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Land at Pineapple Farm, Mulberry Road, Congresbury

HIGHWAYS REPORT

Report prepared for
M7 Planning Ltd

June 2022

Report Reference 1814/1

ASHLEY HELME
ASSOCIATES

Transport Assessment

Land at Pineapple Farm, Mulberry Road, Congresbury

Client:	M7 Planning Ltd
Report Ref:	1814/1
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Transport Assessment

Land at Pineapple Farm, Mulberry Road, Congresbury

1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by M7 Planning Ltd and Octavia Homes Ltd to provide highways advice with regard to the proposed residential development on Land at Pineapple Farm, Mulberry Road, Congresbury (henceforth referred to as the Site). Figure 1.1 presents the location of the Site in the context of the local highway network.

1.2 The proposed development comprises up to 100 residential dwellings (planning reference 22/P/0252/OUT). The planning application was supported by Transport Assessment (TA) and Travel Plan (TP) reports prepared by MBC. North Somerset Council (NSC) Highways & Transport Development Management officers have responded to MBC reports. AHA have been instructed by M7 Planning Ltd to respond to the NSC comments. This report addresses the NSC comments about access, public transport and the traffic impact of the development on the local highway network. An updated TP report has been prepared and will be issued separately to NSC.

1.3 The updated Site access arrangements are outlined in Chapter 2. Public Transport issues are discussed in Chapter 3.

1.4 The estimation of the development generated traffic and associated With Development traffic flows is presented in Chapter 4. Modelling of the impact of development traffic on the highway network is described in Chapter 5.

1.5 The conclusions of the report are presented in Chapter 6.

2 Proposed Site Access Arrangements

2.1 Design Considerations

2.1.1 Design Guidance

2.1.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2 and the Design Manual for Roads and Bridges (DMRB) and the North Somerset Highways Development Design Guide.

2.1.1.2 MfS2 states that:

"*…most MfS advice can be applied to a highway regardless of speed limit.* ***It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.***" (para 1.3.2)

Mulberry Road is not a trunk road.

2.1.1.3 MfS continues in para 1.3.3:

"*Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban and non-trunk roads, it is recommended that they* ***bear in mind the key principles of MfS****, and apply DMRB in a way that* ***respects local context****. It is further recommended that DMRB or other standards and guidance is* ***only used*** *when the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable.*"

2.1.2 Design Speed

2.1.2.1 AHA commissioned an ATC survey midway along Mulberry Road, to the west of the proposed Site access. The ATC survey was undertaken on 4-10 June 2022. The recorded 7-day average and 85%ile speeds and the 5-day off peak average and 85%ile speeds are set out below:

	7-day	
	Mean	85%ile
Eastbound	15.7mph	19.1mph,
Westbound	14.5mph	18.2mph.

	5-day Off-peak	
	Mean	85%ile
Eastbound	16.2mph	20.6mph,
Westbound	14.6mph	18.7mph.

2.1.2.2 Review of the above shows that the 5-day off-peak 85%ile speeds are higher than the 7-day 85%ile speeds. Consequently, the higher speeds are adopted to determine the access visibility requirements. A copy of the ATC data is included in Appendix A.

2.1.2.3 NSC requested that 2.4m x 43m visibility splays should be shown on the access plan, but these are based on the 30mph speed limit. NSC were not previously provided with any speed data and in the absence of speed data have requested visibility based on speed limit. However, as set out above, actual speeds are significantly lower than the speed limit. Based on the ATC data, the following visibility splays are proposed at the Site access junction:

(i) Visibility to the left: 2.4m x 23m;
(ii) Visibility to the right: 2.4m x 26m.

2.1.2.4 The above visibility splays meet MfS design standards based on the ATC survey results and include a 3m bonnet correction.

2.2 Site Access Arrangements

2.2.1 The proposed Site access arrangements on Moor Lane are presented on Drg No 1814/01. The key features of the proposed Site access arrangements include:

(i) Introduce new priority controlled 'T' junction on Mulberry Road;
(ii) Provide a 6m access road, tapering to 5.5m;
(iii) Introduce a 2.0m wide footway on the west side of the access road;
(iv) Provide 4.5m corner radii at the access;
(v) Provide a 2.0m pedestrian priority crossing at the mouth of the junction;
(vi) Provide 2.4m x 26m visibility splay to the right, for vehicles emerging from the Site access;
(vii) Provide 2.4m x 23m visibility splay to the left, for vehicles emerging from the Site access.

2.2.2 In accordance with the request from NSC, the access road has been widened to 6.0m for the first circa 10m before taping down to 5.5m. The footway on the west side of the road has also been increased to 2.0m and a pedestrian priority crossing has been introduced along the mouth of the junction.

2.2.3 The previous access arrangements indicated 6m corner radii. However, it is considered that 4.5m corner radii are adequate (refer swept path tracking) and will encourage slower turning speeds as well as reducing the crossing distance for pedestrians.

2.2.4 Swept Path Tracking

2.2.4.1 Swept path tracking has been undertaken for the Site access adopting the following design vehicles:

(i) 11.2m refuse vehicle;
(ii) 4.71m estate car;

2.2.4.2 Drg No 1814/SP/01 presents the swept path tracking for a 11.2m refuse vehicle. Review of Drg No 1814/SP/01 shows that the refuse vehicle is able to turn into and out of the Site access road in an acceptable manner.

2.2.4.3 Drg No 1814/SP/02 demonstrates that a 4.71 estate car can turn into and out of the Site access in an acceptable manner.

2.2.5 Pedestrian Access

2.2.5.1 In addition to the access indicated on Drg No 1814/01, a separate pedestrian access point on Park Road will be provided. There is an existing public right of way located on Park Road circa 22m south of Homefield. The path between Park Road is of an asphalt construction and will provide an alternative pedestrian route to/from the development.

2.2.6 Stage 1 Road Safety Audit

2.2.6.1 NSC have requested that the proposed Site access arrangements are subject to a Stage 1 Road Safety Audit (RSA). AHA will commission an independent RSA of the access proposals, but would first like a response from NSC to latest access proposals before instructing the RSA.

2.3 Parking

2.3.1 NSC have made various comments relating to vehicle and cycle parking. The planning application is outline and as such these details can be agreed at the reserved matters stage. However, it is envisaged that the development parking will be compliant with NSC standards.

2.4 Off-Site Highway Works

2.4.1 NSC have requested that pedestrian/cycle improvements are undertaken as part of the development at the B3133 Brinsea Road/Venus Street/Silver Street junction. Whilst the applicant does not object in principle to delivering pedestrian/cycle improvements as part of the development, it is not clear whether the improvements requested by NSC in this location are deliverable within the adopted highway.

2.4.2 AHA has purchased OS data for the junction, but it is considered that the OS data does not have the detail required to check whether the requested works can be delivered within the adopted highway. Consequently, the applicant will commission a topographical survey to check whether these works are feasible or not. AHA will provide NSC with an update on this issue in due course.

2.5 Summary & Conclusion

2.5.1 The proposed Site access arrangements are indicated on Drg No 1814/01. The access proposals have been updated from those prepared by MBC following the comments received by NSC. It is considered that the latest access proposals address these comments. AHA will commission an updated Stage 1 RSA following comments from NSC confirming that they are satisfied (in principle) with the latest access proposals.

3 Public Transport

3.1 NSC have requested a number of contributions towards public transport improvements and home to school travel. These are summarised below:

(i) Upgrade of existing 2No bus stops on Brinsea Road in the vicinity of Mill Lane: £40, 000;
(ii) Contribution towards a new bus service on Brinsea Road: £100, 000;
(iii) Contribution towards home to school travel for primary and secondary school children: £964, 536.91.

3.2 The above contributions total over £1.1M, which is a considerable cost for a development of circa 100 dwellings. AHA has a number of questions/observations and these are set out below:

(i) It may be more appropriate to provide new bus stops on Brinsea Road closer to the Site rather than upgrade the existing stops near Mill Lane. This should be considered to see if it is feasible;
(ii) If the primary school is nearing capacity, is NSC seeking contributions towards education for expanding the existing school? Might this be an alternative and potentially better long-term solution than providing home to school travel;
(iii) If the distance from the Site is beyond the statutory walking distance to secondary schools, this must also be the case for existing residents in Congresbury. AHA seeks to understand what transport provision is provided for these children at present, what proportion of Congresbury school children require this service and whether it is currently at capacity or not;
(iv) If a new bus service is required that runs along Brinsea Road, could this service not also call at the Churchill Academy and possibly also the nearby Sandford Primary school? Is there a need for a contribution towards home to school transport if there is a public transport alternative? A school service would only require one trip inbound trip to the school in the morning and one outbound trip from the school in the evening, at other times it could operate a normal service;
(v) AHA requests a breakdown of how the home to school travel costs have been arrived at including any assumptions.

3.3 AHA suggest that a meeting with NSC should be arranged to discuss the above questions and the points relating to the requested contributions.

4 Traffic Flows

4.1 Study Network

4.1.1 NSC have requested that additional junctions should be included in the assessment of the traffic impact of the proposed development. Consequently, the updated study network of junctions comprises:

REF	JUNCTION	CONTROL
SJ1	Site/Mulberry Lane	Priority control;
SJ2	B3133 Brinsea Road/Venus Street	Priority control;
SJ3	B3133 Brinsea Road/Park Road	Priority control;
SJ4	A370 Station Road/B3133 Brinsea Road	Traffic signal control;
SJ5	A370/B3133 Smallway	Traffic signal control.

4.2 Peak Periods

4.2.1 The times when the combination is greatest, of traffic generated by the proposed residential development and the existing highway network traffic, are the weekday AM & PM peak hours. The TA includes quantitative analysis of the traffic impact of the proposed development for these periods.

4.3 Traffic Counts

4.3.1 AHA has traffic count data for SJ4 and SJ5. These surveys were undertaken on 14 November 2018. AHA commissioned additional traffic surveys at SJ2 & SJ3. These surveys were undertaken on 8 June 2022. As set out in Chapter 2, an ATC survey was also undertaken on Mulberry Road in the vicinity of SJ1.

4.3.2 Analysis of the traffic count data identifies the peak hours for traffic flows at the study junctions as:

(i) SJ1-3: 0800-0900 and 1645-1745;
(ii) SJ4-5: 0745-0845 and 1645-1745.

4.3.3 Figure B1, Appendix B, presents the AM & PM peak hour traffic count flows at the study junctions.

4.4 Traffic Growth

4.4.1 For the purposes of quantitative testing of the local highway network, it is assumed that the development will be fully constructed and operational by year **2027.** This represents five years after the submission of the planning application.

4.4.2 The National Transport Model (NTM) is used as a basis for deriving local growth factors. The NTM growth factors adopted to estimate year 2027 traffic flows, from the count data, are set out in Technical File Note 1, Appendix C.

4.4.3 Factored Counts

4.4.3.1 Figure B2, Appendix B presents the 2027 AM & PM peak hour traffic flows at all of the study network junctions.

4.5 Committed Developments

4.5.1 AHA has reviewed a number of developments in the vicinity of the Site and the following schemes are included in the quantitative analysis:

(i)	16/P/1521/O:	Land at Wrington Lane (50 dwellings);
(ii)	16/P/2982/O:	Land South of Cadbury Garden Centre (21 dwellings);
(iii)	18/P/3708/RM:	Land South of Cobthorn Way (38 dwellings);
(iv)	20/P/2144/FUL;	Land adjacent to Hope Cottage (25 dwellings).

4.5.2 Figures B3-6, Appendix B, present the committed traffic flows for each of the above schemes. Figure B7 presents the total committed development traffic.

4.5.3 Additional schemes were considered for inclusion in the quantitative assessment and Technical File Note 2 (Appendix D) sets out the justification for the exclusion of some of these schemes.

4.6 2027 Base

4.6.1 The 2027 Base traffic flows (2027 factored counts + committed developments) are presented in Figure B8.

4.7 Distribution of Development Generated Traffic

4.7.1 It is necessary to estimate the % distribution of the traffic generated by the residential development. The distribution of the traffic generated by the proposed residential development is based on an interrogation of the 2011 Census Data, which is summarised in Table 3.1.

4.7.2 The % distribution of traffic generated at the study junctions by the proposed residential development that is adopted for the purpose of the TA quantitative analysis is presented on Figure B9, Appendix B.

4.8 Generated Trips

4.8.1 NSC have suggested that the trip generation rates adopted in the MBC TA are around 20% lower than was obtained by a TRICS integration conducted by NSC themselves. AHA recently prepared a TA report for another Site in Congresbury and adopted the following residential trip generation rates:

	ARR	DEP	2-WAY
AM (0800-0900)	0.134	0.418	0.552
PM (1700-1800)	0.389	0.180	0.569.

4.8.2 The above trip generation rates are higher than the MBC trip generation rates and also those suggested by NSC. Therefore, for very robust assessment the above trip generation rates are adopted. Consequently, the development of up to 100 dwellings is estimated to generate the following vehicle trips in the AM and PM peak hours:

	ARR	DEP	2-WAY
AM (0800-0900)	13	42	55
PM (1700-1800)	39	18	57.

4.8.3 A copy of the TRIC output data is included in Appendix E. Figure B10, Appendix B presents the estimate of the traffic generated by the proposed development in the AM and PM peak hours.

4.9 Traffic Impact

4.9.1 AHA usually adopts a materiality test to determine the requirement for detailed junction modelling. The test adopted is that junction modelling is undertaken if the proposed development is predicted to generate an increase in traffic at a study junction of:

(i) Test 1: **30** vehicles or more, **and**
(ii) Test 2: **2.5%** or greater of the total 2027 Base junction flows.

4.9.2 Junction modelling is undertaken of the TA Study Junctions where the traffic impact of the development exceeds **30** vehicles **and** is also **2.5%** (or greater) than the total 2027 Base junction flows.

4.9.3 The traffic impact of the proposed development at the TA study network of junctions in the AM and PM peak hours is summarised below:

	AM	PM

SJ	Vehs	%	Vehs	%
SJ1	**+55**	**+423**	**+57**	**+518**
SJ2	+8	+0.8	+9	+0.9
SJ3	**+47**	**+4.2**	**+48**	**+4.7**
SJ4	+47	+1.8	+48	+1.8
SJ5	+24	+1.0	+25	+1.1.

4.9.4 A review of the above summary shows that the proposed development is estimated to have a traffic impact in of 30 vehicles and a % increase in excess of 2.5% of the 2027 Base flows at SJ1 and SJ3. Consequently, junction modelling of SJ1 and SJ3 is undertaken and reported in Chapter 4.

4.10 With Development

4.10.1 The estimated 2027 AM and PM peak hour With Development traffic flows at the TA study junctions are presented on Figure B11, Appendix B.

5 Operational Performance of the Highway Network

4.1 The computer program PICADY (within Junctions 9) is used to model the performance of priority (give-way) control junctions. PICADY predicts the ratio of flow to capacity (RFC) and the associated queue and delay for the minor (give-way) entry to the junction and for the major road arms. PICADY is used to model the operational performance of SJ1 and SJ3.

5.2 SJ1: Site Access/Mulberry Road

5.2.1 Table 5.1 presents the results of the PICADY modelling of the proposed Site Access/Moor Lane junction. Review of Table 5.1 shows that the proposed priority-controlled junction is predicted to operate with a very high degree of spare capacity and negligible queues/delays in the year 2027 AM & PM peak hour With Development situation.

5.3 SJ3: B3133 Brinsea Road/Park Road

5.3.1 Table 5.2 presents the results of the PICADY modelling of the SJ2. Review of Table 5.2 shows that the priority-controlled junction is predicted to operate with high levels of capacity in the 2027 AM & PM peak hour Base situation and to continue to do so in the corresponding With Development situation.

5.4 Summary

5.4.1 Junction analysis and modelling is undertaken for the year 2027 for the AM & PM peak hour Base and With Development situations. Modelling is undertaken for SJ1 and SJ3 and it is concluded that the proposed development will not have a material detrimental impact on the operational performance of the local highway network in the AM and PM peak hours.

6 Summary & Conclusions

6.1 Ashley Helme Associates Limited (AHA) are appointed by M7 Planning Ltd and Octavia Homes Ltd to provide highways advice with regard to the proposed residential development on Land at Pineapple Farm, Mulberry Road, Congresbury.

6.2 The proposed development comprises up to 100 residential dwellings (planning reference 22/P/0252/OUT). The planning application was supported by Transport Assessment (TA) and Travel Plan (TP) reports prepared by MBC. North Somerset Council (NSC) Highways & Transport Development Management officers have responded to MBC reports. AHA have been instructed by M7 Planning Ltd to respond to the NSC comments. This report addresses the NSC comments about access, public transport and the traffic impact of the development on the local highway network. An updated TP report has been prepared and will be issued separately to NSC.

6.3 Access Arrangements

6.3.1 The proposed Site access arrangements on Moor Lane are presented on Drg No 1814/01. The key features of the proposed Site access arrangements include:

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(ii) Provide a 6m access road, tapering to 5.5m;
(iii) Introduce a 2.0m wide footway on the west side of the access road;
(iv) Provide 4.5m corner radii at the access;
(v) Provide a 2.0m pedestrian priority crossing at the mouth of the junction;
(vi) Provide 2.4m x 26m visibility splay to the right, for vehicles emerging from the Site access;
(vii) Provide 2.4m x 23m visibility splay to the left, for vehicles emerging from the Site access.

6.3.2 The access proposals have been updated from those prepared by MBC following the comments received by NSC. It is considered that the latest access proposals address these comments. AHA will commission an updated Stage 1 RSA following comments from NSC confirming that they are satisfied (in principle) with the latest access proposals.

6.3.3 NSC have requested that pedestrian/cycle improvements are undertaken as part of the development at the B3133 Brinsea Road/Venus Street/Silver Street junction. However, it is not clear whether these improvements are deliverable within the adopted highway. The applicant will commission a topographical survey and AHA will provide NSC with a further update on this issue following receipt of the survey data.

6.4 Public Transport

6.4.1 NSC have requested contributions towards public transport that total over £1.1M. AHA have a number of questions relating to these contributions and further discussion is needed. AHA will liaise with NSC regarding this matter.

6.5 Traffic Impact

6.5.1 NSC have requested that additional junctions should be included in the assessment of the traffic impact of the proposed development. Consequently, the updated study network of junctions comprises:

REF	JUNCTION	CONTROL
SJ1	Site/Mulberry Lane	Priority control;
SJ2	B3133 Brinsea Road/Venus Street	Priority control;
SJ3	B3133 Brinsea Road/Park Road	Priority control;
SJ4	A370 Station Road/B3133 Brinsea Road	Traffic signal control;
SJ5	A370/B3133 Smallway	Traffic signal control.

6.5.2 Junction analysis and modelling is undertaken for the year 2027 for the AM & PM peak hour Base and With Development situations. Modelling is undertaken for SJ1 and SJ3 and it is concluded that the proposed development will not have a material detrimental impact on the operational performance of the local highway network in the AM and PM peak hours.

