



Transportation Planning : Infrastructure Design

Transport Statement

**Gainsborough House
St George Road, Abergele**

Corsa Construction Limited

August 2023

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Document Revision Control

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1.0 INTRODUCTION

- 1.1 SCP has been instructed by Corsa Construction Ltd to provide specialist transport planning and engineering advice in support of a planning application for a residential development of 34 dwellings on land adjacent to St George Road, Abergele.
- 1.2 This Transport Statement [TS] report has been prepared to appraise the Local Planning and Highway Authority, Conwy County Borough Council, of the predicted transport impact of the development on the local highway network and access to the site on foot, cycle and public transport.

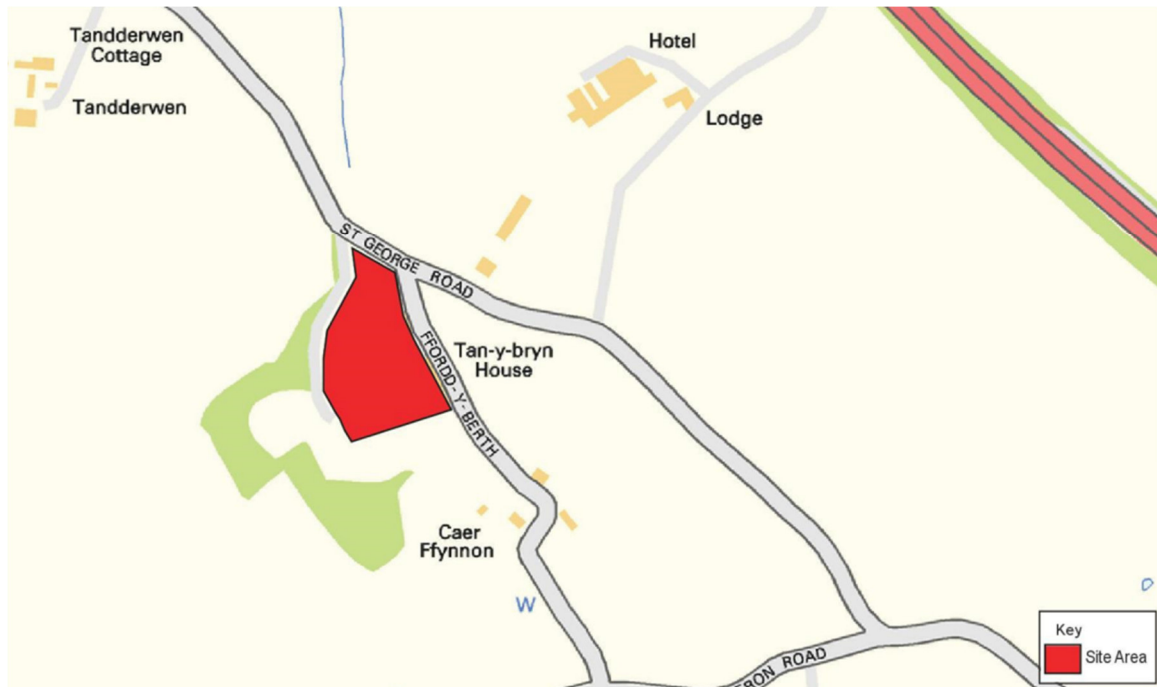
Planning Background

- 1.3 A previous planning application (Application Reference: 0/42148) was submitted to CCBC on 30th June 2016 for the development of 54 dwellings and associated amenities including the conversion of the existing Manor House at Gainsborough Park on St George Road in Abergele.
- 1.4 The Highway Officer raised no objection to the scheme and the application was subsequently granted full planning permission on 24th April 2017, subject to a number of conditions. This consent has now lapsed.
- 1.5 Corsa Construction Limited are now seeking to apply for full planning permission for development on the same site for 34 dwellings.
- 1.6 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform CCBC, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Site Location / Composition

- 1.7 The application site is located to the south-east of Abergele town centre and to the west of the A55. The site is located to the west of St George Road as shown in **Figure 1.1**.

Figure 1.1 – Site Location Plan



1.8 The local planning authority, Conwy County Borough Council, adopted its Local Development Plan (LDP) in 2013. The LDP allocates land to the north of the application site for mixed-use development, with land to the north-west of the site allocated for housing development. It is therefore considered that the proposed development use complements the LDP plans for the surrounding area.

2.0 EXISTING CONDITIONS

Local Highway Network

- 2.1 St George Road runs in a north-south direction to Primrose Hill in the south and the A547 in the north, where it connects via a simple priority junction in the centre of Abergele. The carriageway has a width of some 5.0m as it passes the frontage of the site.
- 2.2 St George Road is a single-carriageway which is subject to the national speed limit of 60mph in the vicinity of the site. On-site observations however suggest that the width and alignment of the road effectively reduce vehicle speeds to around 30-35mph around the site access location.
- 2.3 The built-up section to the northern end of St George Road is subject to a 30mph speed limit, beginning approximately 250 metres to the north of the site access.
- 2.4 Traffic flows along St George Road are relatively low. Traffic count data shows that the two-way vehicle flows are 119 and 100 for a weekday AM and PM peak period respectively. This equates to an average of one vehicle movement in each direction every minute.
- 2.5 The A547 provides access to Abergele town centre to the west and the A55 to the east. It is subject to a 30mph speed limit in the vicinity of St George Road. Lit footways are provided on both sides of the carriageway.

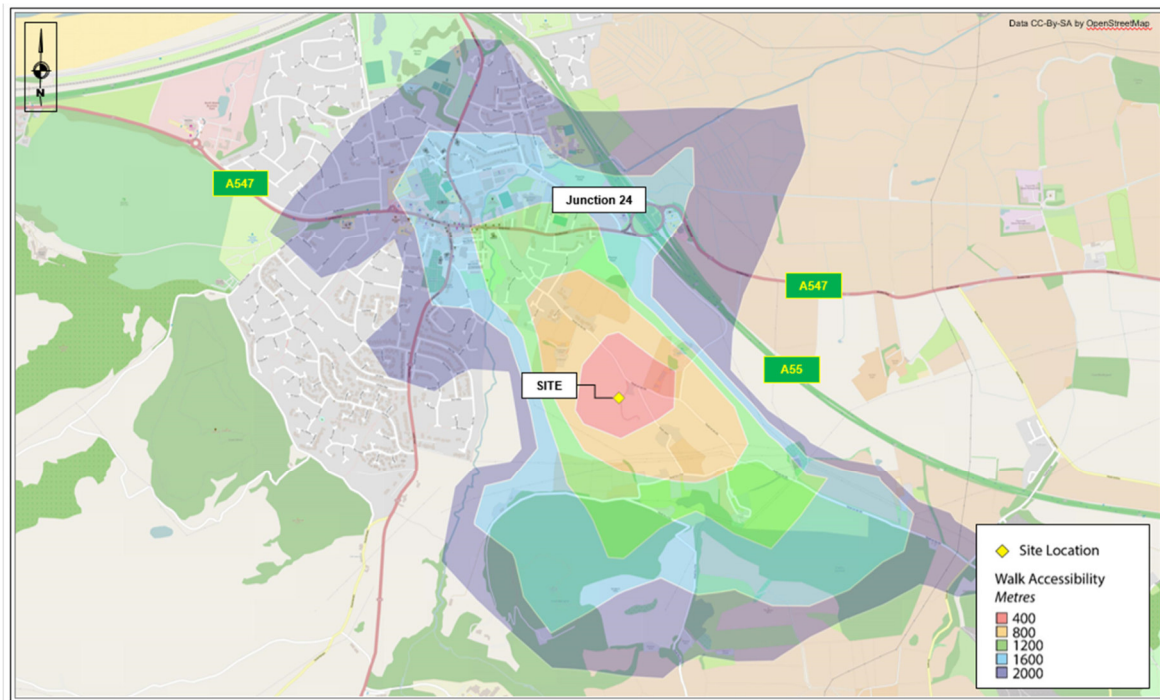
Surrounding Area

- 2.6 The proposed site access is located approximately 300m south-east of the edge of the existing residential areas along St George Road. The proposed site is however located within the settlement boundary as defined by the LDP, and the land between the edge of the existing residential area and the proposed site has been allocated for residential development to the north of St George Road and for mixed-use development to the south within the LDP.

Access on Foot

- 2.7 It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. **Figure 2.1** shows the area which lies within a 2 kilometre walk of the site indicating that much of Abergele, including the town centre lies within this distance, this offers the opportunity for walking trips.

Figure 2.1 - Walking Accessibility 2km isochrone

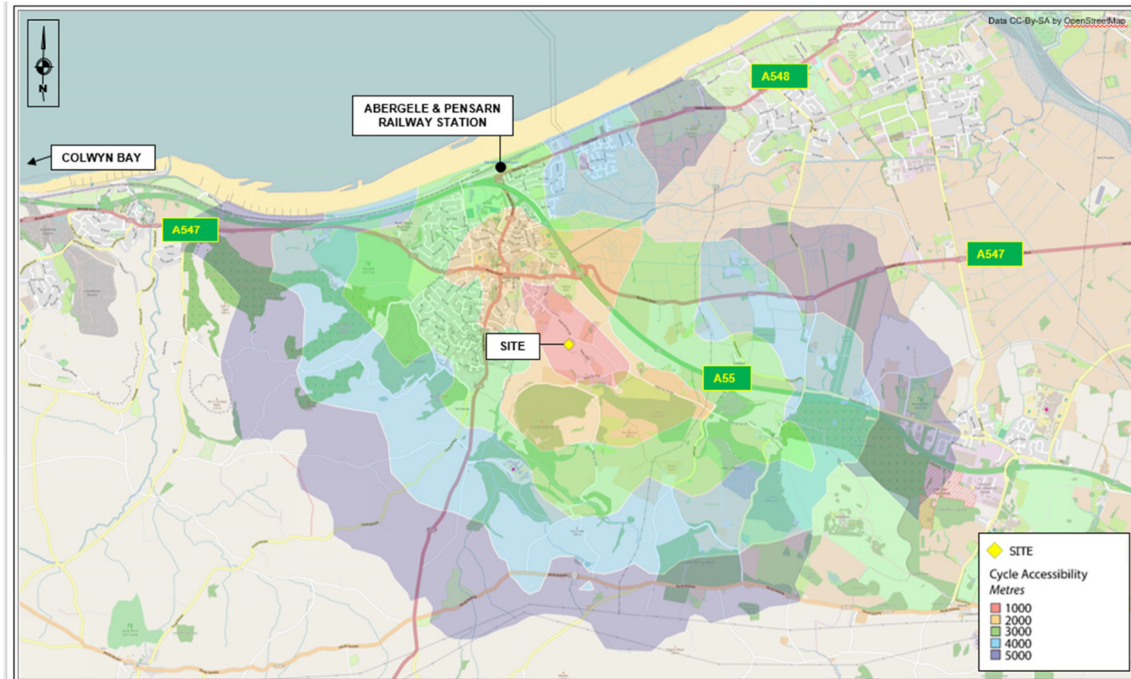


- 2.8 The site is located approximately 1km walking distance from the centre of Abergele, where there is a range of facilities including a supermarket, a library, a post office, restaurants/pubs, a doctor's surgery and a pharmacy.
- 2.9 There are a number of schools located within 2km walking distance of the site including: Ysgol Glan Morfa Primary school, Ysgol St. Elfod Primary school and Llandrillo College.
- 2.10 Whilst St George Road will form the main walking route as it provides access to Abergele town centre, there is also an existing public footpath (01/24 Abergele Footpath 24) located opposite the proposed site access which provides a link between St George Road and the junction of the A55/A547.

[Access by Cycle](#)

- 2.11 Accessibility guidance indicates that cycling has the potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport. The plan at **Figure 2.2** shows the area lying within 5km of the site.

Figure 2.2 – Cycling Accessibility 5km isochrone

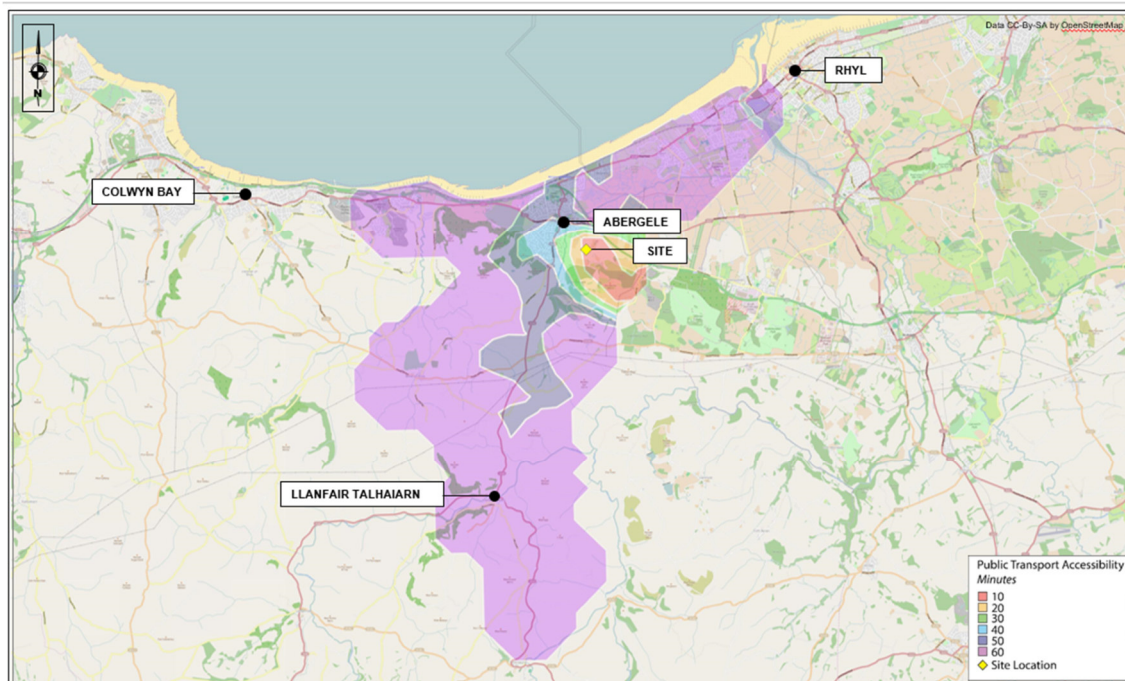


- 2.12 The low traffic flow along St George Road creates an attractive route to the town centre for cyclists.
- 2.13 The urban area of Abergele is accessible within a 5km cycle distance from the application site. This provides access to a broad range of facilities.
- 2.14 Access to National Cycle Route 5, which provides a connection between Bangor and Chester, is also available within the 5km catchment.
- 2.15 Overall, the cycle accessibility of the development provides a good opportunity for short trips to be made by cycle from the application site to local employment or to other destinations in the town.

Public Transport

- 2.16 The site is well served by public transport, with both bus and train services available close by. **Figure 2.3** illustrates the areas lying within a one-hour journey from the site by public transport.

Figure 2.3 – Public Transport Accessibility



Bus

- 2.17 The nearest bus stops are ‘Ty Gwyn Jones’ approximately 1km (0.6miles) on Rhuddlan Road from the site in Abergele town centre. This stop is served by the number 13 bus.
- 2.18 A summary of the bus services available from the ‘Tesco Car Park’ bus stop on Market Street, a 1.3 km (0.8 mile) walking distance from the site is provided in **Table 2.1** below.

Table 2.1 Bus Service Summary

Service	Route Description	Average Frequency		
		Monday to Friday	Saturdays	Sundays
X12 Sapphire	Llandudno - Rhyl	12 minutes (06:46 – 23:56)	12 minutes (06:46 – 23:56)	15 minutes (09:49 – 23:56)
13	Llandudno – Colwyn Bay - Prestatyn	50 minutes (06:55 – 20:02)	50 minutes (06:55 – 20:02)	Hourly (10:21 – 18:21)
21	‘Tesco Car Park’ Abergele – Colwyn Bay	75 minutes (08:50 – 15:05)	65 minutes (08:50 – 12:05)	-
43	Belgrano - Llangernyw	75 minutes (08:31 – 17:19)	88 minutes (08:31 – 17:19)	-

Source: [Plan Your Journey | Traveline](#)

Train

- 2.19 The site is located approximately 2.2km (1.4 miles) from Abergele & Pensarn railway station. Whilst this is just outside the recommended walking distance it is within easy cycling distance and so provides the opportunity for linked cycle/train journeys.
- 2.20 Abergele & Pensarn railway station provides regular services to destinations such as Chester, Llandudno, Cardiff Central, Holyhead, Crewe and Manchester Airport. Calling at local stations such as Rhyl, Colwyn Bay, and Prestatyn amongst others.

Summary

- 2.21 It has been demonstrated that the development is located in a sustainable location with alternatives to the private car, being within walking distance of facilities for a range of trip purposes, while also offering cycling as an alternative to the whole of Abergele.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The planning application that this TS supports, seeks planning permission to redevelop the site for 34 residential dwellings with access provided from St George Road. The site plan is presented at **Appendix 1**.
- 3.2 The site is located on the edge of the Abergele urban area. Beyond the site there is a mix of residential development, open land and farm land.
- 3.3 The site is located adjacent to land that has been allocated for housing within the LDP.

Site Access Arrangements and Car Parking Provisions

- 3.4 It is proposed that an access for the site would be provided via an existing but improved priority junction on to St George Road.
- 3.5 The proposed site access will be a simple priority controlled junction conforming to typical residential highway design standards, with a 5.5m wide carriageway for the majority of the access road, 1.0m – 2.0m service strips / footways and 6.0m corner radii at the access into the site.
- 3.6 The access road width is predominantly 5.5m wide throughout, which is sufficient to allow two cars to pass each other and accommodate service vehicles. However, towards the access point onto St George Road the road width becomes narrower, narrowing to 3.8m wide, nevertheless this section is aided by a 10m long passing bay to allow two vehicles to pass each other. The dimensions accord with best practice guidance set out in Manual for Streets (MfS) and MfS 2. The previously approved scheme had a carriageway width of 4.8m as well as the narrowing to 3.8m with passing bay.
- 3.7 In order to determine the required visibility for the site access the 85th percentile speeds of vehicles is required to be in accordance with TAN18. To obtain these an automatic speed survey was undertaken along St George Road between 27th February 2016 and 4th March 2016. This recorded the following speeds in Table 3.1, with the full results at **Appendix 2**.

Table 3.1 – Speed Survey Results

Direction	85th Percentile Speed (mph)	Corresponding Visibility Requirement from TAN 18 (metres)
From Abergele (to the left of the site access)	30.7	70
From St George (to the right of the access)	30.5	70

- 3.8 The drawing presented at [Appendix 3](#) demonstrates that visibility splays of 2.4m x 90m to the left and in excess of 2.4m x 90m to the right are achievable within the adopted public highway boundary and land within the applicant's control. This will require a section of stone wall which forms the northern boundary of the site to be lowered to a height of 1m. The applicant has confirmed this is acceptable and expects it to be secured through an appropriately worded planning condition.
- 3.9 It is therefore clear that suitable visibility at the site access junction can be provided.
- 3.10 Within the site, forward visibility in excess of 25m can be achieved on the bend between the 5.5m carriageway and the short section of narrowing. This plan is also included in [Appendix 3](#), in drawing SCP/230497/SK02. This demonstrated that there is sufficient forward visibility for drivers to see oncoming cars and give-way as necessary.
- 3.11 Phase 1 of the site allows a refuse vehicle to turn at the access to the apartments. Phase 2 will allow vehicles to proceed through the development as a loop, with no requirement for turning facilities. Swept path diagrams for refuse vehicles are presented at [Appendix 4](#). These diagrams demonstrate that sufficient road space would be provided to allow service vehicles to drive into and out of the site in forward gear.

Proposed Highway Improvements

- 3.12 The previously approved scheme incorporated an off-site improvement in the form of a speed limit reduction and provision of a 1.8m footway on the western side of the carriageway to link to the neighbouring Anwyl development (approximately 350m). Despite the current application being for a significantly smaller development, the same off-site highway improvements are proposed.
- 3.13 Additionally, it is proposed that this section of St George Road, which is currently subject to the national speed limit of 60mph, is reduced to a 30mph speed limit. This proposed section would

extend the existing 30mph section of St George Road which currently ends approximately 250 metres to the north of the site access.

- 3.14 A design for this arrangement is included as **Appendix 5**.

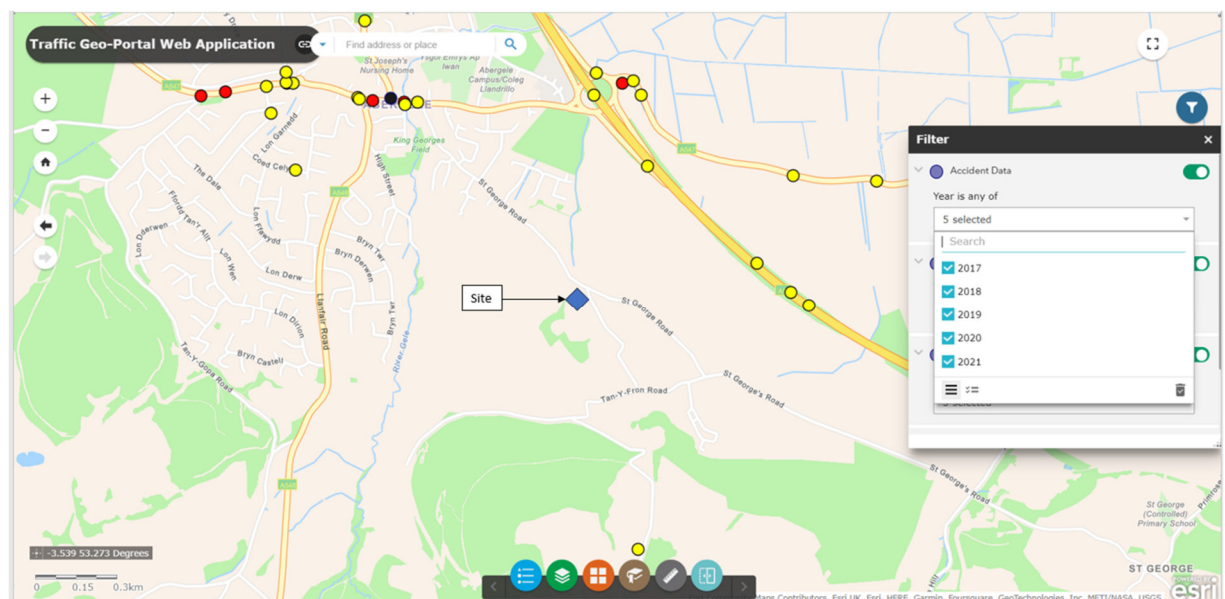
[Future 3rd Party Highway Improvements](#)

- 3.15 Land to the north of the application site has been allocated for mixed-use development within the LDP, with land to the north-west of the site allocated for housing development. The 'Abergele Traffic Study for Conwy County Borough Council' undertaken by Atkins in 2010 identified that this land would be served via a new road that would connect Junction 24 of the A55 to the A548. This route would act as an eastern by-pass to Abergele town centre and would intersect St George Road to the north of the application site.
- 3.16 The provision of the eastern by-pass would provide an alternative access route for traffic travelling to/from the application site.
- 3.17 Both areas allocated for mixed-use and residential use have frontages along St George Road. It is anticipated that when these areas are developed, additional walking and cycling facilities will be provided.
- 3.18 It is considered that the application proposals will not impact upon the adjacent land which has been allocated for mixed-use and residential development and will in fact benefit from additional accessibility improvements once these developments come forwards. The proposed development does not, in any way, prejudice the delivery of the proposed bypass.

4.0 ROAD SAFETY

- 4.1 The NPPG states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 4.2 In order to identify critical locations on the network with a poor accident record, Accident statistics have been obtained from ARCGIS for the local road network for the most recently available five-year period (2017-2021). The extracts from Crash Map are presented in **Figure 4.1** below.

Figure 4.1: Extracts from ARCGIS Website



- 4.3 The data has revealed that there were no incidents recorded along St George Road within 850m of the application site to the north or within 2.5km to the south between 2017 and 2021. The existing accident record does not lead to any significant concerns or demonstrate any discernible pattern that could be affected by the development proposals.

