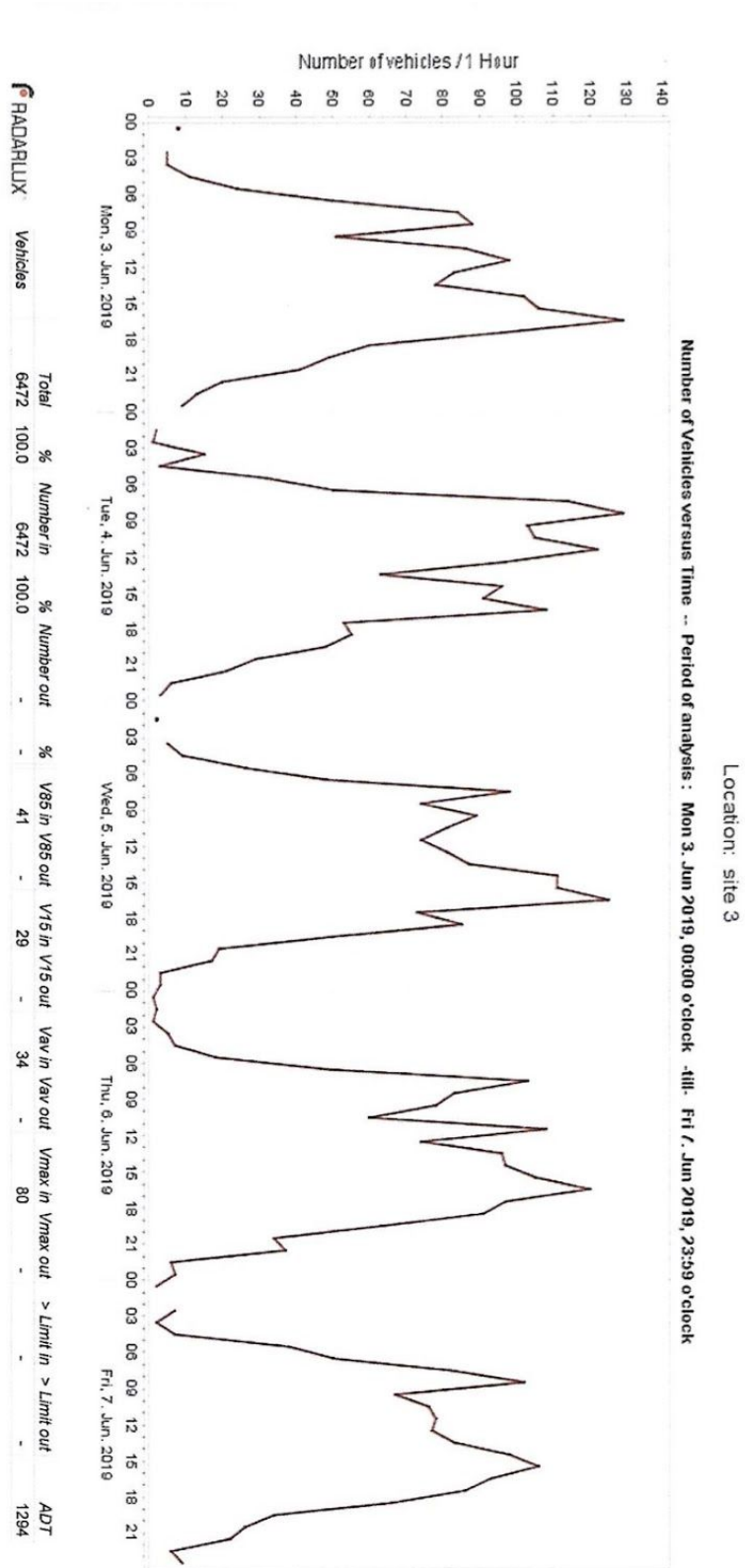
Site 2 - 1 Church Road, traffic direction South East, outbound



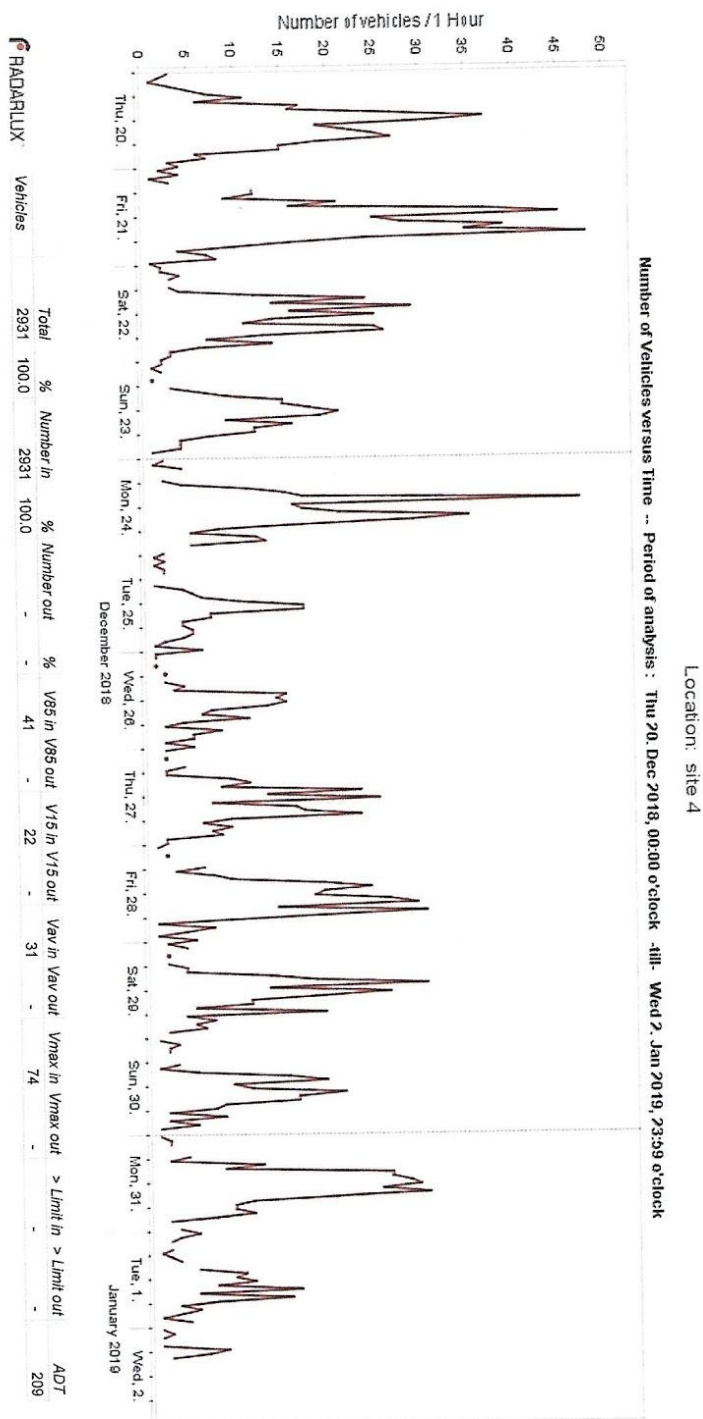
Site 2 - 2 Church Road, traffic direction South East, outbound



