# The A14 Girton to Felixstowe Congestion Study

## Report of Study

20 May 2005

Highways Agency

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# 1. INTRODUCTION & BACKGROUND

## INTRODUCTION

1.1 Atkins has been commissioned by the Highways Agency (HA) to carry out a congestion study on the A14 from Girton to Felixstowe to identify potential Local Network Management Schemes (LNMS) which would reduce congestion on the A14 to the east of the M11.

1.2 A Route Management Strategy (RMS) was completed on the route in November 2000 identifying 'Making Best Use' improvements. No Multi-Modal Study (MMS) is currently planned on the route from east of the M11 to Felixstowe although MMS's are already in place for parts of the route at Cambridge (Cambridge to Huntingdon Multimodal Study) and Ipswich (London to Ipswich Multimodal Study).

## AREA OF INTEREST

1.3 The A14 Congestion Study extends along the existing A14 between Girton Interchange (M11 Jn 14) and Felixstowe Docks, linking Cambridge, Newmarket, Bury St. Edmunds, Stowmarket, Ipswich and Felixstowe. Figure 1.1 below shows the section of the A14 under review.

**Figure 1.1 – Study Route**

### SCOPE OF THIS REPORT

1.4 In order to achieve the project aims, this study will:

- Collate all available data
- Prepare route performance indicators for discrete sections of the route, based on theoretical capacities (TD46/97) and observed conditions: Current 2004, 2009 and 2014
- Review current, planned congestion schemes (Non TPI)
- Assess the requirement to undertake traffic surveys
- Identify congested locations
- Identify and economically justify congestion schemes costing less than £5m; and
- Report on the assessment and findings.

### STUDY METHODOLOGY

1.5 A principal of the study methodology has been to focus on identified congestion problems and issues affecting the A14, as determined from local knowledge and consultation with informed sources. The methodology for the study has been to:

- Gather existing data sets;
- Understand the performance of the A14;
- Consult informed sources to identify the locations with problems and issues;
- Determine locations where problems could be addressed;
- Identify gaps in data, and undertake additional surveys as necessary; and
- Propose and justify solutions.

### JUNCTION REFERENCING SYSTEM

1.6 Table 1.1 shows the junction referencing system adopted for the A14 within the study area.

**Table 1.1 – Junction Referencing System**

| Junc No | Junction Name | Junction With | OSGR | |
|---|---|---|---|---|
| | | | Easting | Northing |
| 31 | Girton Interchange | M11 | 541500 | 261200 |
| 32 | Histon Interchange | B1049 | 544400 | 261800 |
| 33 | Milton Interchange | A10 | 546980 | 262200 |
| 34 | Fen Ditton Interchange | B1047 | 548990 | 261300 |
| 35 | Stow Cum Quy Interchange | A1303 | 551500 | 259700 |
| 36 | Nine Mile Hill Interchange | A11/A1303 | 558000 | 260200 |
| 37 | Exning Interchange | A142 | 563400 | 266000 |
| 38 | Newmarket Waterhall Interchange | A11/A1304 | 567100 | 266600 |
| 39 | Kentford Interchange | B1506 | 572300 | 266700 |
| 40 | Higham Interchange | | 575000 | 266200 |
| 41 | Risby Interchange | | 578000 | 266100 |
| 42 | Westley Interchange | B1106/A1302 | 582600 | 265400 |
| 43 | Bury St Edmunds St Saviours Interchange | A134 | 585700 | 265300 |
| 44 | Bury St Edmunds Moreton Hall Interchange | A134 | 586700 | 263700 |
| 46 | Beyton Interchange | | 593200 | 263800 |
| 47 | Woolpit Interchange | A1088 | 597700 | 263100 |
| 47A | Elmswell Junction | | 598400 | 262600 |
| 48 | Quarries Cross Junction | | 602200 | 261800 |
| 49 | Stowmarket North Interchange | A1308 | 604200 | 259800 |
| 50 | Stowmarket Cedars Interchange | A1120 | 606800 | 258500 |
| 51 | Beacon Hill Interchange | A140 | 610900 | 254300 |
| 52 | Claydon Interchange | B1113 | 612900 | 249600 |
| 53 | Ipswich White House Interchange | A1156 | 613400 | 247800 |
| 54 | Sproughton Interchange | | 613150 | 245100 |
| 55 | Copdock Interchange | A12 | 612600 | 242050 |
| 56 | Wherstead Interchange | A137 | 615400 | 240850 |
| 57 | Nacton Interchange | A1189 | 620200 | 241200 |
| 58 | Levington Seven Hills Interchange | A12/A1156 | 623400 | 241400 |
| 59 | Trimley Interchange | | 627900 | 237700 |
| 60 | Felixstowe Dockspur Roundabout | A154 | 628950 | 236400 |
| 61 | Port of Felixstowe | A154 | 628300 | 234900 |
| 62 | Felixstowe Dock Gate | A154 | 628700 | 233850 |

1.7 Links between successive junctions are identified within this report using the junction referencing system with the lower number referred to first such that, for example, the link between junction 58 and 59 is simply referred to as link 5859.

## BACKGROUND

### Function of Route

1.8 The A14 forms a strategic east-west link from the M1/M6 Motorway junction in the South Midlands and passes through the central and eastern part of England to Felixstowe in Suffolk. It connects with the A12 London to Ipswich Trunk Road at the Copdock Interchange, and also forms part of the Trans-European Road Network (TEN).

1.9 The management of the A14 was considered as part of the A14 Route Management Strategy (RMS) which was published in February 2001. The key objectives of the A14 RMS which relate to congestion are:

- To improve safety for all travellers, in particular to improve the safe operation of junctions;
- To contribute to an efficient economy and to support sustainable economic growth in appropriate locations, in particular to minimise congestion especially that caused by slow moving HGVs and commuter traffic;
- To promote accessibility to everyday facilities for all, especially those without a car;
- To promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system; and
- To protect and enhance the built and natural environment.

1.10 The A14 serves several functions:

- Strategic Route – linking the ports, towns and cities along the route to the rest of the country;
- Holiday Route – acting as an access to holiday destinations within the area;
- Regional Function – linking the major settlements along the route; and
- Local Function – providing the only means of access to some communities along the route.

### Description of the Route

1.11 The section of the A14 being studied is 115km in length and connects with other major and local roads along its route, primarily by way of grade separated junctions. It is of dual two lane standard throughout its length except between its junctions with the A11 (Jn 36 to Jn 38) when it is of dual three lane standard.

1.12 In total, there are 32 junctions within the study area, with the distance between successive junctions being a maximum of 8.4km.

### Previous Major Road Improvements

1.13 Table 1.2 below contains a list of opening dates and major improvements to the A14, mainly bypasses, since the 1960's.

**Table 1.2 – A14 Major Improvements and Opening Dates**

| Link | Scheme | Date |
|---|---|---|
| 3334 | Major maintenance between A10 Milton Int and Fen Ditton Int | 1999 / 2000 |
| 5861 | Plane and inlay between Kirton Int and Levington | Mid 90's |
| 4950 | Eastbd had major maintenance with metre strips being added | Early 90's |
| 5861 | Jn 61 to Levington reconstructed westbd across the C375 Jn | Late 80's / early 90s |
| 5255 | Copdock Mill Int (A12 South) to Claydon Int (B1113) | 1986 |
| 5558 | Orwell Bridge to Copdock Mill Interchange (A12 South) | 1982 |
| 5859 | Levington to Levington Seven Hills Interchange | 1982 |
| 3942 | Westley Interchange to B1506 Kentford Interchange | Late 70's |
| 4952 | B1113 Claydon Int to Stowmarket (North) Junction | 1975 |
| 4244 | Bury St Edmunds Bypass - Moreton Hall Int to Westley Int | 1972-74 |
| 5861 | Levington to Port of Felixstowe | Early 1970's |
| 3839 | B1506 Kentford Int to A11 Water Hall Int | Early 1970's |
| 3538 | A11 Water Hall Int to A1305 Stow-Cum-Quy Int | Early 1970's |
| 4950 | Stowmarket (North) Junction to Haughley New Street | Late 60's / early 70s |
| 4446 | Rougham Nurseries to Moreton Hall Int (Westbound) | Late 60's |

### CONTENT OF REPORT

1.14 The remainder of the report is arranged into six chapters and is supported by a number of appendices:

- Chapter 2 provides a summary of **existing datasets** that were available to the study, including manual and automatic turning counts;
- Chapter 3 analyses the **performance** of the A14 in terms of congestion and accident rates. The chapter also examines forecast traffic growth and its likely affect on link capacity;
- Chapter 4 reports on the Consultation and, based on this undertakes a **congestion analysis** along the A14, identifying with existing future issues;
- Chapter 5 assess junctions with **existing problems**;
- Chapter 6 examines junctions with likely **future problems**; and
- Chapter 7 **concludes**.

# 2. TRAFFIC DATA

### INTRODUCTION

2.1 Traffic data has been collected from existing sources, and where necessary by additional surveys, to establish patterns of demand for travel on the A14, including for private vehicles and heavy goods vehicles (HGV).

### EXISTING DATA SOURCES

2.2 It has been the intention of the study to make best use of existing transport related data, where possible. On this basis, a number of sources from which data was available have been identified. This chapter provides a brief summary of these datasets, which comprise:

- Automatic Traffic Count (ATC) data as held by the HA for 8 sites on the A14
- Manual Classified Count (MCC) data gathered along the A14 trunk road as part of the Department for Transport's (DfT) national link census programme; and
- Classified Turning Count Data

#### Automatic Traffic Count (ATC) Data

2.3 The HA maintains a network of ATC sites across the country of which a number have been identified within the study area. The data collected from the ATC sites is processed and maintained on their Traffic Flow Database System (TRADS). ATC data was obtained from the TRADS database for the eight sites along the A14 east of the M11:

- Girton;
- Milton;
- Bottisham;
- Risby;
- Tothill, Stowmarket;
- Baylham;
- Ipswich West; and
- Ipswich South.

2.4 These ATC sites are shown in Table 2.1 below, together with a summary of basic traffic flow data as recorded during May 2004. The full data can be found in Appendix A. The ATC data has allowed 12 hour AAWT to 24 hour AADT conversion factors to be determined, which have been applied to subsequent manual classified counts.

**Table 2.1 – Summary of Highways Agency A14 ATC Data (2004)**

| Link | TRADS Ref | Location | 24hr AADT | 12hr AAWT |
|---|---|---|---|---|
| 3132 | 6-9239 & 6-9240 | Girton | 61,208 | 53,994 |
| 3334 | 6-9237 & 6-9238 | Milton | 58,198 | 51,872 |
| 3536 | 6-9255 & 6-9256 | Bottisham | 39,913 | 33,692 |
| 4041 | 6-9918 & 6-9917 | Risby | 43,069 | 38,122 |
| 4849 | 6-9919 | Tothill, Stowmarket | 39,954 | 34,126 |
| 5152 | 6-9921 & 6-9922 | Baylham | 50,150 | 43,998 |
| 5354 | 6-9923 & 6-9924 | Ipswich West | 47,788 | 42,475 |
| 5657 | 6-9925 & 6-9926 | Ipswich South | 55,920 | 49,492 |

AADT – the average of the Monday to Sunday flows
AAWT – the average of the Monday to Thursday flows.
Source: TRADS website

### Manual Classified Count (MCC) Data

2.5 The DfT collect 12-hour manual classified traffic flow data on a three-year rotational programme for key major links within Great Britain. This link census data has been obtained for those sites along the A14 corridor east of the M11. This data was collected over the 12 hour period between 7.00am and 7.00pm and classified by direction and vehicle category, in hourly intervals.

2.6 Tables 2.2 and 2.3 summarise the monitoring data received from the DfT for the years 2002 and 2003 respectively, showing 12 hour flows for all vehicles and the percentage of HGVs. The full data can be found in Appendix B.

**Table 2.2 – DfT Monitoring Counts (2002)**

| Link No | DfT Ref | Location | 12hr AAWT | %HGV |
|---|---|---|---|---|
| 3233 | 16454 | Histon Int | 53,464 | 13 |
| 3334 | 77143 | Milton Int | 45,909 | 10 |
| 3435 | 46492 | Fen Ditton Int | 41,090 | 12 |
| 3536 | 58073 | Stow Cum Quy Int | 30,098 | 18 |
| 3637 | 99354 | Nine Mile Hill Int | 48,329 | 15 |
| 3738 | 99353 | Exning Int | 58,277 | 13 |
| 3839 | 36492 | Newmarket Waterhall Int | 28,711 | 17 |
| 4041 | 46494 | Higham Int | 35,358 | 13 |
| 4243 | 26486 | Westley Int | 34,503 | 15 |
| 4446 | 36493 | Bury St Edmunds Moreton Hall Int | 33,576 | 12 |
| 47A48 | 56495 | Elmswell Junction | 29,834 | 15 |
| 4950 | 56423 | Stowmarket North Int | 28,441 | 16 |
| 5051 | 56429 | Stowmarket Cedars Int | 32,066 | 16 |
| 5152 | 6481 | Beacon Hill Int | 37,835 | 14 |
| 5455 | 57640 | Sproughton Int | 37,476 | 12 |
| 5657 | 38454 | Wherstead Int | 39,947 | 13 |
| 5758 | 17942 | Nacton Int | 37,540 | 13 |

**Table 2.3 – DfT Monitoring Counts (2003)**

| Link No | DfT Ref | Location | 12hr | |
|---|---|---|---|---|
| | | | AAWT | %HGV |
| 3132 | 46491 | Histon Int | 49,461 | 12 |
| 3334 | 77143 | Milton Int | 51,058 | 11 |
| 3536 | 58073 | Stow Cum Quy Int | 30,755 | 16 |
| 3637 | 99354 | Nine Mile Hall Int | 50,846 | 15 |
| 3738 | 99353 | Exning Int | 60,494 | 14 |
| 3839 | 36492 | Newmarket Waterhall Int | 26,789 | 17 |
| 4041 | 46494 | Higham Int | 36,895 | 13 |
| 4344 | 6480 | Bury St Edmunds St Saviours Int | 38,746 | 13 |
| 4446 | 36493 | Bury St Edmunds Moreton Hall Int | 33,601 | 14 |
| 47A48 | 56495 | Elmswell Junction | 31,337 | 15 |
| 5051 | 56429 | Stowmarket Cedars Int | 30,455 | 16 |
| 5152 | 6481 | Beacon Hill Int | 42,106 | 13 |
| 5253 | 18222 | Claydon Int | 51,658 | 12 |
| 5455 | 57640 | Sproughton Int | 41,282 | 15 |
| 5556 | 56577 | Copdock Int | 44,957 | 13 |
| 5657 | 38454 | Wherstead Int | 45,724 | 10 |

### Classified Turning Counts

2.7 Classified turning counts were available for a number of junctions including Girton Interchange (J31), Histon Interchange (J32), Milton Interchange (J33) and Fen Ditton Interchange (J34) as part of the Ellington to Fen Ditton TPI schemes. In addition, a classified turning count was also available for Copdock Interchange (J55).

## NEW DATA – JUNCTION TRAFFIC COUNTS AND QUEUE LENGTH SURVEYS

2.8 Additional traffic surveys were undertaken at three junctions along the A14 in order to supplement the historic data. The data collected can be found in Appendix C. The surveys, which included manual classified traffic counts were undertaken during the AM peak (8am – 9am) and PM peak (5pm – 6pm). The junction traffic counts were periods segmented into 15 minute intervals and the queue length surveys segmented into 5 minute intervals.

2.9 The locations of the surveys undertaken are indicated in Table 2.4

**Table 2.4 – Location and Dates of New Traffic Data**

| Junction Number | Junction Name | Survey Date |
|---|---|---|
| 43 | St Saviours Interchange (A14 / A134) | 1st February 2005 |
| 44 | Moreton Hall Interchange | 2nd February 2005 |
| 53 | White House Interchange (A14 / A1156) | 3rd February 2005 |

# 3. PERFORMANCE OF THE A14

## TRAFFIC FLOW

3.1 Table 3.1 shows the typical peak hour, 12-hour and 24-hour Annual Average Daily Traffic (AADT) flows along the route. The AADT flow has also been compared with the Congestion Reference Flow (CRF). The Congestion Reference Flow of a link is a standard measure and is an estimate of the Annual Average Daily Traffic (AADT) at which the carriageway is likely to be 'congested' in the peak periods on an average day, where congestion is defined as the situation when the hourly traffic demand exceeds the maximum sustainable hourly throughput of the link. At this point, the effect on traffic is likely to be one or more of the following:

- Flows break down with speeds varying considerably;
- Average speed drops significantly;
- Sustainable throughput is reduced and queues are likely to form.

3.2 It should be noted that the CRF is a measure of the performance of the road link between junctions, and that the effect of junctions are considered separately. Link stress is defined as the ratio of AADT to CRF and is therefore a measure of the ratio of flow to capacity.

3.3 The main feature of the table is the variation in traffic flow along the route from just over 19,000 to over 70,000 vehicles per day (AADT), with a build up of traffic towards Cambridge, Bury St. Edmunds and Ipswich exhibited.

**Table 3.1 – Flows on A14**

| Ref | Section | AM Peak | | PM Peak | | 12-Hour | | AADT | CRF | Stress |
|---|---|---|---|---|---|---|---|---|---|---|
| | | East Bound | West Bound | East Bound | West Bound | East Bound | West Bound | | | |
| Jn31 to Jn32 | Girton to Histon | 2,834 | 2,623 | 2,657 | 2,747 | 25,385 | 25,757 | 61,208 | 68,182 | 0.90 |
| Jn32 to Jn33 | Histon to Milton | 2,917 | 2,970 | 2,582 | 3,130 | 26,354 | 27,110 | 67,775 | 73,682 | 0.92 |
| Jn33 to Jn34 | Milton to Fen Ditton | 1,935 | 3,027 | 2,827 | 2,785 | 23,450 | 25,801 | 58,198 | 66,822 | 0.87 |
| Jn34 to Jn35 | Fen Ditton to Stow Cum Quy | 2,503 | 2,982 | 2,643 | 1,971 | 21,229 | 19,861 | 54,490 | 60,154 | 0.91 |
| Jn35 to Jn36 | Stow Cum Quy to Nine Mile Hill | 1,024 | 2,200 | 1,523 | 1,421 | 13,660 | 17,307 | 39,913 | 87,721 | 0.46 |
| Jn36 to Jn37 | Nine Mile Hill to Exning | 2,139 | 3,620 | 2,623 | 2,019 | 24,265 | 25,323 | 59,355 | 86,461 | 0.69 |
| Jn37 to Jn38 | Exning to Newmarket Waterhall | 2,101 | 3,024 | 3,439 | 2,465 | 31,026 | 28,360 | 70,617 | 119,895 | 0.59 |
| Jn38 to Jn39 | Newmarket Waterhall to Kentford | 1,112 | 1,822 | 1,845 | 1,159 | 13,358 | 14,392 | 31,272 | 58,434 | 0.54 |
| Jn39 to Jn40 | Kentford to Higham | | | | | 15,833 | 16,115 | 37,480 | 63,156 | 0.59 |
| Jn40 to Jn41 | Higham to Risby | 1,849 | 2,188 | 2,389 | 1,644 | 18,803 | 17,708 | 43,069 | 66,421 | 0.65 |
| Jn41 to Jn42 | Risby to Westley | | | | | | | | | |
| Jn42 to Jn43 | Westley to Bury St Eds St Saviours | 1,614 | 2,451 | 2,264 | 1,590 | 17,026 | 17,477 | 42,028 | 59,498 | 0.71 |
| Jn43 to Jn44 | Bury St Eds St Saviours to Bury St Eds Moreton Hall | 1,597 | 2,458 | 2,659 | 1,512 | 20,064 | 18,682 | 45,230 | 65,783 | 0.69 |
| Jn44 to Jn46 | Bury St Eds Moreton Hall to Beyton | 1,295 | 2,608 | 2,516 | 1,376 | 16,602 | 16,987 | 40,020 | 50,480 | 0.79 |
| Jn46 to Jn47 | Beyton to Woolpit | | | | | | | | | |
| Jn47 to Jn48 | Woolpit to Quarries Cross Junction | 1,543 | 1,935 | 1,992 | 1,480 | 15,475 | 15,111 | 37,324 | 66,275 | 0.56 |
| Jn48 to Jn49 | Quarries Cross Junction to Stowmarket North | 1,702 | | 1,813 | | 16,490 | | 39,954 | 79,867 | 0.50 |
| Jn49 to Jn50 | Stowmarket North to Stowmarket Cedars | 1,548 | 1,513 | 1,691 | 1,382 | 14,164 | 14,277 | 37,358 | 72,184 | 0.52 |
| Jn50 to Jn51 | Stowmarket Cedars to Beacon Hill | 1,987 | 1,605 | 1,792 | 1,737 | 15,991 | 15,270 | 36,273 | 66,868 | 0.54 |
| Jn51 to Jn52 | Beacon Hill to Claydon | 2,740 | 2,080 | 2,307 | 1,971 | 21,362 | 19,799 | 50,150 | 70,142 | 0.71 |
| Jn52 to Jn53 | Claydon to Ipswich White House | 2,907 | 2,260 | 2,773 | 2,882 | 26,021 | 25,637 | 61,527 | 76,315 | 0.81 |
| Jn53 to Jn54 | Ipswich White House to Sproughton | 2,485 | 2,007 | 2,479 | 2,260 | 21,725 | 19,857 | 47,787 | 66,528 | 0.72 |
| Jn54 to Jn55 | Sproughton to Copdock | 2,735 | 2,101 | 2,453 | 2,396 | 19,987 | 19,393 | 49,169 | 63,797 | 0.77 |
| Jn55 to Jn56 | Copdock to Wherstead | 2,891 | 2,278 | 2,627 | 2,645 | 23,058 | 21,899 | 54,982 | 69,051 | 0.80 |
| Jn56 to Jn57 | Wherstead to Nacton | 2,746 | 2,412 | 2,593 | 2,975 | 22,800 | 21,976 | 55,920 | 67,665 | 0.83 |
| Jn57 to Jn58 | Nacton to Levington Seven Hills | 2,177 | 1,868 | 2,212 | 1,993 | 19,698 | 17,842 | 52,551 | 74,441 | 0.71 |
| Jn58 to Jn59 | Levington Seven Hills to Trimley | | | | | 13,042 | 12,018 | 29,400 | 69,569 | 0.42 |
| Jn59 to Jn60 | Trimley to Felixstowe Dockspur | 1,498 | 1,656 | 1,584 | 1,706 | 14,372 | 14,905 | 35,102 | 76,094 | 0.46 |
| Jn60 to Jn61 | Felixstowe Dockspur to Port of Felixstowe | | | | | 8,315 | 8,018 | 19,161 | 54,523 | 0.35 |
| Jn61 to Jn62 | Port of Felixstowe to Felixstowe Dock Gate | | | | | | | | | |

*Notes: (1) Congestion Reference Flows are calculated in accordance with TA 46/97 (2) Blank boxes indicate where no data was obtainable.*

### Link Congestion

3.4 Link 'Stress' may be expressed as the ratio of the AADT to the CRF and when this ratio exceeds unity (1.0) the section may be defined as being under stress. Table 3.1 shows no sections of the A14 between Girton and Felixstowe currently under stress although some sections are close to this situation, particularly around Cambridge.

3.5 Traffic can be observed at a standstill along certain sections of the A14 during critical peak periods for no apparent reason, despite stress levels being less than 1.0. This indicates that in general the existing pockets of congestion along the route are not caused by a lack of link capacity but due to other factors.

3.6 Methods to relieve congestion should therefore concentrate on other solutions, such as improving junction capacity rather than increasing link capacity.

### Other Congestion Factors

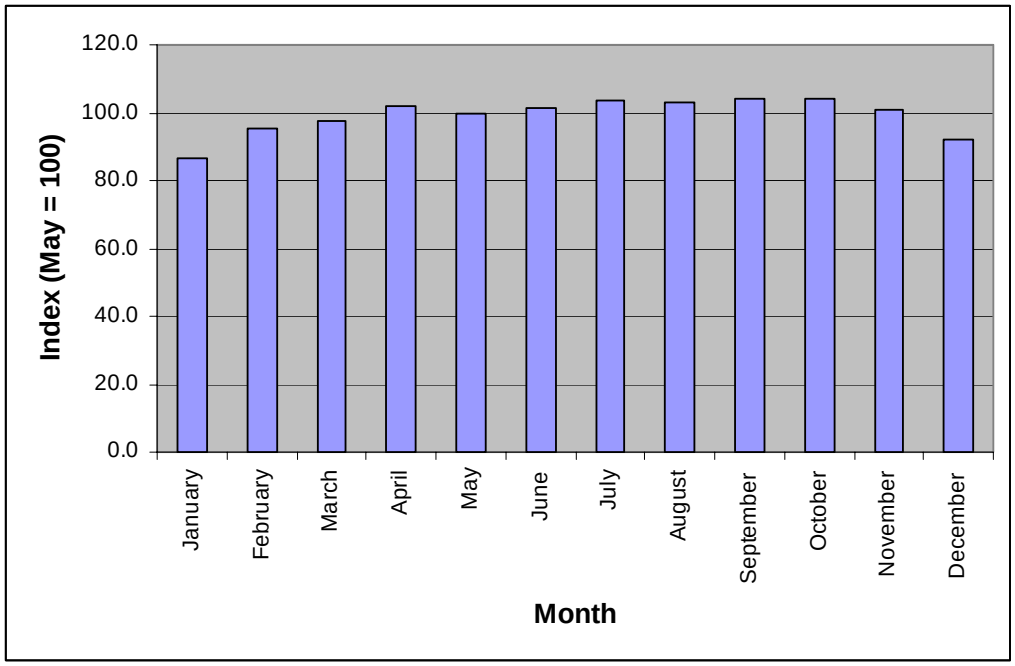
3.7 The factors that cause traffic congestion and queuing along the A14 are primarily considered to be junction related caused by, for example:

- Traffic queuing back on to the A14 mainline carriageway when key junctions reach capacity;
- Traffic diverging off the main line into a single lane on approach to the diverge, leading to the approach lane reaching critical capacity.

#### VARIATION IN TRAFFIC FLOWS

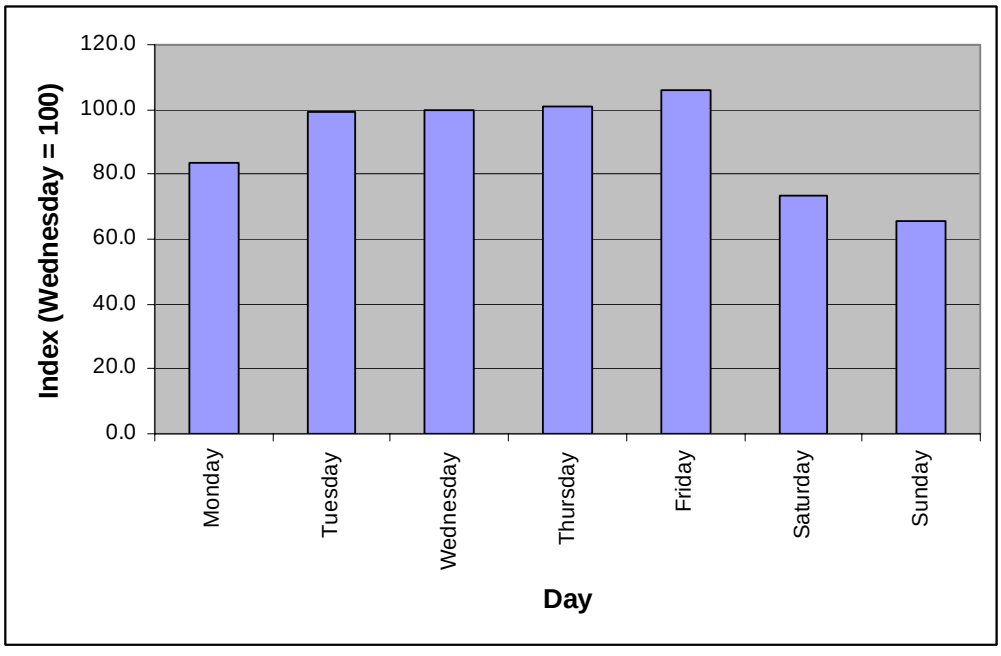
3.8 Figures 3.1 and 3.2 illustrate the seasonal and daily variation along the A14. They have been calculated from continuously recorded ATC data obtained from various sections of the A14 (see note 2) for 2003. The May flow is taken as the base index of 100 for the seasonal variation and the Wednesday flow taken as the base index of 100 for the weekly profiles.

**Figure 3.1 – Monthly Variation in Traffic Flow on A14**




*Notes: (1) Data taken from TRADS website.*
*(2) Data is average 12-hour AADT for May 2003 for links 3132, 3334, 3536, 4041, 4849 (Eastbound only), 5152, 5354, 5657, 5960.*

**Figure 3.2 – Daily Variation in Traffic Flow on the A14**




*Notes: (1) Data taken from TRADS website.*
*(2) Data is average 12-hour AADT for May 2004 for links 3132, 3334, 3536, 4041, 4849 (Eastbound only), 5152, 5354, 5657, 5960.*

### Monthly Variation

3.9 Figure 3.1 indicates a slight increase in traffic along the A14 from January to April. From April to October the flow remains fairly constant, but falls slightly over November and December.

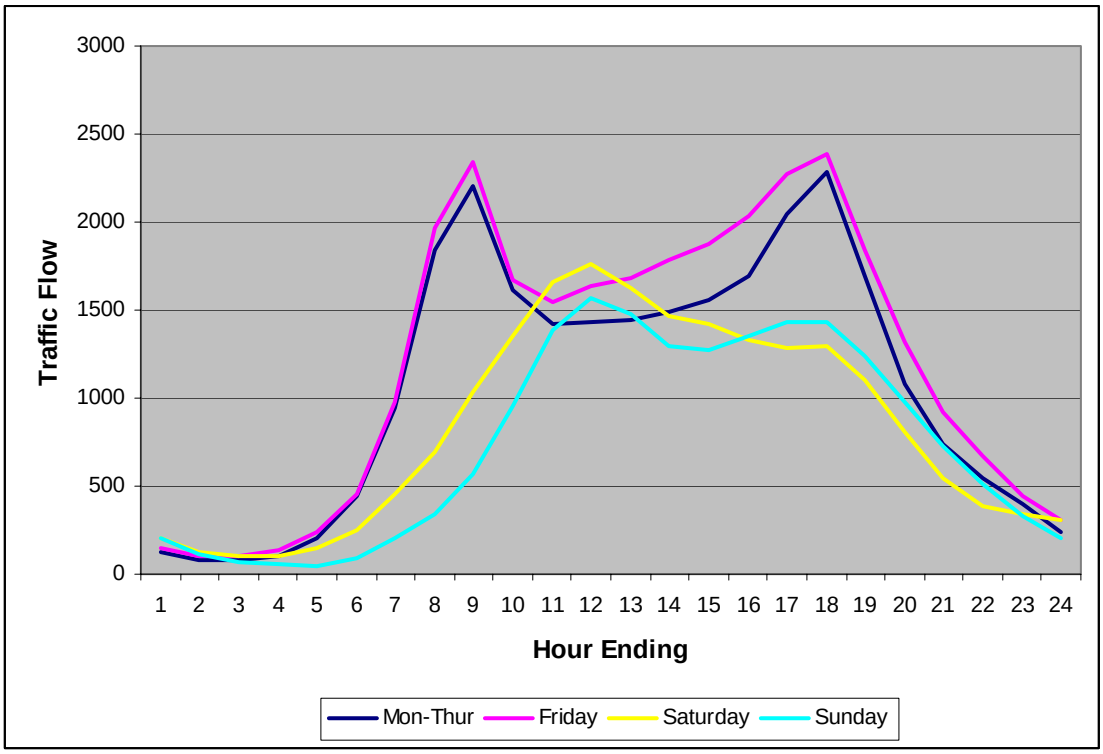
### Daily Variation

3.10 Traffic flows on the A14 also vary throughout the week as shown in Figure 3.2, with a pronounced peak exhibited on an average Friday, some 10% higher than the average flows between Monday and Thursday. Weekend traffic flows are considerably lower than flows during the week.

### Hourly Variation

3.11 Figure 3.3 illustrates the hourly variation in traffic flow along the A14 for typical mid-week days, Fridays, Saturdays and Sundays during May 2004. The figures were derived from continuously recorded two-way ATC flow data from various sections of the A14 (see note 2).

**Figure 3.3 – Hourly Variation in Traffic Flow on the A14**




*Notes: (1) Data taken from TRADS website.*
*(2) Data is average 12-hour AADT for May 2004 for links 3132, 3334, 3536, 4041, 4849 (Eastbound only), 5152, 5354, 5657, 5960.*

3.12 Figure 3.3 shows that, on a typical weekday (both mid-week and Friday), traffic flows start to build at a fairly constant rate until the morning peak (hour ending 9.00am). The flows then decline until midday, from which point the traffic rises gradually until the evening peak at the hour ending 6.00pm. At that point, traffic flow decays at a fairly uniform rate until midnight.

3.13 On Saturdays and Sundays, flows peak during the hour ending 12.00. As with the weekday flows, the Sunday flow reduces slightly and increases again until an evening peak, before then decaying at a fairly uniform rate to midnight. The Saturday flow declines gradually until the hour ending 6.00pm before declining more rapidly until midnight. Apart from the noon peak, flows on Saturday and Sunday during the day are generally significantly lower than the mid-week and Friday flows.

### TRAFFIC FORECAST

3.14 Traffic is forecast to continue to grow along the A14 in line with eastern growth patterns, taking account of the above average development pressures in the region. With regard to the function of the road, it is considered that traffic forecasts should be based on NRTF97, but with the car element modified by the ratio of TEMPRO Policy (data set 1.5) forecasts for the Eastern Region to national (GB).

3.15 Table 3.2 below shows the forecast growth in traffic on the A14 from 2002 to 2015 by vehicle type, with 2004 as the base year.

**Table 3.2 – A14 Traffic Growth by Vehicle Types**

| Year | Index 2004 = 100 | | | | | |
|---|---|---|---|---|---|---|
| | Car | LGV | OGV1 | OGV2 | PSV | Total |
| 2002 | 0.962 | 0.956 | 0.985 | 0.951 | 0.987 | 0.961 |
| 2003 | 0.981 | 0.978 | 0.992 | 0.975 | 0.993 | 0.980 |
| 2004 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 2005 | 1.019 | 1.023 | 1.008 | 1.026 | 1.007 | 1.020 |
| 2006 | 1.038 | 1.046 | 1.015 | 1.052 | 1.014 | 1.039 |
| 2007 | 1.055 | 1.069 | 1.024 | 1.077 | 1.021 | 1.057 |
| 2008 | 1.071 | 1.092 | 1.032 | 1.104 | 1.028 | 1.076 |
| 2009 | 1.088 | 1.115 | 1.040 | 1.131 | 1.035 | 1.094 |
| 2010 | 1.105 | 1.140 | 1.048 | 1.158 | 1.042 | 1.112 |
| 2011 | 1.121 | 1.164 | 1.057 | 1.186 | 1.049 | 1.131 |
| 2012 | 1.138 | 1.191 | 1.066 | 1.216 | 1.057 | 1.150 |
| 2013 | 1.155 | 1.218 | 1.076 | 1.247 | 1.065 | 1.170 |
| 2014 | 1.173 | 1.246 | 1.086 | 1.278 | 1.074 | 1.190 |
| 2015 | 1.190 | 1.275 | 1.096 | 1.311 | 1.082 | 1.210 |

### FUTURE LINK CONGESTION

3.16 Table 3.3 predicts how CRF stress levels are likely to change over the next decade at each section of the A14, in line with forecast traffic growth. Stress levels of between 0.75 and 1 are highlighted in orange, whilst stress levels exceeding 1.0 are shown in red.

**Table 3.3 – CRF Values: 2004 to 2014**

| | | | Stress | | |
|---|---|---|---|---|---|
| Link No | AADT | CRF | 2004 | 2009 | 2014 |
| 3132 | 61,208 | 68,182 | 0.90 | 0.98 | 1.07 |
| 3233 | 67,775 | 73,682 | 0.92 | 1.01 | 1.09 |
| 3334 | 58,198 | 66,822 | 0.87 | 0.95 | 1.04 |
| 3435 | 54,490 | 60,154 | 0.91 | 0.99 | 1.08 |
| 3536 | 39,913 | 87,721 | 0.46 | 0.50 | 0.54 |
| 3637 | 59,355 | 86,461 | 0.69 | 0.75 | 0.82 |
| 3738 | 70,617 | 119,895 | 0.59 | 0.64 | 0.70 |
| 3839 | 31,272 | 58,434 | 0.54 | 0.59 | 0.64 |
| 3940 | 37,480 | 63,156 | 0.59 | 0.65 | 0.71 |
| 4041 | 43,069 | 66,421 | 0.65 | 0.71 | 0.77 |
| 4142 | | | | | |
| 4243 | 42,028 | 59,498 | 0.71 | 0.77 | 0.84 |
| 4344 | 45,230 | 65,783 | 0.69 | 0.75 | 0.82 |
| 4446 | 40,020 | 50,480 | 0.79 | 0.87 | 0.94 |
| 4647 | | | | | |
| 4748 | 37,324 | 66,275 | 0.56 | 0.62 | 0.67 |
| 4849 | 39,954 | 79,867 | 0.50 | 0.55 | 0.60 |
| 4950 | 37,358 | 72,184 | 0.52 | 0.57 | 0.62 |
| 5051 | 36,273 | 66,868 | 0.54 | 0.59 | 0.65 |
| 5152 | 50,150 | 70,142 | 0.71 | 0.78 | 0.85 |
| 5253 | 61,527 | 76,315 | 0.81 | 0.88 | 0.96 |
| 5354 | 47,787 | 66,528 | 0.72 | 0.79 | 0.85 |
| 5455 | 49,169 | 63,797 | 0.77 | 0.84 | 0.92 |
| 5556 | 54,982 | 69,051 | 0.80 | 0.87 | 0.95 |
| 5657 | 55,920 | 67,665 | 0.83 | 0.90 | 0.98 |
| 5758 | 52,551 | 74,441 | 0.71 | 0.77 | 0.84 |
| 5859 | 29,400 | 69,569 | 0.42 | 0.46 | 0.50 |
| 5960 | 35,102 | 76,094 | 0.46 | 0.50 | 0.55 |
| 6061 | 19,161 | 54,523 | 0.35 | 0.38 | 0.42 |
| 6162 | | | | | |

3.17 By 2009 the A14 between Histon Interchange and Milton Interchange is likely to have exceeded link capacity at certain times of the day, and by 2014, this is likely to include between Girton (J31) and Stow Cum Quy (J35) Interchanges. However, it is noted there is the Ellington to Fen Ditton TPI Scheme covering the A14 between Girton (J31) and Fen Ditton (J34) Interchanges that would lead to an increase in link capacity.