6.6 Conclusion

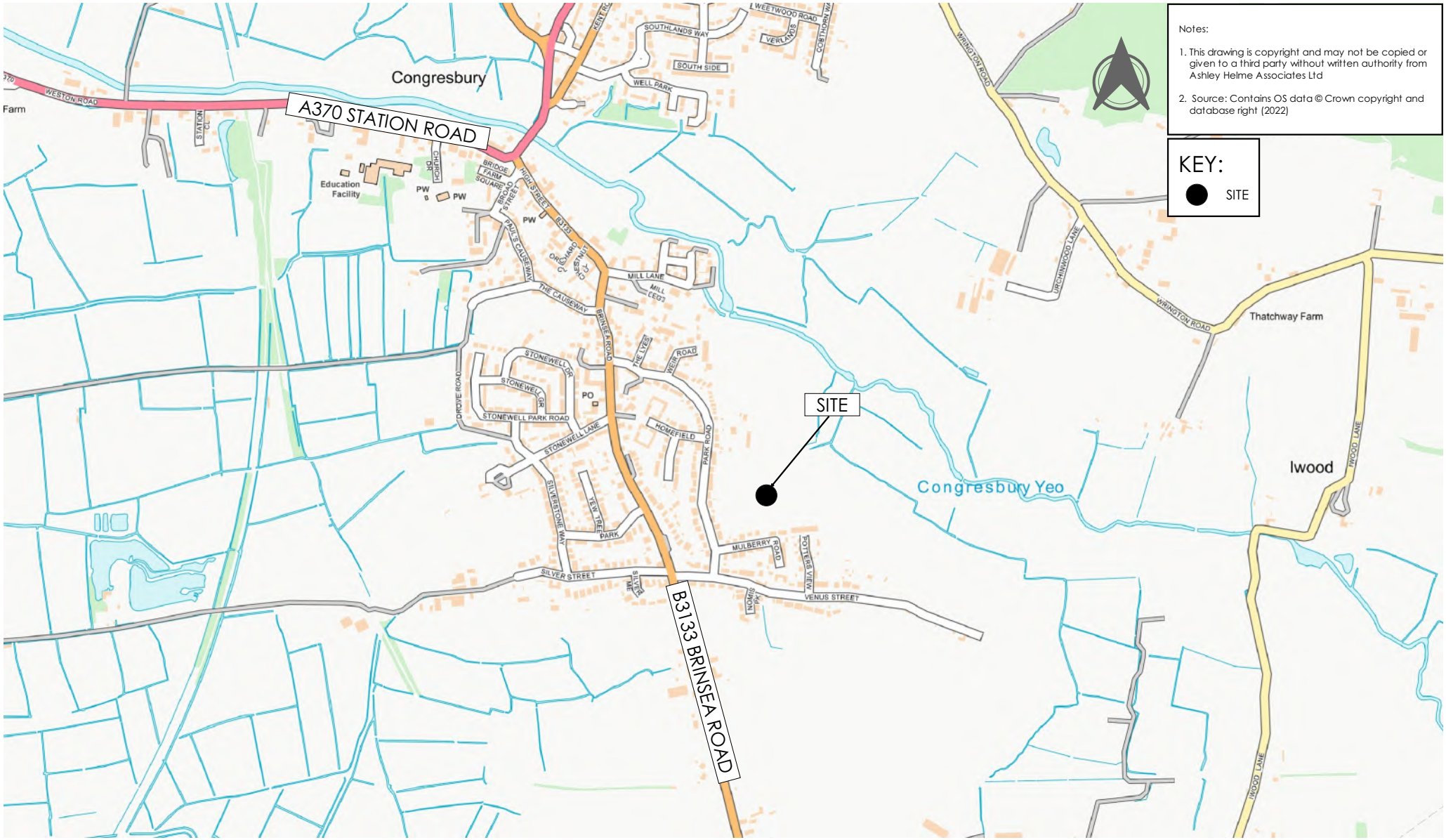
6.6.1 AHA has updated the access plan in accordance with the NSC requests. It is considered that the revised access plan is acceptable, subject to the results of a Stage 1 RSA.

6.6.2 AHA has also undertaken analysis at the study junctions requested by NSC and it is concluded that the proposed development will not have a material detrimental impact on the operational performance of the local highway network in the AM and PM peak hours.

6.6.3 Further discussions are required with regard to contributions towards public transport and home to travel. The off-site highway works requested by NSC at the Brinsea Road/Venus Street/Silver Street junction also needs further consideration.

6.6.4 AHA will work constructively with NSC to address these outstanding matters.

Figures



Project: LAND OFF MULBERRY ROAD, CONGRESBURY	Title: LOCATION PLAN	FIGURE 1.1	ASHLEY HELME ASSOCIATES
Client: M7 PLANNING		Date: JUNE 2022	Scale: NTS

Tables

AREA OF WORKPLACE RESIDENT POPULATION	ROUTE ASSIGNMENT					
	Brinsea Road	A370 (W) Station Road	B3133 Smallway	A370 (N) Bristol Road		
LOCAL AUTHORITY/COUNTY/REGION					TOTAL	%
Bath and North East Somerset	33				**33**	1.7
Bristol				380	**380**	20.0
South Gloucestershire		74		75	**149**	7.8
Swindon		7			**7**	0.4
Wiltshire	9				**9**	0.5
East Devon		1			**1**	0.1
Exeter		3			**3**	0.2
Teignbridge		1			**1**	0.1
North Dorset	1				**1**	0.1
Cheltenham		2			**2**	0.1
Gloucester		5			**5**	0.3
Stroud		5			**5**	0.3
Tewksbury		2			**2**	0.1
Mendip	11				**11**	0.6
Sedgemoor	33	33			**66**	3.5
South Somerset	3				**3**	0.2
Taunton Deane		19			**19**	1.0
West Somerset		3			**3**	0.2
The Vale of Glamorgan		1			**1**	0.1
Cardiff		7			**7**	0.4
Newport		4			**4**	0.2
MIDDLE SUPER OUTPUT AREA					TOTAL	%
North Somerset 001			14		**14**	0.7
North Somerset 002			16		**16**	0.8
North Somerset 003			18		**18**	0.9
North Somerset 004		27			**27**	1.4
North Somerset 005			34		**34**	1.8
North Somerset 006				29	**29**	1.5
North Somerset 007			40		**40**	2.1
North Somerset 008				27	**27**	1.4
North Somerset 009				11	**11**	0.6
North Somerset 010			19		**19**	1.0
North Somerset 011				33	**33**	1.7
North Somerset 012			80		**80**	4.2
North Somerset 013	65				**65**	3.4
North Somerset 014	41	81	41		**163**	8.6
North Somerset 015		35			**35**	1.8
North Somerset 016		51			**51**	2.7
North Somerset 017		22			**22**	1.2
North Somerset 018		51			**51**	2.7
North Somerset 020		138			**138**	7.3
North Somerset 021		42			**42**	2.2
North Somerset 022		24			**24**	1.3
North Somerset 023	11	11			**22**	1.2
North Somerset 024	77				**77**	4.1
North Somerset 025		67			**67**	3.5
North Somerset 026		41			**41**	2.2
North Somerset 027		43			**43**	2.3
TOTAL	**284**	**800**	**262**	**555**	**1901**	100.0
%	14.9	42.1	13.8	29.2	100.0	

Table 4.1 **2011 Census Distribution**
Place of Work
Residents in North Somerset 014 Middle Super Output Area

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (pcu)	DELAY (sec/pcu)	RFC	QUEUE (pcu)	DELAY (sec/pcu)
2027 With Development						
Site Access	0.03	0.0	5.62	0.02	0.0	5.52
Mulberry Road	0.02	0.0	6.21	0.03	0.0	6.32

Notes:
1. Refer Drg No 1814/01 for proposed Site access drawing.
2. Refer Figure B11, Appendix B for 2027 With Development traffic flows.

Table 5.1 PICADY RESULTS SJ1 Proposed Site Access/Mulberry Road

MOVEMENT	AM PEAK HOUR			PM PEAK HOUR		
	RFC	QUEUE (veh)	DELAY (sec/veh)	RFC	QUEUE (veh)	DELAY (sec/veh)
2027 Base [1]						
Park Road	0.17	0.2	13.28	0.09	0.1	11.24
B3133 (N)	0.00	0.0	4.43	0.00	0.0	4.39
Residential Access	0.00	0.0	0.00	0.00	0.0	0.00
B3133 (S)	0.01	0.0	4.61	0.04	0.1	4.74
2027 With Development [2]						
Park Road	0.31	0.4	16.57	0.15	0.2	12.67
B3133 (N)	0.00	0.0	4.42	0.00	0.0	4.39
Residential Access	0.00	0.0	0.00	0.00	0.0	0.00
B3133 (S)	0.01	0.0	4.61	0.04	0.1	4.77

Notes:
1. Refer Figure B8, Appendix B for 2027 Base traffic flows.
2. Refer Figure B11, Appendix B for 2027 With Development traffic flows.

Table 5.2 PICADY RESULTS SJ3 B3133 Brinsea Road/Park Road/Residential Access

A ATC Survey Data

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Saturday 04/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	4	1	0	0	0	0	0	0	0	0	0	0	0	5
10	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	8	0	0	0	0	0	0	0	0	0	0	0	0	8
14	5	0	0	0	0	0	0	0	0	0	0	0	0	5
15	3	0	0	0	0	0	0	0	0	0	0	0	0	3
16	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17	7	0	0	0	0	0	0	0	0	0	0	0	0	7
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	1	2	0	0	0	0	0	0	0	0	0	0	0	3
20	2	1	0	0	0	0	0	0	0	0	0	0	0	3
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	44	4	0	0	0	0	0	0	0	0	0	0	0	48
6-22	49	5	0	0	0	0	0	0	0	0	0	0	0	54
6-24	50	5	0	0	0	0	0	0	0	0	0	0	0	55
0-24	50	5	0	0	0	0	0	0	0	0	0	0	0	55

Direction : EASTBOUND

Saturday 04/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11	3	1	0	0	0	0	0	0	0	0	0	0	0	4
12	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13	6	0	0	0	0	0	0	0	0	0	0	0	0	6
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	6	0	0	0	0	0	0	0	0	0	0	0	0	6
16	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17	5	0	0	0	0	0	0	0	0	0	0	0	0	5
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20	5	1	0	0	0	0	0	0	0	0	0	0	0	6
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1

7-19	37	2	0	0	0	0	0	0	0	0	0	0	0	39
6-22	45	4	0	0	0	0	0	0	0	0	0	0	0	49
6-24	47	5	0	0	0	0	0	0	0	0	0	0	0	52
0-24	48	5	0	0	0	0	0	0	0	0	0	0	0	53

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Saturday 04/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	0	0	0	0	0	0	0	0	0	0	1
8	0	1	0	0	0	0	0	0	0	0	0	0	1
9	1	3	1	0	0	0	0	0	0	0	0	0	5
10	0	4	1	0	0	0	0	0	0	0	0	0	5
11	2	2	0	0	0	0	0	0	0	0	0	0	4
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	1	7	0	0	0	0	0	0	0	0	0	0	8
14	0	4	1	0	0	0	0	0	0	0	0	0	5
15	0	3	0	0	0	0	0	0	0	0	0	0	3
16	1	1	1	0	0	0	0	0	0	0	0	0	3
17	3	4	0	0	0	0	0	0	0	0	0	0	7
18	0	4	0	0	0	0	0	0	0	0	0	0	4
19	2	1	0	0	0	0	0	0	0	0	0	0	3
20	0	1	2	0	0	0	0	0	0	0	0	0	3
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	10	34	4	0	0	0	0	0	0	0	0	0	48
6-22	10	38	6	0	0	0	0	0	0	0	0	0	54
6-24	10	39	6	0	0	0	0	0	0	0	0	0	55
0-24	10	39	6	0	0	0	0	0	0	0	0	0	55

Direction : EASTBOUND

Saturday 04/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	1
7	0	1	0	0	0	0	0	0	0	0	0	0	1
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	1	0	0	0	0	0	0	0	0	0	0	2
10	0	2	0	0	0	0	0	0	0	0	0	0	2
11	1	2	1	0	0	0	0	0	0	0	0	0	4
12	0	2	0	0	0	0	0	0	0	0	0	0	2
13	0	5	1	0	0	0	0	0	0	0	0	0	6
14	1	2	0	0	0	0	0	0	0	0	0	0	3
15	0	6	0	0	0	0	0	0	0	0	0	0	6
16	1	0	0	0	0	0	0	0	0	0	0	0	1
17	2	2	1	0	0	0	0	0	0	0	0	0	5
18	0	3	1	0	0	0	0	0	0	0	0	0	4
19	0	3	1	0	0	0	0	0	0	0	0	0	4
20	1	4	1	0	0	0	0	0	0	0	0	0	6
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	2	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	1

7-19	6	28	5	0	0	0	0	0	0	0	0	0	39
6-22	7	36	6	0	0	0	0	0	0	0	0	0	49
6-24	7	39	6	0	0	0	0	0	0	0	0	0	52
0-24	7	40	6	0	0	0	0	0	0	0	0	0	53

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Sunday 05/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11	6	0	0	0	0	0	0	0	0	0	0	0	0	6
12	4	0	0	0	0	0	0	0	0	0	0	0	0	4
13	4	0	0	0	0	0	0	0	0	0	0	0	0	4
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	6	0	0	0	0	0	0	0	0	0	0	0	0	6
16	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17	1	1	0	0	0	0	0	0	0	0	0	0	0	2
18	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	31	3	0	0	0	0	0	0	0	0	0	0	0	34
6-22	35	3	0	0	0	0	0	0	0	0	0	0	0	38
6-24	36	3	0	0	0	0	0	0	0	0	0	0	0	39
0-24	36	3	0	0	0	0	0	0	0	0	0	0	0	39

Direction : EASTBOUND

Sunday 05/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13	3	0	0	0	0	0	0	0	0	0	0	0	0	3
14	3	0	0	0	0	0	0	0	0	0	0	0	0	3
15	7	1	0	0	0	0	0	0	0	0	0	0	0	8
16	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17	1	0	0	0	0	0	0	0	0	0	0	0	0	1
18	4	1	0	0	0	0	0	0	0	0	0	0	0	5
19	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	30	3	0	0	0	0	0	0	0	0	0	0	0	33
6-22	34	3	0	0	0	0	0	0	0	0	0	0	0	37
6-24	36	3	0	0	0	0	0	0	0	0	0	0	0	39
0-24	36	3	0	0	0	0	0	0	0	0	0	0	0	39

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Sunday 05/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	1	0	0	0	0	0	0	0	0	0	0	0	1
10	0	3	0	0	0	0	0	0	0	0	0	0	3
11	2	4	0	0	0	0	0	0	0	0	0	0	6
12	1	2	1	0	0	0	0	0	0	0	0	0	4
13	0	4	0	0	0	0	0	0	0	0	0	0	4
14	0	3	0	0	0	0	0	0	0	0	0	0	3
15	1	5	0	0	0	0	0	0	0	0	0	0	6
16	0	3	0	0	0	0	0	0	0	0	0	0	3
17	0	2	0	0	0	0	0	0	0	0	0	0	2
18	0	0	1	0	0	0	0	0	0	0	0	0	1
19	0	1	0	0	0	0	0	0	0	0	0	0	1
20	0	1	0	0	0	0	0	0	0	0	0	0	1
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	1	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	5	27	2	0	0	0	0	0	0	0	0	0	34
6-22	5	31	2	0	0	0	0	0	0	0	0	0	38
6-24	5	32	2	0	0	0	0	0	0	0	0	0	39
0-24	5	32	2	0	0	0	0	0	0	0	0	0	39

Direction : EASTBOUND

Sunday 05/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	1	0	0	0	0	0	0	0	0	0	0	1
10	0	1	0	0	0	0	0	0	0	0	0	0	1
11	1	1	1	0	0	0	0	0	0	0	0	0	3
12	0	2	0	0	0	0	0	0	0	0	0	0	2
13	0	3	0	0	0	0	0	0	0	0	0	0	3
14	0	2	1	0	0	0	0	0	0	0	0	0	3
15	2	6	0	0	0	0	0	0	0	0	0	0	8
16	0	3	0	0	0	0	0	0	0	0	0	0	3
17	0	1	0	0	0	0	0	0	0	0	0	0	1
18	0	5	0	0	0	0	0	0	0	0	0	0	5
19	0	2	1	0	0	0	0	0	0	0	0	0	3
20	1	1	0	0	0	0	0	0	0	0	0	0	2
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	2	0	0	0	0	0	0	0	0	0	0	2
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	3	27	3	0	0	0	0	0	0	0	0	0	33
6-22	4	30	3	0	0	0	0	0	0	0	0	0	37
6-24	4	32	3	0	0	0	0	0	0	0	0	0	39
0-24	4	32	3	0	0	0	0	0	0	0	0	0	39

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Monday 06/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11	9	0	0	0	0	0	0	0	0	0	0	0	0	9
12	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13	6	0	0	0	0	0	0	0	0	0	0	0	0	6
14	3	3	0	0	0	0	0	0	0	0	0	0	0	6
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17	6	1	0	0	0	0	0	0	0	0	0	0	0	7
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	50	6	0	0	0	0	0	0	0	0	0	0	0	56
6-22	57	6	0	0	0	0	0	0	0	0	0	0	0	63
6-24	57	6	0	0	0	0	0	0	0	0	0	0	0	63
0-24	59	8	0	0	0	0	0	0	0	0	0	0	0	67

Direction : EASTBOUND

Monday 06/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13	7	0	0	0	0	0	0	0	0	0	0	0	0	7
14	8	1	0	0	0	0	0	0	0	0	0	0	0	9
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17	9	1	0	0	0	0	0	0	0	0	0	0	0	10
18	5	0	0	0	0	0	0	0	0	0	0	0	0	5
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	52	4	0	0	0	0	0	0	0	0	0	0	0	56
6-22	58	5	0	0	0	0	0	0	0	0	0	0	0	63
6-24	60	5	0	0	0	0	0	0	0	0	0	0	0	65
0-24	60	6	0	0	0	0	0	0	0	0	0	0	0	66

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Monday 06/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0	0	0	0	0	1
9	0	5	1	0	0	0	0	0	0	0	0	0	6
10	0	5	0	0	0	0	0	0	0	0	0	0	5
11	0	8	1	0	0	0	0	0	0	0	0	0	9
12	0	2	1	0	0	0	0	0	0	0	0	0	3
13	1	5	0	0	0	0	0	0	0	0	0	0	6
14	2	3	1	0	0	0	0	0	0	0	0	0	6
15	0	5	0	0	0	0	0	0	0	0	0	0	5
16	0	2	0	0	0	0	0	0	0	0	0	0	2
17	0	5	2	0	0	0	0	0	0	0	0	0	7
18	0	3	1	0	0	0	0	0	0	0	0	0	4
19	0	2	0	0	0	0	0	0	0	0	0	0	2
20	1	1	0	0	0	0	0	0	0	0	0	0	2
21	3	1	0	0	0	0	0	0	0	0	0	0	4
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	3	46	7	0	0	0	0	0	0	0	0	0	56
6-22	7	49	7	0	0	0	0	0	0	0	0	0	63
6-24	7	49	7	0	0	0	0	0	0	0	0	0	63
0-24	9	51	7	0	0	0	0	0	0	0	0	0	67