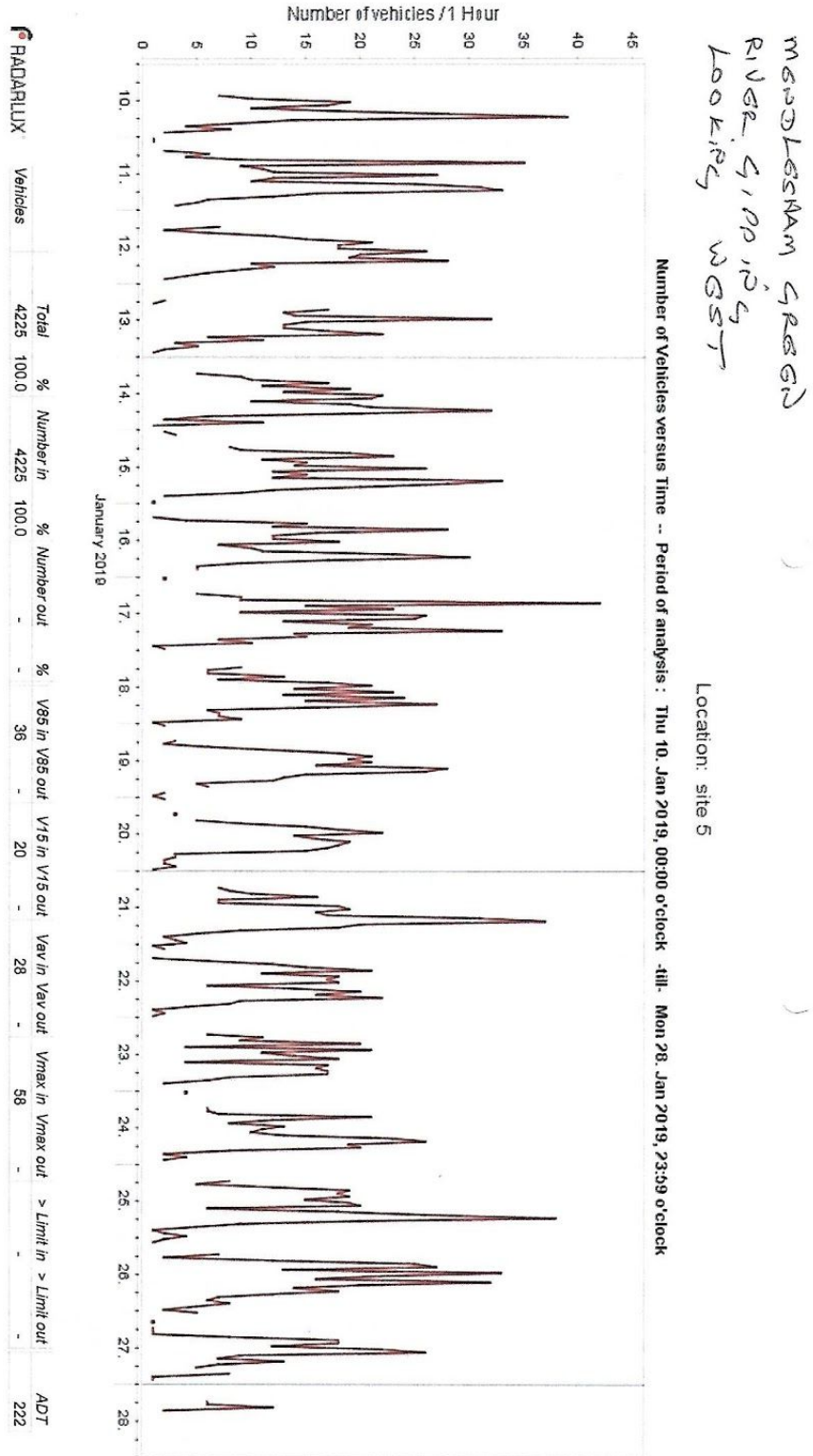
Site 3 - 1 Old Station Road, traffic direction North, inbound



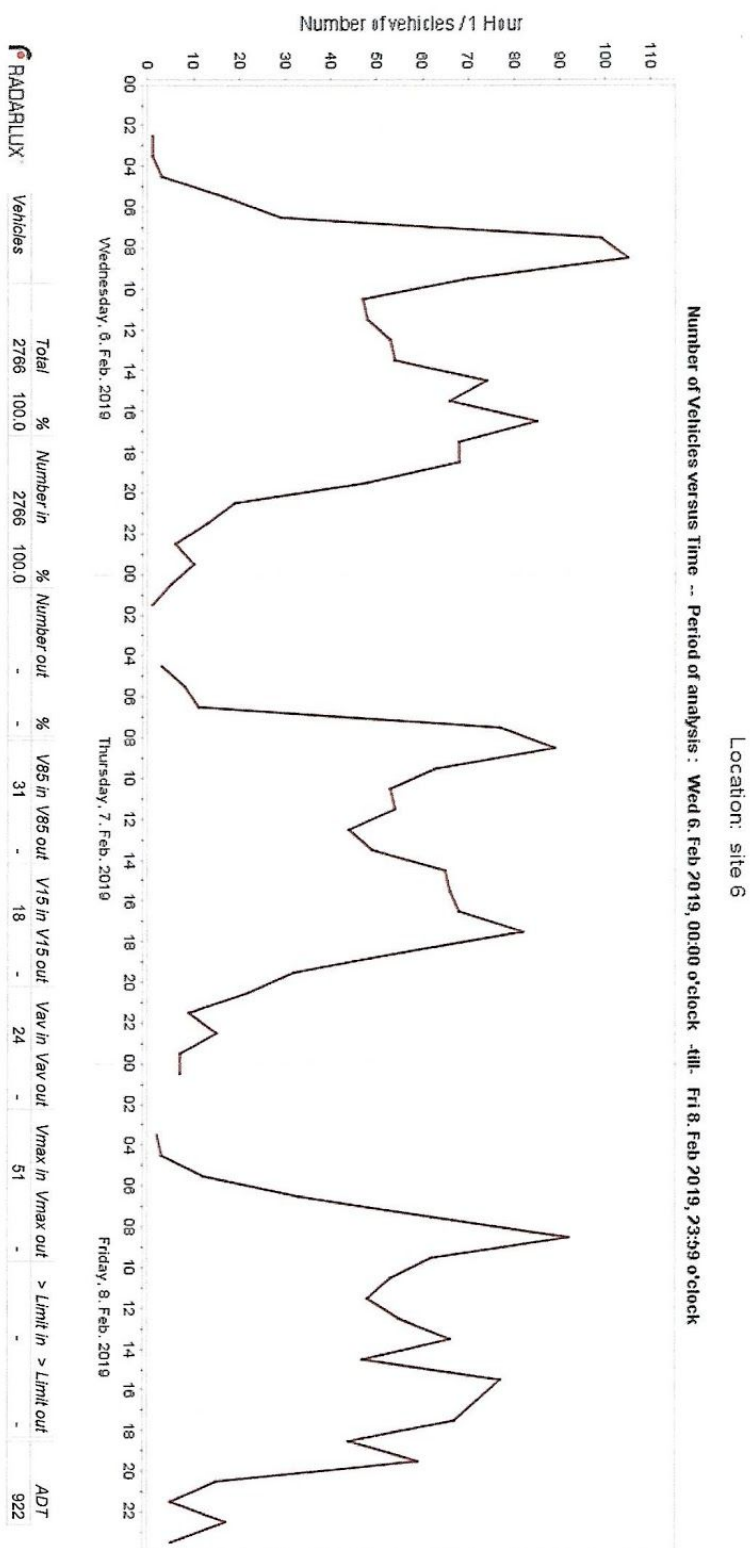
Site 4 - 1 Mendlesham Green, Mendlesham Road allotments, traffic direction South



