

**Proposed mixed use development at
former MOD site, Caerwent**

**Transport Assessment
January 2024**

A decorative wavy line at the bottom of the page, transitioning from yellow on the left to red on the right.

Applicant: Redi 205 Ltd

Project no: T23.159

Document ref no: T23.159 Final

Document issue date: 4 January 2024

Project name: MoD Caerwent

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

CONTENTS

1	Introduction	4
2	Policy Context	6
3	Existing Conditions	13
4	Site access & Sustainability	21
5	Development Proposals	27
6	Transport Characteristics	31
7	Impact Assessment	36
8	Summary & Conclusions	43

FIGURES

Figure 1.1	Site location	4
Figure 3.1	Local highway network	13
Figure 3.2	PIC analysis locations	15
Figure 3.3	Survey locations	16
Figure 3.4	Weekday Average traffic flows (vehicles)	18
Figure 3.5	Weekend Average traffic flows (vehicles)	18
Figure 4.1	Active Travel infrastructure	21
Figure 4.2	Active Travel Network Map	23
Figure 4.3	Public transport services within proximity	23
Figure 4.4	Proximity of local amenities	25
Figure 5.1	Proposed access strategy	28

APPENDICES

Appendix A	Asbri Transport Technical Note 2019
Appendix B	Proposed masterplan
Appendix C	ATC survey data
Appendix D	JTC survey data
Appendix E	2023 base
Appendix F	TRICS: Residential – mixed private/affordable housing
Appendix G	TRICS: Employment – Business Park
Appendix H	TRICS: Health – care home (elderly residential)
Appendix I	2025 & 2035 Future Base
Appendix J	Distribution & Traffic Assignment
Appendix K	2025 & 2035 Future Base with Development
Appendix L	Site access junction modelling capacity reports

1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd. have been commissioned by Redi 205 Ltd to produce a Transport Assessment for land at the former MOD site, Caerwent. A Technical Note was previously prepared by Asbri Transport in 2019, this can be found at **Appendix A**.

1.1.2 The location of the site and its surrounding context can be seen in **Figure 1.1**.



Figure 1.1 Site location

1.1.3 The Council are now looking to allocate the site in the forthcoming Deposit LDP and have requested additional information to inform the allocation. The scheme which they are looking to allocate is based on 40 units (50% affordable), and the following mix of uses;

- **C2:** Nursing home
- **A1, A3, D1:** Multiuse consisting of coffee shop, small retail, community facilities with courtyard and parking
- **B1:** 2 floors with courtyard and parking (3320m²)

- **B2:** Flexible workshops with part first floors for offices/facilities (2212m²)
- **C3:** Residential for sale with garages and small home office space (total 20 units) and residential (affordable HA) with garages (total 20 units)

1.1.4 The proposed site masterplan is shown in **Appendix B**.

1.1.5 This report has been prepared following a request from MCC Highways department to consider the impact of the allocation, in particular at the Highbeeche Roundabout and the M48 junction 2.

2 POLICY CONTEXT

2.1 Monmouthshire Adopted Local Development Plan 2011-2021

2.1.1 The LDP sets out the Council's vision and objectives for the development and use of land in Monmouthshire and has a fundamental role in delivering sustainable development over the plan period 2011-2021.

2.1.2 The LDP seeks to achieve appropriate patterns of development that reduce the dependence of private vehicles and allow for increased walking, cycling and use of public transport.

2.2 Llwybr Newydd: The Wales Transport Strategy 2021

2.2.1 Llwybr Newydd, the Wales Transport Strategy sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society. The national Wales Transport Strategy was published in March 2021.

2.2.2 The Transport Strategy aims to bring services to people in order to reduce the need to travel and notes that 'if more people can walk and cycle for everyday trips, we will reduce our dependency on cars.'

2.2.3 It sets a long-term direction and three urgent and immediate priorities:

- **Priority 1:** Bring services to people in order to reduce the need to travel;
- **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and,
- **Priority 3:** Encourage people to make the change to more sustainable transport

2.2.4 The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

2.2.5 Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

2.2.6 The transport planning recommendation detailed in this report have been informed by the content of Llwybr Newydd and in particular the three headline priorities of the Wales National Transport Strategy.

2.3 Future Wales: The National Plan 2040

2.3.1 Future Wales is the national development framework for Wales which sets out the direction for development in Wales up to 2040. Future Wales will aim to promote development that enhances wellbeing and quality of life.

2.3.2 Future Wales pledges to shape growth around sustainable forms of transport and places that make people and the environment healthier. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.

2.3.3 Policy 12: Regional Connectivity of Future Wales outlines the following with regard to car parking at future developments:

“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”

2.4 Planning Policy Wales (edition 11, 2021)

2.4.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government (the Assembly Government). It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters. Edition 11 was published in February 2021.

2.4.2 PPW states at Section 4.1 that:

‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and,*
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’*

2.4.3 The overarching goal of The Welsh Government is to reduce reliance on single occupancy vehicles and support a modal shift to walking, cycling and public transport.

2.4.4 The Assembly Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: enabling more sustainable travel choices, manage both the current and future transport network effectively and minimising the need to travel via single-occupancy private vehicles. This will be achieved through the integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and,
- Between transport measures and policies for education, health, social inclusion and wealth creation.

2.4.5 PPW states that:

'The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- Are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;*
- Are designed in a way which integrates them with existing land uses and neighbourhoods: and;*
- Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.'*

Promoting cycling and walking

2.4.6 PPW details the Welsh Government's objective of promoting active travel and references the Active Travel (Wales) Act 2013.

2.4.7 This Act is referenced at para, 4.1.27 where PPW 11 states:

'The Active Travel Act (Wales) 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.'

2.4.8 PPW also states that:

'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'

2.4.9 PPW includes at Figure 9 the following Sustainable Transport Hierarchy for Planning:



2.4.10 In relation to the sustainable transport hierarchy, PPW states that:

‘The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.’

Parking

2.4.11 In relation to parking, PPW details:

‘Car parking provision is a major influence on how people choose to travel and the pattern of development...Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.’

2.4.12 Additionally, PPW states:

‘Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.’

PPW notes that Local authorities are required to develop an integrated parking strategy which complies with the overall transport and locational policies of the development plan. Additionally, maximum levels of parking for broad classes of development should be established in conjunction with a threshold size of development above which such levels will apply.

2.5 One Wales: Connecting the Nation

2.5.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.5.2 The goal of One Wales: Connecting the Nation is to:

‘Promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.’

2.6 Technical Advice Note 18: Transport (TAN18)

2.6.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

2.6.2 To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;
- Promoting walking and cycling;
- Managing parking provision; and,

- Encouraging the location of development near other related uses to encourage multi-purpose trips.

2.6.3 Section 3.4 to 3.6 of TAN 18 references 'Accessible Housing Development', which in summary, seeks to ensure that housing development is sustainable in transport and movement terms including maximising the opportunity for residents to walk and cycle to local facilities and public transport stops.

2.6.4 TAN 18 notes that where larger housing development applications require a Transport Assessment information on measures to encourage sustainable travel, (as detailed in TAN 18) shall be incorporated in the TA.

2.7 Active Travel Act 2013 (Wales)

2.7.1 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use.

2.7.2 The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 In order to assess the impact of the development proposals, it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report therefore describes the current highway network, together with a description of the existing transport infrastructure including: public transport, pedestrian and cycle facilities.

3.2 Site location

3.2.1 As detailed in Section 1, the proposed development site is located to the east of Caerwent on former MOD land to the north of the A48 Principal Traffic Route. Caerwent is located approximately 15km to the east of Newport and approximately 2 miles north of Caldicot.

3.3 Highway network

3.3.1 The local highway network surrounding the development site is detailed in **Figure 3.1**.



Figure 3.1 Local highway network

A48

- 3.3.2 The A48 is a strategic road that traverses Wales from East to West running from Gloucester to Carmarthen.
- 3.3.3 In the immediate vicinity of the site, the road forms a dual carriageway with a grassed central reserve. Adjacent to the existing site access, there is a break in the central reserve of approximately 11m.
- 3.3.4 In Wales, there are designated sections of the A48 which are classed as a trunk road, though the segment of road running through Caerwent is not.
- 3.3.5 To the east of the development site, the A48 passes through Crick before continuing to form a three-arm roundabout with the B425, approximately 1.6 miles from the site.
- 3.3.6 To the west of the site, the A48 in a similar manner passes through Llanbedr before continuing to form the Coldra Roundabout with the B4237 on the eastern boundary of Newport – approximately 7.5 miles west of the site.
- 3.3.7 The A48 in the vicinity of the site is subject to a 50mph speed limit with footways provided on both sides of the carriageway. Adjacent to the site street lighting is not provided.

Crick Road

- 3.3.8 Crick Road is approximately 2.3km in length with a north south alignment. It extends from Caldicot Road to the south to the A48 in Crick to the north. The road is bisected by the B425 via a staggered priority junction.

B425

- 3.3.9 The B425 has a meandering alignment and runs from the A48 east of Langstone through the communities of Llanmartin, Magor, Undy, Rogiet and Caldicot, before re-joining the A48 at a roundabout junction east of Crick and West of St. Pierre Marriot Hotel and Country Club.
- 3.3.10 From the site, the B425 can be access via the three-armed Parkway Roundabout approximately 1.6 miles east of the site, or via the Crick Road junction with the A48 approximately half a mile east of the site access.

3.3.11 The speed limit of the B425 varies from 30mph through residential communities to the national speed limit of 60mph.

3.4 Highway safety

3.4.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2018-2022). This is summarised in **Table 3.1** and shown in **Figure 3.2**.

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2018	0	0	1	1	0	0	1	2
2019	0	0	0	0	0	0	0	0
2020	0	0	1	1	0	0	1	1
2021	0	1	0	1	0	0	2	2
2022	0	1	1	2	0	3	2	5
Total	0	2	3	5	0	3	6	10

Table 3.1 PIC analysis summary

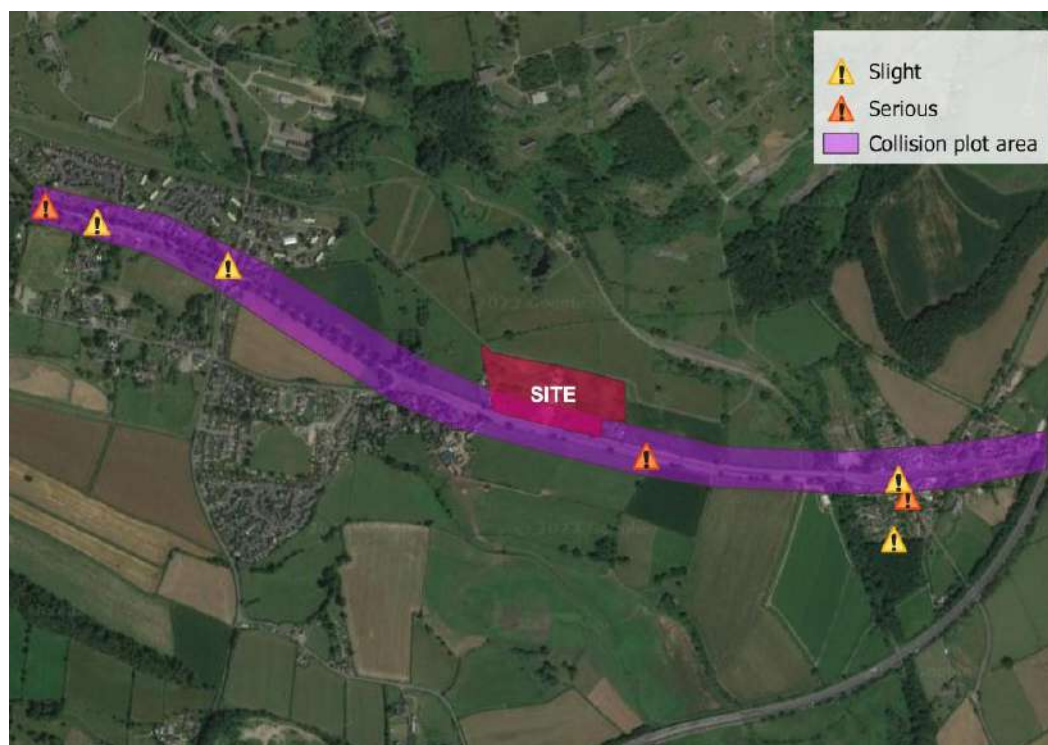


Figure 3.2 PIC analysis locations

3.4.2 As can be seen from the above, within the latest 5-year period, there has been a total of 5 collisions occurring around the site. Of these, 3 have been considered slight and 2 have been considered serious.

3.4.3 These collisions resulted in the involvement of 0 pedestrians, 3 cyclists and 10 vehicles. In sum, the collisions resulted in 6 casualties.