3.18 By 2014 several stretches of the A14, particularly around Bury St Edmunds and Ipswich, will be approaching capacity at certain times of the day.

### ACCIDENT ANALYSIS

3.19 Table 3.4 summarises the total number of Personal Injury Accidents, by severity along the studied length of the A14 for the last five years. The Severity Index is calculated as the sum of fatal and serious accidents divided by the total number of personal injury accidents.

**Table 3.4 – Accidents from 1999 to 2003 Summarised by Severity**

| | 1999 | 2000 | 2001 | 2002 | 2003 | Total |
|---|---|---|---|---|---|---|
| Fatal | 5 | 5 | 9 | 4 | 4 | 27 |
| Serious | 20 | 21 | 16 | 18 | 11 | 86 |
| Slight | 61 | 76 | 88 | 92 | 71 | 388 |
| **Total** | 86 | 102 | 113 | 114 | 86 | 501 |
| **Severity Index** | 0.29 | 0.25 | 0.22 | 0.19 | 0.17 | 0.23 |

3.20 Table 3.5 shows the numbers of personal injury accidents (PIA), section by section, over the five year period from 1999 to 2003, together with the accident rate in terms of PIA per million vehicle kilometres travelled. The observed accident rates for the A14 are then compared with the national average accident rates (as obtained from DMRB Vol 13.1, Pt 2, Ch 3, May 2004) for that type of road (modern two-lane and three-lane dual carriageways with hard-strips).

3.21 Table 3.5 shows that, with the exception of link 4849, the observed accident rate for the A14 is significantly lower than the national accident rate for modern two-lane and three-lane dual carriageways. However, it is noted that Link 4849 is scheduled to be improved as part of the Haughley Bends TPI scheme.

3.22 It has been concluded therefore, that at present, there is not a significant accident problem on the A14 between Girton and Felixstowe.

## Table 3.5 – Accidents from 1999 to 2003 Summarised by Section

| Ref | Section | Link Length (km) | 1999 | 2000 | 2001 | 2002 | 2003 | Total | PIA per MVkm | National Average PIA per MVkm | % Difference |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3132 | Girton to Histon | 2.9 | 3 | 5 | 5 | 5 | 9 | 27 | 0.042 | 0.089 | 48% |
| 3233 | Histon to Milton | 2.7 | 4 | 2 | 2 | 4 | 2 | 14 | 0.023 | 0.089 | 25% |
| 3334 | Milton to Fen Ditton | 1.5 | 1 | 3 | 5 | 0 | 0 | 9 | 0.028 | 0.089 | 32% |
| 3435 | Fen Ditton to Stow Cum Quy | 3.9 | 2 | 2 | 5 | 5 | 2 | 16 | 0.023 | 0.089 | 26% |
| 3536 | Stow Cum Quy to Nine Mile Hill | 6.5 | 3 | 6 | 8 | 8 | 2 | 27 | 0.031 | 0.089 | 34% |
| 3637 | Nine Mile Hill to Exning | 8.4 | 11 | 10 | 18 | 15 | 9 | 63 | 0.035 | 0.089 | 40% |
| 3738 | Exning to Newmarket Waterhall | 4.2 | 2 | 7 | 5 | 5 | 3 | 22 | 0.021 | 0.089 | 23% |
| 3839 | Newmarket Waterhall to Kentford | 5.3 | 6 | 3 | 4 | 6 | 3 | 22 | 0.034 | 0.089 | 39% |
| 3940 | Kentford to Higham | 3.2 | 2 | 1 | 2 | 1 | 1 | 7 | 0.016 | 0.089 | 18% |
| 4041 | Higham to Risby | 4.6 | 3 | 2 | 2 | 0 | 1 | 8 | 0.011 | 0.089 | 12% |
| 4142 | Risby to Westley | 2.5 | 1 | 1 | 2 | 2 | 0 | 6 | | 0.089 | |
| 4243 | Westley to St Saviours | 3.2 | 1 | 1 | 1 | 0 | 1 | 4 | 0.008 | 0.089 | 10% |
| 4344 | St Saviours to Moreton Hall | 2.1 | 0 | 3 | 3 | 3 | 1 | 10 | 0.029 | 0.089 | 32% |
| 4446 | Moreton Hall to Beyton | 6.3 | 11 | 15 | 14 | 11 | 14 | 65 | 0.072 | 0.089 | 81% |
| 4647 | Beyton to Woolpit | 5.3 | 3 | 4 | 3 | 4 | 1 | 15 | | 0.089 | |
| 4748 | Elmswell to Quarries Cross | 5.3 | 5 | 5 | 4 | 4 | 8 | 26 | 0.039 | 0.089 | 44% |
| 4849 | Quarries Cross to Stowmarket North | 2.7 | 10 | 3 | 4 | 6 | 3 | 26 | 0.130 | 0.089 | 146% |
| 4950 | Stowmarket North to Stowmarket Cedars | 3.1 | 0 | 1 | 1 | 0 | 2 | 4 | 0.011 | 0.089 | 12% |
| 5051 | Stowmarket Cedars to Beacon Hill | 6.1 | 3 | 1 | 6 | 4 | 2 | 16 | 0.020 | 0.089 | 22% |
| 5152 | Beacon Hill to Claydon | 5.2 | 2 | 3 | 4 | 5 | 5 | 19 | 0.021 | 0.089 | 23% |
| 5253 | Claydon to Ipswich White House | 2.1 | 2 | 1 | 0 | 0 | 1 | 4 | 0.009 | 0.089 | 10% |
| 5354 | Ipswich White House to Sproughton | 3.0 | 1 | 1 | 0 | 1 | 1 | 4 | 0.008 | 0.089 | 9% |
| 5455 | Sproughton to Copdock | 2.9 | 1 | 6 | 0 | 1 | 3 | 11 | 0.022 | 0.089 | 25% |
| 5556 | Copdock to Wherstead | 3.1 | 1 | 2 | 2 | 1 | 0 | 6 | 0.010 | 0.089 | 11% |
| 5657 | Wherstead to Nacton | 4.9 | 0 | 7 | 4 | 8 | 4 | 23 | 0.025 | 0.089 | 28% |
| 5758 | Nacton to Levington Seven Hills | 3.4 | 3 | 3 | 3 | 9 | 1 | 19 | 0.035 | 0.089 | 39% |
| 5859 | Levington Seven Hills to Trimley | 5.6 | 1 | 2 | 5 | 2 | 6 | 16 | 0.027 | 0.089 | 30% |
| 5960 | Trimley to Felixstowe Dockspur | 2.2 | 2 | 0 | 0 | 1 | 0 | 3 | 0.011 | 0.089 | 12% |
| 6061 | Felixstowe Dockspur to Port | 1.7 | 2 | 2 | 1 | 3 | 1 | 9 | 0.061 | 0.089 | 68% |
| 6162 | Port to Felixstowe Dock Gate | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | | 0.089 | |
| | Total | | 86 | 102 | 113 | 114 | 86 | 501 | | | |

# 4. CONGESTION ANALYSIS

## INTRODUCTION

4.1 In order to identify problems and issues along the A14, consultations have taken place with stakeholders including Area 6 personnel, the police and local authorities. The minutes and responses to the consultation can be found in Appendix D.

## CONGESTION ANALYSIS

4.2 From the consultations and traffic analysis that have taken place, it is clear that a number of junctions are operating poorly and subsequently cause congestion problems on sections of the A14. This chapter will identify those junctions.

4.3 The junctions have been sub-divided into two categories; those with **existing congestion problems** and those that it is considered will have **future congestion problems**. Thus, junctions with regular congestion that affects the A14 mainline are categorised as having existing problems, whilst those with present-day occasional congestion problems are categorised as likely to have future problems.

4.4 The purpose of this study is to propose solutions to existing congestion problems along the A14, recognising that it would be difficult to propose value for money solutions to problems that are not already existing. However, it should be noted that the frequency of congestion occurring at those locations with occasional congestion is likely to grow with forecasted increases in traffic flows, such that congestion could become an “every day” occurrence.

## CAUSES OF CONGESTION

4.5 Chapter 3 has shown that the A14 within the study area is not subject to link stress levels above 1.0. This suggests that A14 congestion is not caused by link capacity issues but by junction related problems. This hypothesis has been borne out from consultation with informed organisations.

4.6 The two principal causes of congestion on the A14 (which will be referred to as Type A and Type B within this report) and those which affect main line traffic approaching the affected junctions, have been determined as:

- Traffic queuing back on to the A14 mainline carriageway when key junctions reach capacity, causing congestion for mainline traffic as the effective available carriageway is reduced by one lane **(Type A)**
- Traffic diverging off the main line into a single lane on approach to the diverge, leading to this approach lane reaching critical capacity **(Type B).**

### Existing Problems

4.7 Several junctions on the A14 have been identified as being particularly susceptible to congestion and are known to cause existing problems on the A14 mainline. These junctions (with the form of congestion issue identified) are:

- Girton Interchange (J31) – westbound Type B;
- Milton Interchange (J33) – eastbound and westbound Type A;
- St Saviours Interchange (J43) – eastbound and westbound Type A;
- Moreton Hall Interchange (J44) – eastbound and westbound Type A;
- White House (J52) – eastbound Type A; and
- Copdock Interchange (J55) – eastbound Type A.

4.8 Congestion issues were separately identified on the Orwell Bridge Crossing, but as the CRF calculations have shown a satisfactory stress level, it would appear the link capacity issues are related to reduced lane capacities due to physical and other features.

### Future Problems

4.9 The following locations were identified as being where future congestion is likely to arise on the A14:

- Histon Interchange (J32) – eastbound and westbound Type A;
- Stow Cum Quy (J35) – eastbound and westbound Type A;
- Nine Mile Hill (J36) – westbound Type B; and
- Newmarket Waterhall (J38) – eastbound Type B

### Solutions

4.10 The solution for **Type A** congestion would be to either:

- Improve the overall junction capacity, or if this is not readily possible due to junction exit capacity issues then;
- Reallocate capacity from the side roads in favour of the A14 off slip, or if this is not possible then;
- Lengthen the A14-off deceleration lane to form an auxiliary lane to minimise the impact of queuing traffic on the A14 main-line traffic flow.

4.11 The solutions for the **Type B** congestion would be achieved through the introduction of a two lane diverge.

4.12 Solutions regarding Orwell Bridge will be identified later in this report.

# 5. EXISTING PROBLEMS

### JN 31 - GIRTON INTERCHANGE

#### Problem

5.1 Girton Interchange is a major interchange for westbound A14 traffic between the M11, the A428 and the A14 to the midlands. Unusually the A428 bound traffic remains on the mainline carriageway and all other traffic turns off. Severe queuing occurs at this Interchange, particularly during the Friday PM peak periods.

5.2 The queues form as the turning-off traffic enters Lane 1 (inside lane) ready to turn off and share the short single lane exit that then splits into two towards the M11 and A14-west. As the majority of westbound traffic is turning off at Jn 31, the link capacity of Lane 1 and the single lane exit is readily exceeded.

5.3 Table 5.1 below shows the stress level calculated for the single lane exit off the A14 westbound from the dual carriageway, and shows the single lane exit is significantly over capacity during both AM and PM peak periods.

**Table 5.1 – Stress Levels for Girton Interchange**

| Time | Junction Number | Junction Location | | AADT | CRF | Stress |
|---|---|---|---|---|---|---|
| | | From | To | | | |
| AM | 31 | A14 Westbound (Girton) | M11 and A14 | 17,250 | 12,566 | 1.37 |
| PM | 31 | A14 Westbound (Girton) | M11 and A14 | 17,250 | 12,802 | 1.35 |

#### Solution

5.4 A possible solution could be to provide a two lane exit for diverging westbound traffic. However, it is understood that an LNMS is being considered by Area 8 and so will not be considered further as part of this study.

5.5 The interchange is also covered by the proposed A14 Ellington to Fen Ditton TPI scheme.

#### Recommendation

5.6 Review the Area 8 LNMS.

### JN 33 - MILTON INTERCHANGE

5.7 Milton Interchange is a large grade separated roundabout between the A14, A10, A1309 and Milton Village. The interchange is located to the north of Cambridge and has five entry arms that all carry substantial volumes of traffic. The interchange is fully signalised with the signals operating on fixed time plans. Unusually, there are no queue detectors on the slip road approaches to the interchange that could give priority to A14 traffic.

5.8 The roundabout regularly operates at capacity during the morning and evening peak periods, with queuing on the A14 off-slips frequently observed backing onto the A14 mainline carriageway. Severe queues form, particularly on the A10 and Milton Village approaches during morning peak periods and on the A1309 Milton Road entry during the evening peak period. The congestion is particularly compounded during the morning peak period when traffic occasionally queues back from the Science Park junction on the A1309 approach into Cambridge.

#### Solution

5.9 Cambridgeshire County Council is proposing improvements to the interchange to enable development to occur. The improvements proposed include:

- Dedicated left turn 'express lane' between Milton Road and the A14 westbound on-slip;
- Spiral markings;
- Three lane circulatory on the northern and southern sections of the roundabout whilst retaining the two-lane over bridges;
- Two lane A10 approach flaring to a three lane entry; and
- Three lane A14 westbound off-slip approach.

5.10 These proposals have been examined in detail and it is considered that they will have a dramatic reduction in congestion at the interchange, reducing the risk of A14 off-slip traffic queuing onto the A14 mainline.

5.11 These proposals are programmed for implemented in 2006 and it is therefore not considered necessary to review the interchange further in this report. The interchange is also covered by the proposed A14 Ellington to Fen Ditton TPI Scheme.

#### Recommendation

5.12 Monitor the implementation of Cambridgeshire County Council's proposals for the interchange.

### JN 43 - BURY ST EDMUNDS ST SAVIOURS INTERCHANGE

5.13 Bury St Edmunds St Saviours Interchange is a typical two bridge grade separated roundabout, with the A14 passing over the roundabout. The interchange itself has very short slip roads with poor vertical alignment.

5.14 Traffic at the interchange is known to queue back from both the eastbound and westbound off-slips and onto the main line carriageway during the morning peak hour. During this time period there is also extensive queuing on the A134 dual carriageway approach from the north.

#### Surveys

5.15 Supplementary surveys have been undertaken as part of this study and presented in Appendix C of this report. The surveys were undertaken during both the morning and evening peak hour and monitored both queuing and traffic flows.

*AM Peak Hour*

5.16 Figure 5.1 summarises the queuing observed during the morning peak hour. The supplementary surveys showed little queuing on the eastbound off slip during the morning peak hour, but did reveal extensive queuing on the westbound off slip with a maximum of 10 vehicles queuing for approximately a 5 minute period onto the A14 mainline carriageway.

5.17 Queuing in excess of 400 metres was observed on the A134 southbound approach.

5.18 The survey showed extensive queuing exiting the junction towards Bury St Edmunds during the morning peak hour.

*PM Peak Hour*

5.19 The supplementary surveys showed little queuing at the interchange during the evening peak hour.

#### Analysis

5.20 The survey revealed that the junction operates at capacity during the morning peak hour but that capacity is actually constrained by limited exit capacity towards Bury St Edmunds. Therefore, simply increasing junction capacity will not reduce the risk of traffic queuing back onto the A14 mainline carriageway.

### Proposal

5.21 An auxiliary lane could be provided for diverging traffic. However, as shown in Figure 5.2, there would be considerable difficulty fitting in an auxiliary lane as the verge would need extensive earthworks and already has several major constraints such as signing and structures. It is not considered that such works would offer value for money, particularly as the A14 mainline queuing was only observed for less than 5 minutes.

### Recommendation

5.22 Although no scheme is proposed to alleviate congestion onto the A14 at junction 43, it is recommended that queuing on both the eastbound and westbound off approach be monitored by an automatic queue detection system.

**Figure 5.1 – St Saviours Interchange – Summary of AM Peak Hour Queuing**

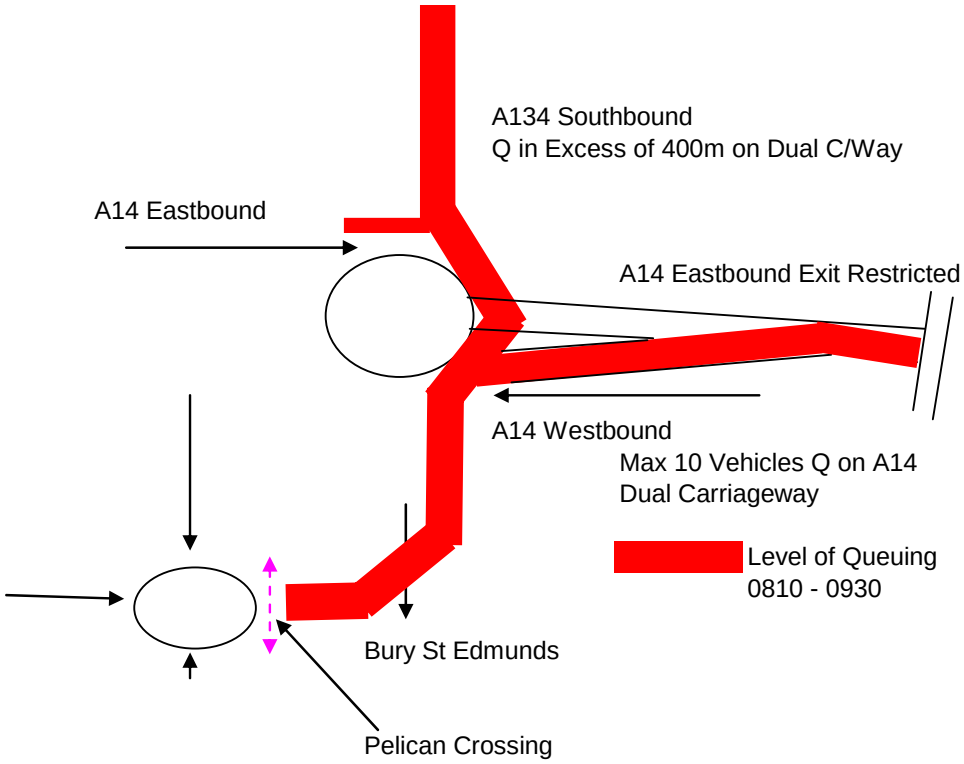



**Figure 5.2 – St Saviours Interchange – Westbound Off Slip**

### JN 44 - MORETON HALL INTERCHANGE, BURY ST EDMUNDS

5.23 Moreton Hall Interchange, Bury St Edmunds is a typical two bridge grade separated, signal controlled roundabout, with the A14 passing over the roundabout. Through consultation, it is understood that the interchange suffers from serious congestion problems every morning. Local political pressure exists to improve the junction. At present, priority is given to traffic exiting the A14. This leads to extensive queues along Bedingfeld Way (the southbound approach to the interchange for local traffic).

5.24 It is understood that traffic queues mainly onto the A14 mainline from the westbound off-slip, but sometimes also queues onto the A14 from the eastbound off-slip.

#### Surveys

5.25 Supplementary surveys have been undertaken as part of this study and presented in Appendix C of this report. The surveys were undertaken during both the morning and evening peak hour and monitored both queuing and traffic flows.

*AM Peak Hour*

5.26 Figure 5.3 summarises the queuing observed during the morning peak hour. The supplementary surveys showed little queuing on either the eastbound or westbound A14 off slips during the morning peak hour, but did show southbound queuing both on the approach to the interchange and exiting the junction towards Bury St Edmunds.

*PM Peak Hour*

5.27 The supplementary surveys showed little queuing at the interchange during the evening peak hour.

#### Analysis

5.28 The survey revealed that the junction operates at capacity during the morning peak hour and that capacity is actually constrained by limited exit capacity towards Bury St Edmunds. Therefore, simply increasing junction capacity will not reduce the risk of traffic queuing back onto the A14 mainline carriageway.

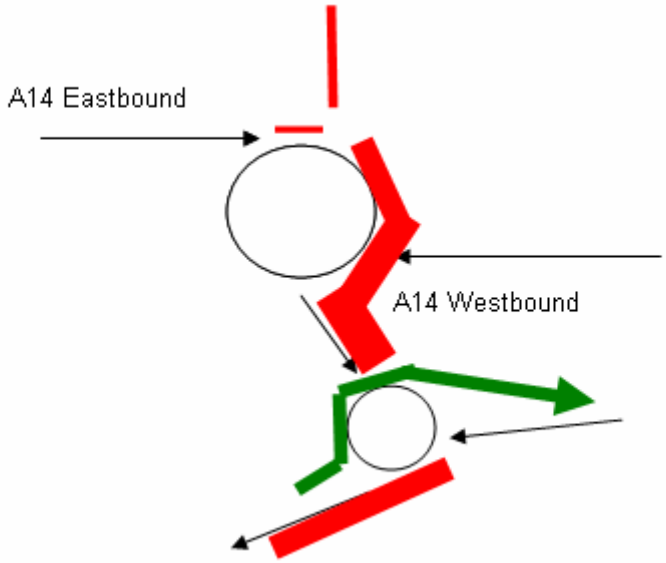
#### Proposal

5.29 An auxiliary lane could be provided by diverging traffic to minimise the risk of queuing onto the A14 mainline. However, the supplementary surveys showed no queuing onto the A14 on the day of survey. Such auxiliary lanes would therefore offer poor value for money.

### Recommendation

5.30 Although no scheme is proposed to alleviate congestion onto the A14 at junction 44, it is recommended that queuing on the westbound off slip be monitored by an automatic queue detection system.

**Figure 5.3 – Moreton Hall Interchange – Summary of AM Peak Hour Queuing**




### JN 53 - IPSWICH WHITE HOUSE INTERCHANGE

5.31 Ipswich White House Interchange is a single-bridge grade separated interchange, with the A14 passing under the bridge. The slip roads are connected into the local highway network through a roundabout located on the north side of the interchange, which then gives access to the west side of Ipswich via the A1156 and directly to an Asda superstore.

5.32 Following consultation, it is understood that the interchange has a congestion problem during the morning peak. Queuing can occur on the eastbound off-slip onto the A14 during exceptional periods, e.g. for football matches, Christmas shopping, etc. The situation is accentuated by the close proximity of Jn 52 Claydon Interchange. Vehicles accelerating onto the A14-eastbound from Jn 52 conflict with vehicles slowing (and potentially queuing) to exit at Jn 53.

5.33 It is also understood that a significant volume of traffic turns onto and then off the mainline between Jn 52 and 53, increasing weaving movements between the junctions.

5.34 The distance between the Jn 52 on slip and Jn 53 off slip is just 487 metres.

### Surveys

5.35 Supplementary surveys have been undertaken as part of this study and presented in Appendix C of this report. The surveys were undertaken during the morning peak hour only and monitored both queuing and traffic flows.

5.36 The maximum length of queue observed on the A14 eastbound off-slip was 180m, and did not back onto the A14 mainline. However, it was noted that this queue length was erratic and very susceptible to the volume of traffic crossing northbound across the bridge, having exited westbound off the A14.

5.37 It was also noted during the survey, that on occasions the exit towards Ipswich would also block back onto the roundabout and interfere with its operation.

5.38 During the survey, the Local Police were also on site monitoring traffic and they commented that exit blocking does occur at the junction "on a regular basis, especially on Mondays and when it is raining".

### Analysis

5.39 The survey revealed that the junction operates at capacity during the morning peak hour but that capacity is actually constrained by limited exit capacity towards Ipswich, and that the capacity of the eastbound off-slip is sensitive to the volume of traffic exiting off the A14 westbound.

### Proposal

5.40 A third auxiliary lane could be provided for eastbound traffic between junctions 52 and 53. This would:

- Increase the weaving length for traffic between Jn 52 and Jn 53;
- Minimise the risk of queuing traffic impinging on A14 eastbound mainline traffic flow; and
- Remove local traffic movements between Jn 52 and Jn 53 from the A14 mainline.

5.41 However, the supplementary surveys showed no actual queuing onto the A14 on the day of survey, and that therefore such an auxiliary lane would offer poor value for money.

### Recommendation

5.42 Although no scheme is proposed to alleviate congestion on the A14 at junction 53, it is recommended that queuing on the eastbound off slip be monitored by an automatic queue detection system.

## JN 55 - COPDOCK INTERCHANGE

### Introduction

5.43 Copdock Interchange is a large grade separated roundabout located to the south of Ipswich town centre. It forms the interchange between the A14 trunk road between Felixstowe and the Midlands, the A12 trunk road between Colchester and London and the A1214 London Road to Ipswich town centre.

5.44 Dedicated left turn lanes are currently provided on three of the four approaches:

- A12-south to A14-west;
- A1214 north to A14 east; and
- A14-east to A12-south.

5.45 The roundabout junction is under normal priority control except for the A14 eastbound entry which is controlled by full time traffic signals. The junction is unusual in that it has a single lane circulatory carriageway throughout, except for the northbound circulatory across the A14.

5.46 Congestion is a serious issue at the interchange particularly for A12 northbound traffic, with regular queuing extending several hundred metres back from the interchange during peak periods towards the A12 Capel St Mary Interchange. This congestion also blocks access to the A12-south and A14-west segregated lane, which compounds the problem.

5.47 It is understood that when traffic queues back to the Capel St Mary Interchange, a significant proportion of traffic between the A12-south to A14-west will then rat-run through Sproughton on the B1113 to avoid these delays. This rat-running causes congestion elsewhere, such as at the A1071 roundabout junction with the B1113.

5.48 Traffic also queues back on the A14 eastbound off-slip, which can be a particular problem for eastbound A14 traffic due to the lack of forward visibility.

### Surveys

5.49 A full turning movement survey was undertaken on Wednesday 30th April 2003, as part of a previous study. The data collected for that study has been used to analyse the roundabout for this study. Interestingly, approximately half the traffic on the A14, both east and west of the interchange, turns through the junction, predominately to and from the A12-south.

### Base Analysis

5.50 The performance of the interchange has been assessed for the morning (8-9am) and evening (5-6pm) peak hour time periods using TRANSYT, a propriety software programme developed by TRL for assessing linked signal controlled junctions and signalised roundabouts. The nodes under priority control have been modelled using slope and intercept coefficients obtained from ARCADY. A TRANSYT node / link diagram is presented in Figure 5.4.

5.51 Table 5.2 presents a summary of the TRANSYT assessment for Copdock Interchange for the current (base) situation.

**Table 5.2 – TRANSYT Assessment of Copdock Interchange – Base**

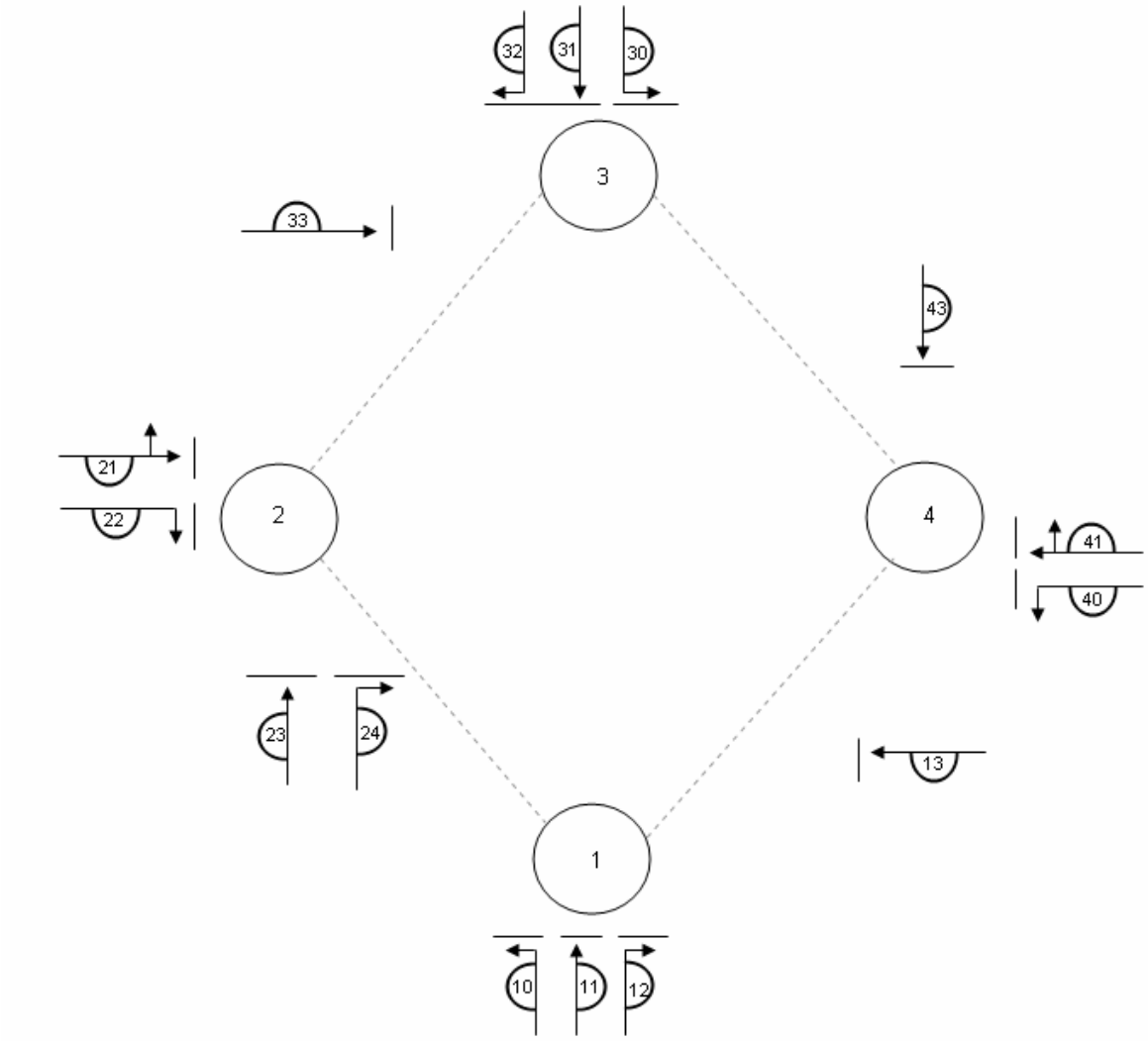
| Entry Arm | Link No | AM Peak | | PM Peak | |
|---|---|---|---|---|---|
| | | Saturation (%) | Queue (PCU) | Saturation (%) | Queue (PCU) |
| **Approach** | | | | | |
| A12 Northbound | 10 | 45 | 0 | 38 | 0 |
| | 11 | 90 | 4 | 66 | 0 |
| | 12 | 99 | 14 | 91 | 0 |
| A14 Eastbound | 21 | 64 | 7 | 86 | 12 |
| | 22 | **116** | **83** | **112** | **110** |
| A1214 Southbound | 30 | 26 | 0 | 24 | 0 |
| | 31 | 93 | 11 | **110** | **133** |
| A14 Westbound | 41 | 78 | 2 | 89 | 4 |
| **Circulatory** | | | | | |
| Westbound | 13 | 27 | 0 | 25 | 0 |
| Northbound | 23 | **111** | **69** | 90 | 16 |
| | 24 | **112** | **82** | **108** | **102** |
| Eastbound | 33 | 49 | 0 | 49 | 0 |
| Southbound | 43 | 65 | 1 | 68 | 1 |

5.52 Table 5.2 shows the interchange overloaded both for the morning and evening peak hour assessments. The critical node during both assessments is that between the A14 eastbound off and the northbound circulatory carriageway (with a maximum degree of saturation of 116%), and during the PM peak between the eastbound circulatory and the A1214 southbound approach.

5.53 The morning peak hour assessment shows north circulatory queues of 82 vehicles, equivalent to nearly 500 metres. This would lead to A12 northbound queuing onto the interchange and blocking of the A14 westbound segregated lane.

5.54 Analysis of accident data reveals that the majority of accidents at the junction involved nose-to-tail collisions. This type of accident is common on the approach to traffic signals in congested areas.

**Figure 5.4 – TRANSYT Node / Link Diagram Base Copdock Interchange**



### Solutions

5.55 The Base TRANSYT has shown the critical node on the interchange is between the A14 eastbound off slip and the northbound circulatory. Capacity can be increased at this point by converting the existing signal to MOVA controlled and increasing the number of A14 off-slip lanes from two to four lanes. It is recognised that it is not practical to widen the northbound circulatory approach.

5.56 Widening the A14 eastbound off slip would allow two inside lanes (Lane 1 and Lane 2) to be signed for the A1214 Ipswich and the two outside lanes (Lane 3 and Lane 4) to be signed A12 southbound. This increase in capacity would allow more green time to be given to the northbound circulatory.

5.57 Providing two lanes A14 eastbound and A12 southbound would necessitate providing a two lane exit for southbound traffic. Removal of the segregated A14 westbound to A12 southbound lane would provide the two lanes required without the need for lane widening.

5.58 Full signalisation of the interchange would require the A1214 to A14 eastbound and A12 northbound to A14 westbound segregated lanes to be removed. However:

- These lanes do not carry critical traffic movements;
- The A12 northbound to A14 westbound segregated lane is poorly utilised under congested conditions; and
- Removal of the A1214 to A14 eastbound lane would allow a two-lane exit between the eastbound circulatory and A14 eastbound on-slip, thus increasing capacity for this critical movement.

5.59 The A12 northbound and A1214 southbound entries should also be widened to three-lanes.

5.60 It is therefore recommended that the following improvements are made to improve the overall capacity of the interchange:

- Fully signalised junction under MOVA control;
- Three lane circulatory on the northern section of the roundabout whilst retaining two-lane over bridges (although the southbound bridge is currently marked out as single lane);
- Widening the A14 eastbound off slip to four lanes;
- Widening the A14 westbound off slip to three lanes;
- Removal of segregated left turn lanes on the A12 northbound, A1214 southbound and A14 westbound approaches; and

- Extending the A12 and A1214 dedicated left turn lanes to a distance of 110 metres back from the stop line.

### Assessment of Copdock Interchange Proposals

5.61 Copdock Interchange has been assessed with the proposed changes for the morning (8-9am) and evening (5-6pm) peak hour time periods using TRANSYT. The assessment has been carried out for both the Base Year (2003), Year 2010 and Year 2015. A TRANSYT link / node diagram is presented in Figure 5.5.

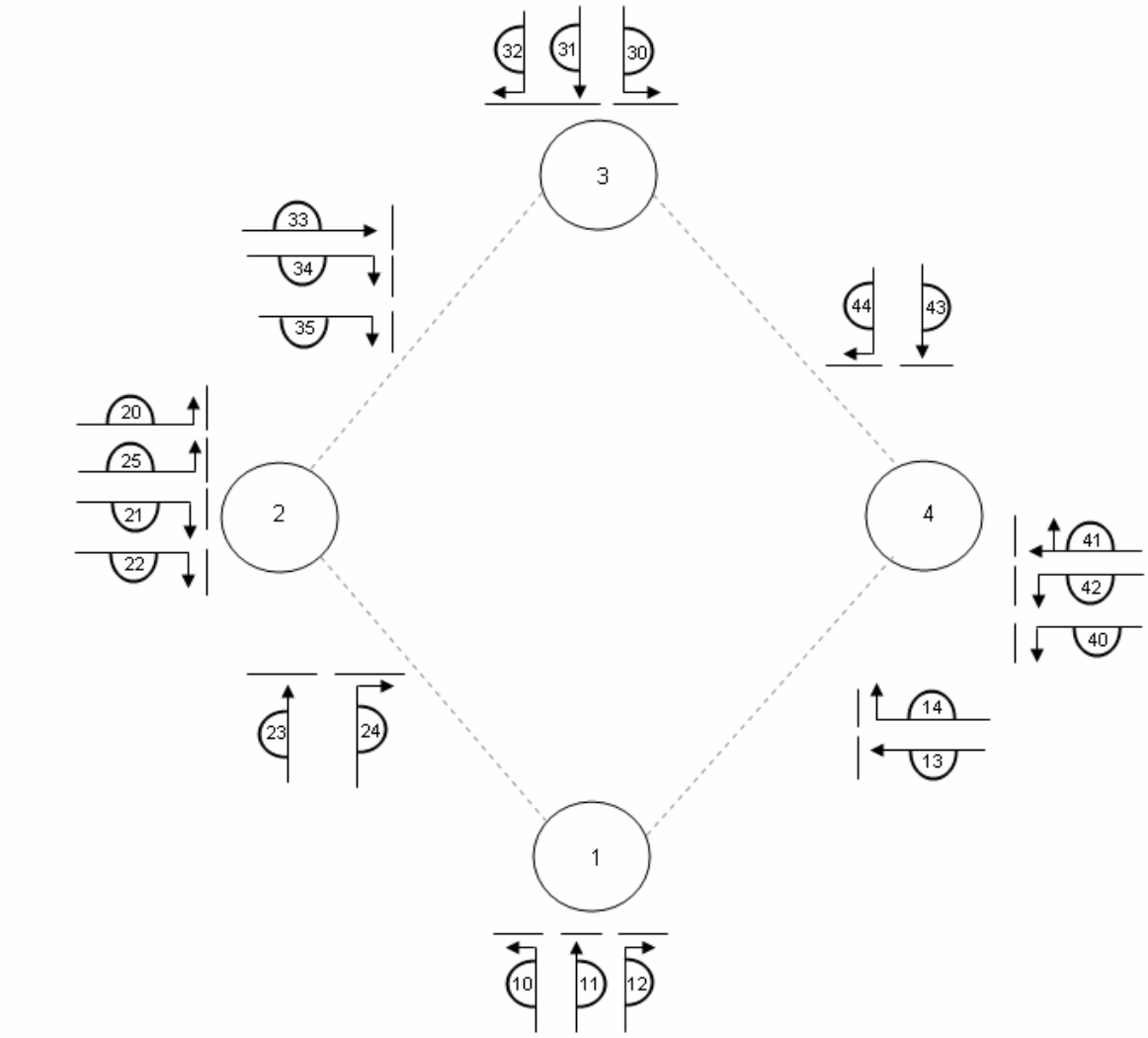
5.62 Table 5.3 presents a summary of the TRANSYT assessment for Copdock Interchange (with proposals) using Base Year (2003) traffic flows.