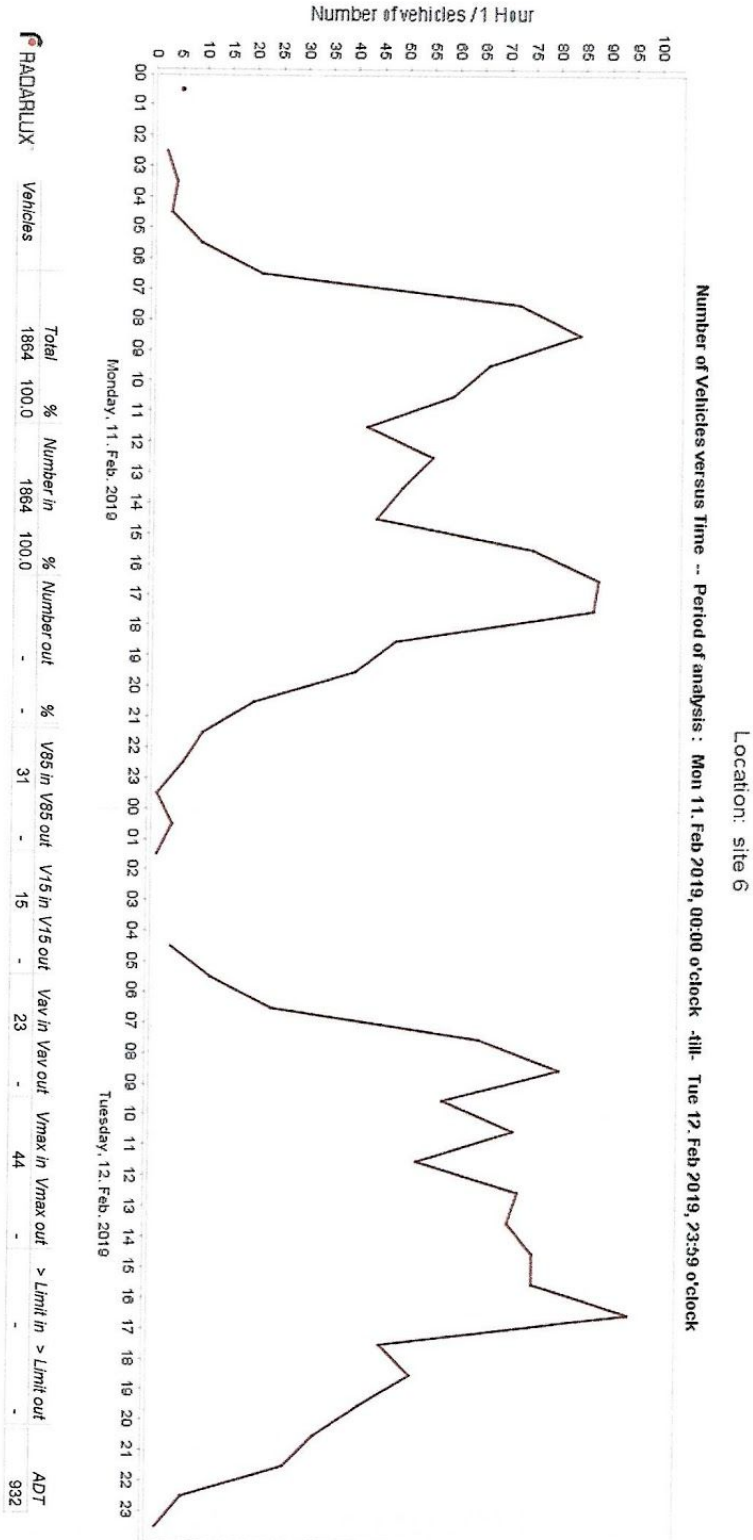
Site 5 - 1 Mendlesham Green, River Gipping, traffic direction East



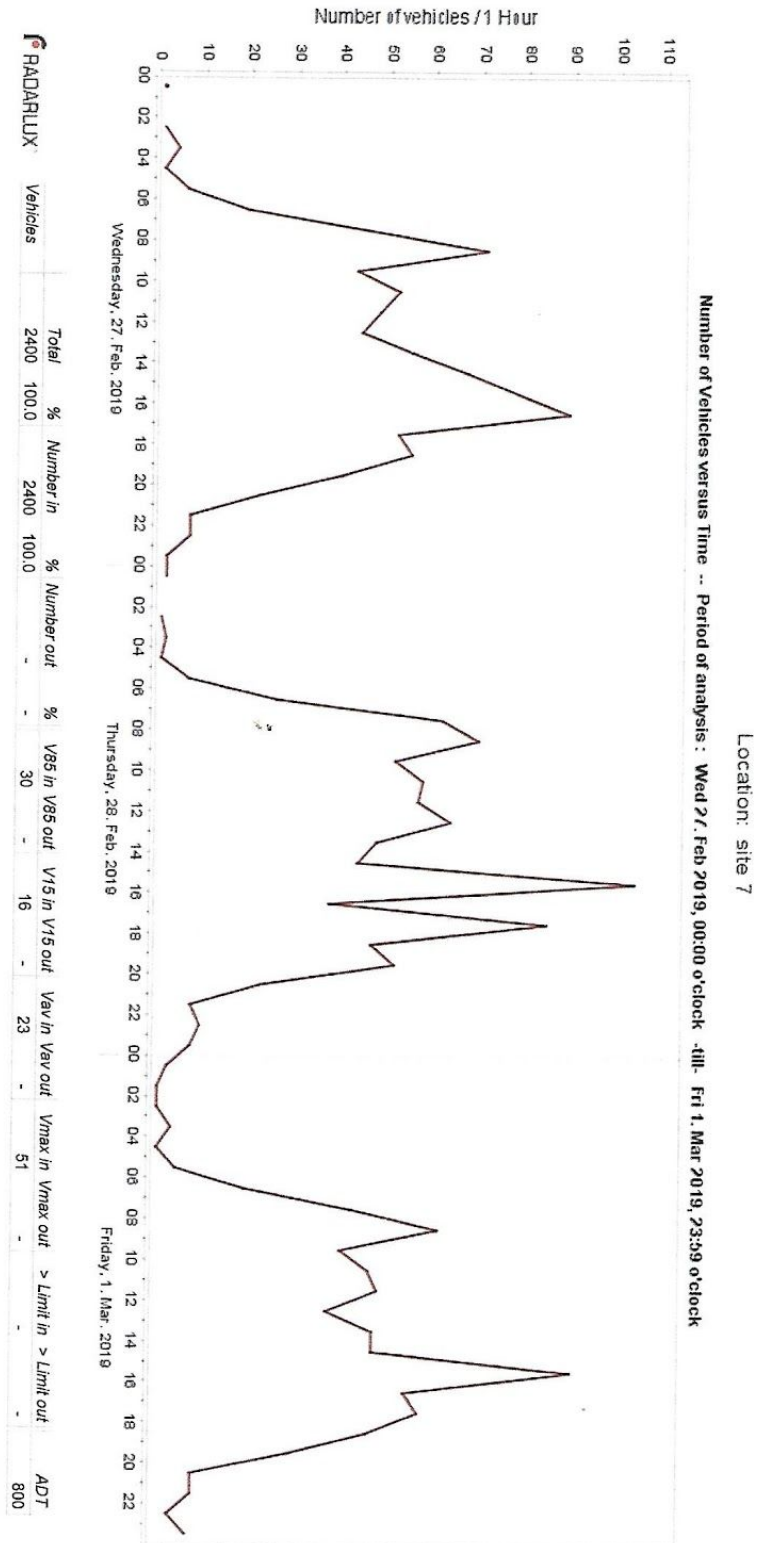
Site 6 - 1 Front Street, traffic direction East