3.5 Baseline traffic flows

3.5.1 In order to obtain the most recent traffic flows on the local highway network, Automatic Traffic Counts (ATC), classified Junction Turning Counts (JTC) and pedestrian counts were undertaken at locations listed below and shown in **Figure 3.3**.

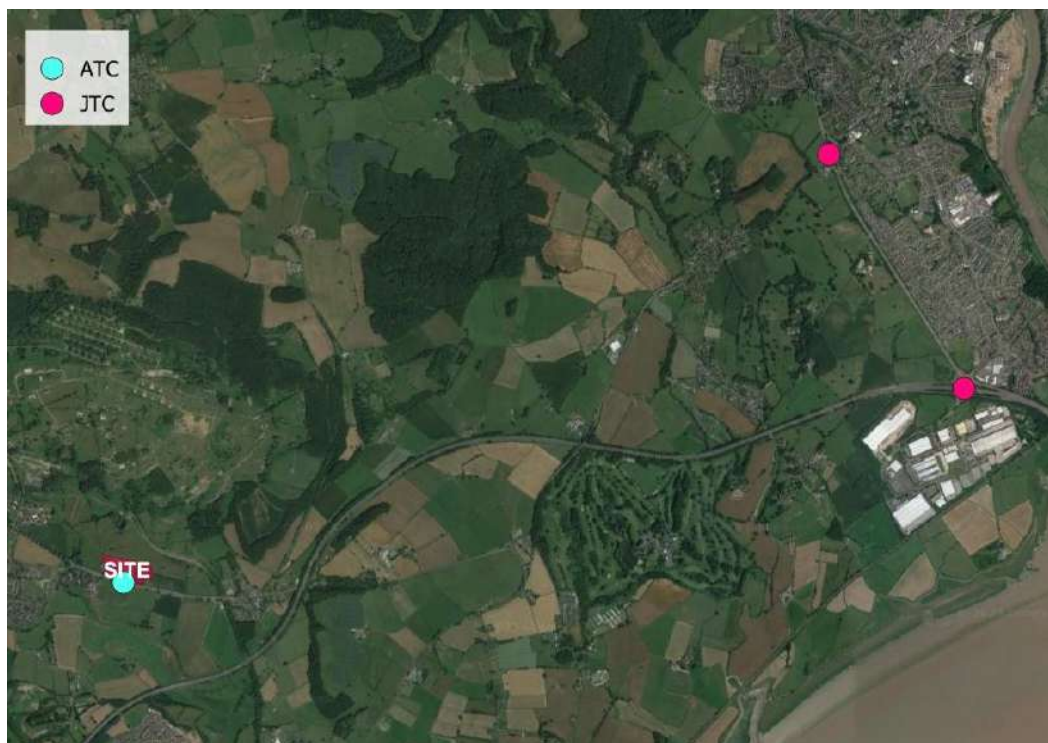


Figure 3.3 Survey locations

Automatic Traffic Counts (ATCs)

3.5.2 The Automatic Traffic Counts were undertaken over a 7-day period at the proposed site access. The ATCs were undertaken between 30th November - 6th December 2023. The raw survey data is included at **Appendix C**.

Table 3.2 summarises the average weekday and weekend traffic flows, in terms of direction and time of day.

Time Period	Average traffic flows (vehicles)					
	Weekday			Weekend		
	EB	WB	2-way	EB	WB	2-way
00:00	5	10	14	23	25	48
01:00	4	6	10	8	8	16
02:00	2	3	5	5	8	13
03:00	6	4	10	3	4	7
04:00	15	6	21	3	3	6
05:00	43	17	60	17	11	28
06:00	176	71	247	40	26	66
07:00	407	228	636	57	45	102
08:00	534	300	833	123	90	212
09:00	350	266	616	201	149	350
10:00	327	247	574	264	224	488
11:00	283	285	568	322	304	626
12:00	291	314	605	286	332	618
13:00	281	296	577	262	280	542
14:00	286	346	632	248	262	510
15:00	297	448	745	218	279	496
16:00	292	484	776	185	240	424
17:00	280	442	721	156	170	326
18:00	205	247	452	112	122	233
19:00	130	163	293	79	98	176
20:00	76	95	171	58	63	121
21:00	64	73	137	53	52	105
22:00	43	44	87	36	46	81
23:00	24	36	60	26	32	58
Daily	4421	4431	8852	2781	2867	5647

Table 3.2 Observed Average Weekday & Weekend Traffic Flows

- 3.5.3 The weekday peak flows are recorded between 08:00-09:00 for the AM with 833 two-way movements and 16:00-17:00 for the PM with 776 two-way vehicle flows.
- 3.5.4 The weekday traffic flows in an eastbound and westbound direction are relatively consistent; there is an average weekday flow of 4421 in an eastbound direction and 4431 in a westbound direction.
- 3.5.5 The weekend peak flows are recorded between 11:00-12:00 with 626 two-way vehicle flows. The daily flows in an eastbound and westbound direction are relatively consistent with an average flow of 2781 in an eastbound and 2867 in a westbound direction.
- 3.5.6 The daily traffic flow profiles are shown in **Figure 3.4** and **Figure 3.5** for the weekday and weekend traffic flows.

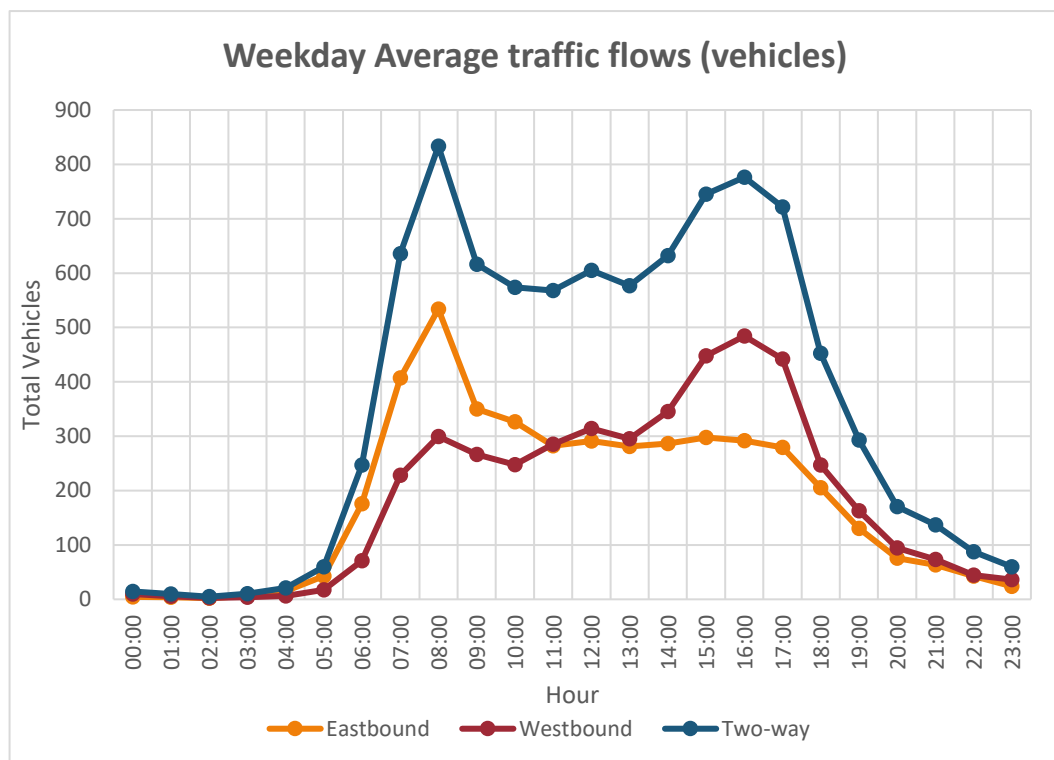


Figure 3.4 Weekday Average traffic flows (vehicles)

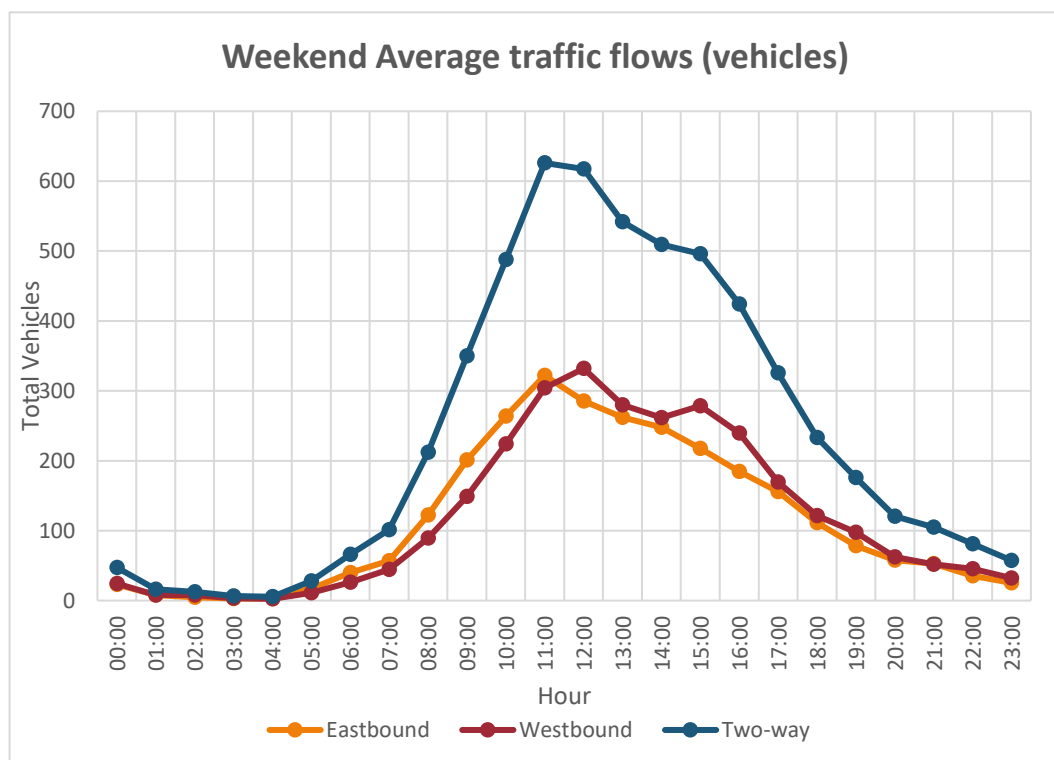


Figure 3.5 Weekend Average traffic flows (vehicles)

3.5.7 As can be seen from the above, the traffic flow profile shows a pronounced peak during the weekday AM, the weekday PM network peak and the weekend network peak.

Traffic Speeds

- 3.5.8 The ATCs recorded the 8th percentile speeds of vehicles travelling along the A48 in both directions. The recorded speeds are summarised in **Table 3.3** with the associated visibility splay requirements interpolated from DMRB.

Direction	85 th Percentile Speed (mph)	Stopping Sight Distance
Eastbound	51	160
Westbound	47	160

Table 3.3 Observed traffic speeds

- 3.5.9 It can be seen from the above that vehicle speeds on the carriageway are relatively consistent with the posted speed limit of 50mph, with a slightly higher 85th percentile of 51mph in an eastbound direction and 47mph in a westbound direction.

Junction Turning Counts

- 3.5.10 Manual classified turning counts were undertaken at the locations shown in **Figure 3.3** between 07:00-10:00 for the AM period and 15:00-19:00 for the PM period. The following junctions were assessed;

- A48 west/A466 Wye Valley Link Road north/A48 Newport Road/A466 Wye Valley Link Road south roundabout
- M48 Junction 2: Wye Valley Link Road north/Conway Drive/M48 east/Loverose Way/M48 west roundabout

- 3.5.11 From the survey, the weekday peak hour periods have been determined as 08:15-09:15 for the AM period and 16:30-17:30 for the PM period. The raw survey data collected is provided in full in **Appendix D**.

- 3.5.12 The resultant flows on the local highway network during these peak periods for the 2023 base year are shown in the Traffic Flow Diagram included in **Appendix E**.