5.0 TRAFFIC IMPACT

5.1 This section provides an assessment of the traffic impacts on the local highway network.

Previous 54 Dwelling Development

5.2 In order to estimate the trip generating potential of the expired proposed development for 54 dwellings, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- i) Residential;
- ii) Houses Privately Owned;
- iii) Vehicular surveys;
- iv) Sites in Scotland, Greater London and Ireland excluded;
- v) Selection by number of dwellings (35 to 65);
- vi) Weekday surveys only; and
- vii) Only sites in 'suburban area' and 'Edge of Town' locations have been selected.

5.3 The vehicular TRICS outputs for the proposed development are presented in **Appendix 6** and are summarised in **Table 5.1** below.

Table 5.1 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.125	0.361	0.347	0.163

5.4 The estimated trip generation associated with the proposed 54 dwellings is therefore as summarised in **Table 5.2** below.

Table 5.2 - Estimated Trip Generation – 54 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	7	19	19	9

5.5 The table above shows that the expired planning permission development was forecast to generate 26 and 27 two-way vehicle movements in the AM and PM peak periods respectively.

Proposed 34 Dwelling Development

5.6 In order to estimate the trip generating potential of the proposed development for 34 dwellings, average trip rates from the industry-standard TRICS Database have been obtained. The most recent version of TRICS (v7.10.2). The selection criteria for the TRICS based trip rates is as follows:

- i) Residential;
- ii) Houses Privately Owned;
- iii) Vehicular surveys;
- iv) Sites in Scotland, Greater London and Ireland excluded;
- v) Selection by number of dwellings (17 to 60);
- vi) Weekday surveys only; and
- vii) Only sites in 'suburban area' and 'Edge of Town' locations have been selected.

5.7 The vehicular TRICS outputs for the proposed development are presented in **Appendix 7** and are summarised in **Table 5.3** below.

Table 5.3 - Estimated Trip Rates (Per Dwelling) Associated with the Proposed Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.176	0.375	0.336	0.193

5.8 The estimated trip generation associated with the proposed 34 dwellings is therefore as summarised in **Table 5.4** below.

Table 5.4 - Estimated Trip Generation – 34 Dwellings				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	6	13	11	7

5.9 The table above shows that the 34 dwelling development is expected to generate 19 and 18 two-way vehicle movements in the AM and PM peak periods respectively.

Net Traffic Impact

5.10 The net traffic impact of the proposed 34 dwelling development has been compared to that of the previously permitted 54 dwelling development. This is summarised in **Table 5.5** below.

Table 5.5 - Net Trip Generation				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	-1	-6	-8	-2

5.11 **Table 5.5** shows that the proposed development is forecast to generate 7 fewer two-way vehicular trips during the AM peak and 10 fewer two-way movements during the PM peak.

5.12 Given that the current proposal would generate less traffic than the previous consent, it is not considered that the vehicular trip generation of the proposed development would have a material impact on the operation of the highway network and no further detailed traffic-based assessment is therefore considered necessary.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP has been instructed to advise on the highway and traffic aspects of the proposal for a residential development at St George Road, Abergele.
- 6.2 The proposals are to provide 34 residential dwellings with associated car parking. Access to the site would be via a priority junction with St George Road.
- 6.3 Highway improvements are proposed as part of the application to enhance pedestrian provision along St George Road.
- 6.4 The site is within walking and cycling distance of a range of local services.
- 6.5 The application proposals will not impact upon the adjacent land which has been allocated for mixed-use and residential development, and will in fact benefit from additional accessibility improvements once these developments come forwards.
- 6.6 There is no discernible pattern of accidents in the vicinity of the site access and so no significant safety concerns have been raised over the potential impact of the proposed development.
- 6.7 The traffic generated from the proposed development equates to approximately 7 and 10 fewer two-way vehicle movements in the AM and PM peak hours respectively compared to the previously approved development scheme.
- 6.8 For the reasons set out above, it is considered that there is no reason on highway or transport grounds why the development proposals should not be granted planning permission.

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APPENDIX 1

Landscaping:
Please refer to Arboricultural Report for Details of Existing Trees and Planting Proposals

Transport:
Please refer to Transport Statement

Accommodation Schedule

	Gatehouse (Existing Dwelling)	1
	Gainsborough House (Conversion - 2/3 Bed Apts)	6
	Small Bungalow	14
	Large Bungalow	7
	2 Bed Apartments	6
Total No.		34



Proposed Site Plan
Scale 1:500
1:500 SCALE 0 5 10 25 METRES

NOTES

All drawings to be checked on site. Signed drawings to be used as evidence for any work carried out in accordance with the drawing and do not permit unauthorised copying of the drawing. The drawing is the property of the client and shall remain their property unless otherwise agreed.

- EXISTING TREE TO BE RETAINED (as per Approved Site Plan)
- EXISTING TREE TO BE REMOVED (as per Approved Site Plan)
- PROPOSED TREES (Indicative Layout shown)
- 14 No. Dwellings Approved Outline
- 54 No. Dwellings Approved Outline (Ref:04/2148)

1	Scheme Approved	CV	5/20	24.11.23	24.11.23	24.11.23
H	Tracking approved	RV	5/20	08.08.23	08.08.23	08.08.23
O	Appointed 54 no. dwell.	RV	5/20	26.05.23	26.05.23	26.05.23
F	Appointed 14 no. dwell.	RV	5/20	19.05.23	19.05.23	19.05.23
E	Appointed 54 no. dwell.	RV	5/20	31.03.23	31.03.23	31.03.23
D	Bungalows layout revised	RM	5/20	29.03.23	29.03.23	13.03.23
C	Scheme Approved	RV	5/20	06.07.21	06.07.21	06.07.21
B	Scheme Approved	CV	5/20	06.07.21	06.07.21	06.07.21
A	Scheme Approved	CV	5/20	06.07.21	06.07.21	06.07.21

Version	Author	Checked	Approved
TBC			

Project Name		Galsborough Park, St. George Road, Abergale	
Drawing Title		Proposed Site Plan	
Scale	Original Size	Checked	Approved
1:500	A1	DM	SPD
Date	Drawn	CV	SPD
22/03/21	CV	SPD	SPD
Drawing Number	Scale	Drawn	Checked
03-200	1:500	DM	SPD

S|C|P

APPENDIX 2

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Saturday 27/02/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10	8	1	0	0	0	0	0	0	0	0	0	0	0	9
11	14	1	0	0	0	0	0	0	0	0	0	0	0	15
12	10	0	0	0	0	0	0	0	0	0	0	0	0	10
13	19	1	0	0	0	0	0	0	0	0	0	0	0	20
14	16	1	0	0	0	0	0	0	0	0	0	0	0	17
15	13	0	0	0	0	0	0	0	0	0	0	0	0	13
16	7	0	0	0	0	0	0	0	0	0	0	0	0	7
17	25	2	0	0	0	0	0	0	0	0	0	1	0	28
18	10	1	0	0	0	0	0	0	0	0	0	0	0	11
19	17	1	0	0	0	0	0	0	0	0	0	0	0	18
20	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	141	9	0	0	0	0	0	0	0	0	0	1	0	151
6-22	163	12	0	0	0	0	0	0	0	0	0	1	0	176
6-24	174	12	0	0	0	0	0	0	0	0	0	1	0	187
0-24	179	12	0	0	0	0	0	0	0	0	0	1	0	192

Direction : WESTBOUND

Saturday 27/02/2016	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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	6	1	0	0	0	0	0	0	0	0	0	0	0	7
9	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10	8	0	0	0	0	0	0	0	0	0	0	0	0	8
11	16	0	0	0	0	0	0	0	0	0	0	0	0	16
12	21	2	0	1	0	0	0	0	0	0	0	0	0	24
13	19	1	0	0	0	0	0	0	0	0	0	0	0	20
14	14	0	0	0	0	0	0	0	0	0	0	0	0	14
15	10	0	0	0	0	0	0	0	0	0	0	0	0	10
16	21	0	0	0	0	0	0	0	0	0	0	0	0	21
17	13	1	0	0	0	0	0	0	0	0	0	0	0	14
18	9	0	0	0	0	0	0	0	0	0	0	0	0	9
19	9	0	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	6	1	0	0	0	0	0	0	0	0	0	0	0	7
22	9	0	0	0	0	0	0	0	0	0	0	0	0	9
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	152	6	0	1	0	0	0	0	0	0	0	0	0	159
6-22	173	7	0	1	0	0	0	0	0	0	0	0	0	181
6-24	186	7	0	1	0	0	0	0	0	0	0	0	0	194
0-24	190	7	0	1	0	0	0	0	0	0	0	0	0	198

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Saturday 27/02/2016	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	1	0	0	0	0	0	0	0	0	0	1
2	1	1	0	1	0	0	0	0	0	0	0	0	3
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	1	0	0	0	0	0	0	0	0	0	1
7	0	1	1	0	0	0	0	0	0	0	0	0	2
8	0	1	1	0	0	0	0	0	0	0	0	0	2
9	0	0	1	0	0	0	0	0	0	0	0	0	1
10	0	3	2	4	0	0	0	0	0	0	0	0	9
11	1	4	5	4	1	0	0	0	0	0	0	0	15
12	1	5	3	0	1	0	0	0	0	0	0	0	10
13	0	3	11	5	1	0	0	0	0	0	0	0	20
14	0	3	13	1	0	0	0	0	0	0	0	0	17
15	0	4	6	3	0	0	0	0	0	0	0	0	13
16	0	4	3	0	0	0	0	0	0	0	0	0	7
17	0	12	8	5	3	0	0	0	0	0	0	0	28
18	0	0	6	5	0	0	0	0	0	0	0	0	11
19	0	6	6	5	0	1	0	0	0	0	0	0	18
20	0	1	2	2	2	0	0	0	0	0	0	0	7
21	1	1	6	2	0	0	1	0	0	0	0	0	11
22	1	2	0	1	1	0	0	0	0	0	0	0	5
23	0	1	8	2	0	0	0	0	0	0	0	0	11
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	2	45	65	32	6	1	0	0	0	0	0	0	151
6-22	4	50	74	37	9	1	1	0	0	0	0	0	176
6-24	4	51	82	39	9	1	1	0	0	0	0	0	187
0-24	5	52	84	40	9	1	1	0	0	0	0	0	192

Direction : WESTBOUND

Saturday 27/02/2016	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	1	2	1	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	2
8	1	2	4	0	0	0	0	0	0	0	0	0	7
9	1	1	5	0	0	0	0	0	0	0	0	0	7
10	3	1	2	2	0	0	0	0	0	0	0	0	8
11	1	6	8	1	0	0	0	0	0	0	0	0	16
12	4	3	16	0	1	0	0	0	0	0	0	0	24
13	1	3	9	6	0	1	0	0	0	0	0	0	20
14	1	3	8	2	0	0	0	0	0	0	0	0	14
15	0	2	4	3	1	0	0	0	0	0	0	0	10
16	1	1	15	4	0	0	0	0	0	0	0	0	21
17	1	2	10	1	0	0	0	0	0	0	0	0	14
18	1	2	3	3	0	0	0	0	0	0	0	0	9
19	1	1	5	2	0	0	0	0	0	0	0	0	9
20	0	3	0	1	0	0	0	0	0	0	0	0	4
21	0	1	3	3	0	0	0	0	0	0	0	0	7
22	1	3	1	3	1	0	0	0	0	0	0	0	9
23	0	2	0	2	0	0	0	0	0	0	0	0	4
24	0	4	4	0	0	1	0	0	0	0	0	0	9
7-19	16	27	89	24	2	1	0	0	0	0	0	0	159
6-22	17	35	94	31	3	1	0	0	0	0	0	0	181
6-24	17	41	98	33	3	2	0	0	0	0	0	0	194
0-24	18	43	99	33	3	2	0	0	0	0	0	0	198

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Sunday 28/02/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	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	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	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	7	1	0	0	0	0	0	0	0	0	0	0	0	8
10	9	0	1	0	0	0	0	0	0	0	0	0	0	10
11	15	1	0	0	0	0	0	0	0	0	0	0	0	16
12	10	0	0	0	0	0	0	0	0	0	0	0	0	10
13	10	0	0	0	0	0	0	0	0	0	0	0	0	10
14	11	0	0	0	0	0	0	0	0	0	0	0	0	11
15	21	0	0	0	0	0	0	0	0	0	0	0	0	21
16	17	0	0	0	0	0	0	0	0	0	0	0	0	17
17	11	0	0	0	0	0	0	0	0	0	0	0	0	11
18	8	1	0	0	0	0	0	1	0	0	0	0	0	10
19	5	1	0	0	0	0	0	0	0	0	0	0	0	6
20	6	0	0	0	0	0	0	0	0	0	0	0	0	6
21	7	1	0	0	0	0	0	0	0	0	0	0	0	8
22	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	125	4	1	0	0	0	0	1	0	0	0	0	0	131
6-22	139	6	1	0	0	0	0	1	0	0	0	0	0	147
6-24	142	6	1	0	0	0	0	1	0	0	0	0	0	150
0-24	148	6	1	0	0	0	0	1	0	0	0	0	0	156

Direction : WESTBOUND

Sunday 28/02/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
9	4	1	0	0	0	0	0	0	0	0	0	0	0	5
10	14	2	0	0	0	0	0	0	0	0	0	0	0	16
11	16	1	0	1	0	0	0	0	0	0	0	0	0	18
12	17	0	0	0	0	0	0	0	0	0	0	0	0	17
13	20	3	0	0	0	0	0	0	0	0	0	0	0	23
14	20	0	0	0	0	0	0	0	0	0	0	0	0	20
15	9	0	0	0	0	0	0	0	0	0	0	0	0	9
16	12	1	0	0	0	0	0	0	0	0	0	0	0	13
17	14	1	0	0	0	0	0	0	0	0	0	0	0	15
18	13	1	0	0	0	0	0	0	0	0	0	0	0	14
19	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	3	0	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	143	10	0	1	0	0	0	0	0	0	0	0	0	154
6-22	155	10	0	1	0	0	0	0	0	0	0	0	0	166
6-24	155	10	0	1	0	0	0	0	0	0	0	0	0	166
0-24	158	10	0	1	0	0	0	0	0	0	0	0	0	169

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Sunday 28/02/2016	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	2	0	0	1	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	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	0	1	0	0	0	0	0	0	0	0	0	0	1
9	0	1	2	4	1	0	0	0	0	0	0	0	8
10	1	2	6	1	0	0	0	0	0	0	0	0	10
11	1	3	10	1	0	1	0	0	0	0	0	0	16
12	1	2	5	2	0	0	0	0	0	0	0	0	10
13	0	3	3	2	2	0	0	0	0	0	0	0	10
14	0	5	4	2	0	0	0	0	0	0	0	0	11
15	1	8	12	0	0	0	0	0	0	0	0	0	21
16	0	5	5	4	3	0	0	0	0	0	0	0	17
17	1	5	3	2	0	0	0	0	0	0	0	0	11
18	1	4	4	1	0	0	0	0	0	0	0	0	10
19	0	3	2	1	0	0	0	0	0	0	0	0	6
20	0	1	1	3	1	0	0	0	0	0	0	0	6
21	1	1	1	4	0	0	1	0	0	0	0	0	8
22	0	0	1	1	0	0	0	0	0	0	0	0	2
23	0	0	1	0	0	0	0	0	0	0	0	0	1
24	0	1	0	0	1	0	0	0	0	0	0	0	2
7-19	6	42	56	20	6	1	0	0	0	0	0	0	131
6-22	7	44	59	28	7	1	1	0	0	0	0	0	147
6-24	7	45	60	28	8	1	1	0	0	0	0	0	150
0-24	7	46	64	28	8	2	1	0	0	0	0	0	156

Direction : WESTBOUND

Sunday 28/02/2016	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	1	1	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	2
9	0	1	2	2	0	0	0	0	0	0	0	0	5
10	2	2	7	5	0	0	0	0	0	0	0	0	16
11	1	1	14	1	1	0	0	0	0	0	0	0	18
12	1	5	8	3	0	0	0	0	0	0	0	0	17
13	2	1	11	7	2	0	0	0	0	0	0	0	23
14	2	3	12	3	0	0	0	0	0	0	0	0	20
15	2	1	4	2	0	0	0	0	0	0	0	0	9
16	0	4	5	4	0	0	0	0	0	0	0	0	13
17	1	2	7	2	3	0	0	0	0	0	0	0	15
18	0	6	6	1	1	0	0	0	0	0	0	0	14
19	0	1	1	0	0	0	0	0	0	0	0	0	2
20	0	1	2	1	0	0	0	0	0	0	0	0	4
21	0	0	1	2	1	1	0	0	0	0	0	0	5
22	0	0	2	0	1	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	11	28	78	30	7	0	0	0	0	0	0	0	154
6-22	11	29	83	33	9	1	0	0	0	0	0	0	166
6-24	11	29	83	33	9	1	0	0	0	0	0	0	166
0-24	11	29	84	34	10	1	0	0	0	0	0	0	169

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Monday 29/02/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	5	1	1	0	0	0	0	0	0	0	0	0	0	7
9	25	1	0	0	0	0	0	0	0	0	0	0	0	26
10	13	4	0	0	0	0	0	0	0	0	0	0	0	17
11	7	2	0	0	0	0	0	0	0	0	0	1	0	10
12	17	3	0	0	0	0	0	0	0	0	0	1	0	21
13	7	1	0	0	0	0	0	0	0	0	0	0	0	8
14	10	1	0	0	0	0	0	0	0	0	0	0	0	11
15	25	1	0	0	0	0	0	0	0	0	0	0	0	26
16	22	6	0	0	0	0	0	0	0	0	0	0	0	28
17	15	1	0	0	1	0	1	0	0	0	0	0	0	18
18	22	2	0	0	0	0	0	0	0	0	0	0	0	24
19	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	1	0	0	0	0	0	0	0	0	0	0	0	0	1
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	180	24	1	0	1	0	1	0	0	0	0	2	0	209
6-22	207	24	1	0	1	0	1	0	0	0	0	2	0	236
6-24	209	24	1	0	1	0	1	0	0	0	0	2	0	238
0-24	214	24	1	0	1	0	1	0	0	0	0	2	0	243

Direction : WESTBOUND

Monday 29/02/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	9	0	0	0	0	0	0	0	0	0	0	0	0	9
9	33	7	1	0	0	0	0	0	0	0	0	0	0	41
10	17	1	0	0	0	0	0	0	0	0	0	0	0	18
11	12	5	0	0	0	0	0	0	0	0	0	0	0	17
12	14	0	0	0	0	0	0	0	0	0	0	0	0	14
13	13	0	0	0	0	0	0	0	0	0	0	0	0	13
14	13	2	0	0	0	0	0	0	0	0	0	0	0	15
15	20	2	0	0	0	0	0	0	0	0	0	0	0	22
16	14	4	0	0	0	0	0	0	0	0	0	0	0	18
17	16	1	0	0	0	0	0	0	0	0	0	0	0	17
18	19	1	0	0	0	0	0	0	0	0	0	0	0	20
19	20	1	0	0	0	0	0	0	0	0	0	0	0	21
20	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21	7	0	0	0	0	0	0	0	0	0	0	0	0	7
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	200	24	1	0	0	0	0	0	0	0	0	0	0	225
6-22	216	26	1	0	0	0	0	0	0	0	0	0	0	243
6-24	217	26	1	0	0	0	0	0	0	0	0	0	0	244
0-24	220	26	2	0	0	0	0	0	0	0	0	0	0	248

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Monday 29/02/2016	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	1	0	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	1	0	1	0	0	0	0	0	0	0	2
8	0	2	1	3	1	0	0	0	0	0	0	0	7
9	2	2	9	6	7	0	0	0	0	0	0	0	26
10	0	5	9	2	1	0	0	0	0	0	0	0	17
11	0	4	4	2	0	0	0	0	0	0	0	0	10
12	0	6	8	5	2	0	0	0	0	0	0	0	21
13	0	4	1	2	1	0	0	0	0	0	0	0	8
14	1	1	5	3	1	0	0	0	0	0	0	0	11
15	2	3	16	5	0	0	0	0	0	0	0	0	26
16	0	3	17	7	1	0	0	0	0	0	0	0	28
17	0	2	9	4	3	0	0	0	0	0	0	0	18
18	0	6	11	6	1	0	0	0	0	0	0	0	24
19	1	3	6	1	1	1	0	0	0	0	0	0	13
20	0	6	4	2	0	0	0	0	0	0	0	0	12
21	2	2	4	1	0	0	0	0	0	0	0	0	9
22	0	0	4	0	0	0	0	0	0	0	0	0	4
23	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	6	41	96	46	19	1	0	0	0	0	0	0	209
6-22	8	49	109	49	20	1	0	0	0	0	0	0	236
6-24	8	49	109	51	20	1	0	0	0	0	0	0	238
0-24	8	49	112	53	20	1	0	0	0	0	0	0	243

Direction : WESTBOUND

Monday 29/02/2016	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	1	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	2
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	4	1	0	0	0	0	0	0	0	0	6
8	1	3	3	1	1	0	0	0	0	0	0	0	9
9	1	6	23	10	1	0	0	0	0	0	0	0	41
10	2	2	11	3	0	0	0	0	0	0	0	0	18
11	0	3	12	2	0	0	0	0	0	0	0	0	17
12	1	3	8	2	0	0	0	0	0	0	0	0	14
13	0	4	6	2	1	0	0	0	0	0	0	0	13
14	2	4	7	1	0	1	0	0	0	0	0	0	15
15	2	6	12	1	1	0	0	0	0	0	0	0	22
16	0	1	11	4	2	0	0	0	0	0	0	0	18
17	1	3	6	6	1	0	0	0	0	0	0	0	17
18	1	2	13	4	0	0	0	0	0	0	0	0	20
19	0	3	13	5	0	0	0	0	0	0	0	0	21
20	0	2	1	1	0	0	0	0	0	0	0	0	4
21	4	1	2	0	0	0	0	0	0	0	0	0	7
22	0	0	0	1	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	1	0	0	0	0	0	0	0	0	0	1
7-19	11	40	125	41	7	1	0	0	0	0	0	0	225
6-22	15	44	132	44	7	1	0	0	0	0	0	0	243
6-24	15	44	133	44	7	1	0	0	0	0	0	0	244
0-24	15	45	136	44	7	1	0	0	0	0	0	0	248

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Tuesday 01/03/2016	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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	7	1	0	0	0	0	0	0	0	0	0	0	0	8
9	25	4	1	0	0	0	0	0	0	0	0	0	0	30
10	12	0	0	0	0	0	0	0	0	0	0	0	0	12
11	4	3	0	0	0	0	0	0	0	0	0	0	0	7
12	11	0	0	0	0	0	0	0	0	0	0	1	0	12
13	10	3	1	0	0	0	0	0	0	0	0	0	0	14
14	13	3	0	0	1	0	0	0	0	0	0	0	0	17
15	16	5	0	0	1	0	0	0	0	0	0	0	0	22
16	17	1	0	0	0	0	0	0	0	0	0	0	0	18
17	21	2	0	0	1	0	0	0	0	0	0	0	0	24
18	26	4	0	0	0	0	0	0	0	0	0	0	0	30
19	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20	7	0	0	0	0	0	0	0	0	0	0	0	0	7
21	6	0	0	0	0	0	0	0	0	0	0	0	0	6
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	174	27	2	0	3	0	0	0	0	0	0	1	0	207
6-22	191	27	2	0	3	0	0	0	0	0	0	1	0	224
6-24	192	27	2	0	3	0	0	0	0	0	0	1	0	225
0-24	193	27	2	0	3	0	0	0	0	0	0	1	0	226