Direction : EASTBOUND

Monday 06/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	4	0	0	0	0	0	0	0	0	0	0	4
10	0	1	0	0	0	0	0	0	0	0	0	0	1
11	0	3	1	0	0	0	0	0	0	0	0	0	4
12	0	3	1	0	0	0	0	0	0	0	0	0	4
13	1	6	0	0	0	0	0	0	0	0	0	0	7
14	2	7	0	0	0	0	0	0	0	0	0	0	9
15	0	4	1	0	0	0	0	0	0	0	0	0	5
16	0	1	0	0	0	0	0	0	0	0	0	0	1
17	0	7	3	0	0	0	0	0	0	0	0	0	10
18	0	4	1	0	0	0	0	0	0	0	0	0	5
19	0	5	1	0	0	0	0	0	0	0	0	0	6
20	0	2	0	0	0	0	0	0	0	0	0	0	2
21	0	4	0	0	0	0	0	0	0	0	0	0	4
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	2	0	0	0	0	0	0	0	0	0	0	2
7-19	3	45	8	0	0	0	0	0	0	0	0	0	56
6-22	3	52	8	0	0	0	0	0	0	0	0	0	63
6-24	3	54	8	0	0	0	0	0	0	0	0	0	65
0-24	3	54	9	0	0	0	0	0	0	0	0	0	66

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Tuesday 07/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	3	0	0	0	0	0	0	0	0	0	0	0	0	3
9	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	6	0	0	0	0	0	0	0	0	0	0	0	0	6
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17	4	1	0	0	0	0	0	0	0	0	0	0	0	5
18	7	1	0	0	0	0	0	0	0	0	0	0	0	8
19	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	47	7	0	0	0	0	0	0	0	0	0	0	0	54
6-22	50	7	0	0	0	0	0	0	0	0	0	0	0	57
6-24	51	7	0	0	0	0	0	0	0	0	0	0	0	58
0-24	54	7	0	0	0	0	0	0	0	0	0	0	0	61

Direction : EASTBOUND

Tuesday 07/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11	4	0	0	0	1	0	0	0	0	0	0	0	0	5
12	1	1	0	0	0	0	0	0	0	0	0	0	0	2
13	3	1	0	0	0	0	0	0	0	0	0	0	0	4
14	3	2	0	0	0	0	0	0	0	0	0	0	0	5
15	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16	5	0	0	0	0	0	0	0	0	0	0	0	0	5
17	5	1	0	0	0	0	0	0	0	0	0	0	0	6
18	6	1	0	0	0	0	0	0	0	0	0	0	0	7
19	8	1	0	0	0	0	0	0	0	0	0	0	0	9
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7-19	46	9	0	0	1	0	0	0	0	0	0	0	0	56
6-22	50	9	0	0	1	0	0	0	0	0	0	0	0	60
6-24	52	10	0	0	1	0	0	0	0	0	0	0	0	63
0-24	52	10	0	0	1	0	0	0	0	0	0	0	0	63

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Tuesday 07/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	1
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	2	0	0	0	0	0	0	0	0	0	0	3
9	0	7	0	0	0	0	0	0	0	0	0	0	7
10	0	4	0	0	0	0	0	0	0	0	0	0	4
11	5	3	0	0	0	0	0	0	0	0	0	0	8
12	0	2	0	0	0	0	0	0	0	0	0	0	2
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	6	0	0	0	0	0	0	0	0	0	0	6
15	0	4	1	0	0	0	0	0	0	0	0	0	5
16	0	3	0	0	0	0	0	0	0	0	0	0	3
17	0	5	0	0	0	0	0	0	0	0	0	0	5
18	1	6	1	0	0	0	0	0	0	0	0	0	8
19	2	1	0	0	0	0	0	0	0	0	0	0	3
20	1	1	0	0	0	0	0	0	0	0	0	0	2
21	0	1	0	0	0	0	0	0	0	0	0	0	1
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	9	43	2	0	0	0	0	0	0	0	0	0	54
6-22	10	45	2	0	0	0	0	0	0	0	0	0	57
6-24	10	45	3	0	0	0	0	0	0	0	0	0	58
0-24	11	47	3	0	0	0	0	0	0	0	0	0	61

Direction : EASTBOUND

Tuesday 07/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0	0	0	0	0	1
9	2	2	2	0	0	0	0	0	0	0	0	0	6
10	0	4	0	0	0	0	0	0	0	0	0	0	4
11	2	3	0	0	0	0	0	0	0	0	0	0	5
12	0	1	1	0	0	0	0	0	0	0	0	0	2
13	0	4	0	0	0	0	0	0	0	0	0	0	4
14	1	4	0	0	0	0	0	0	0	0	0	0	5
15	0	2	0	0	0	0	0	0	0	0	0	0	2
16	0	4	1	0	0	0	0	0	0	0	0	0	5
17	0	6	0	0	0	0	0	0	0	0	0	0	6
18	0	7	0	0	0	0	0	0	0	0	0	0	7
19	0	7	2	0	0	0	0	0	0	0	0	0	9
20	0	3	1	0	0	0	0	0	0	0	0	0	4
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	1	1	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	1

7-19	5	45	6	0	0	0	0	0	0	0	0	0	56
6-22	5	48	7	0	0	0	0	0	0	0	0	0	60
6-24	5	50	8	0	0	0	0	0	0	0	0	0	63
0-24	5	50	8	0	0	0	0	0	0	0	0	0	63

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Wednesday 08/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	4	0	0	0	0	0	0	0	0	0	0	0	0	4
9	10	0	1	0	0	0	0	0	0	0	0	0	0	11
10	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11	2	2	0	0	0	0	0	0	0	0	0	0	0	4
12	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13	4	0	0	0	0	0	0	0	0	0	0	0	0	4
14	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	6	0	0	0	0	0	0	0	0	0	0	0	0	6
17	4	1	0	0	0	0	0	0	0	0	0	0	0	5
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	49	4	1	0	0	0	0	0	0	0	0	0	0	54
6-22	56	4	1	0	0	0	0	0	0	0	0	0	0	61
6-24	56	4	1	0	0	0	0	0	0	0	0	0	0	61
0-24	58	6	1	0	0	0	0	0	0	0	0	0	0	65

Direction : EASTBOUND

Wednesday 08/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10	6	0	0	0	0	0	0	0	0	0	0	0	0	6
11	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13	4	0	0	0	0	0	0	0	0	0	0	0	0	4
14	3	1	0	0	0	0	0	0	0	0	0	0	0	4
15	7	0	0	0	0	0	0	0	0	0	0	0	0	7
16	9	0	0	0	0	0	0	0	0	0	0	0	0	9
17	4	1	0	0	0	0	0	0	0	0	0	0	0	5
18	4	0	0	0	0	0	0	0	0	0	0	0	0	4
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	52	6	0	0	0	0	0	0	0	0	0	0	0	58
6-22	59	7	0	0	0	0	0	0	0	0	0	0	0	66
6-24	59	7	0	0	0	0	0	0	0	0	0	0	0	66
0-24	59	8	0	0	0	0	0	0	0	0	0	0	0	67

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Wednesday 08/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	3	0	0	0	0	0	0	0	0	0	0	4
9	0	10	1	0	0	0	0	0	0	0	0	0	11
10	0	3	2	0	0	0	0	0	0	0	0	0	5
11	1	3	0	0	0	0	0	0	0	0	0	0	4
12	0	2	0	0	0	0	0	0	0	0	0	0	2
13	0	4	0	0	0	0	0	0	0	0	0	0	4
14	0	1	0	0	0	0	0	0	0	0	0	0	1
15	2	3	0	0	0	0	0	0	0	0	0	0	5
16	2	4	0	0	0	0	0	0	0	0	0	0	6
17	0	5	0	0	0	0	0	0	0	0	0	0	5
18	0	3	1	0	0	0	0	0	0	0	0	0	4
19	0	3	0	0	0	0	0	0	0	0	0	0	3
20	0	2	0	0	0	0	0	0	0	0	0	0	2
21	0	4	0	0	0	0	0	0	0	0	0	0	4
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	6	44	4	0	0	0	0	0	0	0	0	0	54
6-22	6	51	4	0	0	0	0	0	0	0	0	0	61
6-24	6	51	4	0	0	0	0	0	0	0	0	0	61
0-24	8	53	4	0	0	0	0	0	0	0	0	0	65

Direction : EASTBOUND

Wednesday 08/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	1	0	0	0	0	0	0	0	0	0	1
9	0	4	2	0	0	0	0	0	0	0	0	0	6
10	1	4	1	0	0	0	0	0	0	0	0	0	6
11	3	2	0	0	0	0	0	0	0	0	0	0	5
12	0	1	0	0	0	0	0	0	0	0	0	0	1
13	0	3	1	0	0	0	0	0	0	0	0	0	4
14	0	4	0	0	0	0	0	0	0	0	0	0	4
15	1	3	3	0	0	0	0	0	0	0	0	0	7
16	1	6	2	0	0	0	0	0	0	0	0	0	9
17	2	3	0	0	0	0	0	0	0	0	0	0	5
18	0	3	1	0	0	0	0	0	0	0	0	0	4
19	0	6	0	0	0	0	0	0	0	0	0	0	6
20	0	3	0	0	0	0	0	0	0	0	0	0	3
21	0	2	0	0	0	0	0	0	0	0	0	0	2
22	0	3	0	0	0	0	0	0	0	0	0	0	3
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0

7-19	8	39	11	0	0	0	0	0	0	0	0	0	58
6-22	8	47	11	0	0	0	0	0	0	0	0	0	66
6-24	8	47	11	0	0	0	0	0	0	0	0	0	66
0-24	8	48	11	0	0	0	0	0	0	0	0	0	67

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Thursday 09/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	3	1	0	0	0	0	0	0	0	0	0	0	0	4
9	10	1	0	0	0	0	0	0	0	0	0	0	0	11
10	4	1	0	0	0	0	0	0	0	0	0	0	0	5
11	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13	2	2	0	0	0	0	0	0	0	0	0	0	0	4
14	4	1	0	0	0	0	0	0	0	0	0	0	0	5
15	2	1	0	0	0	0	0	0	0	0	0	0	0	3
16	8	0	0	0	0	0	0	0	0	0	0	0	0	8
17	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18	6	0	0	0	0	0	0	0	0	0	0	0	0	6
19	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20	2	0	0	0	0	0	0	0	0	0	0	0	0	2
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	1	1	0	0	0	0	0	0	0	0	0	0	0	2
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	48	9	0	0	0	0	0	0	0	0	0	0	0	57
6-22	55	9	0	0	0	0	0	0	0	0	0	0	0	64
6-24	57	10	0	0	0	0	0	0	0	0	0	0	0	67
0-24	60	10	0	0	0	0	0	0	0	0	0	0	0	70

Direction : EASTBOUND

Thursday 09/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11	4	0	0	0	0	0	0	0	0	0	0	0	0	4
12	5	2	0	0	0	0	0	0	0	0	0	0	0	7
13	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14	1	2	0	0	0	0	0	0	0	0	0	0	0	3
15	1	1	0	0	0	0	0	0	0	0	0	0	0	2
16	7	0	0	0	0	0	0	0	0	0	0	0	0	7
17	7	0	0	0	0	0	0	0	0	0	0	0	0	7
18	5	3	0	0	0	0	0	0	0	0	0	0	0	8
19	4	0	0	0	0	0	0	0	0	0	0	0	0	4
20	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21	3	1	0	0	0	0	0	0	0	0	0	0	0	4
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	43	11	0	0	0	0	0	0	0	0	0	0	0	54
6-22	53	12	0	0	0	0	0	0	0	0	0	0	0	65
6-24	56	13	0	0	0	0	0	0	0	0	0	0	0	69
0-24	56	13	0	0	0	0	0	0	0	0	0	0	0	69

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Thursday 09/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	2
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	0	3	1	0	0	0	0	0	0	0	0	0	4
9	0	9	2	0	0	0	0	0	0	0	0	0	11
10	0	5	0	0	0	0	0	0	0	0	0	0	5
11	0	3	0	0	0	0	0	0	0	0	0	0	3
12	1	1	1	0	0	0	0	0	0	0	0	0	3
13	0	4	0	0	0	0	0	0	0	0	0	0	4
14	1	4	0	0	0	0	0	0	0	0	0	0	5
15	1	2	0	0	0	0	0	0	0	0	0	0	3
16	3	4	1	0	0	0	0	0	0	0	0	0	8
17	0	3	1	0	0	0	0	0	0	0	0	0	4
18	2	3	1	0	0	0	0	0	0	0	0	0	6
19	1	0	0	0	0	0	0	0	0	0	0	0	1
20	0	2	0	0	0	0	0	0	0	0	0	0	2
21	0	3	0	0	0	0	0	0	0	0	0	0	3
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	1	1	0	0	0	0	0	0	0	0	0	0	2
24	0	1	0	0	0	0	0	0	0	0	0	0	1
7-19	9	41	7	0	0	0	0	0	0	0	0	0	57
6-22	9	47	8	0	0	0	0	0	0	0	0	0	64
6-24	10	49	8	0	0	0	0	0	0	0	0	0	67
0-24	12	50	8	0	0	0	0	0	0	0	0	0	70

Direction : EASTBOUND

Thursday 09/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	2	0	0	0	0	0	0	0	0	0	0	2
9	0	2	5	0	0	0	0	0	0	0	0	0	7
10	1	0	0	0	0	0	0	0	0	0	0	0	1
11	0	4	0	0	0	0	0	0	0	0	0	0	4
12	1	4	2	0	0	0	0	0	0	0	0	0	7
13	0	2	0	0	0	0	0	0	0	0	0	0	2
14	0	3	0	0	0	0	0	0	0	0	0	0	3
15	0	2	0	0	0	0	0	0	0	0	0	0	2
16	0	6	1	0	0	0	0	0	0	0	0	0	7
17	0	5	2	0	0	0	0	0	0	0	0	0	7
18	3	4	1	0	0	0	0	0	0	0	0	0	8
19	0	3	1	0	0	0	0	0	0	0	0	0	4
20	0	6	0	0	0	0	0	0	0	0	0	0	6
21	0	4	0	0	0	0	0	0	0	0	0	0	4
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	2	0	0	0	0	0	0	0	0	0	0	2
24	0	2	0	0	0	0	0	0	0	0	0	0	2
7-19	5	37	12	0	0	0	0	0	0	0	0	0	54
6-22	5	48	12	0	0	0	0	0	0	0	0	0	65
6-24	5	52	12	0	0	0	0	0	0	0	0	0	69
0-24	5	52	12	0	0	0	0	0	0	0	0	0	69

Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Friday 10/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9	3	1	1	0	0	0	0	0	0	0	0	0	0	5
10	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11	5	1	0	0	0	0	0	0	0	0	0	0	0	6
12	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13	7	1	0	0	0	0	0	0	0	0	0	0	0	8
14	2	0	0	0	0	0	0	0	0	0	0	0	0	2
15	7	1	0	0	0	0	0	0	0	0	0	0	0	8
16	2	1	0	0	0	0	0	0	0	0	0	0	0	3
17	2	1	0	0	0	0	0	0	0	0	0	0	0	3
18	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19	4	1	0	0	0	0	0	0	0	0	0	0	0	5
20	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	0	0	0	0	0	0	0	0	0	0	1

7-19	46	10	1	0	0	0	0	0	0	0	0	0	0	57
6-22	54	12	1	0	0	0	0	0	0	0	0	0	0	67
6-24	54	13	1	0	0	0	0	0	0	0	0	0	0	68
0-24	54	13	1	0	0	0	0	0	0	0	0	0	0	68

Direction : EASTBOUND

Friday 10/06/2022	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	1	1	0	0	0	0	0	0	0	0	0	0	4
10	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13	1	1	0	0	0	0	0	0	0	0	0	0	0	2
14	4	1	0	0	0	0	0	0	0	0	0	0	0	5
15	8	1	0	0	0	0	0	0	0	0	0	0	0	9
16	3	1	0	0	0	0	0	0	0	0	0	0	0	4
17	1	2	0	0	0	0	0	0	0	0	0	0	0	3
18	5	0	0	0	0	0	0	0	0	0	0	0	0	5
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	5	2	0	0	0	0	0	0	0	0	0	0	0	7
22	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1

7-19	41	12	1	0	0	0	0	0	0	0	0	0	0	54
6-22	51	14	1	0	0	0	0	0	0	0	0	0	0	66
6-24	52	14	1	0	0	0	0	0	0	0	0	0	0	67
0-24	53	14	1	0	0	0	0	0	0	0	0	0	0	68

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

Friday 10/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	1	1	0	0	0	0	0	0	0	0	0	0	2
9	4	1	0	0	0	0	0	0	0	0	0	0	5
10	0	7	0	0	0	0	0	0	0	0	0	0	7
11	0	4	2	0	0	0	0	0	0	0	0	0	6
12	3	1	1	0	0	0	0	0	0	0	0	0	5
13	1	6	1	0	0	0	0	0	0	0	0	0	8
14	0	1	1	0	0	0	0	0	0	0	0	0	2
15	4	4	0	0	0	0	0	0	0	0	0	0	8
16	0	2	1	0	0	0	0	0	0	0	0	0	3
17	1	2	0	0	0	0	0	0	0	0	0	0	3
18	2	1	0	0	0	0	0	0	0	0	0	0	3
19	0	5	0	0	0	0	0	0	0	0	0	0	5
20	3	0	1	0	0	0	0	0	0	0	0	0	4
21	0	6	0	0	0	0	0	0	0	0	0	0	6
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	0	0	0	0	0	0	0	0	0	1
7-19	16	35	6	0	0	0	0	0	0	0	0	0	57
6-22	19	41	7	0	0	0	0	0	0	0	0	0	67
6-24	19	42	7	0	0	0	0	0	0	0	0	0	68
0-24	19	42	7	0	0	0	0	0	0	0	0	0	68