**Table 5.3 – TRANSYT Assessment of Copdock Interchange Improvements**

| Entry Arm | Link No | AM | | PM | |
|---|---|---|---|---|---|
| | | Saturation | Queue (PCU) | Saturation | Queue (PCU) |
| **Approach** | | | | | |
| A12 Northbound | 10 | 87 | 16 | 79 | 12 |
| | 11 | 75 | 12 | 61 | 8 |
| | 12 | 84 | 15 | 85 | 15 |
| A14 Eastbound | 20 | 44 | 3 | 56 | 5 |
| | 21 | 87 | 10 | 79 | 8 |
| | 22 | 87 | 10 | 79 | 8 |
| | 25 | 48 | 4 | 61 | 5 |
| A1214 Southbound | 30 | 71 | 8 | 62 | 7 |
| | 31 | 58 | 7 | 62 | 7 |
| | 32 | 57 | 6 | 69 | 9 |
| A14 Westbound | 40 | 83 | 10 | 89 | 12 |
| | 41 | 64 | 6 | 67 | 7 |
| | 42 | 77 | 9 | 89 | 13 |
| **Circulatory** | | | | | |
| Westbound | 13 | 86 | 11 | 83 | 12 |
| | 14 | 27 | 3 | 13 | 2 |
| Northbound | 23 | 87 | 19 | 82 | 16 |
| | 24 | 88 | 19 | 79 | 15 |
| Eastbound | 33 | 69 | 4 | 68 | 3 |
| | 34 | 65 | 10 | 65 | 10 |
| | 35 | 44 | 8 | 43 | 8 |
| Southbound | 43 | 84 | 12 | 87 | 15 |
| | 44 | 78 | 9 | 87 | 14 |

5.63 The results for both the morning and evening peaks show that the roundabout would operate within capacity, with a maximum degree of saturation of 88%. This compares with the Base Situation where a maximum degree of 116% was reported, suggesting an overall 30% improvement in capacity.

**Figure 5.5 – TRANSYT Node / Link Diagram Copdock Interchange with Improvements**



## Future Year Assessment

5.64 The Proposed improvements have been assessed for future years of 210 and 2015.

*2010 Future year Assessment*

5.65 Table 5.4 presents a summary of the 2010 TRANSYT assessment for Copdock Interchange.

**Table 5.4 – 2010 Future Year TRANSYT Assessment of Copdock Interchange**

| Entry Arm | | Link No | AM | | PM | |
|---|---|---|---|---|---|---|
| | | | Saturation | Queue (PCU) | Saturation | Queue (PCU) |
| **Approach** | | | | | | |
| | A12 Northbound | 10 | 99 | 33 | 89 | 16 |
| | | 11 | 85 | 16 | 69 | 10 |
| | | 12 | 95 | 23 | 96 | 24 |
| | A14 Eastbound | 20 | 50 | 4 | 64 | 6 |
| | | 21 | 99 | 21 | 89 | 12 |
| | | 22 | 99 | 21 | 89 | 12 |
| | | 25 | 54 | 4 | 69 | 6 |
| | A1214 Southbound | 30 | 80 | 10 | 70 | 8 |
| | | 31 | 66 | 8 | 71 | 9 |
| | | 32 | 64 | 7 | 78 | 11 |
| | A14 Westbound | 40 | 94 | 15 | **100** | **27** |
| | | 41 | 72 | 8 | 76 | 8 |
| | | 42 | 87 | 12 | **101** | **31** |
| **Circulatory** | | | | | | |
| | Westbound | 13 | 97 | 21 | 94 | 18 |
| | | 14 | 31 | 4 | 15 | 2 |
| | Northbound | 23 | 98 | 33 | 92 | 21 |
| | | 24 | 99 | 41 | 89 | 20 |
| | Eastbound | 33 | 78 | 8 | 77 | 5 |
| | | 34 | 74 | 13 | 73 | 12 |
| | | 35 | 49 | 9 | 49 | 9 |
| | Southbound | 43 | 95 | 23 | 99 | 34 |
| | | 44 | 88 | 13 | 98 | 32 |

5.66 The results of both the morning and evening peak hour assessment show that the roundabout operates within capacity for the morning peak hour but very slightly over capacity for the evening peak hour. Several of the links are close to their capacity, but only link 42 operates above capacity.

*2015 Future year Assessment*

5.67 Table 5.5 presents a summary of the 2015 TRANSYT assessment for Copdock Interchange.

**Table 5.5 – 2015 Future Year TRANSYT Assessment of Copdock Interchange**

| Entry Arm | | Link No | AM | | PM | |
|---|---|---|---|---|---|---|
| | | | Saturation | Queue (PCU) | Saturation | Queue (PCU) |
| **Approach** | | | | | | |
| | A12 Northbound | 10 | **107** | **98** | 97 | 25 |
| | | 11 | 93 | 21 | 75 | 11 |
| | | 12 | **103** | **63** | **104** | **69** |
| | A14 Eastbound | 20 | 54 | 5 | 69 | 7 |
| | | 21 | **107** | **53** | 97 | 19 |
| | | 22 | **107** | **53** | 97 | 19 |
| | | 25 | 59 | 5 | 75 | 7 |
| | A1214 Southbound | 30 | 88 | 13 | 77 | 10 |
| | | 31 | 72 | 9 | 77 | 10 |
| | | 32 | 70 | 9 | 85 | 13 |
| | A14 Westbound | 40 | **102** | **35** | **109** | **68** |
| | | 41 | 79 | 9 | 82 | 10 |
| | | 42 | 95 | 17 | **110** | **77** |
| **Circulatory** | | | | | | |
| | Westbound | 13 | **103** | **44** | 99 | 28 |
| | | 14 | 33 | 4 | 16 | 2 |
| | Northbound | 23 | **105** | **91** | 99 | 38 |
| | | 24 | **106** | **99** | 93 | 24 |
| | Eastbound | 33 | 79 | 8 | 81 | 7 |
| | | 34 | 75 | 13 | 78 | 14 |
| | | 35 | 50 | 9 | 53 | 9 |
| | Southbound | 43 | **100** | **39** | **107** | **99** |
| | | 44 | 92 | 19 | **106** | **101** |

5.68 The results of the morning peak hour assessment for 2015 show that the roundabout operates slightly above capacity. The A12 northbound, A14 eastbound and A14 westbound entry arms operate above capacity as well as links 13, 23, 24 and 43 on the circulatory, which would lead to significant queues forming.

5.69 During the evening peak, the congestion problems are less severe, although the A12 northbound and A14 westbound entry arms and links 43 and 44 on the circulatory still operate above capacity.

5.70 The results for the morning and evening peaks for 2015, with the suggested improvements, show that the roundabout would operate slightly above capacity. This would indicate that the improvements suggested be thought of as a short term strategy to the problem, with a longer term TPI scheme necessary.

5.71 A more detailed assessment of the proposed improvements for Copdock can be found in the Copdock Interchange Scheme Identification Study.

# 6. FUTURE PROBLEMS

### INTRODUCTION

6.1 As well as the junctions mentioned that already cause congestion problems on the A14, there are also junctions and links that are likely to cause problems in the near future. These are:

- Histon Interchange (J32) – eastbound and westbound Type A
- Stow Cum Quy (J35) – eastbound and westbound Type A
- Nine Mile Hill (J36) – westbound Type B
- Newmarket Waterhall (J38) – eastbound Type B

### JN 32 - HISTON INTERCHANGE

6.2 Histon Interchange is a large grade separated roundabout between the A14 and B1049, located to the north of Cambridge. The Interchange is fully signalised with the signals operating on fixed time plans. Unusually, there are no queue detectors on the slip road approaches to the interchange that could otherwise give priority to A14 traffic.

6.3 The roundabout regularly operates at capacity during the morning and evening peak periods. The main queuing at the interchange materialises in the form of extensive queuing on the B1049 southbound approach onto the interchange during the AM peak and northbound during the PM peak.

6.4 Although there is queuing on the A14 off-slips, it is only considered to queue back onto the A14 mainline occasionally and is not sufficient to warrant immediate action.

#### Solution

6.5 There are a number of existing proposals to improve the capacity of the interchange. The Section 278 Agreement with the Highways Agency and the Section 106 Agreement with Cambridgeshire County Council both enable a proposed housing development on land to the south of the interchange. It is also noted that the interchange is within the scope of the A14 Ellington to Fen Ditton TPI scheme.

#### Recommendation

6.6 No action is taken, but that the situation is monitored.

### JN 35 - STOW CUM QUY INTERCHANGE

6.7 Stow Cum Quy Interchange, located to the north-east of Cambridge is a large grade separated roundabout between the A14 and A1303. The A1303 provides access both to Cambridge and in the eastbound direction to Newmarket. In the westbound direction traffic from Newmarket can slip directly onto the A14 at Nine Mile Hill Interchange (Jn 36). North of the interchange there is a signalised junction between the A1303 / B1102 which itself provides access to Burwell and beyond.

6.8 The interchange operates under normal roundabout priority control, with a segregated lane provided for traffic between the A14 westbound off-slip towards the A1303 west (Cambridge).

6.9 Traffic can often be observed queuing on the A14 off-slips, but seldom queues back onto the A14. However, it is expected that given a small amount of growth, the traffic could start to queue back onto the A14, particularly off the A14 eastbound off-slip during the evening peak hour.

#### Solution

6.10 It is likely that queuing on the A14 eastbound off-slip is exit capacity problems linked to the finite capacity of the B1102 with A1303 signal controlled junction. This would suggest that simply increasing junction capacity at the Stow Cum Quy interchange would not be an effective solution.

6.11 The preferred solution would therefore be to provide an auxiliary lane for eastbound exiting traffic. It is recognised that such a scheme would offer poor value for money based on present day levels of congestion. In order to provide evidence of value for money, it would first be necessary to monitor the frequency of queuing back onto the A14.

#### Recommendation

6.12 Although no scheme is proposed to alleviate congestion onto the A14 at junction 35, it is recommended that queuing on the eastbound off-slip be monitored by an automatic queue detection system.

### JN 36 - NINE MILE HILL INTERCHANGE

6.13 At Nine Mile Hill Interchange there is only a single lane exit for westbound traffic diverging to the A11. Although there are currently no observed problems, CRF calculations indicate that the Interchange operates over capacity during the morning peak. This would suggest that if traffic flows on the interchange were to increase only slightly, there may be a significant congestion problem.

6.14 Table 6.1 shows the current CRF and stress levels calculated for traffic turning off the A14 westbound onto the A11 southbound.

**Table 6.1 – CRF Calculation for A14 Westbound Traffic Turning onto the A11 Southbound**

| Peak | Junction No. | Junction Location | | AADT | CRF | Stress |
|---|---|---|---|---|---|---|
| | | From | To | | | |
| AM | 36 | A14 Westbound | A11 Southbound | 10,476 | 10,070 | 1.04 |
| PM | 36 | A14 Westbound | A11 Southbound | 10,476 | 14,963 | 0.70 |

### Solution

6.15 The long term solution would be to add a two-lane diverge and additional signing.

### Recommendation

6.16 No immediate action is taken but that the situation is monitored.

## JN 38 - NEWMARKET WATERHALL INTERCHANGE

6.17 At Newmarket Waterhall Interchange there is only a single lane exit for eastbound traffic diverging to the A11 towards Norwich. Although there is currently no observed congestion problem, CRF calculations indicate that the Interchange operates over capacity during the evening peak. This would suggest that if traffic flows on the interchange were to increase only slightly, there may be a significant congestion problem.

6.18 Despite the apparent lack of congestion at this junction, a problem exists which is caused by long moving queues in the off lane and late 'swooping' in by exiting vehicles to avoid moving queues.

6.19 Table 6.2 shows the current CRF and stress levels calculated for traffic turning off the A14 eastbound onto the A11 northbound.

**Table 6.2 – CRF Calculation for A14 Eastbound Traffic Turning onto the A11 Northbound**

| Peak | Junction No. | Junction Location | | AADT | CRF | Stress |
|---|---|---|---|---|---|---|
| | | From | To | | | |
| AM | 38 | A14 Eastbound | A11 Northbound | 15,375 | 20,578 | 0.75 |
| PM | 38 | A14 Eastbound | A11 Northbound | 15,375 | 14,681 | 1.05 |

### Solution

6.20 The long term solution would be to add a two-lane diverge and additional signing.

### Recommendation

6.21 No immediate action is taken but that the situation is monitored.

### ORWELL BRIDGE

6.22 At Orwell Bridge, a congestion problem exists even though CRF calculations indicate that the Bridge should operate well within capacity.

6.23 It is considered that capacity is reduced by the 'boxed-in' effect created by the parapets and crash barriers on the bridge. This may cause some vehicles to travel more slowly than they would when travelling on a more open stretch of road.

6.24 When the capacity of the road is approached, traffic conditions can become turbulent, particularly when there is a mix of fast and slow moving vehicles. In this instance, the speed mix is exacerbated by the HGVs slowly climbing the quite steep gradient to the crest of the bridge. Link capacity under such conditions can become variable, and are seriously compromised by the braking of faster moving cars mixing with slower moving vehicles, particularly when attempting to overtake HGVs in high wind conditions whilst experiencing the 'boxed in' effect.

#### Solution

6.25 It is considered that capacity of the road would be optimised if the speed mix of vehicles were reduced. This suggests there could be a strong case for either variable speed limits or a fixed reduced speed limit along the route, which would smooth out the traffic speed and maximise the capacity of the road.

#### Recommendation

6.26 It is recommended that the idea of variable speed limits be investigated further.

# 7. CONCLUSIONS

## JUNCTIONS IN NEED OF IMMEDIATE IMPROVEMENT

### Jn 31 - Girton Interchange

7.1 This interchange will be improved by a LNMS undertaken by Area 8 and so does not need to be considered in this study.

### Jn 33 - Milton Interchange

7.2 This interchange is currently under review by Cambridgeshire County Council.

7.3 The proposed improvements include:

- Dedicated left turn 'express lane' between Milton Road and the A14 westbound on-slip;
- Spiral markings;
- Three lane circulatory on the northern and southern sections of the roundabout whilst retaining the two-lane over bridges;
- Two lane A10 approach flaring to a three lane entry; and
- Three lane A14 westbound off-slip approach.

7.4 These proposals may be implemented in 2006 and so there is no need to consider improvements as part of this study.

### Jn 55 - Copdock Interchange

7.5 In order to reduce peak hour congestion and delays on the approaches to the roundabout, it is recommended that the following improvements are made:

- Fully signalised junction;
- Three lane circulatory on the northern section of the roundabout whilst retaining two-lane over bridges (although the southbound bridge is currently marked out as single lane);
- Widening the A14 west entry to four lanes;
- Widening the A14 east entry to three lanes;
- Extending the A12 northbound and A1214 southbound dedicated left turn lanes to a distance of 110 metres back from the stop line; and
- Removal of dedicated left turn lanes on the A12 northbound approach, the A1214 southbound approach and the A14 westbound approach.

## FUTURE STUDY

### Orwell Bridge

7.6 Due to the mixture of fast and slow moving vehicles, there is a strong case for either a variable speed limit or a fixed reduced speed limit along the route. It is considered that this would smooth out traffic and help to reduce congestion and maximise the capacity of the road.

7.7 It is recommended that this idea is investigated more thoroughly in a future study

## JUNCTIONS WHERE CONGESTION SHOULD BE MONITORED

7.8 Congestion should be monitored at the following junctions:

- Jn 32 Histon Interchange;
- Jn 35 Stow Cum Quy Interchange;
- Jn 36 Nine Mile Hill Interchange;
- Jn 38 Newmarket Waterhall Interchange;
- Jn 43 St Saviours Interchange;
- Jn 44 Morton Hall Interchange; and
- Jn 53 White House Interchange.

## POTENTIAL IMPROVEMENTS

7.9 The following sites and solutions should be considered further:

### Jn 36 Nine Mile Hill Interchange

- Add a two-lane diverge for westbound traffic and additional signing.

### Jn 38 Newmarket Waterhall Interchange

- Add a two-lane diverge for eastbound traffic and additional signing.

### Jn 43 Bury St Edmunds St Saviours Interchange

- Add westbound auxiliary lane for diverging traffic.

### Jn 53 Whitehouse Interchange

- A third lane between Junction 52 and 53.

# APPENDIX A – AUTOMATIC TRAFFIC COUNT (ATC) DATA

A.1 Automatic Traffic Count (ATC) Data – TRADS

## Monthly classified during May 2004 for site 6/9237

EB, A14, MILTON, J33 - J34(E547700, N261800) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 24182 | 10.4 | 2 | 20148 | 6 |
| b 3 | 18639 | 10.3 | 4 | 30266 | 22.3 | 5 | 31215 | 23.7 | 6 | 32040 | 23.7 | 7 | 34237 | 21.3 | 8 | 21316 | 11.2 | 9 | 19680 | 7.3 |
| 10 | 30528 | 22 | 11 | 31013 | 23.3 | 12 | 31738 | 23.1 | 13 | 32277 | 23.3 | 14 | 33920 | 20.8 | 15 | 21787 | 10.9 | 16 | 19905 | 7.3 |
| 17 | 30819 | 22.4 | 18 | 30740 | 23.7 | 19 | 31590 | 22.9 | 20 | 32878 | 22.4 | 21 | 34646 | 20.1 | 22 | 22809 | 10.6 | 23 | 20247 | 7.4 |
| 24 | 29589 | 21.8 | 25 | 30834 | 23 | 26 | 31501 | 23.1 | 27 | 32339 | 23 | 28 | 34772 | 20.2 | 29 | 25278 | 11.3 | 30 | 19927 | 6.2 |
| b 31 | 20618 | 9.3 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 26039 | 30713 | 31511 | 32384 | 34394 | 23074 | 19981 | | 28299 | 31008 | 28299 | 31008 |
| %HGV | 18.4 | 23.1 | 23.2 | 23.1 | 20.6 | 10.9 | 6.8 | | 19 | 21.8 | 19 | 21.8 |
| 18hr | 25312 | 29718 | 30449 | 31275 | 33243 | 22017 | 19335 | | 27335 | 29999 | 27335 | 29999 |
| %HGV | 17.6 | 21.7 | 21.6 | 21.4 | 19 | 9 | 6.5 | | 17.6 | 20.3 | 17.6 | 20.3 |
| 16hr | 24625 | 29081 | 29738 | 30420 | 32313 | 21291 | 18672 | | 26591 | 29235 | 26591 | 29235 |
| %HGV | 17.6 | 21.7 | 21.6 | 21.5 | 19.1 | 9 | 6.4 | | 17.7 | 20.4 | 17.7 | 20.4 |
| 12hr | 21175 | 25254 | 25627 | 25884 | 27402 | 18789 | 15702 | | 22833 | 25068 | 22833 | 25068 |
| %HGV | 17.4 | 21.4 | 21.4 | 21.3 | 19.1 | 8.6 | 5.9 | | 17.4 | 20.2 | 17.4 | 20.2 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 141 | 86 | 59 | 65 | 107 | 270 | 794 | 1505 | 1533 | 1559 | 1572 | 1699 | 1786 | 1671 | 1689 | 1783 | 2210 | 2385 | 1783 | 1193 | 845 | 617 | 427 | 260 |
| HGV | 24 | 25 | 24 | 36 | 64 | 140 | 250 | 289 | 238 | 284 | 295 | 318 | 344 | 355 | 368 | 369 | 341 | 269 | 220 | 174 | 135 | 89 | 64 | 55 |
| Tue | 140 | 90 | 87 | 118 | 176 | 386 | 1058 | 2163 | 2197 | 1964 | 1664 | 1613 | 1690 | 1731 | 1852 | 2081 | 2801 | 3232 | 2267 | 1342 | 858 | 570 | 400 | 238 |
| HGV | 60 | 56 | 63 | 92 | 128 | 234 | 392 | 434 | 322 | 423 | 459 | 482 | 485 | 516 | 542 | 541 | 498 | 390 | 311 | 231 | 174 | 108 | 71 | 64 |
| Wed | 141 | 104 | 114 | 126 | 196 | 383 | 1034 | 2202 | 2311 | 1988 | 1655 | 1598 | 1746 | 1717 | 1941 | 2141 | 2743 | 3231 | 2355 | 1491 | 928 | 658 | 448 | 263 |
| HGV | 66 | 74 | 85 | 103 | 152 | 254 | 416 | 455 | 387 | 420 | 437 | 481 | 493 | 502 | 562 | 549 | 478 | 401 | 308 | 237 | 185 | 115 | 74 | 71 |
| Thu | 155 | 111 | 106 | 134 | 194 | 408 | 1067 | 2229 | 2247 | 1916 | 1688 | 1661 | 1765 | 1792 | 1956 | 2173 | 2883 | 3252 | 2325 | 1632 | 1056 | 781 | 531 | 324 |
| HGV | 74 | 69 | 82 | 106 | 155 | 285 | 446 | 480 | 379 | 409 | 467 | 507 | 485 | 491 | 577 | 541 | 514 | 380 | 286 | 251 | 196 | 120 | 86 | 75 |
| Fri | 174 | 125 | 117 | 140 | 209 | 386 | 1028 | 2165 | 2159 | 1827 | 1698 | 1851 | 2061 | 2149 | 2334 | 2638 | 3061 | 3115 | 2344 | 1738 | 1272 | 873 | 535 | 395 |
| HGV | 76 | 78 | 87 | 108 | 162 | 255 | 429 | 477 | 387 | 398 | 436 | 480 | 483 | 507 | 530 | 501 | 448 | 320 | 260 | 201 | 177 | 118 | 78 | 74 |
| Sat | 271 | 158 | 129 | 131 | 151 | 217 | 422 | 749 | 1161 | 1594 | 2014 | 2143 | 2082 | 1813 | 1696 | 1514 | 1428 | 1396 | 1198 | 970 | 656 | 453 | 387 | 339 |
| HGV | 62 | 68 | 69 | 89 | 108 | 135 | 168 | 184 | 179 | 171 | 173 | 155 | 139 | 121 | 123 | 104 | 99 | 96 | 74 | 59 | 42 | 32 | 29 | 24 |
| Sun | 255 | 122 | 79 | 56 | 51 | 84 | 175 | 356 | 621 | 1079 | 1628 | 1803 | 1697 | 1412 | 1384 | 1334 | 1447 | 1482 | 1460 | 1225 | 919 | 650 | 418 | 245 |
| HGV | 21 | 15 | 11 | 9 | 17 | 28 | 39 | 49 | 52 | 65 | 85 | 80 | 79 | 71 | 79 | 79 | 82 | 92 | 104 | 96 | 76 | 57 | 34 | 31 |
| M-Th | 144 | 98 | 92 | 111 | 168 | 362 | 988 | 2025 | 2072 | 1857 | 1645 | 1643 | 1747 | 1728 | 1860 | 2045 | 2659 | 3025 | 2183 | 1415 | 922 | 657 | 452 | 271 |
| HGV | 56 | 56 | 64 | 84 | 125 | 228 | 376 | 415 | 332 | 384 | 415 | 447 | 452 | 466 | 512 | 500 | 458 | 360 | 281 | 223 | 173 | 108 | 74 | 66 |
| M-Fr | 150 | 103 | 97 | 117 | 176 | 367 | 996 | 2053 | 2089 | 1851 | 1655 | 1684 | 1810 | 1812 | 1954 | 2163 | 2740 | 3043 | 2215 | 1479 | 992 | 700 | 468 | 296 |
| HGV | 60 | 60 | 68 | 89 | 132 | 234 | 387 | 427 | 343 | 387 | 419 | 454 | 458 | 474 | 516 | 500 | 456 | 352 | 277 | 219 | 173 | 110 | 75 | 68 |
| M-Su | 182 | 114 | 99 | 110 | 155 | 305 | 797 | 1624 | 1747 | 1704 | 1703 | 1767 | 1832 | 1755 | 1836 | 1952 | 2368 | 2585 | 1962 | 1370 | 933 | 657 | 449 | 295 |
| HGV | 55 | 55 | 60 | 78 | 112 | 190 | 306 | 338 | 278 | 310 | 336 | 358 | 358 | 366 | 397 | 383 | 351 | 278 | 223 | 178 | 141 | 91 | 62 | 56 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9238

WB, A14, MILTON, J34 - J33(E547700, N261800) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 24004 | 10.6 | 2 | 21042 | 6 |
| b 3 | 22493 | 9.5 | 4 | 32551 | 21.6 | 5 | 33609 | 23.1 | 6 | 32961 | 21.8 | 7 | 35022 | 21 | 8 | 22045 | 10.4 | 9 | 22005 | 7.7 |
| 10 | 33160 | 21.5 | 11 | 33487 | 22.8 | 12 | 33804 | 22.4 | 13 | 33878 | 23 | 14 | 34918 | 20.2 | 15 | 22474 | 10.6 | 16 | 21453 | 7.3 |
| 17 | 32542 | 21.9 | 18 | 33045 | 23 | 19 | 33880 | 22.8 | o 20 | 35519 | 21.8 | o 21 | 36400 | 19.3 | 22 | 23440 | 10.3 | 23 | 22210 | 7.4 |
| 24 | 31684 | 20.7 | 25 | 32073 | 23 | 26 | 33622 | 22.7 | 27 | 34464 | 22.6 | 28 | 35659 | 19.9 | 29 | 23565 | 10.5 | 30 | 20017 | 6.3 |
| b 31 | 23212 | 9.2 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 28618 | 32789 | 33729 | 34206 | 35500 | 23106 | 21345 | | 29899 | 32968 | 29899 | 32968 |
| %HGV | 17.5 | 22.6 | 22.7 | 22.3 | 20.1 | 10.5 | 7 | | 18.5 | 21.1 | 18.5 | 21.1 |
| 18hr | 27615 | 31496 | 32392 | 32841 | 34053 | 22024 | 20580 | | 28714 | 31679 | 28714 | 31679 |
| %HGV | 16.4 | 21 | 21 | 20.5 | 18.2 | 8.8 | 6.5 | | 17 | 19.5 | 17 | 19.5 |
| 16hr | 26916 | 30785 | 31627 | 31974 | 33241 | 21261 | 20026 | | 27975 | 30908 | 27975 | 30908 |
| %HGV | 16.1 | 20.7 | 20.8 | 20.3 | 18.1 | 8.8 | 6.4 | | 16.8 | 19.3 | 16.8 | 19.3 |
| 12hr | 23242 | 26806 | 27459 | 27674 | 28843 | 18690 | 17092 | | 24258 | 26804 | 24258 | 26804 |
| %HGV | 15.3 | 19.7 | 19.6 | 19.4 | 17.5 | 8.5 | 6.1 | | 16.1 | 18.4 | 16.1 | 18.4 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 122 | 73 | 74 | 82 | 168 | 484 | 958 | 1939 | 2242 | 1898 | 1689 | 1789 | 1829 | 1827 | 1851 | 1956 | 2239 | 2271 | 1712 | 1179 | 887 | 650 | 445 | 254 |
| HGV | 29 | 21 | 34 | 56 | 107 | 247 | 315 | 331 | 275 | 324 | 314 | 309 | 312 | 316 | 321 | 316 | 290 | 240 | 214 | 187 | 153 | 122 | 102 | 76 |
| Tue | 140 | 92 | 79 | 122 | 237 | 624 | 1326 | 2935 | 3394 | 2387 | 1700 | 1678 | 1761 | 1905 | 1884 | 2029 | 2614 | 2707 | 1812 | 1181 | 835 | 638 | 467 | 244 |
| HGV | 73 | 62 | 54 | 91 | 174 | 353 | 484 | 520 | 446 | 492 | 479 | 463 | 473 | 457 | 472 | 441 | 421 | 345 | 265 | 252 | 202 | 156 | 135 | 94 |
| Wed | 168 | 118 | 91 | 114 | 240 | 606 | 1326 | 2879 | 3548 | 2340 | 1772 | 1663 | 1774 | 1918 | 1962 | 2143 | 2701 | 2815 | 1944 | 1285 | 860 | 699 | 471 | 294 |
| HGV | 94 | 81 | 61 | 86 | 182 | 361 | 511 | 524 | 476 | 482 | 514 | 479 | 464 | 456 | 464 | 451 | 431 | 353 | 289 | 288 | 211 | 173 | 129 | 103 |
| Thu | 166 | 114 | 94 | 123 | 242 | 626 | 1298 | 2880 | 3603 | 2334 | 1707 | 1705 | 1798 | 1962 | 2015 | 2218 | 2735 | 2802 | 1917 | 1263 | 981 | 758 | 535 | 331 |
| HGV | 94 | 79 | 67 | 90 | 187 | 381 | 495 | 533 | 496 | 509 | 474 | 480 | 462 | 454 | 479 | 447 | 423 | 331 | 276 | 245 | 211 | 164 | 127 | 110 |
| Fri | 206 | 133 | 121 | 134 | 263 | 590 | 1163 | 2639 | 3342 | 2216 | 1994 | 2128 | 2149 | 2275 | 2350 | 2458 | 2795 | 2582 | 1915 | 1516 | 1039 | 681 | 477 | 335 |
| HGV | 97 | 85 | 76 | 100 | 205 | 375 | 462 | 511 | 482 | 495 | 517 | 522 | 460 | 455 | 448 | 396 | 319 | 240 | 200 | 203 | 158 | 138 | 98 | 79 |
| Sat | 239 | 154 | 128 | 114 | 127 | 319 | 529 | 867 | 1242 | 1646 | 1911 | 2010 | 1871 | 1644 | 1524 | 1482 | 1515 | 1648 | 1330 | 931 | 640 | 471 | 377 | 385 |
| HGV | 79 | 68 | 54 | 61 | 74 | 150 | 153 | 182 | 188 | 187 | 181 | 151 | 143 | 123 | 109 | 87 | 86 | 70 | 73 | 58 | 39 | 37 | 27 | 35 |
| Sun | 283 | 135 | 104 | 71 | 59 | 112 | 253 | 520 | 803 | 1164 | 1527 | 1669 | 1594 | 1491 | 1439 | 1607 | 1781 | 1916 | 1582 | 1203 | 868 | 611 | 353 | 201 |
| HGV | 31 | 16 | 19 | 21 | 20 | 33 | 41 | 76 | 72 | 84 | 83 | 93 | 85 | 74 | 72 | 87 | 96 | 108 | 107 | 78 | 62 | 58 | 33 | 28 |
| M-Th | 149 | 99 | 85 | 110 | 222 | 585 | 1227 | 2658 | 3197 | 2240 | 1717 | 1709 | 1791 | 1903 | 1928 | 2087 | 2572 | 2649 | 1846 | 1227 | 891 | 686 | 480 | 281 |
| HGV | 73 | 61 | 54 | 81 | 163 | 336 | 451 | 477 | 423 | 452 | 445 | 433 | 428 | 421 | 434 | 414 | 391 | 317 | 261 | 243 | 194 | 154 | 123 | 96 |
| M-Fr | 160 | 106 | 92 | 115 | 230 | 586 | 1214 | 2654 | 3226 | 2235 | 1772 | 1793 | 1862 | 1977 | 2012 | 2161 | 2617 | 2635 | 1860 | 1285 | 920 | 685 | 479 | 292 |
| HGV | 77 | 66 | 58 | 85 | 171 | 343 | 453 | 484 | 435 | 460 | 460 | 451 | 434 | 428 | 437 | 410 | 377 | 302 | 249 | 235 | 187 | 151 | 118 | 92 |
| M-Su | 189 | 117 | 99 | 109 | 191 | 480 | 979 | 2094 | 2596 | 1998 | 1757 | 1806 | 1825 | 1860 | 1861 | 1985 | 2340 | 2392 | 1745 | 1223 | 873 | 644 | 446 | 292 |
| HGV | 71 | 59 | 52 | 72 | 136 | 271 | 352 | 382 | 348 | 368 | 366 | 357 | 343 | 334 | 338 | 318 | 295 | 241 | 203 | 187 | 148 | 121 | 93 | 75 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9239

WB, A14, GIRTON(E542700, N261500) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 24334 | 11.2 | 2 | 22409 | 6.4 |
| b 3 | 24013 | 10.2 | 4 | 33070 | 23 | 5 | 34027 | 24.7 | a 6 | 32671 | 23.6 | 7 | 35796 | 22.4 | 8 | 22642 | 11.3 | 9 | 23753 | 8 |
| 10 | 34113 | 23.4 | 11 | 34237 | 24.2 | 12 | 34438 | 24.2 | 13 | 34814 | 24.4 | 14 | 36028 | 21.3 | 15 | 23309 | 11.3 | 16 | 23244 | 7.8 |
| 17 | 33503 | 23.4 | 18 | 33917 | 24.4 | 19 | 34487 | 24.5 | 20 | 35321 | 23.6 | a 21 | 34763 | 21.6 | 22 | 23976 | 11.1 | 23 | 23887 | 7.9 |
| 24 | 30153 | 23.1 | o 25 | 30579 | 25 | 26 | 34279 | 24.4 | 27 | 35320 | 24.2 | 28 | 36232 | 21.5 | 29 | 25323 | 10.9 | 30 | 21568 | 6.9 |
| b 31 | 25930 | 9.3 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 29542 | 32951 | 34308 | 34532 | 35705 | 23917 | 22972 | | 30561 | 33407 | 30561 | 33407 |
| %HGV | 18.7 | 24.1 | 24.4 | 24 | 21.7 | 11.1 | 7.4 | | 19.8 | 22.7 | 19.8 | 22.7 |
| 18hr | 28349 | 31436 | 32764 | 32978 | 34096 | 22727 | 22199 | | 29221 | 31924 | 29221 | 31924 |
| %HGV | 17.6 | 22.5 | 22.6 | 22.1 | 19.8 | 9.4 | 7 | | 18.2 | 21 | 18.2 | 21 |
| 16hr | 27609 | 30703 | 31952 | 32142 | 33318 | 21978 | 21559 | | 28465 | 31144 | 28465 | 31144 |
| %HGV | 17.3 | 22.2 | 22.4 | 21.9 | 19.7 | 9.4 | 6.8 | | 18 | 20.8 | 18 | 20.8 |
| 12hr | 23503 | 26371 | 27406 | 27668 | 28773 | 19275 | 18210 | | 24458 | 26744 | 24458 | 26744 |
| %HGV | 16.7 | 21.4 | 21.5 | 21.1 | 19.1 | 9 | 6.6 | | 17.4 | 20 | 17.4 | 20 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 129 | 75 | 82 | 98 | 220 | 589 | 1113 | 1813 | 1872 | 1909 | 1849 | 1927 | 1876 | 1843 | 1905 | 2021 | 2324 | 2322 | 1844 | 1282 | 992 | 718 | 473 | 268 |
| HGV | 32 | 23 | 39 | 59 | 120 | 274 | 360 | 349 | 308 | 365 | 350 | 343 | 351 | 359 | 359 | 344 | 304 | 261 | 224 | 192 | 174 | 135 | 109 | 83 |
| Tue | 148 | 110 | 89 | 128 | 293 | 747 | 1499 | 2693 | 2610 | 2161 | 1799 | 1674 | 1687 | 1869 | 1987 | 2198 | 2811 | 2874 | 2011 | 1267 | 877 | 689 | 473 | 260 |
| HGV | 73 | 72 | 63 | 90 | 195 | 388 | 547 | 544 | 487 | 518 | 534 | 482 | 478 | 509 | 518 | 491 | 440 | 360 | 280 | 252 | 219 | 166 | 141 | 102 |
| Wed | 167 | 135 | 97 | 130 | 291 | 725 | 1499 | 2692 | 2784 | 2132 | 1922 | 1764 | 1853 | 2007 | 2081 | 2260 | 2903 | 2878 | 2130 | 1332 | 953 | 763 | 497 | 315 |
| HGV | 98 | 88 | 72 | 91 | 203 | 411 | 583 | 565 | 519 | 526 | 576 | 536 | 520 | 535 | 510 | 483 | 449 | 362 | 305 | 292 | 220 | 184 | 139 | 108 |
| Thu | 182 | 121 | 103 | 137 | 295 | 716 | 1481 | 2716 | 2812 | 2141 | 1805 | 1797 | 1908 | 2022 | 2138 | 2400 | 2917 | 2911 | 2103 | 1327 | 952 | 715 | 517 | 320 |
| HGV | 100 | 83 | 77 | 96 | 208 | 413 | 561 | 578 | 531 | 552 | 529 | 523 | 514 | 523 | 520 | 496 | 439 | 346 | 288 | 249 | 215 | 177 | 135 | 112 |
| Fri | 199 | 137 | 124 | 154 | 308 | 689 | 1318 | 2452 | 2628 | 2066 | 2134 | 2290 | 2337 | 2435 | 2481 | 2630 | 2743 | 2535 | 2044 | 1537 | 1034 | 656 | 460 | 319 |
| HGV | 98 | 90 | 83 | 108 | 221 | 409 | 531 | 550 | 524 | 545 | 569 | 580 | 521 | 524 | 485 | 417 | 328 | 240 | 220 | 199 | 177 | 141 | 105 | 80 |
| Sat | 243 | 162 | 123 | 126 | 173 | 364 | 590 | 939 | 1346 | 1753 | 2114 | 2042 | 1911 | 1642 | 1542 | 1463 | 1506 | 1641 | 1375 | 1014 | 636 | 463 | 362 | 386 |
| HGV | 84 | 75 | 61 | 60 | 86 | 164 | 184 | 201 | 203 | 197 | 203 | 164 | 167 | 131 | 121 | 98 | 90 | 78 | 76 | 61 | 45 | 38 | 32 | 38 |
| Sun | 252 | 126 | 95 | 75 | 85 | 141 | 267 | 526 | 881 | 1324 | 1680 | 1824 | 1692 | 1507 | 1485 | 1638 | 1876 | 2035 | 1741 | 1406 | 1000 | 676 | 409 | 231 |
| HGV | 31 | 18 | 20 | 21 | 26 | 38 | 47 | 84 | 87 | 103 | 95 | 104 | 99 | 87 | 84 | 93 | 110 | 119 | 122 | 95 | 70 | 65 | 42 | 31 |
| M-Th | 157 | 110 | 93 | 123 | 275 | 694 | 1398 | 2479 | 2520 | 2086 | 1844 | 1791 | 1831 | 1935 | 2028 | 2220 | 2739 | 2746 | 2022 | 1302 | 944 | 721 | 490 | 291 |
| HGV | 76 | 67 | 63 | 84 | 182 | 372 | 513 | 509 | 461 | 490 | 497 | 471 | 466 | 482 | 477 | 454 | 408 | 332 | 274 | 246 | 207 | 166 | 131 | 101 |
| M-Fr | 165 | 116 | 99 | 129 | 281 | 693 | 1382 | 2473 | 2541 | 2082 | 1902 | 1890 | 1932 | 2035 | 2118 | 2302 | 2740 | 2704 | 2026 | 1349 | 962 | 708 | 484 | 296 |
| HGV | 80 | 71 | 67 | 89 | 189 | 379 | 516 | 517 | 474 | 501 | 512 | 493 | 477 | 490 | 478 | 446 | 392 | 314 | 263 | 237 | 201 | 161 | 126 | 97 |
| M-Su | 189 | 124 | 102 | 121 | 238 | 567 | 1110 | 1976 | 2133 | 1927 | 1900 | 1903 | 1895 | 1904 | 1946 | 2087 | 2440 | 2457 | 1893 | 1309 | 921 | 669 | 456 | 300 |
| HGV | 74 | 64 | 59 | 75 | 151 | 300 | 402 | 410 | 380 | 401 | 408 | 390 | 379 | 381 | 371 | 346 | 309 | 252 | 216 | 191 | 160 | 129 | 100 | 79 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9240