- 3.5.13 In the 2019 Technical Note, seven junctions were surveyed and assessed for impact. For the purposes of this assessment, the following junctions have been used and uplifted using TEMPro V7.2b and are included within the 2023 base year traffic flows;

- A48/unnamed road priority junction

- A48/Crick Road priority junction
- A48 east/A48 west/B4245 roundabout

3.5.14 The raw survey data for these traffic flows are shown in the Technical Note, detailed at **Appendix A.**

4 SITE ACCESS & SUSTAINABILITY

4.1 Active Travel

4.1.1 Active Travel infrastructure within proximity of the site is shown in **Figure 4.1**.

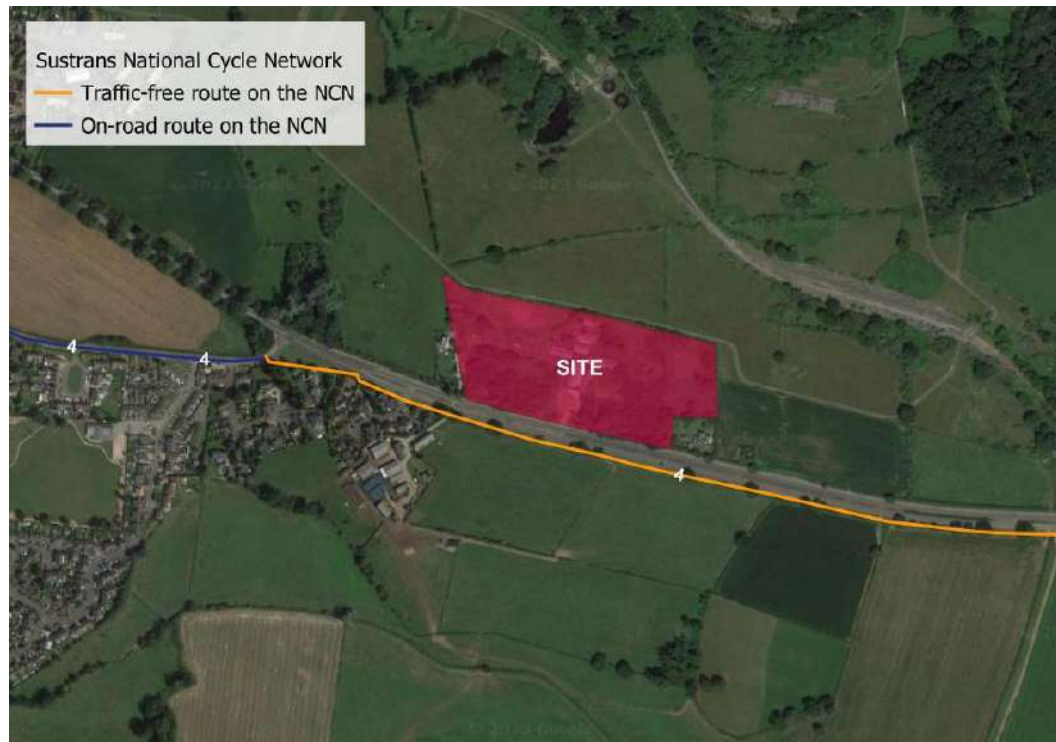


Figure 4.1 Active Travel infrastructure

Pedestrians

4.1.2 Provision for travelling on foot in the vicinity of the site is good. Along the northern boundary of the A48, there is a continuous footway which links the site with Crick to the east, and Caldicot to the West.

4.1.3 Little opportunity, however, is provided for pedestrians to cross the A48 and utilise the footway provided on the southern side of the A48.

4.1.4 A signalised pedestrian crossing is provided in the vicinity of Dinham Road, approximately 830m to the west of the proposed site access.

Cyclists

- 4.1.5 Cycling as a mode of travel is ever increasing given the growing trend of recreational cycling and is seen as a key travel mode for mode shift away from the car.
- 4.1.6 For commuter journeys, a trip distance of over five miles is not uncommon and novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT).
- 4.1.7 In the immediately vicinity, the site is served by National Cycle Route 4 (NCN 4). This route is an off-road route, and provides pedestrians with the necessary infrastructure to travel the length of the A48 in the vicinity of the site to access Caerwent and Crick.
- 4.1.8 On the southern boundary of the A48 the cycle route is an off road-route, which segregates cyclist traffic from vehicle traffic along the A48.

Active Travel Network map

- 4.1.9 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed new and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.
- 4.1.10 The Active Travel Network Map within the locality of the site is shown in The Active Travel Network Map within the locality of the site is shown in **Figure 4.2**.

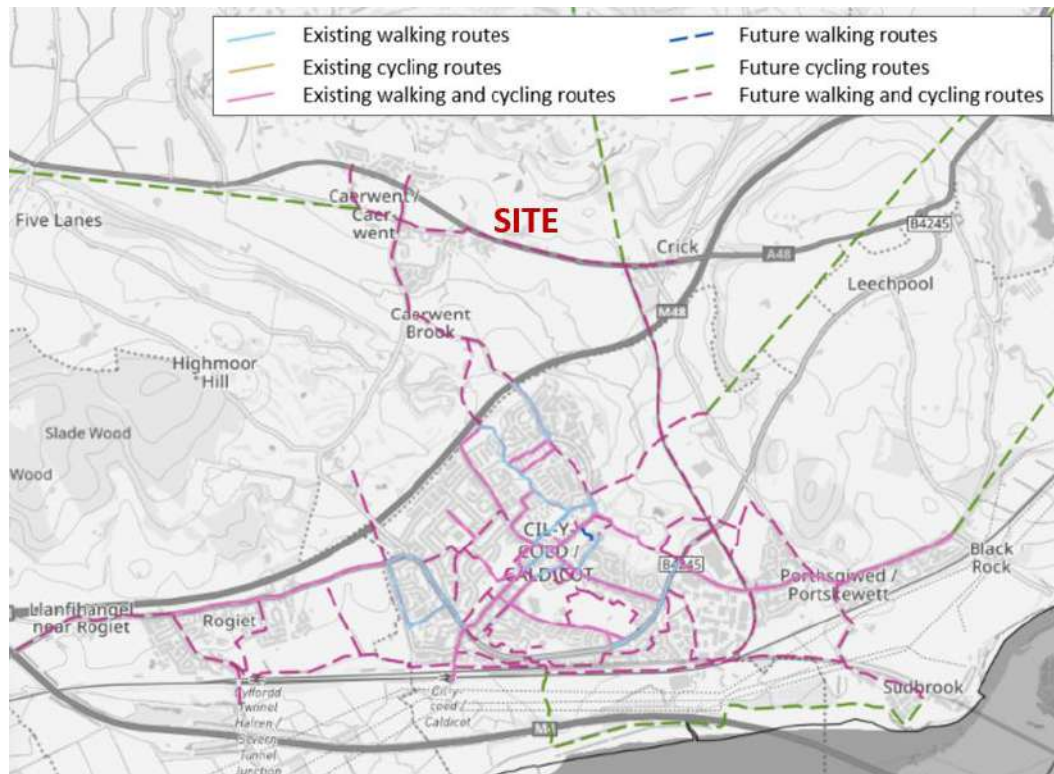


Figure 4.2 Active Travel Network Map

4.2 Public transport

4.2.1 Public transport infrastructure within proximity of the site is shown in **Figure 4.3**.



Figure 4.3 Public transport services within proximity

Bus

4.2.2 The nearest bus stop to the site lies approximately 30m to the east of the site access along the A48. The bus stop is an unmarked bus layby and serves bus route no. 73.

4.2.3 A summary of the services operating from this stop is in **Table 4.1**.

Route No.	Destination	Frequency
73	Newport - Chepstow (from Eastgate Crescent)	Mon-Fri: 07:07 then ~ hourly from 07:34-18:50 Sat: 07:51, then ~ every 2 hrs from 08:41-16:49
	Chepstow - Newport (from Dinham)	Mon-Fri: 07:33 then ~ hourly from 09:10-19:13 Sat: Every 2 hrs from 10:20-18:20

Table 4.1 Summary of bus services operating in vicinity of site

4.2.4 The bus service no. 73 operates between Newport and Chepstow. In Newport, this service calls at Friars Walk Shopping Centre, 550m from Newport Railway Station. Friars Walk is accompanied by a bus station which offers connections to the wider bus network. In Chepstow, the service no. 73 calls at Chepstow Bus Station which is 650m from Chepstow Railway Station.

Rail

4.2.5 The nearest railway station is located in Caldicot approximately 2.75km south of the site “as the crow flies”. Station Road Railway Station is accessible via Station Road which forms a signal controlled cross roads with the B425.

4.2.6 The station has two platforms and trains calling at this station are operated by Transport for Wales. It is located on the Gloucester Line; the line to Bristol via the Severn Tunnel runs just to the north but there are no platforms here. However, Severn Tunnel Junction Station is approximately 3.5km south west of the development site and 1.2km west of Caldicot station. It lies at the junction of the South Wales Main Line from London and the Gloucester to Newport Line.

4.2.7 While this distance is not deemed “walkable”, it is considered that this journey would equate to a short car journey, or a reasonable cycle ride.

4.3 Local Amenities

4.3.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)
- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)
- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).

4.3.2 Therefore, for the purposes of this TA, journeys of up to 3.2km have been considered as a reasonable and appropriate distance.

4.3.3 **Figure 4.4** highlights the proximity of local amenities from the site. The actual walking/cycling distances to the amenities is set out in **Table 4.2**

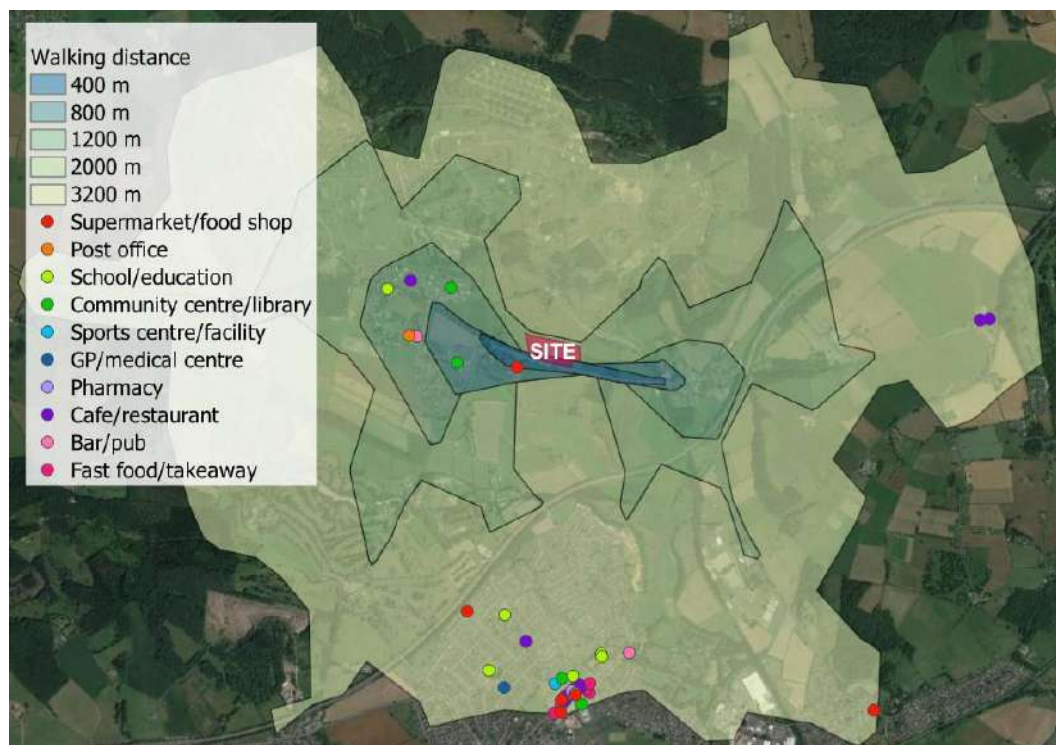


Figure 4.4 Proximity of local amenities

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Caerwent farm shop	220	3	2
Caerwent village hall	600	7	5
The Coach and Horses Inn	850	10	7
Post Office, Caerwent	950	11	8
Wentwood's Bistro	1000	12	8
Caerwent Community Centre	1100	13	9
Matherly Day Nursery	1100	13	9
The Minimarket	2900	35	23
Ysgol Gymraeg Y Ffin	3000	36	24
The Hay Wain	3100	37	25

Table 4.2 Distance to local amenities

- 4.3.4 It should be noted that there is no footway provision along Church Road and Sandy Lane which provide the fastest route to Caldicot, therefore these routes may only be suitable for cyclists and not pedestrians.

5 DEVELOPMENT PROPOSALS

5.1 Background

5.1.1 Asbri Transport Ltd. have been commissioned by Redi 205 Ltd to produce a Transport Assessment for land at the former MOD site, Caerwent.

5.1.2 It is proposed to allocate the site in the forthcoming Deposit LDP and the Council have requested additional information to inform the allocation. The scheme which they are looking to allocate is based on 40 units (50% affordable), and the following mix of uses;

- **C2:** Nursing home
- **A1, A3, D1:** Multiuse consisting of coffee shop, small retail, community facilities with courtyard and parking
- **B1:** 2 floors with courtyard and parking
- **B2:** Flexible workshops with part first floors for offices/facilities
- **C3:** Residential for sale with garages and small home office space (total 20 units) and residential (affordable HA) with garages (total 20 units)

5.2 Access

Vehicular

5.2.1 The access would formalise right turn movements into and out of the site, which are possible in its current guise, however not advisable from a highway safety perspective due to insufficient length and width of the gap in the central reservation.

