

Hoxne Parish Council - Vehicle Activated Sign Summary

VAS Dates	Location	V85 In/Out	V15 In/Out	VØ In/Out	Vmax In/Out	Total In/Out	>Limit In/Out	ADT	Notes
8 <sup>th</sup> May 2015 - 2 <sup>nd</sup> June 2015	Green Street	41/-	30/-	35/-	75/-	28387/-	22804/- 80.3%/-	1135	Incoming traffic direction only; Active midnight to midnight;
3 <sup>rd</sup> September 2015 - 24 <sup>th</sup> September 2015	Goldbrook	34/-	22/-	27/-	63/-	16163/-	6232/- 38.6%/-	735	Changed to only be active 6am to midnight to conserve batteries;
2 <sup>nd</sup> October 2015 - 3 <sup>rd</sup> November 2015	Green Street	42/-	30/-	35/-	79/-	42548/-	36014/- 84.6%/-	1289	
14 <sup>th</sup> November 2015 - 24 November 2015	Abbey Hill	38/38	27/27	32/32	70/59	6155/6332	4041/4160 65.7%/65.7%	1135	Changed to record both directions (ADT now shows combined count);
5 <sup>th</sup> December 2015 - 20 <sup>th</sup> December 2015	Goldbrook	35/35	24/24	28/28	62/57	9364/11149	4090/5041 43.7%/45.2%	1282	
3 <sup>rd</sup> January 2016 - 20 <sup>th</sup> January 2016	Abbey Hill	37/38	27/27	31/31	64/62	10032/10070	6305/6585 62.8%/65.4%	1117	
2 <sup>nd</sup> February 2016 - 17 <sup>th</sup> February 2016	Abbey Hill	38/38	27/27	32/32	60/65	9179/9097	6193/6203 67.5%/68.2%	1142	Sensitivity increased from 75% to 85% - detection concern for hill;
23 <sup>rd</sup> February 2016 - 11 <sup>th</sup> March 2016	Green Street	44/47	32/34	37/39	78/79	23268/26448	21186/25038 91.1%/94.7%	2762	Speed display turned off to gauge baseline (wig-wag lights left on);
17 <sup>th</sup> March 2016 - 29 <sup>th</sup> March 2016	Green Street	43/46	31/33	36/39	71/94	15709/18158	13805/17106 88.2%/94.2%	2822	Speed display turned back on;
8 <sup>th</sup> April 2016 – 9 <sup>th</sup> May 2016	Goldbrook	35/35	23/24	28/28	63/59	23691/22324	9974/10500 42.1%/47.0%	1438	
10 <sup>th</sup> May 2016 – 3 <sup>rd</sup> June 2016	Green Street	43/45	31/33	36/39	74/79	28354/30625	24488/28476 86.4%/93.0%	2359	
6 <sup>th</sup> June 2016 – 5 <sup>th</sup> July 2016	Abbey Hill	36/37	22/10	29/27	64/59	14807/17936	8041/9222 54.3%/51.4%	1091	VAS angle raised 6mm at based to counter hill angle. Possible false low speed triggers due to hedging?
10 <sup>th</sup> July 2016 – 3 <sup>rd</sup> August 2016	Green Street	41/44	30/32	34/37	70/89	30021/33710	24118/30939 80.3%/91.8%	2549	VAS reset to be active 24hrs to trace power-down issue;
5 <sup>th</sup> August 2016 – 4 <sup>th</sup> September 2016	Goldbrook	33/34	19/14	26/25	56/61	21297/19549	7416/6780 34.8%/34.7%	1318	Reverted to only be active 6am to midnight to conserve batteries;
6 <sup>th</sup> September – 29 <sup>th</sup> September	Green Street	42/45	30/32	35/38	84/85	29475/32779	24948/30124 84.6%/91.9%	2594	
2 <sup>nd</sup> October 2016 – 31 <sup>st</sup> October 2016	Abbey Hill	37/38	17/14	28/28	74/68	12781/15232	7391/8959 57.8%/58.8%	934	
2 <sup>nd</sup> November 2016 – 2 <sup>nd</sup> December 2016	Green Street	43/46	31/33	36/38	119/76	36017/37639	31240/35229 86.7%/93.6%	2376	

Continued over...

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4 <sup>th</sup> December 2016 – 29 <sup>th</sup> December 2016	Goldbrook	34/34	22/21	27/27	61/60	13859/14185	5578/5507 40.2%/38.8%	1079	
30 <sup>th</sup> December 2016 – 27 <sup>th</sup> January 2017	Green Street (East)	43/46	31/34	37/39	73/80	29751/31995	26582/30327 89.3%/94.8%	2129	New location, ~110m from speed limit start;
1 <sup>st</sup> February 2017 – 11 <sup>th</sup> March 2017	Abbey Hill	37/38	26/26	31/30	160*/64	21975/22310	13820/14070 62.9%/63.1%	1136	*Likely false trigger for 11 <sup>th</sup> Feb of 160 as same time as OUT reading.
19 <sup>th</sup> March 2017 – 3 <sup>rd</sup> May 2017	Green Street (East)	44/47	31/33	36/39	80/84	42677/44792	36780/40959 86.2%/91.4%	1944	
5 <sup>th</sup> May 2017 - 6 <sup>th</sup> June 2017	Goldbrook	34/33	11/5	25/23	61/69	22056/24169	8150/7641 37.0%/31.6%	1401	Possible false low speed triggers due to hedging?
11 <sup>th</sup> June 2017 – 5 <sup>th</sup> July 2017	Green Street (East)	44/46	30/33	36/38	83/86	30650/35152	25958/32013 84.7%/91.1%	2632	

Overview of the 4 graphs for each location as shown in the PDF's:

**Graph 1 & 2** are similar; they show the count of traffic for the coloured speed bands across each time period during a day. The idea is that orange is used to represent vehicles exceeding the limit as shown in graph 1. However, for Green Street this is by far the majority of vehicles, so on graph 2 the max limit of 45mph is used to allow the spread of speeds to be more easily seen. The legend on the right hand side shows the colours for each speed band. To determine the total count of vehicles during a day, add up the counts for each time period.

**Graph 3** shows a summary of the speeds for each time period. The indicated lines are:

- V85 – the speed that was not exceeded by 85% of traffic;
- V15 – the speed that was not exceeded by 15% of traffic;
- V $\emptyset$  – Average speed;
- Vmax – maximum speed;

**Graph 4** gives the count of vehicles across all speeds measured. At the bottom of this graph there is a summary for the whole period. The meaning of the figures is as per graph 3 with the addition of:

- Total – the total count of all vehicles for the period;
- >Limit – the number of vehicles that exceeded the 30mph limit during the period;
- ADT - Average Daily Traffic across all days (weekday traffic is usually higher than weekends);