Direction : WESTBOUND

Tuesday 01/03/2016	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4
8	7	0	0	0	0	0	0	0	0	0	0	0	0	7
9	34	7	1	0	1	0	0	0	0	0	0	0	0	43
10	22	1	0	0	0	0	0	0	0	0	0	0	0	23
11	9	1	0	0	0	0	0	0	0	0	0	0	0	10
12	11	1	0	0	0	0	0	0	0	0	0	0	0	12
13	14	0	1	0	0	0	0	0	0	0	0	0	0	15
14	13	2	0	0	0	0	0	0	0	0	0	0	0	15
15	19	3	0	0	1	0	0	0	0	0	0	0	0	23
16	27	4	0	0	0	0	0	0	0	0	0	0	0	31
17	17	1	0	0	0	0	0	0	0	0	0	0	0	18
18	27	3	0	0	0	0	0	0	0	0	0	1	0	31
19	15	0	0	0	0	0	0	0	0	0	0	0	0	15
20	3	1	0	0	0	0	0	0	0	0	0	0	0	4
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	215	23	2	0	2	0	0	0	0	0	0	1	0	243
6-22	228	25	2	0	2	0	0	0	0	0	0	1	0	258
6-24	229	25	2	0	2	0	0	0	0	0	0	1	0	259
0-24	233	25	2	0	2	0	0	0	0	0	0	1	0	263

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Tuesday 01/03/2016	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	1	0	0	0	0	0	0	0	0	0	1
7	0	0	1	2	0	0	0	0	0	0	0	0	3
8	0	0	4	4	0	0	0	0	0	0	0	0	8
9	0	1	20	9	0	0	0	0	0	0	0	0	30
10	1	1	10	0	0	0	0	0	0	0	0	0	12
11	0	2	1	4	0	0	0	0	0	0	0	0	7
12	1	5	3	3	0	0	0	0	0	0	0	0	12
13	0	3	10	1	0	0	0	0	0	0	0	0	14
14	1	7	7	1	1	0	0	0	0	0	0	0	17
15	0	3	15	4	0	0	0	0	0	0	0	0	22
16	2	5	7	4	0	0	0	0	0	0	0	0	18
17	0	9	12	3	0	0	0	0	0	0	0	0	24
18	1	9	15	4	1	0	0	0	0	0	0	0	30
19	0	3	8	1	1	0	0	0	0	0	0	0	13
20	0	2	2	2	1	0	0	0	0	0	0	0	7
21	0	2	4	0	0	0	0	0	0	0	0	0	6
22	0	0	1	0	0	0	0	0	0	0	0	0	1
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	6	48	112	38	3	0	0	0	0	0	0	0	207
6-22	6	52	120	42	4	0	0	0	0	0	0	0	224
6-24	6	52	121	42	4	0	0	0	0	0	0	0	225
0-24	6	52	122	42	4	0	0	0	0	0	0	0	226

Direction : WESTBOUND

Tuesday 01/03/2016	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	1	0	0	0	0	0	0	0	0	1
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	1	0	2	1	0	0	0	0	0	0	0	0	4
8	1	4	2	0	0	0	0	0	0	0	0	0	7
9	1	5	27	8	2	0	0	0	0	0	0	0	43
10	3	6	9	4	1	0	0	0	0	0	0	0	23
11	0	1	6	3	0	0	0	0	0	0	0	0	10
12	0	3	8	1	0	0	0	0	0	0	0	0	12
13	0	6	8	1	0	0	0	0	0	0	0	0	15
14	3	1	9	1	1	0	0	0	0	0	0	0	15
15	2	3	16	2	0	0	0	0	0	0	0	0	23
16	2	4	21	3	1	0	0	0	0	0	0	0	31
17	0	5	10	3	0	0	0	0	0	0	0	0	18
18	0	3	23	4	1	0	0	0	0	0	0	0	31
19	0	3	11	1	0	0	0	0	0	0	0	0	15
20	0	0	2	2	0	0	0	0	0	0	0	0	4
21	0	2	1	1	1	0	0	0	0	0	0	0	5
22	0	0	1	0	1	0	0	0	0	0	0	0	2
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	1	0	0	0	0	0	0	0	0	1
7-19	12	44	150	31	6	0	0	0	0	0	0	0	243
6-22	13	46	156	35	8	0	0	0	0	0	0	0	258
6-24	13	46	156	36	8	0	0	0	0	0	0	0	259
0-24	13	46	157	39	8	0	0	0	0	0	0	0	263

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Wednesday 02/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	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	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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	11	0	0	0	0	0	0	0	0	0	0	0	0	11
9	26	2	0	0	0	0	0	0	0	0	0	0	0	28
10	15	1	1	0	0	0	0	0	0	0	0	0	0	17
11	12	0	0	0	0	0	0	0	0	0	0	0	0	12
12	14	2	0	0	1	0	0	0	0	0	0	0	0	17
13	11	2	0	0	0	0	0	0	0	0	0	0	0	13
14	9	2	0	0	0	0	0	0	0	0	0	0	0	11
15	16	2	0	0	0	0	0	0	0	0	0	0	0	18
16	10	2	0	0	0	0	0	0	0	0	0	0	0	12
17	18	0	0	0	1	0	0	0	0	0	0	0	0	19
18	36	3	0	0	0	0	0	0	0	0	0	0	0	39
19	17	2	0	0	0	0	0	0	0	0	0	0	0	19
20	10	0	0	0	0	0	0	0	0	0	0	0	0	10
21	8	0	0	0	0	0	0	0	0	0	0	0	0	8
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	195	18	1	0	2	0	0	0	0	0	0	0	0	216
6-22	226	18	1	0	2	0	0	0	0	0	0	0	0	247
6-24	231	18	1	0	2	0	0	0	0	0	0	0	0	252
0-24	235	19	1	0	2	0	0	0	0	0	0	0	0	257

Direction : WESTBOUND

Wednesday 02/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	5	1	0	0	0	0	0	0	0	0	0	0	0	6
8	14	2	0	0	0	0	0	0	0	0	0	1	0	17
9	36	5	0	0	0	0	0	0	0	0	0	0	0	41
10	14	1	0	0	0	0	0	0	0	0	0	0	0	15
11	9	1	0	0	0	0	0	0	0	0	0	1	0	11
12	8	3	0	0	0	0	0	0	0	0	0	0	0	11
13	11	2	0	0	1	0	0	0	0	0	0	0	0	14
14	9	2	0	0	0	0	0	0	0	0	0	0	0	11
15	14	0	0	0	0	0	0	0	0	0	0	0	0	14
16	18	6	0	0	0	0	0	0	0	0	0	0	0	24
17	20	1	0	0	0	0	0	0	0	0	0	0	0	21
18	30	1	0	0	0	0	0	0	0	0	0	0	0	31
19	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20	10	0	0	0	0	0	0	0	0	0	0	0	0	10
21	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23	10	0	0	0	0	0	0	0	0	0	0	0	0	10
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	190	25	0	0	1	0	0	0	0	0	0	2	0	218
6-22	220	27	0	0	1	0	0	0	0	0	0	2	0	250
6-24	231	27	0	0	1	0	0	0	0	0	0	2	0	261
0-24	235	27	0	0	1	0	0	0	0	0	0	2	0	265

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Wednesday 02/03/2016	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	1	1	0	0	0	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	1	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	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	1	0	1	0	0	0	0	0	0	0	3
8	0	2	5	3	1	0	0	0	0	0	0	0	11
9	0	1	18	8	1	0	0	0	0	0	0	0	28
10	0	3	11	3	0	0	0	0	0	0	0	0	17
11	0	3	9	0	0	0	0	0	0	0	0	0	12
12	1	4	6	5	1	0	0	0	0	0	0	0	17
13	0	2	10	1	0	0	0	0	0	0	0	0	13
14	0	1	9	1	0	0	0	0	0	0	0	0	11
15	0	6	10	2	0	0	0	0	0	0	0	0	18
16	0	1	7	4	0	0	0	0	0	0	0	0	12
17	2	5	11	1	0	0	0	0	0	0	0	0	19
18	0	10	21	7	1	0	0	0	0	0	0	0	39
19	0	4	14	1	0	0	0	0	0	0	0	0	19
20	0	1	5	1	2	1	0	0	0	0	0	0	10
21	0	3	2	2	1	0	0	0	0	0	0	0	8
22	0	4	2	2	1	1	0	0	0	0	0	0	10
23	0	0	3	1	1	0	0	0	0	0	0	0	5
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	3	42	131	36	4	0	0	0	0	0	0	0	216
6-22	3	51	141	41	9	2	0	0	0	0	0	0	247
6-24	3	51	144	42	10	2	0	0	0	0	0	0	252
0-24	3	53	146	43	10	2	0	0	0	0	0	0	257

Direction : WESTBOUND

Wednesday 02/03/2016	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	1	0	0	0	0	0	0	0	0	0	1
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
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	4	1	0	0	0	0	0	0	0	0	6
8	3	4	8	2	0	0	0	0	0	0	0	0	17
9	3	4	28	4	2	0	0	0	0	0	0	0	41
10	1	0	12	2	0	0	0	0	0	0	0	0	15
11	0	4	5	2	0	0	0	0	0	0	0	0	11
12	0	3	7	1	0	0	0	0	0	0	0	0	11
13	1	3	10	0	0	0	0	0	0	0	0	0	14
14	2	0	5	3	0	1	0	0	0	0	0	0	11
15	0	2	12	0	0	0	0	0	0	0	0	0	14
16	0	0	19	4	1	0	0	0	0	0	0	0	24
17	1	5	14	1	0	0	0	0	0	0	0	0	21
18	1	1	25	2	2	0	0	0	0	0	0	0	31
19	1	1	5	1	0	0	0	0	0	0	0	0	8
20	0	1	5	4	0	0	0	0	0	0	0	0	10
21	0	3	1	2	0	0	0	0	0	0	0	0	6
22	0	1	8	1	0	0	0	0	0	0	0	0	10
23	0	2	7	1	0	0	0	0	0	0	0	0	10
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	13	27	150	22	5	1	0	0	0	0	0	0	218
6-22	13	33	168	30	5	1	0	0	0	0	0	0	250
6-24	13	35	176	31	5	1	0	0	0	0	0	0	261
0-24	13	35	179	32	5	1	0	0	0	0	0	0	265

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Thursday 03/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	6	0	0	0	0	0	0	0	0	0	0	0	0	6
9	25	5	1	0	0	0	0	0	0	0	0	0	0	31
10	17	2	0	0	0	0	0	0	0	0	0	0	0	19
11	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12	10	1	0	0	0	0	0	0	0	0	0	0	0	11
13	17	0	0	0	0	0	0	0	0	0	0	0	0	17
14	11	4	0	0	0	0	0	0	0	0	0	0	0	15
15	19	1	0	0	0	0	0	0	0	0	0	1	0	21
16	14	2	0	0	0	0	0	0	0	0	0	0	0	16
17	20	3	0	0	1	0	0	0	0	0	0	1	0	25
18	30	1	0	0	0	0	0	0	0	0	0	0	0	31
19	18	1	0	0	0	0	0	0	0	0	0	0	0	19
20	11	0	0	0	0	0	0	0	0	0	0	0	0	11
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	6	0	0	0	0	0	0	0	0	0	0	0	0	6
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7-19	193	22	1	0	1	0	0	0	0	0	0	2	0	219
6-22	216	22	1	0	1	0	0	0	0	0	0	2	0	242
6-24	223	23	1	0	1	0	0	0	0	0	0	2	0	250
0-24	227	23	1	0	1	0	0	0	0	0	0	2	0	254

Direction : WESTBOUND

Thursday 03/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8	16	1	0	0	0	0	0	0	0	0	0	0	0	17
9	41	4	0	0	0	0	0	0	0	0	0	0	0	45
10	7	3	0	0	0	0	0	0	0	0	0	0	0	10
11	14	2	0	0	0	0	0	0	0	0	0	0	0	16
12	8	2	0	0	0	0	0	0	0	0	0	0	0	10
13	11	1	0	0	0	0	0	0	0	0	0	0	0	12
14	12	3	0	0	0	0	0	0	0	0	0	0	0	15
15	21	0	0	0	0	0	0	0	0	0	0	0	0	21
16	19	2	0	0	0	0	0	0	0	0	0	0	0	21
17	20	1	0	0	0	0	0	0	0	0	0	0	0	21
18	33	1	0	0	0	0	0	0	0	0	0	0	0	34
19	18	1	0	0	0	0	0	0	0	0	0	0	0	19
20	8	0	0	0	0	0	0	0	0	0	0	0	0	8
21	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	220	21	0	0	0	0	0	0	0	0	0	0	0	241
6-22	235	21	0	0	0	0	0	0	0	0	0	0	0	256
6-24	239	22	0	0	0	0	0	0	0	0	0	0	0	261
0-24	246	22	0	0	0	0	0	0	0	0	0	0	0	268

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Thursday 03/03/2016	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	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	1	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	1	1	0	0	0	0	0	0	0	0	0	2
7	0	0	2	0	1	0	0	0	0	0	0	0	3
8	0	0	3	3	0	0	0	0	0	0	0	0	6
9	0	5	18	6	2	0	0	0	0	0	0	0	31
10	0	3	10	6	0	0	0	0	0	0	0	0	19
11	0	4	4	0	0	0	0	0	0	0	0	0	8
12	0	2	5	4	0	0	0	0	0	0	0	0	11
13	0	4	11	1	1	0	0	0	0	0	0	0	17
14	0	2	11	2	0	0	0	0	0	0	0	0	15
15	1	2	15	3	0	0	0	0	0	0	0	0	21
16	1	0	9	6	0	0	0	0	0	0	0	0	16
17	1	8	8	8	0	0	0	0	0	0	0	0	25
18	0	8	14	5	4	0	0	0	0	0	0	0	31
19	0	5	11	2	1	0	0	0	0	0	0	0	19
20	0	7	3	0	1	0	0	0	0	0	0	0	11
21	0	2	1	0	0	0	0	0	0	0	0	0	3
22	0	1	5	0	0	0	0	0	0	0	0	0	6
23	0	3	1	0	0	0	0	0	0	0	0	0	4
24	1	2	1	0	0	0	0	0	0	0	0	0	4
7-19	3	43	119	46	8	0	0	0	0	0	0	0	219
6-22	3	53	130	46	10	0	0	0	0	0	0	0	242
6-24	4	58	132	46	10	0	0	0	0	0	0	0	250
0-24	4	59	133	47	11	0	0	0	0	0	0	0	254

Direction : WESTBOUND

Thursday 03/03/2016	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	1	0	1	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	1
5	0	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	1	2	0	0	0	0	0	0	0	0	3
7	0	0	1	0	0	0	0	0	0	0	0	0	1
8	2	3	9	3	0	0	0	0	0	0	0	0	17
9	2	1	30	10	2	0	0	0	0	0	0	0	45
10	0	0	5	5	0	0	0	0	0	0	0	0	10
11	1	6	9	0	0	0	0	0	0	0	0	0	16
12	3	2	3	2	0	0	0	0	0	0	0	0	10
13	0	2	8	2	0	0	0	0	0	0	0	0	12
14	0	3	7	4	1	0	0	0	0	0	0	0	15
15	2	5	13	1	0	0	0	0	0	0	0	0	21
16	1	1	14	3	2	0	0	0	0	0	0	0	21
17	1	3	12	5	0	0	0	0	0	0	0	0	21
18	2	6	18	7	1	0	0	0	0	0	0	0	34
19	2	1	8	8	0	0	0	0	0	0	0	0	19
20	0	4	3	1	0	0	0	0	0	0	0	0	8
21	0	2	1	0	1	0	0	0	0	0	0	0	4
22	0	0	2	0	0	0	0	0	0	0	0	0	2
23	0	0	2	0	0	0	0	0	0	0	0	0	2
24	0	2	1	0	0	0	0	0	0	0	0	0	3
7-19	16	33	136	50	6	0	0	0	0	0	0	0	241
6-22	16	39	143	51	7	0	0	0	0	0	0	0	256
6-24	16	41	146	51	7	0	0	0	0	0	0	0	261
0-24	16	43	147	55	7	0	0	0	0	0	0	0	268

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Friday 04/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	11	0	0	0	0	0	0	0	0	0	0	0	0	11
9	24	3	0	0	0	0	0	0	0	0	0	0	0	27
10	10	0	1	0	0	0	0	0	0	0	0	0	0	11
11	10	3	0	0	0	0	0	0	0	0	0	0	0	13
12	13	0	0	0	0	0	0	0	0	0	0	0	0	13
13	7	2	0	0	0	0	0	0	0	0	0	0	0	9
14	10	0	0	0	0	0	0	0	0	0	0	0	0	10
15	5	0	0	0	0	0	0	0	0	0	0	0	0	5
16	24	1	0	0	0	0	0	0	0	0	0	0	0	25
17	30	1	1	0	0	0	0	0	0	0	0	0	0	32
18	24	2	0	0	0	0	0	0	0	0	0	0	0	26
19	18	2	0	0	0	0	0	0	0	0	0	0	0	20
20	15	2	0	0	0	0	0	0	0	0	0	0	0	17
21	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22	14	2	0	0	0	0	0	0	0	0	0	0	0	16
23	4	0	0	0	0	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	186	14	2	0	0	0	0	0	0	0	0	0	0	202
6-22	218	18	2	0	0	0	0	0	0	0	0	0	0	238
6-24	222	18	2	0	0	0	0	0	0	0	0	0	0	242
0-24	226	19	2	0	0	0	0	0	0	0	0	0	0	247

Direction : WESTBOUND

Friday 04/03/2016	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	14	0	0	0	0	0	0	0	0	0	0	0	0	14
9	34	5	1	0	0	0	0	0	0	0	0	1	0	41
10	9	3	0	0	0	0	0	0	0	0	0	0	0	12
11	10	2	0	0	0	0	0	0	0	0	0	0	0	12
12	11	0	0	0	0	0	0	0	0	0	0	0	0	11
13	12	2	0	0	0	0	0	0	0	0	0	1	0	15
14	6	0	0	0	0	0	0	0	0	0	0	0	0	6
15	7	0	0	0	0	0	0	0	0	0	0	0	0	7
16	22	1	0	0	0	0	0	0	0	0	0	0	0	23
17	21	1	0	0	0	0	0	0	0	0	0	0	0	22
18	21	1	0	0	0	0	0	0	0	0	0	0	0	22
19	19	1	0	0	0	0	0	0	0	0	0	0	0	20
20	11	2	0	0	0	0	0	0	0	0	0	0	0	13
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	186	16	1	0	0	0	0	0	0	0	0	2	0	205
6-22	210	18	1	0	0	0	0	0	0	0	0	2	0	231
6-24	219	18	1	0	0	0	0	0	0	0	0	2	0	240
0-24	223	18	1	0	0	0	0	0	0	0	0	2	0	244

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

Friday 04/03/2016	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	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	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	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	3	8	0	0	0	0	0	0	0	0	0	11
9	0	3	21	3	0	0	0	0	0	0	0	0	27
10	0	1	9	1	0	0	0	0	0	0	0	0	11
11	0	3	9	1	0	0	0	0	0	0	0	0	13
12	1	1	8	3	0	0	0	0	0	0	0	0	13
13	0	3	6	0	0	0	0	0	0	0	0	0	9
14	0	3	7	0	0	0	0	0	0	0	0	0	10
15	0	0	4	1	0	0	0	0	0	0	0	0	5
16	1	7	16	1	0	0	0	0	0	0	0	0	25
17	4	5	14	8	1	0	0	0	0	0	0	0	32
18	0	6	15	5	0	0	0	0	0	0	0	0	26
19	1	9	9	1	0	0	0	0	0	0	0	0	20
20	0	4	10	3	0	0	0	0	0	0	0	0	17
21	0	0	2	1	0	0	0	0	0	0	0	0	3
22	1	4	6	4	1	0	0	0	0	0	0	0	16
23	0	2	0	2	0	0	0	0	0	0	0	0	4
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	7	44	126	24	1	0	0	0	0	0	0	0	202
6-22	8	52	144	32	2	0	0	0	0	0	0	0	238
6-24	8	54	144	34	2	0	0	0	0	0	0	0	242
0-24	8	56	147	34	2	0	0	0	0	0	0	0	247

Direction : WESTBOUND

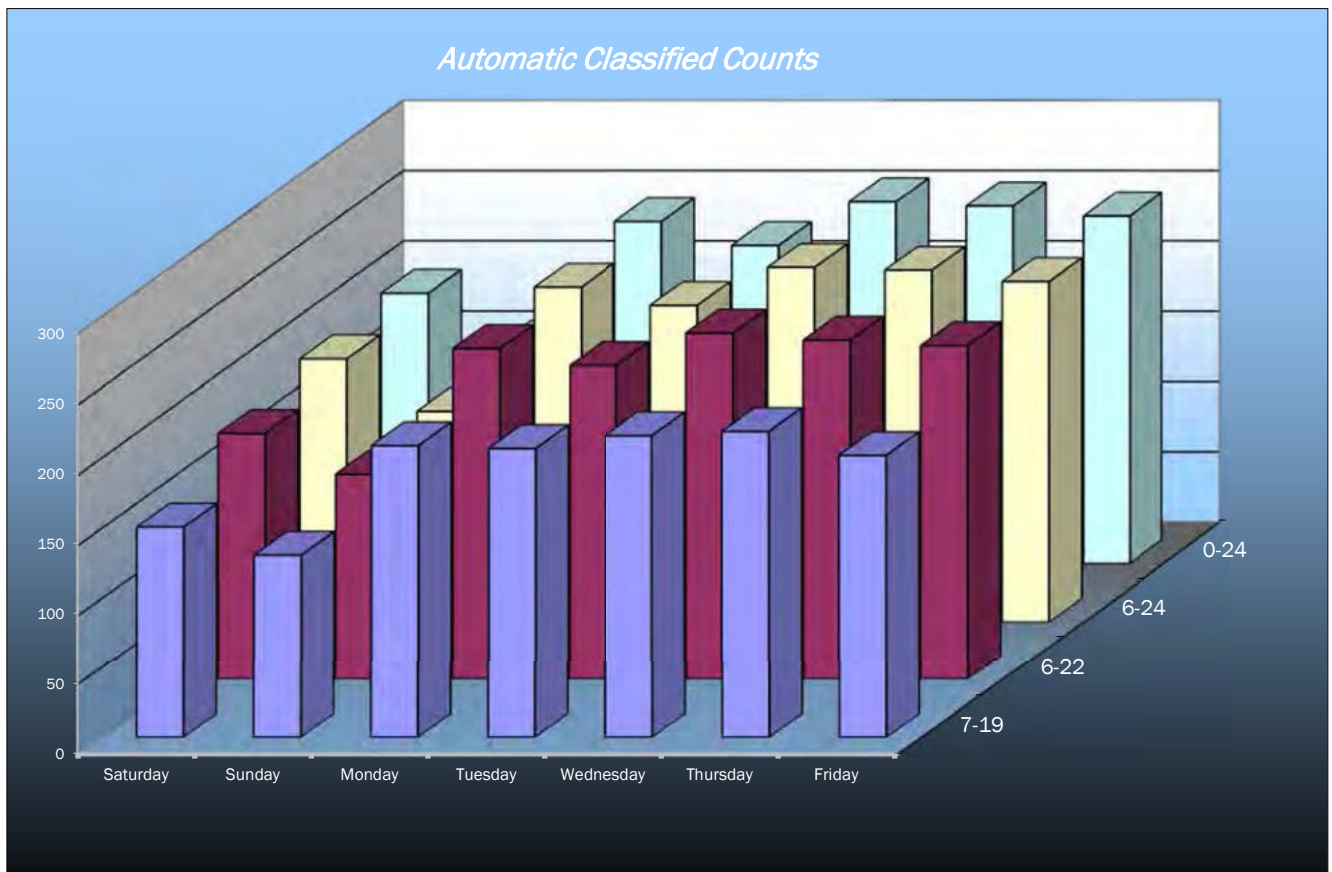
Friday 04/03/2016	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	1	0	2	0	0	0	0	0	0	0	0	0	3
8	5	5	4	0	0	0	0	0	0	0	0	0	14
9	2	9	27	3	0	0	0	0	0	0	0	0	41
10	0	3	9	0	0	0	0	0	0	0	0	0	12
11	1	5	6	0	0	0	0	0	0	0	0	0	12
12	1	4	5	1	0	0	0	0	0	0	0	0	11
13	0	3	12	0	0	0	0	0	0	0	0	0	15
14	0	0	5	1	0	0	0	0	0	0	0	0	6
15	1	3	3	0	0	0	0	0	0	0	0	0	7
16	2	4	15	2	0	0	0	0	0	0	0	0	23
17	1	4	14	3	0	0	0	0	0	0	0	0	22
18	1	0	19	2	0	0	0	0	0	0	0	0	22
19	1	5	11	3	0	0	0	0	0	0	0	0	20
20	1	2	9	0	1	0	0	0	0	0	0	0	13
21	0	1	3	1	0	0	0	0	0	0	0	0	5
22	1	1	1	2	0	0	0	0	0	0	0	0	5
23	1	1	4	0	0	0	0	0	0	0	0	0	6
24	0	1	1	0	1	0	0	0	0	0	0	0	3
7-19	15	45	130	15	0	0	0	0	0	0	0	0	205
6-22	18	49	145	18	1	0	0	0	0	0	0	0	231
6-24	19	51	150	18	2	0	0	0	0	0	0	0	240
0-24	19	52	152	19	2	0	0	0	0	0	0	0	244

Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

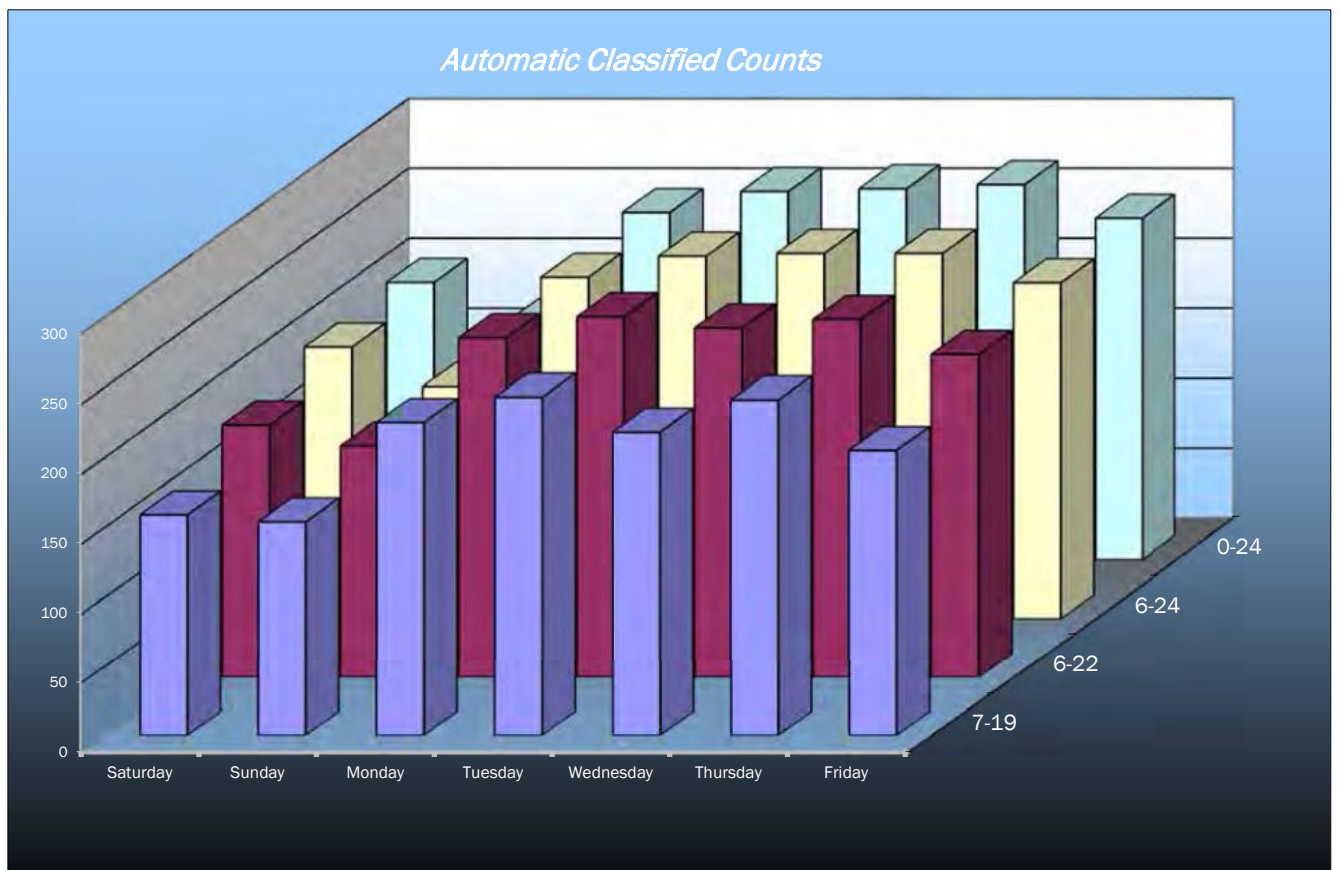
VEHICLE FLOWS									
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	3	1	0	2	1	1	1	1
2	3	1	1	0	1	1	0	1	1
3	0	1	1	0	1	0	1	1	1
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	1	0	0
6	1	1	2	1	1	2	2	2	1
7	2	0	2	3	3	3	0	2	2
8	2	1	7	8	11	6	11	9	7
9	1	8	26	30	28	31	27	28	22
10	9	10	17	12	17	19	11	15	14
11	15	16	10	7	12	8	13	10	12
12	10	10	21	12	17	11	13	15	13
13	20	10	8	14	13	17	9	12	13
14	17	11	11	17	11	15	10	13	13
15	13	21	26	22	18	21	5	18	18
16	7	17	28	18	12	16	25	20	18
17	28	11	18	24	19	25	32	24	22
18	11	10	24	30	39	31	26	30	24
19	18	6	13	13	19	19	20	17	15
20	7	6	12	7	10	11	17	11	10
21	11	8	9	6	8	3	3	6	7
22	5	2	4	1	10	6	16	7	6
23	11	1	1	1	5	4	4	3	4
24	0	2	1	0	0	4	0	1	1
7-19	151	131	209	207	216	219	202	211	191
6-22	176	147	236	224	247	242	238	237	216
6-24	187	150	238	225	252	250	242	241	221
0-24	192	156	243	226	257	254	247	245	225



survey and presentation by **trafficsense** Ltd.

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	2	1	0	1	2	1	1	1
2	4	0	0	0	2	0	0	0	1
3	0	0	0	1	0	0	1	0	0
4	0	0	2	1	1	1	1	1	1
5	0	1	1	0	0	1	0	0	0
6	0	0	0	2	0	3	1	1	1
7	2	0	6	4	6	1	3	4	3
8	7	2	9	7	17	17	14	13	10
9	7	5	41	43	41	45	41	42	32
10	8	16	18	23	15	10	12	16	15
11	16	18	17	10	11	16	12	13	14
12	24	17	14	12	11	10	11	12	14
13	20	23	13	15	14	12	15	14	16
14	14	20	15	15	11	15	6	12	14
15	10	9	22	23	14	21	7	17	15
16	21	13	18	31	24	21	23	23	22
17	14	15	17	18	21	21	22	20	18
18	9	14	20	31	31	34	22	28	23
19	9	2	21	15	8	19	20	17	13
20	4	4	4	4	10	8	13	8	7
21	7	5	7	5	6	4	5	5	6
22	9	3	1	2	10	2	5	4	5
23	4	0	0	0	10	2	6	4	3
24	9	0	1	1	1	3	3	2	3
7-19	159	154	225	243	218	241	205	226	206
6-22	181	166	243	258	250	256	231	248	226
6-24	194	166	244	259	261	261	240	253	232
0-24	198	169	248	263	265	268	244	258	236



Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
1	24.9	28.8	26.0	-	22.1	36.0	14.0
2	17.7	27.4	23.7	-	23.2	34.4	-
3	-	14.0	31.6	-	33.4	-	24.8
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	17.0
6	25.3	24.5	30.7	24.7	16.4	18.8	24.0
7	18.7	-	31.7	30.6	25.7	32.5	-
8	19.4	14.0	30.0	26.9	25.6	30.9	23.6
9	27.1	30.9	25.9	25.4	29.2	26.8	23.6
10	25.0	22.5	25.2	23.3	23.5	28.8	26.2
11	24.5	25.4	24.4	25.6	21.5	22.0	21.9
12	18.0	24.2	26.8	23.6	27.0	28.5	25.1
13	26.5	27.4	23.9	22.2	22.3	25.8	22.9
14	25.3	22.7	24.1	23.1	24.7	23.7	21.2
15	23.4	20.0	23.3	27.0	23.9	23.5	29.2
16	18.0	27.6	26.5	22.2	25.8	25.9	23.5
17	25.3	21.2	29.6	24.7	21.7	25.0	25.9
18	28.1	21.7	25.7	25.0	24.3	24.3	26.4
19	24.1	22.6	25.6	24.1	23.0	22.3	22.3
20	28.5	29.9	21.3	29.2	31.8	21.5	26.5
21	26.6	29.5	19.3	20.4	27.2	18.4	25.7
22	22.7	30.9	26.3	26.3	24.7	25.1	25.4
23	27.8	23.0	34.2	27.7	26.8	18.1	26.2
24	-	27.3	33.4	-	-	14.7	-

10-12	21.2	24.8	25.6	24.6	24.3	25.3	23.5
14-16	20.7	23.8	24.9	24.6	24.9	24.7	26.4
0-24	23.8	24.5	26.8	25.1	24.9	25.1	23.8

85TH PERCENTILE							
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
1	24.9	38.9	26.0	-	29.1	36.0	14.0
2	31.6	27.4	23.7	-	23.2	34.4	-
3	-	14.0	31.6	-	33.4	-	24.8
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	17.0
6	25.3	24.5	36.0	24.7	16.4	25.8	24.0
7	25.8	-	40.5	34.9	36.9	39.8	-
8	26.5	14.0	39.1	30.9	32.7	35.0	28.3
9	27.1	38.0	35.4	29.5	33.7	33.0	27.8
10	33.1	30.3	32.0	29.5	28.9	34.7	30.2
11	33.6	33.6	31.5	33.9	26.0	27.3	27.1
12	27.0	32.7	34.6	32.6	35.8	35.0	32.6
13	32.6	36.3	33.5	27.2	26.8	31.8	27.9
14	29.8	29.8	33.2	31.1	28.6	28.4	26.0
15	30.1	26.0	30.6	32.0	29.8	29.7	32.5
16	23.3	36.2	32.0	31.1	31.0	32.8	29.6
17	33.6	29.8	36.3	30.9	29.1	33.1	35.1
18	32.1	29.7	32.6	32.2	30.6	31.8	32.3
19	32.5	30.0	35.6	30.6	27.7	28.7	28.9
20	36.6	37.9	28.4	38.0	40.1	29.0	32.3
21	37.1	42.4	29.0	25.6	36.2	24.2	30.1
22	36.2	36.2	26.3	26.3	35.1	29.2	34.2
23	32.4	23.0	34.2	27.7	32.6	23.1	36.4
24	-	43.2	33.4	-	-	22.9	-

10-12	30.3	33.2	33.0	33.3	30.9	31.2	29.8
14-16	26.7	31.1	31.3	31.6	30.4	31.2	31.1
0-24	30.6	31.1	32.5	30.5	30.7	30.7	28.5

7 DAY AVERAGE SPEED	24.9
7 DAY AVERAGE 85th PERCENTILE	30.7

AVERAGE SPEEDS							
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
1	-	29.0	15.6	-	24.6	23.7	16.6
2	16.4	-	-	-	25.8	-	-
3	-	-	-	35.1	-	-	34.1
4	-	-	23.1	29.9	31.5	33.0	25.2
5	-	36.7	23.2	-	-	15.9	-
6	-	-	-	28.4	-	28.2	24.3
7	21.9	-	27.5	22.6	26.8	28.0	17.1
8	18.2	20.7	24.2	15.6	22.1	22.9	13.5
9	22.7	27.8	23.6	27.7	26.0	27.9	22.8
10	18.3	24.1	25.5	21.8	24.0	31.7	23.9
11	22.8	25.9	25.3	29.0	21.1	22.5	18.7
12	22.4	22.3	23.0	22.0	21.3	18.1	22.7
13	24.1	25.1	22.8	23.1	20.3	24.9	21.5
14	24.6	21.1	20.7	21.7	23.3	27.3	24.2
15	27.5	20.9	21.9	20.9	22.6	20.9	17.4
16	23.6	23.8	29.8	25.8	26.9	27.9	22.1
17	23.5	28.5	27.1	22.4	21.7	25.2	25.1
18	24.6	21.8	24.4	27.4	26.2	23.2	25.8
19	24.6	20.9	24.8	25.3	24.6	25.9	22.0
20	20.6	23.9	24.4	28.0	24.8	21.7	24.7
21	29.2	36.7	13.4	26.1	23.0	22.6	25.1
22	21.5	30.9	31.1	28.7	25.7	26.7	23.6
23	25.7	-	-	-	26.2	25.6	18.6
24	22.5	-	27.6	35.3	26.8	17.5	24.7
10-12	22.6	24.1	24.2	25.5	21.2	20.3	20.7
14-16	25.6	22.3	25.9	23.4	24.7	24.4	19.7
0-24	22.9	25.9	24.0	25.8	24.5	24.6	22.5

85TH PERCENTILE							
Hr Ending	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
1	-	34.3	15.6	-	24.6	36.1	16.6
2	24.6	-	-	-	25.8	-	-
3	-	-	-	35.1	-	-	34.1
4	-	-	23.1	29.9	31.5	33.0	25.2
5	-	36.7	23.2	-	-	15.9	-
6	-	-	-	33.7	-	32.5	24.3
7	28.9	-	33.1	34.4	32.4	28.0	28.7
8	26.0	27.8	34.3	22.5	31.1	31.4	21.8
9	30.6	35.0	30.2	34.0	33.2	34.1	29.1
10	30.5	33.2	33.5	31.1	30.1	35.6	28.4
11	29.8	32.3	30.3	34.3	27.9	28.8	25.4
12	30.9	29.9	30.4	27.4	26.9	29.1	30.4
13	32.5	33.6	30.2	28.9	26.7	30.2	25.6
14	32.1	28.9	30.5	31.5	34.6	34.2	27.3
15	35.0	31.3	29.9	27.9	26.2	28.1	25.0
16	29.7	31.0	35.3	32.8	30.5	34.9	29.3
17	30.2	37.7	35.7	28.5	27.9	32.2	31.7
18	34.2	29.2	31.0	32.2	31.7	30.8	30.8
19	33.2	28.0	30.2	30.1	33.0	34.6	29.1
20	29.3	31.1	32.9	32.3	30.4	28.5	32.3
21	35.6	43.2	22.9	36.3	31.7	33.3	31.3
22	32.6	38.2	31.1	37.5	29.9	26.7	35.5
23	35.8	-	-	-	31.3	25.6	27.0
24	31.5	-	27.6	35.3	26.8	23.3	36.0
10-12	30.4	31.1	30.4	30.8	27.4	29.0	27.9
14-16	32.3	31.2	32.6	30.4	28.4	31.5	27.1
0-24	31.2	33.0	29.6	31.8	29.7	30.3	28.4

7 DAY AVERAGE SPEED	24.3
7 DAY AVERAGE 85th PERCENTILE	30.5

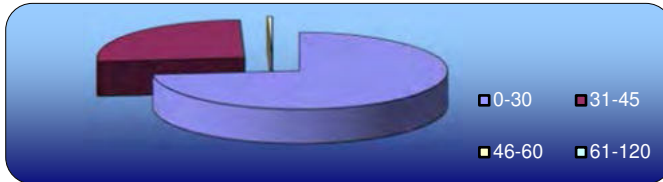
Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

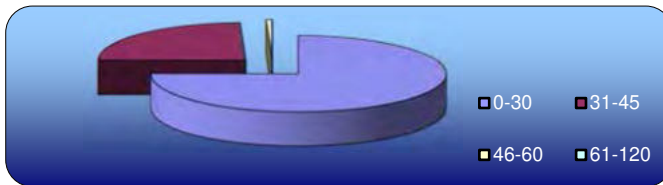
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
0-30	141	117	169	180	202	196	211
31-45	50	38	74	46	55	58	36
46-60	1	1	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	192	156	243	226	257	254	247

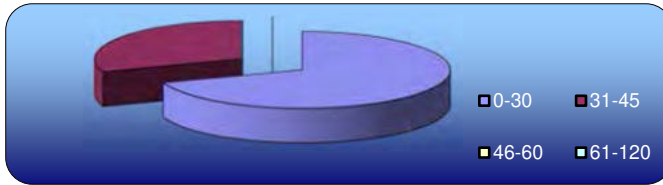
Saturday
27-Feb-16



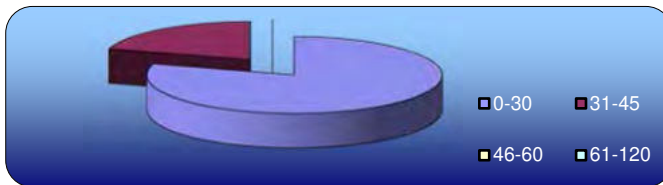
Sunday
28-Feb-16



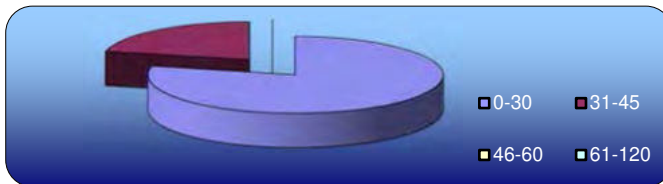
Monday
29-Feb-16



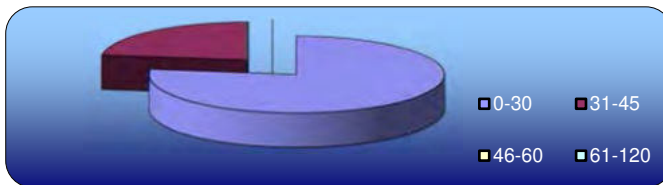
Tuesday
1-Mar-16



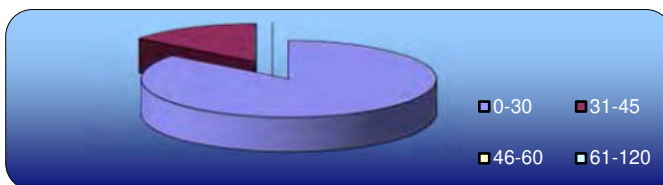
Wednesday
2-Mar-16



Thursday
3-Mar-16



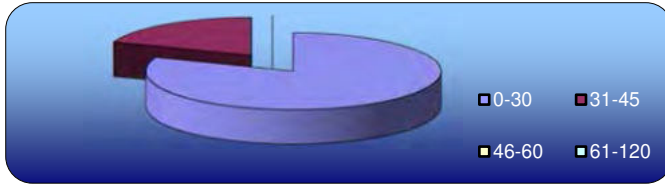
Friday
4-Mar-16



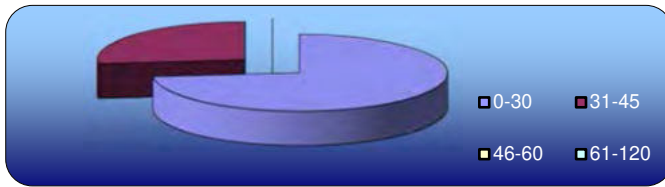
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 27-Feb-16	Sunday 28-Feb-16	Monday 29-Feb-16	Tuesday 1-Mar-16	Wednesday 2-Mar-16	Thursday 3-Mar-16	Friday 4-Mar-16
0-30	160	124	196	216	227	206	223
31-45	38	45	52	47	38	62	21
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	198	169	248	263	265	268	244

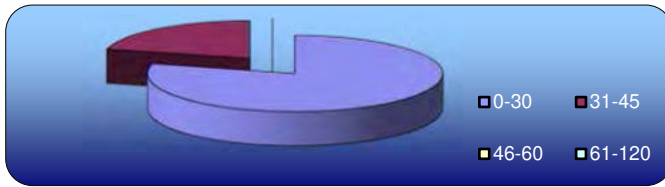
Saturday
27-Feb-16



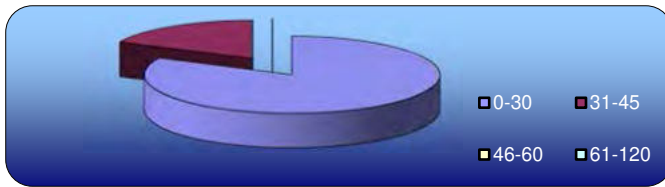
Sunday
28-Feb-16



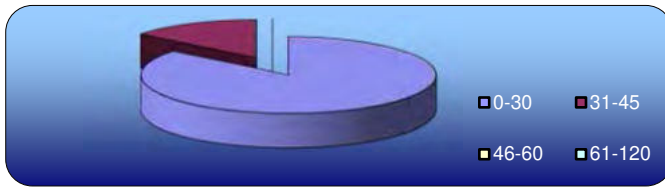
Monday
29-Feb-16



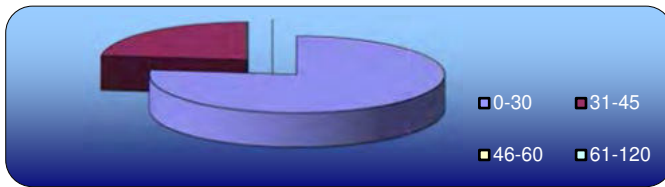
Tuesday
1-Mar-16



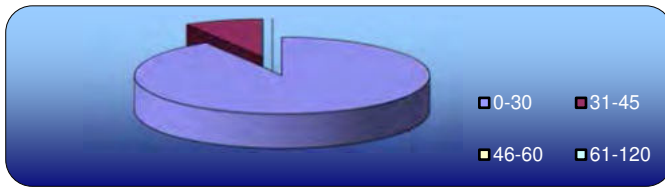
Wednesday
2-Mar-16



Thursday
3-Mar-16



Friday
4-Mar-16

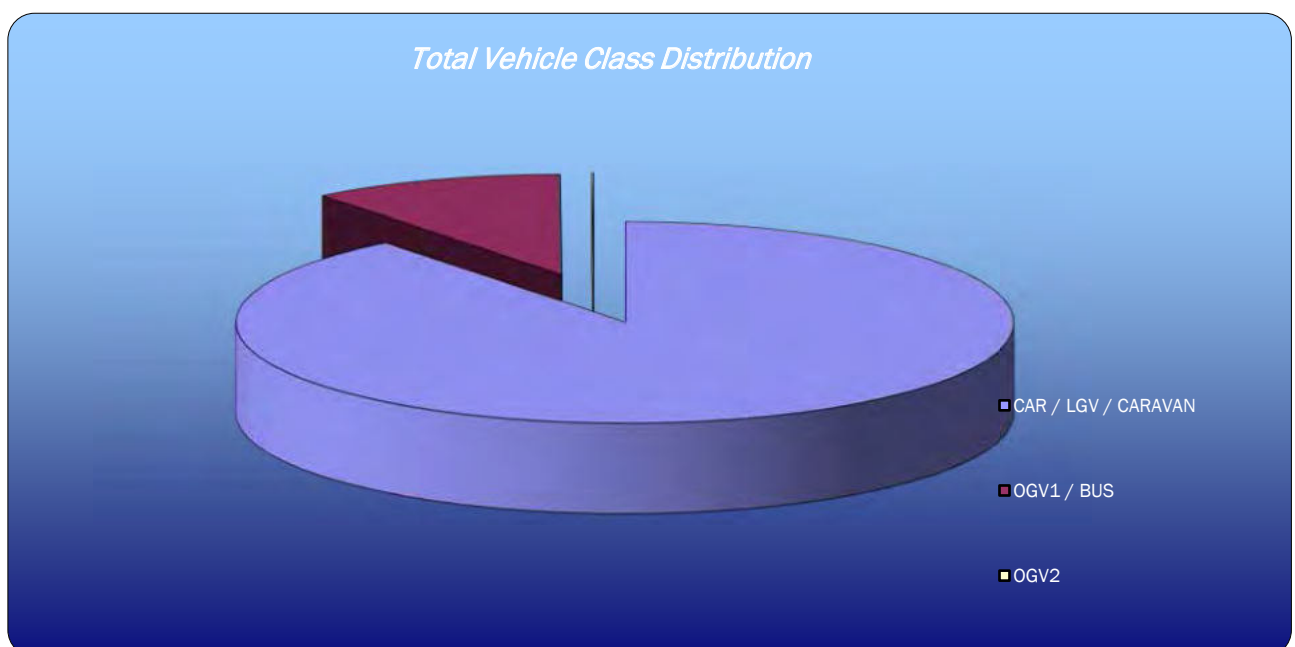


Automatic Classified Counts, Abergele

LOCATION: FFORDD LLANSAINSIOR

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Feb-16				
7-19	141	10	0	151
6-22	163	13	0	176
6-24	174	13	0	187
0-24	179	13	0	192
28-Feb-16				
7-19	125	5	1	131
6-22	139	7	1	147
6-24	142	7	1	150
0-24	148	7	1	156
29-Feb-16				
7-19	180	29	0	209
6-22	207	29	0	236
6-24	209	29	0	238
0-24	214	29	0	243
1-Mar-16				
7-19	174	33	0	207
6-22	191	33	0	224
6-24	192	33	0	225
0-24	193	33	0	226
2-Mar-16				
7-19	195	21	0	216
6-22	226	21	0	247
6-24	231	21	0	252
0-24	235	22	0	257
3-Mar-16				
7-19	193	26	0	219
6-22	216	26	0	242
6-24	223	27	0	250
0-24	227	27	0	254
4-Mar-16				
7-19	186	16	0	202
6-22	218	20	0	238
6-24	222	20	0	242
0-24	226	21	0	247
AVERAGE				
7-19	171	20	0	191
6-22	194	21	0	216
6-24	199	21	0	221
0-24	203	22	0	225