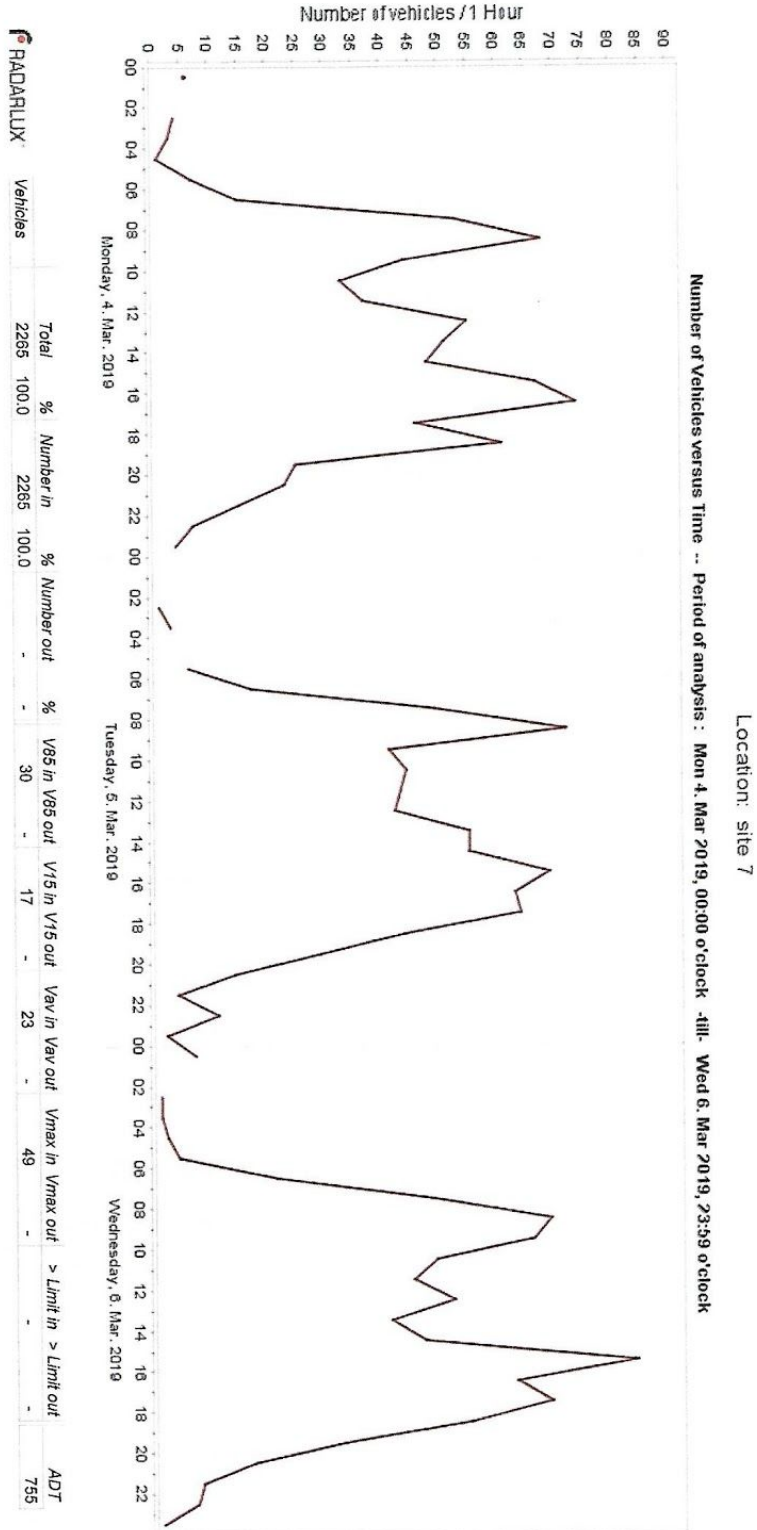
Site 6 - 2 Front Street, traffic direction East



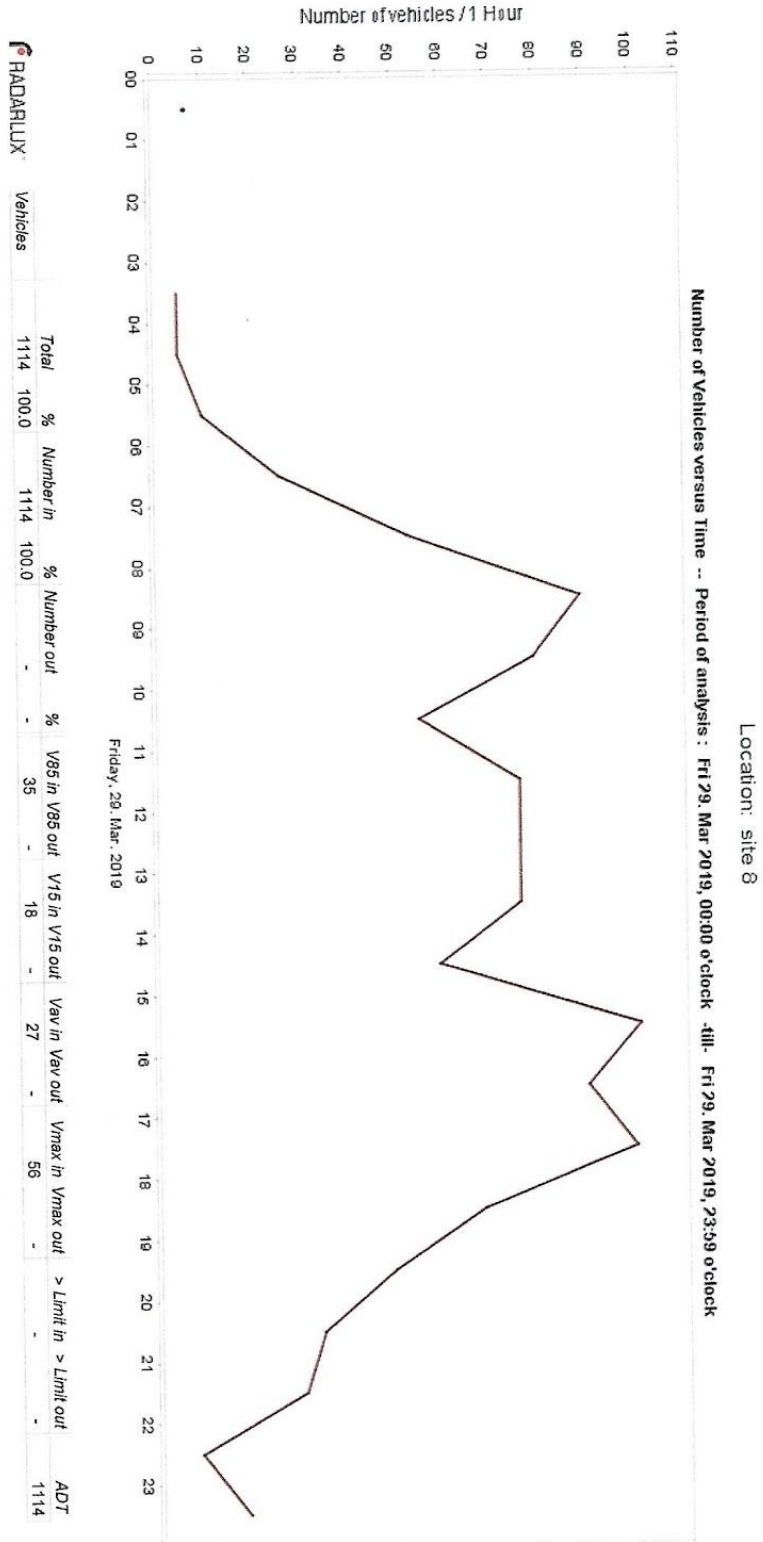
Site 7 - 1 Front Street, traffic direction West