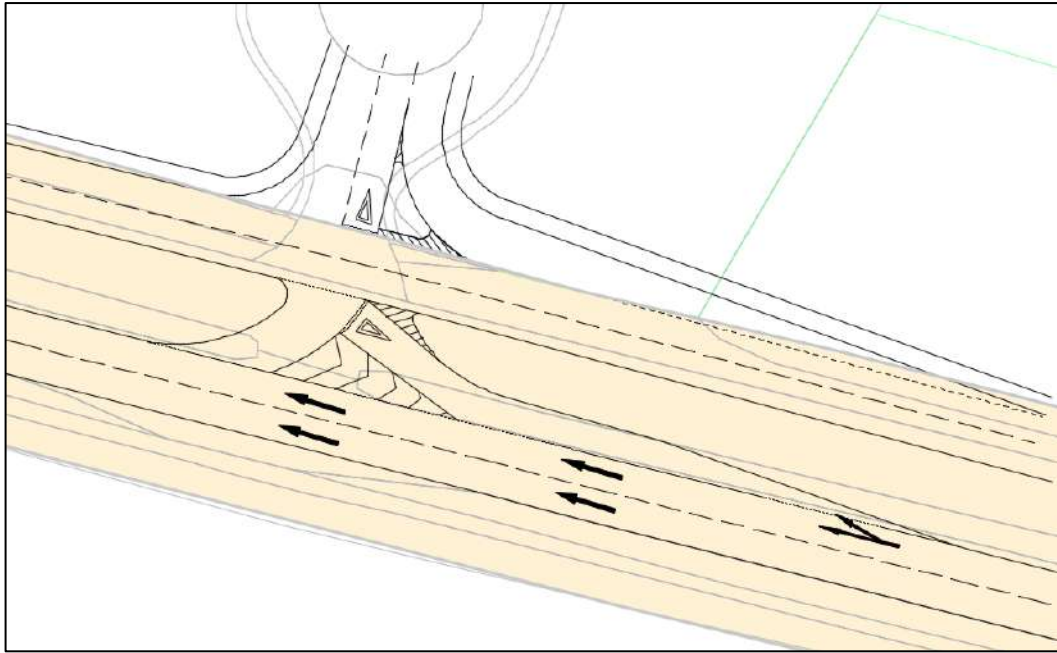


Figure 5.1 Proposed access strategy

- 5.2.2 It has been designed to accommodate right-in (to the application site) and right-out (of the application site) movements, via two right-turn lanes within the existing central reservation. To accommodate these lanes, the width and length of the central reservation proposes to increase. Additionally, the left-in left-out arrangement which currently serves the site has been retained.
- 5.2.3 The proposed site access and visibility splays are shown in Figure 3.2. The access has been designed in accordance with the guidelines set out in the Design Manual for Roads and Bridges (DMRB) and has been dimensioned with sufficient radii and lane width to accommodate refuse vehicles accessing the site.
- 5.2.4 Visibility splays have been drawn from the proposed site access demonstrating sight lines of 4.5m 'x' distance by 160m 'y' distance and are shown in Figure 3.2. The achievable visibility is in accordance with guidance contained within DMRB for roads with traffic speeds of 50mph.
- 5.2.5 All carriageway markings and highway signs will be upgraded to current TSRGD requirements.

Pedestrians & Cyclists

- 5.2.6 Pedestrians and cyclists will be able to access the site via the footways that will accompany the site access.

5.3 Parking

Vehicular

- 5.3.1 Parking standards have been based on the Monmouthshire Parking Standards (2013).
- 5.3.2 Parking zones have been determined based on the characteristics of an area. It is considered that the development is;
- 5.3.3 Zone 4 – deep rural: defined as;
- “Scattered individual buildings. Areas with no local facilities within walking distance. Motorised travel is required for all journeys other than the most local. Local bus services are non-existent or very infrequent. There is no shortage of land for parking provision within the site but the adjacent highway system offers no opportunities to park cars because of the narrowness of the highway”*
- 5.3.4 As discussed above, the development proposes to provide a mix of uses; the standards by land use are detailed in **Table 5.1**.

Residential: new build & conversions (all zones)		
Type of development	Residents	Visitors
Self-contained elderly persons dwellings (not wardened)	1 space per 2 - 4 units	1 space per 4 units
Self-contained elderly persons dwellings (wardened)	1 space per 4 units 1 space for warden 1 space per 2 ancillary staff	1 space per 4 units
Offices (zones 2-4)		
Development	Requirement	
Offices (<1000m ²)	1 space per 25m ²	
Offices (>1000m ²)	1 space per 60m ²	
Shops (all zones)		
Type of development	Operational	Non-operational
Shops (<200m ²)	1 commercial vehicle space	1 space per 60m ²
Shops & small supermarkets (201m ² –1000m ²)	2 commercial vehicle spaces	1 space per 40m ² (per 20m ² zones 3 & 4)
Shops & small supermarkets (1001m ² –2000m ²)	3 commercial vehicle spaces	1 space per 40m ² (per 20m ² zones 3 & 4)

Table 5.1 Monmouthshire Car Parking standards

- 5.3.5 The Monmouthshire Car Parking SPG recommends that spaces for Blue Badge holders accommodate for 5% of total car parking capacity in new employment areas. For car parking associated with shopping areas, leisure facilities and places open to the public, 6% of total car parking capacity. Preferable, these should be positioned within 50m of the facility.

Bicycle

- 5.3.6 Bicycle parking standards as per the Monmouthshire Parking SPG is set out in **Table 5.2**.

Type of development	Cycle Parking Provision	
	Long Stay	Short stay
Apartments	1 stand per 5 bedrooms	No requirement
Offices	1 stand per 200m ²	1 stand per 1000m ²
Shops < 200m ²	1 stand per 100m ²	1 stand per 100m ²
Shops 201m ² – 1,000m ² : Food Shops 201m ² – 1,000m ² : Non-food	1 stand per 500m ²	1 stand per 500m ² 1 stand per 750m ²

Table 5.2 Monmouthshire Cycle Parking Standards

6 TRANSPORT CHARACTERISTICS

6.1 Introduction

6.1.1 This section of the report outlines the likely volumes of traffic generated by the proposed (residential) use and identifies the likely impact of the proposals on the surrounding network.

6.1.2 The trip generation for the existing and proposed residential development have been derived from the TRICS 7.10.3 trip generation database, which is the current version of the TRICS database.

6.2 Proposed use trip generation

Residential – mixed affordable/private housing

6.2.1 Site have been selected using the following criteria:

- Land use: residential – mixed private/affordable housing
- Survey days: Monday – Friday
- Selected locations: Suburban area, edge of town
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.2.2 The multi-modal trip generation for the proposed residential dwellings is outlined below in **Table 6.1** and the full TRICS output is included in **Appendix F**.

Multi-Modal Trip Rate	Peak Period	Trip rate			Vehicles		
		Arrive	Depart	Total	Arrive	Depart	Total
Total vehicles	0800-0900	0.105	0.343	0.448	4	14	18
	1700-1800	0.300	0.149	0.449	12	6	18
	Daily	2.029	2.047	4.076	81	82	163
Pedestrians	0800-0900	0.050	0.161	0.211	2	6	8
	1700-1800	0.050	0.053	0.103	2	2	4
	Daily	0.602	0.622	1.224	24	25	49
Cyclists	0800-0900	0.003	0.019	0.022	0	1	1
	1700-1800	0.014	0.007	0.021	1	0	1
	Daily	0.078	0.077	0.155	3	3	6
Public Transport	0800-0900	0.001	0.026	0.027	0	1	1
	1700-1800	0.023	0.005	0.028	1	0	1
	Daily	0.100	0.114	0.214	4	5	9

Table 6.1 TRICS: Residential – mixed private/affordable housing

6.2.3 It can be observed from the above that the proposed residential dwellings are likely to generate up to 18 two-way vehicle trips during the AM peak and 18 two-way vehicle trips during the PM peak.

6.2.4 In terms of active travel, pedestrians are likely to generate up to 8 two-way movements during the AM peak hour and 4 two-way movements during the PM peak hour. Cyclists will likely generate 1 two-way movements in both during the AM and PM peak hour.

6.2.5 Public transport users are likely to generate 1 two-way movement in both during the AM and PM peak hour.

Flexible workshops with part first floors for offices/facilities

6.2.6 Site have been selected using the following criteria:

- Employment – Business Park
- Survey days: Monday – Friday
- Selected location: Edge of town, neighbourhood centre
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.2.7 The multi-modal trip generation for the proposed residential dwellings is outlined below in **Table 6.2** and the full TRICS output is included in **Appendix G**.

Multi-Modal Trip Rate	Peak Period	Trip rate			Vehicles		
		Arrive	Depart	Total	Arrive	Depart	Total
Total vehicles	0800-0900	1.363	0.220	1.583	75	12	88
	1700-1800	0.163	1.355	1.518	9	75	84
	Daily	5.458	5.803	11.261	302	321	623
Pedestrians	0800-0900	0.060	0.035	0.095	3	2	5
	1700-1800	0.043	0.050	0.093	2	3	5
	Daily	0.847	0.945	1.792	47	52	99
Cyclists	0800-0900	0.071	0.000	0.071	4	0	4
	1700-1800	0.000	0.060	0.060	0	3	3
	Daily	0.179	0.190	0.369	10	11	20
Public Transport	0800-0900	0.252	0.000	0.252	14	0	14
	1700-1800	0.011	0.216	0.227	1	12	13
	Daily	0.672	0.683	1.355	37	38	75

Table 6.2 TRICS: Employment – Business Park

6.2.8 It can be observed from the above that the proposed residential dwellings are likely to generate up to 88 two-way vehicle trips during the AM peak and 84 two-way vehicle trips during the PM peak.

6.2.9 In terms of active travel, pedestrians are likely to generate up to 5 two-way movements during the AM peak hour and 5 two-way movements during the PM peak hour. Cyclists will likely generate 4 two-way movement during the AM peak hour and 3 two-way movements during the PM peak hour.

6.2.10 Public transport users are likely to generate 14 two-way movement during the AM and 13 two-way movements during the PM peak hour

Nursing home

6.2.11 Site have been selected using the following criteria:

- Health – care home (elderly residential)
- Survey days: Monday – Friday
- Selected location: Suburban, edge of town

- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.2.12 The multi-modal trip generation for the nursing home is outlined below in **Table 6.3** and the full TRICS output is included in **Appendix H**.

Multi-Modal Trip Rate	Peak Period	Trip rate per resident			Vehicles (80 residents)		
		Arrive	Depart	Total	Arrive	Depart	Total
Total vehicles	0800-0900	0.072	0.061	0.133	6	5	11
	1700-1800	0.044	0.039	0.083	4	3	7
	Daily	0.809	0.838	1.647	65	67	132
Pedestrians	0800-0900	0.028	0.017	0.045	2	1	4
	1700-1800	0.011	0.017	0.028	1	1	2
	Daily	0.180	0.246	0.426	14	20	34
Cyclists	0800-0900	0.000	0.000	0.000	0	0	0
	1700-1800	0.006	0.006	0.012	0	0	1
	Daily	0.035	0.035	0.070	3	3	6
Public Transport	0800-0900	0.033	0.000	0.033	3	0	3
	1700-1800	0.006	0.011	0.017	0	1	1
	Daily	0.180	0.139	0.319	14	11	26

Table 6.3 TRICS: Health – care home (elderly residential)

6.2.13 It can be observed from the above that the proposed nursing home are likely to generate up to 11 two-way vehicle trips during the AM peak and 7 two-way vehicle trips during the PM peak.

6.2.14 In terms of active travel, pedestrians are likely to generate up to 4 two-way movements during the AM peak hour and 2 two-way movements during the PM peak hour. Cyclists will likely generate 0 two-way movement in during the AM and 1 two-way movements during the PM peak hour.

6.2.15 Public transport users are likely to generate 3 two-way movement in both during the AM peak hour and 1 two-way movement during the PM peak hour.

Multiuse consisting of coffee shop, small retail, community facilities with courtyard and parking

6.2.16 No trip generation has been derived for the proposed coffee shop, retail and community facilities as these will be intended to serve the on-site community and it is therefore unlikely that these uses will result in any new trips on the highway network.

6.3 Total Trip Generation

6.3.1 The trip generation for the site as a whole has been summarised in **Table 6.4**.

Multi-Modal Trip Rate	Peak Period	Vehicles		
		Arrive	Depart	Total
Weekday				
Total vehicles	0800-0900	85	31	116
	1700-1800	25	84	109
	Daily	448	470	918
Pedestrians	0800-0900	8	10	17
	1700-1800	5	6	12
	Daily	85	97	182
Cyclists	0800-0900	4	1	5
	1700-1800	1	4	5
	Daily	16	16	32
Public Transport	0800-0900	17	1	18
	1700-1800	2	13	15
	Daily	56	53	109

Table 6.4 Total proposed trip generation

6.3.2 For the development as a whole, the site is likely to generate up to 116 tow-way vehicle movements during the AM peal period and 109 two-way movements during the PM peak period.