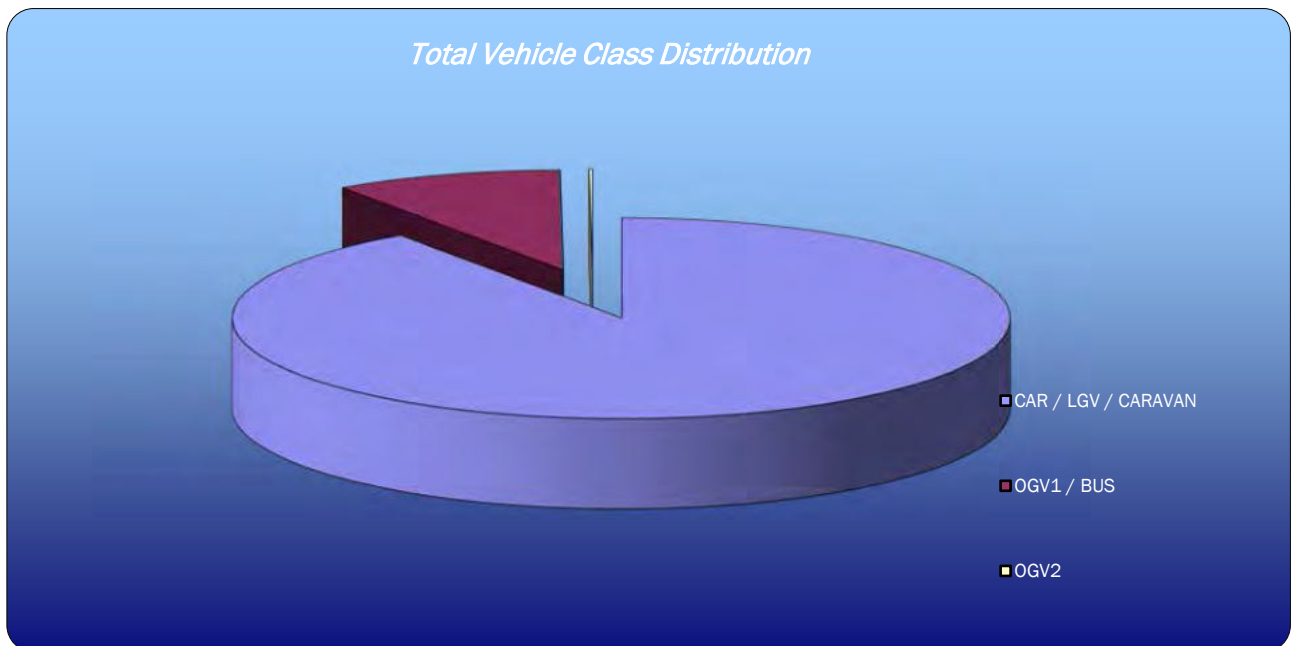


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LOCATION: FFORDD LLANSAINSIOR

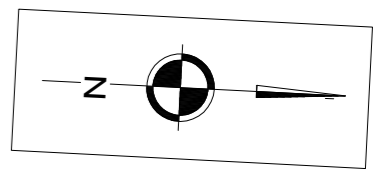
Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
27-Feb-16				
7-19	152	6	1	159
6-22	173	7	1	181
6-24	186	7	1	194
0-24	190	7	1	198
28-Feb-16				
7-19	143	10	1	154
6-22	155	10	1	166
6-24	155	10	1	166
0-24	158	10	1	169
29-Feb-16				
7-19	200	25	0	225
6-22	216	27	0	243
6-24	217	27	0	244
0-24	220	28	0	248
1-Mar-16				
7-19	215	28	0	243
6-22	228	30	0	258
6-24	229	30	0	259
0-24	233	30	0	263
2-Mar-16				
7-19	190	28	0	218
6-22	220	30	0	250
6-24	231	30	0	261
0-24	235	30	0	265
3-Mar-16				
7-19	220	21	0	241
6-22	235	21	0	256
6-24	239	22	0	261
0-24	246	22	0	268
4-Mar-16				
7-19	186	19	0	205
6-22	210	21	0	231
6-24	219	21	0	240
0-24	223	21	0	244
AVERAGE				
7-19	187	20	0	206
6-22	205	21	0	226
6-24	211	21	0	232
0-24	215	21	0	236



S|C|P

APPENDIX 3



2.4m x 90m VISIBILITY SPLAY

1.8M

0.5M

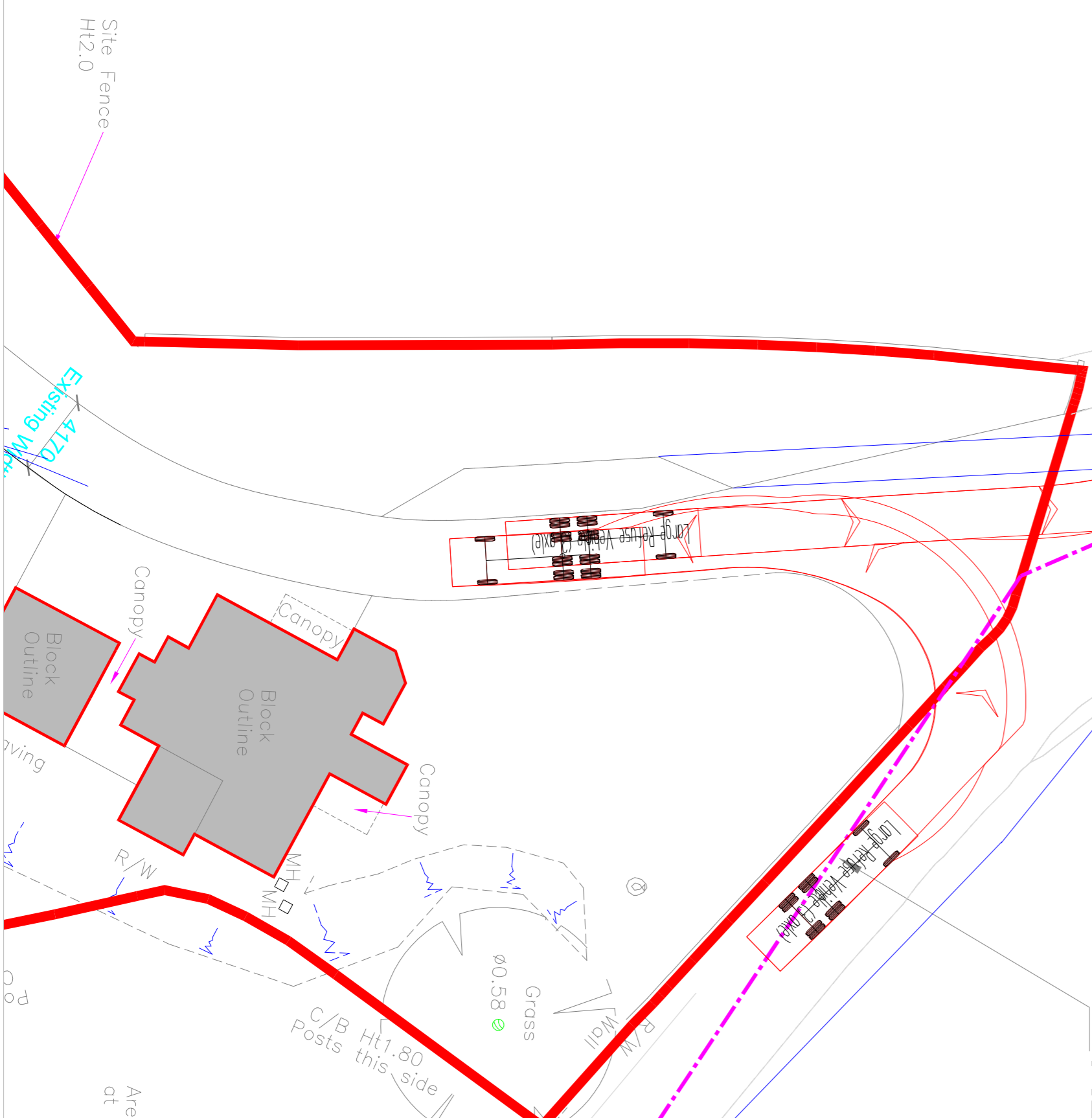
THE BOUNDARY WALL ABUTTING ST GEORGE ROAD SHALL BE REDUCED IN HEIGHT TO ACCOMMODATE THE 2.4m x 90m VISIBILITY SPLAY.

A VERTICAL CLEARANCE OF 1.05m (DRIVERS EYE HEIGHT) TO 600mm ABOVE THE CARRIAGEWAY IS REQUIRED.

LOCATION OF ATC

2.4m x 90m VISIBILITY SPLAY

Bryn Derw



NOTES

REV	DESCRIPTION	DATE	BY
A	LATEST SITE PLAN UNDERLAD	08.08.23	WB
B	LATEST SITE PLAN UNDERLAD	28.11.23	LD



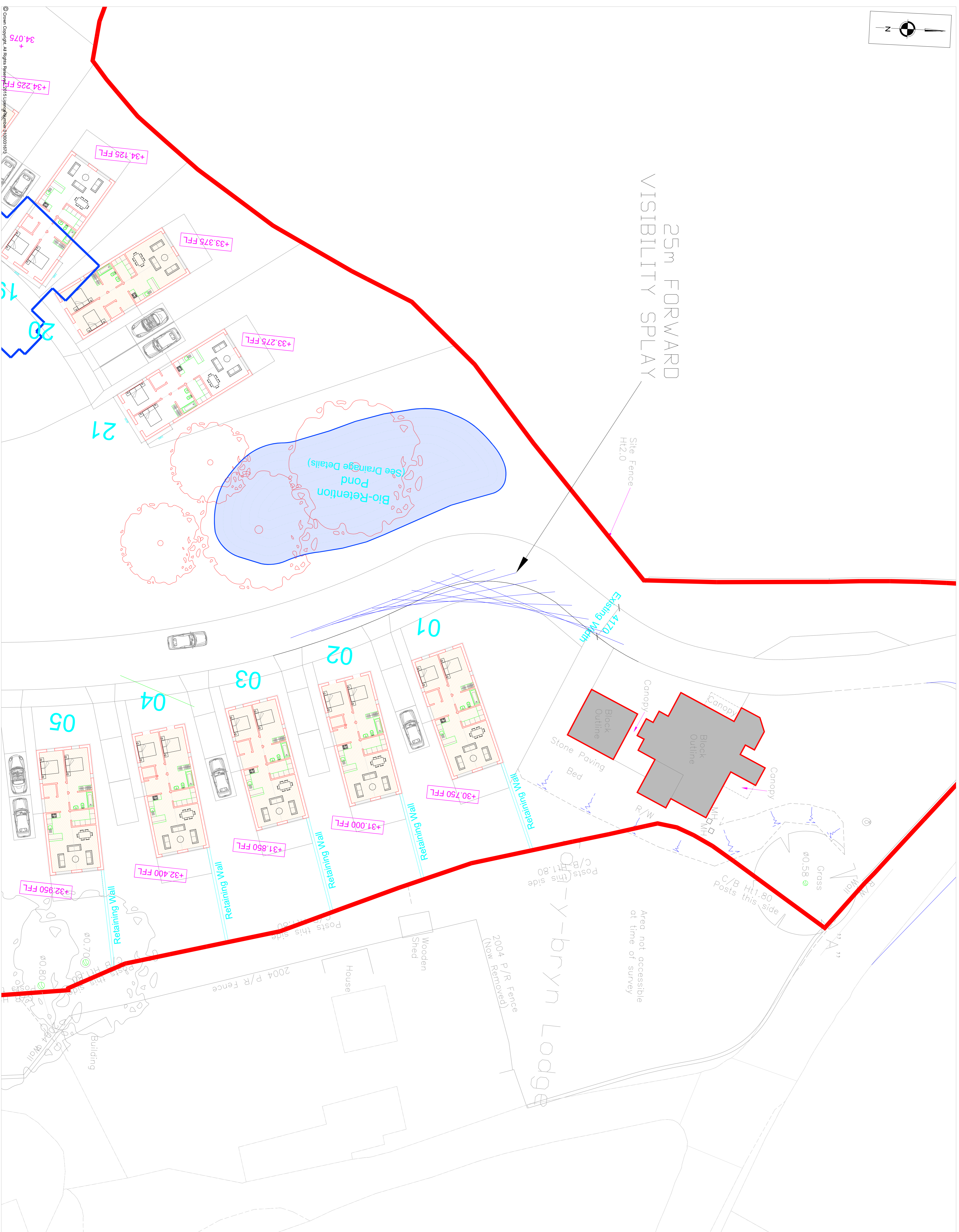
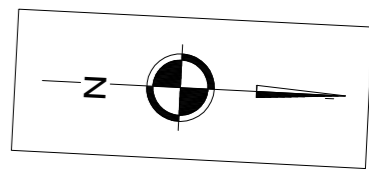
Transportation Planning : Infrastructure Design
 Corynne Chubb, 15 York Street, Manchester, M2 2BL, Tel: 0161 832 4400
 www.scpplanning.co.uk Email: info@scpplanning.co.uk

Client Name: CORSA CONSTRUCTION LIMITED

Project Title: GAINSBOROUGH HOUSE, ABERGELLE

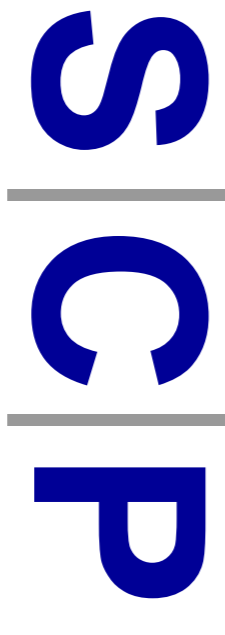
Drawing Title: PROPOSED SITE ACCESS VISIBILITY SPLAYS

Date:	03.08.2023	Drawn By:	WB
Scale:	1:250 @ A1	Checked:	GW
Status:	PLANNING	Approved:	-
Drawing No.:	SCP/230497/SK01	Rev:	B



NOTES

REV	DESCRIPTION	DATE	BY



Transportation Planning : Infrastructure Design
 Conwyn Chatterley, 18 York Street, Manchester, M2 2BL, UK. Tel: 0161 832 4400
 www.scipgroup.co.uk Email: info@scipgroup.co.uk

Client Name: **CORSA CONSTRUCTION LIMITED**

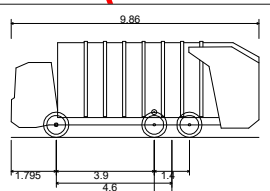
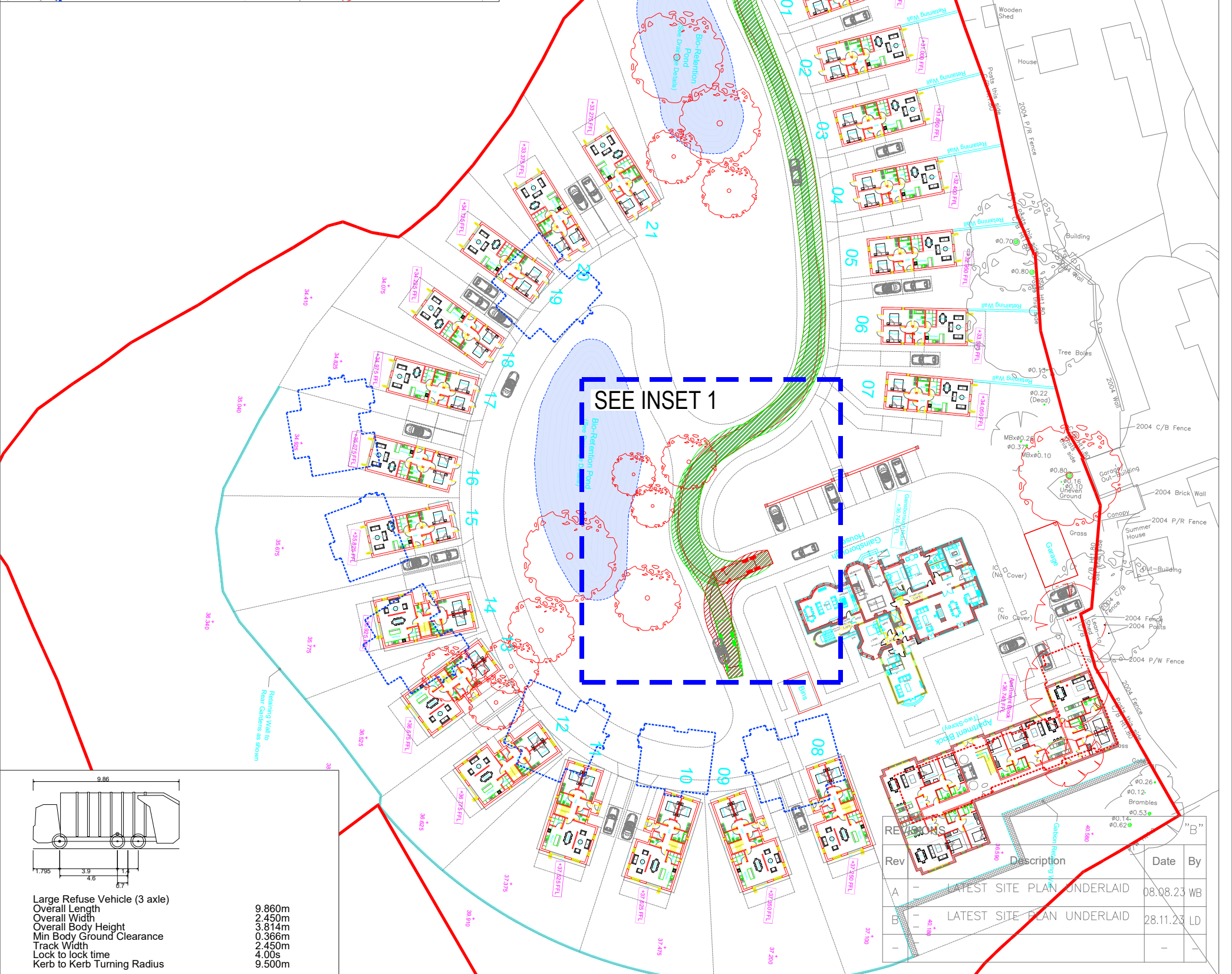
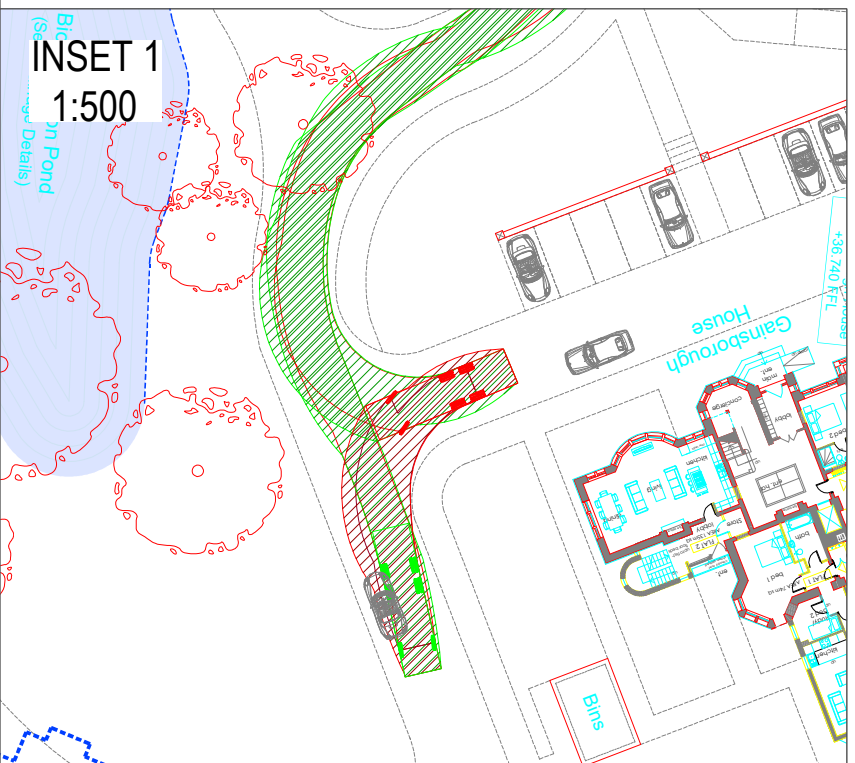
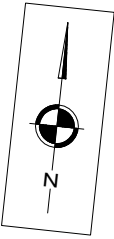
Project Title: **GAINSBOROUGH HOUSE, ABERGELLE**

Drawing Title: **FORWARD VISIBILITY SPLAY**

Date:	29.11.2023	Drawn By:	LD
Scale:	1:200 @ A1	Checked:	GW
Status:	PLANNING	Approved:	-
Drawing No.:	SCP/230497/SK02	Rev:	-

S|C|P

APPENDIX 4



Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev	Description	Date	By
A	LATEST SITE PLAN UNDERLAID	08.08.23	WB
B	LATEST SITE PLAN UNDERLAID	28.11.23	LD

SCP
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client CORSA CONSTRUCTION LIMITED
Project Title GAINSBOROUGH HOUSE, ABERGELE