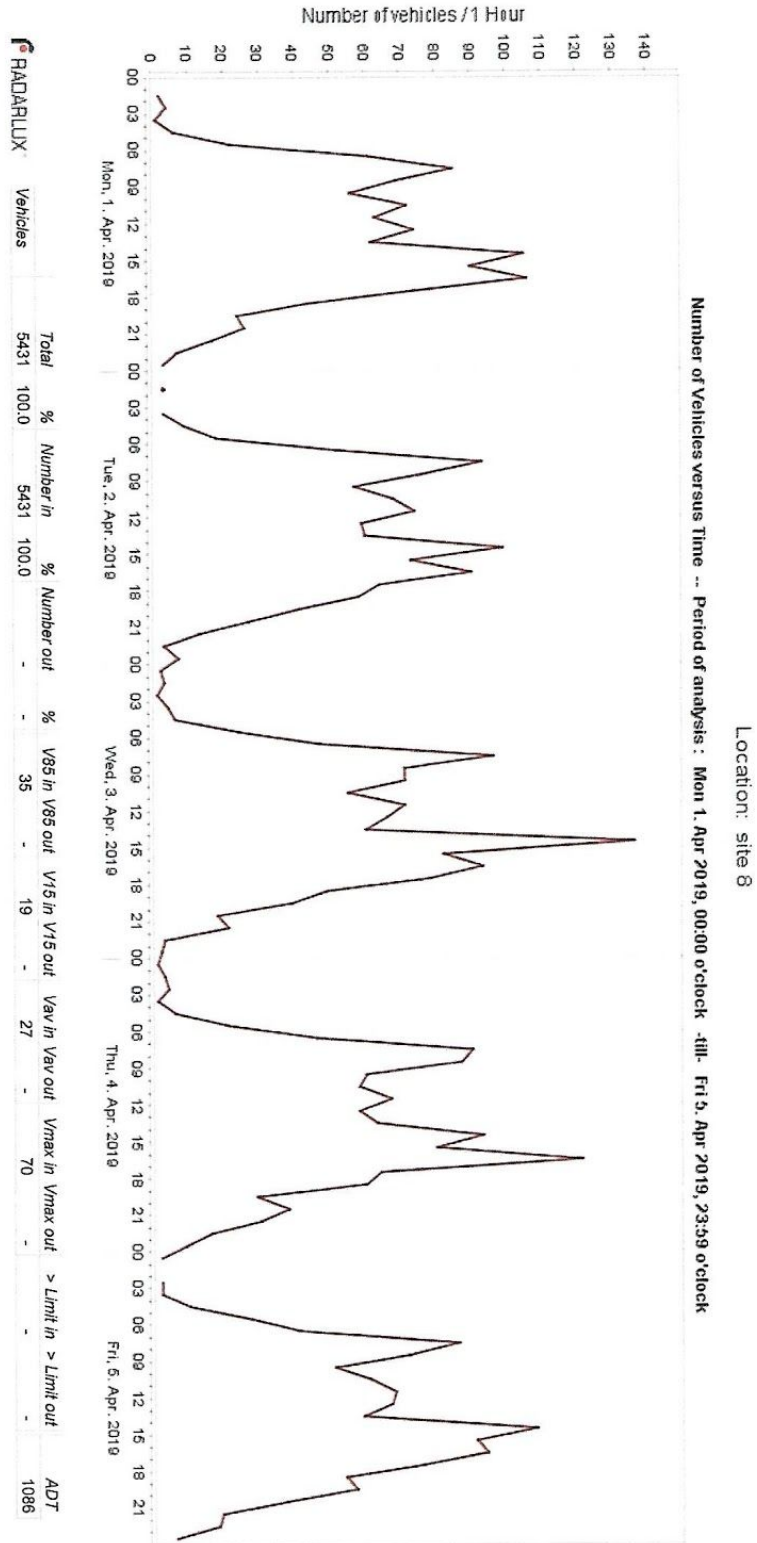
Site 7 - 2 Front Street, traffic direction West



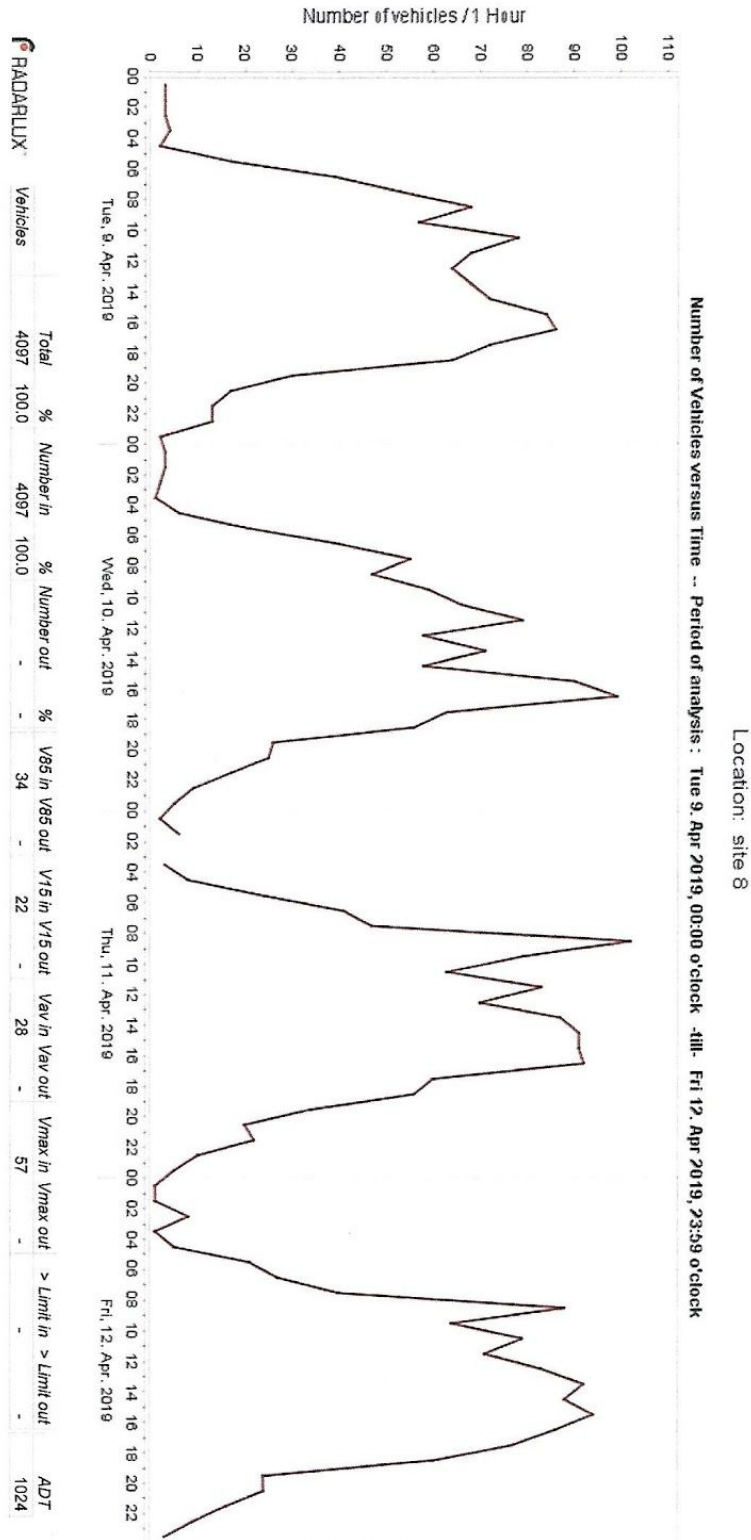
Site 8 - 1 Old Station Road, Tennis Courts, traffic direction North, inbound



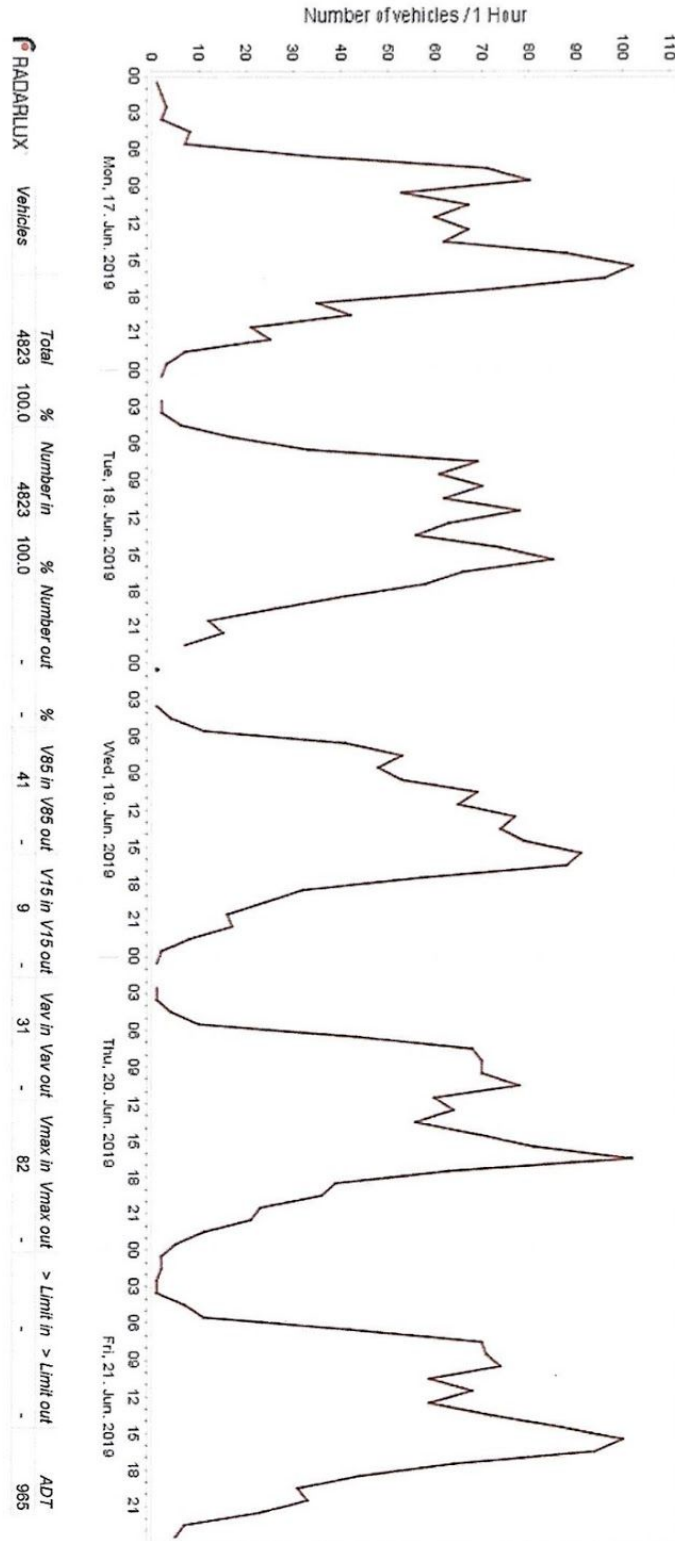
Site 8 - 2 Old Station Road, Tennis Courts, traffic direction North, inbound