Direction : EASTBOUND

Friday 10/06/2022	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	2	2	0	0	0	0	0	0	0	0	0	0	4
10	2	3	0	0	0	0	0	0	0	0	0	0	5
11	0	5	1	0	0	0	0	0	0	0	0	0	6
12	1	4	0	0	0	0	0	0	0	0	0	0	5
13	0	2	0	0	0	0	0	0	0	0	0	0	2
14	4	1	0	0	0	0	0	0	0	0	0	0	5
15	2	6	1	0	0	0	0	0	0	0	0	0	9
16	0	2	2	0	0	0	0	0	0	0	0	0	4
17	0	2	1	0	0	0	0	0	0	0	0	0	3
18	0	5	0	0	0	0	0	0	0	0	0	0	5
19	1	4	1	0	0	0	0	0	0	0	0	0	6
20	0	3	1	0	0	0	0	0	0	0	0	0	4
21	2	5	0	0	0	0	0	0	0	0	0	0	7
22	0	1	0	0	0	0	0	0	0	0	0	0	1
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	1	0	0	0	0	0	0	0	0	0	0	1
7-19	12	36	6	0	0	0	0	0	0	0	0	0	54
6-22	14	45	7	0	0	0	0	0	0	0	0	0	66
6-24	14	46	7	0	0	0	0	0	0	0	0	0	67
0-24	14	47	7	0	0	0	0	0	0	0	0	0	68

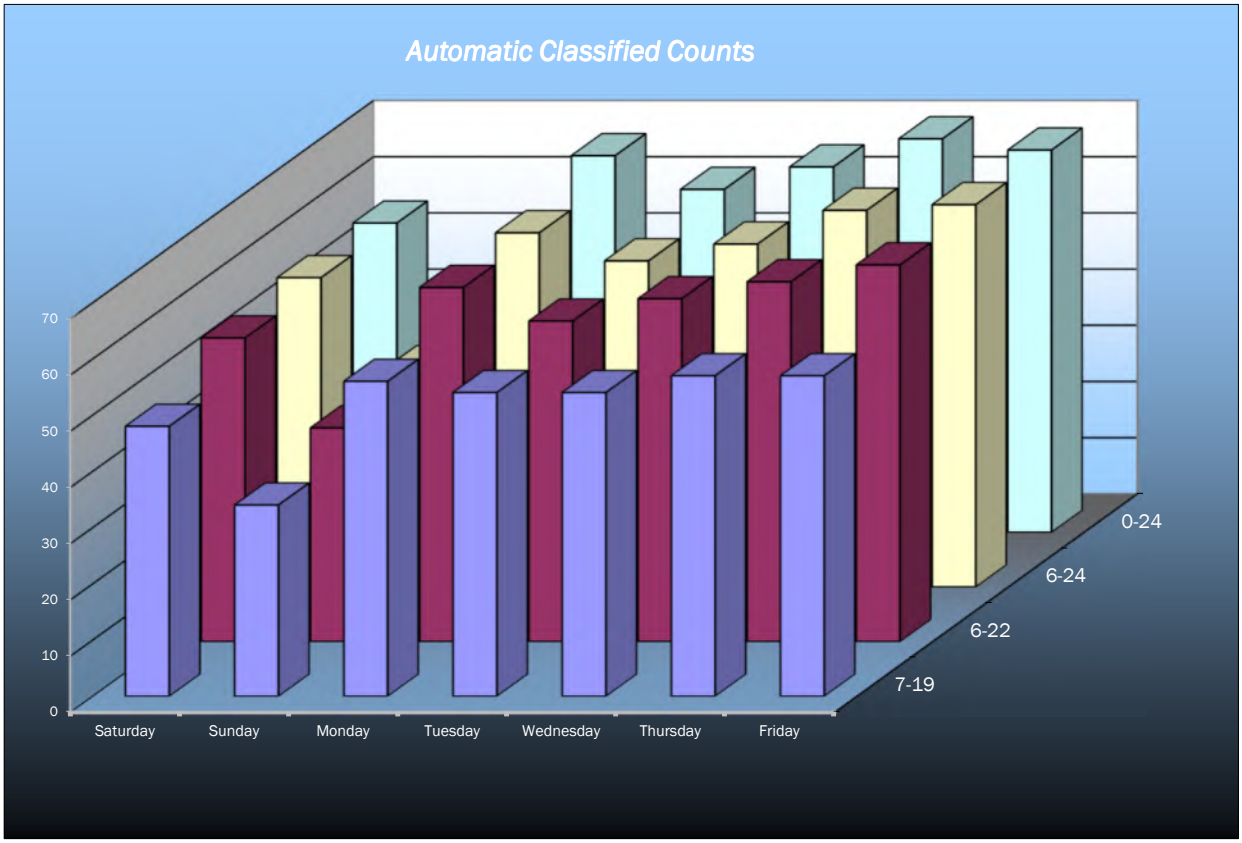
Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

VEHICLE FLOWS									
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	0	0	0	0	0	0
2	0	0	1	0	1	0	0	0	0
3	0	0	1	1	1	1	0	1	1
4	0	0	0	0	0	0	0	0	0
5	0	0	2	1	2	2	0	1	1
6	0	0	0	1	0	0	0	0	0
7	1	0	0	0	0	1	0	0	0
8	1	0	1	3	4	4	2	3	2
9	5	1	6	7	11	11	5	8	7
10	5	3	5	4	5	5	7	5	5
11	4	6	9	8	4	3	6	6	6
12	0	4	3	2	2	3	5	3	3
13	8	4	6	0	4	4	8	4	5
14	5	3	6	6	1	5	2	4	4
15	3	6	5	5	5	3	8	5	5
16	3	3	2	3	6	8	3	4	4
17	7	2	7	5	5	4	3	5	5
18	4	1	4	8	4	6	3	5	4
19	3	1	2	3	3	1	5	3	3
20	3	1	2	2	2	2	4	2	2
21	2	2	4	1	4	3	6	4	3
22	0	1	1	0	1	1	0	1	1
23	1	1	0	1	0	2	0	1	1
24	0	0	0	0	0	1	1	0	0

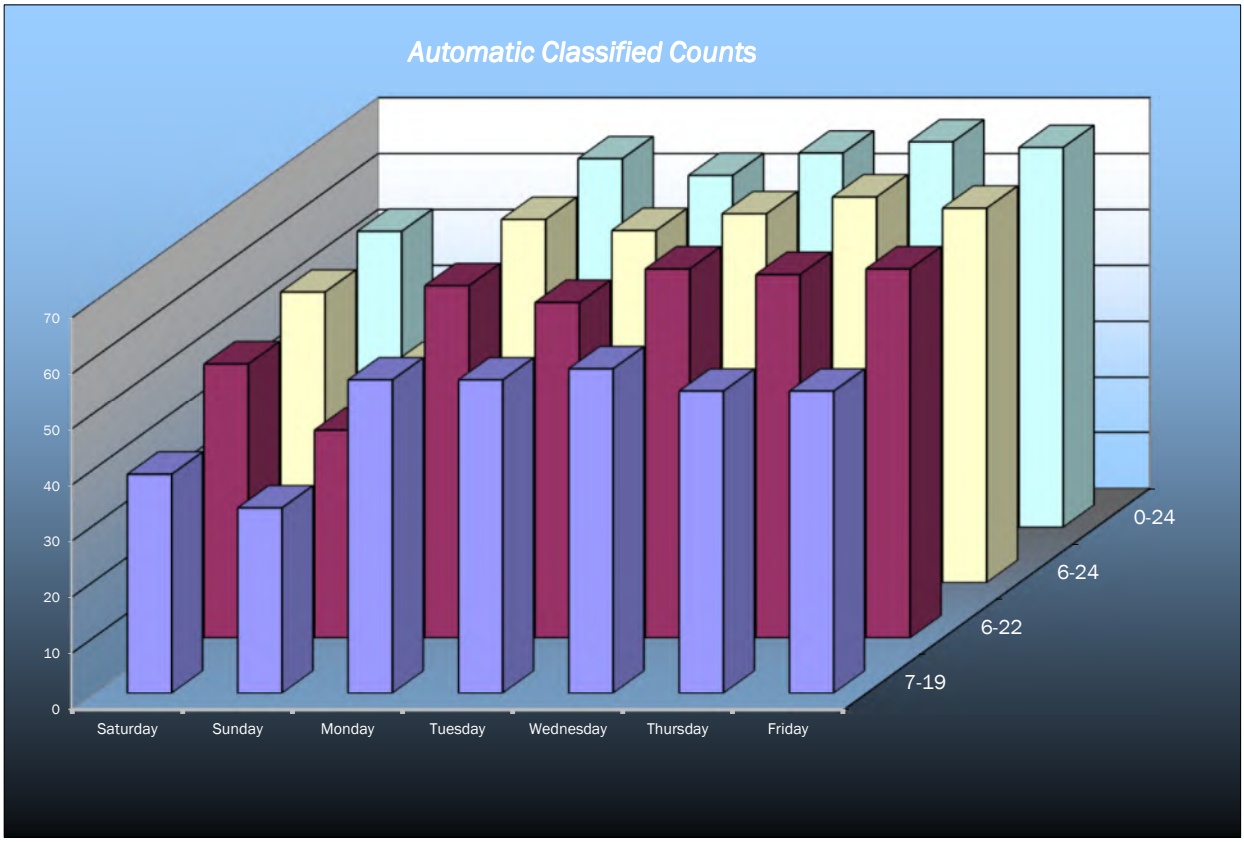
7-19	48	34	56	54	54	57	57	56	51
6-22	54	38	63	57	61	64	67	62	58
6-24	55	39	63	58	61	67	68	63	59
0-24	55	39	67	61	65	70	68	66	61



LOCATION: MULBERRY ROAD

Direction : EASTBOUND

EASTBOUND									
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	0	0	0	0	0	0
2	0	0	1	0	1	0	1	1	0
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0	0	0
8	0	0	0	1	1	2	0	1	1
9	2	1	4	6	6	7	4	5	4
10	2	1	1	4	6	1	5	3	3
11	4	3	4	5	5	4	6	5	4
12	2	2	4	2	1	7	5	4	3
13	6	3	7	4	4	2	2	4	4
14	3	3	9	5	4	3	5	5	5
15	6	8	5	2	7	2	9	5	6
16	1	3	1	5	9	7	4	5	4
17	5	1	10	6	5	7	3	6	5
18	4	5	5	7	4	8	5	6	5
19	4	3	6	9	6	4	6	6	5
20	6	2	2	4	3	6	4	4	4
21	2	2	4	0	2	4	7	3	3
22	1	0	1	0	3	1	1	1	1
23	2	2	0	2	0	2	0	1	1
24	1	0	2	1	0	2	1	1	1
7-19	39	33	56	56	58	54	54	56	50
6-22	49	37	63	60	66	65	66	64	58
6-24	52	39	65	63	66	69	67	66	60
0-24	53	39	66	63	67	69	68	67	61



Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
1	-	-	-	-	-	-	-
2	-	-	15.5	-	15.5	-	-
3	-	-	5.5	15.5	5.5	5.5	-
4	-	-	-	-	-	-	-
5	-	-	10.5	15.5	10.5	10.5	-
6	-	-	-	5.5	-	-	-
7	15.5	-	-	-	-	25.5	-
8	15.5	-	15.5	12.2	13.0	18.0	10.5
9	15.5	5.5	17.2	15.5	16.4	17.3	7.5
10	17.5	15.5	15.5	15.5	19.5	15.5	15.5
11	10.5	12.2	16.6	9.3	13.0	15.5	18.8
12	-	15.5	18.8	15.5	15.5	15.5	11.5
13	14.3	15.5	13.8	-	15.5	15.5	15.5
14	17.5	15.5	13.8	15.5	15.5	13.5	20.5
15	15.5	13.8	15.5	17.5	11.5	12.2	10.5
16	15.5	15.5	15.5	15.5	12.2	13.0	18.8
17	11.2	15.5	18.4	15.5	15.5	18.0	12.2
18	15.5	25.5	18.0	15.5	18.0	13.8	8.8
19	8.8	15.5	15.5	8.8	15.5	5.5	15.5
20	22.2	15.5	10.5	10.5	15.5	15.5	10.5
21	15.5	15.5	8.0	15.5	15.5	15.5	15.5
22	-	15.5	15.5	-	15.5	15.5	-
23	15.5	15.5	-	25.5	-	10.5	-
24	-	-	-	-	-	15.5	15.5
10-12	10.5	13.8	17.7	12.4	14.3	15.5	15.2
14-16	15.5	14.7	15.5	16.5	11.8	12.6	14.7
0-24	15.1	15.2	14.4	14.4	14.4	14.4	13.8

85TH PERCENTILE							
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	17.6	-	17.6	17.6	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	-	-	17.9	18.0	23.0	17.6
9	22.6	-	21.2	15.5	19.4	21.4	12.0
10	22.0	15.5	15.5	15.5	25.0	15.5	15.5
11	16.3	17.3	19.9	14.4	18.0	15.5	24.0
12	-	23.7	24.6	15.5	15.5	25.5	20.4
13	17.8	15.5	17.9	-	15.5	15.5	20.8
14	22.0	15.5	21.4	15.5	-	18.0	27.6
15	15.5	17.9	15.5	22.0	17.0	17.9	15.8
16	25.5	15.5	15.5	15.5	17.3	20.1	24.6
17	16.6	15.5	23.2	15.5	15.5	23.0	17.9
18	15.5	-	23.0	20.8	23.0	21.4	14.6
19	14.6	-	15.5	14.6	15.5	-	15.5
20	27.9	-	17.6	17.6	15.5	15.5	20.5
21	15.5	15.5	13.0	-	15.5	15.5	15.5
22	-	-	-	-	-	-	-
23	-	-	-	-	-	17.6	-
24	-	-	-	-	-	-	-
10-12	16.3	20.5	22.3	15.0	16.8	20.5	22.2
14-16	20.5	16.7	15.5	18.7	17.2	19.0	20.2
0-24	19.3	16.9	18.7	16.7	17.7	18.9	18.7

7 DAY AVERAGE SPEED	14.5
7 DAY AVERAGE 85th PERCENTILE	18.2

5 DAY OFF PEAK AVERAGE SPEED	14.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	18.7

LOCATION: MULBERRY ROAD

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
1	-	-	-	-	-	-	-
2	-	-	25.5	-	15.5	-	15.5
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	15.5	-	-	-	-	-	-
7	15.5	-	-	-	-	-	-
8	-	-	-	15.5	25.5	15.5	-
9	10.5	15.5	15.5	15.5	18.8	22.6	10.5
10	15.5	15.5	15.5	15.5	15.5	5.5	11.5
11	15.5	15.5	18.0	11.5	9.5	15.5	17.2
12	15.5	15.5	18.0	20.5	15.5	16.9	13.5
13	17.2	15.5	14.1	15.5	18.0	15.5	15.5
14	12.2	18.8	13.3	13.5	15.5	15.5	7.5
15	15.5	13.0	17.5	15.5	18.4	15.5	14.4
16	5.5	15.5	15.5	17.5	16.6	16.9	20.5
17	13.5	15.5	18.5	15.5	11.5	18.4	18.8
18	18.0	15.5	17.5	15.5	18.0	13.0	15.5
19	18.0	18.8	17.2	17.7	15.5	18.0	15.5
20	15.5	10.5	15.5	18.0	15.5	15.5	18.0
21	15.5	15.5	15.5	-	15.5	15.5	12.6
22	15.5	-	15.5	-	15.5	15.5	15.5
23	15.5	15.5	-	20.5	-	15.5	-
24	15.5	-	15.5	15.5	-	15.5	15.5

10-12	15.5	15.5	18.0	16.0	12.5	16.2	15.3
14-16	10.5	14.3	16.5	16.5	17.5	16.2	17.4
0-24	14.7	15.4	16.8	16.2	16.3	15.7	14.8

85TH PERCENTILE							
Hr Ending	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	-	-	-	-	15.5	-
9	17.6	-	15.5	24.4	24.0	27.5	16.3
10	15.5	-	-	15.5	21.8	-	17.0
11	23.7	25.5	23.0	17.0	15.0	15.5	21.2
12	15.5	15.5	23.0	27.6	-	23.8	18.0
13	21.2	15.5	17.9	15.5	23.0	15.5	15.5
14	17.9	24.6	17.7	18.0	15.5	15.5	12.0
15	15.5	17.6	22.0	15.5	25.9	15.5	20.4
16	-	15.5	-	22.0	22.6	20.7	26.3
17	21.9	-	23.3	15.5	17.0	23.2	24.6
18	23.0	15.5	22.0	15.5	23.0	20.1	15.5
19	23.0	24.6	21.2	22.1	15.5	23.0	21.8
20	21.8	17.6	15.5	23.0	15.5	15.5	23.0
21	15.5	15.5	15.5	-	15.5	15.5	17.5
22	-	-	-	-	15.5	-	-
23	15.5	15.5	-	27.6	-	15.5	-
24	-	-	15.5	-	-	15.5	-

10-12	19.6	20.5	23.0	22.3	15.0	19.7	19.6
14-16	15.5	16.6	22.0	18.7	24.3	18.1	23.3
0-24	19.0	18.4	19.3	19.9	19.2	18.5	19.2

7 DAY AVERAGE SPEED	15.7
7 DAY AVERAGE 85th PERCENTILE	19.1

5 DAY OFF PEAK AVERAGE SPEED	16.2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	20.6

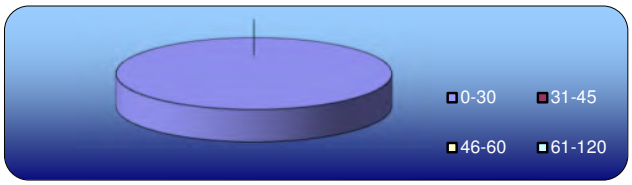
Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

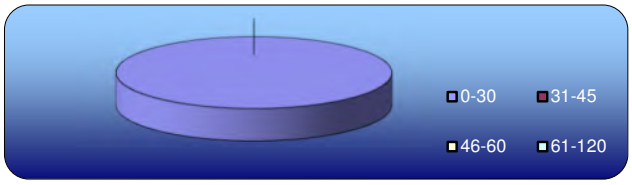
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
0-30	55	39	67	61	65	70	68
31-45	0	0	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	55	39	67	61	65	70	68