6.3.3 It should be noted that with the input of a well-developed Travel Plan, active travel and public transport movements could be higher, reducing single occupancy vehicle trips on the highway network.

7 IMPACT ASSESSMENT

7.1 Introduction

7.1.1 This section of the report identifies the impact of the development proposals on the operational performance of the surrounding highway network, and identifies any mitigation measures to reduce the impact of development generated traffic, should these be required. Impact assessments will be carried out at the assessed junctions on an arm-by-arm basis.

7.1.2 The following junctions have been assessed as part of the Transport Assessment:

- 2013 Surveys factored to 2023, using 2013 and 2023 flow comparison
 1. A48/unnamed road priority junction
 2. A48/Crick Road priority junction
 3. A48 east/A48 west/B4245 roundabout
- 2023 Surveys
 1. A48 west/A466 Wye Valley Link Road north/A48 Newport Road/A466 Wye Valley Link Road south roundabout
 2. M48 Junction 2: Wye Valley Link Road north/Conway Drive/M48 east/Loverose Way/M48 west roundabout

7.1.3 The junctions identified above have determined a peak period of 08:15-09:15 and 16:30-17:30.

7.2 Future Year Base Traffic Flows

7.2.1 In order to obtain the base traffic flows (i.e. with no development traffic) baseline traffic flows (2023) have been factored using National Trip End Model (NTEM) growth factors. The growth factors were generated using TEMPro 7.2b.

7.2.2 TEMPro growth factors make allowances for growth forecasts included in the NTEM datasets. As such, this allows for all future development sites included in the LDP.

- 7.2.3 The factors applied to the baseline surveyed flows are identified in **Table 7.1** and the future year base traffic flows are set out in **Appendix I**.

TEMPro Growth Factors		
Period	AM	PM
2023-2025	1.0121	1.0123
2023-2035	1.0637	1.0656

Table 7.1 NTM growth factors

7.3 Distribution & Assignment of Development Traffic

- 7.3.1 The development traffic has been distributed and assigned to the local highway network on a pro-rata basis using the existing traffic flow movements at the surveyed junctions.
- 7.3.2 The pro-rata distribution assumptions for the AM and PM peak periods and the resultant forecast future year base 'with development' (Based + Development) flow diagrams are shown in **Appendix J**.

7.4 Future Year Traffic Flows with Development

- 7.4.1 The final future traffic flows have been obtained by combining the development flows with both the 2025 and 2035 base traffic flows. The 2025 and 2035 'with development' traffic flows are shown in **Appendix K**.

7.5 Percentage Impact Assessment

- 7.5.1 A percentage impact assessment has been carried out at the individual junctions within the study area. The results of this percentage impact assessment are shown in **Table 7.2**.
- 7.5.2 The percentage impact assessment therefore demonstrates that the movements associated with the proposed development have over a 5% impact on a minimum of one arm at five of the six surveyed junctions within the survey area.

2025						
Junction	Base		Base + Development			
	Junction Total	Arm Total	Junction Total		Arm Total	
			Flow	% Increase	Flow	% Increase
AM						
A48/unnamed road priority junction						
A48 west	798	362	862	8%	401	11%
A48 east		294			305	4%
Unnamed road		141			155	10%
A48/Crick Road priority junction						
A48 west	914	306	966	6%	330	8%
Site access		132			140	6%
A48 east		477			497	4%
A48 east/A48 west/B4245 roundabout						
A48 east	1276	455	1314	3%	476	5%
B425		486			489	1%
A48 west		335			349	4%
Site access						
A48 west	873	558	989	13%	611	9%
Site access		0			31	-
A48 east		315			348	10%
A48 west/A466 Wye Valley Link Road north/A48 Newport Road/A466 Wye Valley Link Road south roundabout						
A466 north	3443	642	3476	1%	647	1%
A48 east		867			872	1%
Fairview		300			304	1%
A466 south		900			903	0%
A48 west		734			751	2%
M48 Junction 2: Wye Valley Link Road north/Conway Drive/M48 east/Loverose Way/M48 west roundabout						
A466 north	2412	1047	2416	0%	1048	0%
Conway Drive		331			331	0%
M48 E slip road exit		-			-	-
M48 E slip road entry		520			522	0%
Loverose Way		120			121	0%
M48 W slip road entry		-			-	-
M48 W slip road exit		395			395	0%

Table 7.2 2025 AM Junction total percentage impact

2035						
Junction	Base		Base + Development			
	Junction Total	Arm Total	Junction Total		Arm Total	
			Flow	% Increase	Flow	% Increase
AM						
A48/unnamed road priority junction						
A48 west	889	257	950	7%	263	3%
A48 east		534			587	10%
Unnamed road		97			99	2%
A48/Crick Road priority junction						
A48 west	949	445	997	5%	456	3%
Site access		224			229	2%
A48 east		281			313	11%
A48 east/A48 west/B4245 roundabout						
A48 east	1434	858	1467	2%	869	1%
B425		375			375	0%
A48 west		200			222	11%
Site access						
A48 west	804	305	913	14%	314	3%
Site access		0			84	-
A48 east		499			514	3%
A48 west/A466 Wye Valley Link Road north/A48 Newport Road/A466 Wye Valley Link Road south roundabout						
A466 north	3227	409	3272	1%	415	1%
A48 east		755			758	0%
Fairview		401			406	1%
A466 south		1203			1207	0%
A48 west		459			486	6%
M48 Junction 2: Wye Valley Link Road north/Conway Drive/M48 east/Loverose Way/M48 west roundabout						
A466 north	2991	750	2999	0%	754	0%
Conway Drive		320			320	0%
M48 E slip road exit		-			-	-
M48 E slip road entry		1381			1384	0%
Loverose Way		249			251	1%
M48 W slip road entry		-			-	-
M48 W slip road exit		290			290	0%

Table 7.3 2025 PM Junction total percentage impact

7.5.3 This assessment demonstrates that the development would have minor increases in traffic on local junctions, and result in negligible changes at the two junctions requested to be assessed by MCC.

7.5.4 While the increases at some locations are in excess of 5%, the changes in vehicle flows amount to less than one vehicle per minute and as such would not be expected to negatively impact the operation of the network.

7.5.5 As such, no further detailed assessment is undertaken other than at the proposed site access.

7.6 Capacity Analysis

7.6.1 Based on the percentage impact assessment undertaken in Section 7.5, it is evident that the only junction arms experiencing an increase greater than 5% are those at the site access junction.

7.7 Software

7.7.1 The capacity assessments of the selected junctions have been carried out using the industry standard TRL software package, 'Junctions 9'.

7.7.2 The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

7.8 Definition of modelling terms – Junctions 9

LOS – Level of Service

7.8.1 In this instance, model outputs show the un-signalised level of service values for each peak hour, based on the average delay per arriving vehicle.

7.8.2 The LOS system uses the following alphabetised categories:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow

- F = Forced or breakdown flow

Queue Length

- 7.8.3 The queue lengths stated in the capacity assessment results represent the average maximum queue lengths in Passenger Car Units (PCUs) on each approach arm across the peak hour.
- 7.8.4 They are therefore indicative of queuing extents at the busiest point of the peak hour and are not representative of average conditions.

RFC – Ratio Flow to Capacity

- 7.8.5 The ratio of flow to capacity provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e., 85% capacity utilised) are considered to be approaching capacity and characteristically have light-to-moderate levels of queued traffic flow. Arms exceeding a ratio of 1.00 (i.e., 100% capacity utilised) are considered to be over capacity and are characterised as having heavy volumes of queued traffic.
- 7.8.6 Results that exceed RFCs of 1.00 generate queue lengths that are subject to exponential growth. However, the instability of flows through over-capacity approach arms, results in an inherent difficulty in calibrating modelled outputs to observed conditions. For this reason, queue lengths attributed to overcapacity approach arms should be seen as indicative rather than representative

7.9 Assessment Results Summary

- 7.9.1 The full output of the junction capacity modelling reports is included in **Appendix L** for the Junctions 9 model.

A48/Site Access

A48/Site Access								
Arm	AM Peak (07:30-08:30)				PM Peak (16:30-17:30)			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
2035 base + development								
A – A48	-	-	-	-	-	-	-	-
B – Site Access	0.1	7.74	0.07	A	0.2	8.62	0.18	A
C – A48	0.1	7.50	0.07	A	0.0	6.26	0.03	A

Table 7.4 Junction Assessment Results Summary 2035

7.9.2 This analysis demonstrates that the site access junction is expected to operate with significant reserve capacity, and will not result in a negative operation of the local highway.

8 SUMMARY & CONCLUSIONS

8.1 Summary

8.1.1 This Transport Assessment has been prepared to support the submission of a Candidate Site submission for the Monmouthshire Local Plan.

8.1.2 It is intended that the site be allocated for a mixed-use development including residential accommodation, a nursing home, employment uses and ancillary retail and community uses.

8.1.3 The site is well located in terms of access to local facilities and can be accessed by a range of travel modes.

8.1.4 It is proposed that the site would be accessed via an improved junction on the A48 which would include a dedicated right-turn lane

8.1.5 Following initial comments from Highways Officers at Monmouthshire County Council this TA includes an assessment of the highway network including the Highbeech and M48 J2 roundabouts.

8.1.6 This assessment has demonstrated that the proposed land use would result in a negligible change in traffic flows on the local highway network, which would not be perceived through a change in traffic levels and highway operation.

8.1.7 Where the impact is greatest, at the site access, the operation of the highway network is not negatively impacted.

8.2 Conclusion

8.2.1 The site is located in an accessible location in line with policy aims. The allocation of the site for the proposed uses would not result in a negative impact on the local highway network and therefore there are no highways and transport reasons to not support its inclusion.

Appendices

Appendix A

Project number	T19.107	Project name	Proposed vehicular access strategy to the former MOD site, Caerwent
Contact/participants			
Noted by	Rhys Richards & Katie Watkins		
Subject	Proposed access strategy	Date	29 th March 2019

Technical Note

1.0 Introduction

- 1.1 This Technical Note has been prepared to detail a proposed access strategy for the former MOD site located to the north of the A48 principal traffic route in Caerwent, Monmouthshire.
- 1.2 Asbri Transport Limited are instructed to advise on transport planning matters relevant to the proposed access strategy to allow the redevelopment of the site for a residential land use of between 150-200 dwellings. This technical note therefore considers a development of up to 200 dwellings for robustness.
- 1.3 The location of the proposed development is detailed on **Figure 1.1**. A more detailed visual of an indicative site layout can be seen in **Appendix A**.

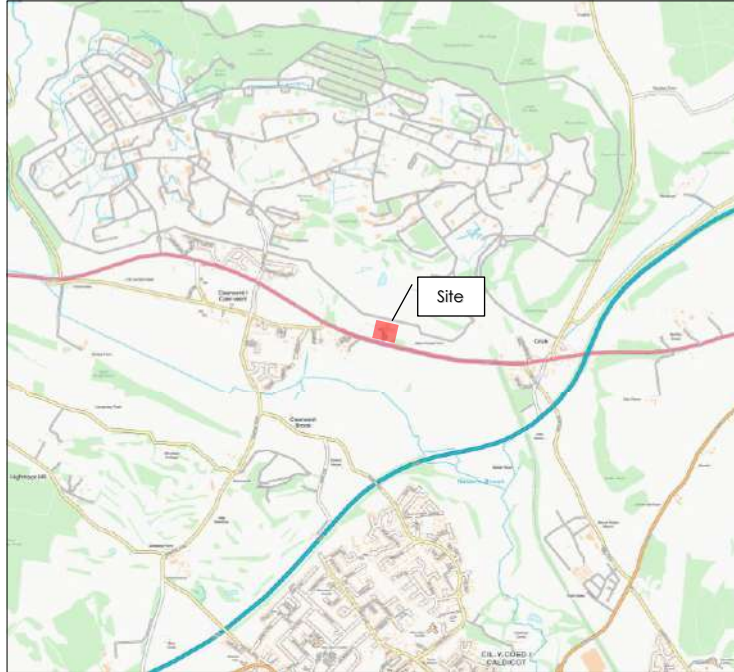


Figure 1.1: Site Location

- 1.4 This technical note considers a proposed all-movement access junction for the site which will facilitate left in left out movements into the site, as well as right-in right out movements of the site.
- 1.5 The following points are covered in more detail in the Technical Note:
- A description of the site and the local highway network;
 - An assessment of the highway safety record of the A48 and surrounding road network in the vicinity of the site;
 - A description of the proposed access strategy;
 - Reports on swept-path analysis of refuse vehicle using the access; and
 - Preliminary trip generation analysis for 200 residential units.