Site 8 - 3 Old Station Road, Tennis Courts, traffic direction North, inbound

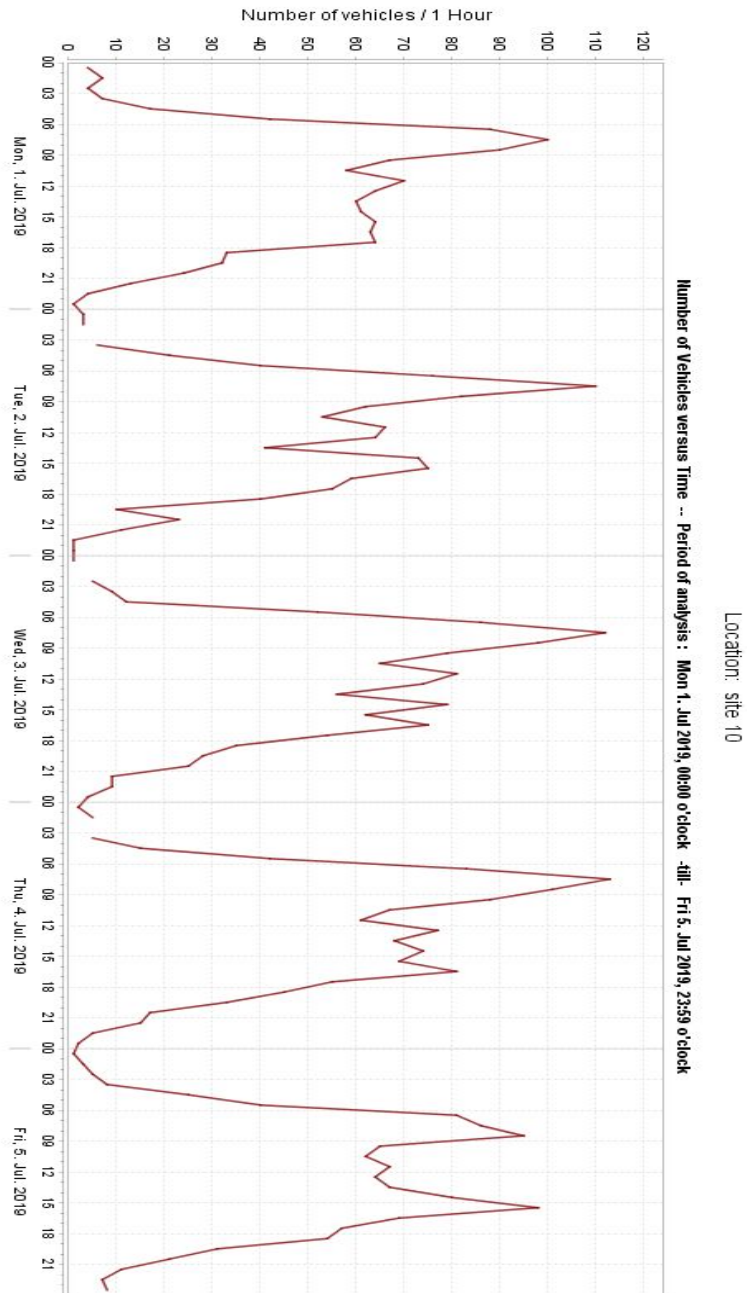


Site 9 - 1 Brockford Road, traffic direction South West, inbound




Brockford Road Inbound from A140


Site 10 - 1 Old Station Road, Stackyard, traffic direction South, outbound




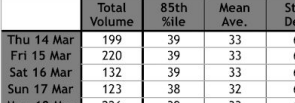
Appendix 3 - Traffic movement statistics - Suffolk County Council

3.1 Mendlesham Green speed assessments


 follow us @suff_highways report a fault: highwaysreporting.suffolk.gov.uk what's happening in my area? https://roadworks.org																	
Traffic Surveys Phoenix House 3 Goddard Road Ipswich Suffolk, IP1 5NP																	
DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)																	
Site No.	A3976															Grid Ref.	609771,263282
C566 (NR BUS SHELTER) - MENDLESHAM																	
Speed Report (Speed Limit 30 Mph)																	
Week Begin: 07 March 2019																	
Channel: Southbound																	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 7 Mar	196	39	32	6	0	0	4	3	15	62	47	48	16	1	0	0	0
Fri 8 Mar	207	38	32	6	0	0	1	3	17	69	54	45	14	3	1	0	0
Sat 9 Mar	184	39	32	7	0	2	2	5	14	54	59	27	15	2	4	0	0
Sun 10 Mar	102	39	32	6	0	0	0	4	11	21	34	22	9	1	0	0	0
Mon 11 Mar	206	39	32	7	0	1	1	3	12	61	64	40	16	6	2	0	0
Tue 12 Mar	217	37	31	6	0	0	0	2	15	75	84	22	15	2	2	0	0
Wed 13 Mar	196	38	31	6	0	0	1	3	14	80	48	37	9	4	0	0	0
5-day Av.	204	38	32	6	0	0	1	3	15	70	59	38	14	3	1	0	0
7-day Av.	187	38	32	6	0	0	1	3	14	60	56	34	13	3	1	0	0


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Traffic Surveys Phoenix House 3 Goddard Road Ipswich Suffolk, IP1 5NP																	
DO NOT CHANGE THE STRUCTURE OF THE SPREADSHEET (i.e. add or delete rows/columns, modify formulas, etc.)																	
Site No.	A3976															Grid Ref.	609771,263282
C566 (NR BUS SHELTER) - MENDLESHAM																	
Speed Report (Speed Limit 30 Mph)																	
Week Begin: 07 March 2019																	
Channel: Northbound																	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 7 Mar	206	38	32	6	0	0	0	5	9	60	72	43	12	3	1	1	0
Fri 8 Mar	217	39	33	6	0	0	0	5	11	47	82	48	13	6	5	0	0
Sat 9 Mar	167	39	33	6	0	0	0	3	7	55	47	37	11	5	2	0	0
Sun 10 Mar	102	39	33	7	0	0	0	0	9	27	31	27	4	2	0	2	0
Mon 11 Mar	212	39	32	6	0	0	4	5	13	48	75	45	19	3	0	0	0
Tue 12 Mar	207	39	32	7	0	0	0	0	23	55	69	37	17	2	2	1	1
Wed 13 Mar	206	39	32	6	0	0	0	3	9	68	60	47	14	4	1	0	0
5-day Av.	210	39	32	6	0	0	1	4	13	56	72	44	15	4	2	0	0
7-day Av.	188	39	33	6	0	0	1	3	12	51	62	41	13	4	2	1	0