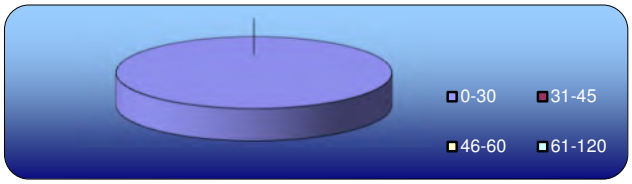
Saturday 4-Jun-22



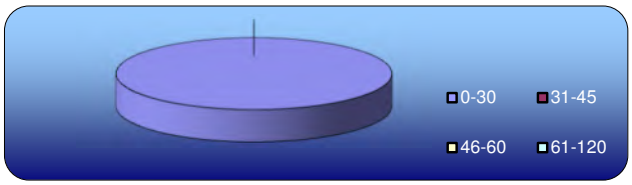
Sunday 5-Jun-22



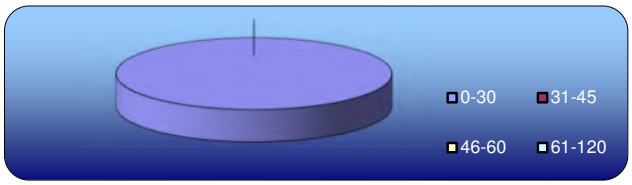
Monday 6-Jun-22



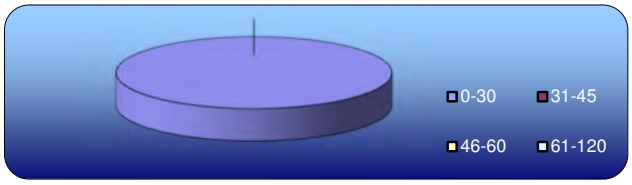
Tuesday 7-Jun-22



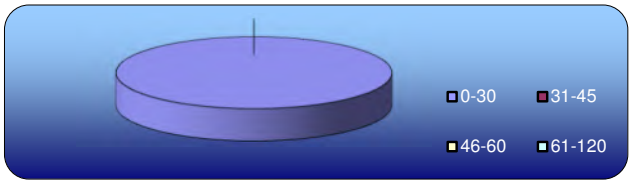
Wednesday 8-Jun-22



Thursday 9-Jun-22



Friday 10-Jun-22

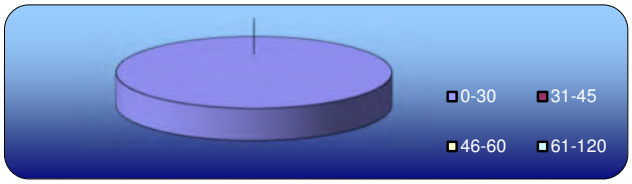


LOCATION: MULBERRY ROAD

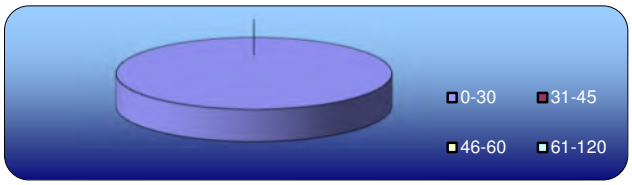
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 4-Jun-22	Sunday 5-Jun-22	Monday 6-Jun-22	Tuesday 7-Jun-22	Wednesday 8-Jun-22	Thursday 9-Jun-22	Friday 10-Jun-22
0-30	53	39	66	63	67	69	68
31-45	0	0	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	53	39	66	63	67	69	68

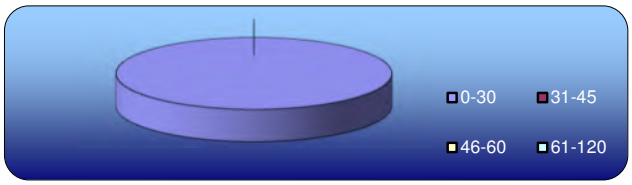
Saturday
4-Jun-22



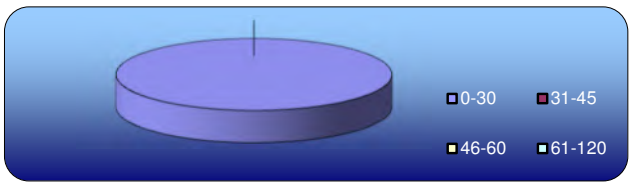
Sunday
5-Jun-22



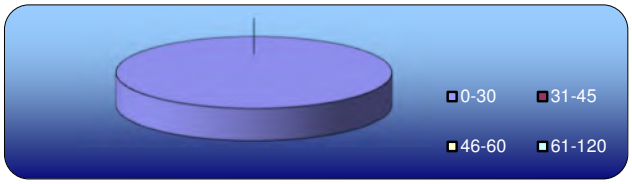
Monday
6-Jun-22



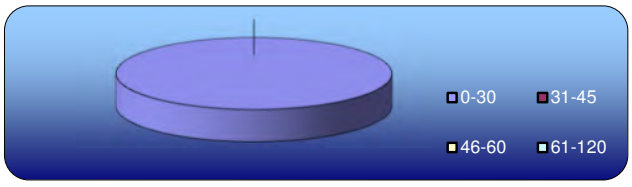
Tuesday
7-Jun-22



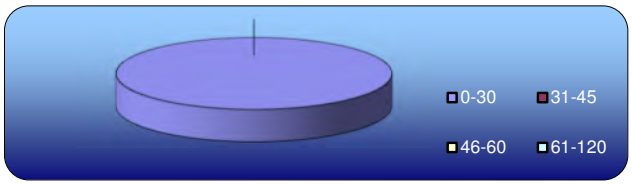
Wednesday
8-Jun-22



Thursday
9-Jun-22



Friday
10-Jun-22

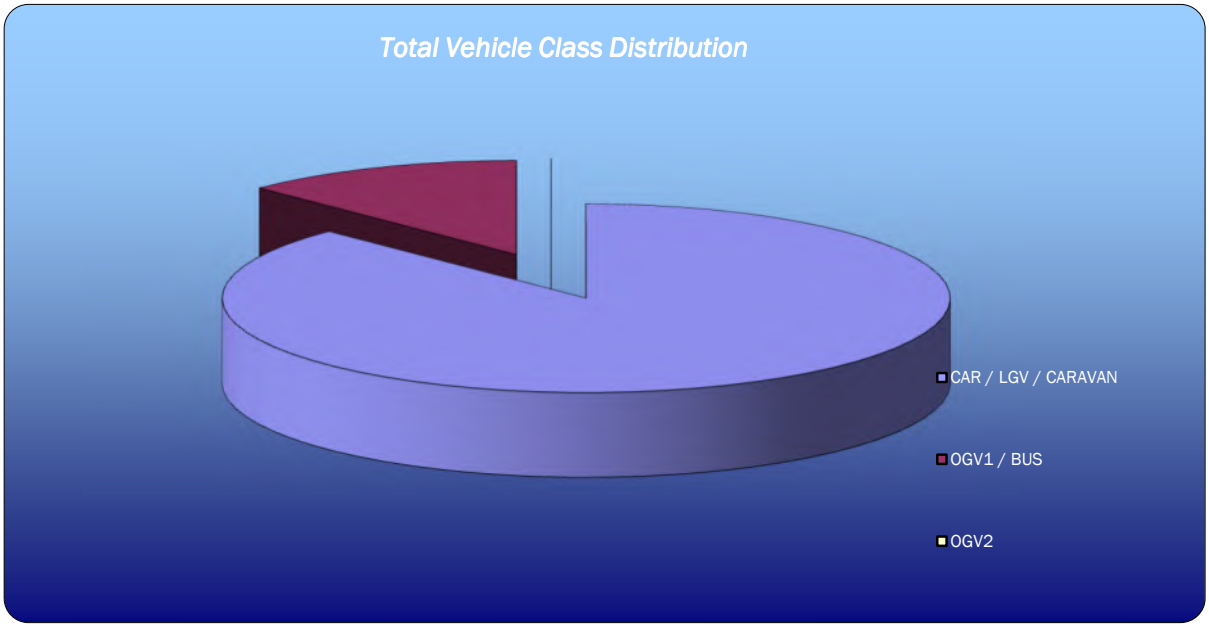


Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
4-Jun-22				
7-19	44	4	0	48
6-22	49	5	0	54
6-24	50	5	0	55
0-24	50	5	0	55
5-Jun-22				
7-19	31	3	0	34
6-22	35	3	0	38
6-24	36	3	0	39
0-24	36	3	0	39
6-Jun-22				
7-19	50	6	0	56
6-22	57	6	0	63
6-24	57	6	0	63
0-24	59	8	0	67
7-Jun-22				
7-19	47	7	0	54
6-22	50	7	0	57
6-24	51	7	0	58
0-24	54	7	0	61
8-Jun-22				
7-19	49	5	0	54
6-22	56	5	0	61
6-24	56	5	0	61
0-24	58	7	0	65
9-Jun-22				
7-19	48	9	0	57
6-22	55	9	0	64
6-24	57	10	0	67
0-24	60	10	0	70
10-Jun-22				
7-19	46	11	0	57
6-22	54	13	0	67
6-24	54	14	0	68
0-24	54	14	0	68
AVERAGE				
7-19	45	6	0	51
6-22	51	7	0	58
6-24	52	7	0	59
0-24	53	8	0	61

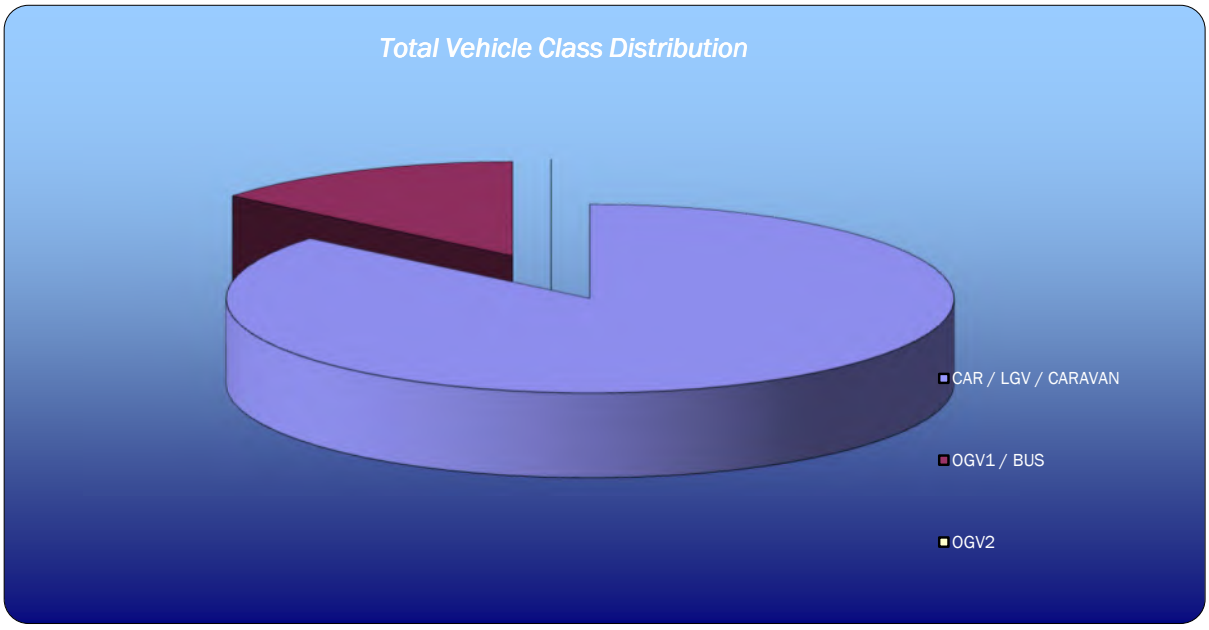


Automatic Classified Counts, Congresbury

LOCATION: MULBERRY ROAD

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
4-Jun-22				
7-19	37	2	0	39
6-22	45	4	0	49
6-24	47	5	0	52
0-24	48	5	0	53
5-Jun-22				
7-19	30	3	0	33
6-22	34	3	0	37
6-24	36	3	0	39
0-24	36	3	0	39
6-Jun-22				
7-19	52	4	0	56
6-22	58	5	0	63
6-24	60	5	0	65
0-24	60	6	0	66
7-Jun-22				
7-19	46	10	0	56
6-22	50	10	0	60
6-24	52	11	0	63
0-24	52	11	0	63
8-Jun-22				
7-19	52	6	0	58
6-22	59	7	0	66
6-24	59	7	0	66
0-24	59	8	0	67
9-Jun-22				
7-19	43	11	0	54
6-22	53	12	0	65
6-24	56	13	0	69
0-24	56	13	0	69
10-Jun-22				
7-19	41	13	0	54
6-22	51	15	0	66
6-24	52	15	0	67
0-24	53	15	0	68
AVERAGE				
7-19	43	7	0	50
6-22	50	8	0	58
6-24	52	8	0	60
0-24	52	9	0	61



B Traffic Flows

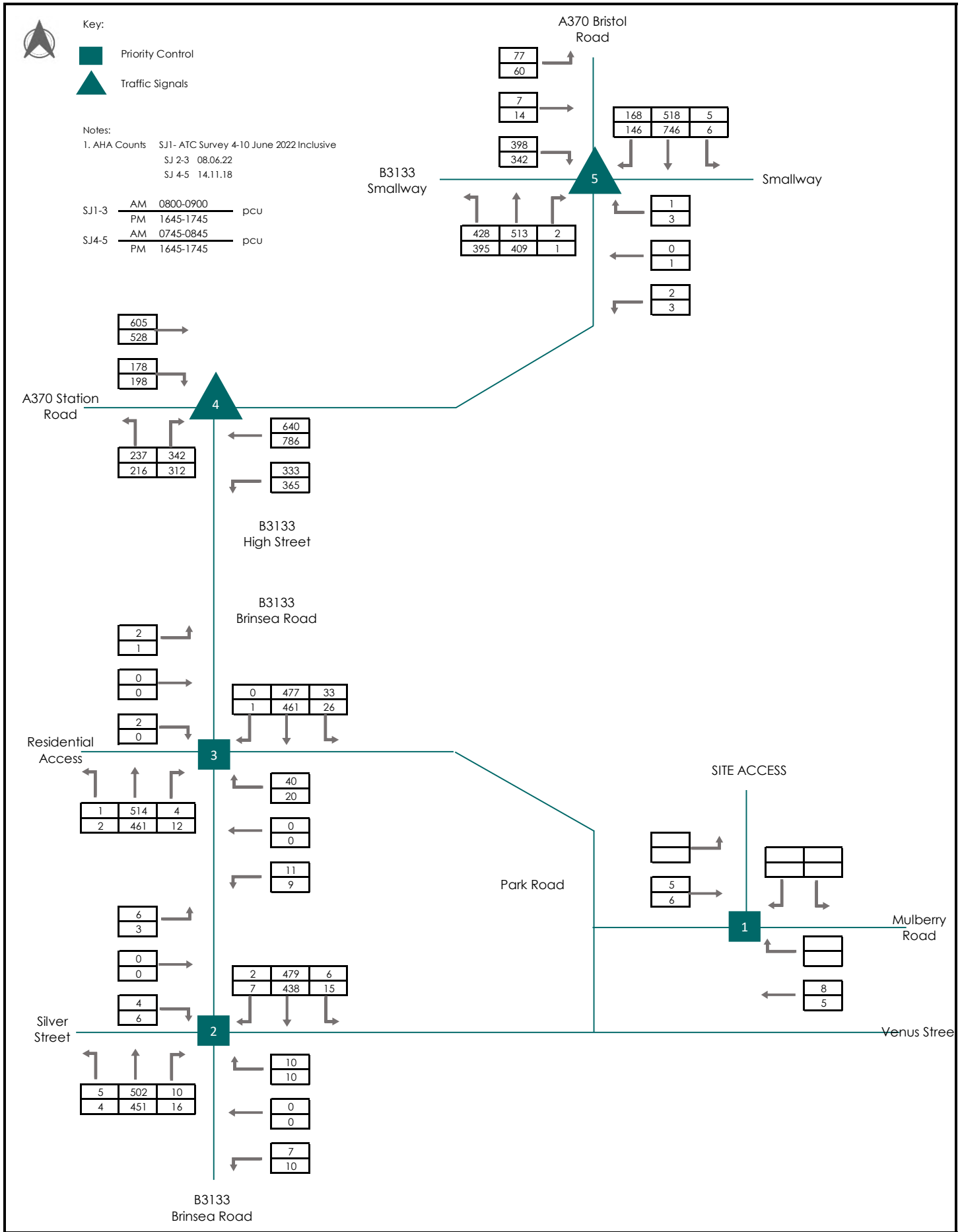


FIGURE B1 **TRAFFIC COUNT: 2022**
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

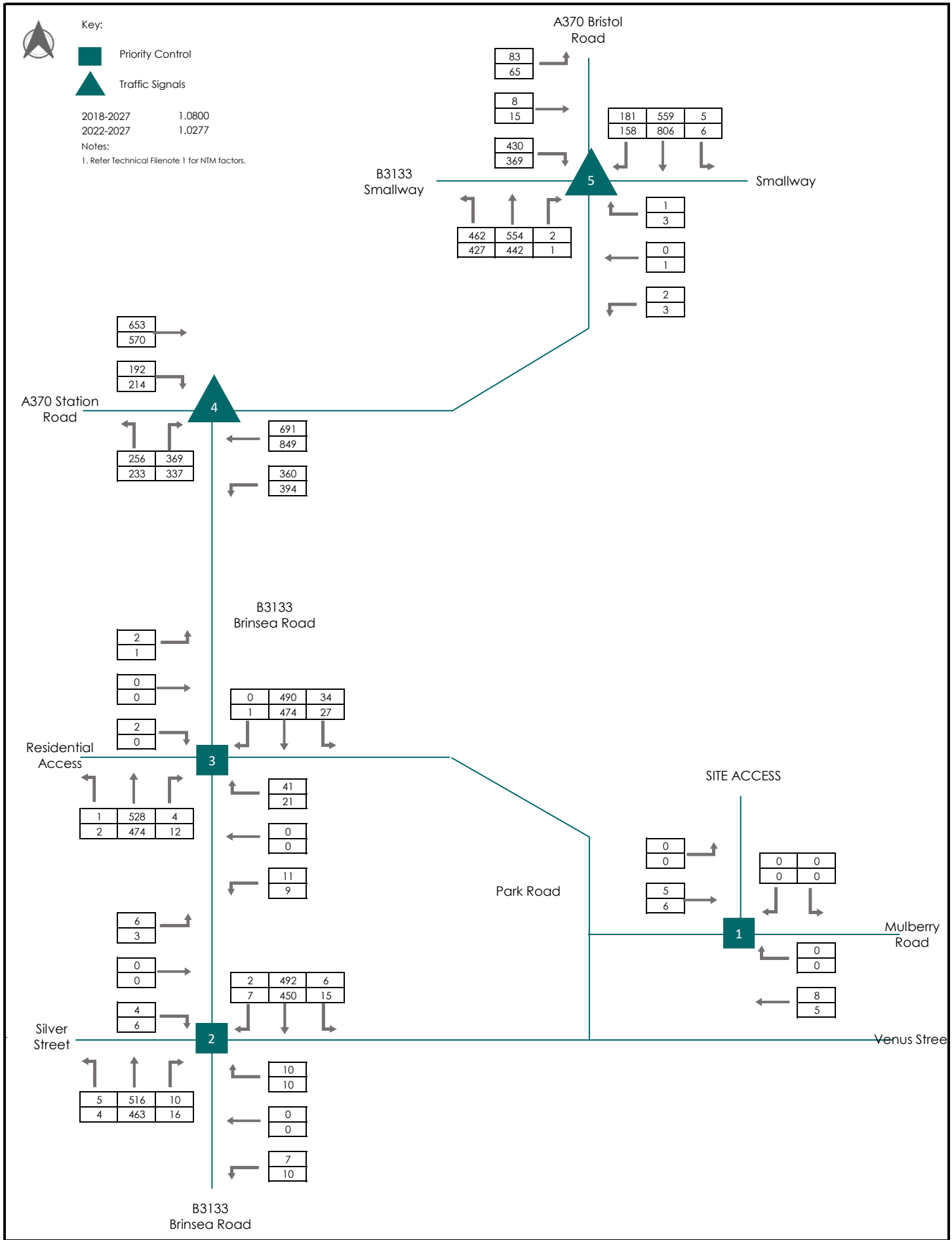


FIGURE B2 **YEAR OF OPENING: 2027**
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