Drawing Title SWEPT PATH ANALYSIS - PHASE 1

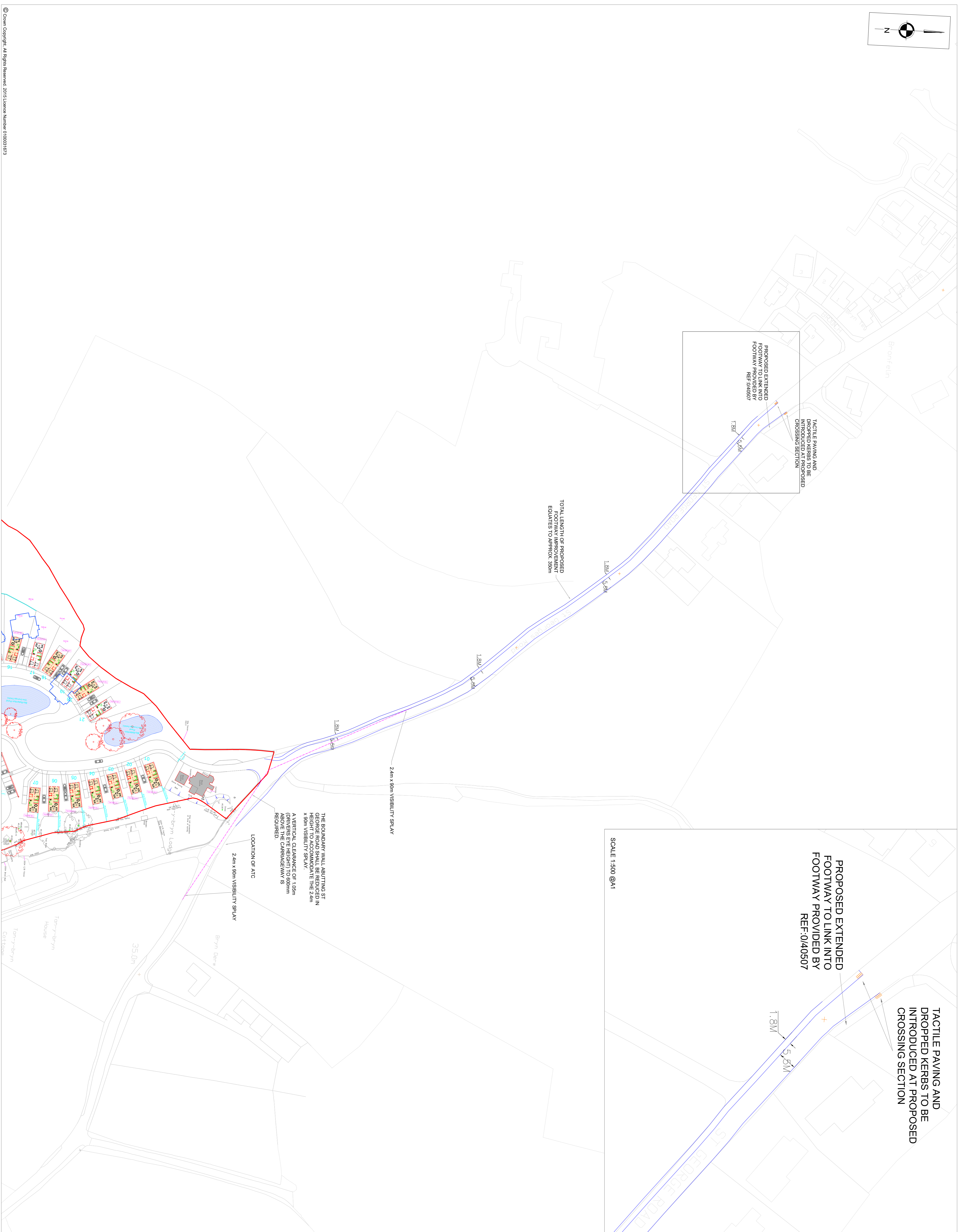
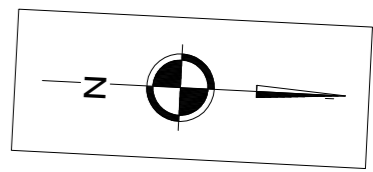
Scale VARIES @ A3
Date 03.08.2023
Approved/Unapproved -

By WB
Checked GW
Status PLANNING

Drawing No. SCP/230497/ATR01
Revision B

S|C|P

APPENDIX 5



NOTES

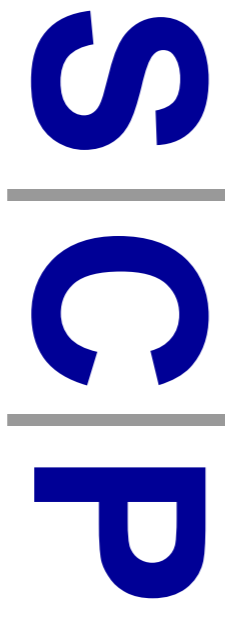
TACTILE PAVING AND DROPPED KERBS TO BE INTRODUCED AT PROPOSED CROSSING SECTION

PROPOSED EXTENDED FOOTWAY TO LINK INTO FOOTWAY PROVIDED BY REF:0/40507

SCALE 1:500 @A1

REVISIONS

REV	DESCRIPTION	DATE	BY
A	- LATEST SITE PLAN UNDERLAIN	06.08.23	WB
B	- LATEST SITE PLAN UNDERLAIN	28.11.23	LD



Transportation Planning : Infrastructure Design
 Company: Chertwell, 15 York Street, Manchester, M2 2BL, Tel: 0161 822 4400
 www.scpplanning.co.uk Email: info@scpplanning.co.uk

Client Name: **CORSA CONSTRUCTION LIMITED**

Project Title: **GAINSBOROUGH HOUSE, ABERGELLE**

Drawn Title: **PROPOSED CARRIAGEWAY AND FOOTWAY IMPROVEMENT SCHEME**

Date:	03.08.2023	Drawn By:	WB
Scale:	1:1000 @ A1	Checked:	GW
Status:	PLANNING	Approved:	-

Drawing No:	SCP1230497/F01	Rev:	B
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S|C|P

APPENDIX 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	PS POWYS	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: 17 to 57 (units:)
Range Selected by User: 17 to 60 (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: 01/01/15 to 09/11/22

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	4 days
Tuesday	5 days
Wednesday	10 days
Thursday	8 days
Friday	5 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	1 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	22

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:

Residential Zone	31
No Sub Category	1

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	25 days - Selected

Secondary Filtering selection:Use Class:

C3 32 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	11 days
10,001 to 15,000	9 days
15,001 to 20,000	3 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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	4 days
25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	12 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:

0.6 to 1.0	9 days
1.1 to 1.5	22 days
1.6 to 2.0	1 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	12 days
No	20 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	32 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES		CHESHIRE WEST & CHESTER
	LONDON ROAD			
	NORTHWICH			
	LEFTWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	24		
	Survey date: THURSDAY	06/06/19		Survey Type: MANUAL
2	BO-03-A-01	DETACHED HOUSES		BEDFORD
	CARNOUSTIE DRIVE			
	BEDFORD			
	GREAT DENHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: THURSDAY	15/10/20		Survey Type: MANUAL
3	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD			
	STOTFOLD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	46		
	Survey date: WEDNESDAY	22/06/22		Survey Type: MANUAL
4	DC-03-A-09	MIXED HOUSES		DORSET
	A350			
	SHAFTESBURY			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL
5	DC-03-A-10	MIXED HOUSES		DORSET
	ADDISON CLOSE			
	GILLINGHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	26		
	Survey date: WEDNESDAY	09/11/22		Survey Type: MANUAL
6	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
7	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
8	HC-03-A-17	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: THURSDAY	12/11/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
10	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
11	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD		
	LIPHOOK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	44	
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL
12	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYPHE 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
13	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL
14	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
15	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
16	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD		
	HUNSTANTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: WEDNESDAY	12/09/18	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone Total No of Dwellings: 45		
	Survey date: TUESDAY 21/09/21		Survey Type: MANUAL
18	NF-03-A-37	MIXED HOUSES	NORFOLK
	GREENFIELDS ROAD DEREHAM		
	Edge of Town Residential Zone Total No of Dwellings: 44		
	Survey date: TUESDAY 27/09/22		Survey Type: MANUAL
19	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34		
	Survey date: TUESDAY 13/09/22		Survey Type: MANUAL
20	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL		
	Edge of Town Residential Zone Total No of Dwellings: 36		
	Survey date: MONDAY 18/10/21		Survey Type: MANUAL
21	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE
	PALACE ROAD RIPON		
	Edge of Town Residential Zone Total No of Dwellings: 45		
	Survey date: WEDNESDAY 18/05/22		Survey Type: MANUAL
22	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28		
	Survey date: MONDAY 17/10/16		Survey Type: MANUAL
23	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28		
	Survey date: MONDAY 11/05/15		Survey Type: MANUAL
24	SC-03-A-07	MIXED HOUSES	SURREY
	FOLLY HILL FARNHAM		
	Edge of Town Residential Zone Total No of Dwellings: 41		
	Survey date: WEDNESDAY 11/05/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	Survey date: THURSDAY		22/09/16	Survey Type: MANUAL
26	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
27	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
28	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
29	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	Survey date: WEDNESDAY		30/09/15	Survey Type: MANUAL
30	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL
31	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL
32	WO-03-A-07 RYE GRASS LANE REDDITCH	MIXED HOUSES & FLATS		WORCESTERSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		47	
	Survey date: THURSDAY		01/10/20	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	37	0.073	32	37	0.253	32	37	0.326
08:00 - 09:00	32	37	0.176	32	37	0.375	32	37	0.551
09:00 - 10:00	32	37	0.149	32	37	0.206	32	37	0.355
10:00 - 11:00	32	37	0.148	32	37	0.172	32	37	0.320
11:00 - 12:00	32	37	0.164	32	37	0.158	32	37	0.322
12:00 - 13:00	32	37	0.184	32	37	0.193	32	37	0.377
13:00 - 14:00	32	37	0.172	32	37	0.175	32	37	0.347
14:00 - 15:00	32	37	0.164	32	37	0.217	32	37	0.381
15:00 - 16:00	32	37	0.303	32	37	0.216	32	37	0.519
16:00 - 17:00	32	37	0.297	32	37	0.169	32	37	0.466
17:00 - 18:00	32	37	0.336	32	37	0.193	32	37	0.529
18:00 - 19:00	32	37	0.253	32	37	0.146	32	37	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.419			2.473			4.892

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.

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Parameter summary

Trip rate parameter range selected: 17 - 57 (units:)
 Survey date date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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.

S|C|P

APPENDIX 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
03 SOUTH WEST	
DC DORSET	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
SY SOUTH YORKSHIRE	1 days
09 NORTH	
CB CUMBRIA	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 37 to 54 (units:)
 Range Selected by User: 35 to 65 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 24/10/13

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	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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:

Residential Zone	6
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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.

Filtering Stage 3 selection:Use Class:

C3	6 days
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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 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	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:

25,001 to 50,000	1 days
75,001 to 100,000	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:

0.6 to 1.0	1 days
1.1 to 1.5	5 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	1 days
No	5 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.

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	40		
	Survey date: THURSDAY	20/11/08		Survey Type: MANUAL
2	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
3	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	37		
	Survey date: FRIDAY	18/11/11		Survey Type: MANUAL
4	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
5	SH-03-A-05	SEMI-DETACHED/TERRACED		SHROPSHIRE
	SANDCROFT			
	SUTTON HILL			
	TELFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL
6	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	BENTLEY RISE			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	54		
	Survey date: WEDNESDAY	18/09/13		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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	48	0.094	6	48	0.330	6	48	0.424
08:00 - 09:00	6	48	0.125	6	48	0.361	6	48	0.486
09:00 - 10:00	6	48	0.142	6	48	0.163	6	48	0.305
10:00 - 11:00	6	48	0.122	6	48	0.128	6	48	0.250
11:00 - 12:00	6	48	0.128	6	48	0.149	6	48	0.277
12:00 - 13:00	6	48	0.128	6	48	0.094	6	48	0.222
13:00 - 14:00	6	48	0.153	6	48	0.146	6	48	0.299
14:00 - 15:00	6	48	0.146	6	48	0.156	6	48	0.302
15:00 - 16:00	6	48	0.215	6	48	0.111	6	48	0.326
16:00 - 17:00	6	48	0.260	6	48	0.149	6	48	0.409
17:00 - 18:00	6	48	0.347	6	48	0.163	6	48	0.510
18:00 - 19:00	6	48	0.243	6	48	0.118	6	48	0.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.103			2.068			4.171

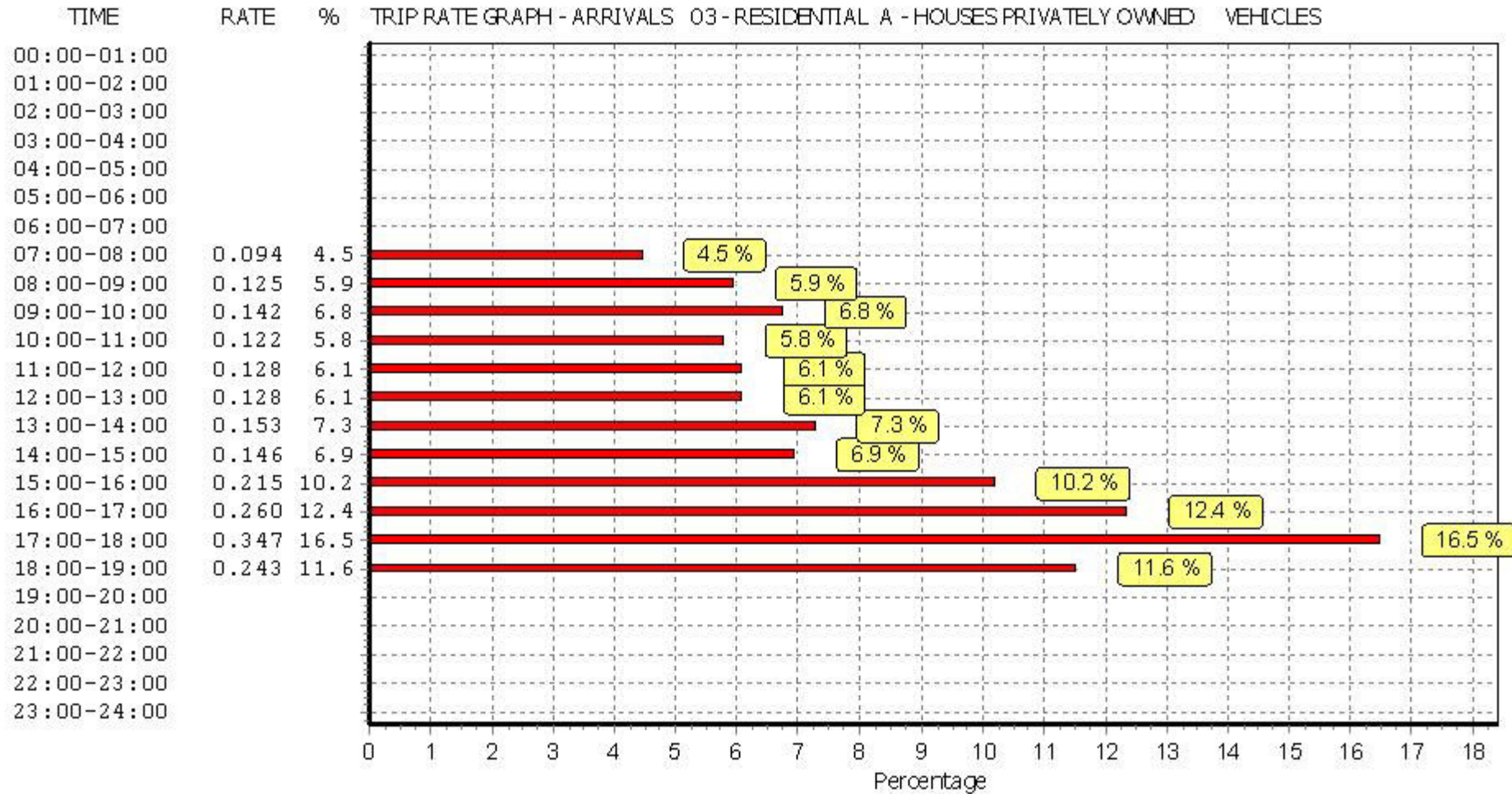
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

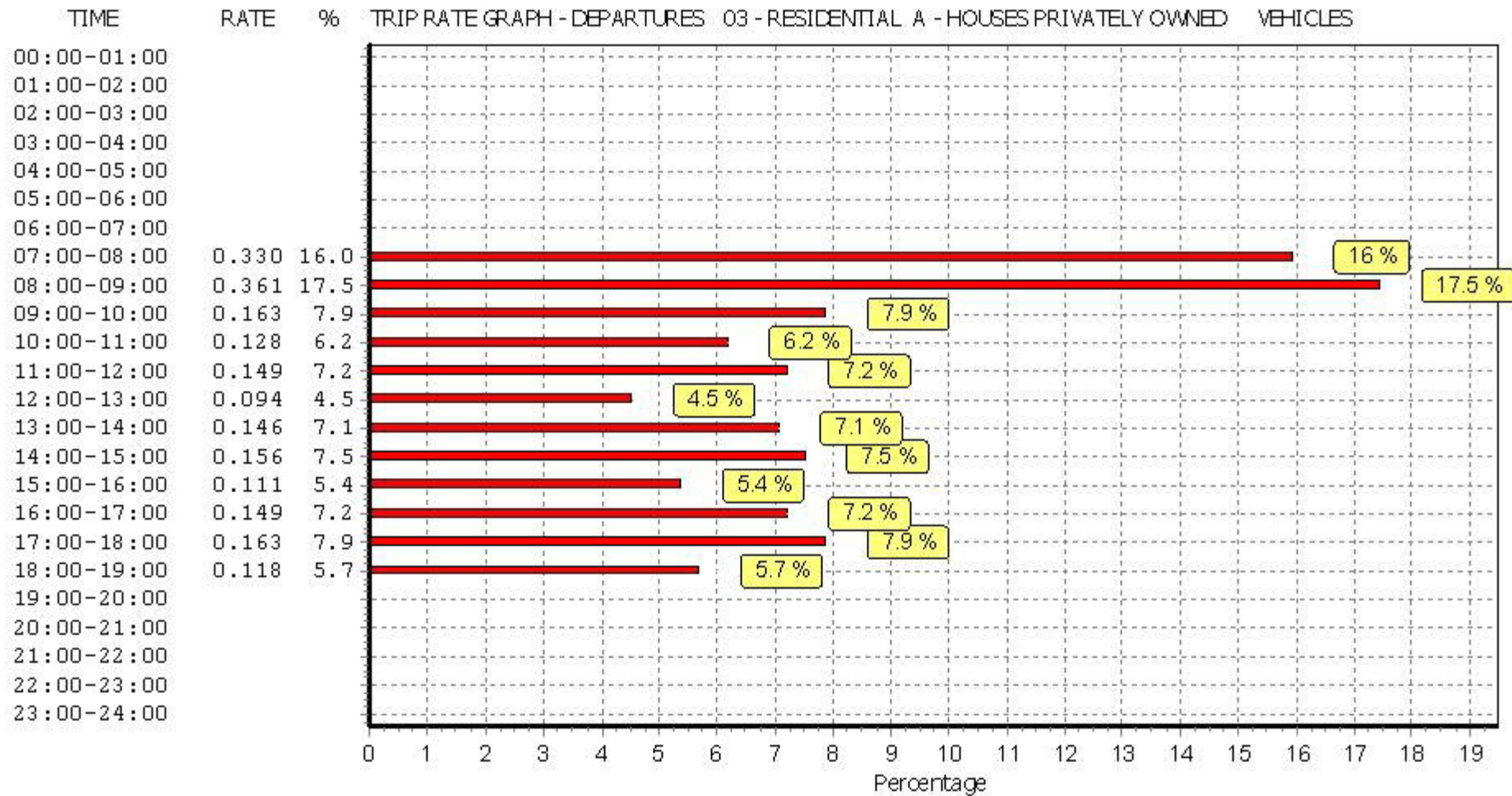
Parameter summary

Trip rate parameter range selected: 37 - 54 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

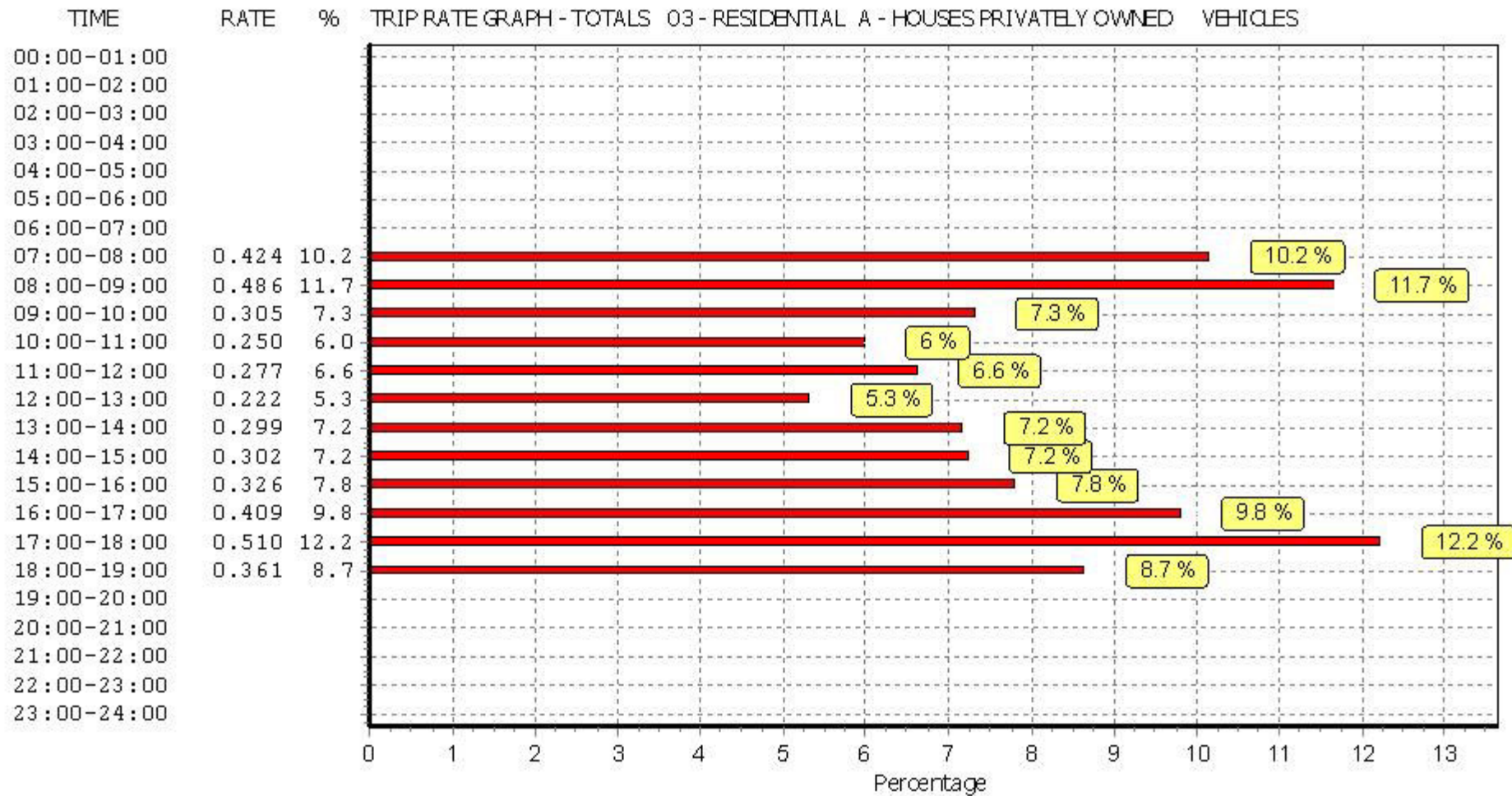
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	48	0.014	6	48	0.014	6	48	0.028
08:00 - 09:00	6	48	0.017	6	48	0.010	6	48	0.027
09:00 - 10:00	6	48	0.003	6	48	0.010	6	48	0.013
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.010	6	48	0.010	6	48	0.020
12:00 - 13:00	6	48	0.003	6	48	0.003	6	48	0.006
13:00 - 14:00	6	48	0.003	6	48	0.003	6	48	0.006
14:00 - 15:00	6	48	0.007	6	48	0.007	6	48	0.014
15:00 - 16:00	6	48	0.007	6	48	0.007	6	48	0.014
16:00 - 17:00	6	48	0.014	6	48	0.007	6	48	0.021
17:00 - 18:00	6	48	0.007	6	48	0.003	6	48	0.010
18:00 - 19:00	6	48	0.007	6	48	0.010	6	48	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.084			0.176