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Site No.	A3976															Grid Ref.	609771,263282
C566 (NR BUS SHELTER) - MENDLESHAM																	
Speed Report (Speed Limit 30 Mph)																	
Week Begin: 14 March 2019																	
Channel: Southbound																	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 14 Mar	186	39	32	6	0	0	0	4	17	61	58	25	17	4	0	0	0
Fri 15 Mar	205	38	32	6	0	0	0	4	13	81	56	33	9	5	4	0	0
Sat 16 Mar	156	37	31	6	0	0	1	5	18	49	51	19	10	3	0	0	0
Sun 17 Mar	141	38	31	6	0	0	0	4	16	47	34	30	9	1	0	0	0
Mon 18 Mar	222	39	32	6	0	0	1	5	17	73	63	41	15	7	0	0	0
Tue 19 Mar	210	38	31	6	0	0	1	4	20	80	57	31	11	5	1	0	0
Wed 20 Mar	208	38	31	6	0	0	2	3	14	82	53	37	15	1	1	0	0
5-day Av.	206	38	32	6	0	0	1	4	15	73	60	32	13	4	1	0	0
7-day Av.	190	38	31	6	0	0	1	4	16	66	55	30	12	4	1	0	0


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Site No.	A3976															Grid Ref.	609771,263282
C566 (NR BUS SHELTER) - MENDLESHAM																	
Speed Report (Speed Limit 30 Mph)																	
Week Begin: 14 March 2019																	
Channel: Northbound																	
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Thu 14 Mar	199	39	33	6	1	0	0	4	10	40	80	48	11	5	0	0	0
Fri 15 Mar	220	39	33	6	0	1	0	2	6	64	73	46	21	3	2	2	0
Sat 16 Mar	132	39	33	6	0	0	1	1	6	32	47	30	10	3	2	0	0
Sun 17 Mar	123	38	32	6	0	0	1	3	11	34	36	29	7	1	1	0	0
Mon 18 Mar	226	39	33	6	1	0	0	2	12	50	72	66	17	2	3	0	1
Tue 19 Mar	189	38	32	5	0	0	1	1	13	54	68	41	10	1	0	0	0
Wed 20 Mar	194	39	33	6	0	2	0	2	11	46	62	57	13	0	1	0	0
5-day Av.	206	39	33	6	0	0	1	3	11	53	71	48	15	3	1	1	0
7-day Av.	183	39	33	6	0	0	1	2	11	47	63	43	13	3	1	0	0


3.2 Mendlesham Green - vehicle classifications

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C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 07 March 2019																
Channel: Southbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	196	2	136	29	8	13	0	0	0	3	5	0	0	0		
Fri 8 Mar	207	1	143	35	9	10	1	1	0	3	4	0	0	0		
Sat 9 Mar	184	4	131	31	9	8	0	0	0	1	0	0	0	0		
Sun 10 Mar	102	0	84	15	3	0	0	0	0	0	0	0	0	0		
Mon 11 Mar	206	0	139	49	5	8	0	1	0	1	3	0	0	0		
Tue 12 Mar	217	0	161	29	7	14	0	0	2	3	1	0	0	0		
Wed 13 Mar	196	0	141	27	13	10	1	2	0	1	1	0	0	0		
5-day Av.	204	1	144	34	8	11	0	1	0	2	3	0	0	0		
7-day Av.	187	1	134	31	8	9	0	1	0	2	2	0	0	0		
Site No.	A3976													Grid Ref.	609771,263282	
C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 07 March 2019																
Channel: Northbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	206	2	140	31	11	12	0	0	0	9	1	0	0	0		
Fri 8 Mar	217	1	144	41	10	9	0	0	0	8	4	0	0	0		
Sat 9 Mar	167	4	109	35	11	7	0	0	0	0	1	0	0	0		
Sun 10 Mar	102	1	72	27	2	0	0	0	0	0	0	0	0	0		
Mon 11 Mar	212	2	137	41	9	11	0	3	3	4	2	0	0	0		
Tue 12 Mar	207	1	136	38	8	15	0	4	2	1	2	0	0	0		
Wed 13 Mar	206	0	132	37	10	11	0	3	0	9	4	0	0	0		
5-day Av.	210	1	138	38	10	12	0	2	1	6	3	0	0	0		
7-day Av.	188	2	124	36	9	9	0	1	1	4	2	0	0	0		


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C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 14 March 2019																
Channel: Southbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	186	0	121	36	11	10	2	0	0	3	3	0	0	0		
Fri 15 Mar	205	2	146	35	9	9	0	0	0	2	2	0	0	0		
Sat 16 Mar	156	1	120	24	8	3	0	0	0	0	0	0	0	0		
Sun 17 Mar	141	1	106	23	6	5	0	0	0	0	0	0	0	0		
Mon 18 Mar	222	2	168	35	8	7	2	0	0	0	0	0	0	0		
Tue 19 Mar	210	2	151	38	3	12	0	1	0	3	0	0	0	0		
Wed 20 Mar	208	1	156	32	8	8	0	0	0	2	1	0	0	0		
5-day Av.	206	1	145	35	8	10	1	0	0	2	2	0	0	0		
7-day Av.	190	1	136	32	8	8	1	0	0	1	1	0	0	0		
Site No.	A3976													Grid Ref.	609771,263282	
C566 (NR BUS SHELTER) - MENDLESHAM																
Classification Report (FHWA 13)																
Week Begin: 14 March 2019																
Channel: Northbound																
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	199	2	139	37	8	7	0	0	0	3	3	0	0	0		
Fri 15 Mar	220	3	149	45	5	7	3	1	0	4	3	0	0	0		
Sat 16 Mar	132	3	85	31	7	6	0	0	0	0	0	0	0	0		
Sun 17 Mar	123	1	87	30	4	1	0	0	0	0	0	0	0	0		
Mon 18 Mar	226	3	156	44	6	11	1	0	0	5	0	0	0	0		
Tue 19 Mar	189	3	129	36	7	8	0	3	0	1	2	0	0	0		
Wed 20 Mar	194	1	129	39	6	13	0	0	0	5	1	0	0	0		
5-day Av.	206	2	140	40	7	10	1	2	1	4	2	0	0	0		
7-day Av.	183	2	124	37	7	8	1	1	0	3	2	0	0	0		


3.3 Old Station Road (adjacent to Stackyard site) - speed assessments


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OLD STATION ROAD - MENDLESHAM																			
Speed Report (Speed Limit 30 Mph)																	Week Begin: 07 March 2019		
																	Channel: Southbound		
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60		
Thu 7 Mar	794	39	33	6	0	1	1	1	26	192	287	200	61	21	4	0	0		
Fri 8 Mar	846	39	33	6	1	0	1	7	33	209	327	176	59	28	3	1	1		
Sat 9 Mar	632	40	34	6	2	1	3	8	15	130	237	151	62	19	3	1	0		
Sun 10 Mar	409	41	35	6	0	0	0	4	6	78	139	110	43	18	9	1	1		
Mon 11 Mar	811	40	34	6	0	0	0	7	22	191	294	189	77	26	4	0	1		
Tue 12 Mar	812	39	33	6	0	1	0	6	34	231	301	162	61	12	2	1	1		
Wed 13 Mar	772	39	33	6	0	0	3	8	35	206	284	151	64	14	4	3	0		
5-day Av.	807	39	33	6	0	0	1	6	30	206	299	176	64	20	3	1	1		
7-day Av.	725	39	33	6	0	0	1	6	24	177	267	163	61	20	4	1	1		
Site No. A3977																	Grid Ref. 610265,265357		
OLD STATION ROAD - MENDLESHAM																			
Speed Report (Speed Limit 30 Mph)																	Week Begin: 07 March 2019		
																	Channel: Northbound		
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60		
Thu 7 Mar	851	36	31	6	0	0	3	11	66	317	291	117	33	8	5	0	0		
Fri 8 Mar	930	36	30	6	0	3	16	31	81	343	295	114	38	5	3	1	0		
Sat 9 Mar	686	38	32	6	0	0	0	7	41	220	243	121	34	17	0	3	0		
Sun 10 Mar	428	39	33	6	0	1	0	3	17	133	144	81	36	9	2	2	0		
Mon 11 Mar	868	36	31	6	1	4	8	13	80	314	288	98	48	11	3	0	0		
Tue 12 Mar	843	36	29	6	0	4	10	34	109	334	212	92	36	8	3	1	0		
Wed 13 Mar	850	36	30	6	0	2	6	20	106	331	233	106	32	8	4	2	0		
5-day Av.	868	36	30	6	0	3	9	22	88	328	264	105	38	8	4	1	0		
7-day Av.	779	37	31	6	0	2	6	17	71	285	244	104	37	9	3	1	0		