EB, A14, GIRTON(E542700, N261500) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 25701 | 10.9 | 2 | 21476 | 6.4 |
| b 3 | 20358 | 10.8 | 4 | 32923 | 22.7 | 5 | 33875 | 24.1 | 6 | 34794 | 24.1 | 7 | 37501 | 21.9 | 8 | 22830 | 11.8 | 9 | 21428 | 7.7 |
| 10 | 33495 | 22.7 | 11 | 33717 | 23.8 | 12 | 34593 | 23.7 | 13 | 35051 | 23.8 | 14 | 37234 | 21.1 | 15 | 23516 | 11.4 | 16 | 21494 | 7.9 |
| 17 | 33448 | 23 | 18 | 33855 | 24 | 19 | 34472 | 23.6 | 20 | 35010 | 23.4 | 21 | 36857 | 21.1 | 22 | 24135 | 11.2 | 23 | 22608 | 7.9 |
| 24 | 30194 | 23.2 | 25 | 32250 | 24 | 26 | 34415 | 23.8 | 27 | 35203 | 23.6 | 28 | 38328 | 20.8 | 29 | 27809 | 11.3 | 30 | 21424 | 6.6 |
| b 31 | 22655 | 9.6 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 28030 | 33186 | 34339 | 35015 | 37480 | 24798 | 21686 | | 30647 | 33610 | 30647 | 33610 |
| %HGV | 19 | 23.6 | 23.8 | 23.7 | 21.2 | 11.3 | 7.3 | | 19.6 | 22.4 | 19.6 | 22.4 |
| 18hr | 27111 | 32022 | 33100 | 33724 | 36167 | 23647 | 20942 | | 29530 | 32424 | 29530 | 32424 |
| %HGV | 18.4 | 22.3 | 22.3 | 22.1 | 19.7 | 9.4 | 7 | | 18.3 | 21 | 18.3 | 21 |
| 16hr | 26331 | 31287 | 32313 | 32887 | 35203 | 22858 | 20108 | | 28712 | 31604 | 28712 | 31604 |
| %HGV | 18.4 | 22.3 | 22.3 | 22.1 | 19.8 | 9.5 | 6.9 | | 18.3 | 21 | 18.3 | 21 |
| 12hr | 22744 | 27283 | 28055 | 28233 | 29938 | 20096 | 16633 | | 24711 | 27250 | 24711 | 27250 |
| %HGV | 18.1 | 21.8 | 21.9 | 21.8 | 19.8 | 9.1 | 6.4 | | 18 | 20.8 | 18 | 20.8 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 188 | 110 | 76 | 81 | 125 | 340 | 868 | 1797 | 2411 | 1910 | 1769 | 1844 | 1902 | 1753 | 1700 | 1758 | 1993 | 2156 | 1751 | 1189 | 867 | 663 | 482 | 298 |
| HGV | 25 | 30 | 28 | 44 | 73 | 156 | 285 | 316 | 299 | 310 | 352 | 355 | 398 | 389 | 401 | 397 | 361 | 286 | 243 | 193 | 149 | 101 | 74 | 62 |
| Tue | 182 | 108 | 102 | 126 | 198 | 449 | 1171 | 2609 | 3569 | 2567 | 1859 | 1752 | 1677 | 1847 | 1862 | 2035 | 2491 | 2834 | 2181 | 1377 | 858 | 597 | 460 | 275 |
| HGV | 67 | 65 | 72 | 98 | 137 | 259 | 446 | 472 | 399 | 468 | 510 | 532 | 524 | 567 | 606 | 592 | 542 | 412 | 331 | 257 | 191 | 119 | 93 | 72 |
| Wed | 174 | 123 | 128 | 136 | 218 | 461 | 1158 | 2691 | 3724 | 2521 | 1874 | 1735 | 1822 | 1873 | 1963 | 2136 | 2445 | 2915 | 2355 | 1507 | 959 | 634 | 489 | 299 |
| HGV | 74 | 81 | 92 | 109 | 171 | 278 | 471 | 515 | 460 | 481 | 502 | 538 | 551 | 573 | 628 | 612 | 516 | 434 | 331 | 261 | 201 | 119 | 97 | 77 |
| Thu | 194 | 122 | 119 | 147 | 217 | 492 | 1192 | 2648 | 3628 | 2472 | 1910 | 1835 | 1804 | 1864 | 2012 | 2193 | 2657 | 2910 | 2303 | 1680 | 1066 | 716 | 525 | 312 |
| HGV | 84 | 77 | 88 | 118 | 166 | 310 | 505 | 523 | 465 | 458 | 510 | 572 | 558 | 545 | 641 | 599 | 570 | 404 | 315 | 278 | 205 | 126 | 100 | 82 |
| Fri | 202 | 143 | 123 | 162 | 226 | 458 | 1113 | 2689 | 3409 | 2312 | 1923 | 2047 | 2165 | 2264 | 2390 | 2639 | 2818 | 2838 | 2444 | 1861 | 1372 | 919 | 571 | 393 |
| HGV | 85 | 84 | 87 | 122 | 176 | 280 | 475 | 550 | 478 | 455 | 496 | 548 | 566 | 571 | 586 | 558 | 491 | 351 | 283 | 224 | 194 | 125 | 90 | 78 |
| Sat | 289 | 171 | 129 | 140 | 167 | 255 | 469 | 847 | 1306 | 1758 | 2153 | 2327 | 2148 | 1891 | 1760 | 1603 | 1505 | 1481 | 1318 | 1051 | 735 | 509 | 423 | 366 |
| HGV | 72 | 74 | 73 | 95 | 121 | 140 | 178 | 202 | 202 | 190 | 187 | 181 | 158 | 139 | 134 | 129 | 114 | 102 | 87 | 73 | 51 | 37 | 33 | 26 |
| Sun | 299 | 149 | 68 | 61 | 63 | 104 | 221 | 424 | 703 | 1146 | 1626 | 1803 | 1668 | 1456 | 1396 | 1463 | 1609 | 1662 | 1678 | 1401 | 1081 | 772 | 519 | 315 |
| HGV | 25 | 18 | 12 | 12 | 20 | 32 | 49 | 56 | 68 | 89 | 98 | 91 | 86 | 80 | 84 | 90 | 96 | 105 | 117 | 111 | 91 | 62 | 43 | 36 |
| M-Th | 185 | 116 | 106 | 123 | 190 | 436 | 1097 | 2436 | 3333 | 2368 | 1853 | 1792 | 1801 | 1834 | 1884 | 2031 | 2397 | 2704 | 2148 | 1438 | 938 | 653 | 489 | 296 |
| HGV | 63 | 63 | 70 | 92 | 137 | 251 | 427 | 457 | 406 | 429 | 469 | 499 | 508 | 519 | 569 | 550 | 497 | 384 | 305 | 247 | 187 | 116 | 91 | 73 |
| M-Fr | 188 | 121 | 110 | 130 | 197 | 440 | 1100 | 2487 | 3348 | 2356 | 1867 | 1843 | 1874 | 1920 | 1985 | 2152 | 2481 | 2731 | 2207 | 1523 | 1024 | 706 | 505 | 315 |
| HGV | 67 | 67 | 73 | 98 | 145 | 257 | 436 | 475 | 420 | 434 | 474 | 509 | 519 | 529 | 572 | 552 | 496 | 377 | 301 | 243 | 188 | 118 | 91 | 74 |
| M-Su | 218 | 132 | 106 | 122 | 173 | 366 | 885 | 1958 | 2679 | 2098 | 1873 | 1906 | 1884 | 1850 | 1869 | 1975 | 2217 | 2399 | 2004 | 1438 | 991 | 687 | 496 | 323 |
| HGV | 62 | 61 | 65 | 85 | 123 | 208 | 344 | 376 | 339 | 350 | 379 | 402 | 406 | 409 | 440 | 425 | 384 | 299 | 244 | 200 | 155 | 98 | 76 | 62 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9255

EB, A14, BOTTISHAM(E555000, N259700) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | | | 2 | | |
| 3 | | | 4 | | | 5 | | | 6 | | | 7 | | | 8 | | | 9 | | |
| 10 | | | 11 | | | 12 | | | 13 | | | 14 | | | 15 | | | 16 | | |
| 17 | | | 18 | | | 19 | | | 20 | | | 21 | | | 22 | | | 23 | | |
| 24 | | | 25 | | | 26 | 20281 | 0 | 27 | 20798 | 0 | 28 | 23867 | 0 | 29 | 18093 | 0 | 30 | 13321 | 0 |
| b 31 | 14544 | 0 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT* | AWT* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 14544 | | 20281 | 20798 | 23867 | 18093 | 13321 | | 18682 | 19872 | 18682 | 19872 |
| %HGV | | | | | | | | | | | | |
| 18hr | 14126 | | 19370 | 19896 | 22925 | 17196 | 12848 | | 17920 | 19079 | 17920 | 19079 |
| %HGV | | | | | | | | | | | | |
| 16hr | 13422 | | 18875 | 19255 | 22112 | 16658 | 12349 | | 17298 | 18416 | 17298 | 18416 |
| %HGV | | | | | | | | | | | | |
| 12hr | 11150 | | 15926 | 16234 | 17970 | 14852 | 10475 | | 14561 | 15320 | 14561 | 15320 |
| %HGV | | | | | | | | | | | | |
| No.days | 1,- | -,- | 1,- | 1,- | 1,- | 1,- | 1,- | | 6,0 | 4,0 | 6,0 | 4,0 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 94 | 67 | 55 | 46 | 54 | 102 | 145 | 283 | 507 | 797 | 1141 | 1200 | 1135 | 970 | 978 | 985 | 1025 | 1069 | 1060 | 874 | 687 | 566 | 435 | 269 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Tue | | | | | | | | | | | | | | | | | | | | | | | | |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Wed | 136 | 90 | 103 | 114 | 159 | 309 | 721 | 1178 | 1277 | 1208 | 1092 | 1044 | 1105 | 1084 | 1288 | 1310 | 1787 | 2009 | 1544 | 1152 | 690 | 386 | 289 | 206 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Thu | 132 | 88 | 101 | 123 | 148 | 310 | 704 | 1181 | 1166 | 974 | 1007 | 1195 | 1070 | 1190 | 1348 | 1538 | 1923 | 2088 | 1554 | 1036 | 742 | 539 | 389 | 252 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Fri | 136 | 103 | 110 | 111 | 180 | 302 | 680 | 1164 | 1122 | 1031 | 1047 | 1302 | 1447 | 1524 | 1742 | 1951 | 1976 | 2112 | 1552 | 1266 | 1148 | 1048 | 464 | 349 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat | 211 | 129 | 118 | 114 | 141 | 184 | 346 | 607 | 894 | 1147 | 1570 | 1666 | 1506 | 1464 | 1359 | 1279 | 1188 | 1174 | 998 | 649 | 474 | 337 | 290 | 248 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Sun | 165 | 118 | 77 | 33 | 30 | 50 | 99 | 266 | 483 | 780 | 1125 | 1250 | 1091 | 930 | 866 | 798 | 961 | 1062 | 863 | 696 | 646 | 433 | 299 | 200 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| M-Th | 121 | 82 | 86 | 94 | 120 | 240 | 523 | 881 | 983 | 993 | 1080 | 1146 | 1103 | 1081 | 1205 | 1278 | 1578 | 1722 | 1386 | 1021 | 706 | 497 | 371 | 242 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| M-Fr | 125 | 87 | 92 | 99 | 135 | 256 | 563 | 952 | 1018 | 1003 | 1072 | 1185 | 1189 | 1192 | 1339 | 1446 | 1678 | 1820 | 1428 | 1082 | 817 | 635 | 394 | 269 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| M-Su | 146 | 99 | 94 | 90 | 119 | 210 | 449 | 780 | 908 | 990 | 1164 | 1276 | 1226 | 1194 | 1264 | 1310 | 1477 | 1586 | 1262 | 946 | 731 | 552 | 361 | 254 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9256

WB, A14, BOTTISHAM(E555000, N259700) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | | | 2 | | |
| 3 | | | 4 | | | 5 | | | 6 | | | 7 | | | 8 | | | 9 | | |
| 10 | | | 11 | | | 12 | | | 13 | | | 14 | | | 15 | | | 16 | | |
| 17 | | | 18 | | | 19 | | | 20 | | | 21 | | | 22 | | | 23 | | |
| 24 | | | 25 | | | 26 | 23580 | 0 | 27 | 24311 | 0 | 28 | 25865 | 0 | 29 | 17594 | 0 | 30 | 15142 | 0 |
| b 31 | 18953 | 0 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 18953 | | 23580 | 24311 | 25865 | 17594 | 15142 | | 21231 | 23177 | 21231 | 23177 |
| %HGV | | | | | | | | | | | | |
| 18hr | 18437 | | 22385 | 22999 | 24551 | 16564 | 14528 | | 20222 | 22093 | 20222 | 22093 |
| %HGV | | | | | | | | | | | | |
| 16hr | 17760 | | 21927 | 22464 | 24052 | 16004 | 14064 | | 19688 | 21550 | 19688 | 21550 |
| %HGV | | | | | | | | | | | | |
| 12hr | 14514 | | 18859 | 19468 | 20650 | 13957 | 11853 | | 16810 | 18372 | 16810 | 18372 |
| %HGV | | | | | | | | | | | | |
| No.days | 1,- | -,- | 1,- | 1,- | 1,- | 1,- | 1,- | | 6,0 | 4,0 | 6,0 | 4,0 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 116 | 89 | 68 | 37 | 66 | 140 | 229 | 352 | 567 | 943 | 1386 | 1554 | 1424 | 1314 | 1284 | 1338 | 1444 | 1546 | 1362 | 1244 | 1079 | 694 | 381 | 296 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Tue | | | | | | | | | | | | | | | | | | | | | | | | |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Wed | 122 | 105 | 73 | 88 | 226 | 581 | 1234 | 2549 | 2614 | 1739 | 1404 | 1216 | 1174 | 1319 | 1357 | 1368 | 1401 | 1549 | 1169 | 861 | 587 | 386 | 277 | 181 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Thu | 142 | 100 | 83 | 110 | 262 | 615 | 1085 | 2530 | 2553 | 1825 | 1286 | 1306 | 1313 | 1345 | 1431 | 1407 | 1570 | 1649 | 1253 | 887 | 611 | 413 | 291 | 244 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Fri | 178 | 107 | 120 | 118 | 260 | 531 | 1049 | 2298 | 2338 | 1697 | 1746 | 1796 | 1587 | 1569 | 1619 | 1523 | 1548 | 1609 | 1320 | 1127 | 770 | 456 | 284 | 215 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat | 162 | 127 | 109 | 103 | 166 | 363 | 566 | 944 | 1177 | 1405 | 1614 | 1712 | 1385 | 1174 | 1065 | 970 | 890 | 862 | 759 | 684 | 489 | 308 | 267 | 293 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| Sun | 212 | 102 | 91 | 52 | 59 | 98 | 209 | 404 | 582 | 879 | 1173 | 1284 | 1131 | 1012 | 854 | 885 | 1073 | 1478 | 1098 | 892 | 655 | 455 | 282 | 182 |
| HGV | | | | | | | | | | | | | | | | | | | | | | | | |
| M-Th | 127 | 98 | 75 | 78 | 185 | 445 | 849 | 1810 | 1911 | 1502 | 1359 | 1359 | 1304 | 1326 | 1357 | 1371 | 1472 | 1581 | 1261 | 997 | 759 | 498 | 316 | 240 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| M-Fr | 140 | 100 | 86 | 88 | 204 | 467 | 899 | 1932 | 2018 | 1551 | 1456 | 1468 | 1375 | 1387 | 1423 | 1409 | 1491 | 1588 | 1276 | 1030 | 762 | 487 | 308 | 234 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| M-Su | 155 | 105 | 91 | 85 | 173 | 388 | 729 | 1513 | 1639 | 1415 | 1435 | 1478 | 1336 | 1289 | 1268 | 1249 | 1321 | 1449 | 1160 | 949 | 699 | 452 | 297 | 235 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9917

WB, A14, RISBY(E577300, N266150) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 16956 | 9.3 | 2 | 14875 | 4.2 |
| b 3 | 17081 | 8.5 | 4 | 23435 | 21.4 | 5 | 23161 | 26.3 | 6 | 24166 | 22.9 | 7 | 24755 | 20.8 | 8 | 15793 | 9.4 | o 9 | 16566 | 6.3 |
| 10 | 23684 | 21.9 | 11 | 23747 | 24 | 12 | 24357 | 23 | 13 | 24135 | 23.5 | 14 | 24795 | 19.9 | 15 | 16120 | 9.6 | 16 | 15868 | 6.7 |
| 17 | 23700 | 22.2 | 18 | 23903 | 23.5 | 19 | 24706 | 23 | 20 | 24575 | 23.1 | 21 | 24840 | 19.6 | 22 | 15958 | 9.4 | 23 | 15832 | 6.7 |
| 24 | 23447 | 21.3 | 25 | 23678 | 23.7 | 26 | 24615 | 22.9 | 27 | 24738 | 22.9 | 28 | 25766 | 19.7 | 29 | 17153 | 9.7 | 30 | 14387 | 5.1 |
| b 31 | 17286 | 8.3 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 21040 | 23691 | 24210 | 24404 | 25039 | 16396 | 15506 | | 21469 | 23676 | 21469 | 23676 |
| %HGV | 17.4 | 23.1 | 23.8 | 23.1 | 20 | 9.5 | 5.8 | | 18.6 | 21.6 | 18.6 | 21.6 |
| 18hr | 20010 | 22341 | 22810 | 22997 | 23656 | 15495 | 15043 | | 20336 | 22362 | 20336 | 22362 |
| %HGV | 16 | 21.2 | 21.6 | 20.9 | 17.6 | 7.4 | 5.6 | | 16.7 | 19.5 | 16.7 | 19.5 |
| 16hr | 19585 | 21878 | 22310 | 22504 | 23151 | 15040 | 14680 | | 19878 | 21885 | 19878 | 21885 |
| %HGV | 15.7 | 20.8 | 21.4 | 20.6 | 17.5 | 7.4 | 5.5 | | 16.5 | 19.3 | 16.5 | 19.3 |
| 12hr | 16627 | 18707 | 19081 | 19269 | 19880 | 13296 | 12493 | | 17050 | 18712 | 17050 | 18712 |
| %HGV | 15 | 19.7 | 20.3 | 19.5 | 16.9 | 7.1 | 5.1 | | 15.7 | 18.4 | 15.7 | 18.4 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 69 | 49 | 54 | 95 | 239 | 523 | 1069 | 1608 | 1629 | 1316 | 1256 | 1340 | 1266 | 1276 | 1276 | 1437 | 1556 | 1531 | 1136 | 832 | 617 | 440 | 281 | 144 |
| HGV | 15 | 13 | 28 | 57 | 120 | 223 | 242 | 239 | 212 | 224 | 201 | 199 | 205 | 205 | 201 | 217 | 217 | 195 | 172 | 138 | 115 | 88 | 71 | 56 |
| Tue | 88 | 68 | 66 | 140 | 293 | 696 | 1528 | 2467 | 2448 | 1648 | 1301 | 1247 | 1241 | 1260 | 1310 | 1426 | 1564 | 1672 | 1124 | 724 | 528 | 392 | 284 | 179 |
| HGV | 56 | 49 | 46 | 92 | 188 | 324 | 407 | 388 | 350 | 350 | 323 | 307 | 301 | 282 | 293 | 292 | 289 | 286 | 227 | 192 | 152 | 116 | 86 | 80 |
| Wed | 113 | 91 | 71 | 142 | 299 | 684 | 1492 | 2396 | 2321 | 1619 | 1298 | 1294 | 1313 | 1334 | 1373 | 1466 | 1682 | 1772 | 1214 | 736 | 568 | 433 | 311 | 189 |
| HGV | 70 | 62 | 50 | 94 | 200 | 337 | 426 | 393 | 399 | 409 | 332 | 307 | 302 | 293 | 284 | 297 | 307 | 291 | 248 | 193 | 157 | 122 | 85 | 86 |
| Thu | 112 | 90 | 75 | 137 | 305 | 689 | 1490 | 2396 | 2460 | 1644 | 1347 | 1306 | 1283 | 1301 | 1379 | 1482 | 1669 | 1745 | 1259 | 767 | 566 | 413 | 301 | 193 |
| HGV | 75 | 66 | 50 | 99 | 205 | 348 | 416 | 385 | 380 | 372 | 328 | 328 | 296 | 285 | 292 | 292 | 300 | 272 | 232 | 182 | 151 | 110 | 91 | 77 |
| Fri | 122 | 96 | 90 | 154 | 317 | 605 | 1371 | 2197 | 2243 | 1635 | 1497 | 1536 | 1482 | 1505 | 1531 | 1584 | 1745 | 1693 | 1232 | 891 | 614 | 396 | 306 | 199 |
| HGV | 73 | 61 | 64 | 105 | 224 | 315 | 384 | 382 | 352 | 361 | 340 | 314 | 285 | 280 | 261 | 229 | 208 | 186 | 152 | 124 | 102 | 79 | 59 | 55 |
| Sat | 146 | 96 | 78 | 103 | 173 | 305 | 497 | 715 | 935 | 1182 | 1380 | 1470 | 1287 | 1116 | 1053 | 1107 | 1118 | 1102 | 831 | 561 | 401 | 287 | 258 | 196 |
| HGV | 65 | 48 | 39 | 50 | 89 | 116 | 110 | 121 | 115 | 116 | 116 | 106 | 85 | 56 | 55 | 47 | 45 | 43 | 34 | 18 | 21 | 20 | 14 | 13 |
| Sun | 118 | 70 | 59 | 59 | 57 | 100 | 223 | 375 | 588 | 866 | 1091 | 1238 | 1149 | 969 | 997 | 1256 | 1456 | 1333 | 1175 | 890 | 653 | 421 | 228 | 135 |
| HGV | 6 | 9 | 9 | 13 | 11 | 17 | 38 | 44 | 49 | 58 | 59 | 54 | 49 | 45 | 44 | 56 | 59 | 57 | 62 | 46 | 44 | 34 | 12 | 19 |
| M-Th | 96 | 75 | 67 | 129 | 284 | 648 | 1395 | 2217 | 2215 | 1557 | 1301 | 1297 | 1276 | 1293 | 1335 | 1453 | 1618 | 1680 | 1183 | 765 | 570 | 420 | 294 | 176 |
| HGV | 54 | 48 | 44 | 86 | 178 | 308 | 373 | 351 | 335 | 339 | 296 | 285 | 276 | 266 | 268 | 275 | 278 | 261 | 220 | 176 | 144 | 109 | 83 | 75 |
| M-Fr | 101 | 79 | 71 | 134 | 291 | 639 | 1390 | 2213 | 2220 | 1572 | 1340 | 1345 | 1317 | 1335 | 1374 | 1479 | 1643 | 1683 | 1193 | 790 | 579 | 415 | 297 | 181 |
| HGV | 58 | 50 | 48 | 89 | 187 | 309 | 375 | 357 | 339 | 343 | 305 | 291 | 278 | 269 | 266 | 265 | 264 | 246 | 206 | 166 | 135 | 103 | 78 | 71 |
| M-Su | 110 | 80 | 70 | 119 | 240 | 515 | 1096 | 1736 | 1803 | 1416 | 1310 | 1347 | 1289 | 1252 | 1274 | 1394 | 1541 | 1550 | 1139 | 772 | 564 | 397 | 281 | 176 |
| HGV | 51 | 44 | 41 | 73 | 148 | 240 | 289 | 279 | 265 | 270 | 243 | 231 | 218 | 207 | 204 | 204 | 204 | 190 | 161 | 128 | 106 | 81 | 60 | 55 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9918

EB, A14, RISBY(E577300, N266150) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 18504 | 8.7 | 2 | 14959 | 4.7 |
| b 3 | 13822 | 8.8 | 4 | 23000 | 22 | 5 | 23822 | 23.4 | 6 | 24400 | 23.1 | 7 | 26735 | 20.3 | 8 | 16717 | 9.3 | 9 | 14881 | 6.2 |
| 10 | 23037 | 21.9 | 11 | 23349 | 23.2 | 12 | 24382 | 22.4 | 13 | 24449 | 22.8 | 14 | 26618 | 20 | o 15 | 16929 | 9.4 | 16 | 14645 | 6.5 |
| 17 | 23047 | 22.4 | 18 | 23595 | 23.3 | 19 | 24509 | 22.2 | 20 | 24318 | 22.5 | 21 | 26262 | 19.2 | 22 | 16603 | 9.3 | 23 | 14785 | 6.6 |
| 24 | 22815 | 20.9 | 25 | 23287 | 22.7 | 26 | 24588 | 22.5 | 27 | 24939 | 22.4 | 28 | 28183 | 19.7 | 29 | 19784 | 9.5 | 30 | 15117 | 4.8 |
| b 31 | 14821 | 8.3 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 19508 | 23308 | 24325 | 24527 | 26950 | 17707 | 14877 | | 21600 | 23723 | 21600 | 23723 |
| %HGV | 17.8 | 22.8 | 22.6 | 22.7 | 19.8 | 9.2 | 5.8 | | 18.3 | 21.2 | 18.3 | 21.2 |
| 18hr | 18975 | 22573 | 23511 | 23716 | 26081 | 16874 | 14361 | | 20870 | 22971 | 20870 | 22971 |
| %HGV | 17.4 | 21.7 | 21.3 | 21.4 | 18.5 | 7.5 | 5.5 | | 17.2 | 20.1 | 17.2 | 20.1 |
| 16hr | 18420 | 22039 | 22963 | 23098 | 25325 | 16312 | 13807 | | 20280 | 22369 | 20280 | 22369 |
| %HGV | 17.4 | 21.7 | 21.3 | 21.4 | 18.6 | 7.6 | 5.4 | | 17.3 | 20.2 | 17.3 | 20.2 |
| 12hr | 16029 | 19418 | 20004 | 19966 | 21635 | 14457 | 11464 | | 17567 | 19410 | 17567 | 19410 |
| %HGV | 17.1 | 21.1 | 20.7 | 21.1 | 18.5 | 7.1 | 5 | | 16.9 | 19.8 | 16.9 | 19.8 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 140 | 77 | 57 | 47 | 65 | 148 | 391 | 962 | 1325 | 1091 | 1218 | 1258 | 1286 | 1217 | 1282 | 1375 | 1672 | 1866 | 1480 | 908 | 617 | 475 | 321 | 234 |
| HGV | 20 | 16 | 19 | 20 | 30 | 70 | 133 | 183 | 162 | 176 | 195 | 229 | 249 | 273 | 292 | 294 | 286 | 219 | 186 | 144 | 106 | 79 | 49 | 39 |
| Tue | 139 | 90 | 68 | 86 | 120 | 232 | 523 | 1369 | 1883 | 1424 | 1271 | 1231 | 1257 | 1334 | 1430 | 1630 | 2112 | 2531 | 1948 | 1049 | 623 | 427 | 321 | 213 |
| HGV | 45 | 42 | 44 | 60 | 79 | 150 | 242 | 299 | 249 | 272 | 310 | 341 | 361 | 383 | 430 | 434 | 394 | 349 | 265 | 200 | 145 | 101 | 63 | 48 |
| Wed | 150 | 95 | 81 | 99 | 136 | 254 | 546 | 1374 | 1939 | 1540 | 1328 | 1251 | 1324 | 1353 | 1499 | 1716 | 2142 | 2568 | 1971 | 1177 | 738 | 499 | 326 | 222 |
| HGV | 50 | 52 | 54 | 73 | 95 | 169 | 259 | 315 | 274 | 281 | 311 | 322 | 367 | 394 | 428 | 427 | 411 | 331 | 282 | 207 | 160 | 118 | 66 | 50 |
| Thu | 149 | 90 | 84 | 94 | 132 | 261 | 556 | 1348 | 1979 | 1425 | 1257 | 1267 | 1298 | 1373 | 1473 | 1774 | 2170 | 2591 | 2010 | 1210 | 816 | 550 | 369 | 249 |
| HGV | 53 | 50 | 53 | 69 | 99 | 175 | 277 | 339 | 286 | 280 | 298 | 347 | 381 | 418 | 411 | 454 | 392 | 331 | 262 | 189 | 165 | 109 | 62 | 55 |
| Fri | 160 | 112 | 91 | 110 | 148 | 248 | 533 | 1282 | 1804 | 1354 | 1217 | 1351 | 1477 | 1629 | 1814 | 2120 | 2579 | 2842 | 2167 | 1431 | 990 | 736 | 456 | 300 |
| HGV | 51 | 60 | 54 | 71 | 107 | 166 | 262 | 297 | 284 | 260 | 289 | 348 | 362 | 403 | 409 | 400 | 386 | 328 | 233 | 185 | 146 | 114 | 67 | 52 |
| Sat | 233 | 132 | 110 | 90 | 108 | 162 | 263 | 461 | 870 | 1200 | 1549 | 1658 | 1554 | 1415 | 1305 | 1174 | 1107 | 1140 | 1024 | 740 | 499 | 352 | 302 | 259 |
| HGV | 47 | 46 | 47 | 51 | 71 | 103 | 123 | 117 | 108 | 101 | 111 | 101 | 92 | 76 | 72 | 72 | 64 | 60 | 51 | 38 | 30 | 20 | 14 | 13 |
| Sun | 206 | 118 | 73 | 44 | 28 | 47 | 126 | 229 | 421 | 769 | 1211 | 1371 | 1152 | 976 | 941 | 958 | 1061 | 1225 | 1149 | 953 | 745 | 520 | 328 | 226 |
| HGV | 14 | 9 | 11 | 10 | 8 | 14 | 29 | 36 | 34 | 40 | 38 | 51 | 42 | 35 | 48 | 53 | 58 | 62 | 68 | 58 | 56 | 33 | 24 | 17 |
| M-Th | 145 | 88 | 73 | 82 | 113 | 224 | 504 | 1263 | 1782 | 1370 | 1269 | 1252 | 1291 | 1319 | 1421 | 1624 | 2024 | 2389 | 1852 | 1086 | 699 | 488 | 334 | 230 |
| HGV | 42 | 40 | 43 | 56 | 76 | 141 | 228 | 284 | 243 | 252 | 279 | 310 | 340 | 367 | 390 | 402 | 371 | 308 | 249 | 185 | 144 | 102 | 60 | 48 |
| M-Fr | 148 | 93 | 76 | 87 | 120 | 229 | 510 | 1267 | 1786 | 1367 | 1258 | 1272 | 1328 | 1381 | 1500 | 1723 | 2135 | 2480 | 1915 | 1155 | 757 | 537 | 359 | 244 |
| HGV | 44 | 44 | 45 | 59 | 82 | 146 | 235 | 287 | 251 | 254 | 281 | 317 | 344 | 374 | 394 | 402 | 374 | 312 | 246 | 185 | 144 | 104 | 61 | 49 |
| M-Su | 168 | 102 | 81 | 81 | 105 | 193 | 420 | 1004 | 1460 | 1258 | 1293 | 1341 | 1335 | 1328 | 1392 | 1535 | 1835 | 2109 | 1678 | 1067 | 718 | 508 | 346 | 243 |
| HGV | 40 | 39 | 40 | 51 | 70 | 121 | 189 | 227 | 200 | 201 | 222 | 248 | 265 | 283 | 299 | 305 | 284 | 240 | 192 | 146 | 115 | 82 | 49 | 39 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9919

EB, A14, TOTHILL, STOWMARKET(E603750, N260350) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 16536 | 10.8 | 2 | 14932 | 4 |
| b 3 | 14141 | 8.9 | 4 | 22132 | 24.7 | 5 | 22925 | 26.8 | 6 | 23515 | 25.7 | 7 | 24109 | 23.9 | 8 | 15747 | 11 | 9 | 16428 | 6.7 |
| 10 | 22666 | 24.4 | 11 | 23094 | 26.4 | 12 | 23331 | 25.8 | 13 | 23818 | 25.9 | 14 | 24209 | 22.8 | 15 | 16992 | 9.9 | 16 | 15706 | 6.4 |
| 17 | | | 18 | | | 19 | | | 20 | | | 21 | | | 22 | | | 23 | | |
| 24 | | | o 25 | 11395 | 18.4 | 26 | 23570 | 21.4 | 27 | 24065 | 21.2 | 28 | 25408 | 19.1 | 29 | 17432 | 8.2 | 30 | 14673 | 3.4 |
| b 31 | 14813 | 6.9 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 17207 | 18874 | 23275 | 23799 | 24575 | 16677 | 15435 | | 19977 | 21546 | 19977 | 21546 |
| %HGV | 15.1 | 24.1 | 24.6 | 24.2 | 21.9 | 9.9 | 5.2 | | 18.9 | 22.3 | 18.9 | 22.3 |
| 18hr | 16578 | 18045 | 22121 | 22649 | 23433 | 15844 | 14922 | | 19084 | 20565 | 19084 | 20565 |
| %HGV | 14.2 | 22.6 | 22.7 | 22.4 | 20 | 7.9 | 5 | | 17.4 | 20.6 | 17.4 | 20.6 |
| 16hr | 16106 | 17509 | 21508 | 22025 | 22725 | 15228 | 14481 | | 18511 | 19974 | 18511 | 19974 |
| %HGV | 14 | 22.4 | 22.6 | 22.4 | 20.1 | 8 | 5 | | 17.4 | 20.6 | 17.4 | 20.6 |
| 12hr | 13793 | 14837 | 18470 | 18854 | 19365 | 13384 | 12463 | | 15880 | 17063 | 15880 | 17063 |
| %HGV | 13.6 | 21.8 | 21.9 | 21.8 | 19.9 | 7.6 | 4.6 | | 16.8 | 20.1 | 16.8 | 20.1 |
| No.days | 3,3 | 3,3 | 3,3 | 3,3 | 3,3 | 4,4 | 4,4 | | 23,23 | 15,15 | 23,23 | 15,15 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 69 | 45 | 42 | 61 | 118 | 293 | 502 | 862 | 979 | 945 | 1189 | 1302 | 1207 | 1229 | 1165 | 1271 | 1322 | 1274 | 1049 | 719 | 616 | 475 | 310 | 162 |
| HGV | 10 | 10 | 16 | 32 | 72 | 112 | 129 | 167 | 150 | 161 | 145 | 159 | 146 | 158 | 157 | 171 | 173 | 144 | 135 | 92 | 86 | 80 | 53 | 42 |
| Tue | 56 | 41 | 36 | 82 | 167 | 446 | 808 | 1405 | 1510 | 961 | 789 | 763 | 780 | 811 | 1304 | 1421 | 1724 | 1979 | 1389 | 836 | 581 | 447 | 344 | 192 |
| HGV | 31 | 26 | 23 | 61 | 114 | 206 | 265 | 279 | 271 | 248 | 215 | 215 | 220 | 210 | 341 | 351 | 342 | 297 | 236 | 174 | 139 | 122 | 82 | 72 |
| Wed | 124 | 79 | 71 | 113 | 218 | 550 | 972 | 1769 | 2160 | 1474 | 1204 | 1209 | 1235 | 1316 | 1391 | 1492 | 1748 | 1985 | 1488 | 916 | 626 | 524 | 384 | 229 |
| HGV | 75 | 55 | 50 | 86 | 153 | 285 | 338 | 348 | 351 | 363 | 326 | 330 | 350 | 365 | 341 | 376 | 350 | 296 | 253 | 198 | 158 | 121 | 87 | 71 |
| Thu | 115 | 86 | 70 | 108 | 237 | 535 | 989 | 1895 | 2158 | 1487 | 1267 | 1218 | 1239 | 1335 | 1343 | 1537 | 1824 | 2015 | 1537 | 978 | 669 | 534 | 408 | 216 |
| HGV | 57 | 58 | 52 | 84 | 172 | 269 | 346 | 376 | 365 | 364 | 331 | 332 | 343 | 359 | 331 | 385 | 360 | 308 | 257 | 189 | 150 | 121 | 79 | 69 |
| Fri | 125 | 81 | 78 | 123 | 234 | 502 | 963 | 1741 | 2021 | 1449 | 1289 | 1352 | 1319 | 1569 | 1633 | 1674 | 1864 | 1901 | 1553 | 1071 | 739 | 587 | 414 | 293 |
| HGV | 62 | 50 | 58 | 92 | 176 | 246 | 337 | 381 | 358 | 373 | 336 | 334 | 316 | 361 | 340 | 326 | 298 | 233 | 191 | 143 | 125 | 111 | 67 | 60 |
| Sat | 174 | 97 | 87 | 87 | 136 | 253 | 371 | 567 | 845 | 1093 | 1297 | 1418 | 1299 | 1180 | 1237 | 1246 | 1134 | 1142 | 926 | 669 | 478 | 326 | 319 | 297 |
| HGV | 61 | 44 | 42 | 50 | 90 | 113 | 133 | 127 | 126 | 133 | 112 | 115 | 92 | 72 | 60 | 55 | 48 | 41 | 34 | 27 | 23 | 18 | 13 | 16 |
| Sun | 176 | 99 | 56 | 53 | 43 | 87 | 197 | 349 | 530 | 843 | 1170 | 1254 | 1157 | 1015 | 1069 | 1326 | 1416 | 1291 | 1044 | 809 | 592 | 419 | 287 | 154 |
| HGV | 11 | 9 | 6 | 7 | 9 | 12 | 48 | 52 | 56 | 40 | 54 | 42 | 43 | 38 | 43 | 46 | 53 | 52 | 46 | 40 | 38 | 25 | 10 | 14 |
| M-Th | 91 | 63 | 55 | 91 | 185 | 456 | 818 | 1483 | 1702 | 1217 | 1112 | 1123 | 1115 | 1173 | 1301 | 1430 | 1655 | 1813 | 1366 | 862 | 623 | 495 | 362 | 200 |
| HGV | 43 | 37 | 35 | 66 | 128 | 218 | 270 | 293 | 284 | 284 | 254 | 259 | 265 | 273 | 293 | 321 | 306 | 261 | 220 | 163 | 133 | 111 | 75 | 64 |
| M-Fr | 98 | 66 | 59 | 97 | 195 | 465 | 847 | 1534 | 1766 | 1263 | 1148 | 1169 | 1156 | 1252 | 1367 | 1479 | 1696 | 1831 | 1403 | 904 | 646 | 513 | 372 | 218 |
| HGV | 47 | 40 | 40 | 71 | 137 | 224 | 283 | 310 | 299 | 302 | 271 | 274 | 275 | 291 | 302 | 322 | 305 | 256 | 214 | 159 | 132 | 111 | 74 | 63 |
| M-Su | 120 | 75 | 63 | 90 | 165 | 381 | 686 | 1227 | 1458 | 1179 | 1172 | 1217 | 1177 | 1208 | 1306 | 1424 | 1576 | 1655 | 1284 | 857 | 614 | 473 | 352 | 220 |
| HGV | 44 | 36 | 35 | 59 | 112 | 178 | 228 | 247 | 240 | 240 | 217 | 218 | 216 | 223 | 230 | 244 | 232 | 196 | 165 | 123 | 103 | 85 | 56 | 49 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9921