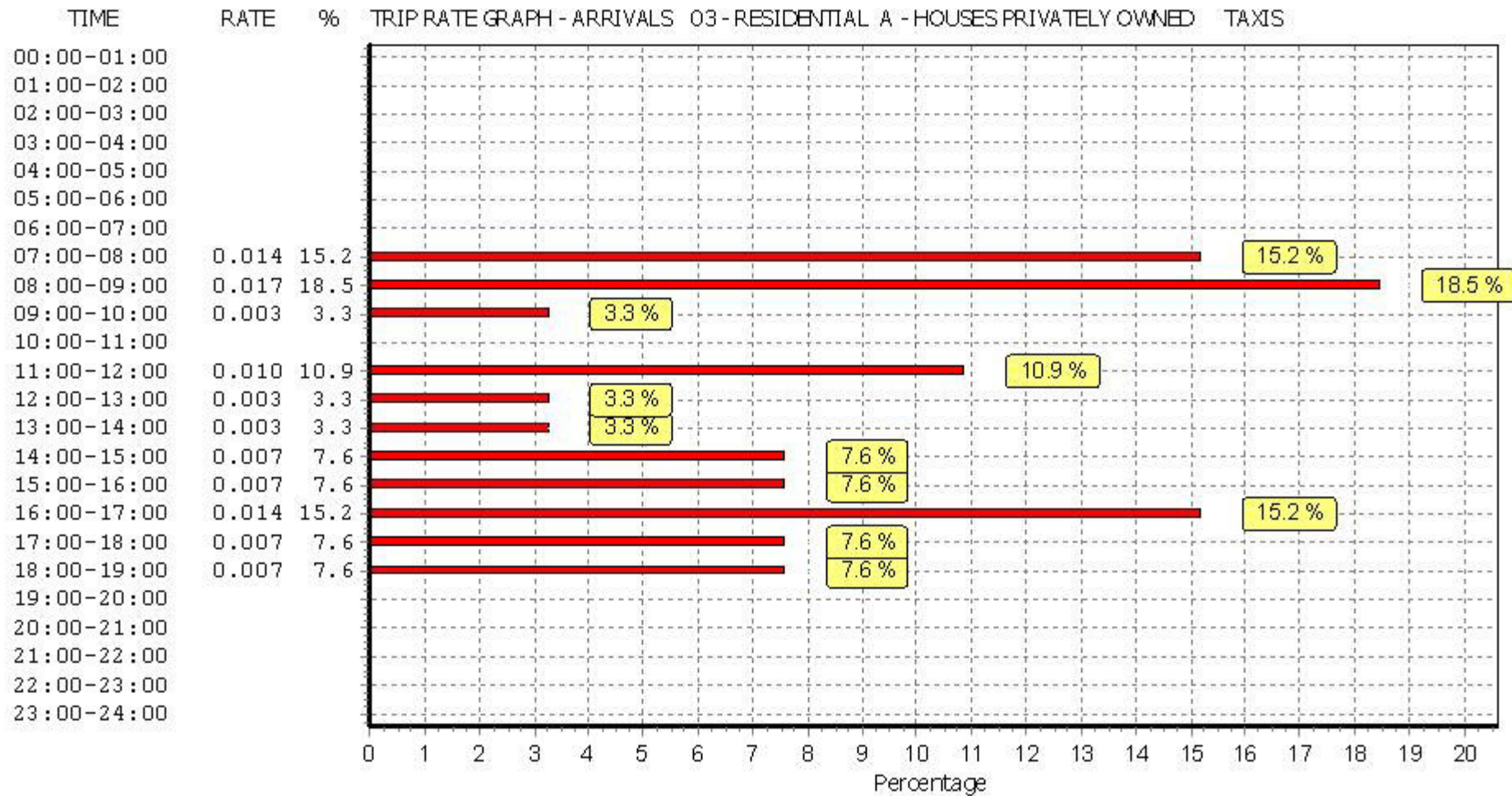
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

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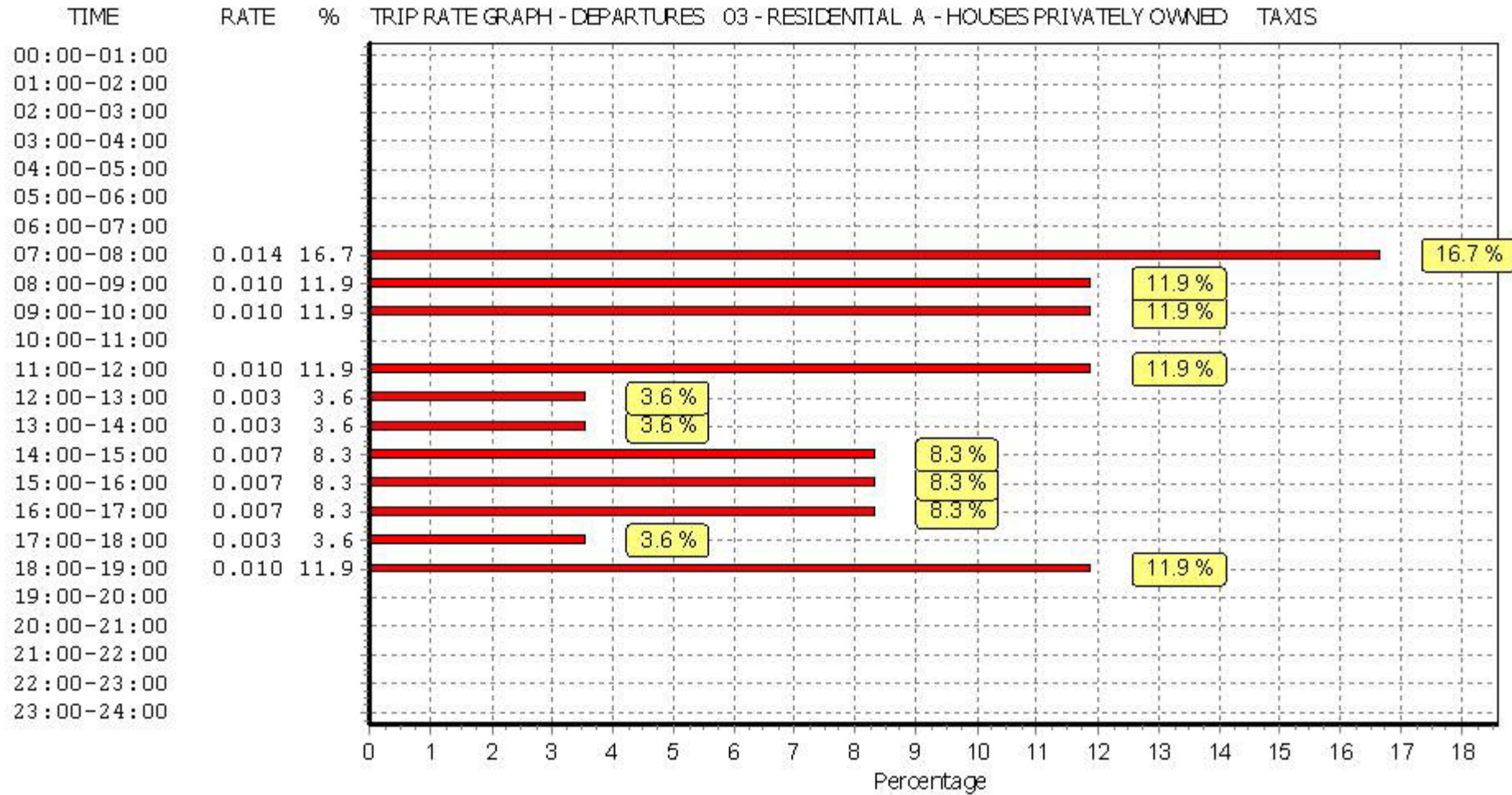
Parameter summary

Trip rate parameter range selected: 37 - 54 (units:)
Survey date date range: 01/01/07 - 24/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

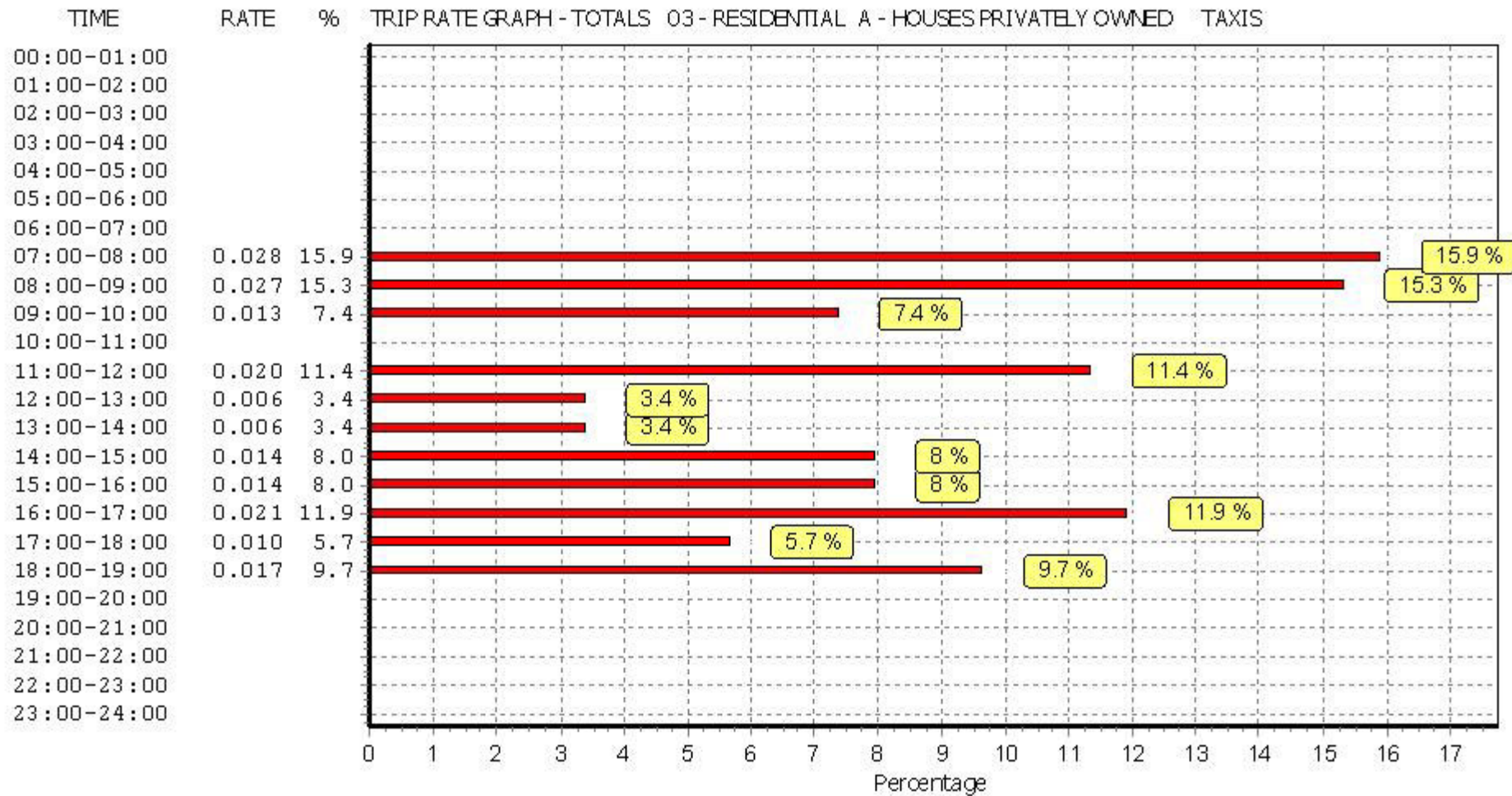
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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	48	0.000	6	48	0.000	6	48	0.000
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.000	6	48	0.000	6	48	0.000
10:00 - 11:00	6	48	0.003	6	48	0.003	6	48	0.006
11:00 - 12:00	6	48	0.003	6	48	0.003	6	48	0.006
12:00 - 13:00	6	48	0.003	6	48	0.000	6	48	0.003
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.000	6	48	0.000	6	48	0.000
15:00 - 16:00	6	48	0.000	6	48	0.003	6	48	0.003
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

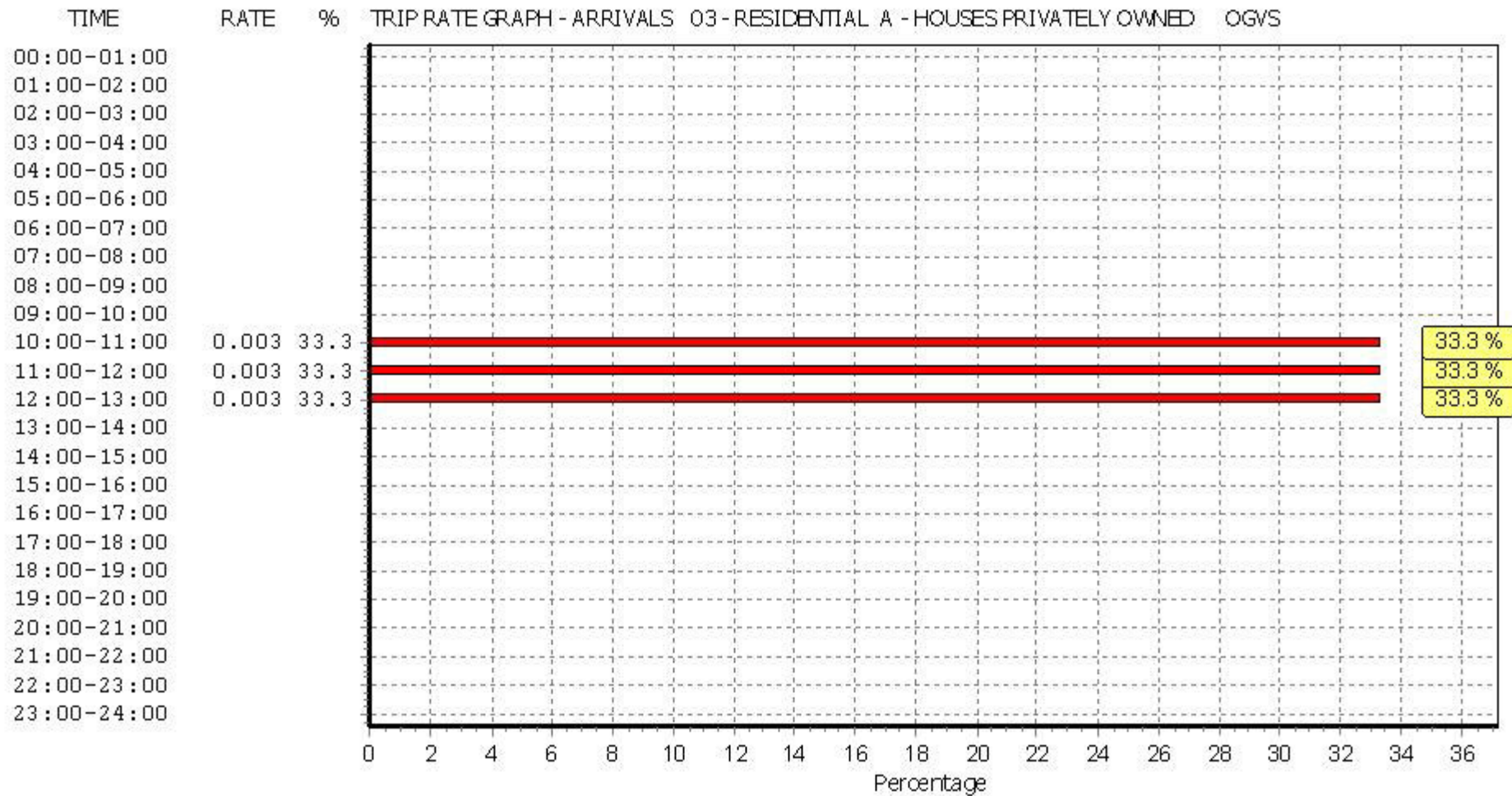
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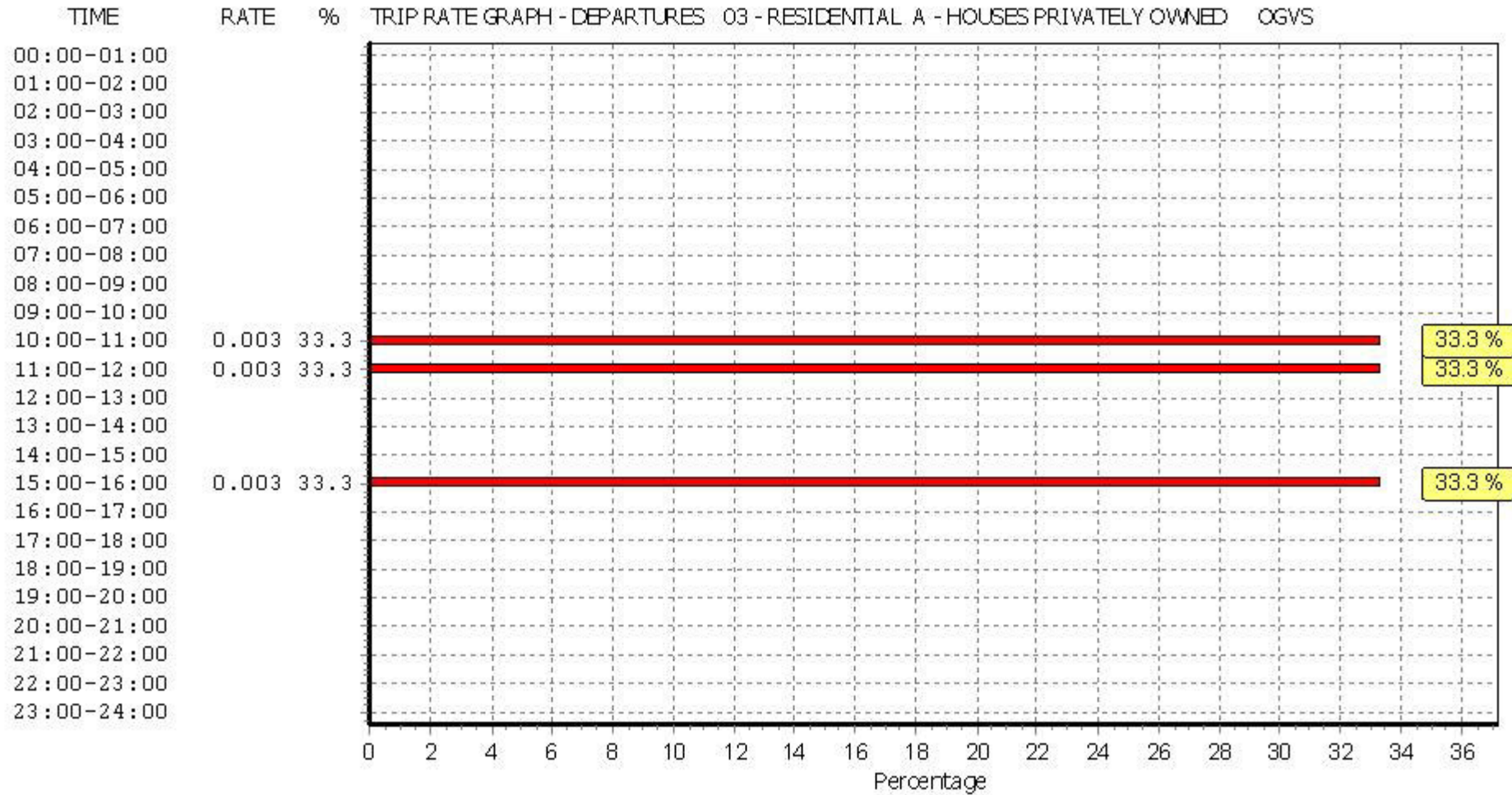
Parameter summary

Trip rate parameter range selected: 37 - 54 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

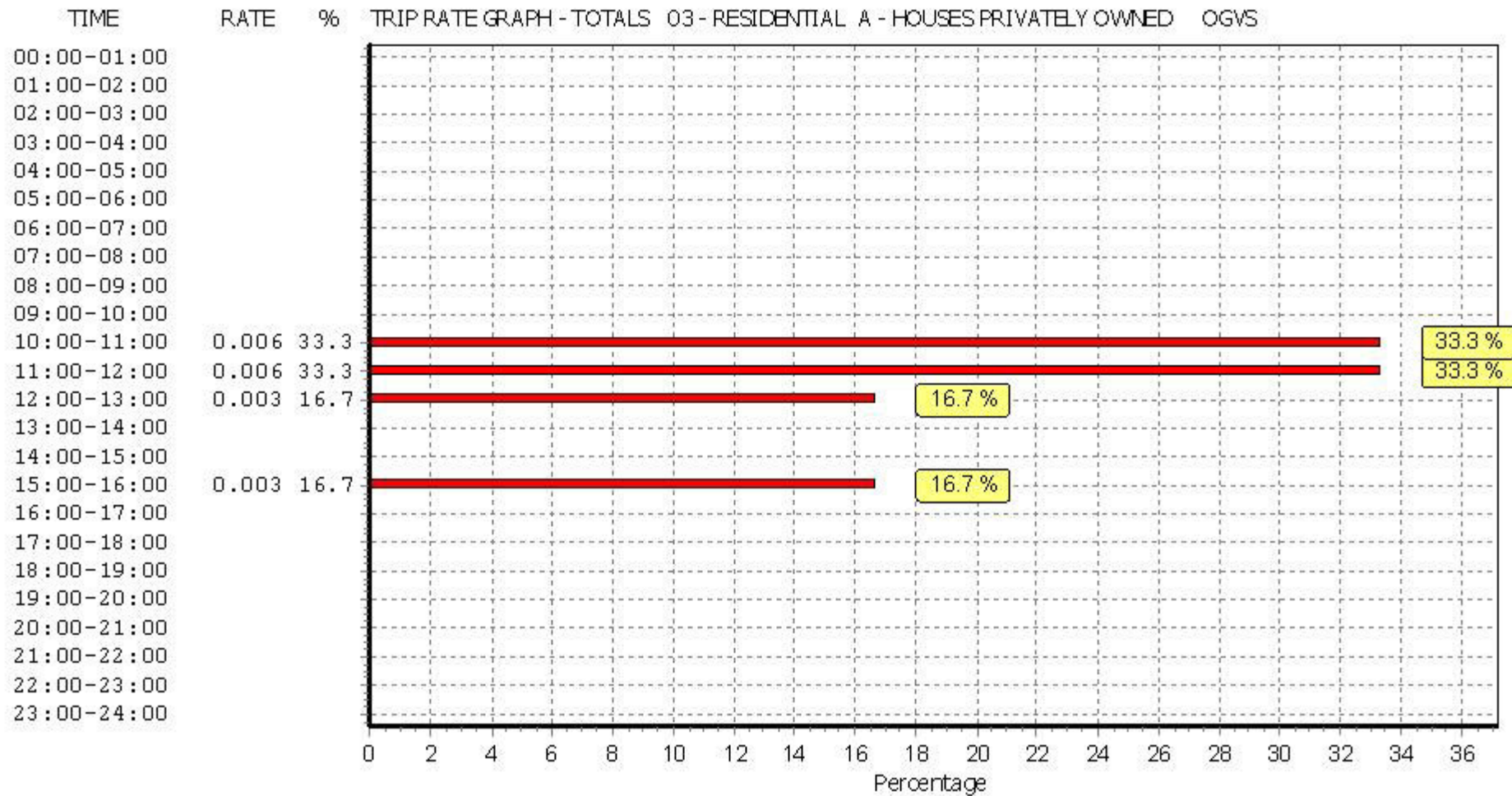
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	48	0.000	6	48	0.000	6	48	0.000
08:00 - 09:00	6	48	0.000	6	48	0.000	6	48	0.000
09:00 - 10:00	6	48	0.000	6	48	0.000	6	48	0.000
10:00 - 11:00	6	48	0.000	6	48	0.000	6	48	0.000
11:00 - 12:00	6	48	0.007	6	48	0.007	6	48	0.014
12:00 - 13:00	6	48	0.000	6	48	0.000	6	48	0.000
13:00 - 14:00	6	48	0.000	6	48	0.000	6	48	0.000
14:00 - 15:00	6	48	0.000	6	48	0.000	6	48	0.000
15:00 - 16:00	6	48	0.000	6	48	0.000	6	48	0.000
16:00 - 17:00	6	48	0.000	6	48	0.000	6	48	0.000
17:00 - 18:00	6	48	0.000	6	48	0.000	6	48	0.000
18:00 - 19:00	6	48	0.000	6	48	0.000	6	48	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