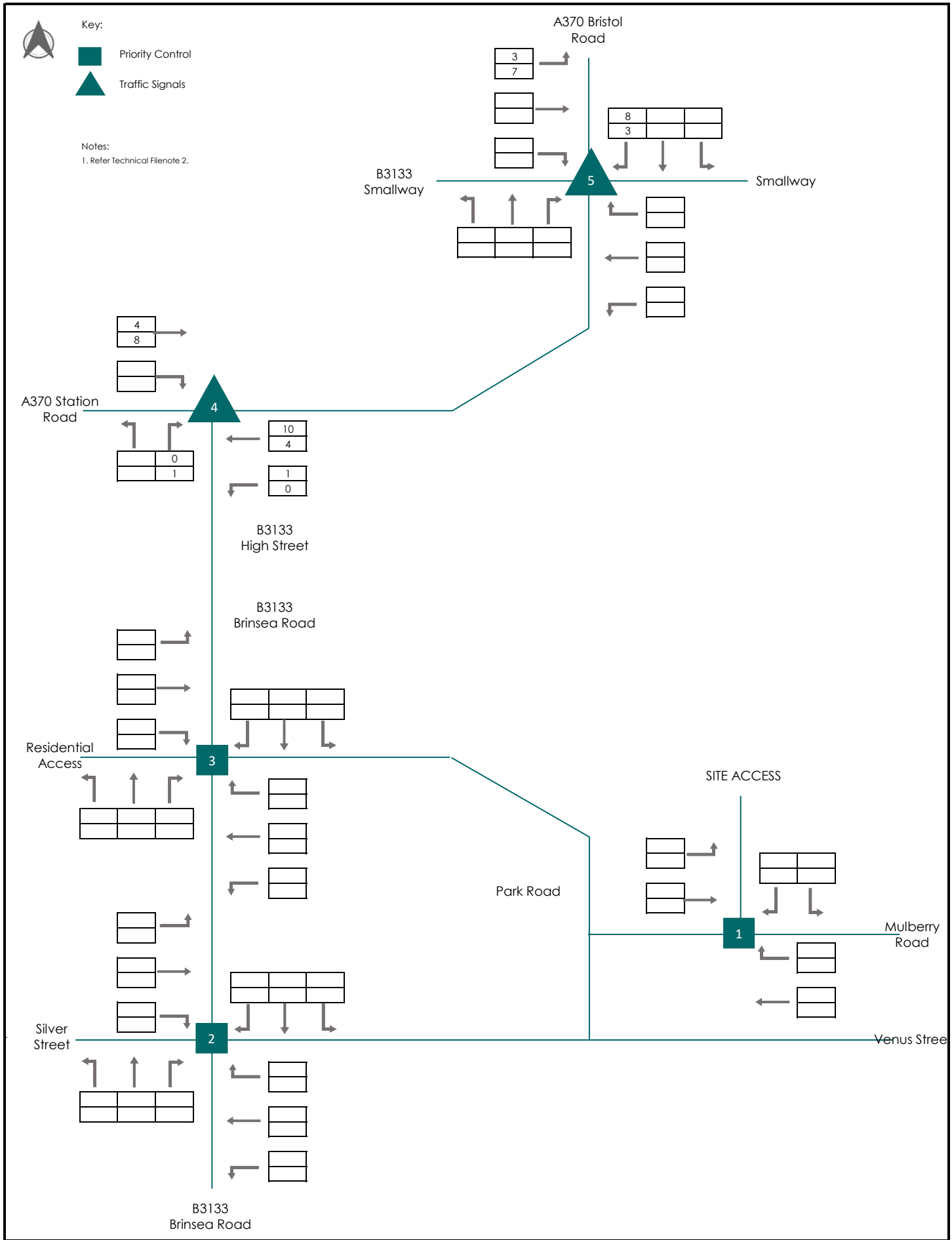


FIGURE B3 **COMMITTED DEVELOPMENT**
16/P/1521/O
LAND AT WRINGTON LANE, CONGRESBURY
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

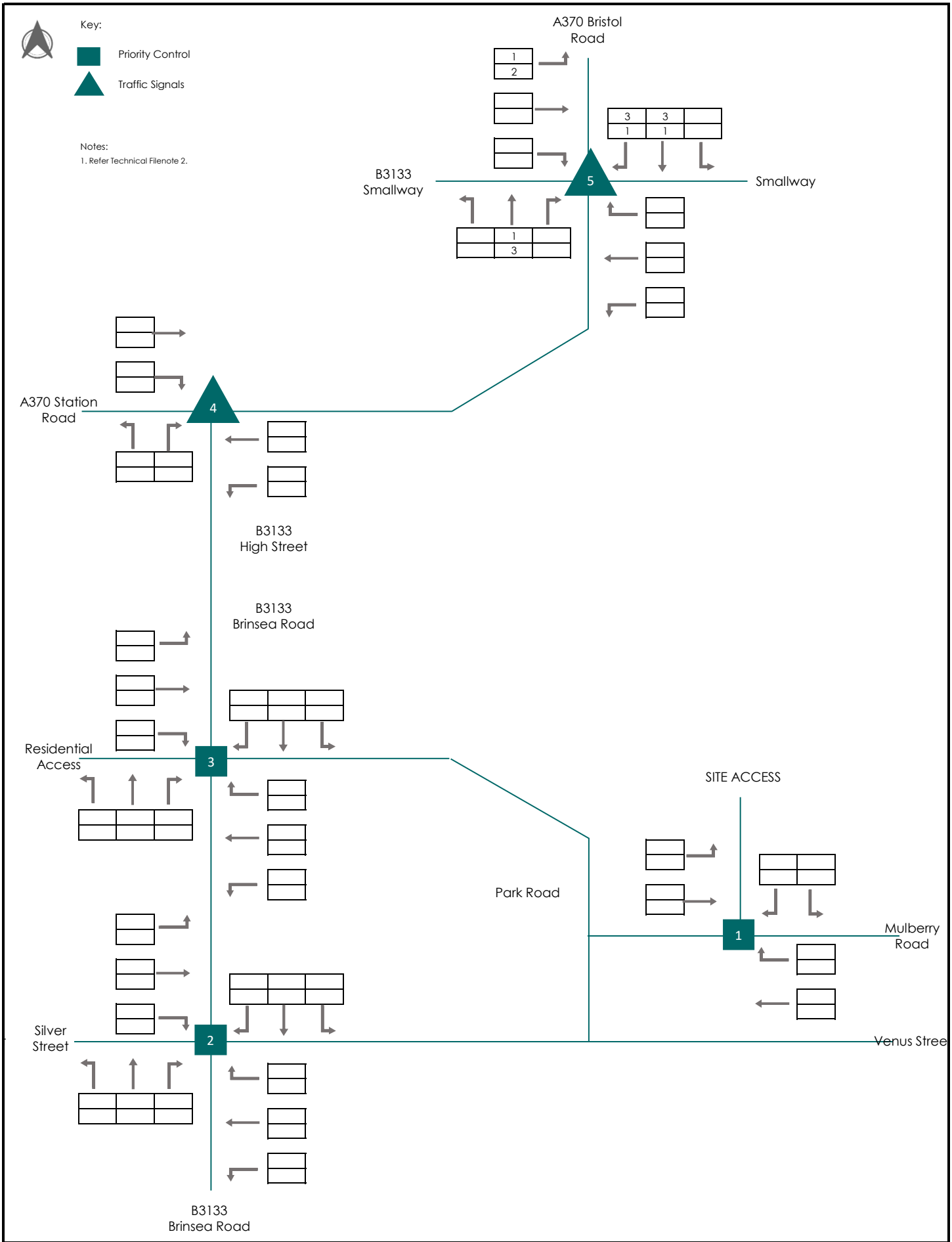


FIGURE B4 **COMMITTED DEVELOPMENT**
16/P/2982/O
LAND TO THE SOUTH OF CADBURY GARDEN CENTRE
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

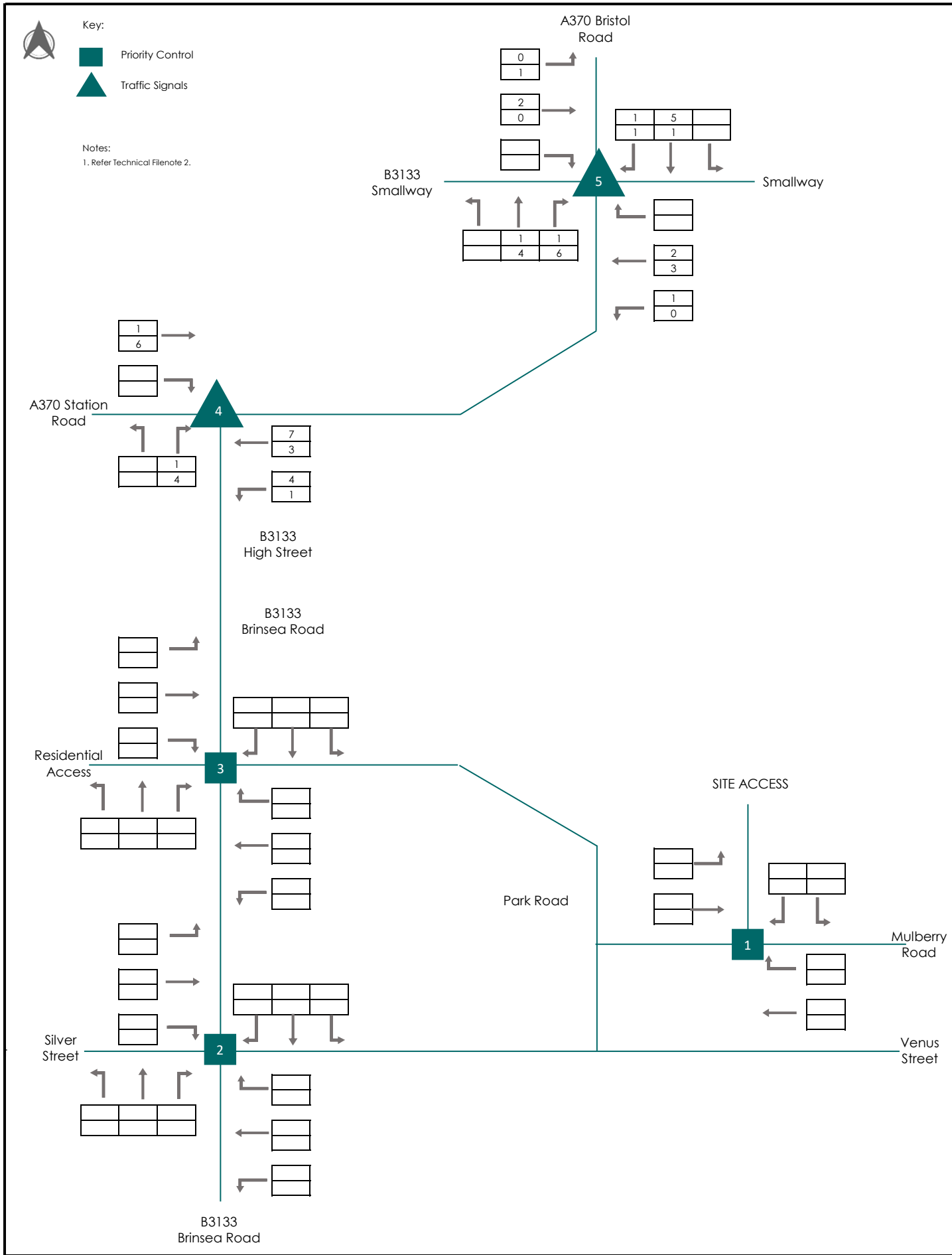


FIGURE B5 **COMMITTED DEVELOPMENT**
18/P/3708/RM
LAND SOUTH OF COBTHORN WAY, WRINGTON LANE
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

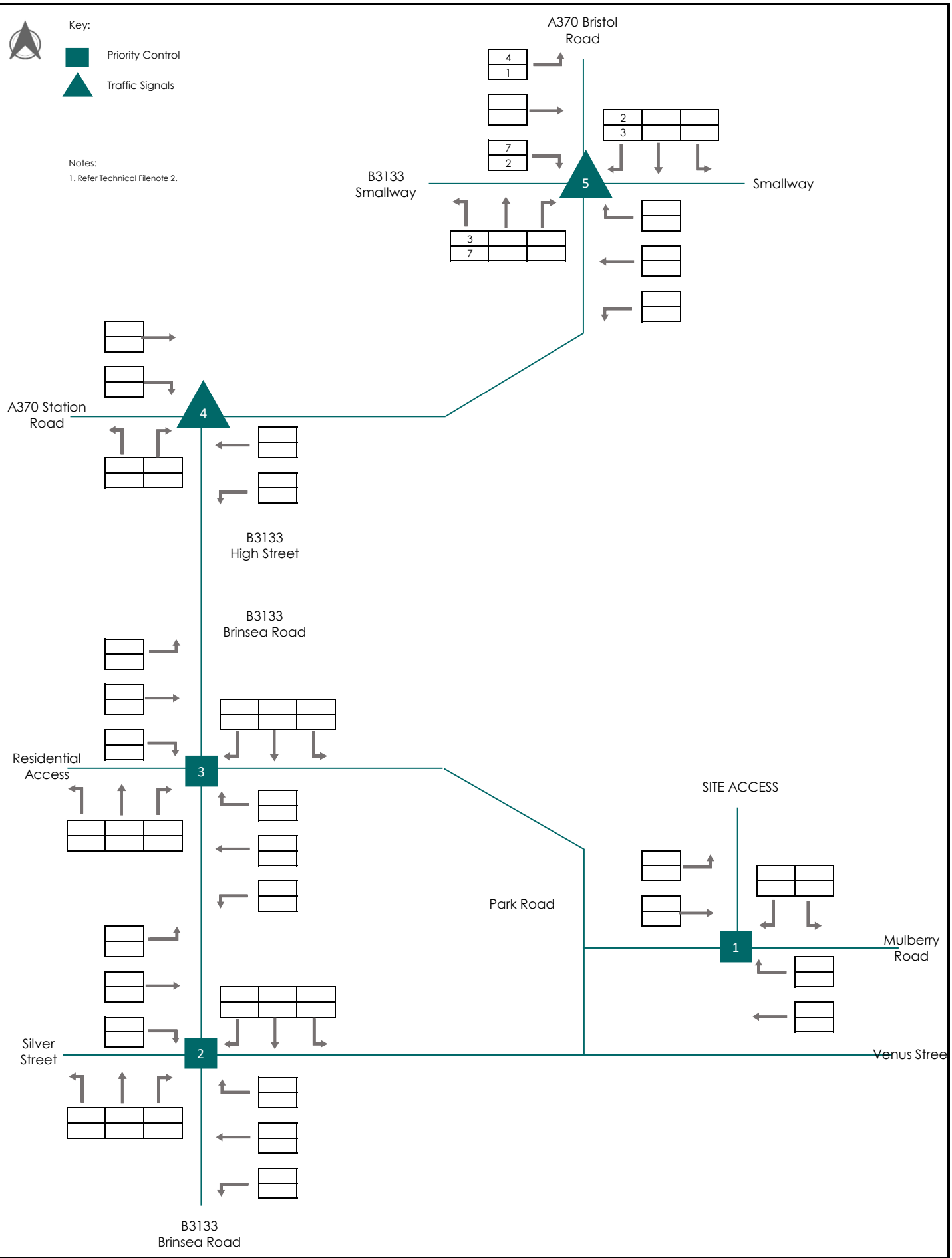


FIGURE B6 **COMMITTED DEVELOPMENT**
20/P/2144/FUL
LAND ADJACENT TO HOPE COTTAGE, SMALLWAY
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