EB, A14, BAYLHAM(E611300, N253300) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 20642 | 9 | 2 | 18320 | 4.8 |
| b 3 | 18786 | 9.6 | 4 | 26661 | 21.4 | 5 | 27280 | 22.8 | 6 | 27790 | 22.6 | 7 | 28927 | 20.6 | 8 | 19886 | 9.2 | 9 | 19105 | 5.7 |
| 10 | 26735 | 21.7 | 11 | 27067 | 22.5 | 12 | 27414 | 22.2 | 13 | 28142 | 22.1 | 14 | 28625 | 20 | 15 | 20924 | 9.1 | 16 | 18457 | 6.9 |
| 17 | 26740 | 22 | 18 | 27296 | 22.5 | 19 | 27838 | 21.7 | 20 | 27847 | 22.2 | 21 | 28864 | 20 | 22 | 19446 | 9.2 | 23 | 17919 | 7 |
| 24 | 26424 | 21.1 | 25 | 27236 | 22 | 26 | 27627 | 22.4 | 27 | 28173 | 22.5 | 28 | 29808 | 20.5 | 29 | 20600 | 9.7 | 30 | 17589 | 5.3 |
| b 31 | 19316 | 9.3 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT* | AWT* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 23600 | 27065 | 27540 | 27988 | 29056 | 20300 | 18278 | | 24832 | 27049 | 24832 | 27049 |
| %HGV | 17.7 | 22.1 | 22.3 | 22.3 | 20.3 | 9.2 | 6 | | 18.1 | 21 | 18.1 | 21 |
| 18hr | 22955 | 26175 | 26612 | 27067 | 28102 | 19471 | 17704 | | 24012 | 26182 | 24012 | 26182 |
| %HGV | 17.3 | 21.2 | 21.2 | 21.2 | 19.2 | 7.8 | 5.8 | | 17.2 | 20.1 | 17.2 | 20.1 |
| 16hr | 22391 | 25586 | 25980 | 26428 | 27372 | 18826 | 17131 | | 23387 | 25551 | 23387 | 25551 |
| %HGV | 17.3 | 21.2 | 21.2 | 21.3 | 19.3 | 8 | 5.8 | | 17.2 | 20.1 | 17.2 | 20.1 |
| 12hr | 19593 | 22550 | 22816 | 23122 | 23727 | 16549 | 14570 | | 20418 | 22361 | 20418 | 22361 |
| %HGV | 17 | 20.5 | 20.5 | 20.8 | 19 | 7.6 | 5.4 | | 16.8 | 19.6 | 16.8 | 19.6 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 105 | 65 | 60 | 61 | 104 | 251 | 623 | 1541 | 1917 | 1482 | 1567 | 1640 | 1556 | 1536 | 1557 | 1589 | 1755 | 1983 | 1472 | 982 | 685 | 509 | 378 | 186 |
| HGV | 16 | 16 | 20 | 24 | 42 | 85 | 182 | 252 | 230 | 243 | 249 | 279 | 289 | 314 | 333 | 342 | 307 | 270 | 217 | 160 | 120 | 86 | 53 | 32 |
| Tue | 110 | 85 | 80 | 97 | 169 | 349 | 916 | 2311 | 2868 | 1938 | 1571 | 1439 | 1457 | 1461 | 1608 | 1697 | 2104 | 2416 | 1681 | 1043 | 599 | 477 | 389 | 201 |
| HGV | 40 | 44 | 49 | 57 | 93 | 154 | 308 | 387 | 334 | 335 | 363 | 384 | 404 | 422 | 456 | 445 | 413 | 356 | 309 | 223 | 160 | 115 | 71 | 49 |
| Wed | 120 | 90 | 91 | 105 | 154 | 368 | 887 | 2280 | 2892 | 1879 | 1608 | 1447 | 1423 | 1482 | 1630 | 1770 | 2123 | 2466 | 1817 | 1118 | 646 | 514 | 427 | 205 |
| HGV | 49 | 52 | 58 | 67 | 92 | 179 | 313 | 373 | 384 | 351 | 368 | 373 | 399 | 428 | 461 | 460 | 416 | 358 | 313 | 230 | 157 | 126 | 78 | 46 |
| Thu | 130 | 90 | 79 | 107 | 169 | 346 | 927 | 2296 | 2881 | 1981 | 1489 | 1454 | 1462 | 1531 | 1634 | 1779 | 2179 | 2502 | 1936 | 1142 | 699 | 538 | 419 | 221 |
| HGV | 52 | 53 | 52 | 69 | 102 | 174 | 336 | 384 | 392 | 375 | 338 | 380 | 422 | 435 | 458 | 499 | 436 | 369 | 305 | 208 | 160 | 123 | 76 | 49 |
| Fri | 131 | 102 | 87 | 105 | 168 | 361 | 880 | 2190 | 2743 | 1859 | 1576 | 1518 | 1572 | 1742 | 1873 | 2003 | 2263 | 2400 | 1990 | 1325 | 807 | 633 | 450 | 281 |
| HGV | 53 | 53 | 49 | 65 | 101 | 175 | 317 | 382 | 373 | 356 | 353 | 389 | 393 | 429 | 438 | 430 | 391 | 310 | 261 | 193 | 136 | 120 | 78 | 43 |
| Sat | 191 | 131 | 101 | 95 | 107 | 204 | 396 | 665 | 1132 | 1480 | 1965 | 1935 | 1672 | 1506 | 1381 | 1196 | 1165 | 1252 | 1200 | 911 | 574 | 396 | 333 | 313 |
| HGV | 43 | 45 | 41 | 52 | 60 | 103 | 140 | 159 | 145 | 129 | 133 | 133 | 115 | 90 | 83 | 77 | 66 | 66 | 61 | 47 | 30 | 19 | 18 | 13 |
| Sun | 241 | 105 | 65 | 54 | 37 | 70 | 163 | 283 | 534 | 1012 | 1630 | 1945 | 1568 | 1274 | 1225 | 1163 | 1259 | 1414 | 1263 | 1048 | 800 | 549 | 353 | 220 |
| HGV | 12 | 9 | 8 | 10 | 9 | 15 | 29 | 46 | 40 | 48 | 66 | 72 | 66 | 59 | 70 | 73 | 74 | 81 | 81 | 81 | 57 | 35 | 21 | 16 |
| M-Th | 116 | 83 | 78 | 93 | 149 | 329 | 838 | 2107 | 2640 | 1820 | 1559 | 1495 | 1475 | 1503 | 1607 | 1709 | 2040 | 2342 | 1727 | 1071 | 657 | 510 | 403 | 203 |
| HGV | 39 | 41 | 45 | 54 | 82 | 148 | 285 | 349 | 335 | 326 | 330 | 354 | 379 | 400 | 427 | 437 | 393 | 338 | 286 | 205 | 149 | 113 | 70 | 44 |
| M-Fr | 119 | 86 | 79 | 95 | 153 | 335 | 847 | 2124 | 2660 | 1828 | 1562 | 1500 | 1494 | 1550 | 1660 | 1768 | 2085 | 2353 | 1779 | 1122 | 687 | 534 | 413 | 219 |
| HGV | 42 | 44 | 46 | 56 | 86 | 153 | 291 | 356 | 343 | 332 | 334 | 361 | 381 | 406 | 429 | 435 | 393 | 333 | 281 | 203 | 147 | 114 | 71 | 44 |
| M-Su | 147 | 95 | 80 | 89 | 130 | 278 | 685 | 1652 | 2138 | 1662 | 1629 | 1625 | 1530 | 1505 | 1558 | 1600 | 1835 | 2062 | 1623 | 1081 | 687 | 517 | 393 | 232 |
| HGV | 38 | 39 | 40 | 49 | 71 | 126 | 232 | 283 | 271 | 262 | 267 | 287 | 298 | 311 | 328 | 332 | 300 | 259 | 221 | 163 | 117 | 89 | 56 | 35 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9922

WB, A14, BAYLHAM(E611300, N253300) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 21623 | 15.9 | 2 | 18283 | 9.4 |
| b 3 | 17485 | 13.4 | 4 | 26439 | 29.7 | 5 | 27902 | 31.8 | 6 | 28107 | 31.1 | 7 | 29506 | 29 | 8 | 20271 | 16.3 | o 9 | 19291 | 11.8 |
| 10 | 27030 | 30.2 | 11 | 27711 | 31.6 | 12 | 28080 | 30.7 | 13 | 28733 | 30.9 | 14 | 29822 | 27.7 | o 15 | 21612 | 15 | 16 | 18175 | 11.4 |
| 17 | 26452 | 29.9 | 18 | 27705 | 30.6 | 19 | 28832 | 30 | 20 | 28875 | 30.6 | 21 | 29896 | 28.1 | 22 | 20138 | 15.8 | 23 | 17577 | 12.6 |
| 24 | 26869 | 30.4 | 25 | 28091 | 31.5 | 26 | 28354 | 31.4 | 27 | 28976 | 31.3 | 28 | 31388 | 29.3 | 29 | 21967 | 16.8 | 30 | 17771 | 11.3 |
| b 31 | 18571 | 13.8 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 23281 | 27487 | 28292 | 28673 | 30153 | 21122 | 18219 | | 25318 | 27577 | 25318 | 27577 |
| %HGV | 25 | 30.8 | 31 | 31 | 28.5 | 15.9 | 11.3 | | 25.9 | 29.4 | 25.9 | 29.4 |
| 18hr | 22298 | 26118 | 26816 | 27233 | 28711 | 20069 | 17531 | | 24110 | 26235 | 24110 | 26235 |
| %HGV | 24 | 29.2 | 29.2 | 29.2 | 26.8 | 14.2 | 11.1 | | 24.4 | 27.8 | 24.4 | 27.8 |
| 16hr | 21678 | 25331 | 25977 | 26329 | 27716 | 19202 | 16920 | | 23307 | 25406 | 23307 | 25406 |
| %HGV | 24 | 29.3 | 29.3 | 29.3 | 27.1 | 14.4 | 11.1 | | 24.6 | 27.9 | 24.6 | 27.9 |
| 12hr | 18503 | 21635 | 22149 | 22389 | 23511 | 16802 | 14494 | | 19926 | 21637 | 19926 | 21637 |
| %HGV | 23.8 | 29.2 | 29.1 | 29.4 | 27.3 | 14.3 | 10.7 | | 24.5 | 27.9 | 24.5 | 27.9 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 97 | 76 | 63 | 86 | 199 | 462 | 903 | 1404 | 1511 | 1285 | 1343 | 1444 | 1408 | 1482 | 1488 | 1638 | 1933 | 2018 | 1549 | 968 | 727 | 577 | 405 | 215 |
| HGV | 18 | 24 | 27 | 55 | 142 | 209 | 307 | 391 | 397 | 363 | 334 | 349 | 359 | 381 | 390 | 397 | 409 | 350 | 271 | 206 | 158 | 123 | 87 | 65 |
| Tue | 128 | 78 | 89 | 121 | 275 | 677 | 1353 | 2134 | 2291 | 1638 | 1332 | 1380 | 1419 | 1486 | 1612 | 1789 | 2168 | 2576 | 1811 | 1038 | 708 | 598 | 506 | 281 |
| HGV | 66 | 45 | 60 | 97 | 226 | 362 | 500 | 645 | 640 | 580 | 484 | 502 | 483 | 470 | 505 | 563 | 567 | 490 | 372 | 248 | 189 | 164 | 115 | 95 |
| Wed | 182 | 99 | 93 | 136 | 284 | 683 | 1291 | 2210 | 2266 | 1792 | 1405 | 1401 | 1419 | 1587 | 1625 | 1751 | 2295 | 2541 | 1858 | 1086 | 794 | 656 | 520 | 319 |
| HGV | 93 | 62 | 70 | 107 | 235 | 373 | 510 | 661 | 616 | 609 | 485 | 493 | 484 | 509 | 552 | 573 | 583 | 492 | 393 | 267 | 214 | 163 | 114 | 99 |
| Thu | 145 | 102 | 80 | 139 | 294 | 681 | 1299 | 2171 | 2266 | 1622 | 1456 | 1469 | 1487 | 1638 | 1666 | 1862 | 2300 | 2556 | 1897 | 1150 | 839 | 652 | 585 | 319 |
| HGV | 79 | 60 | 59 | 116 | 239 | 369 | 511 | 671 | 636 | 593 | 524 | 512 | 504 | 532 | 530 | 586 | 591 | 510 | 389 | 269 | 210 | 150 | 130 | 99 |
| Fri | 151 | 116 | 109 | 164 | 301 | 602 | 1238 | 2099 | 2169 | 1638 | 1587 | 1694 | 1644 | 1828 | 1862 | 2064 | 2363 | 2623 | 1941 | 1343 | 928 | 696 | 576 | 418 |
| HGV | 71 | 61 | 70 | 125 | 253 | 317 | 483 | 669 | 626 | 570 | 548 | 548 | 504 | 527 | 545 | 570 | 521 | 455 | 335 | 273 | 193 | 130 | 100 | 95 |
| Sat | 222 | 146 | 104 | 101 | 189 | 290 | 503 | 794 | 1067 | 1368 | 1564 | 1642 | 1578 | 1470 | 1578 | 1562 | 1493 | 1532 | 1154 | 841 | 610 | 447 | 466 | 401 |
| HGV | 73 | 56 | 56 | 62 | 137 | 129 | 184 | 221 | 235 | 275 | 255 | 255 | 214 | 175 | 191 | 174 | 154 | 141 | 100 | 80 | 60 | 47 | 47 | 34 |
| Sun | 240 | 144 | 79 | 56 | 59 | 111 | 222 | 384 | 579 | 942 | 1279 | 1399 | 1341 | 1231 | 1273 | 1700 | 1723 | 1449 | 1195 | 986 | 709 | 510 | 383 | 227 |
| HGV | 24 | 20 | 14 | 10 | 18 | 26 | 78 | 82 | 98 | 119 | 130 | 142 | 134 | 124 | 110 | 159 | 163 | 157 | 130 | 108 | 83 | 57 | 36 | 26 |
| M-Th | 138 | 89 | 81 | 121 | 263 | 626 | 1212 | 1980 | 2084 | 1584 | 1384 | 1424 | 1433 | 1548 | 1598 | 1760 | 2174 | 2423 | 1779 | 1061 | 767 | 621 | 504 | 284 |
| HGV | 64 | 48 | 54 | 94 | 211 | 328 | 457 | 592 | 572 | 536 | 457 | 464 | 458 | 473 | 494 | 530 | 538 | 461 | 356 | 248 | 193 | 150 | 112 | 90 |
| M-Fr | 141 | 94 | 87 | 129 | 271 | 621 | 1217 | 2004 | 2101 | 1595 | 1425 | 1478 | 1475 | 1604 | 1651 | 1821 | 2212 | 2463 | 1811 | 1117 | 799 | 636 | 518 | 310 |
| HGV | 65 | 50 | 57 | 100 | 219 | 326 | 462 | 607 | 583 | 543 | 475 | 481 | 467 | 484 | 504 | 538 | 534 | 459 | 352 | 253 | 193 | 146 | 109 | 91 |
| M-Su | 166 | 109 | 88 | 115 | 229 | 501 | 973 | 1599 | 1736 | 1469 | 1424 | 1490 | 1471 | 1532 | 1586 | 1767 | 2039 | 2185 | 1629 | 1059 | 759 | 591 | 492 | 311 |
| HGV | 61 | 47 | 51 | 82 | 179 | 255 | 368 | 477 | 464 | 444 | 394 | 400 | 383 | 388 | 403 | 432 | 427 | 371 | 284 | 207 | 158 | 119 | 90 | 73 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9923

EB, A14, IPSWICH WESTERN BYPASS(E613300, N246300) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 20331 | 10.4 | 2 | 17600 | 5.1 |
| b 3 | 18212 | 10 | 4 | 26251 | 26.4 | 5 | 27014 | 27.8 | 6 | 27650 | 27.6 | 7 | 28749 | 24.9 | 8 | 19891 | 11 | 9 | 17710 | 6.5 |
| 10 | 26799 | 26.6 | 11 | 26814 | 27.5 | 12 | 27182 | 27 | 13 | 27604 | 27.1 | 14 | 28708 | 24.4 | 15 | 19834 | 10.2 | 16 | 18152 | 6.8 |
| 17 | 27027 | 26 | 18 | 27089 | 26.9 | 19 | 28085 | 25.6 | 20 | 27299 | 26.8 | 21 | 28844 | 24.3 | 22 | 18895 | 10.3 | 23 | 17517 | 7 |
| 24 | 26517 | 25.5 | o 25 | 25404 | 0 | 26 | 27506 | 26.8 | 27 | 27904 | 26.5 | 28 | 30013 | 24.1 | 29 | 20407 | 10.8 | 30 | 17108 | 5 |
| b 31 | 18667 | 9.5 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 23444 | 26390 | 27447 | 27614 | 29079 | 19872 | 17617 | | 24494 | 26794 | 24494 | 26794 |
| %HGV | 20.9 | 27.3 | 26.8 | 27 | 24.4 | 10.6 | 6.1 | | 21.7 | 25.4 | 21.7 | 25.4 |
| 18hr | 22767 | 25495 | 26503 | 26670 | 28145 | 19084 | 17111 | | 23682 | 25916 | 23682 | 25916 |
| %HGV | 20.5 | 26.4 | 25.7 | 25.9 | 23.3 | 9.2 | 5.8 | | 20.8 | 24.4 | 20.8 | 24.4 |
| 16hr | 22253 | 24951 | 25934 | 26118 | 27495 | 18527 | 16603 | | 23125 | 25350 | 23125 | 25350 |
| %HGV | 20.5 | 26.4 | 25.7 | 25.9 | 23.4 | 9.3 | 5.7 | | 20.8 | 24.5 | 20.8 | 24.5 |
| 12hr | 19494 | 21862 | 22717 | 22810 | 23828 | 16359 | 14302 | | 20196 | 22142 | 20196 | 22142 |
| %HGV | 20.2 | 26 | 25.3 | 25.6 | 23.4 | 8.8 | 5.2 | | 20.5 | 24.2 | 20.5 | 24.2 |
| No.days | 5,5 | 4,3 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,30 | 21,20 | 31,30 | 21,20 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 97 | 58 | 57 | 68 | 125 | 272 | 649 | 1377 | 1822 | 1406 | 1522 | 1687 | 1621 | 1595 | 1633 | 1616 | 1766 | 2025 | 1425 | 973 | 659 | 478 | 347 | 167 |
| HGV | 15 | 19 | 21 | 29 | 56 | 101 | 236 | 336 | 327 | 310 | 290 | 335 | 341 | 344 | 395 | 395 | 353 | 294 | 207 | 178 | 127 | 91 | 62 | 36 |
| Tue | 99 | 80 | 78 | 90 | 186 | 361 | 952 | 2066 | 2679 | 1775 | 1499 | 1472 | 1518 | 1552 | 1241 | 1722 | 2076 | 2590 | 1675 | 1067 | 621 | 449 | 361 | 184 |
| HGV | 38 | 45 | 52 | 53 | 111 | 166 | 378 | 519 | 494 | 440 | 432 | 464 | 493 | 495 | 545 | 536 | 504 | 423 | 327 | 241 | 178 | 123 | 83 | 51 |
| Wed | 108 | 90 | 92 | 101 | 177 | 378 | 924 | 2085 | 2730 | 1774 | 1572 | 1488 | 1515 | 1558 | 1634 | 1806 | 2144 | 2616 | 1796 | 1125 | 687 | 481 | 382 | 186 |
| HGV | 48 | 54 | 58 | 67 | 118 | 198 | 374 | 531 | 503 | 438 | 454 | 460 | 474 | 517 | 533 | 567 | 516 | 419 | 326 | 242 | 175 | 135 | 87 | 49 |
| Thu | 117 | 90 | 73 | 101 | 189 | 376 | 916 | 2082 | 2708 | 1788 | 1427 | 1471 | 1524 | 1571 | 1649 | 1811 | 2211 | 2684 | 1886 | 1155 | 729 | 508 | 353 | 199 |
| HGV | 54 | 56 | 52 | 65 | 122 | 197 | 391 | 527 | 517 | 466 | 432 | 455 | 502 | 517 | 556 | 575 | 541 | 436 | 322 | 226 | 176 | 128 | 79 | 56 |
| Fri | 126 | 90 | 80 | 98 | 179 | 361 | 891 | 2038 | 2583 | 1761 | 1552 | 1575 | 1705 | 1777 | 1883 | 2061 | 2359 | 2587 | 1950 | 1338 | 839 | 600 | 406 | 245 |
| HGV | 54 | 51 | 51 | 62 | 119 | 191 | 376 | 552 | 514 | 471 | 439 | 482 | 489 | 492 | 536 | 525 | 476 | 341 | 258 | 206 | 151 | 126 | 84 | 49 |
| Sat | 165 | 119 | 86 | 85 | 117 | 216 | 429 | 657 | 1009 | 1338 | 1732 | 1894 | 1714 | 1525 | 1450 | 1331 | 1266 | 1284 | 1159 | 847 | 530 | 361 | 294 | 263 |
| HGV | 42 | 46 | 39 | 45 | 68 | 108 | 175 | 209 | 188 | 160 | 157 | 153 | 124 | 101 | 85 | 75 | 67 | 67 | 54 | 44 | 30 | 19 | 18 | 14 |
| Sun | 201 | 88 | 51 | 48 | 38 | 81 | 162 | 269 | 510 | 935 | 1515 | 1878 | 1676 | 1373 | 1320 | 1246 | 1207 | 1240 | 1133 | 958 | 702 | 479 | 320 | 188 |
| HGV | 14 | 10 | 13 | 13 | 10 | 20 | 38 | 59 | 57 | 48 | 57 | 59 | 62 | 54 | 59 | 70 | 63 | 77 | 70 | 72 | 57 | 39 | 20 | 18 |
| M-Th | 105 | 80 | 75 | 90 | 169 | 347 | 860 | 1903 | 2485 | 1686 | 1505 | 1530 | 1545 | 1569 | 1539 | 1739 | 2049 | 2479 | 1696 | 1080 | 674 | 479 | 361 | 184 |
| HGV | 39 | 44 | 46 | 54 | 102 | 166 | 345 | 478 | 460 | 414 | 402 | 429 | 453 | 468 | 507 | 518 | 479 | 393 | 296 | 222 | 164 | 119 | 78 | 48 |
| M-Fr | 109 | 82 | 76 | 92 | 171 | 350 | 866 | 1930 | 2504 | 1701 | 1514 | 1539 | 1577 | 1611 | 1608 | 1803 | 2111 | 2500 | 1746 | 1132 | 707 | 503 | 370 | 196 |
| HGV | 42 | 45 | 47 | 55 | 105 | 171 | 351 | 493 | 471 | 425 | 409 | 439 | 460 | 473 | 513 | 520 | 478 | 383 | 288 | 219 | 161 | 121 | 79 | 48 |
| M-Su | 130 | 88 | 74 | 84 | 144 | 292 | 703 | 1511 | 2006 | 1540 | 1546 | 1638 | 1610 | 1564 | 1544 | 1656 | 1861 | 2147 | 1575 | 1066 | 681 | 479 | 352 | 205 |
| HGV | 38 | 40 | 41 | 48 | 86 | 140 | 281 | 390 | 371 | 333 | 323 | 344 | 355 | 360 | 387 | 392 | 360 | 294 | 223 | 173 | 128 | 94 | 62 | 39 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9924

WB, A14, IPSWICH WESTERN BYPASS(E613300, N246300) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 19764 | 11.7 | 2 | 16917 | 4.6 |
| b 3 | 16008 | 9.3 | 4 | 24420 | 27 | 5 | 25944 | 29.5 | 6 | 25986 | 28.7 | 7 | 27514 | 26.1 | 8 | 18728 | 12.1 | o 9 | 16750 | 6.9 |
| 10 | 25083 | 27.7 | 11 | 25674 | 29.2 | 12 | 25912 | 29.1 | 13 | 26610 | 28.7 | 14 | 27971 | 25.3 | 15 | 18903 | 11.2 | 16 | 16815 | 7.5 |
| 17 | 25220 | 27.2 | 18 | 25686 | 28.4 | 19 | 26784 | 27.7 | 20 | 26610 | 28.2 | 21 | 27718 | 25.2 | 22 | 18101 | 11.6 | 23 | 16190 | 7.4 |
| 24 | 24920 | 26.6 | o 25 | 24425 | 0 | 26 | 26225 | 28.4 | 27 | 26774 | 28.1 | 28 | 28885 | 25.2 | 29 | 19892 | 12.1 | 30 | 16274 | 5.5 |
| b 31 | 16800 | 8.8 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 21606 | 25051 | 26216 | 26495 | 28022 | 19078 | 16589 | | 23293 | 25478 | 23293 | 25478 |
| %HGV | 21.7 | 28.4 | 28.6 | 28.4 | 25.4 | 11.7 | 6.4 | | 22.9 | 26.7 | 22.9 | 26.7 |
| 18hr | 20797 | 23850 | 24922 | 25239 | 26759 | 18187 | 16068 | | 22260 | 24313 | 22260 | 24313 |
| %HGV | 20.5 | 26.5 | 26.6 | 26.4 | 23.4 | 9.7 | 6.1 | | 21.1 | 24.8 | 21.1 | 24.8 |
| 16hr | 20295 | 23220 | 24242 | 24531 | 26012 | 17559 | 15594 | | 21636 | 23660 | 21636 | 23660 |
| %HGV | 20.3 | 26.4 | 26.6 | 26.4 | 23.5 | 9.9 | 6 | | 21.1 | 24.7 | 21.1 | 24.7 |
| 12hr | 17486 | 19981 | 20866 | 21089 | 22243 | 15474 | 13467 | | 18658 | 20333 | 18658 | 20333 |
| %HGV | 20.1 | 26.1 | 26.3 | 26.2 | 23.8 | 9.5 | 5.4 | | 20.8 | 24.6 | 20.8 | 24.6 |
| No.days | 5,5 | 4,3 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,30 | 21,20 | 31,30 | 21,20 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 82 | 55 | 55 | 76 | 188 | 354 | 776 | 1226 | 1448 | 1238 | 1329 | 1375 | 1346 | 1427 | 1427 | 1543 | 1860 | 1893 | 1374 | 909 | 641 | 483 | 320 | 182 |
| HGV | 14 | 16 | 27 | 49 | 139 | 175 | 241 | 281 | 286 | 292 | 272 | 287 | 300 | 299 | 333 | 335 | 355 | 262 | 199 | 152 | 123 | 100 | 73 | 59 |
| Tue | 118 | 69 | 83 | 122 | 261 | 549 | 1169 | 1838 | 2191 | 1589 | 1332 | 1326 | 1365 | 1411 | 1187 | 1696 | 2109 | 2352 | 1587 | 972 | 613 | 486 | 390 | 241 |
| HGV | 60 | 42 | 59 | 100 | 207 | 344 | 407 | 464 | 469 | 461 | 424 | 443 | 424 | 419 | 453 | 509 | 488 | 368 | 289 | 203 | 163 | 134 | 101 | 90 |
| Wed | 157 | 86 | 94 | 135 | 281 | 541 | 1139 | 1910 | 2202 | 1705 | 1332 | 1365 | 1382 | 1498 | 1529 | 1684 | 2217 | 2373 | 1671 | 1011 | 697 | 530 | 414 | 266 |
| HGV | 82 | 54 | 68 | 111 | 233 | 334 | 421 | 476 | 477 | 512 | 415 | 453 | 436 | 474 | 493 | 514 | 523 | 408 | 312 | 215 | 181 | 125 | 95 | 89 |
| Thu | 140 | 81 | 84 | 134 | 281 | 538 | 1142 | 1887 | 2186 | 1619 | 1399 | 1414 | 1379 | 1546 | 1555 | 1770 | 2191 | 2423 | 1720 | 1050 | 726 | 525 | 450 | 258 |
| HGV | 73 | 51 | 64 | 110 | 235 | 334 | 423 | 480 | 489 | 515 | 460 | 463 | 428 | 469 | 474 | 522 | 525 | 401 | 287 | 225 | 174 | 129 | 102 | 85 |
| Fri | 145 | 97 | 94 | 158 | 284 | 487 | 1072 | 1856 | 2119 | 1597 | 1547 | 1629 | 1600 | 1743 | 1784 | 1974 | 2244 | 2423 | 1727 | 1251 | 840 | 606 | 438 | 309 |
| HGV | 69 | 55 | 64 | 128 | 241 | 299 | 406 | 498 | 494 | 480 | 468 | 484 | 455 | 443 | 474 | 493 | 417 | 338 | 239 | 185 | 144 | 93 | 78 | 74 |
| Sat | 195 | 113 | 90 | 89 | 177 | 227 | 446 | 694 | 1000 | 1304 | 1514 | 1637 | 1539 | 1366 | 1426 | 1353 | 1293 | 1332 | 1016 | 757 | 510 | 372 | 341 | 288 |
| HGV | 67 | 47 | 52 | 57 | 132 | 110 | 160 | 175 | 191 | 202 | 180 | 154 | 139 | 96 | 87 | 85 | 66 | 54 | 40 | 38 | 35 | 25 | 23 | 14 |
| Sun | 186 | 104 | 54 | 38 | 54 | 85 | 188 | 320 | 489 | 846 | 1238 | 1385 | 1335 | 1183 | 1217 | 1501 | 1491 | 1358 | 1103 | 891 | 602 | 446 | 286 | 188 |
| HGV | 13 | 13 | 9 | 7 | 20 | 20 | 63 | 56 | 57 | 60 | 62 | 59 | 57 | 56 | 54 | 63 | 74 | 68 | 62 | 51 | 51 | 30 | 21 | 22 |
| M-Th | 124 | 73 | 79 | 117 | 253 | 496 | 1057 | 1715 | 2007 | 1538 | 1348 | 1370 | 1368 | 1471 | 1425 | 1673 | 2094 | 2260 | 1588 | 986 | 669 | 506 | 394 | 237 |
| HGV | 57 | 41 | 55 | 93 | 204 | 297 | 373 | 425 | 430 | 445 | 393 | 412 | 397 | 415 | 438 | 470 | 473 | 360 | 272 | 199 | 160 | 122 | 93 | 81 |
| M-Fr | 128 | 78 | 82 | 125 | 259 | 494 | 1060 | 1743 | 2029 | 1550 | 1388 | 1422 | 1414 | 1525 | 1496 | 1733 | 2124 | 2293 | 1616 | 1039 | 703 | 526 | 402 | 251 |
| HGV | 60 | 44 | 56 | 100 | 211 | 297 | 380 | 440 | 443 | 452 | 408 | 426 | 409 | 421 | 445 | 475 | 462 | 355 | 265 | 196 | 157 | 116 | 90 | 79 |
| M-Su | 146 | 86 | 79 | 107 | 218 | 397 | 847 | 1390 | 1662 | 1414 | 1384 | 1447 | 1421 | 1453 | 1446 | 1646 | 1915 | 2022 | 1457 | 977 | 661 | 493 | 377 | 247 |
| HGV | 54 | 40 | 49 | 80 | 172 | 231 | 303 | 347 | 352 | 360 | 326 | 335 | 320 | 322 | 338 | 360 | 350 | 271 | 204 | 153 | 124 | 91 | 70 | 62 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9925

EB, A14, IPSWICH SOUTHERN BYPASS, E OF ORWELL BRIDGE(E618200, N241200) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 24773 | 12.4 | 2 | 22455 | 7.6 |
| b 3 | 18902 | 10.9 | 4 | 29099 | 23 | 5 | 30815 | 24.3 | 6 | 31411 | 23.7 | 7 | 34017 | 21.6 | o 8 | 24451 | 12.1 | 9 | 20157 | 8.7 |
| 10 | 30923 | 22.8 | 11 | 30620 | 24.5 | 12 | 31312 | 23.6 | 13 | 31527 | 23.7 | 14 | 34844 | 20.8 | 15 | 23861 | 12.4 | 16 | 21542 | 8.6 |
| 17 | 31021 | 22.4 | 18 | 31217 | 23.9 | 19 | 32226 | 23.4 | 20 | 31519 | 23.5 | 21 | 34155 | 21 | 22 | 23037 | 11.6 | 23 | 19848 | 9.5 |
| 24 | 30496 | 22.2 | 25 | 30662 | 23 | 26 | 31821 | 21.8 | 27 | 32608 | 21.7 | 28 | 35828 | 19.5 | 29 | 26373 | 9.6 | 30 | 21160 | 5.4 |
| b 31 | 21424 | 8.1 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 26553 | 30400 | 31544 | 31766 | 34711 | 24499 | 21032 | | 28643 | 30994 | 28643 | 30994 |
| %HGV | 18.5 | 23.6 | 23.3 | 23.1 | 20.7 | 11.6 | 7.9 | | 19.2 | 21.9 | 19.2 | 21.9 |
| 18hr | 25875 | 29501 | 30552 | 30819 | 33713 | 23612 | 20416 | | 27784 | 30092 | 27784 | 30092 |
| %HGV | 18.2 | 22.8 | 22.4 | 22.2 | 19.9 | 10.4 | 7.6 | | 18.4 | 21.2 | 18.4 | 21.2 |
| 16hr | 25293 | 28812 | 29837 | 30065 | 32777 | 22930 | 19877 | | 27084 | 29356 | 27084 | 29356 |
| %HGV | 18.1 | 22.9 | 22.4 | 22.3 | 19.9 | 10.5 | 7.5 | | 18.5 | 21.2 | 18.5 | 21.2 |
| 12hr | 22408 | 25343 | 26162 | 26063 | 27979 | 20386 | 17650 | | 23713 | 25591 | 23713 | 25591 |
| %HGV | 17.8 | 22.6 | 22.2 | 22.2 | 20.2 | 10.1 | 7 | | 18.2 | 21.1 | 18.2 | 21.1 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 116 | 77 | 60 | 85 | 114 | 226 | 663 | 1622 | 2213 | 1673 | 1829 | 2029 | 1927 | 1880 | 1776 | 1747 | 1915 | 2173 | 1625 | 1027 | 694 | 501 | 365 | 217 |
| HGV | 16 | 21 | 20 | 28 | 43 | 77 | 174 | 302 | 312 | 299 | 311 | 339 | 361 | 366 | 399 | 391 | 365 | 313 | 231 | 183 | 141 | 97 | 66 | 43 |
| Tue | 114 | 98 | 89 | 98 | 165 | 335 | 936 | 2392 | 3256 | 2009 | 1626 | 1604 | 1693 | 1747 | 1811 | 1892 | 2314 | 2929 | 2071 | 1240 | 757 | 537 | 426 | 264 |
| HGV | 38 | 49 | 57 | 47 | 95 | 148 | 281 | 439 | 474 | 437 | 427 | 475 | 508 | 521 | 570 | 557 | 532 | 439 | 352 | 259 | 188 | 121 | 95 | 54 |
| Wed | 169 | 115 | 90 | 112 | 175 | 333 | 929 | 2395 | 3276 | 2182 | 1723 | 1727 | 1732 | 1788 | 1822 | 1990 | 2409 | 2983 | 2135 | 1329 | 819 | 598 | 460 | 255 |
| HGV | 53 | 59 | 58 | 64 | 106 | 159 | 289 | 461 | 465 | 443 | 441 | 482 | 493 | 538 | 568 | 571 | 536 | 444 | 355 | 276 | 180 | 141 | 98 | 54 |
| Thu | 152 | 110 | 92 | 107 | 171 | 317 | 965 | 2412 | 3229 | 1978 | 1646 | 1717 | 1718 | 1778 | 1851 | 2023 | 2413 | 2992 | 2308 | 1458 | 897 | 682 | 468 | 286 |
| HGV | 55 | 60 | 58 | 63 | 106 | 147 | 313 | 473 | 477 | 392 | 422 | 473 | 498 | 538 | 556 | 583 | 555 | 459 | 359 | 281 | 193 | 138 | 86 | 53 |
| Fri | 170 | 124 | 98 | 104 | 164 | 339 | 924 | 2338 | 3154 | 2044 | 1829 | 1901 | 1987 | 2061 | 2167 | 2394 | 2742 | 2990 | 2374 | 1751 | 1226 | 898 | 572 | 364 |
| HGV | 55 | 60 | 54 | 65 | 94 | 156 | 286 | 446 | 480 | 426 | 452 | 498 | 503 | 525 | 549 | 543 | 492 | 412 | 318 | 268 | 186 | 139 | 98 | 69 |
| Sat | 237 | 148 | 118 | 81 | 104 | 199 | 500 | 791 | 1189 | 1604 | 1972 | 2299 | 2278 | 1984 | 1959 | 1789 | 1619 | 1537 | 1365 | 994 | 629 | 421 | 358 | 324 |
| HGV | 54 | 60 | 64 | 47 | 62 | 86 | 168 | 203 | 224 | 210 | 211 | 207 | 188 | 163 | 153 | 144 | 139 | 111 | 96 | 80 | 57 | 40 | 32 | 33 |
| Sun | 229 | 136 | 85 | 58 | 31 | 77 | 232 | 368 | 661 | 1279 | 1992 | 2359 | 2356 | 1876 | 1696 | 1541 | 1291 | 1163 | 1067 | 860 | 668 | 466 | 324 | 215 |
| HGV | 28 | 21 | 21 | 21 | 8 | 18 | 48 | 94 | 83 | 90 | 121 | 121 | 120 | 116 | 104 | 109 | 93 | 99 | 88 | 80 | 72 | 52 | 31 | 24 |
| M-Th | 138 | 100 | 83 | 101 | 156 | 303 | 873 | 2205 | 2994 | 1961 | 1706 | 1769 | 1768 | 1798 | 1815 | 1913 | 2263 | 2769 | 2035 | 1264 | 792 | 580 | 430 | 256 |
| HGV | 41 | 47 | 48 | 51 | 88 | 133 | 264 | 419 | 432 | 393 | 400 | 442 | 465 | 491 | 523 | 526 | 497 | 414 | 324 | 250 | 176 | 124 | 86 | 51 |
| M-Fr | 144 | 105 | 86 | 101 | 158 | 310 | 883 | 2232 | 3026 | 1977 | 1731 | 1796 | 1811 | 1851 | 1885 | 2009 | 2359 | 2813 | 2103 | 1361 | 879 | 643 | 458 | 277 |
| HGV | 43 | 50 | 49 | 53 | 89 | 137 | 269 | 424 | 442 | 399 | 411 | 453 | 473 | 498 | 528 | 529 | 496 | 413 | 323 | 253 | 178 | 127 | 89 | 55 |
| M-Su | 170 | 115 | 90 | 92 | 132 | 261 | 736 | 1760 | 2425 | 1824 | 1802 | 1948 | 1956 | 1873 | 1869 | 1911 | 2100 | 2395 | 1849 | 1237 | 813 | 586 | 425 | 275 |
| HGV | 43 | 47 | 47 | 48 | 73 | 113 | 223 | 345 | 359 | 328 | 341 | 371 | 382 | 395 | 414 | 414 | 387 | 325 | 257 | 204 | 145 | 104 | 72 | 47 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9926