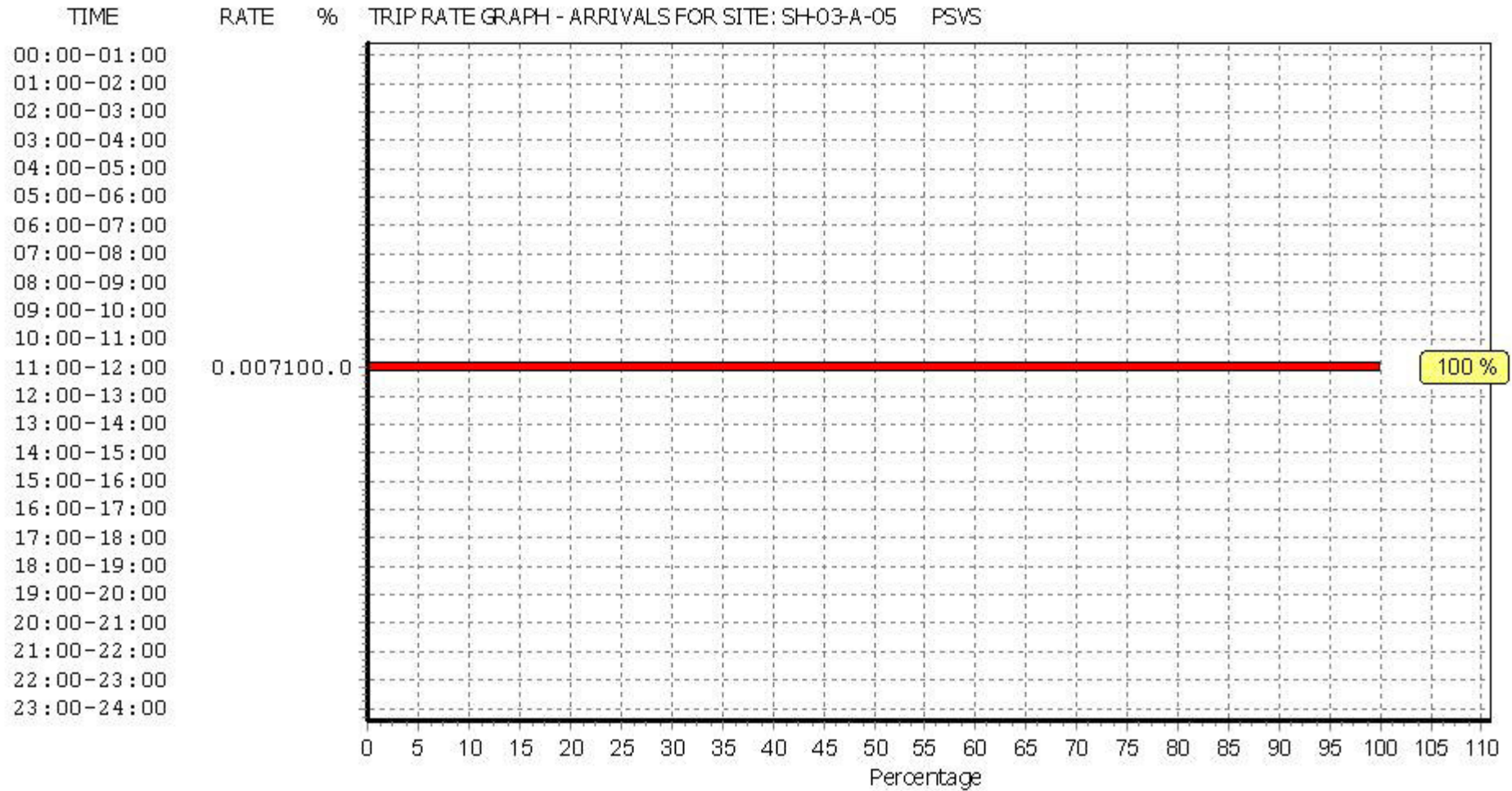
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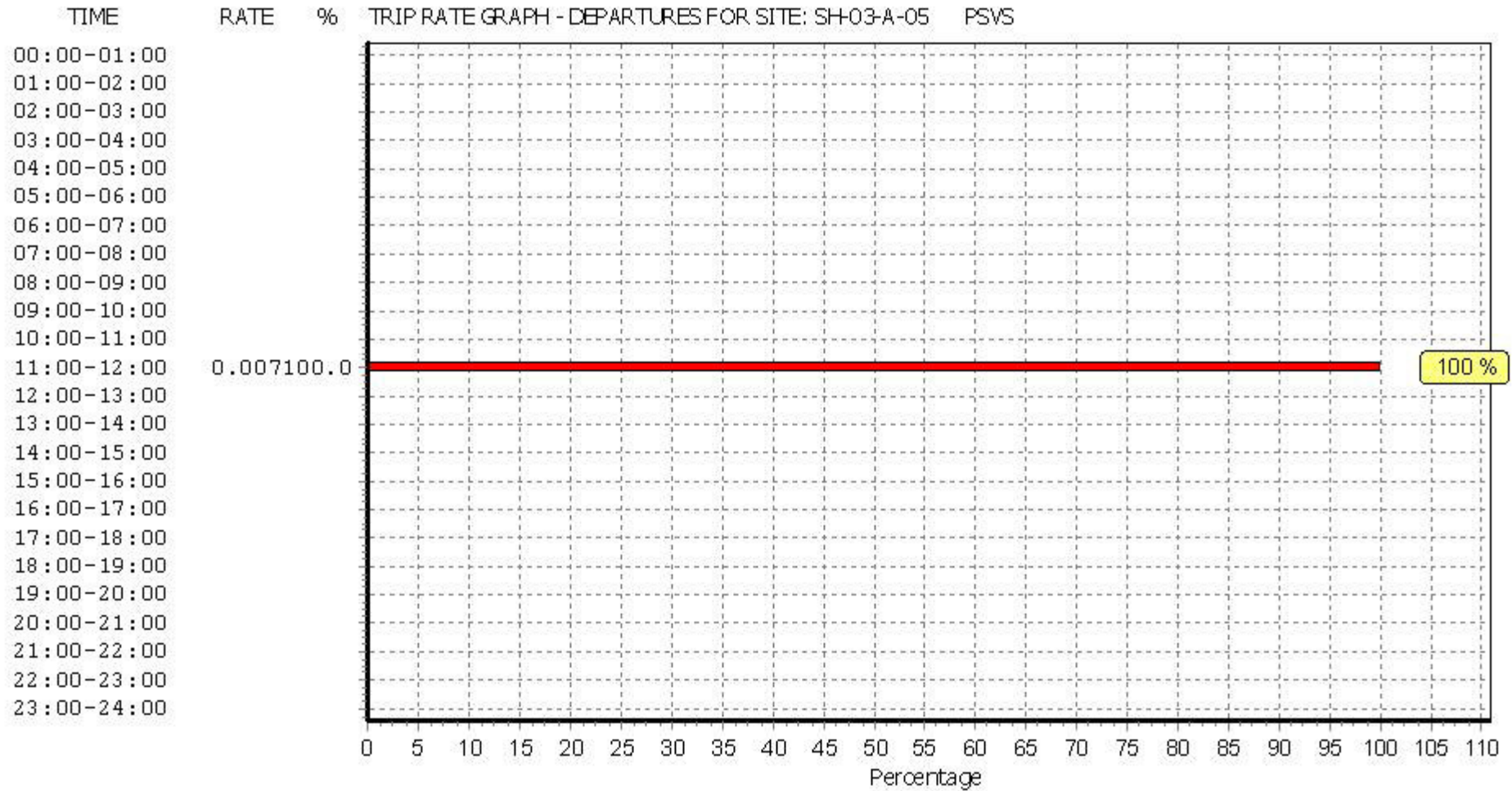
Parameter summary

Trip rate parameter range selected: 37 - 54 (units:)
Survey date date range: 01/01/07 - 24/10/13
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 1

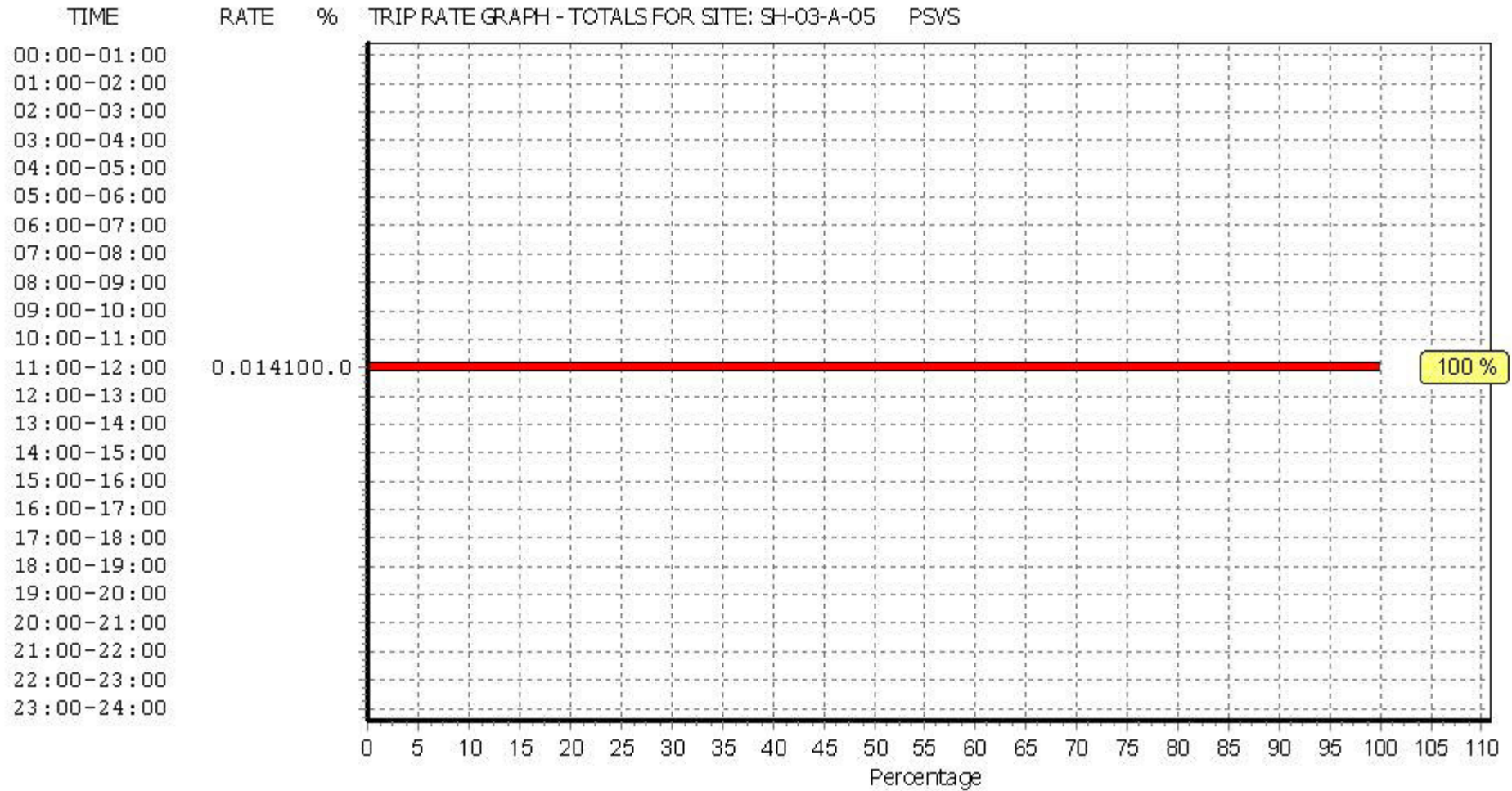
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	6	48	0.000	6	48	0.038	6	48	0.038
08:00 - 09:00	6	48	0.000	6	48	0.035	6	48	0.035
09:00 - 10:00	6	48	0.003	6	48	0.014	6	48	0.017
10:00 - 11:00	6	48	0.007	6	48	0.007	6	48	0.014
11:00 - 12:00	6	48	0.003	6	48	0.007	6	48	0.010
12:00 - 13:00	6	48	0.007	6	48	0.010	6	48	0.017
13:00 - 14:00	6	48	0.000	6	48	0.010	6	48	0.010
14:00 - 15:00	6	48	0.007	6	48	0.003	6	48	0.010
15:00 - 16:00	6	48	0.031	6	48	0.003	6	48	0.034
16:00 - 17:00	6	48	0.031	6	48	0.010	6	48	0.041
17:00 - 18:00	6	48	0.024	6	48	0.000	6	48	0.024
18:00 - 19:00	6	48	0.017	6	48	0.007	6	48	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.144			0.274

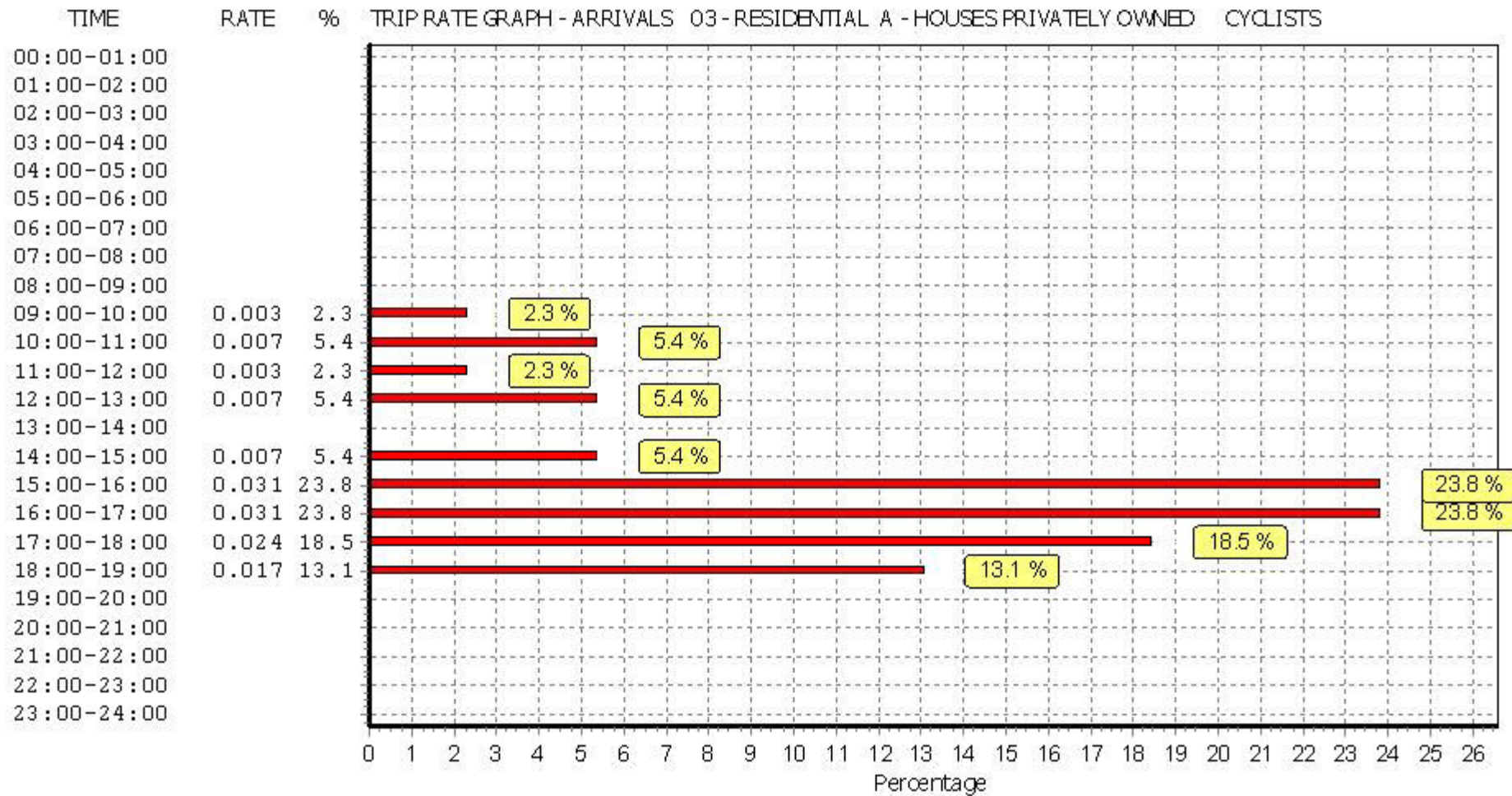
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

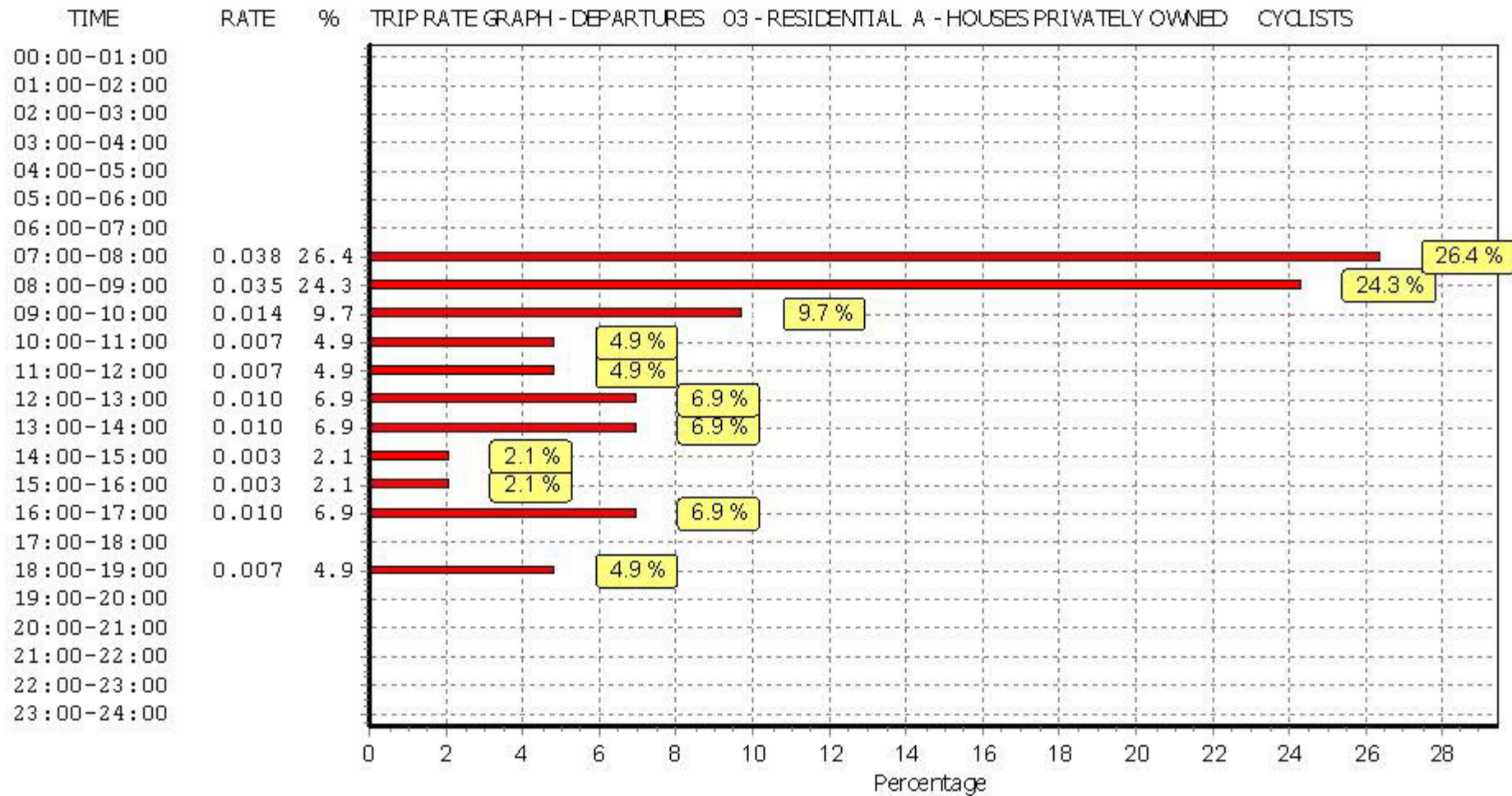
Parameter summary

Trip rate parameter range selected: 37 - 54 (units:)
 Survey date date range: 01/01/07 - 24/10/13
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

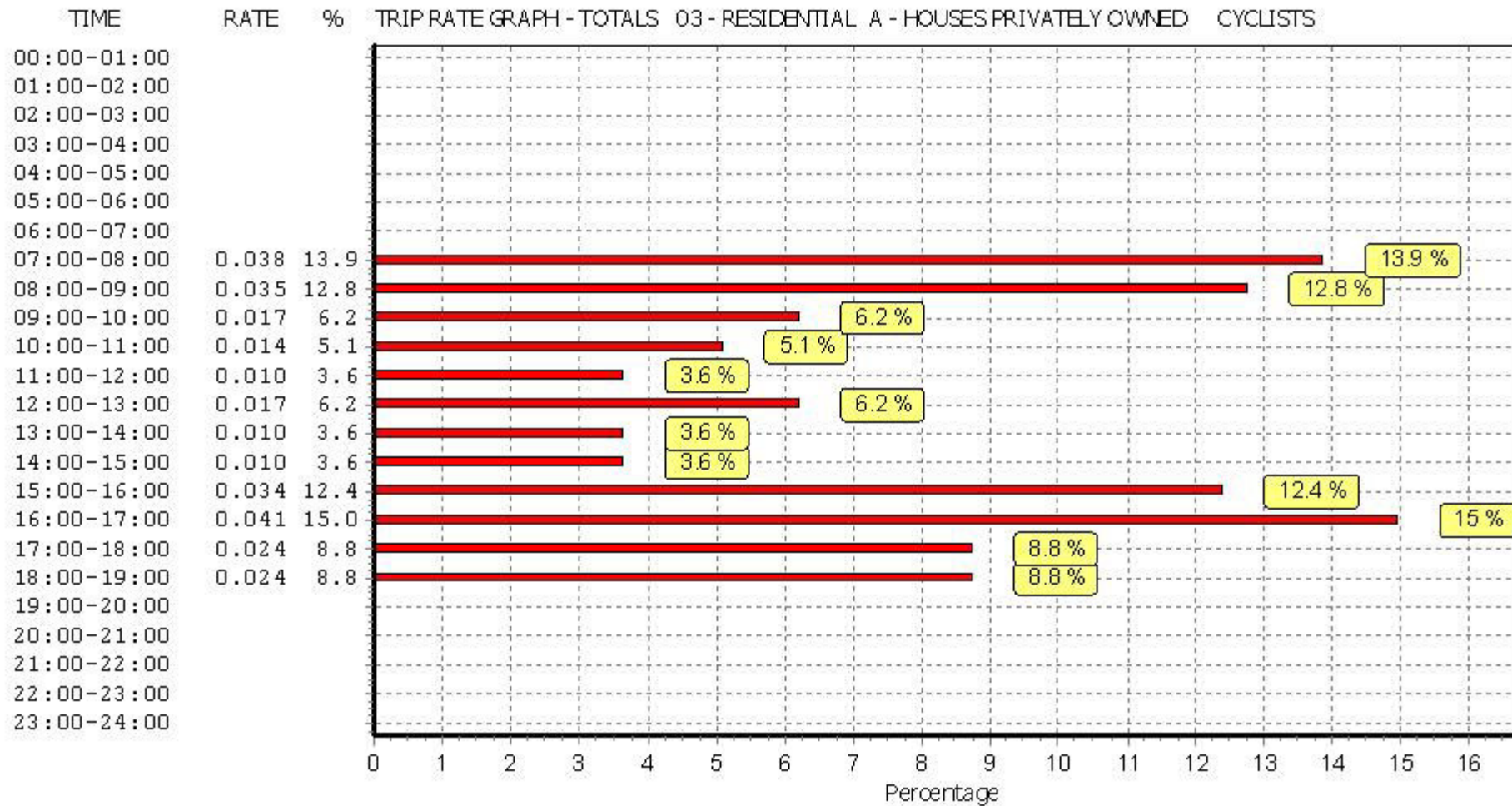
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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