2.0 Development site

- 2.1 The proposed development site is located to the east of Caerwent along the A48, enclosed by military land on the northern side of the carriageway.
- 2.2 Caerwent is located approximately 12.6 miles to the east of Newport and approximately 2 miles north of Caldicot.

Local Highway Network

- 2.3 The A48 is a strategic road that traverses Wales from east to west running from Gloucester to Carmarthen. In the immediate vicinity of the site, the road forms a dual carriageway with a grassed central reserve.
- 2.4 In the vicinity of the existing site access there is a break in the central reserve of approximately 11m. There is no signage indicating permitted or unpermitted movements, however from a highway safety perspective it appears unsafe to U-turn.
- 2.5 While sections of the A48 are designated as a trunk road in Wales, the section of road through Caerwent is not classed as trunk road.
- 2.6 To the east of the development site, the A48 passes through Crick before continuing to form a three-arm roundabout with the B4245, approximately 1.6 miles from the site.
- 2.7 To the west of the site, the A48 in a similar manner passes through Llanbedr before continuing to form the Coldra Roundabout with the B4237 on the eastern boundary of Newport – approximately 7.5 miles west of the site.
- 2.8 The A48 in the vicinity of the site is subject to a 50mph speed limit with footways provided on both sides of the carriageway. Adjacent to the site street lighting is not provided.

Highway Safety Analysis

2.9 Personal Injury Collision (PIC) data has been reviewed using www.crashmap.co.uk for the most recent five-year period (2014-2018) available for a study area within proximity of the site. The study area examined is indicated in Figure 2.1.

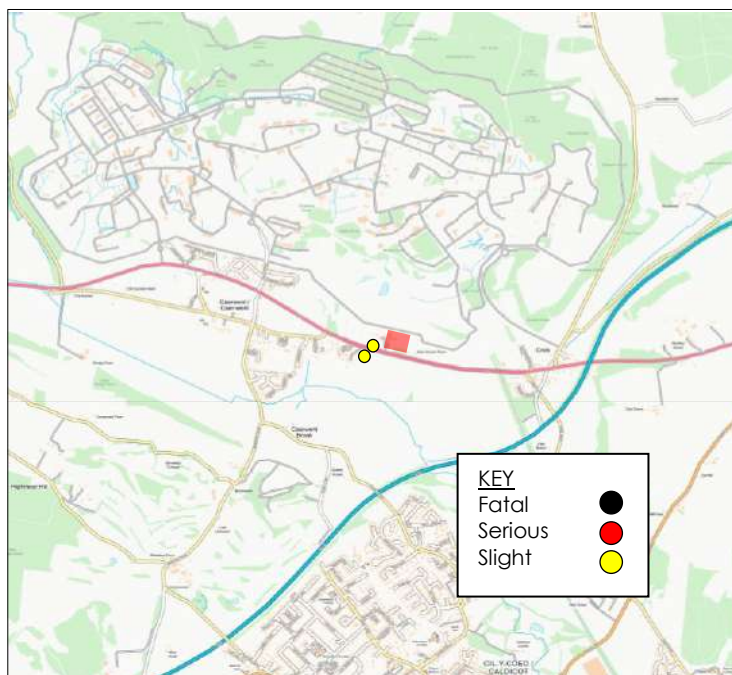


Figure 2.1: Personal Injury Collision Data 2014-2018

- 2.10 Should a planning application be submitted the accompanying Transport Assessment (TA) will examine the safety record of the local highway network in greater detail.
- 2.11 **Table 2.1** summarises details of the number of collisions resulting in personal injury, the number of casualties and the severity of personal injury.

Year	Personal Injury Collisions			Casualties
	Fatal	Serious	Slight	
2014	0	0	1	1
2015	0	0	0	0
2016	0	0	1	1
2017	0	0	0	0
2018	0	0	0	0
Total	0	0	2	2

Table 2.1: Summary of personal injury collision data

- 2.12 It is evident from Table 2.1 that there has been a total of 2 collisions within the study area, resulting in a total of 2 casualties during the five-year period assessed. It is noted that both accidents occurred on the southern carriageway heading westbound.
- 2.13 The accident data has been considered fully during the design process of the potential access to the site.
- 2.14 It is recommended that a Road Safety Audit is carried out to accompany the proposed access strategy should matters be progressed to a planning application.

3.0 Proposed development access and visibility

- 3.1 This section details the nature of the proposed access strategy.
- 3.2 The principle of the access is to ensure that all movements for those entering and exiting the site are achievable from both carriageways (See **Figure 3.1**).
- 3.3 The access would formalise right turn movements into and out of the site, which are possible in its current guise, however not advisable from a highways safety perspective due to insufficient length and width of the gap in the central reservation.

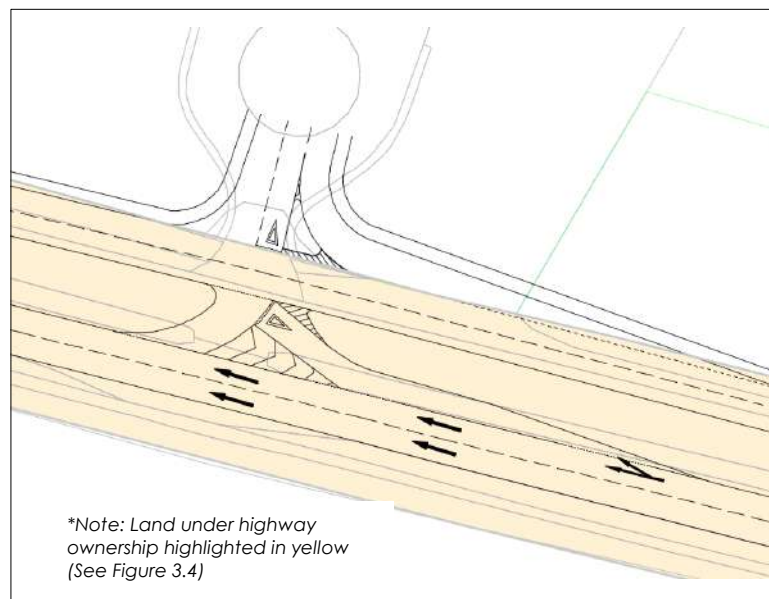


Figure 3.1: Proposed access strategy

- 3.4 It has been designed to accommodate right-in (to the application site) and right-out (of the application site) movements, via two right-turn lanes within the existing central reservation. To accommodate these lanes, the width and length of the central reservation proposes to increase. Additionally, the left-in left-out arrangement which currently serves the site has been retained.
- 3.5 The proposed site access and visibility splays are shown in **Figure 3.2**. The access has been designed in accordance with the guidelines set out in the Design Manual for Roads and Bridges (DMRB) and has been dimensioned with sufficient radii and lane width to accommodate refuse vehicles accessing the site.

- 3.6 Visibility splays have been drawn from the proposed site access demonstrating sight lines of 4.5m 'x' distance by 160m 'y' distance and are shown in **Figure 3.2**. The achievable visibility is in accordance with guidance contained within DMRB for roads with traffic speeds of 50mph.
- 3.7 All carriageway markings and highway signs will be upgraded to current TSRGD requirements.
- 3.8 Swept-path analysis using Auto Track software has been undertaken of the proposed access simulating a 10.2m refuse vehicle entering and exiting the site. The swept path analysis is shown in **Figure 3.3**.

4.0 Trip generation

4.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed use on the site.

4.2 This section of the Technical Note outlines the methodology used to predict traffic generation for the proposed development.

4.3 Trip generation has been assessed on up to 200 houses, 35% of which are affordable in tenure, equating to 130 private homes and 70 affordable homes.

Trip rates

4.4 Trip rates have been derived from those used for a similar residential scheme in Crick, Monmouthshire comprising 300 dwellings.

4.5 The trip rates have been accepted by Monmouthshire's highway officers and are therefore deemed robust due to the comparability of both sites in terms of their location.

Residential – Houses Privately Owned

4.6 The vehicle trip generation rates for the 130 privately owned houses, as outlined previously, have been obtained from the trip generation analysis conducted for a similar site elsewhere in Monmouthshire. This exercise was carried out using the 7.3.3 TRICS database.

4.7 Sites were selected on the basis of the following selection criteria:

- Land use: residential – privately owned houses;
- Survey days: Monday – Friday; and
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.8 The TRICS outputs are set out in Appendix B and the peak periods are

summarised in **Table 4.1** below.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.129	0.369	0.498	17	48	65
1500-1600	0.327	0.188	0.515	43	24	67

Table 4.1: Summary of trip rates/vehicular generation – privately owned houses

- 4.9 It can be seen from the table above that the proposed private housing element of the development is likely to generate 65 vehicles two-way in the AM peak period and 67 vehicles two-way in the PM peak period.

Residential – Affordable/Local Authority houses

- 4.10 The vehicle trip generation rates for the 70 affordable houses, as outlined previously, have been obtained from the trip generation analysis conducted for a similar site in elsewhere in Monmouthshire. This exercise was carried out using the 7.3.3 TRICS database. Sites were selected on the basis of the following selection criteria:

- Land use: residential – privately owned houses;
- Survey days: Monday – Friday; and
- Location of the development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

- 4.11 The TRICS outputs are set out in Appendix C and the peak periods are summarised in **Table 4.2** below.

Peak Period	Trip rate			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.124	0.233	0.357	9	16	25
1500-1600	0.241	0.174	0.415	17	12	29

Table 4.2: Summary of trip rates/vehicular generation – local authority houses

- 4.1 It can be seen from the table above that the proposed affordable housing element of the development is likely to generate 25 vehicles two-way in the AM peak period and 29 vehicles two-way in the PM peak period.

Total trip generation

- 4.2 Total trips generated by the open market and affordable housing are detailed in Table 4.3 below.

Peak period	Vehicle Arrivals	Vehicle Departures	Total Vehicles
0800-0900	26	64	90
1700-1800	60	36	96

Table 4.3: Total trips generated

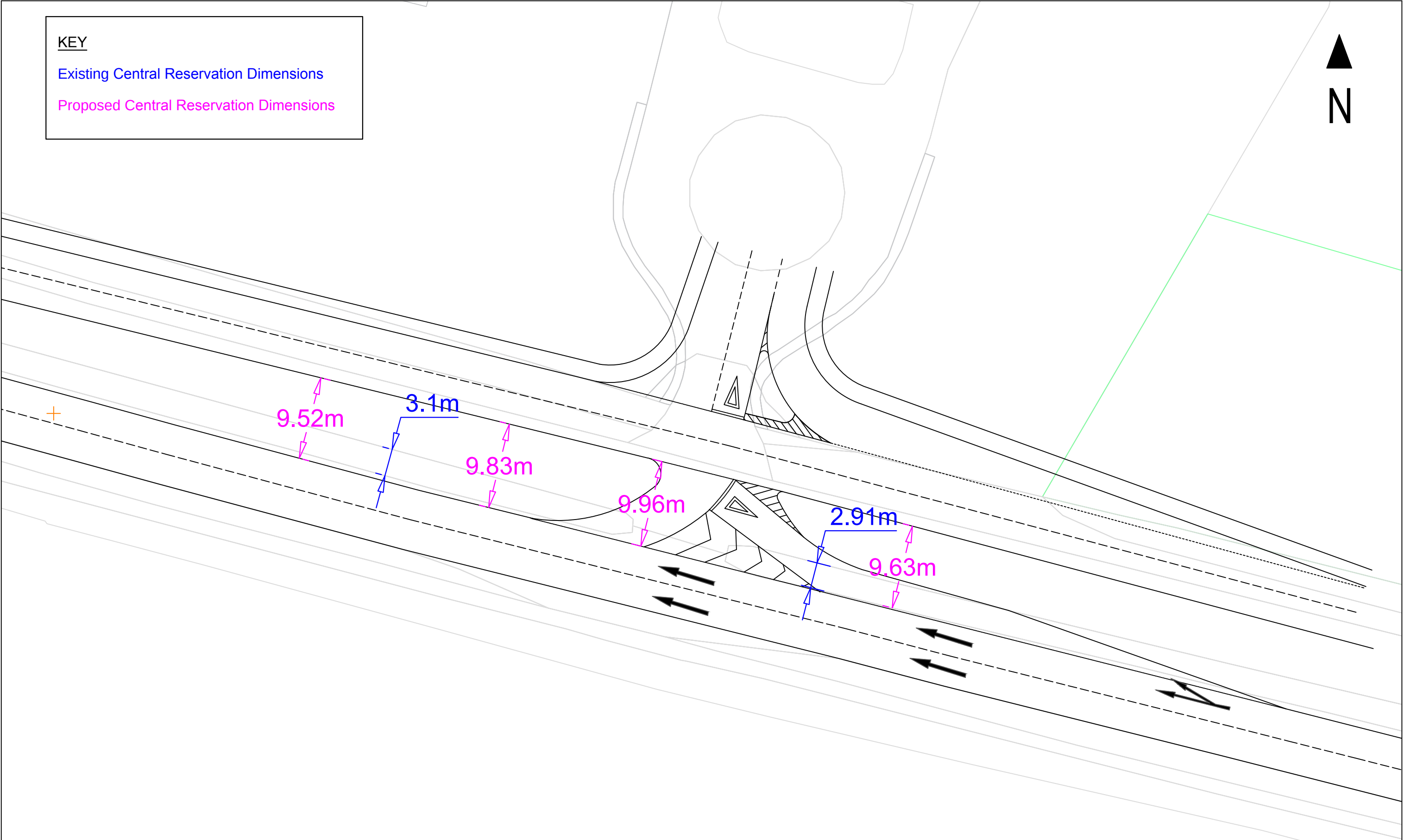
- 4.3 It can be seen from the table above that the proposed development is likely to generate 90 vehicles two-way in the AM peak period and 96 vehicles two-way in the PM peak period.