WB, A14, IPSWICH SOUTHERN BYPASS, E OF ORWELL BRIDGE(E618200, N241200) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 21286 | 8.9 | 2 | 21903 | 3.3 |
| b 3 | 23421 | 7.3 | 4 | 28393 | 19 | 5 | 29776 | 21.8 | 6 | 29686 | 21.9 | 7 | 29867 | 19.6 | 8 | 22267 | 8.1 | 9 | 22437 | 4.7 |
| 10 | 29971 | 19.6 | 11 | 29279 | 21.8 | 12 | 29411 | 21.1 | 13 | 30039 | 20.8 | 14 | 31117 | 19 | 15 | 21809 | 8.5 | o 16 | 23447 | 5 |
| 17 | 29870 | 19.3 | 18 | 29866 | 21 | 19 | 30671 | 20.5 | 20 | 30003 | 20.8 | 21 | 30360 | 20.3 | 22 | 20984 | 8.1 | 23 | 21606 | 5.2 |
| 24 | 29271 | 19.4 | 25 | 29704 | 21.2 | 26 | 30134 | 20.7 | 27 | 30685 | 20.3 | 28 | 31196 | 18.8 | 29 | 21676 | 8.7 | 30 | 20024 | 3.9 |
| b 31 | 24492 | 6.4 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 27405 | 29311 | 29998 | 30103 | 30635 | 21604 | 21883 | | 27277 | 29490 | 27277 | 29490 |
| %HGV | 15 | 20.8 | 21 | 20.9 | 19.4 | 8.4 | 4.4 | | 16.5 | 19.5 | 16.5 | 19.5 |
| 18hr | 26389 | 27889 | 28537 | 28657 | 29136 | 20562 | 21302 | | 26067 | 28121 | 26067 | 28121 |
| %HGV | 14.1 | 19.1 | 19.1 | 19 | 17.4 | 6.7 | 4.2 | | 14.9 | 17.8 | 14.9 | 17.8 |
| 16hr | 25793 | 27254 | 27827 | 27873 | 28406 | 19778 | 20719 | | 25378 | 27430 | 25378 | 27430 |
| %HGV | 13.9 | 18.9 | 19 | 19 | 17.3 | 6.7 | 4.2 | | 14.9 | 17.7 | 14.9 | 17.7 |
| 12hr | 22441 | 23793 | 24200 | 24210 | 24861 | 17376 | 17833 | | 22102 | 23901 | 22102 | 23901 |
| %HGV | 13.7 | 18.3 | 18.5 | 18.5 | 17.1 | 6.6 | 4.1 | | 14.6 | 17.3 | 14.6 | 17.3 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 97 | 58 | 66 | 107 | 251 | 437 | 744 | 1315 | 1796 | 1322 | 1543 | 1719 | 1765 | 1803 | 1965 | 2119 | 2521 | 2715 | 1858 | 1130 | 836 | 643 | 399 | 197 |
| HGV | 9 | 14 | 27 | 55 | 121 | 179 | 194 | 228 | 262 | 231 | 242 | 233 | 264 | 262 | 295 | 293 | 298 | 253 | 210 | 128 | 107 | 87 | 69 | 52 |
| Tue | 105 | 71 | 90 | 155 | 366 | 636 | 1122 | 1985 | 2672 | 1722 | 1454 | 1422 | 1537 | 1569 | 1678 | 2055 | 2677 | 3099 | 1925 | 1059 | 696 | 584 | 415 | 220 |
| HGV | 46 | 36 | 55 | 100 | 223 | 315 | 352 | 363 | 439 | 409 | 349 | 346 | 348 | 320 | 347 | 431 | 397 | 333 | 277 | 178 | 134 | 118 | 90 | 76 |
| Wed | 147 | 80 | 99 | 175 | 342 | 619 | 1100 | 1989 | 2646 | 1770 | 1438 | 1483 | 1568 | 1619 | 1723 | 2049 | 2774 | 3056 | 2087 | 1156 | 743 | 629 | 455 | 255 |
| HGV | 72 | 45 | 68 | 126 | 220 | 320 | 359 | 362 | 422 | 425 | 368 | 371 | 353 | 364 | 374 | 380 | 389 | 362 | 308 | 187 | 138 | 113 | 89 | 83 |
| Thu | 125 | 88 | 98 | 155 | 359 | 622 | 1051 | 1971 | 2635 | 1738 | 1430 | 1436 | 1529 | 1670 | 1744 | 2041 | 2775 | 3208 | 2034 | 1191 | 785 | 636 | 528 | 257 |
| HGV | 60 | 49 | 67 | 114 | 221 | 333 | 341 | 350 | 452 | 423 | 367 | 349 | 390 | 396 | 367 | 390 | 400 | 336 | 260 | 189 | 144 | 123 | 99 | 73 |
| Fri | 156 | 86 | 110 | 191 | 354 | 604 | 1000 | 1905 | 2519 | 1697 | 1647 | 1723 | 1800 | 1852 | 1925 | 2298 | 2539 | 3010 | 1947 | 1209 | 768 | 568 | 408 | 323 |
| HGV | 66 | 44 | 72 | 137 | 238 | 329 | 337 | 373 | 427 | 397 | 377 | 350 | 348 | 351 | 354 | 357 | 391 | 305 | 218 | 139 | 105 | 88 | 69 | 68 |
| Sat | 214 | 119 | 102 | 127 | 205 | 277 | 459 | 663 | 1050 | 1380 | 1677 | 1807 | 1653 | 1554 | 1528 | 1554 | 1600 | 1619 | 1291 | 889 | 590 | 465 | 466 | 318 |
| HGV | 64 | 50 | 49 | 66 | 105 | 105 | 112 | 115 | 153 | 162 | 133 | 132 | 101 | 75 | 69 | 63 | 60 | 48 | 38 | 26 | 21 | 20 | 35 | 14 |
| Sun | 196 | 96 | 50 | 47 | 86 | 106 | 223 | 332 | 506 | 903 | 1317 | 1519 | 1631 | 1640 | 1795 | 2063 | 2284 | 2179 | 1663 | 1242 | 849 | 572 | 384 | 199 |
| HGV | 11 | 10 | 6 | 8 | 16 | 16 | 22 | 26 | 45 | 43 | 45 | 56 | 56 | 58 | 60 | 71 | 80 | 102 | 88 | 45 | 35 | 26 | 19 | 17 |
| M-Th | 119 | 74 | 88 | 148 | 330 | 579 | 1004 | 1815 | 2437 | 1638 | 1466 | 1515 | 1600 | 1665 | 1778 | 2066 | 2687 | 3020 | 1976 | 1134 | 765 | 623 | 449 | 232 |
| HGV | 47 | 36 | 54 | 99 | 196 | 287 | 312 | 326 | 394 | 372 | 332 | 325 | 339 | 336 | 346 | 374 | 371 | 321 | 264 | 171 | 131 | 110 | 87 | 71 |
| M-Fr | 126 | 77 | 93 | 157 | 334 | 584 | 1003 | 1833 | 2454 | 1650 | 1502 | 1557 | 1640 | 1703 | 1807 | 2112 | 2657 | 3018 | 1970 | 1149 | 766 | 612 | 441 | 250 |
| HGV | 51 | 38 | 58 | 106 | 205 | 295 | 317 | 335 | 400 | 377 | 341 | 330 | 341 | 339 | 347 | 370 | 375 | 318 | 255 | 164 | 126 | 106 | 83 | 70 |
| M-Su | 149 | 85 | 88 | 137 | 280 | 472 | 814 | 1451 | 1975 | 1505 | 1501 | 1587 | 1640 | 1672 | 1765 | 2026 | 2453 | 2698 | 1829 | 1125 | 752 | 585 | 436 | 253 |
| HGV | 47 | 35 | 49 | 87 | 163 | 228 | 245 | 260 | 314 | 299 | 269 | 262 | 266 | 261 | 267 | 284 | 288 | 248 | 200 | 127 | 98 | 82 | 67 | 55 |

b Bank Holiday

w Weather a Accident t Time change r Road Works s Sporting Event o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9927

EB, A14, TRIMLEY HEATH(E628400, N236800) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 13837 | 7.3 | 2 | 16003 | 2.1 |
| b 3 | 10914 | 3.8 | 4 | 17475 | 19.4 | 5 | 18697 | 22 | 6 | 19211 | 21.6 | 7 | 18998 | 19.9 | 8 | 13962 | 7.2 | o 9 | 12451 | 2.7 |
| 10 | 18253 | 20.7 | 11 | 18658 | 22.8 | 12 | 18707 | 22.1 | 13 | 19098 | 21.7 | 14 | 19704 | 19.6 | 15 | 13898 | 7.5 | 16 | 15513 | 2.8 |
| 17 | 18912 | 20.1 | 18 | 19281 | 22.1 | 19 | 19853 | 21 | 20 | 19126 | 21.5 | 21 | 19023 | 19.1 | 22 | 13768 | 6.7 | 23 | 14362 | 3.4 |
| 24 | 18150 | 19.9 | 25 | 18915 | 21.7 | 26 | 18984 | 21.3 | 27 | 19416 | 20.6 | 28 | 19271 | 18.6 | 29 | 14013 | 7.1 | 30 | 14141 | 2.1 |
| b 31 | 13937 | 3.7 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 16033 | 18582 | 19060 | 19213 | 19249 | 13896 | 14494 | | 17218 | 18427 | 17218 | 18427 |
| %HGV | 15.1 | 21.5 | 21.6 | 21.3 | 19.3 | 7.1 | 2.6 | | 16.4 | 19.9 | 16.4 | 19.9 |
| 18hr | 15479 | 17796 | 18212 | 18413 | 18414 | 13274 | 14113 | | 16528 | 17662 | 16528 | 17662 |
| %HGV | 15.1 | 20.9 | 20.6 | 20.4 | 18.2 | 5.8 | 2.6 | | 15.6 | 19.1 | 15.6 | 19.1 |
| 16hr | 15024 | 17252 | 17609 | 17814 | 17806 | 12755 | 13741 | | 16000 | 17101 | 16000 | 17101 |
| %HGV | 15.1 | 20.9 | 20.8 | 20.5 | 18.3 | 6 | 2.5 | | 15.7 | 19.2 | 15.7 | 19.2 |
| 12hr | 12882 | 14682 | 14896 | 15010 | 15055 | 10875 | 12207 | | 13658 | 14505 | 13658 | 14505 |
| %HGV | 15 | 20.8 | 20.6 | 20.3 | 18.5 | 5.9 | 2.4 | | 15.5 | 19.2 | 15.5 | 19.2 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 63 | 43 | 45 | 75 | 121 | 208 | 577 | 729 | 1102 | 819 | 993 | 1166 | 1142 | 1111 | 1111 | 1110 | 1127 | 1297 | 1176 | 704 | 478 | 382 | 289 | 167 |
| HGV | 4 | 6 | 8 | 11 | 24 | 34 | 70 | 112 | 103 | 103 | 130 | 163 | 183 | 201 | 227 | 217 | 189 | 166 | 139 | 116 | 84 | 62 | 41 | 26 |
| Tue | 73 | 60 | 72 | 98 | 173 | 311 | 749 | 1075 | 1634 | 1006 | 961 | 1011 | 1066 | 1129 | 1170 | 1159 | 1382 | 1663 | 1427 | 824 | 567 | 430 | 350 | 194 |
| HGV | 23 | 26 | 36 | 29 | 74 | 100 | 146 | 189 | 175 | 156 | 193 | 258 | 279 | 305 | 343 | 325 | 316 | 260 | 247 | 184 | 142 | 89 | 67 | 33 |
| Wed | 115 | 73 | 71 | 109 | 177 | 303 | 702 | 1056 | 1622 | 994 | 996 | 1056 | 1101 | 1156 | 1155 | 1249 | 1397 | 1674 | 1443 | 911 | 582 | 519 | 397 | 207 |
| HGV | 36 | 40 | 40 | 47 | 84 | 113 | 147 | 193 | 165 | 165 | 198 | 267 | 273 | 311 | 339 | 346 | 326 | 263 | 225 | 201 | 125 | 106 | 71 | 30 |
| Thu | 96 | 69 | 61 | 107 | 173 | 294 | 748 | 1064 | 1633 | 1019 | 992 | 1075 | 1113 | 1157 | 1190 | 1233 | 1386 | 1701 | 1449 | 940 | 621 | 495 | 390 | 210 |
| HGV | 34 | 38 | 38 | 46 | 76 | 118 | 169 | 195 | 178 | 152 | 202 | 245 | 290 | 310 | 341 | 338 | 316 | 258 | 224 | 192 | 130 | 102 | 65 | 35 |
| Fri | 106 | 83 | 74 | 102 | 168 | 303 | 698 | 1035 | 1598 | 1003 | 1009 | 1070 | 1125 | 1218 | 1266 | 1295 | 1438 | 1587 | 1413 | 939 | 620 | 495 | 363 | 246 |
| HGV | 38 | 41 | 38 | 41 | 81 | 115 | 140 | 180 | 176 | 164 | 204 | 253 | 265 | 296 | 322 | 306 | 252 | 192 | 165 | 146 | 108 | 84 | 61 | 35 |
| Sat | 139 | 95 | 73 | 63 | 84 | 167 | 503 | 417 | 569 | 719 | 1001 | 1099 | 1126 | 1085 | 1087 | 1040 | 928 | 885 | 919 | 657 | 431 | 289 | 280 | 239 |
| HGV | 28 | 33 | 29 | 28 | 39 | 59 | 94 | 107 | 89 | 70 | 75 | 63 | 58 | 46 | 35 | 32 | 23 | 19 | 20 | 11 | 13 | 6 | 4 | 3 |
| Sun | 142 | 77 | 48 | 32 | 19 | 62 | 273 | 208 | 335 | 829 | 1364 | 1560 | 1578 | 1389 | 1327 | 1142 | 926 | 729 | 822 | 538 | 413 | 310 | 228 | 144 |
| HGV | 2 | 1 | 1 | 2 | 1 | 3 | 9 | 21 | 22 | 18 | 28 | 28 | 27 | 30 | 28 | 25 | 19 | 19 | 20 | 19 | 13 | 17 | 7 | 7 |
| M-Th | 87 | 61 | 62 | 97 | 161 | 279 | 694 | 981 | 1498 | 960 | 986 | 1077 | 1106 | 1138 | 1157 | 1188 | 1323 | 1584 | 1374 | 845 | 562 | 457 | 357 | 195 |
| HGV | 24 | 28 | 31 | 33 | 65 | 91 | 133 | 172 | 155 | 144 | 181 | 233 | 256 | 282 | 313 | 307 | 287 | 237 | 209 | 173 | 120 | 90 | 61 | 31 |
| M-Fr | 91 | 66 | 65 | 98 | 162 | 284 | 695 | 992 | 1518 | 968 | 990 | 1076 | 1109 | 1154 | 1178 | 1209 | 1346 | 1584 | 1382 | 864 | 574 | 464 | 358 | 205 |
| HGV | 27 | 30 | 32 | 35 | 68 | 96 | 134 | 174 | 159 | 148 | 185 | 237 | 258 | 285 | 314 | 306 | 280 | 228 | 200 | 168 | 118 | 89 | 61 | 32 |
| M-Su | 105 | 71 | 63 | 84 | 131 | 235 | 607 | 798 | 1213 | 913 | 1045 | 1148 | 1179 | 1178 | 1187 | 1175 | 1226 | 1362 | 1236 | 788 | 530 | 417 | 328 | 201 |
| HGV | 24 | 26 | 27 | 29 | 54 | 77 | 111 | 142 | 130 | 118 | 147 | 182 | 196 | 214 | 234 | 227 | 206 | 168 | 149 | 124 | 88 | 67 | 45 | 24 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

## Monthly classified during May 2004 for site 6/9928

WB, A14, TRIMLEY HEATH(E628400, N236800) view site location on map

### 24 Hour Flows by Day of Month

| Mon | Flow | %HGV | Tue | Flow | %HGV | Wed | Flow | %HGV | Thu | Flow | %HGV | Fri | Flow | %HGV | Sat | Flow | %HGV | Sun | Flow | %HGV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | 1 | 14489 | 7.4 | 2 | 16681 | 2.3 |
| b 3 | 12191 | 4.1 | 4 | 17744 | 18.4 | 5 | 19530 | 22.2 | 6 | 19910 | 20.9 | 7 | 19675 | 19.2 | 8 | 14751 | 7.2 | o 9 | 13083 | 2.9 |
| 10 | 18519 | 20 | 11 | 19372 | 22.2 | 12 | 19372 | 21.4 | 13 | 19794 | 21.2 | 14 | 20443 | 18.8 | 15 | 14692 | 7.4 | 16 | 16287 | 3.1 |
| 17 | 19217 | 19.5 | 18 | 20003 | 21.1 | 19 | 20412 | 20.6 | 20 | 19683 | 20.9 | 21 | 19932 | 18.3 | 22 | 14534 | 6.8 | 23 | 14981 | 3.1 |
| 24 | 18457 | 19.4 | 25 | 19747 | 21 | 26 | 19759 | 20.5 | 27 | 19959 | 19.9 | 28 | 19998 | 17.3 | 29 | 14641 | 6.9 | 30 | 14504 | 2.4 |
| b 31 | 14746 | 3.7 | | | | | | | | | | | | | | | | | | |

### Average Flows

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | | ADT | AWT | ADT' | AWT' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24hr | 16626 | 19217 | 19768 | 19837 | 20012 | 14621 | 15107 | | 17884 | 19092 | 17884 | 19092 |
| %HGV | 14.5 | 20.7 | 21.2 | 20.7 | 18.4 | 7.1 | 2.7 | | 15.8 | 19.2 | 15.8 | 19.2 |
| 18hr | 15983 | 18190 | 18635 | 18739 | 18831 | 13849 | 14741 | | 16995 | 18075 | 16995 | 18075 |
| %HGV | 13.2 | 18.4 | 18.7 | 18.2 | 15.7 | 5.1 | 2.6 | | 13.8 | 16.9 | 13.8 | 16.9 |
| 16hr | 15559 | 17660 | 18073 | 18156 | 18214 | 13320 | 14338 | | 16474 | 17532 | 16474 | 17532 |
| %HGV | 12.9 | 18.1 | 18.4 | 18 | 15.6 | 5.2 | 2.6 | | 13.6 | 16.7 | 13.6 | 16.7 |
| 12hr | 13467 | 15177 | 15430 | 15540 | 15670 | 11543 | 12608 | | 14205 | 15056 | 14205 | 15056 |
| %HGV | 12.1 | 17 | 17.6 | 17 | 15 | 5.2 | 2.5 | | 12.9 | 15.8 | 12.9 | 15.8 |
| No.days | 5,5 | 4,4 | 4,4 | 4,4 | 4,4 | 5,5 | 5,5 | | 31,31 | 21,21 | 31,31 | 21,21 |

### Hourly Variation

| H.E | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mon | 64 | 39 | 44 | 73 | 149 | 275 | 507 | 890 | 1186 | 908 | 923 | 980 | 1027 | 1176 | 1159 | 1241 | 1322 | 1463 | 1191 | 682 | 495 | 408 | 285 | 139 |
| HGV | 5 | 9 | 19 | 40 | 96 | 137 | 137 | 131 | 141 | 135 | 115 | 118 | 127 | 132 | 143 | 151 | 155 | 150 | 130 | 91 | 80 | 65 | 54 | 42 |
| Tue | 87 | 57 | 75 | 122 | 255 | 430 | 751 | 1427 | 1796 | 1146 | 936 | 894 | 1019 | 1064 | 1121 | 1285 | 1387 | 1750 | 1354 | 761 | 516 | 455 | 344 | 187 |
| HGV | 40 | 28 | 45 | 83 | 185 | 246 | 253 | 252 | 252 | 240 | 187 | 172 | 183 | 169 | 206 | 250 | 237 | 222 | 213 | 148 | 113 | 101 | 80 | 68 |
| Wed | 117 | 70 | 84 | 151 | 259 | 453 | 754 | 1388 | 1816 | 1168 | 957 | 976 | 1022 | 1115 | 1114 | 1259 | 1413 | 1805 | 1399 | 870 | 542 | 477 | 364 | 198 |
| HGV | 56 | 37 | 60 | 104 | 185 | 257 | 263 | 221 | 243 | 254 | 208 | 214 | 205 | 204 | 221 | 223 | 237 | 251 | 230 | 153 | 106 | 93 | 75 | 74 |
| Thu | 101 | 71 | 82 | 127 | 269 | 447 | 739 | 1395 | 1827 | 1175 | 943 | 967 | 1033 | 1115 | 1156 | 1253 | 1426 | 1807 | 1444 | 871 | 557 | 450 | 377 | 207 |
| HGV | 49 | 36 | 57 | 95 | 188 | 266 | 253 | 235 | 260 | 249 | 211 | 185 | 189 | 198 | 214 | 230 | 236 | 232 | 200 | 152 | 118 | 103 | 85 | 61 |
| Fri | 114 | 80 | 102 | 161 | 274 | 450 | 692 | 1354 | 1755 | 1131 | 997 | 1043 | 1095 | 1161 | 1242 | 1339 | 1483 | 1670 | 1402 | 842 | 554 | 457 | 358 | 259 |
| HGV | 49 | 37 | 64 | 117 | 201 | 262 | 253 | 227 | 243 | 217 | 190 | 181 | 196 | 196 | 204 | 190 | 199 | 163 | 140 | 95 | 75 | 66 | 59 | 51 |
| Sat | 135 | 99 | 96 | 110 | 137 | 194 | 371 | 460 | 714 | 960 | 1156 | 1148 | 1115 | 1075 | 1107 | 1012 | 980 | 961 | 855 | 633 | 424 | 348 | 281 | 249 |
| HGV | 43 | 40 | 39 | 55 | 74 | 76 | 74 | 77 | 93 | 95 | 67 | 69 | 50 | 35 | 32 | 23 | 25 | 13 | 15 | 9 | 7 | 8 | 7 | 5 |
| Sun | 117 | 64 | 45 | 35 | 36 | 69 | 239 | 232 | 340 | 638 | 1020 | 1172 | 1228 | 1241 | 1297 | 1397 | 1527 | 1401 | 1115 | 672 | 457 | 362 | 278 | 125 |
| HGV | 2 | 2 | 2 | 4 | 7 | 7 | 10 | 10 | 21 | 18 | 21 | 24 | 24 | 25 | 29 | 28 | 30 | 48 | 33 | 21 | 14 | 10 | 9 | 8 |
| M-Th | 92 | 59 | 71 | 118 | 233 | 401 | 688 | 1275 | 1656 | 1099 | 940 | 954 | 1025 | 1118 | 1138 | 1260 | 1387 | 1706 | 1347 | 796 | 528 | 448 | 343 | 183 |
| HGV | 38 | 28 | 45 | 81 | 164 | 227 | 227 | 210 | 224 | 220 | 180 | 172 | 176 | 176 | 196 | 214 | 216 | 214 | 193 | 136 | 104 | 91 | 74 | 61 |
| M-Fr | 97 | 63 | 77 | 127 | 241 | 411 | 689 | 1291 | 1676 | 1106 | 951 | 972 | 1039 | 1126 | 1158 | 1275 | 1406 | 1699 | 1358 | 805 | 533 | 449 | 346 | 198 |
| HGV | 40 | 29 | 49 | 88 | 171 | 234 | 232 | 213 | 228 | 219 | 182 | 174 | 180 | 180 | 198 | 209 | 213 | 204 | 183 | 128 | 98 | 86 | 71 | 59 |
| M-Su | 105 | 69 | 75 | 111 | 197 | 331 | 579 | 1021 | 1348 | 1018 | 990 | 1026 | 1077 | 1135 | 1171 | 1255 | 1363 | 1551 | 1251 | 762 | 506 | 422 | 327 | 195 |
| HGV | 35 | 27 | 41 | 71 | 134 | 179 | 178 | 165 | 179 | 173 | 143 | 138 | 139 | 137 | 150 | 156 | 160 | 154 | 137 | 96 | 73 | 64 | 53 | 44 |

b Bank Holiday

w Weather  a Accident  t Time change  r Road Works  s Sporting Event  o Other

This report includes no estimated data and only includes complete days

# APPENDIX B – MANUAL CLASSIFIED COUNT (MCC) DATA

B.1 Manual Classified Count (MCC) Data – DfT Link Census Data

# 2002 Data

| From | Histon Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Milton Interchange | | 545000 261900 | 3233 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 37 | 3,144 | 781 | 791 | (27) | 4,753 |
| 08:00 | 1 | 40 | 4,459 | 668 | 720 | (18) | 5,887 |
| 09:00 | 10 | 16 | 3,463 | 540 | 778 | (19) | 4,797 |
| 10:00 | 0 | 22 | 2,487 | 454 | 815 | (11) | 3,778 |
| 11:00 | 0 | 20 | 2,305 | 491 | 826 | (8) | 3,642 |
| 12:00 | 0 | 13 | 2,212 | 450 | 769 | (9) | 3,444 |
| 13:00 | 0 | 16 | 2,471 | 440 | 835 | (8) | 3,762 |
| 14:00 | 0 | 16 | 2,302 | 320 | 863 | (17) | 3,501 |
| 15:00 | 9 | 16 | 2,860 | 661 | 848 | (28) | 4,385 |
| 16:00 | 0 | 42 | 3,926 | 811 | 769 | (23) | 5,548 |
| 17:00 | 2 | 57 | 4,507 | 556 | 592 | (14) | 5,712 |
| 18:00 | 0 | 28 | 3,340 | 359 | 528 | (10) | 4,255 |
| 12 hour | 22 | 323 | 37,476 | 6,531 | 9,134 | (192) | 53,464 |

| From | Milton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Fen Ditton Interchange | | 548000 261720 | 3334 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 1 | 19 | 2,788 | 718 | 643 | (18) | 4,168 |
| 08:00 | 2 | 22 | 3,575 | 528 | 505 | (10) | 4,630 |
| 09:00 | 0 | 6 | 2,955 | 539 | 672 | (26) | 4,172 |
| 10:00 | 0 | 7 | 1,974 | 504 | 735 | (14) | 3,220 |
| 11:00 | 1 | 5 | 1,563 | 435 | 687 | (6) | 2,690 |
| 12:00 | 0 | 5 | 1,794 | 426 | 612 | (6) | 2,837 |
| 13:00 | 0 | 2 | 1,974 | 467 | 654 | (9) | 3,097 |
| 14:00 | 0 | 3 | 2,279 | 547 | 740 | (14) | 3,569 |
| 15:00 | 0 | 3 | 2,176 | 509 | 692 | (18) | 3,380 |
| 16:00 | 0 | 10 | 3,665 | 635 | 694 | (31) | 5,004 |
| 17:00 | 0 | 26 | 4,358 | 421 | 507 | (8) | 5,312 |
| 18:00 | 0 | 13 | 3,147 | 220 | 450 | (8) | 3,830 |
| 12 hour | 4 | 121 | 32,248 | 5,949 | 7,591 | (168) | 45,909 |

| From | Fen Ditton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Stow Cum Quy Interchange | | 550000 259923 | 3435 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 34 | 3,176 | 536 | 728 | (9) | 4,474 |
| 08:00 | 0 | 42 | 4,286 | 450 | 707 | (23) | 5,485 |
| 09:00 | 0 | 39 | 2,535 | 295 | 688 | (12) | 3,557 |
| 10:00 | 0 | 29 | 1,608 | 242 | 733 | (8) | 2,612 |
| 11:00 | 0 | 10 | 1,399 | 297 | 674 | (5) | 2,380 |
| 12:00 | 0 | 13 | 1,386 | 270 | 644 | (7) | 2,313 |
| 13:00 | 0 | 16 | 1,512 | 363 | 570 | (8) | 2,461 |
| 14:00 | 0 | 19 | 1,686 | 397 | 677 | (4) | 2,779 |
| 15:00 | 0 | 14 | 2,070 | 427 | 574 | (9) | 3,085 |
| 16:00 | 1 | 34 | 2,890 | 555 | 542 | (12) | 4,021 |
| 17:00 | 0 | 39 | 3,696 | 423 | 456 | (10) | 4,614 |
| 18:00 | 2 | 38 | 2,640 | 211 | 420 | (9) | 3,309 |
| 12 hour | 3 | 327 | 28,884 | 4,466 | 7,413 | (116) | 41,090 |

| From | Stow Cum Quy Interchange | Direction: Combined | OSGR | | Link No. |
|---|---|---|---|---|---|
| To | Nine Mile Hill Interchange | | 555000 | 259660 | 3536 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 49 | 2,356 | 510 | 660 | (9) | 3,575 |
| 08:00 | 0 | 34 | 2,607 | 339 | 587 | (18) | 3,567 |
| 09:00 | 0 | 11 | 1,678 | 284 | 555 | (21) | 2,528 |
| 10:00 | 0 | 3 | 1,446 | 227 | 550 | (6) | 2,226 |
| 11:00 | 0 | 7 | 1,308 | 238 | 622 | (13) | 2,175 |
| 12:00 | 0 | 7 | 1,190 | 277 | 595 | (9) | 2,069 |
| 13:00 | 0 | 13 | 1,375 | 336 | 475 | (5) | 2,199 |
| 14:00 | 0 | 7 | 1,390 | 285 | 587 | (5) | 2,269 |
| 15:00 | 0 | 18 | 1,616 | 392 | 527 | (7) | 2,553 |
| 16:00 | 0 | 19 | 1,198 | 232 | 277 | (8) | 1,726 |
| 17:00 | 0 | 10 | 1,856 | 265 | 471 | (15) | 2,602 |
| 18:00 | 0 | 26 | 1,898 | 272 | 413 | (17) | 2,609 |
| 12 hour | 0 | 204 | 19,918 | 3,657 | 6,319 | (133) | 30,098 |

| From | Nine Mile Hill Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Exning Interchange | | 560000 262970 | 3637 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 51 | 3,462 | 887 | 875 | (15) | 5,275 |
| 08:00 | 0 | 39 | 3,983 | 646 | 763 | (20) | 5,431 |
| 09:00 | 0 | 19 | 2,687 | 539 | 744 | (26) | 3,989 |
| 10:00 | 0 | 9 | 2,344 | 468 | 789 | (23) | 3,610 |
| 11:00 | 0 | 18 | 2,468 | 408 | 828 | (25) | 3,722 |
| 12:00 | 0 | 7 | 1,998 | 414 | 784 | (6) | 3,203 |
| 13:00 | 0 | 8 | 1,916 | 429 | 808 | (11) | 3,161 |
| 14:00 | 0 | 9 | 2,010 | 392 | 1,002 | (10) | 3,413 |
| 15:00 | 0 | 20 | 2,104 | 485 | 971 | (12) | 3,580 |
| 16:00 | 0 | 19 | 3,081 | 622 | 855 | (6) | 4,577 |
| 17:00 | 0 | 47 | 3,565 | 436 | 766 | (13) | 4,814 |
| 18:00 | 0 | 27 | 2,756 | 197 | 574 | (6) | 3,554 |
| 12 hour | 0 | 273 | 32,374 | 5,923 | 9,759 | (173) | 48,329 |

| From | Exning Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Newmarket Waterhall Interchange | | 566000 266000 | 3738 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 30 | 2,898 | 811 | 977 | (61) | 4,716 |
| 08:00 | 0 | 28 | 3,541 | 590 | 832 | (27) | 4,991 |
| 09:00 | 0 | 33 | 2,508 | 564 | 851 | (30) | 3,956 |
| 10:00 | 0 | 23 | 2,747 | 522 | 905 | (33) | 4,197 |
| 11:00 | 0 | 34 | 3,062 | 514 | 862 | (45) | 4,472 |
| 12:00 | 0 | 34 | 3,158 | 538 | 873 | (37) | 4,603 |
| 13:00 | 0 | 32 | 3,168 | 500 | 788 | (29) | 4,488 |
| 14:00 | 0 | 31 | 3,530 | 552 | 772 | (31) | 4,885 |
| 15:00 | 0 | 48 | 3,931 | 552 | 745 | (51) | 5,276 |
| 16:00 | 1 | 52 | 4,201 | 533 | 691 | (45) | 5,477 |
| 17:00 | 1 | 59 | 5,081 | 433 | 564 | (34) | 6,137 |
| 18:00 | 0 | 38 | 4,337 | 272 | 432 | (30) | 5,079 |
| 12 hour | 2 | 442 | 42,162 | 6,381 | 9,292 | (453) | 58,277 |

| From | Newmarket Waterhall Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Kentford Interchange | | 570000 267150 | 3839 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 10 | 1,726 | 406 | 593 | (6) | 2,735 |
| 08:00 | 0 | 8 | 2,123 | 321 | 531 | (6) | 2,983 |
| 09:00 | 0 | 7 | 1,806 | 259 | 543 | (9) | 2,615 |
| 10:00 | 0 | 2 | 1,270 | 227 | 553 | (15) | 2,052 |
| 11:00 | 0 | 5 | 979 | 196 | 469 | (5) | 1,649 |
| 12:00 | 0 | 6 | 986 | 305 | 505 | (4) | 1,802 |
| 13:00 | 0 | 8 | 1,082 | 250 | 585 | (6) | 1,925 |
| 14:00 | 0 | 7 | 1,326 | 271 | 562 | (5) | 2,166 |
| 15:00 | 0 | 16 | 1,482 | 334 | 551 | (12) | 2,383 |
| 16:00 | 0 | 11 | 1,882 | 416 | 577 | (24) | 2,886 |
| 17:00 | 0 | 20 | 2,333 | 307 | 475 | (18) | 3,135 |
| 18:00 | 0 | 18 | 1,764 | 159 | 439 | (6) | 2,380 |
| 12 hour | 0 | 118 | 18,759 | 3,451 | 6,383 | (116) | 28,711 |

| From | Higham Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Risby Interchange | | 576000 266180 | 4041 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 17 | 2,264 | 512 | 612 | (11) | 3,405 |
| 08:00 | 0 | 19 | 3,180 | 382 | 599 | (10) | 4,180 |
| 09:00 | 0 | 4 | 1,896 | 258 | 561 | (12) | 2,719 |
| 10:00 | 0 | 11 | 1,412 | 278 | 553 | (11) | 2,254 |
| 11:00 | 0 | 8 | 1,518 | 273 | 557 | (9) | 2,356 |
| 12:00 | 0 | 7 | 1,477 | 244 | 555 | (6) | 2,283 |
| 13:00 | 1 | 6 | 1,697 | 275 | 579 | (5) | 2,557 |
| 14:00 | 0 | 4 | 1,654 | 297 | 620 | (16) | 2,575 |
| 15:00 | 0 | 11 | 1,920 | 357 | 588 | (9) | 2,876 |
| 16:00 | 0 | 15 | 2,453 | 523 | 577 | (16) | 3,568 |
| 17:00 | 0 | 21 | 3,075 | 349 | 413 | (9) | 3,858 |
| 18:00 | 0 | 15 | 2,160 | 189 | 363 | (4) | 2,727 |
| 12 hour | 1 | 138 | 24,706 | 3,937 | 6,577 | (118) | 35,358 |

| From | Westley Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Bury St Edmunds St Saviours Interchange | | 585000 265300 | 4243 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 13 | 1,890 | 498 | 618 | (10) | 3,019 |
| 08:00 | 0 | 13 | 3,044 | 396 | 612 | (8) | 4,065 |
| 09:00 | 0 | 9 | 1,853 | 295 | 630 | (16) | 2,787 |
| 10:00 | 0 | 11 | 1,534 | 268 | 635 | (9) | 2,448 |
| 11:00 | 0 | 12 | 1,433 | 275 | 601 | (8) | 2,321 |
| 12:00 | 0 | 8 | 1,443 | 266 | 594 | (10) | 2,311 |
| 13:00 | 0 | 9 | 1,510 | 276 | 674 | (11) | 2,469 |
| 14:00 | 0 | 10 | 1,478 | 335 | 707 | (15) | 2,530 |
| 15:00 | 0 | 13 | 1,711 | 320 | 665 | (12) | 2,709 |
| 16:00 | 0 | 6 | 2,187 | 482 | 631 | (10) | 3,306 |
| 17:00 | 0 | 17 | 2,898 | 363 | 576 | (19) | 3,854 |
| 18:00 | 0 | 10 | 2,061 | 163 | 450 | (16) | 2,684 |
| 12 hour | 0 | 131 | 23,042 | 3,937 | 7,393 | (144) | 34,503 |

| From | Bury St Edmunds Moreton Hall Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Beyton Interchange | | 590000 263700 | 4446 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 3 | 1,821 | 513 | 585 | (12) | 2,922 |
| 08:00 | 0 | 14 | 2,691 | 386 | 472 | (10) | 3,563 |
| 09:00 | 0 | 13 | 1,650 | 288 | 524 | (11) | 2,475 |
| 10:00 | 0 | 6 | 1,634 | 257 | 542 | (10) | 2,439 |
| 11:00 | 0 | 5 | 1,550 | 277 | 484 | (6) | 2,316 |
| 12:00 | 0 | 2 | 1,534 | 235 | 481 | (6) | 2,252 |
| 13:00 | 0 | 8 | 1,640 | 315 | 520 | (5) | 2,483 |
| 14:00 | 0 | 5 | 1,886 | 305 | 469 | (10) | 2,665 |
| 15:00 | 0 | 8 | 2,119 | 360 | 512 | (8) | 2,999 |
| 16:00 | 0 | 6 | 2,428 | 394 | 492 | (7) | 3,320 |
| 17:00 | 0 | 14 | 3,013 | 308 | 361 | (14) | 3,696 |
| 18:00 | 1 | 8 | 1,964 | 159 | 315 | (12) | 2,446 |
| 12 hour | 1 | 92 | 23,930 | 3,797 | 5,757 | (111) | 33,576 |