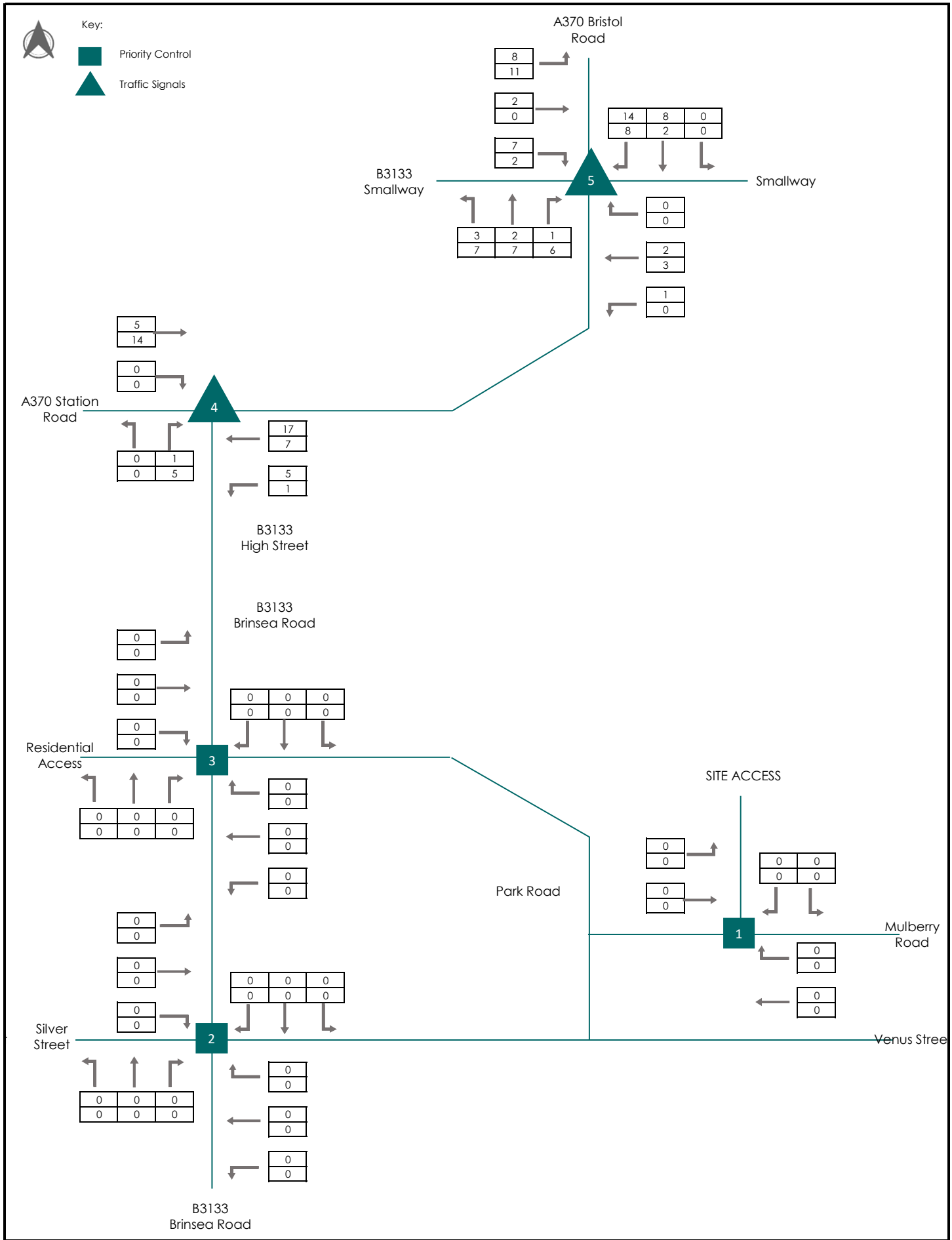


FIGURE B7 **COMMITTED DEVELOPMENT TOTAL B3 + B4 + B5 + B6 AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES

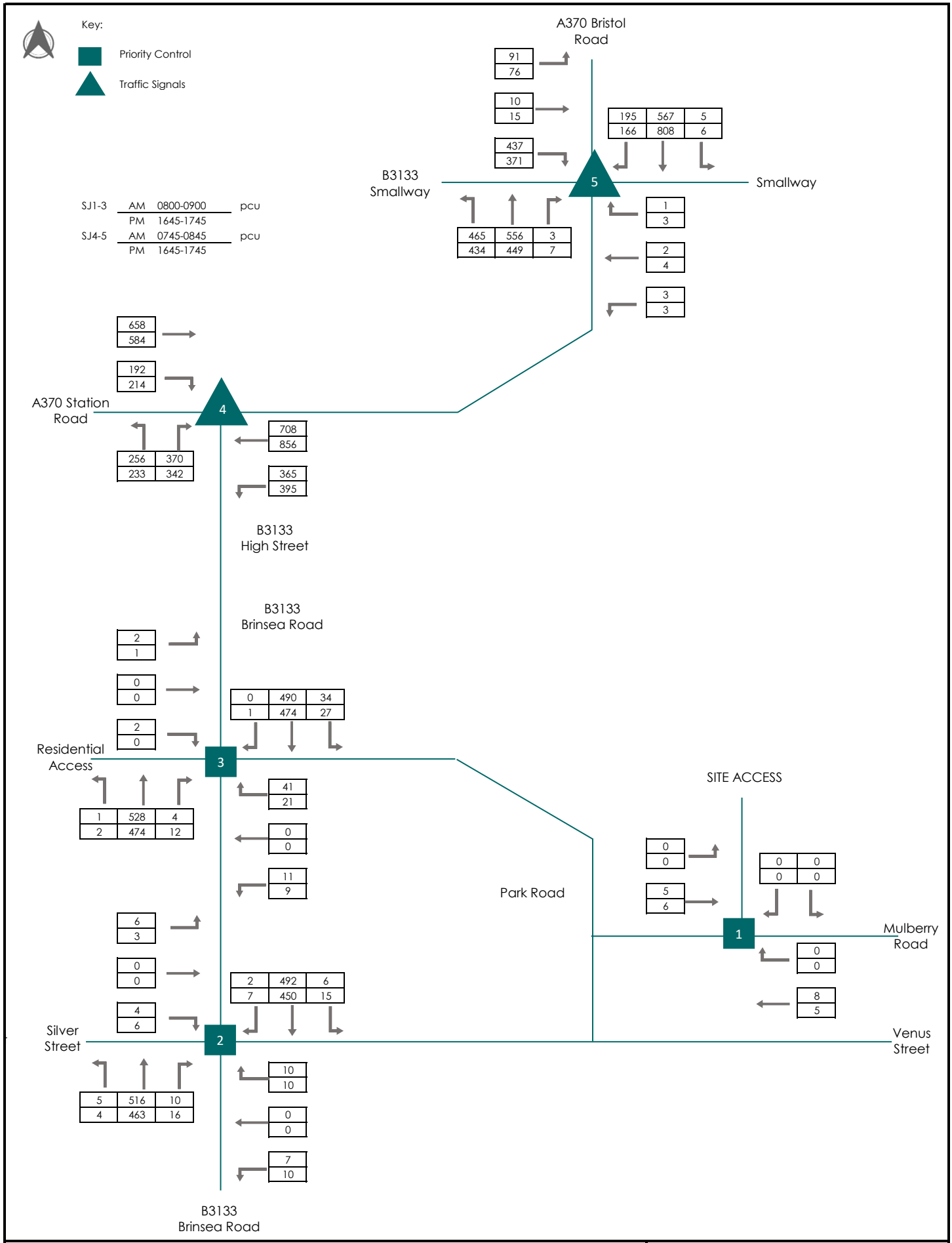


FIGURE B8 **BASE: 2027**
AM & PM PEAK HOURS

ASHLEY HELME ASSOCIATES

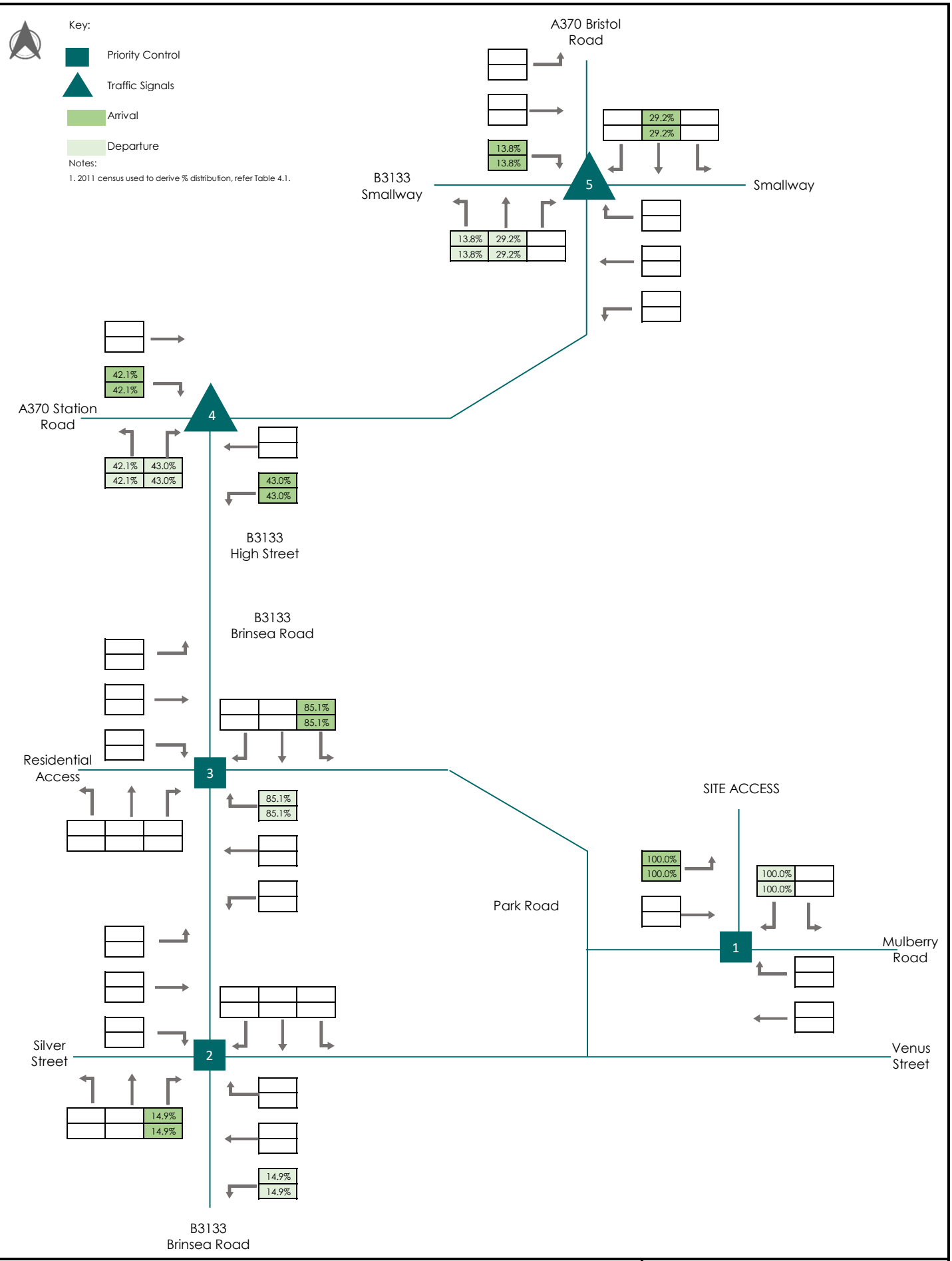


FIGURE B9 % DISTRIBUTION

ASHLEY HELME ASSOCIATES

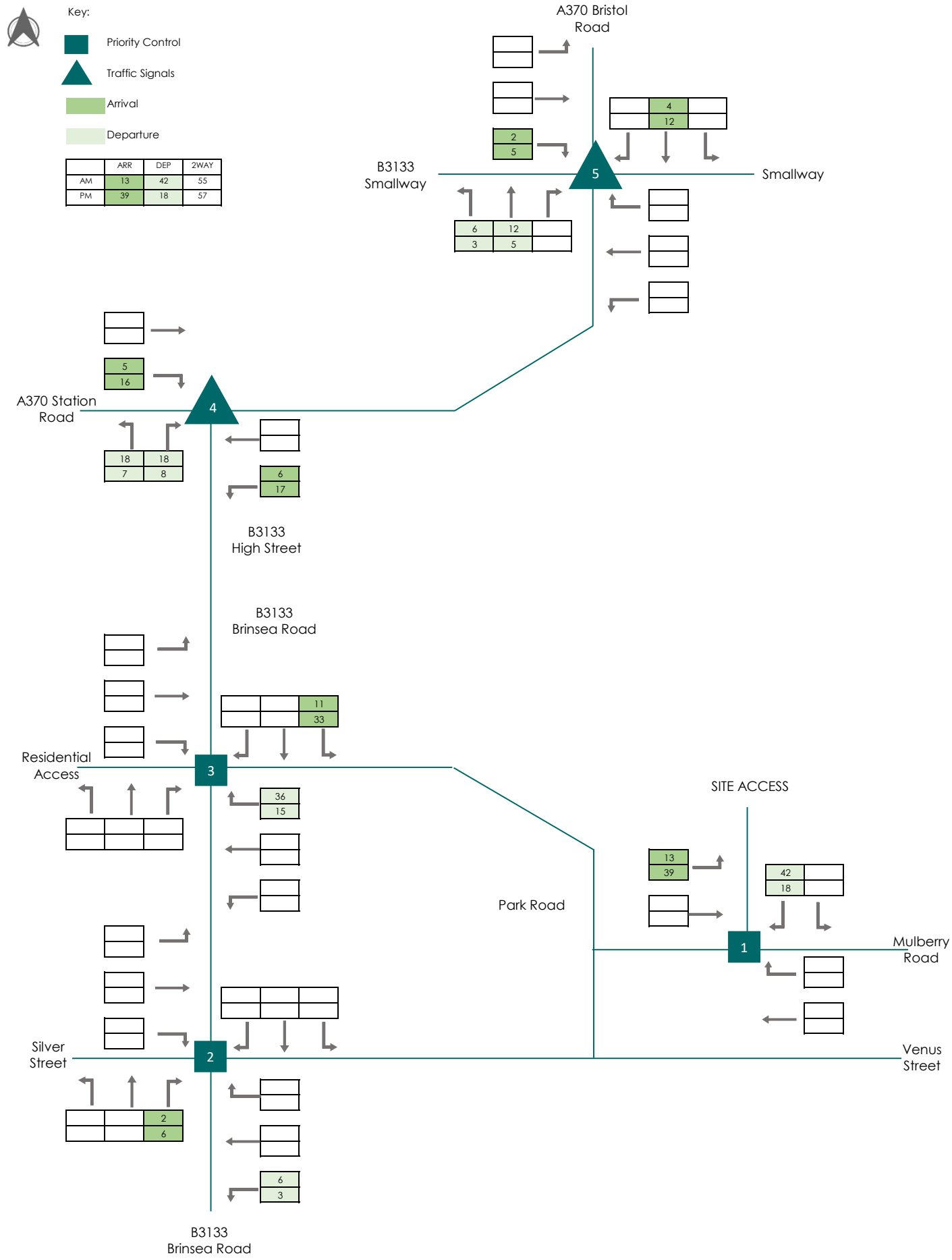


FIGURE B10 **GENERATED TRAFFIC PROPOSED DEVELOPMENT**

ASHLEY HELME ASSOCIATES

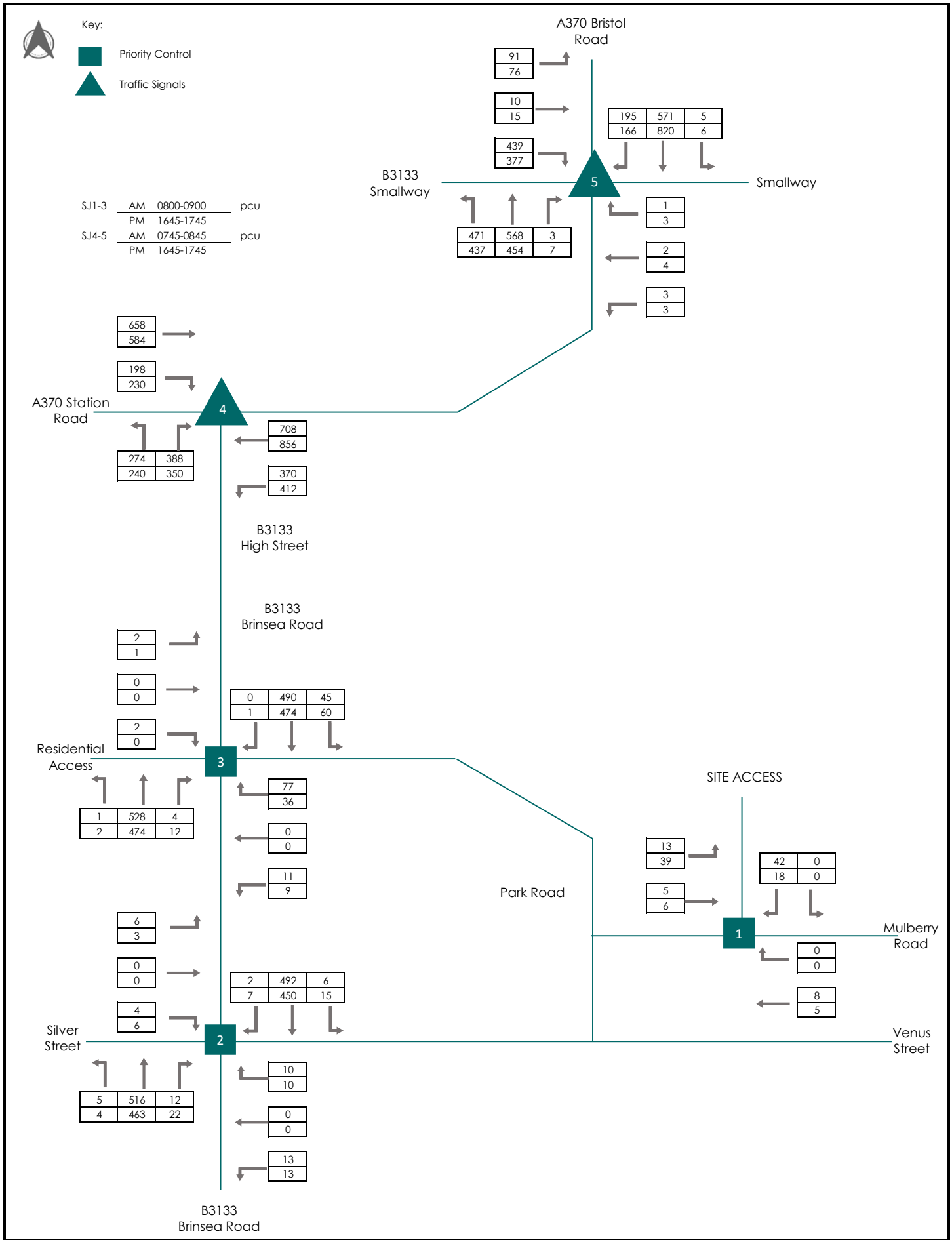


FIGURE B11 **WITH DEVELOPMENT: 2027 AM & PM PEAK HOURS**

ASHLEY HELME ASSOCIATES

C Technical File Note 1

TECHNICAL FILE NOTE 1					
Project	Land off Mulberry Road, Congresbury			Project No	1814
Contact		Originator	KI	Date	16/06/22

Traffic Growth: National Transport Model (NTM)

Methodology

Methodology for growthing background traffic from count years (2018 & 2022) to Development Year of Opening (2027) is to use the National Transport Model (NTM) methodology, using the following criteria:

- Geographical area: North Somerset 014,
- All purpose car driver trips,
- Area type: All
- Road type: All

The proposed development comprises up to 100 dwellings. The TA traffic flows include a number of committed developments that will deliver a total of 134 dwellings in Congresbury. The committed development and proposed development will deliver 234 dwellings in Congresbury. In determining appropriate NTM factors, consideration is given to housing growth assumptions in TEMPro in the context of the committed/proposed 234 dwellings.

2018 to 2027 <Year of Opening>

North Somerset 014

TEMPro Base Housing: 2977 homes
TEMPro Future Housing: 3343 homes
Difference **+366 homes**

Apply alternative assumption and adjust housing growth from NTM calculation by removing 234 dwellings.

AM peak period: 1.0794

PM peak period: 1.0806

Average of AM and PM peak period: 1.0800

2022 to 2027 <Year of Opening>

TEMPro Base Housing: 3131 homes
TEMPro Future Housing: 3343 homes
Difference **+212 homes**

Apply alternative assumption and adjust housing growth from NTM calculation by removing 212 dwellings (removing 234 would set future housing below base).

AM peak period: 1.0271

PM peak period: 1.0282

Average of AM and PM peak period: 1.0277

D Technical File Note 2

TECHNICAL FILE NOTE 2					
Project	Land off Mulberry Road, Congresbury			Project No	1814
Contact		Originator	KI	Date	16/06/22

1.1 Developments

1.1.1 AHA is aware of the following planning applications near to the Site:

(i)	16/P/1521/O:	Land at Wrington Lane, Congresbury
(ii)	16/P/2982/O:	Land to the South of Cadbury Garden Centre, Bristol Road, Congresbury
(iii)	16/P/1707/O:	Land to the East of Brinsea Road, Congresbury
(iv)	17/P/1754/O:	Land off Stowey Road, Yatton
(v)	17/P/2377/F:	Mendip Road, Yatton
(vi)	18/P/3708/RM:	Land South of Cobthorn Way, Wrington Lane, Congresbury
(vii)	19/P/1972/CCA:	Broad Street, Congresbury
(viii)	18/P/2532/OUT	Land at Station Close, Congresbury
(ix)	20/P/2144/FUL:	Land adjacent to Hope Cottage, Smallway, Congresbury
(x)	21/P/0236/O:	Land off Rectory Farm, Chescombe Road, Yatton.