5.0 Conclusion

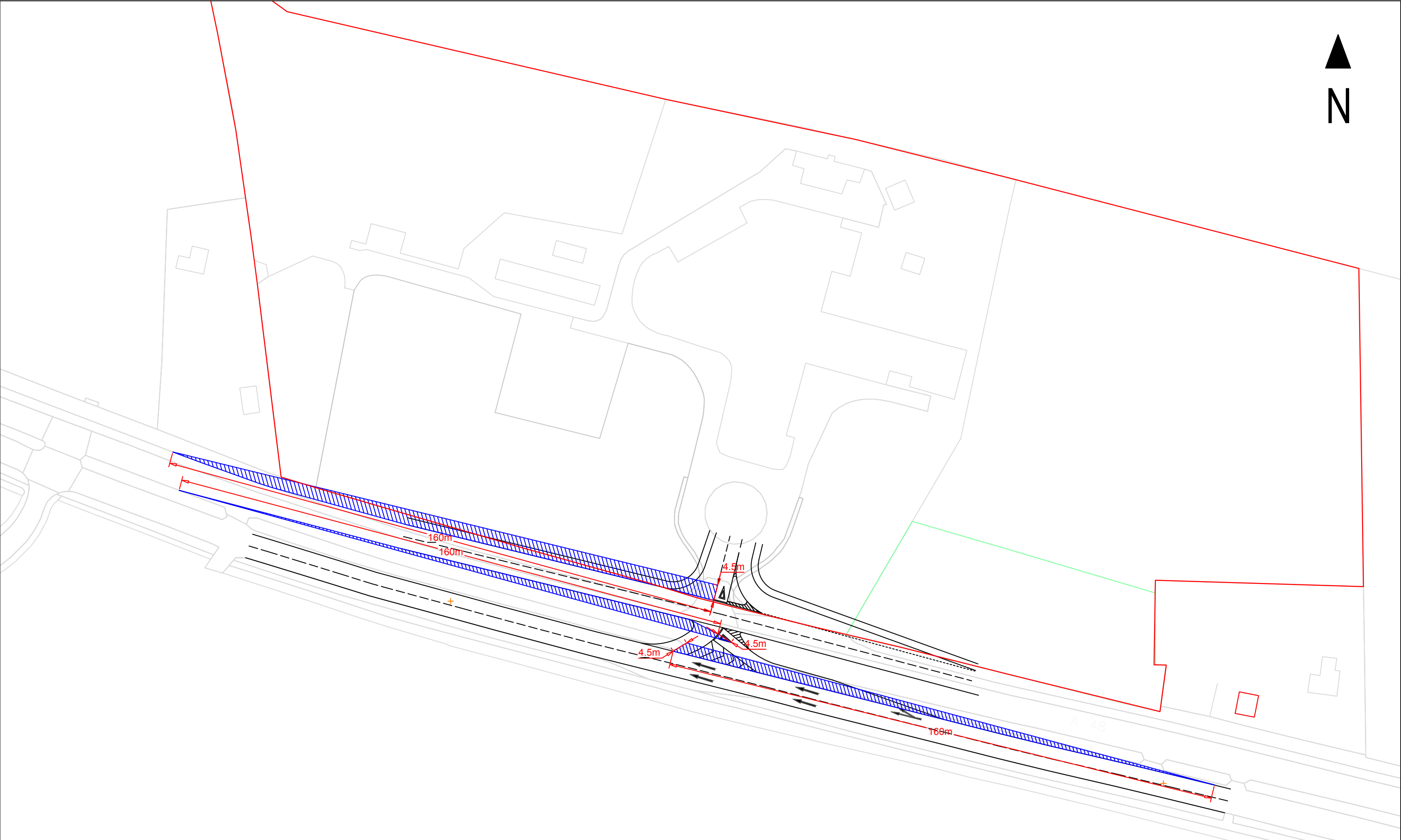
- 5.1 This Technical Note has sought to provide information on matters of the proposed new vehicular access at the former MOD site along the A48, Caerwent, Monmouthshire.
- 5.2 An access strategy has been detailed in the document – one which will facilitate all movements in and out of the site.
- 5.3 From a sustainability perspective, an all movements arrangement has been deemed the most adequate. By providing an all movements junction, driver miles decrease due to negating the need to travel in the opposite direction to the closest turning point if a restricted movement junction .
- 5.4 The proposed access strategy will be followed by a road safety audit to analyse user safety of the proposals. Visibility splays of 4.5m by 160m of the access are available within the public highway and land under the control of the prospective planning applicant.
- 5.5 Highway ownership information has been obtained from Monmouthshire to certify that the access strategy proposed is contained within land under the control of the applicant and/or the local authority (See **Appendix D**).
- 5.6 It is considered the access is designed in a suitable location with appropriate visibility and geometry for the entry of a refuse vehicle. Accident data in the vicinity of the application has been reviewed, concluding a total of 2 accidents along the A48 in immediate vicinity of the site access.
- 5.7 It is estimated that the private housing element of the development is estimated to generate 65 vehicle movements two-way in the AM peak period, and 67 vehicle movements two-way in the PM peak period.
- 5.8 The affordable housing element of the proposed development is estimated to generate 25 vehicles two-way in the AM peak Period, and 29 vehicles two-way in the PM peak period.
- 5.9 In total, the residential scheme is estimated to generate 90 two-way vehicle

movements in the AM peak Period and 96 two-way vehicle movements in the PM peak period.

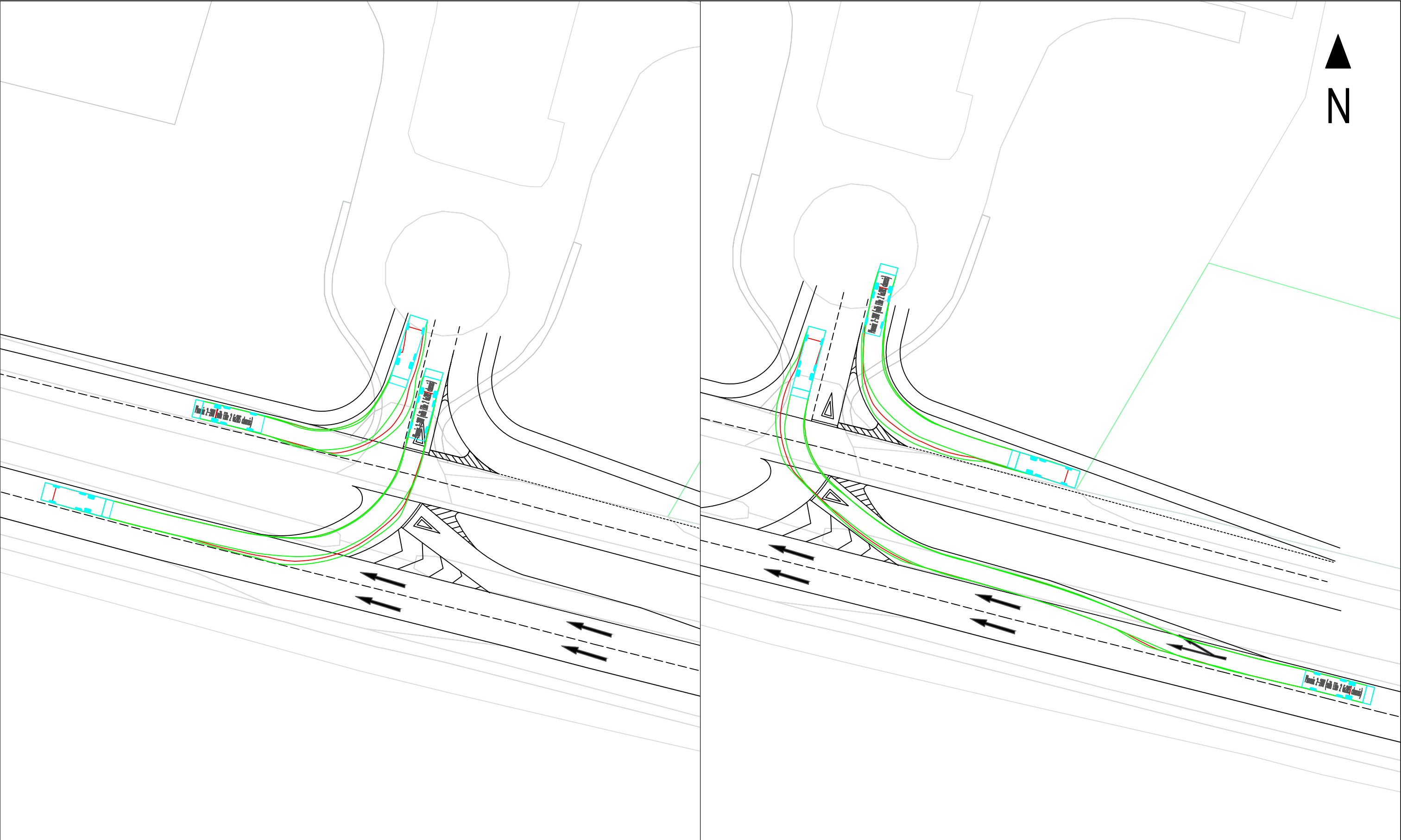
Figures



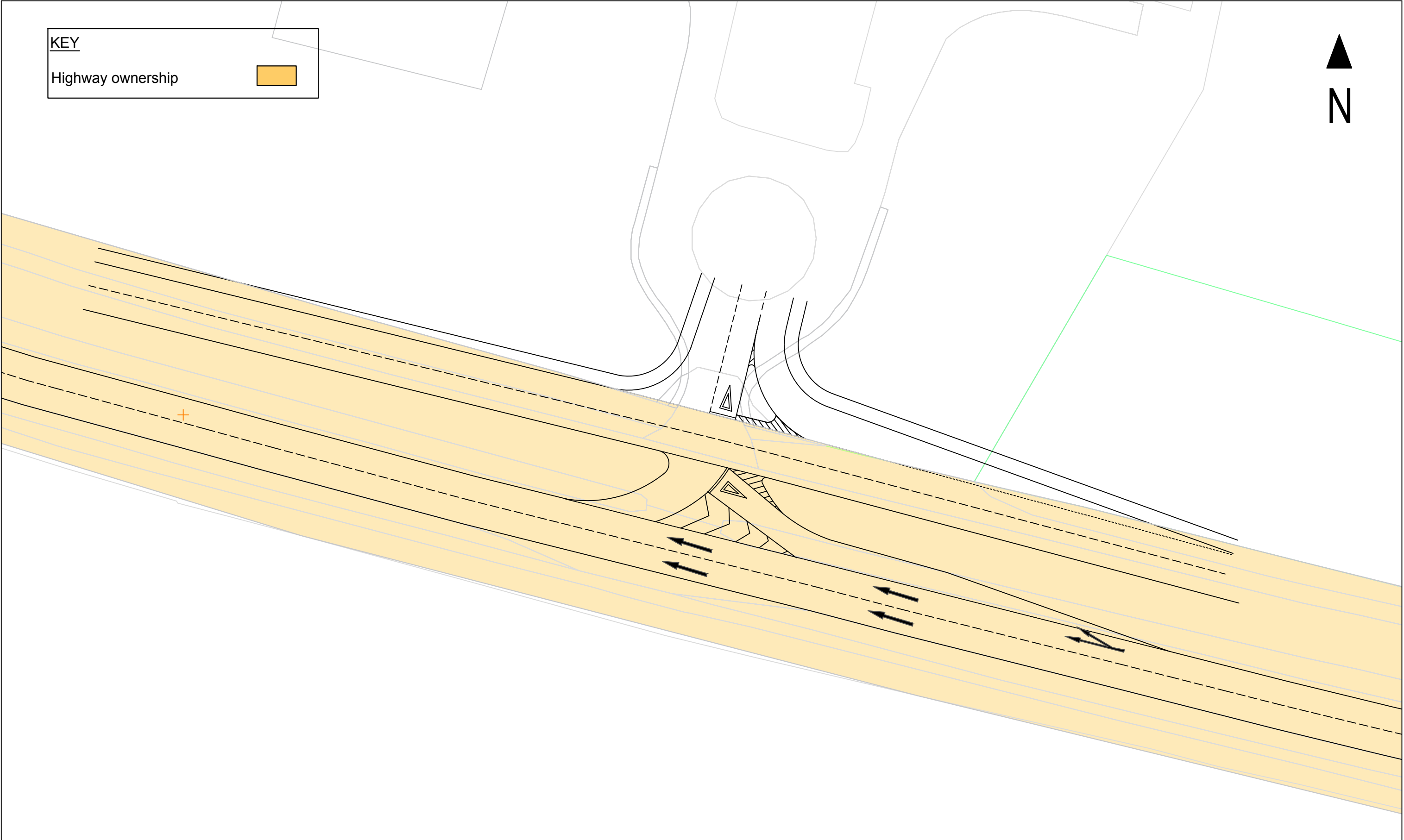
Drawing Title <
--



Drawing Title OPTION 1- All Movements with Visibility Splays	Client	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale:	1:1000@A3									
	Job Title		Redi 205 Ltd	Designed by:									KW
				Drawn by:									KW
				Ckd/Appd:	OJBS	Rev.	Date.	Amendment.	Des.	Drn.			
				1st Issued:	April 2019	Drg No:				Rev			
				Job No:	T19.107	Figure 3.2							