| From | Elmswell Junction | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Quarries Cross Junction | | 601000 261670 | 47A48 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 11 | 1,804 | 485 | 619 | (13) | 2,919 |
| 08:00 | 0 | 8 | 2,526 | 396 | 498 | (7) | 3,428 |
| 09:00 | 0 | 5 | 1,642 | 318 | 546 | (10) | 2,511 |
| 10:00 | 0 | 5 | 1,166 | 262 | 566 | (23) | 1,999 |
| 11:00 | 0 | 13 | 1,170 | 281 | 524 | (6) | 1,988 |
| 12:00 | 0 | 6 | 1,102 | 275 | 558 | (2) | 1,941 |
| 13:00 | 0 | 22 | 1,138 | 249 | 557 | (10) | 1,966 |
| 14:00 | 0 | 5 | 1,141 | 259 | 627 | (17) | 2,032 |
| 15:00 | 0 | 7 | 1,373 | 324 | 655 | (9) | 2,359 |
| 16:00 | 0 | 8 | 1,751 | 465 | 627 | (17) | 2,851 |
| 17:00 | 0 | 14 | 2,478 | 410 | 512 | (22) | 3,414 |
| 18:00 | 0 | 15 | 1,779 | 168 | 464 | (17) | 2,426 |
| 12 hour | 0 | 119 | 19,070 | 3,892 | 6,753 | (153) | 29,834 |

| From | Stowmarket North Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Stowmarket Cedars Interchange | | 605000 259700 | 4950 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 1 | 1,499 | 467 | 578 | (9) | 2,545 |
| 08:00 | 0 | 4 | 2,136 | 344 | 577 | (13) | 3,061 |
| 09:00 | 0 | 5 | 1,275 | 265 | 549 | (7) | 2,094 |
| 10:00 | 0 | 3 | 1,176 | 217 | 493 | (3) | 1,889 |
| 11:00 | 0 | 1 | 1,173 | 257 | 503 | (3) | 1,934 |
| 12:00 | 0 | 4 | 1,145 | 236 | 526 | (4) | 1,911 |
| 13:00 | 0 | 4 | 1,345 | 265 | 536 | (6) | 2,150 |
| 14:00 | 0 | 5 | 1,391 | 301 | 528 | (7) | 2,225 |
| 15:00 | 0 | 7 | 1,601 | 334 | 515 | (16) | 2,457 |
| 16:00 | 0 | 9 | 2,004 | 386 | 449 | (15) | 2,848 |
| 17:00 | 0 | 13 | 2,343 | 313 | 404 | (2) | 3,073 |
| 18:00 | 0 | 2 | 1,806 | 135 | 311 | (2) | 2,254 |
| 12 hour | 0 | 58 | 18,894 | 3,520 | 5,969 | (87) | 28,441 |

| From | Stowmarket Cedars Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Beacon Hill Interchange | | 610050 255000 | 5051 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 10 | 1,911 | 530 | 645 | (9) | 3,096 |
| 08:00 | 0 | 10 | 2,636 | 384 | 566 | (17) | 3,596 |
| 09:00 | 0 | 3 | 1,525 | 282 | 609 | (23) | 2,419 |
| 10:00 | 0 | 8 | 1,292 | 241 | 501 | (8) | 2,042 |
| 11:00 | 0 | 19 | 1,232 | 282 | 617 | (9) | 2,150 |
| 12:00 | 0 | 8 | 1,253 | 260 | 585 | (10) | 2,106 |
| 13:00 | 0 | 23 | 1,342 | 262 | 552 | (7) | 2,179 |
| 14:00 | 0 | 10 | 1,482 | 318 | 594 | (14) | 2,404 |
| 15:00 | 0 | 11 | 1,461 | 343 | 678 | (14) | 2,493 |
| 16:00 | 0 | 10 | 2,059 | 460 | 607 | (10) | 3,136 |
| 17:00 | 0 | 12 | 2,692 | 393 | 560 | (13) | 3,657 |
| 18:00 | 0 | 10 | 2,111 | 243 | 424 | (5) | 2,788 |
| 12 hour | 0 | 134 | 20,996 | 3,998 | 6,938 | (139) | 32,066 |

| From | Beacon Hill Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Claydon Interchange | | 612800 250150 | 5152 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 8 | 2,505 | 708 | 352 | (9) | 3,573 |
| 08:00 | 0 | 7 | 3,629 | 569 | 661 | (19) | 4,866 |
| 09:00 | 1 | 11 | 2,218 | 455 | 734 | (34) | 3,418 |
| 10:00 | 0 | 4 | 1,866 | 375 | 677 | (15) | 2,922 |
| 11:00 | 0 | 16 | 1,737 | 374 | 564 | (8) | 2,691 |
| 12:00 | 0 | 7 | 1,453 | 315 | 560 | (8) | 2,335 |
| 13:00 | 1 | 14 | 1,445 | 319 | 587 | (14) | 2,365 |
| 14:00 | 0 | 15 | 1,444 | 349 | 666 | (13) | 2,474 |
| 15:00 | 0 | 11 | 1,664 | 359 | 732 | (28) | 2,766 |
| 16:00 | 0 | 15 | 2,006 | 544 | 570 | (20) | 3,135 |
| 17:00 | 0 | 20 | 2,506 | 437 | 468 | (22) | 3,431 |
| 18:00 | 0 | 19 | 2,914 | 323 | 603 | (14) | 3,859 |
| 12 hour | 2 | 147 | 25,387 | 5,127 | 7,174 | (204) | 37,835 |

| From | Sproughton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Copdock Interchange | | 612400 243250 | 5455 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 10 | 1,779 | 587 | 500 | (5) | 2,876 |
| 08:00 | 0 | 13 | 3,498 | 594 | 624 | (7) | 4,729 |
| 09:00 | 0 | 5 | 1,915 | 365 | 607 | (15) | 2,892 |
| 10:00 | 0 | 1 | 1,599 | 364 | 597 | (4) | 2,561 |
| 11:00 | 0 | 7 | 1,566 | 344 | 571 | (7) | 2,488 |
| 12:00 | 0 | 6 | 1,660 | 384 | 609 | (5) | 2,659 |
| 13:00 | 0 | 6 | 1,529 | 327 | 597 | (8) | 2,459 |
| 14:00 | 0 | 4 | 1,576 | 366 | 685 | (5) | 2,631 |
| 15:00 | 0 | 13 | 1,836 | 445 | 636 | (12) | 2,930 |
| 16:00 | 0 | 8 | 2,367 | 609 | 647 | (17) | 3,631 |
| 17:00 | 0 | 14 | 3,484 | 601 | 514 | (6) | 4,613 |
| 18:00 | 0 | 8 | 2,378 | 271 | 350 | (2) | 3,007 |
| 12 hour | 0 | 95 | 25,187 | 5,257 | 6,937 | (93) | 37,476 |

| From | Wherstead Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Nacton Interchange | | 618850 240930 | 5657 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 24 | 2,320 | 547 | 633 | (8) | 3,524 |
| 08:00 | 1 | 21 | 3,536 | 459 | 662 | (25) | 4,678 |
| 09:00 | 0 | 6 | 2,058 | 351 | 591 | (13) | 3,006 |
| 10:00 | 0 | 5 | 1,487 | 285 | 544 | (17) | 2,321 |
| 11:00 | 0 | 3 | 1,581 | 337 | 622 | (17) | 2,543 |
| 12:00 | 0 | 3 | 1,708 | 329 | 632 | (10) | 2,672 |
| 13:00 | 0 | 4 | 1,553 | 258 | 678 | (10) | 2,493 |
| 14:00 | 0 | 5 | 1,876 | 402 | 757 | (15) | 3,040 |
| 15:00 | 0 | 12 | 2,178 | 422 | 734 | (30) | 3,346 |
| 16:00 | 0 | 15 | 2,765 | 545 | 724 | (15) | 4,049 |
| 17:00 | 0 | 23 | 4,016 | 496 | 614 | (25) | 5,149 |
| 18:00 | 4 | 15 | 2,402 | 218 | 491 | (8) | 3,126 |
| 12 hour | 5 | 136 | 27,480 | 4,649 | 7,682 | (193) | 39,947 |

| From | Nacton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Levington Seven Hills Interchange | | 621000 241240 | 5758 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 26 | 1,835 | 452 | 560 | (10) | 2,873 |
| 08:00 | 1 | 22 | 3,006 | 414 | 603 | (12) | 4,045 |
| 09:00 | 0 | 6 | 1,640 | 303 | 557 | (8) | 2,506 |
| 10:00 | 0 | 12 | 1,674 | 275 | 579 | (14) | 2,540 |
| 11:00 | 0 | 8 | 1,705 | 288 | 564 | (17) | 2,565 |
| 12:00 | 0 | 19 | 1,825 | 320 | 645 | (13) | 2,809 |
| 13:00 | 0 | 16 | 1,889 | 301 | 720 | (16) | 2,926 |
| 14:00 | 0 | 19 | 1,914 | 313 | 685 | (12) | 2,931 |
| 15:00 | 0 | 33 | 2,206 | 303 | 684 | (18) | 3,226 |
| 16:00 | 0 | 25 | 2,653 | 440 | 662 | (20) | 3,780 |
| 17:00 | 0 | 29 | 3,394 | 332 | 450 | (11) | 4,205 |
| 18:00 | 0 | 13 | 2,511 | 186 | 424 | (7) | 3,134 |
| 12 hour | 1 | 228 | 26,252 | 3,927 | 7,133 | (158) | 37,540 |

# 2003 Data

| From | Girton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Histon Interchange | | 543000 261500 | 3132 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 45 | 3,562 | 735 | 859 | (23) | 5,201 |
| 08:00 | 0 | 24 | 3,737 | 629 | 669 | (32) | 5,059 |
| 09:00 | 0 | 25 | 3,002 | 560 | 619 | (20) | 4,206 |
| 10:00 | 0 | 9 | 1,890 | 425 | 687 | (11) | 3,011 |
| 11:00 | 0 | 9 | 1,943 | 463 | 735 | (4) | 3,150 |
| 12:00 | 0 | 11 | 1,861 | 391 | 801 | (12) | 3,064 |
| 13:00 | 1 | 12 | 2,467 | 474 | 833 | (7) | 3,786 |
| 14:00 | 0 | 17 | 2,394 | 531 | 831 | (26) | 3,773 |
| 15:00 | 0 | 25 | 2,692 | 568 | 809 | (23) | 4,094 |
| 16:00 | 1 | 39 | 3,596 | 652 | 715 | (27) | 5,002 |
| 17:00 | 0 | 37 | 4,310 | 436 | 575 | (21) | 5,358 |
| 18:00 | 0 | 25 | 3,020 | 260 | 452 | (9) | 3,757 |
| 12 hour | 2 | 278 | 34,474 | 6,124 | 8,585 | (215) | 49,461 |

| From | Milton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Fen Ditton Interchange | | 548000 261720 | 3334 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 54 | 3,060 | 901 | 732 | (36) | 4,747 |
| 08:00 | 0 | 59 | 3,591 | 707 | 628 | (34) | 4,985 |
| 09:00 | 0 | 44 | 2,820 | 550 | 706 | (53) | 4,120 |
| 10:00 | 0 | 16 | 2,560 | 554 | 678 | (20) | 3,808 |
| 11:00 | 0 | 33 | 2,544 | 597 | 680 | (17) | 3,854 |
| 12:00 | 0 | 26 | 2,510 | 538 | 633 | (24) | 3,707 |
| 13:00 | 0 | 21 | 2,296 | 382 | 818 | (17) | 3,517 |
| 14:00 | 0 | 31 | 2,433 | 477 | 846 | (26) | 3,787 |
| 15:00 | 0 | 34 | 2,540 | 440 | 788 | (12) | 3,802 |
| 16:00 | 1 | 30 | 3,454 | 602 | 765 | (15) | 4,851 |
| 17:00 | 1 | 72 | 4,723 | 472 | 585 | (21) | 5,852 |
| 18:00 | 0 | 48 | 3,248 | 246 | 486 | (17) | 4,028 |
| 12 hour | 2 | 468 | 35,779 | 6,466 | 8,345 | (292) | 51,058 |

| From | Stow Cum Quy Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Nine Mile Hill Interchange | | 555000 259660 | 3536 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 20 | 2,461 | 583 | 553 | (16) | 3,617 |
| 08:00 | 0 | 14 | 2,414 | 326 | 455 | (15) | 3,209 |
| 09:00 | 0 | 4 | 1,884 | 355 | 501 | (22) | 2,744 |
| 10:00 | 0 | 9 | 1,387 | 275 | 552 | (12) | 2,223 |
| 11:00 | 0 | 0 | 1,287 | 264 | 512 | (7) | 2,063 |
| 12:00 | 0 | 4 | 1,114 | 220 | 544 | (5) | 1,882 |
| 13:00 | 0 | 8 | 1,212 | 189 | 628 | (11) | 2,037 |
| 14:00 | 0 | 5 | 1,343 | 257 | 645 | (16) | 2,250 |
| 15:00 | 0 | 6 | 1,443 | 314 | 660 | (12) | 2,423 |
| 16:00 | 0 | 9 | 2,024 | 351 | 644 | (10) | 3,028 |
| 17:00 | 0 | 10 | 2,175 | 267 | 475 | (3) | 2,927 |
| 18:00 | 0 | 7 | 1,780 | 148 | 417 | (8) | 2,352 |
| 12 hour | 0 | 96 | 20,524 | 3,549 | 6,586 | (137) | 30,755 |

| From | Nine Mile Hill Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Exning Interchange | | 560000 262970 | 3637 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 23 | 3,632 | 889 | 841 | (9) | 5,385 |
| 08:00 | 0 | 24 | 4,517 | 656 | 889 | (18) | 6,086 |
| 09:00 | 0 | 17 | 3,631 | 617 | 867 | (20) | 5,132 |
| 10:00 | 0 | 19 | 2,404 | 458 | 930 | (22) | 3,811 |
| 11:00 | 0 | 16 | 2,134 | 412 | 808 | (11) | 3,370 |
| 12:00 | 0 | 8 | 2,195 | 455 | 721 | (11) | 3,379 |
| 13:00 | 0 | 9 | 2,417 | 500 | 816 | (20) | 3,742 |
| 14:00 | 0 | 13 | 2,575 | 495 | 810 | (16) | 3,893 |
| 15:00 | 0 | 6 | 2,577 | 533 | 833 | (22) | 3,949 |
| 16:00 | 0 | 21 | 2,997 | 545 | 729 | (25) | 4,292 |
| 17:00 | 0 | 23 | 3,378 | 423 | 644 | (25) | 4,468 |
| 18:00 | 0 | 27 | 2,563 | 238 | 511 | (14) | 3,339 |
| 12 hour | 0 | 206 | 35,020 | 6,221 | 9,399 | (213) | 50,846 |

| From | Exning Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Newmarket Waterhall Interchange | | 566000 266000 | 3738 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 15 | 2,898 | 785 | 954 | (29) | 4,652 |
| 08:00 | 0 | 10 | 3,682 | 644 | 922 | (34) | 5,258 |
| 09:00 | 0 | 3 | 2,898 | 505 | 1,003 | (28) | 4,409 |
| 10:00 | 0 | 11 | 2,885 | 452 | 924 | (29) | 4,272 |
| 11:00 | 0 | 11 | 3,195 | 509 | 983 | (44) | 4,698 |
| 12:00 | 0 | 18 | 3,123 | 486 | 875 | (30) | 4,502 |
| 13:00 | 0 | 20 | 3,331 | 479 | 908 | (21) | 4,738 |
| 14:00 | 0 | 12 | 4,087 | 688 | 869 | (25) | 5,656 |
| 15:00 | 0 | 13 | 3,947 | 595 | 822 | (38) | 5,377 |
| 16:00 | 0 | 27 | 4,840 | 589 | 733 | (30) | 6,189 |
| 17:00 | 0 | 24 | 4,683 | 456 | 506 | (24) | 5,669 |
| 18:00 | 0 | 16 | 4,288 | 314 | 456 | (31) | 5,074 |
| 12 hour | 0 | 180 | 43,857 | 6,502 | 9,955 | (363) | 60,494 |

| From | Newmarket Waterhall Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Kentford Interchange | | 570000 267150 | 3839 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 12 | 1,771 | 361 | 536 | (9) | 2,680 |
| 08:00 | 0 | 8 | 2,058 | 308 | 509 | (10) | 2,883 |
| 09:00 | 0 | 7 | 1,501 | 189 | 516 | (12) | 2,213 |
| 10:00 | 0 | 8 | 1,171 | 185 | 483 | (18) | 1,847 |
| 11:00 | 1 | 7 | 1,057 | 169 | 534 | (13) | 1,767 |
| 12:00 | 0 | 2 | 990 | 146 | 494 | (6) | 1,632 |
| 13:00 | 1 | 10 | 1,159 | 205 | 545 | (4) | 1,919 |
| 14:00 | 0 | 2 | 1,177 | 203 | 533 | (10) | 1,915 |
| 15:00 | 1 | 7 | 1,379 | 207 | 585 | (13) | 2,178 |
| 16:00 | 0 | 13 | 1,728 | 248 | 496 | (10) | 2,485 |
| 17:00 | 0 | 10 | 2,105 | 276 | 480 | (9) | 2,871 |
| 18:00 | 1 | 7 | 1,826 | 154 | 412 | (12) | 2,399 |
| 12 hour | 4 | 93 | 17,922 | 2,651 | 6,123 | (126) | 26,789 |

| From | Higham Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Risby Interchange | | 576000 266180 | 4041 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 43 | 2,224 | 550 | 605 | (14) | 3,422 |
| 08:00 | 0 | 30 | 2,930 | 424 | 549 | (22) | 3,933 |
| 09:00 | 0 | 47 | 2,124 | 254 | 623 | (19) | 3,048 |
| 10:00 | 0 | 8 | 1,689 | 299 | 548 | (23) | 2,544 |
| 11:00 | 0 | 20 | 1,559 | 283 | 534 | (11) | 2,396 |
| 12:00 | 0 | 42 | 1,742 | 281 | 601 | (13) | 2,666 |
| 13:00 | 0 | 13 | 1,559 | 345 | 567 | (11) | 2,484 |
| 14:00 | 0 | 11 | 1,541 | 285 | 585 | (14) | 2,422 |
| 15:00 | 0 | 15 | 2,206 | 331 | 666 | (24) | 3,218 |
| 16:00 | 0 | 25 | 2,404 | 500 | 657 | (19) | 3,586 |
| 17:00 | 0 | 28 | 3,257 | 381 | 505 | (18) | 4,171 |
| 18:00 | 0 | 25 | 2,331 | 231 | 418 | (11) | 3,005 |
| 12 hour | 0 | 307 | 25,566 | 4,164 | 6,858 | (199) | 36,895 |

| From | Bury St Edmunds St Saviours Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Bury St Edmunds Moreton Hall Interchange | | 585900 265000 | 4344 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 11 | 2,027 | 542 | 668 | (14) | 3,248 |
| 08:00 | 0 | 12 | 2,975 | 425 | 643 | (13) | 4,055 |
| 09:00 | 0 | 9 | 1,877 | 304 | 593 | (10) | 2,783 |
| 10:00 | 0 | 24 | 1,819 | 265 | 626 | (5) | 2,734 |
| 11:00 | 0 | 36 | 1,745 | 263 | 531 | (6) | 2,575 |
| 12:00 | 0 | 31 | 1,864 | 324 | 573 | (4) | 2,792 |
| 13:00 | 0 | 35 | 2,050 | 346 | 599 | (4) | 3,030 |
| 14:00 | 0 | 10 | 2,220 | 363 | 619 | (6) | 3,212 |
| 15:00 | 0 | 10 | 2,262 | 344 | 639 | (9) | 3,255 |
| 16:00 | 0 | 17 | 2,965 | 484 | 541 | (7) | 4,007 |
| 17:00 | 0 | 17 | 3,442 | 337 | 375 | (6) | 4,171 |
| 18:00 | 0 | 16 | 2,404 | 156 | 308 | (9) | 2,884 |
| 12 hour | 0 | 228 | 27,650 | 4,153 | 6,715 | (93) | 38,746 |

| From | Bury St Edmunds Moreton Hall Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Beyton Interchange | | 590000 263700 | 4446 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 27 | 2,174 | 554 | 655 | (23) | 3,410 |
| 08:00 | 0 | 22 | 3,184 | 449 | 587 | (14) | 4,242 |
| 09:00 | 0 | 13 | 1,779 | 295 | 588 | (9) | 2,675 |
| 10:00 | 0 | 19 | 1,309 | 206 | 509 | (7) | 2,043 |
| 11:00 | 0 | 10 | 1,244 | 254 | 507 | (6) | 2,015 |
| 12:00 | 0 | 10 | 1,294 | 221 | 515 | (6) | 2,040 |
| 13:00 | 0 | 17 | 1,373 | 251 | 498 | (7) | 2,139 |
| 14:00 | 0 | 10 | 1,537 | 323 | 566 | (12) | 2,436 |
| 15:00 | 0 | 17 | 1,595 | 295 | 533 | (5) | 2,440 |
| 16:00 | 0 | 15 | 2,247 | 458 | 564 | (22) | 3,284 |
| 17:00 | 0 | 24 | 3,159 | 370 | 534 | (14) | 4,087 |
| 18:00 | 0 | 26 | 2,227 | 165 | 372 | (14) | 2,790 |
| 12 hour | 0 | 210 | 23,122 | 3,841 | 6,428 | (139) | 33,601 |

| From | Elmswell Junction | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Quarries Cross Junction | | 601000 261670 | 47A48 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 13 | 1,869 | 538 | 603 | (9) | 3,023 |
| 08:00 | 0 | 18 | 2,526 | 424 | 560 | (5) | 3,528 |
| 09:00 | 0 | 7 | 1,654 | 344 | 598 | (11) | 2,603 |
| 10:00 | 0 | 8 | 1,360 | 268 | 523 | (7) | 2,159 |
| 11:00 | 0 | 6 | 1,236 | 248 | 507 | (2) | 1,997 |
| 12:00 | 0 | 12 | 1,162 | 264 | 512 | (1) | 1,950 |
| 13:00 | 0 | 12 | 1,403 | 269 | 615 | (3) | 2,299 |
| 14:00 | 0 | 11 | 1,349 | 281 | 620 | (3) | 2,261 |
| 15:00 | 0 | 18 | 1,480 | 359 | 584 | (9) | 2,441 |
| 16:00 | 0 | 17 | 1,943 | 502 | 557 | (6) | 3,019 |
| 17:00 | 0 | 23 | 2,584 | 396 | 527 | (8) | 3,530 |
| 18:00 | 0 | 22 | 1,936 | 192 | 377 | (7) | 2,527 |
| 12 hour | 0 | 167 | 20,502 | 4,085 | 6,583 | (71) | 31,337 |

| From | Stowmarket Cedars Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Beacon Hill Interchange | | 610050 255000 | 5051 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 15 | 2,017 | 582 | 504 | (12) | 3,118 |
| 08:00 | 0 | 9 | 2,668 | 390 | 519 | (16) | 3,586 |
| 09:00 | 0 | 8 | 1,621 | 344 | 509 | (11) | 2,482 |
| 10:00 | 0 | 3 | 1,180 | 267 | 569 | (12) | 2,019 |
| 11:00 | 0 | 6 | 1,133 | 263 | 538 | (13) | 1,940 |
| 12:00 | 0 | 5 | 1,233 | 253 | 554 | (5) | 2,045 |
| 13:00 | 0 | 4 | 1,241 | 238 | 551 | (9) | 2,034 |
| 14:00 | 0 | 6 | 1,295 | 308 | 635 | (17) | 2,244 |
| 15:00 | 0 | 5 | 1,444 | 382 | 599 | (17) | 2,430 |
| 16:00 | 0 | 4 | 1,872 | 437 | 582 | (20) | 2,895 |
| 17:00 | 0 | 11 | 2,403 | 421 | 564 | (14) | 3,399 |
| 18:00 | 0 | 6 | 1,632 | 206 | 419 | (8) | 2,263 |
| 12 hour | 0 | 82 | 19,739 | 4,091 | 6,543 | (154) | 30,455 |

| From | Beacon Hill Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Claydon Interchange | | 612800 250150 | 5152 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 17 | 2,542 | 711 | 728 | (13) | 3,998 |
| 08:00 | 0 | 17 | 3,617 | 582 | 655 | (10) | 4,871 |
| 09:00 | 0 | 12 | 2,308 | 371 | 781 | (18) | 3,472 |
| 10:00 | 0 | 11 | 1,853 | 284 | 595 | (11) | 2,743 |
| 11:00 | 0 | 18 | 1,658 | 338 | 656 | (11) | 2,670 |
| 12:00 | 0 | 9 | 1,706 | 338 | 662 | (6) | 2,715 |
| 13:00 | 0 | 19 | 1,784 | 350 | 656 | (11) | 2,809 |
| 14:00 | 0 | 11 | 1,881 | 419 | 711 | (9) | 3,022 |
| 15:00 | 0 | 5 | 2,106 | 443 | 803 | (18) | 3,357 |
| 16:00 | 0 | 14 | 2,779 | 620 | 751 | (27) | 4,164 |
| 17:00 | 0 | 21 | 3,486 | 556 | 577 | (16) | 4,640 |
| 18:00 | 0 | 13 | 2,855 | 281 | 496 | (15) | 3,645 |
| 12 hour | 0 | 167 | 28,575 | 5,293 | 8,071 | (165) | 42,106 |

| From | Claydon Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Ipswich White House Interchange | | 613300 249000 | 5253 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 24 | 2,761 | 788 | 809 | (25) | 4,382 |
| 08:00 | 0 | 19 | 3,741 | 633 | 774 | (27) | 5,167 |
| 09:00 | 0 | 10 | 2,541 | 464 | 723 | (35) | 3,738 |
| 10:00 | 0 | 19 | 2,380 | 449 | 650 | (25) | 3,498 |
| 11:00 | 0 | 25 | 2,517 | 478 | 667 | (10) | 3,687 |
| 12:00 | 0 | 22 | 2,633 | 500 | 726 | (12) | 3,881 |
| 13:00 | 0 | 20 | 2,786 | 529 | 662 | (18) | 3,997 |
| 14:00 | 0 | 29 | 2,923 | 612 | 780 | (42) | 4,344 |
| 15:00 | 0 | 32 | 3,025 | 603 | 692 | (33) | 4,352 |
| 16:00 | 0 | 31 | 3,924 | 729 | 623 | (33) | 5,307 |
| 17:00 | 0 | 38 | 4,605 | 528 | 484 | (22) | 5,655 |
| 18:00 | 0 | 23 | 2,913 | 362 | 352 | (16) | 3,650 |
| 12 hour | 0 | 292 | 36,749 | 6,675 | 7,942 | (298) | 51,658 |

| From | Sproughton Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Copdock Interchange | | 612400 243250 | 5455 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 25 | 2,034 | 633 | 699 | (4) | 3,391 |
| 08:00 | 0 | 17 | 3,494 | 636 | 795 | (10) | 4,942 |
| 09:00 | 0 | 3 | 1,970 | 453 | 755 | (14) | 3,181 |
| 10:00 | 0 | 5 | 1,621 | 383 | 672 | (7) | 2,681 |
| 11:00 | 0 | 3 | 1,467 | 343 | 752 | (6) | 2,565 |
| 12:00 | 0 | 4 | 1,585 | 393 | 755 | (3) | 2,737 |
| 13:00 | 0 | 9 | 1,807 | 334 | 753 | (7) | 2,903 |
| 14:00 | 0 | 8 | 1,794 | 410 | 834 | (6) | 3,046 |
| 15:00 | 0 | 9 | 1,967 | 521 | 863 | (8) | 3,360 |
| 16:00 | 0 | 32 | 2,633 | 707 | 766 | (8) | 4,138 |
| 17:00 | 0 | 34 | 3,785 | 591 | 673 | (6) | 5,083 |
| 18:00 | 0 | 14 | 2,454 | 301 | 486 | (10) | 3,255 |
| 12 hour | 0 | 163 | 26,611 | 5,705 | 8,803 | (89) | 41,282 |

| From | Copdock Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Wherstead Interchange | | 614000 241500 | 5556 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 24 | 2,505 | 590 | 718 | (4) | 3,837 |
| 08:00 | 0 | 23 | 3,973 | 491 | 682 | (18) | 5,169 |
| 09:00 | 0 | 11 | 2,252 | 382 | 747 | (15) | 3,392 |
| 10:00 | 0 | 11 | 1,950 | 369 | 632 | (3) | 2,962 |
| 11:00 | 0 | 12 | 1,839 | 357 | 696 | (6) | 2,904 |
| 12:00 | 0 | 10 | 1,986 | 390 | 864 | (4) | 3,250 |
| 13:00 | 0 | 9 | 1,919 | 330 | 903 | (4) | 3,161 |
| 14:00 | 0 | 19 | 1,945 | 345 | 831 | (9) | 3,140 |
| 15:00 | 0 | 20 | 2,375 | 451 | 764 | (23) | 3,610 |
| 16:00 | 0 | 27 | 3,190 | 671 | 673 | (21) | 4,561 |
| 17:00 | 0 | 33 | 4,079 | 532 | 628 | (9) | 5,272 |
| 18:00 | 0 | 12 | 2,894 | 274 | 519 | (6) | 3,699 |
| 12 hour | 0 | 211 | 30,907 | 5,182 | 8,657 | (122) | 44,957 |

| From | Wherstead Interchange | Direction: Combined | OSGR | Link No. |
|---|---|---|---|---|
| To | Nacton Interchange | | 618850 240930 | 5657 |

| Hour Starting | In Carriageway | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedal Cycles | Motor Cycles | Cars & Taxis | Light Goods | HGV (inc PSV) | PSV | Total exc p/c |
| 07:00 | 0 | 32 | 2,938 | 658 | 565 | (9) | 4,193 |
| 08:00 | 0 | 30 | 4,252 | 540 | 543 | (26) | 5,365 |
| 09:00 | 0 | 21 | 2,414 | 415 | 664 | (16) | 3,514 |
| 10:00 | 0 | 14 | 2,006 | 399 | 507 | (5) | 2,926 |
| 11:00 | 3 | 20 | 1,789 | 412 | 624 | (11) | 2,845 |
| 12:00 | 0 | 24 | 2,103 | 349 | 660 | (3) | 3,136 |
| 13:00 | 0 | 19 | 2,003 | 362 | 624 | (8) | 3,008 |
| 14:00 | 0 | 28 | 2,057 | 381 | 747 | (12) | 3,213 |
| 15:00 | 0 | 33 | 2,425 | 448 | 774 | (15) | 3,680 |
| 16:00 | 0 | 43 | 3,203 | 599 | 689 | (18) | 4,534 |
| 17:00 | 0 | 62 | 4,563 | 564 | 578 | (13) | 5,767 |
| 18:00 | 0 | 40 | 2,770 | 257 | 476 | (4) | 3,543 |
| 12 hour | 3 | 366 | 32,523 | 5,384 | 7,451 | (140) | 45,724 |

# APPENDIX C – JUNCTION TRAFFIC COUNTS AND QUEUE LENGTH SURVEYS

C.1 Jn 43 – Bury St Edmunds St Saviours Interchange

C.2 Jn 44 – Bury St Edmunds Moreton Hall Interchange

C.3 Jn 53 – Ipswich White House Interchange

# C 1 – Jn 43

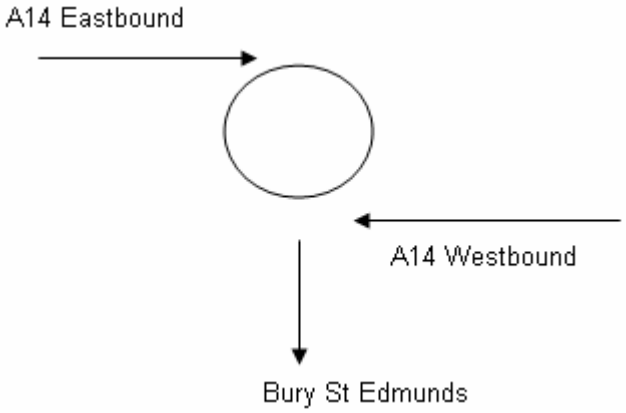
## Junction 43 - Bury St Edmunds St Saviours Interchange

**Queue Length Survey** Date 01/02/2005

| AM Peak Period | A14 Eastbound OffSlip Q in Lane (m) | | A14 Westbound OffSlip Q in Lane (m) | |
|---|---|---|---|---|
| Time | Nearside | Offside | Nearside | Offside |
| 08:00 | 0 | 0 | 0 | 0 |
| 08:05 | 40 | 15 | 12 | 12 |
| 08:10 | 0 | 0 | 26 | 20 |
| 08:15 | 0 | 0 | 100 | 100 |
| 08:20 | 0 | 0 | 218 | 65 |
| 08:25 | 0 | 0 | 238 | 0 |
| 08:30 | 45 | 0 | 165 | 100 |
| 08:35 | 0 | 0 | 168 | 20 |
| 08:40 | 0 | 0 | 162 | 0 |
| 08:45 | 0 | 0 | 168 | 0 |
| 08:50 | 0 | 0 | 109 | 12 |
| 08:55 | 0 | 0 | 108 | 12 |
| 09:00 | 0 | 0 | 111 | 100 |

**Junction Traffic Count**

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Cars | HGV | Total | Cars | HGV | Total |
| 08:00 - 08:15 | 102 | 17 | 119 | 211 | 10 | 221 |
| 08:15 - 08:30 | 90 | 18 | 108 | 194 | 12 | 206 |
| 08:30 - 08:45 | 79 | 20 | 99 | 133 | 16 | 149 |
| 08:45 - 09:00 | 99 | 14 | 113 | 178 | 17 | 195 |
| Total | 370 | 69 | 439 | 716 | 55 | 771 |

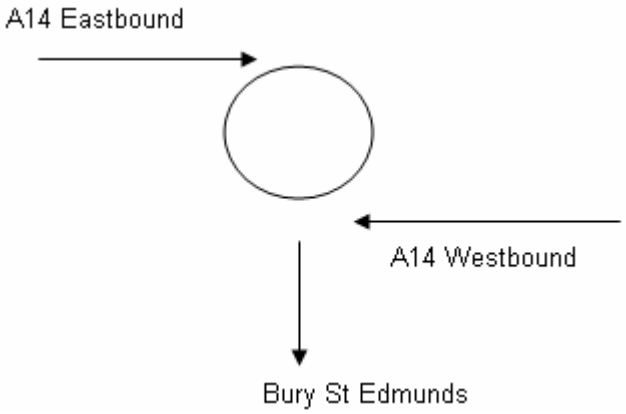


**Queue Length Survey** Date 01/02/2005

| PM Peak Period | A14 Eastbound OffSlip Q in Lane | | A14 Westbound OffSlip Q in Lane | |
|---|---|---|---|---|
| Time | Nearside | Offside | Nearside | Offside |
| 17:00 | 0 | 0 | 0 | 0 |
| 17:05 | 0 | 0 | 0 | 0 |
| 17:10 | 0 | 0 | 0 | 0 |
| 17:15 | 15 | 5 | 0 | 0 |
| 17:20 | 0 | 95 | 0 | 0 |
| 17:25 | 15 | 55 | 0 | 0 |
| 17:30 | 15 | 15 | 5 | 0 |
| 17:35 | 0 | 0 | 0 | 0 |
| 17:40 | 0 | 45 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 |
| 17:50 | 45 | 10 | 0 | 0 |
| 17:55 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 |

**Junction Traffic Count**

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Cars | HGV | Total | Cars | HGV | Total |
| 17:00 - 17:15 | 110 | 13 | 123 | 180 | 13 | 193 |
| 17:15 - 17:30 | 135 | 11 | 146 | 154 | 9 | 163 |
| 17:30 - 17:45 | 123 | 4 | 127 | 132 | 15 | 147 |
| 17:45 - 18:00 | 142 | 15 | 157 | 109 | 8 | 117 |
| Total | 510 | 43 | 553 | 575 | 45 | 620 |



# C 2 – Jn 44

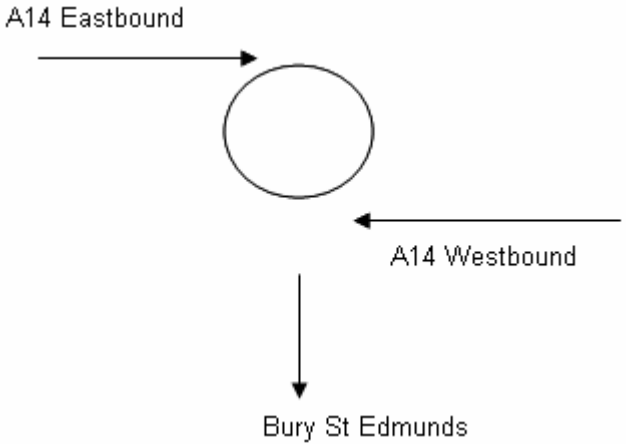
## Junction 44 - Bury St Edmunds Moreton Hall Interchange

**Queue Length Survey** Date 02/02/2005

| AM Peak Period | A14 Eastbound OffSlip Q in Lane (m) | | A14 Westbound OffSlip Q in Lane (m) | |
|---|---|---|---|---|
| Time | Nearside | Offside | Nearside | Offside |
| 08:00 | 10 | 10 | 10 | 5 |
| 08:05 | 0 | 0 | 0 | 0 |
| 08:10 | 0 | 0 | 40 | 40 |
| 08:15 | 0 | 0 | 45 | 10 |
| 08:20 | 5 | 10 | 50 | 40 |
| 08:25 | 25 | 50 | 25 | 10 |
| 08:30 | 0 | 0 | 5 | 25 |
| 08:35 | 5 | 20 | 45 | 70 |
| 08:40 | 0 | 25 | 60 | 25 |
| 08:45 | 5 | 75 | 0 | 5 |
| 08:50 | 25 | 50 | 0 | 0 |
| 08:55 | 40 | 50 | 20 | 0 |
| 09:00 | 0 | 0 | 0 | 0 |