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Site No. A3977																	Grid Ref. 610265,265357		
OLD STATION ROAD - MENDLESHAM																			
Speed Report (Speed Limit 30 Mph)																	Week Begin: 14 March 2019		
																	Channel: Southbound		
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60		
Thu 14 Mar	800	39	33	6	0	1	0	2	30	207	315	155	72	12	4	2	0		
Fri 15 Mar	835	39	33	6	0	1	3	3	32	209	309	186	61	22	8	1	0		
Sat 16 Mar	575	40	34	7	0	2	3	3	30	125	186	146	54	18	4	4	0		
Sun 17 Mar	473	40	34	7	1	2	0	1	13	109	156	116	43	24	6	1	1		
Mon 18 Mar	816	39	33	6	0	0	2	8	30	236	293	169	58	14	4	1	1		
Tue 19 Mar	805	39	32	6	0	0	5	2	43	234	279	170	51	15	4	2	0		
Wed 20 Mar	797	39	33	6	0	2	2	6	38	216	295	167	47	20	4	0	0		
5-day Av.	811	39	33	6	0	1	2	5	33	215	299	169	62	17	5	1	0		
7-day Av.	729	39	33	6	0	1	2	4	29	187	263	158	58	18	5	2	0		
Site No. A3977																	Grid Ref. 610265,265357		
OLD STATION ROAD - MENDLESHAM																			
Speed Report (Speed Limit 30 Mph)																	Week Begin: 14 March 2019		
																	Channel: Northbound		
	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60		
Thu 14 Mar	886	36	30	6	1	2	6	16	76	348	269	123	32	9	3	1	0		
Fri 15 Mar	926	36	30	6	0	5	8	35	105	337	274	121	27	10	2	2	0		
Sat 16 Mar	587	38	32	6	0	1	1	5	37	199	185	110	33	9	7	0	0		
Sun 17 Mar	505	39	33	6	0	0	1	5	18	148	184	97	39	10	2	1	0		
Mon 18 Mar	887	37	31	6	2	6	6	11	61	329	290	137	37	6	1	1	0		
Tue 19 Mar	860	36	30	7	3	3	12	26	101	334	232	105	30	11	1	0	2		
Wed 20 Mar	841	36	30	6	0	2	5	20	98	338	232	97	37	8	4	0	0		
5-day Av.	880	36	30	6	1	4	8	23	92	335	257	112	34	9	3	1	0		
7-day Av.	785	37	31	6	1	3	6	18	73	289	237	110	34	9	3	1	0		

3.4 Old Station Road (adjacent to Stackyard site) - vehicle classifications

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Site No. A3977											Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM											Week Begin: 07 March 2019					
Classification Report (FHWA 13)											Channel: Southbound					
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	794	6	618	133	5	26	3	0	0	2	1	0	0	0		
Fri 8 Mar	846	8	679	126	7	22	1	3	0	0	0	0	0	0		
Sat 9 Mar	632	3	515	89	8	16	0	0	1	0	0	0	0	0		
Sun 10 Mar	409	4	353	52	0	0	0	0	0	0	0	0	0	0		
Mon 11 Mar	811	9	615	146	8	24	2	2	1	1	3	0	0	0		
Tue 12 Mar	812	3	621	140	6	34	1	1	0	3	3	0	0	0		
Wed 13 Mar	772	4	622	111	10	24	0	0	0	1	0	0	0	0		
5-day Av.	807	6	631	131	7	26	1	1	0	1	1	0	0	0		
7-day Av.	725	5	575	114	6	21	1	1	0	1	1	0	0	0		

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Site No. A3977											Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM											Week Begin: 07 March 2019					
Classification Report (FHWA 13)											Channel: Northbound					
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 7 Mar	851	5	634	171	4	33	1	2	0	1	0	0	0	0		
Fri 8 Mar	930	4	711	168	10	35	1	1	0	0	0	0	0	0		
Sat 9 Mar	686	8	535	119	10	14	0	0	0	0	0	0	0	0		
Sun 10 Mar	428	3	348	73	0	3	1	0	0	0	0	0	0	0		
Mon 11 Mar	868	12	629	172	6	43	1	2	0	2	1	0	0	0		
Tue 12 Mar	843	5	614	174	2	39	4	1	0	3	1	0	0	0		
Wed 13 Mar	850	4	640	159	9	33	0	3	0	2	0	0	0	0		
5-day Av.	868	6	645	169	6	37	1	2	0	2	0	0	0	0		
7-day Av.	779	6	587	148	6	29	1	1	0	1	0	0	0	0		

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Site No. A3977											Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM											Week Begin: 14 March 2019					
Classification Report (FHWA 13)											Channel: Southbound					
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	800	5	632	114	7	31	1	2	3	2	3	0	0	0		
Fri 15 Mar	835	7	648	144	5	25	0	1	2	2	1	0	0	0		
Sat 16 Mar	575	3	480	79	4	8	0	0	0	1	0	0	0	0		
Sun 17 Mar	473	2	398	68	0	4	0	0	0	1	0	0	0	0		
Mon 18 Mar	816	7	629	139	7	25	4	0	4	1	0	0	0	0		
Tue 19 Mar	805	8	638	120	5	28	2	1	0	2	1	0	0	0		
Wed 20 Mar	797	1	622	131	9	30	2	0	0	2	0	0	0	0		
5-day Av.	811	6	631	130	7	28	1	1	2	2	2	0	0	0		
7-day Av.	729	5	576	114	5	22	1	1	1	2	1	0	0	0		

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Site No. A3977											Grid Ref. 610265,265357					
OLD STATION ROAD - MENDLESHAM											Week Begin: 14 March 2019					
Classification Report (FHWA 13)											Channel: Northbound					
	Total Volume	Bin 1 Mb	Bin 2 Cr/Cr+Tr	Bin 3 Van	Bin 4 Bus	Bin 5 2AxSng	Bin 6 3AxSng	Bin 7 4AxSng	Bin 8 <=4AxDb	Bin 9 5AxDbI	Bin 10 >=6AxDb	Bin 11 5AxMulti	Bin 12 6AxMulti	Bin 13 >=7AxMul		
Thu 14 Mar	886	8	660	164	9	36	0	2	1	5	1	0	0	0		
Fri 15 Mar	926	8	710	159	7	35	1	3	1	2	0	0	0	0		
Sat 16 Mar	587	8	461	97	5	13	1	1	0	1	0	0	0	0		
Sun 17 Mar	505	5	409	80	2	5	0	0	2	2	0	0	0	0		
Mon 18 Mar	887	9	656	177	5	36	2	0	0	1	1	0	0	0		
Tue 19 Mar	860	12	641	156	7	37	1	2	0	3	1	0	0	0		
Wed 20 Mar	841	4	650	146	0	38	1	0	0	2	0	0	0	0		
5-day Av.	880	8	657	163	6	37	1	2	0	3	1	0	0	0		
7-day Av.	785	7	594	142	5	29	1	1	1	2	0	0	0	0		

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