1.1.2 AHA has reviewed the transport documentation which accompanies these applications for cumulative impact assessment.

1.2 16/P/1521/O: Land at Wrington Lane, Congresbury

1.2.1 An outline planning application for a 50 residential dwelling scheme (30% affordable) was approved in March 2017. AHA produced the accompanying Transport Assessment (TA) in May 2016. Figure C6, Appendix C of the 2016 AHA TA outlines the generated traffic flows associated with this development.

1.2.2 AHA understands that construction has not yet started at this development and subsequently, a direct extract of Figure C6 has been taken for use in this assessment. Refer Figure C3, Appendix C of the TA report.

1.3 16/P/2982/O: Land to the South of Cadbury Garden Centre, Bristol Road, Congresbury

1.3.1 An outline planning application for a 21 dwelling scheme was approved in January 2018.

1.3.2 Highgate Transportation prepared a Transport Statement (TS) in support of the application in November 2016. The generated traffic associated with this development is outlined on Figure 5.4 and Figure 5.5 of the TS. These figures coincide with SJ5 of the AHA study network.

1.3.3 AHA understands that construction for this development has been completed, however it is reasonable to assume that no dwellings were occupied at the time of the AHA traffic survey at SJ5 in November 2018. Consequently, AHA has taken a direct extract of Figure 5.4 and Figure 5,5 for use in the assessment. Refer Figure C4, Appendix C of this report.

1.4 16/P/1707/O: Land to the East of Brinsea Road, Congresbury

1.4.1 An outline planning application for a 24 dwelling scheme was validated in July 2016 but the application was refused in February 2017. The application was then subject to an appeal however the appeal was dismissed in November 2017. On the basis this scheme has not been permitted, AHA have not considered this application further within cumulative impact assessment.

1.5 17/P/1754/O: Land off Stowey Road, Yatton

1.5.1 An outline planning application for a 34 dwelling scheme was validated in July 2017. AHA understands the application was originally for a 60-dwelling scheme.

1.5.2 The latest TS concerning this application was prepared in September 2020 and AHA notes the application is currently noted as 'registered' on the North Somerset planning portal. AHA understands that this scheme has not yet been permitted and on the basis that a decision notice has not been issued, AHA has not considered this development further within assessment.

1.6 17/P/2377/F: Mendip Road, Yatton

1.6.1 An application for a 37 dwelling scheme and the demolition of existing buildings (a disused industrial estate) was validated in October 2017 and the scheme gained approval in April 2019.

1.6.2 Highgate Transportation prepared a Technical Note in July 2017. The Technical Note was prepared on the basis of a 39 dwelling scheme and compared trip generation between the existing land use and the proposed land use. It was concluded that the proposed development would lead to a reduction in vehicles and subsequently, have a positive impact on the local highway network.

1.6.3 Consequently, no traffic flow diagrams were produced in support of this application and due to a reduction in vehicle trips, AHA has not considered this scheme further within the assessment.

1.7 18/P/3708/RM: Land South of Cobthorn Way, Wrington Lane, Congresbury

1.7.1 A reserved matters application for a 38 dwelling development was approved in January 2019. AHA has sourced the transport documentation associated with this outline planning application for this development (reference: 15/P/0519/O).

1.7.2 The outline planning application was approved in January 2018. A TA was prepared by Stilwell Partnership in February 2015 and estimated traffic based on 54 units. The proposed development trips associated with this scheme are included in Appendix H and Appendix L of the TA.

1.7.3 The development flows associated with this scheme coincide with SJ4 & 5 of the AHA study network. AHA understands that this development has been completed, however it is reasonable to assume that no dwellings were occupied at the time of the AHA November 2018 traffic count surveys.

1.7.4 However, as previously stated, the Stilwell TA outlines generated traffic based on 54 units. On the basis, the scheme has since reduced to 38 dwellings, AHA has applied a 0.7 factor to the generated traffic flows presented in Appendix H and Appendix L of the Stilwell TA. Refer Figure C5, Appendix C of this report for generated traffic associated with this development.

1.8 19/P/1972/CCA: Broad Street, Congresbury

1.8.1 An application for a prior approval of a change in land use from retail to a café was granted in October 2019. The Planning Statement which accompanied this application stated that the development would not lead to an impact on the highway network. Furthermore, there were no highways objections to the application and a transport document was not prepared. Therefore, AHA has not considered this scheme further within assessment.

1.9 18/P/2532/OUT: Land at Station Close, Congresbury (CNP Housing Allocation Site A)

1.9.1 An outline application for 13 dwellings was allowed at appeal in July 2019.

1.9.2 Transport Planning Associates prepared the TS in support of the planning application in February 2018. Trip generations are presented in Chapter 5 of the report and are based on a scheme of 19 dwellings. The report concludes that 'trips generated by the proposed development would have minimal impact upon the existing operation of the junction with the A370 or the highway network more generally'.

1.9.3 Consequently, no traffic flow diagrams were produced in support of this application. Therefore, AHA has not considered this scheme further within the assessment.

1.10 20/P/2144/FUL: Land adjacent to Hope Cottage, Smallway, Congresbury (CNP Housing Allocation Site D)

1.10.1 An application for a 25-dwelling scheme was approved in August 2021.

1.10.2 Highgate Transportation prepared the TS in support of the planning application in August 2020. Figure 4.11 and Figure 4.12 of the TS outlines the development generated trips. For robustness, AHA notes that the development traffic coincides with SJ6 of the AHA study network and therefore, a direct extract has been taken from Figure 4.11 and Figure 4.12. Refer Figure C6, Appendix C of this report.

1.11 21/P/0236/O: Land at Rectory Farm, Chescombe Road, Yatton

1.11.1 An outline planning application for a 100 dwelling scheme was refused permission in May 2021. An appeal was lodged and is due to take place in March 2022. No appeal decision has been announced. On the basis this development is not permitted, AHA has not considered this scheme further within assessment.

E TRICS Data

Calculation Reference: AUDIT-733101-210217-0238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	IW	ISLE OF WIGHT	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
	SY	SOUTH YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 48 to 73 (units:)
Range Selected by User: 45 to 75 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	5
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	5 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	13 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

2 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

3 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

4 IW-03-A-01 DETACHED HOUSES ISLE OF WIGHT
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Total No of Dwellings: 72
Survey date: TUESDAY *25/06/19* *Survey Type: MANUAL*

5 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

6 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

7 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

8 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

10 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

11 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

12 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

13 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-03-A-01	Very low AM & PM trip rates
NF-03-A-04	Very low AM trip rates
WS-03-A-07	Very low AM & PM trip rates

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.084	13	60	0.316	13	60	0.400
08:00 - 09:00	13	60	0.134	13	60	0.418	13	60	0.552
09:00 - 10:00	13	60	0.154	13	60	0.195	13	60	0.349
10:00 - 11:00	13	60	0.129	13	60	0.173	13	60	0.302
11:00 - 12:00	13	60	0.156	13	60	0.158	13	60	0.314
12:00 - 13:00	13	60	0.189	13	60	0.161	13	60	0.350
13:00 - 14:00	13	60	0.177	13	60	0.182	13	60	0.359
14:00 - 15:00	13	60	0.168	13	60	0.180	13	60	0.348
15:00 - 16:00	13	60	0.264	13	60	0.182	13	60	0.446
16:00 - 17:00	13	60	0.309	13	60	0.175	13	60	0.484
17:00 - 18:00	13	60	0.389	13	60	0.180	13	60	0.569
18:00 - 19:00	13	60	0.253	13	60	0.149	13	60	0.402
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.406			2.469			4.875

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	48 - 73 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	3

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.005	13	60	0.005	13	60	0.010
08:00 - 09:00	13	60	0.004	13	60	0.004	13	60	0.008
09:00 - 10:00	13	60	0.005	13	60	0.005	13	60	0.010
10:00 - 11:00	13	60	0.003	13	60	0.003	13	60	0.006
11:00 - 12:00	13	60	0.006	13	60	0.006	13	60	0.012
12:00 - 13:00	13	60	0.001	13	60	0.001	13	60	0.002
13:00 - 14:00	13	60	0.003	13	60	0.003	13	60	0.006
14:00 - 15:00	13	60	0.004	13	60	0.004	13	60	0.008
15:00 - 16:00	13	60	0.003	13	60	0.003	13	60	0.006
16:00 - 17:00	13	60	0.001	13	60	0.001	13	60	0.002
17:00 - 18:00	13	60	0.001	13	60	0.001	13	60	0.002
18:00 - 19:00	13	60	0.001	13	60	0.003	13	60	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.039			0.076

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.000	13	60	0.000	13	60	0.000
08:00 - 09:00	13	60	0.003	13	60	0.001	13	60	0.004
09:00 - 10:00	13	60	0.003	13	60	0.003	13	60	0.006
10:00 - 11:00	13	60	0.003	13	60	0.004	13	60	0.007
11:00 - 12:00	13	60	0.005	13	60	0.001	13	60	0.006
12:00 - 13:00	13	60	0.001	13	60	0.004	13	60	0.005
13:00 - 14:00	13	60	0.001	13	60	0.000	13	60	0.001
14:00 - 15:00	13	60	0.001	13	60	0.003	13	60	0.004
15:00 - 16:00	13	60	0.003	13	60	0.001	13	60	0.004
16:00 - 17:00	13	60	0.001	13	60	0.004	13	60	0.005
17:00 - 18:00	13	60	0.000	13	60	0.000	13	60	0.000
18:00 - 19:00	13	60	0.001	13	60	0.001	13	60	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.000	13	60	0.000	13	60	0.000
08:00 - 09:00	13	60	0.000	13	60	0.000	13	60	0.000
09:00 - 10:00	13	60	0.000	13	60	0.000	13	60	0.000
10:00 - 11:00	13	60	0.000	13	60	0.000	13	60	0.000
11:00 - 12:00	13	60	0.003	13	60	0.003	13	60	0.006
12:00 - 13:00	13	60	0.000	13	60	0.000	13	60	0.000
13:00 - 14:00	13	60	0.000	13	60	0.000	13	60	0.000
14:00 - 15:00	13	60	0.001	13	60	0.001	13	60	0.002
15:00 - 16:00	13	60	0.000	13	60	0.000	13	60	0.000
16:00 - 17:00	13	60	0.000	13	60	0.000	13	60	0.000
17:00 - 18:00	13	60	0.000	13	60	0.000	13	60	0.000
18:00 - 19:00	13	60	0.001	13	60	0.001	13	60	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.006	13	60	0.022	13	60	0.028
08:00 - 09:00	13	60	0.003	13	60	0.033	13	60	0.036
09:00 - 10:00	13	60	0.005	13	60	0.013	13	60	0.018
10:00 - 11:00	13	60	0.005	13	60	0.009	13	60	0.014
11:00 - 12:00	13	60	0.005	13	60	0.005	13	60	0.010
12:00 - 13:00	13	60	0.004	13	60	0.003	13	60	0.007
13:00 - 14:00	13	60	0.010	13	60	0.001	13	60	0.011
14:00 - 15:00	13	60	0.006	13	60	0.001	13	60	0.007
15:00 - 16:00	13	60	0.022	13	60	0.004	13	60	0.026
16:00 - 17:00	13	60	0.022	13	60	0.005	13	60	0.027
17:00 - 18:00	13	60	0.015	13	60	0.001	13	60	0.016
18:00 - 19:00	13	60	0.010	13	60	0.006	13	60	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.113			0.103			0.216

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.011	13	60	0.079	13	60	0.090
08:00 - 09:00	13	60	0.057	13	60	0.176	13	60	0.233
09:00 - 10:00	13	60	0.065	13	60	0.056	13	60	0.121
10:00 - 11:00	13	60	0.028	13	60	0.047	13	60	0.075
11:00 - 12:00	13	60	0.048	13	60	0.026	13	60	0.074
12:00 - 13:00	13	60	0.042	13	60	0.029	13	60	0.071
13:00 - 14:00	13	60	0.047	13	60	0.050	13	60	0.097
14:00 - 15:00	13	60	0.038	13	60	0.037	13	60	0.075
15:00 - 16:00	13	60	0.135	13	60	0.078	13	60	0.213
16:00 - 17:00	13	60	0.087	13	60	0.038	13	60	0.125
17:00 - 18:00	13	60	0.085	13	60	0.040	13	60	0.125
18:00 - 19:00	13	60	0.038	13	60	0.027	13	60	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.681			0.683			1.364

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.000	13	60	0.018	13	60	0.018
08:00 - 09:00	13	60	0.001	13	60	0.033	13	60	0.034
09:00 - 10:00	13	60	0.009	13	60	0.020	13	60	0.029
10:00 - 11:00	13	60	0.014	13	60	0.017	13	60	0.031
11:00 - 12:00	13	60	0.009	13	60	0.009	13	60	0.018
12:00 - 13:00	13	60	0.011	13	60	0.017	13	60	0.028
13:00 - 14:00	13	60	0.005	13	60	0.005	13	60	0.010
14:00 - 15:00	13	60	0.010	13	60	0.009	13	60	0.019
15:00 - 16:00	13	60	0.018	13	60	0.010	13	60	0.028
16:00 - 17:00	13	60	0.022	13	60	0.000	13	60	0.022
17:00 - 18:00	13	60	0.011	13	60	0.003	13	60	0.014
18:00 - 19:00	13	60	0.022	13	60	0.000	13	60	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.141			0.273

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.000	13	60	0.000	13	60	0.000
08:00 - 09:00	13	60	0.000	13	60	0.000	13	60	0.000
09:00 - 10:00	13	60	0.000	13	60	0.000	13	60	0.000
10:00 - 11:00	13	60	0.000	13	60	0.000	13	60	0.000
11:00 - 12:00	13	60	0.000	13	60	0.000	13	60	0.000
12:00 - 13:00	13	60	0.000	13	60	0.000	13	60	0.000
13:00 - 14:00	13	60	0.000	13	60	0.000	13	60	0.000
14:00 - 15:00	13	60	0.001	13	60	0.000	13	60	0.001
15:00 - 16:00	13	60	0.000	13	60	0.000	13	60	0.000
16:00 - 17:00	13	60	0.000	13	60	0.000	13	60	0.000
17:00 - 18:00	13	60	0.000	13	60	0.000	13	60	0.000
18:00 - 19:00	13	60	0.000	13	60	0.000	13	60	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.000	13	60	0.045	13	60	0.045
08:00 - 09:00	13	60	0.001	13	60	0.055	13	60	0.056
09:00 - 10:00	13	60	0.009	13	60	0.026	13	60	0.035
10:00 - 11:00	13	60	0.014	13	60	0.019	13	60	0.033
11:00 - 12:00	13	60	0.010	13	60	0.010	13	60	0.020
12:00 - 13:00	13	60	0.013	13	60	0.018	13	60	0.031
13:00 - 14:00	13	60	0.006	13	60	0.005	13	60	0.011
14:00 - 15:00	13	60	0.014	13	60	0.010	13	60	0.024
15:00 - 16:00	13	60	0.019	13	60	0.010	13	60	0.029
16:00 - 17:00	13	60	0.029	13	60	0.000	13	60	0.029
17:00 - 18:00	13	60	0.033	13	60	0.003	13	60	0.036
18:00 - 19:00	13	60	0.043	13	60	0.000	13	60	0.043
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.191			0.201			0.392

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	60	0.106	13	60	0.537	13	60	0.643
08:00 - 09:00	13	60	0.226	13	60	0.872	13	60	1.098
09:00 - 10:00	13	60	0.265	13	60	0.347	13	60	0.612
10:00 - 11:00	13	60	0.212	13	60	0.301	13	60	0.513
11:00 - 12:00	13	60	0.260	13	60	0.245	13	60	0.505
12:00 - 13:00	13	60	0.300	13	60	0.265	13	60	0.565
13:00 - 14:00	13	60	0.279	13	60	0.295	13	60	0.574
14:00 - 15:00	13	60	0.268	13	60	0.265	13	60	0.533
15:00 - 16:00	13	60	0.593	13	60	0.335	13	60	0.928
16:00 - 17:00	13	60	0.587	13	60	0.273	13	60	0.860
17:00 - 18:00	13	60	0.651	13	60	0.278	13	60	0.929
18:00 - 19:00	13	60	0.418	13	60	0.239	13	60	0.657
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.165			4.252			8.417

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Drawings

0m 5m 10m 20m

N

5.5m

2.0m

6.0m

4.5mR

4.5mR

Introduce pedestrian priority across the access

Notes:

1. Do not scale from this drawing
2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
3. Subject to detailed design
4. Based upon topographical survey

Key:

- 2.4m x 23m visibility splay
- 2.4m x 26m visibility splay
- Proposed kerbline

Project: MULBERRY ROAD, CONGRESBURY	Title: PROPOSED ACCESS ARRANGEMENTS	Drawing No: 1814/01	Rev:
Client: M7 PLANNING LTD		Date: JUNE 2022	Scale: 1:250@A3

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

N

0m 5m 10m 20m

Notes:

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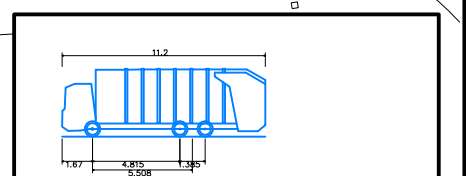
4. Based upon topographical survey



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Project: MULBERRY ROAD, CONGRESBURY	Title: SWEPT PATH TRACKING: 11.2m REFUSE VEHICLE	Drawing No: 1814/SP/01	Rev:
Client: M7 PLANNING LTD		Date: JUNE 2022	Scale: 1:250@A3

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Address 76 Washway Road, Sale, Manchester, M33 7RE

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0m 5m 10m 20m

Notes:

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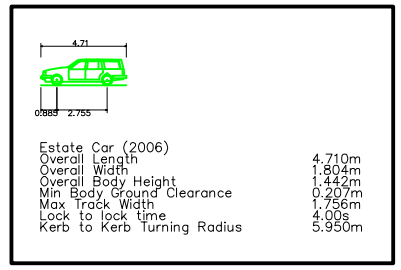

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Project: MULBERRY ROAD, CONGRESBURY	Title: SWEPT PATH TRACKING: ESTATE CAR	Drawing No: 1814/SP/02	Rev:
Client: M7 PLANNING LTD		Date: JUNE 2022	Scale: 1:250@A3

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