**Junction Traffic Count**

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Cars | HGV | Total | Cars | HGV | Total |
| 08:00 - 08:15 | 183 | 14 | 197 | 208 | 8 | 216 |
| 08:15 - 08:30 | 155 | 15 | 170 | 224 | 3 | 227 |
| 08:30 - 08:45 | 164 | 17 | 181 | 216 | 10 | 226 |
| 08:45 - 09:00 | 183 | 14 | 197 | 173 | 7 | 180 |
| Total | 685 | 60 | 745 | 821 | 28 | 849 |

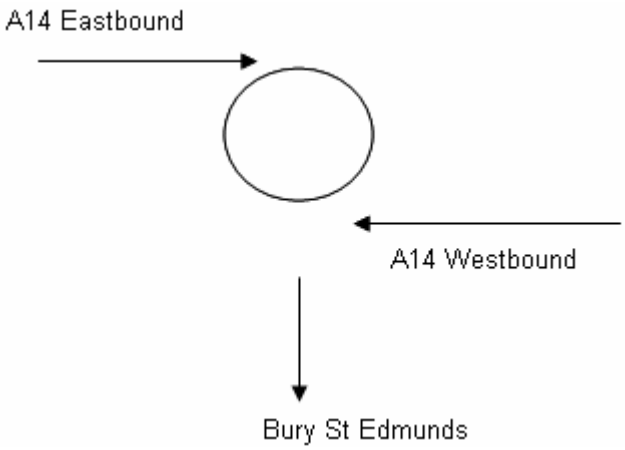


**Queue Length Survey** Date 02/02/2005

| PM Peak Period | A14 Eastbound OffSlip Q in Lane | | A14 Westbound OffSlip Q in Lane | |
|---|---|---|---|---|
| Time | Nearside | Offside | Nearside | Offside |
| 17:00 | 0 | 0 | 5 | 50 |
| 17:05 | 0 | 0 | 5 | 0 |
| 17:10 | 0 | 0 | 25 | 25 |
| 17:15 | 10 | 0 | 50 | 25 |
| 17:20 | 5 | 0 | 25 | 0 |
| 17:25 | 0 | 0 | 45 | 0 |
| 17:30 | 0 | 0 | 0 | 25 |
| 17:35 | 0 | 0 | 0 | 25 |
| 17:40 | 15 | 5 | 20 | 0 |
| 17:45 | 0 | 0 | 0 | 45 |
| 17:50 | 0 | 0 | 0 | 0 |
| 17:55 | 0 | 0 | 25 | 0 |
| 18:00 | 25 | 10 | 10 | 10 |

**Junction Traffic Count**

| Time Period | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|
| | Cars | HGV | Total | Cars | HGV | Total |
| 17:00 - 17:15 | 160 | 5 | 165 | 72 | 9 | 81 |
| 17:15 - 17:30 | 151 | 5 | 156 | 92 | 3 | 95 |
| 17:30 - 17:45 | 155 | 4 | 159 | 77 | 4 | 81 |
| 17:45 - 18:00 | 148 | 5 | 153 | 109 | 4 | 113 |
| Total | 614 | 19 | 633 | 350 | 20 | 370 |



# C 3 – Jn 53

## Junction 53 - Ipswich White House Interchange

**Queue Length Survey** Date 03/02/2005

| AM Peak Period | Eastbound Off Slip Only Q in Lane (m) | |
|---|---|---|
| Time | Nearside | Offside |
| 08:00 | 20 | 0 |
| 08:05 | 0 | 0 |
| 08:10 | 0 | 0 |
| 08:15 | 50 | 0 |
| 08:20 | 0 | 0 |
| 08:25 | 120 | 0 |
| 08:30 | 180 | 0 |
| 08:35 | 120 | 0 |
| 08:40 | 140 | 0 |
| 08:45 | 80 | 0 |
| 08:50 | 0 | 0 |
| 08:55 | 0 | 0 |
| 09:00 | 0 | 0 |

**Junction Traffic Count**

| Time Period | Eastbound Off Slip Only | | |
|---|---|---|---|
| | Non-HGV | HGVs | Total |
| 08:00 - 08:15 | 248 | 6 | 254 |
| 08:15 - 08:30 | 277 | 11 | 288 |
| 08:30 - 08:45 | 279 | 17 | 296 |
| 08:45 - 09:00 | 238 | 7 | 245 |
| Total | 1042 | 41 | 1083 |

| Notes: |
|---|
| All queuing traffic observed tended to be moving queues, sometimes with very large gaps between vehicles |
| Volume of queuing did depend upon the number of vehicles leaving the A14 westbound off slip. |
| At 08:12 the volume of vehicles travelling over the bridge (from A14 Westbound off slip) appeared to increase. The result of which a queue developed on the A14 Eastbound off slip but soon cleared. Similar |
| At 08:22 Queue observed on exit into Ipswich which partially blocked the roundabout. On this occasion momentary. |
| At 08:28 volume incrweases over brige deck and then does not subside quickly. |
| Whilst on site had reports from the Local Police on site monitoring traffic that exit blocking does occur on a regular basis, especially on Mondays and when it is raining. |

# APPENDIX D – MINUTES TO MEETINGS AND RESPONSES TO CONSULTATION

# *Atkins* Minutes of Meeting

| | | | |
|---|---|---|---|
| Project: | HIGHWAYS AGENCY AREA 6 | Meeting No: | - |
| Purpose of Meeting: | A14 Congestion Study | Minutes By: | Dave Boddy |
| Place of Meeting: | Cambridgeshire County Council | Time & Date: | 3pm Wed 17 Nov 04 |

| Present: | | Representing: |
|---|---|---|
| Dave Boddy | (DB) | Atkins |
| John Clough | (JC) | Cambridgeshire County Council (CCC) |
| Bob Tuckwell | (RMT) | |

[post meeting note]

Date of Next Meeting: -

Distribution:

Attendees

| | |
|---|---|
| Chris Tucker (Atkins) | (CT) |
| Martin Smith (Atkins) | (MS) |

| | | | |
|---|---|---|---|
| Date Issued: | 23 November 2004 | File Ref: | BW5080/LNMS/83297/CT/18653 |

NOTES TO RECIPIENTS: -
i)- Departments or individuals are expected to implement any actions as noted.
ii)-These minutes record WS Atkins understanding of the meeting and intended actions arising there from. Your agreement that the minutes form a true record of the discussions will be assumed unless adverse comments are received in writing within five days of receipt of these minutes

ACTION

**1 General**

1.1 Atkins has been commissioned by the HA to identify Local Network Management Schemes (LNMS) for reducing congestion on the A14 east of the M11.

1.2 The purpose of this meeting is to consult with CCC and seek their views on where congestion occurs on the A14 within the study area, and to seek ideas on any potential solutions.

**2 Congestion Hot Spots**

2.1 RMT thought the biggest congestion on the A14 was on the westbound approach to Girton Interchange, particularly during the PM peak. Caused by principal traffic flow for M11 South and A14 East combining into one lane for the exit.

**Solution**
Widen westbound A14 approach from the Girton Road over bridge, to provide a two lane exit.

2.2 **Other Hot Spots**

Other hot spots were considered to occur at Milton, Histon and Quy Interchange, caused by queuing for the interchanges queuing back onto the main line.

**General Solution**
Extend deceleration lanes to make queuing safer and so that queuing traffic does not disrupt mainline traffic flow.

**Specific Solution**
Milton Interchange: introduce westbound off slip express lane

# *Atkins* Minutes of Meeting

| | | | |
|---|---|---|---|
| Project: | HIGHWAYS AGENCY AREA 6 | Meeting No: | - |
| Purpose of Meeting: | A14 Congestion Study | Minutes By: | Dave Boddy |
| Place of Meeting: | Atkins – Norwich Office | Time & Date: | 10am Fri 26th Nov 04 |

| Present: | | Representing: |
|---|---|---|
| Dave Boddy | (DB) | Atkins |
| Jon Fox | (JF) | |
| Ros Howe | (RH) | |
| Martin Smith | (MS) | |
| Chris Tucker | (CT) | |

Date of Next Meeting: - Early January

Distribution:

Attendees

| | |
|---|---|
| Jim Jervis | (JJ) |
| Mark Grimsey | (MG) |

| | | | |
|---|---|---|---|
| Date Issued: | 26 November 2004 | File Ref: | BW5080/LNMS/83297/DB/18819 |

NOTES TO RECIPIENTS: -
i)- Departments or individuals are expected to implement any actions as noted.
ii)-These minutes record WS Atkins understanding of the meeting and intended actions arising there from. Your agreement that the minutes form a true record of the discussions will be assumed unless adverse comments are received in writing within five days of receipt of these minutes

ACTION

**1 General**

1.1 Atkins has been commissioned by the HA to identify Local Network Management Schemes (LNMS) for reducing congestion on the A14 east of the M11.

1.2 The purpose of this meeting is to clarify the brief and ensure that the project is heading in the right direction.

**2 Deliverables**

2.2 CT confirmed the project deliverable, which was to produce scheme assessments that would feed into the HA Value Management (VM) in May 2005.

2.1 HA hold two VM workshops annually in May, one for less than £100,000 and one for between £100,000 and £5m, from which funds are allocated and schemes prioritised. It is intended that A14 scheme proposals will go forward to the May 2005 VM workshop, with monies for the schemes allocated by May 2006.

2.2 For each VM submission will be required

- A PAR
- photographs,
- plans and a
- score sheet.

The PARs should be checked with VK prior to the VM workshop
Schemes assessment need to cover cost, design, safety, and potential land constraints
A Stage 1 Safety Audit and a brief Environmental Assessment (see Jim Jervis.)

**3 Project Progress**

3.1 DB outlined work already undertaken. This included a description of CRFs, capacity assessments and accident data for the A14.

**4 Actions**

4.1 MS to estimate the scheme costs

- DB to contact Vanessa for details of an economic assessment.
- Study should consider previous lay-by assessment.
- CT to supply DB with a previous the A12 Copdock Interchange study
- DB to contact the police in both Cambridgeshire C.C and Suffolk C.C.
- Operations team to be consulted
- All reports will be issued in Pdf format.

**5. Programme**

5.1 Project deliverable 31/3/05 to enable CT / MS to prepare for the VM workshop

**5. Date of Next Meeting**

5.1 It was agreed that the next meeting will take place in early January and will be followed by a drive out in the afternoon

# *Atkins* Minutes of Meeting

| | | | |
|---|---|---|---|
| Project: | HIGHWAYS AGENCY AREA 6 | Meeting No: | - |
| Purpose of Meeting: | A14 Congestion Study | Minutes By: | Dave Boddy |
| Place of Meeting: | Suffolk County Council offices - Ipswich | Time & Date: | 10am Tue 7th Dec 04 |

| Present: | | Representing: |
|---|---|---|
| Dave Boddy | (DB) | Atkins |
| Steve Boyle | (SB) | St Edmundsbury Borough Council |
| Mike Gepp | (MG) | Ipswich Borough Council |
| Peter Grimm | (PG) | Suffolk County Council |
| Andrew Guttridge | (AG) | Suffolk County Council |
| Alan Thorndyke | (AT) | Suffolk County Council |
| David Watson | (DW) | Suffolk County Council |

Date of Next Meeting: N/A

Distribution:

Attendees:
Ros Howe
Mark Grimsey
Steve Dickinson
Dave Moore
Martin Smith
Lee Cornwell

| | | | |
|---|---|---|---|
| Date Issued: | 13th December 2004 | File Ref: | BW5080/LNMS/83297/DB/19029 |

NOTES TO RECIPIENTS: -
i)- Departments or individuals are expected to implement any actions as noted.
ii)-These minutes record WS Atkins understanding of the meeting and intended actions arising there from. Your agreement that the minutes form a true record of the discussions will be assumed unless adverse comments are received in writing within five days of receipt of these minutes

ACTION

**1 General**

1.1 Atkins has been commissioned by the HA to identify Local Network Management Schemes (LNMS) for reducing congestion on the A14 east of the M11.

1.2 The purpose of this meeting is to identify possible congestion issues along the A14 and discuss possible solutions.

**2 Deliverables**

2.1 Suffolk County Council asked to be kept informed of the process and of all developments.

It was noted that the Felixstowe South Reconfiguration Inquiry, Felixstowe Regional Model and RPG14 were all important considerations.

**3 Junction Problems and Possible Improvements**

3.1 **Junction 62 - A14 Felixstowe Dock Gate 1**
Adverse weather lorry management causes queuing and requires marshalling on the A14. The Police and Port Authority need to be contacted to find out the arrangements, the involvement of the emergency services and the predicted growth.

**Junction 61 - Port of Felixstowe**
The junction contains slip roads which work well in congestion.

**Junction 60 - Felixstowe Dockspur Roundabout**
All HGVS travelling to the Port turn right into the right-turn lane so some can get squashed and some can tip over. All three lanes are known to queue, particularly outbound vehicles during the peaks. Proposals will be made to the Felixstowe Docks to address these problems. Improvements could include a dedicated right-turn lane.

**Junction 59 - Trimley Interchange**
No problems.

**Junction 58 - Levington Seven Hills Interchange**
Long queues are known to form on the Eastern Bypass. A lot of complaints have been received about congestion on the roundabout, particularly on the southbound A12. Eventually, it will become more likely that queuing will form onto the A14 main line. Traffic moving from the A1156 onto the Junction is also a problem.

**Junction 57 - Nacton Interchange**
Traffic builds up in the morning peaks. Although it does not presently queue onto the A14 it is getting close. Development of the Ransomes Industrial Estate will add to the problem. Accidents are likely to occur due to long queues to get off at Nacton Interchange eastbound during the evening peak as traffic can back onto the slow lanes.

**Orwell Bridge**
During the peak hours the traffic flow can approach capacity. The CRF of this section needs to be checked. It is unclear how many more years the Bridge will be able to cope with the growth in traffic.

Break downs reduce the capacity of the Bridge. A break down alternative route for the A14 has been signed via Ipswich although it is unlikely that this route will be signed electronically making it difficult to inform the public. UTMC are required for diversion routes.

**Junction 56 - Wherstead Interchange**
There does not appear to be too much of a congestion problem, although it is necessary to observe peak hour congestion. Queuing is not believed to be a problem at present on

ACTION

this section although it is believed that queuing could occur in the future.

**Junction 55 - Copdock Interchange**
Congestion is a serious issue here. Significant works are proposed as part of Felixstowe Docks including detailed designs. A TPI scheme is planned for the A12 and Jim Dickson needs to be consulted on this.

There is an alternative route through Sproughton on the B1113 with traffic trying to avoid congestion through Copdock but this causes congestion elsewhere. Traffic diverting back via the B1113 causes knock-on effects at the A1071 roundabout junction with the B1113.

The northbound queue to Copdock queues back to Capel St Mary during the AM peak.

**Junction 54 - Sproughton Interchange**
There is no congestion problem

**Junction 53 - Ipswich White House Interchange**
There is a congestion problem coming into Ipswich from the eastbound approach off during the morning. There are queues onto the A14 and this is made worse by the close proximity of Junction 52. A possible solution is a third lane between Junction 52 and 53.

**Junction 52 - Claydon Interchange**
No real congestion problem except for a number of accidents which have caused incidents. “Cars run into the central barrier” as reported on the local radio.

**Junction 51 - Beacon Hill Interchange**
The Junction is known to queue on occasions during the evening peak but this is not a significant peak.

**Junction 50 - Stowmarket Cedars Interchange**
This should be sorted out as part of the Haulage Scheme. The only issue is the advance signing not at standard intervals and the review of signing.

**Junction 49 - Stowmarket North Interchange**
Confirmation of when Haughly Bends TPI Scheme starts. A TPI is planned but no one is aware of any problems except for the 50 mph speed limit.

**Junction 47A - Elmswell Junction**
No problems.

**Junction 47 - Woolpit Interchange**
There are few problems here. Westbound traffic joining the A14 is a little unsafe.

**Tockstock Junction**
No problems.

**Junction 46 - Beyton Interchange**
No problems.

**Rougham Junction**
No problems – Rookery Crossroads TPI.

**Junction 44 - Bury St Edmunds Moreton Hall Interchange**
A serious problem exists with a lot of political pressure regarding the junction. Traffic is queued along Bedingfeld Way to give capacity to the Interchange to reduce the impact of queues on the A14 slips.

The Interchange suffers from queuing every morning but this is minimised by holding

ACTION

traffic back along county roads such as Bedingfeld Way.

An additional lane for queuing traffic? Traffic mainly queues onto the A14 mainline from the westbound off slip, but sometimes also queues onto the A14 from the eastbound off slip.

**Junction 43 - Bury St Edmunds St Saviours Interchange**
Queues back onto the A14 in both directions but would be difficult to widen due to constraints. The solution would be to provide a dedicated third lane for diverging traffic but would be difficult due to development /industrial unit constraints.

**Junction 42 - Westley Interchange**
Not under pressure.

**Junction 41 - Risby Interchange**
No problems.

**Junction 40 - Higham Interchange**
No problems.

**Junction 39 - Kentford Interchange**
No problems.

**Junction 38 - Newmarket Waterhall Interchange**
Problems of divergence for A14 eastbound traffic onto the A11. The solution would be a two-lane diverge.

**Junction 37 - Exning Interchange**
There is local political pressure to improve the capacity on this section. It can become critical given the overload and Stow Cum Quy Interchange. But is there a better solution on how it operates?

**Junction 36 - Nine Mile Hill Interchange**
No real problem although there are some divergence issues similar to Junction 38.

**4 Other Problems**

4.1 There is a general problem with HGVs parking along the A14. Overnight laybys along the road are usually full with parked HGVs. This means there will be no where for a vehicle to pull off in an emergency.

A solution could be to build existing laybys to full standard. Suffolk County Council will pass through a report on the problem.

There is a need to look into incident diversion and key planned works.

*Atkins*

# Minutes of Meeting

| | | | |
|---|---|---|---|
| Project: | HIGHWAYS AGENCY AREA 6 | Meeting No: | 2 |
| Purpose of Meeting: | A14 Congestion Study Progress Meeting | Minutes By: | Martin Smith |
| Place of Meeting: | Great Blakenham | Time & Date: | 1100hrs 18/01/05 |

| Present: | Representing: |
|---|---|
| Martin Smith | Atkins – Great Blakenham |
| David Boddy | Atkins – Norwich |
| David Moore | Atkins - Chelmsford |
| Apologies | |
| Chris Tucker | |

Date of Next Meeting: TBA

Distribution:

Attendees
Chris Tucker
Ros Howe
Jon Fox

Date Issued: 27th January 2005 File Ref: 4425080/LNMS/83297/MS/19862

**NOTES TO RECIPIENTS:-**
**i)- Departments or individuals are expected to implement any actions as noted.**

ACTION

**1. Deliverables**

1.1 MS advised that Area 6 would be undertaking a mini VM with the HA in April where schemes arising from this study would be introduced.

1.2 DB confirmed no problems with current fee to conclude study.

1.3 Stage 1 RSA and Environmental studies to be arranged for any identified options.

1.4 MS reiterated the study principle was to review existing problems. Future sites of congestion should be mentioned but not investigated in detail.

1.5 Site visit undertaken with Mark Grimsey (A14 Design Team Manager) prior to meeting to discuss congestion problems at Copdock and Bury St Edmunds sites

**2. Project Progress**

2.1 DB confirmed consultation with Suffolk and Cambridgeshire CC/Police complete. The majority of analysis is now complete with solutions being investigated.

2.2 **Girton Interchange**
pm peak problem on WB. Solution previously identified for two lane diverge.

2.3 **J32 Histon Interchange**
Developer proposes to improve junction as part of new development. DB recommends to leave option alone for time being.

2.4 **J33 Milton Interchange**
Proposals from Cambs CC to improve junction layout and ease congestion which may be implemented next year. DB to mention in report and comment on Cambs CC proposals. — DB

2.5 **J35 Stow-Cum-Quy Interchange**
Not a regular congestion spot. EB slip exit does back up but not onto A14 mainline. Not recommended for further investigation.

2.6 **J36 A11 junctions**
No queuing at diverge but long term solution would be 2 lane diverge and additional signing.

2.7 **J43 St Saviours Interchange**
Queuing onto A14 mainline in both directions from slip exit. Investigate signalising issues for EB slip exit. Investigate increasing lanes on WB slip exit.

2.8 **J44 Moreton Hall Interchange**
Congestion is an issue for Suffolk CC as their roundabout signalisation gives priority to trunk road traffic. Exit capacity into Bury St Edmunds will always be a problem. DM to investigate current signalised set up. — DM

2.9 **J53 Whitehouse Interchange**
EB slip exit backs up close to A14 mainline creating problems for Claydon EB slip entry. Feasibility study will look at an auxiliary lane linking Claydon – Whitehouse.

| | | ACTION |
|---|---|---|
| 2.10 | **J55 Copdock Interchange**<br>Considered as part of A12 Congestion Study that concluded 3 lanes circulatory as a solution (gold plated solution). Other options available e.g adjustment of existing signalise, segregated lane + 2 lane circulatory. Scheme likely to be future TPI scheme. DB to identify the quantification of mova with Vanessa Kovacvic. DB to clarify in report why location study has identified further options following last years study. | DB |
| 2.11 | **Orwell Bridge**<br>Analysis shows location is reaching capacity during peak hours. DB believes reduced traffic speed over bridge caused by "boxed in effect" is contributing to the problem. Option to investigate variable speed limits that will require feasibility study. | DB |
| 2.12 | **J58 Levington Interchange**<br>Minor county traffic congestion problems. | |
| **3.** | **Works to progress** | |
| 3.1 | Further investigation of Girton, Bury St Edmunds and Copdock schemes with solutions identified and analysed for suitability. | DB |
| 3.2 | Further survey works to be identified asap to enable implementation in time for report issue. | DB/DM |
| 3.3 | Work on collation of report to commence. | DB |
| **4.** | **Date of Next Meeting**<br><br>To be confirmed, approximately 1 month after this meeting. | |

# *Atkins* Minutes of Meeting

| | | | |
|---|---|---|---|
| Project: | HIGHWAYS AGENCY AREA 6 | Meeting No: | 3 |
| Purpose of Meeting: | A14 Congestion Study Progress Meeting | Minutes By: | Jon Fox |
| Place of Meeting: | Norwich | Time & Date: | 1400hrs 28/02/05 |

| Present: | Representing: |
|---|---|
| Martin Smith | Atkins – Great Blakenham |
| Chris Tucker | Atkins – Great Blakenham |
| David Boddy | Atkins – Norwich |
| Jon Fox | Atkins - Norwich |

Date of Next Meeting: TBA

Distribution:

Attendees
Dave Moore

Date Issued: 1st March 2005 File Ref: 4425080/LNMS/83297/JF/20678

**NOTES TO RECIPIENTS:-**
**i)- Departments or individuals are expected to implement any actions as noted.**

ACTION

**1. Project Progress**

1.1 DB confirmed the areas of the A14 which are known to cause congestion. These are Girton Interchange (J31), Milton Interchange (J33), St Saviours Interchange (J43), Moreton Hall Interchange (J44), Whitehouse Interchange (J53) and Copdock Interchange (J55).

1.2 The study will concentrate on improving junctions that are currently causing problems and **not** sections that may cause problems in the future. Areas that may cause problems in the future are the A11 junctions in both directions, and Orwell Bridge.

1.3 Dave Moore has undertaken traffic surveys at Junctions 43 and 44 and the data for these junctions is now available.

**2. Junction Solutions**

2.1 **J31 - Girton Interchange**
Queuing is known to occur especially during PM. DB will review a PAR for Girton. Libby Sands will be contacted for advice. — DB

2.2 **J33 - Milton Interchange**
Proposals from Cambs CC to improve junction layout and ease congestion which may be implemented next year.

2.3 **J43 - St Saviours Interchange**
DM traffic surveys suggest queuing onto EB A14 mainline caused by blocking back. It is believed that there is no physical solution to the congestion problem. However, extending the WB auxiliary lane back by about 100m could help to alleviate the problem. The cost of such a scheme may be an issue. A plan of the existing layout is required.

2.4 **J44 – Moreton Hall Interchange**
DM traffic surveys suggest there is no queuing onto the A14.

2.5 **J53 – Whitehouse Interchange**
No queuing back onto the A14. Exit blocking can occur when it rains. Queuing is worse during extreme traffic e.g. football traffic. A solution could be to add a third lane between junctions 52 and 53.

2.6 **J55 – Copdock Interchange**
Roundabout converted to MOVA signalling, followed by conversion to full signalisation. Slip lane widening. Vanessa Kovacevic also supports this plan. JUICE looked at to assess economic benefits. Problems with comparing ARCADY outputs for ‘do nothing’ with TRANSYT outputs for ‘do something’. TRANSYT could be used for the ‘do nothing’ which would make it easier to compare. Micro simulation was suggested by VK. The solution suggested is not ‘gold plated’ but would represent a significant improvement at relatively low cost compared to other solutions suggested in previous studies for the interchange. DB to draw up plan for the proposed scheme to prove its physically possible. — DB/JF

2.7 **Orwell Bridge**
Variable speed limit or reduced fixed 50mph speed limit suggested.

2.8 **A11 Junctions**
Not currently causing a problem so will not be considered in this project,

| | | ACTION |
|---|---|---|
| | although it would be helpful to suggest a year when it will become a problem. Will be suggested that further investigation will be required. | |
| **3.** | **Works to Progress** | |
| 3.1 | Economic assessment of Copdock to be completed. Girton Interchange to be investigated further. Plans of Bury St Edmunds to be assessed. | DB/JF |
| 3.2 | Work on collation of report to commence. | DB |
| 3.3 | MS confirmed deadline for report as 31st March which was agreed by all. | DB/JF |
| **4.** | **Date of Next Meeting**<br>To be confirmed. | |

## Fox, Jon E

**From:** Boddy, David
**Sent:** 06 December 2004 17:08
**To:** Fox, Jon E
**Subject:** FW: 5083297 A14 Congestion study

## Response from Dave Moore about traffic signalisation of at junctions on the A14

David

In response to your query I have travelled along the length of the A14 and have identified the traffic signal control sites. This list is compiled from the information I have seen as part of the drive through.

**A14 Histon interchange: A14 junction with B1049**

This junction is fully signalised and operates using CLF fixed timings during the AM and PM Peak and CLF with limited VA during the off peak periods. With regard to speed detectors on the slip roads it is considered unlikely given the current operation at Milton Interchange.

**A14 Milton Interchange:**

This junction we all know about. Currently there is no detection on the slip roads to detect queues and high speed vehicles

**A14 J/W B1047 Horningsea**

Signals are currently provided on the A14 eastbound off slip only and runs using VA detection. Unsure of queue and speed detection, thought unlikely. I can confirm this with CCC if required.

**B1102 J/W A1303 Stow Cum Quy**

Although this site is on Cambridgeshire's network it could have an impact on the A14. This site operates using MOVA control and has recently been installed by CCC. Further details can be got from CCC if required.

**A14 J/W A143 Bury St Edmunds, Near Sugar Factory, Central Junction on the A14 bypass around Bury St Edmunds**

This junction comprises of a roundabout which has only the A14 westbound off bound slip and corresponding circulatory carriageway signalised. It would appear that this site is MOVA controlled however as I was travelling around the roundabout it was not clear as to the speed or queue detection on the westbound off slip. Suggest we liaise with SCC for details of this site.

**A14 J/W A134 Bury St Edmunds, Eastern junction on the A14 bypass around Bury St Edmunds**

This junction comprises of a fully signalised roundabout that would appear to be operating using CLF timings. On the slip road I travelled on there was evidence of speed detection loops but queue loop provision was not clear. Suggest we liaise with SCC for details of this site.

**A14/A12 Copdock Interchange**

The worst junction for queuing vehicles with long queues on A12 northbound approach.

This junction comprises of a roundabout which has only the A14 eastbound off bound slip and corresponding circulatory carriageway signalised. It would appear that this site operates using VA timings. Currently it is not clear as to the presence of queue detection facilities but it does appear to have speed detection facilities. I can confirm this by talking to Peek Traffic as this is on the HA network.

I hope this information will be of use and if you need me or any of my team to assist please feel free to contact me.

Kind regards

**David Moore**

## Fox, Jon E

**From:** Clarke, Matt
**Sent:** 07 December 2004 10:09
**To:** Fox, Jon E
**Cc:** Grimsey, Mark
**Subject:** RE: A14 info

## Response from Mark Grimsey when asked for descriptive details of the A14

Starting at Felixstowe

**Felixstowe Dock No.1 roundabout (Jcn 61) to the start of the concrete c/way at Levington (junction wiith U.3129)**
Dual 2 lane without metre strips (except through Trimley/Kirton I'chge). Flexible Composite. Built in the very early 1970's (certainly before 1975). Plane & inlay between Kirton I'chge and Levington mid '90's. Reconstructed w/bnd across the C375 junction in late '80's/early '90's.
Trimley/Kirton I'chge originally built as an "at grade" junction. The dual main c/way underneath added in late '80's or early '90's.

**Concrete C/way between Levington and Levington 7 Hills I'chge (A.12 North) (Jcn 58)**
Dual 2 lane with metre strips. Jointed concrete pavement with 5m bays. Cannot remember if it is reinforced. Designed and built by Suffolk CC. Opened to traffic in November 1982. Only minor concrete repairs since.

**Levington 7 Hills I'chge (Jcn 58) to Orwell Bridge**
Dual 2 lane with metre strips. Jointed concrete pavement with 5m bays. Cannot remember if it is reinforced, but do have some survey data from 1999/2000 that should tell us. If that is important for you, then I can look it out. Only minor concrete and joint repairs since then. Opened to traffic in November 1982 under a different contract to the bit the other side of Orwell Bridge.

**Orwell Bridge**
Dual 2 lane with metre strips. Designed by Sir William Halcrow & partners. Built by dutch firm Stevin Construction. Opened in November 1982. Longest single span prestressed concrete bridge in Europe (at the time - don't know if it still is).
http://www.ipswich.gov.uk/tourism/scenery/scene26.htm
http://www.orwellrivercruises.co.uk/orwell_bridge.htm - they got name of company wrong!
http://www.slamnet.org.uk/geography/Orwellbridge/orwell_bridge.htm

**Orwell Bridge to Copdock Mill I'chge (A.12 South) (Jcn 55).**
Dual 2 lane with metre strips. Jointed concrete pavement with 5m bays. Cannot remember if it is reinforced. Only minor concrete and joint repairs since then. Opened to traffic in November 1982 under a different contract to the Orwell Bridge to Levington 7 Hills bit. Originally built with a small temporary roundabout at its junction with the A.12. This operated until 1986 when the A.12 Copdock Mill to Bentley Long Wood and the A.14 Ipswich Western Bypass were opened.

**Copdock Mill I'chge (A.12 South) (Jcn 55) to the B.1113 Claydon I'chge (Jcn 52)**
Dual 2 lane with metre strips. Jointed concrete pavement with 5m bays. Cannot remember if it is reinforced, but do have some survey data from 2003/04 that should tell us. If that is important for you, then I can look it out. Opened to traffic in 1986.

**B.1113 Claydon I'chge (Jcn 52) to Stowmarket (North) Junction (Jcn 49)**
Dual 2 lane with metre strips. Opened to traffic in early 1975 (a month after I started with SCC). Built by French's who allegedly nearly went bust during its construction and had to be rescued. Had major maintenance schemes between:

- B.1113 Claydon I'chge (Jcn 52) to A.140 Beacon Hill I'chge (Jcn 51)
- A.140 Beacon Hill I'chge (Jcn 51) to A.1120 Cedar's I'chge (Jcn 50), and
- A.1120 I'chge (Jcn 50) to Hillhouse Viaduct.

All in the 1980's, plus various other more local resurfacing schemes.

**Stowmarket (North) Junction (Jcn 49) to Haughley New Street**
Dual 2 lane without metre strips (w/bnd) and with metre strips (e/bnd). Built in the late '60's/very early '70's. W/bnd plane & inlayed whole length - for details please see Mark Grimsey/Martin Smith. E/bnd had major maintenance early '90's when the metre strips were added. The whole length of this site is grossly sub-standard, vertical & horizontal alignment, width, "at grade" junctions, visibility etc. A TPI scheme is due to start on site in the next 2 years.

**Haughley New Street Bypass**
Dual 2 lane with metre strips. Jointed concrete c/way with 5m bays. Cannot remember if it is reinforced, but do are currently carrying out structural survey that should tell us. Opened to traffic in late '70's - either 1977, 78 or 79. Had fairly substantial crack/joint/bay repairs at various times since then. Had one serious concrete "blow-up" in 1980's.

**Haughley New Street Bypass to Rougham Nurseries**
Built late 1970's - probably 1979. Dual 2 lane with metre strips.Various lengths planed & inlaid since then.

**Rougham Nurseries to Moreton Hall I'chge (Jcn 44)**
E/bnd = original road, w/bnd built late '60's. Dual 2 lane with metre strips. E/bnd had major maintenance in 1985/86 when metre strips added. W/bnd had major maintenance in 1988/89 when metre strips were added. TPI scheme now "on site" to improve the Rougham Nurseries, Rookery Crossroads and Spinney Cottages junctions - due to complete in 1 year.

**Bury St.Edmunds Bypass - Moreton Hall I'chge (Jcn 44) to Westley I'chge (Jcn 42)**
Dual 2 lane with metre strips. Opened to traffic in 1972-74 as jointed concete with 5m bays. Overlaid with a mixture of HRA and SBS modified HRA in late '80's. Problems with rutting and/or reflective cracks since then. Received variety of plane & inlay/crack repairs since.

**Westley I'chge (Jcn 42) to B.1506 Kentford I'chge (Jcn 39)**
Dual 2 lane with metre strips. Built as single contract mixed off/on-line improvement in late '70's, probably 78 or 79. Only one or two local plane & inlay treatments since.

**B.1506 Kentford I'chge (Jcn 39) to A.11 Water Hall I'chge (Jcn 38)**
Dual 2 lane with metre strips. Built as a single contract off-line improvement with the next section in the early 1970's. One or two successive plane & inlay treatments since.

**A.11 Water Hall I'chge (Jcn 38) to A.11 Nine Mile Hill I'chge (Jcn 36)**
Joint A.11/A.14. Dual 3 lane with metre strips.Built as a single contract off-line improvement with the previous section in the early 1970's. Several successive Lane 1 and Lane 1&2 plane & inlay treatments since. Now displaying substantial rutting problems. We are currently carrying out structural investigations on 1 e/bnd and 1 w/bnd length.

**A.11 Water Hall I'chge (Jcn 38) to A.1305 Stow-cum-Quy I'chge (Jcn 35)**
Dual 2 lane with metre strips.I'm almost sure it was opened to traffic after Newmarket bypass. Originally jointed concrete with 5m bays. Overlaid in an early crack & seat maintenance scheme. TRL trial site. If details are important, then I do have some, and can look them up for you.

**A.1305 Stow-cum-Quy I'chge (Jcn 35) to Girton I'chge (Jcn 31)**
Dual 2 lane with metre strips.I'm almost sure it was opened to traffic after the previous section. Known for it's embankment/geotech problems. Major maintenance between A.10 Milton (Jcn 33) and Fen Ditton (Jcn 34) in 1999/2000 (I think). Plane & inlay e/bnd across Jcn 31.

No other details after this point I'm afraid.

On a general note, we do have a fairly substantial number of cores throughout it's length.

Meeting

# Cambridge Constabulary - Atkins

## A14 Cambridge to Felixstowe

*December 14th 2004*

**Junction 31 – M11/A14/A1307 Girton Interchange**

Junction straddles both area 6 and 8, A428 carries light traffic flows compared to the A14, although there tends to be a build up of traffic at Hardwick junction.

There has recently been an increase in traffic rat running around the A428/A1198 between 06.30-07.00 via Caxton Common to avoid traffic congestion on the A14 Westbound.

As part of the A14 widening scheme, it is intended to have 3 lanes to Fenditton.

There are also plans to improve the signing and white lining in the Westbound direction on the approach to A428 from the A14.

The Police would like to see the closure of the layby on the westbound carriageway in the vicinity of the A428 diverge, and believe that vehicles using this layby contribute to congestion and potential accidents.

Apparently there was a scheme to provide 2 diverge lanes for the A428 to access the clover leaf junction but this was shelved at RS2 stage.

They also believe that the introduction of anti swooping diamonds as on the M6 would assist with congestion at this location. They would like to see the layby used for emergency purposes only.

**Junction 32 – A14/B1049 Histon Interchange**

Generally no problems with this junction.
Milton Science/Business Park cause queues, Milton improvement, should help, Police not to happy with the proposed arrangement of 2 lane slip road, as they consider this to be dangerous, quoted the Spitalls interchange eastbound on slip as an example. Believe this could become an accident cluster site.

**Junction 33 – A14/A10 Milton Interchange**

This junction is fairly heavily used by Heavy Goods vehicles accessing the A10 to Ely, generally there are no problems with the slip roads at this junction.

**Junction 34 – A14/B1047 Fen Ditton Interchange**

No problems.

| **Junction 35 – A14/A1303 Stow Cum Quy Interchange** |
| --- |
| Has dedicated lanes, works pretty well. |

| **Junction 36 – A14/A11/A1303 Nine Mile Hill Interchange** |
| --- |
| No real problems overall, However, if an Incident occurs west of A11 and prior to Milton, Police have difficulty in turning traffic round. This leads to these vehicles in effect being trapped, the nearest point to turn traffic is the A1303 slips.<br><br>A11/M11 Junction ok 3 lanes. |

| **Junction 37 – A14/A142 Exning Interchange** |
| --- |
| No particular problems, although short slip roads and turning right at the top of the junction is difficult which causes problems with queues building on the slips causing traffic diverging from the A14 applying their brakes while still on the A14 instead of reducing speed on the slip road.<br><br>This has lead to a number of stop/start accidents. |

| **Junction 38 – A14/A11/A1304 Newmarket Waterhall Interchange** |
| --- |
| No particular problems,<br><br>**General comments**<br><br>Police would like to see Cantilever VMS signs prior to junction 36 and junction 31, Nine Mile interchange and Girton interchange respectively, to avoid a buid up of traffic when incidents occur between junctions 36 and 31 allowing traffic to take diversionary action via the A11 and A505.<br><br>Libby sands of URS Bedford, should be able to provide information on Histon to Girton Clover leaf scheme that was suspended.<br><br>Martin Smith, Atkins, should be able to provide Symbol signed diversion routes A11/A505/M11. Peter Smith or Libby Sands should be able to provide similar diversion route information for area 8.<br><br>Peter Smith is highways agency contact for Area 6.<br><br>Eastbound A428 generally runs ok, merging traffic from A14 to A14(single lane) causes queuing back into area 8, between Bar Hill and Girton interchange. |

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