Drawing Title OPTION 1- All Movements Swept Path Analysis	Client	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale:	1:500@A3									
	Job Title		Redi 205 Ltd	Designed by:									KW
			MOD Caerwent	Drawn by:									KW
				Ckd/Appd:	OJBS	Rev.	Date.	Amendment.	Des.	Drn.			
				1st Issued:	April 2019	Drg No: Figure 3.3				Rev			
				Job No:	T19.107								



Drawing Title OPTION 1- All Movements	Client Redi 205 Ltd	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale:	1:500@A3						
	Designed by:		KW							
	Drawn by:		KW							
	Job Title MOD Caerwent		Ckd/Appd:	OJBS	Rev.	Date.	Amendment.	Des.	Drn.	
	1st Issued:		April 2019	Drg No:				Rev		
	Job No:		T19.107	Figure 3.4						

Technical Note

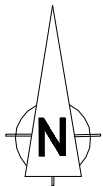
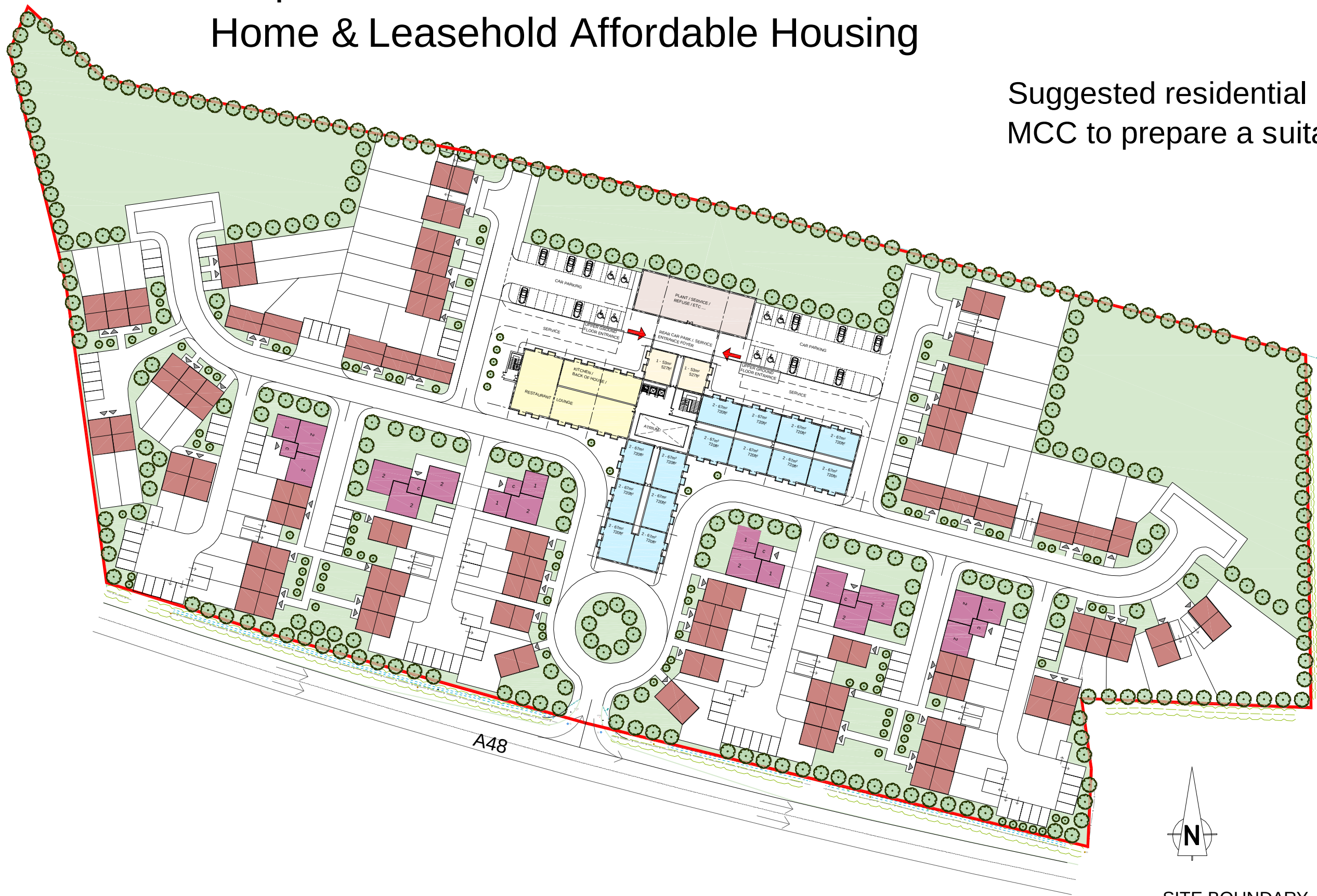
Appendices

Appendix A

Caerwent. Monmouthshire - Proposed Residential Home & Leasehold Affordable Housing

* This drawing is copyright and must not be reproduced, altered or used by third parties without written consent.			
* Do not scale this drawing, dimensions to be checked on site, any discrepancies to be reported to the architect.			
* This drawing is to be read in conjunction with all other project information from consultants, specialists and subcontractors.			
* Risk Assessments to be carried out by contractor. Drawing to be read in conjunction with safety plan and documents regarding CDM Regulations.			
* External wall materials to comply in all aspects of the relevant British Standards and latest Building Regulations Approved Document B, including recent DCLG recommendations, in particular Appendix A of ADS, limited combustibility class A2 standard or better.			
REVISIONS			
No	By	Date	Description
Xx	Xx	Xx	Xx

Suggested residential layout for
MCC to prepare a suitable brief



— SITE BOUNDARY

Scale
1:500@A1
1:1000 @ A3

morgan 2 morgan

Chartered Architects Surveyors Urban Designers
16 Columbus Walk, Atlantic Wharf, Cardiff. CF10 4BY
Tel: (029) 2044 7520

Project
Caerwent, Monmouthshire.

Client

Drawing Title
Proposed Residential home & Leasehold Affordable Housing

Drawn	Checked	Scale	Original	Date
HJM	PAM	1:1000	A3	September 2018
Job Number	Drawing Number	Revision	Status	
3049	SK 5 00 /	100	/	SKETCH SCHEME

Appendix B

Calculation Reference: AUDIT-317901-161205-1227

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	2 days
09	NORTH	
	CB CUMBRIA	1 days
11	SCOTLAND	
	FA FALKIRK	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: 70 to 237 (units:)
 Range Selected by User: 60 to 350 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 28/11/16

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

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	12 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)	6
Edge of Town	6

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

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

12 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	4 days
125,001 to 250,000	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	3 days
1.1 to 1.5	9 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	11 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-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	SALTERBACK			
	WORKINGTON			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09		Survey Type: MANUAL
2	CH-03-A-02	HOUSES/FLATS		CESHIRE
	SYDNEY ROAD			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	174		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
3	CH-03-A-06	SEMI-DET./BUNGALOWS		CESHIRE
	CREWE ROAD			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	129		
	Survey date: TUESDAY	14/10/08		Survey Type: MANUAL
4	DV-03-A-02	HOUSES & BUNGALOWS		DEVON
	MILLHEAD ROAD			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
5	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
6	EX-03-A-01	SEMI-DET.		ESSEX
	MILTON ROAD			
	CORRINGHAM			
	STANFORD-LE-HOPE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	237		
	Survey date: TUESDAY	13/05/08		Survey Type: MANUAL
7	FA-03-A-02	MIXED HOUSES		FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE			
	FALKIRK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	161		
	Survey date: WEDNESDAY	29/05/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-02	HOUSES & FLATS	NORFOLK
	DEREHAM ROAD		
	NORWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	98	
	Survey date: MONDAY	22/10/12	Survey Type: MANUAL
9	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
10	NY-03-A-10	HOUSES AND FLATS	NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD		
	RIPON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
11	SC-03-A-04	DETACHED & TERRACED	SURREY
	HIGH ROAD		
	BYFLEET		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
12	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	BROADBRIDGE HEATH		
	HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	151	
	Survey date: THURSDAY	11/12/14	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	12	123	0.072	12	123	0.265	12	123	0.337
08:00 - 09:00	12	123	0.129	12	123	0.369	12	123	0.498
09:00 - 10:00	12	123	0.145	12	123	0.171	12	123	0.316
10:00 - 11:00	12	123	0.140	12	123	0.183	12	123	0.323
11:00 - 12:00	12	123	0.146	12	123	0.148	12	123	0.294
12:00 - 13:00	12	123	0.185	12	123	0.163	12	123	0.348
13:00 - 14:00	12	123	0.177	12	123	0.163	12	123	0.340
14:00 - 15:00	12	123	0.163	12	123	0.178	12	123	0.341
15:00 - 16:00	12	123	0.284	12	123	0.187	12	123	0.471
16:00 - 17:00	12	123	0.288	12	123	0.182	12	123	0.470
17:00 - 18:00	12	123	0.327	12	123	0.188	12	123	0.515
18:00 - 19:00	12	123	0.219	12	123	0.165	12	123	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.275			2.362			4.637

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: 70 - 237 (units:)
 Survey date range: 01/01/08 - 28/11/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

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	12	123	0.003	12	123	0.002	12	123	0.005
08:00 - 09:00	12	123	0.003	12	123	0.004	12	123	0.007
09:00 - 10:00	12	123	0.003	12	123	0.002	12	123	0.005
10:00 - 11:00	12	123	0.002	12	123	0.001	12	123	0.003
11:00 - 12:00	12	123	0.001	12	123	0.001	12	123	0.002
12:00 - 13:00	12	123	0.003	12	123	0.003	12	123	0.006
13:00 - 14:00	12	123	0.002	12	123	0.001	12	123	0.003
14:00 - 15:00	12	123	0.003	12	123	0.003	12	123	0.006
15:00 - 16:00	12	123	0.008	12	123	0.007	12	123	0.015
16:00 - 17:00	12	123	0.003	12	123	0.005	12	123	0.008
17:00 - 18:00	12	123	0.003	12	123	0.003	12	123	0.006
18:00 - 19:00	12	123	0.001	12	123	0.002	12	123	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

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:	70 - 237 (units:)
Survey date range:	01/01/08 - 28/11/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

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	12	123	0.001	12	123	0.001	12	123	0.002
08:00 - 09:00	12	123	0.002	12	123	0.001	12	123	0.003
09:00 - 10:00	12	123	0.003	12	123	0.001	12	123	0.004
10:00 - 11:00	12	123	0.003	12	123	0.003	12	123	0.006
11:00 - 12:00	12	123	0.003	12	123	0.002	12	123	0.005
12:00 - 13:00	12	123	0.002	12	123	0.005	12	123	0.007
13:00 - 14:00	12	123	0.005	12	123	0.003	12	123	0.008
14:00 - 15:00	12	123	0.001	12	123	0.005	12	123	0.006
15:00 - 16:00	12	123	0.001	12	123	0.001	12	123	0.002
16:00 - 17:00	12	123	0.000	12	123	0.001	12	123	0.001
17:00 - 18:00	12	123	0.001	12	123	0.001	12	123	0.002
18:00 - 19:00	12	123	0.001	12	123	0.001	12	123	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.025			0.048

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: 70 - 237 (units:)
 Survey date range: 01/01/08 - 28/11/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

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	12	123	0.000	12	123	0.000	12	123	0.000
08:00 - 09:00	12	123	0.001	12	123	0.001	12	123	0.002
09:00 - 10:00	12	123	0.000	12	123	0.000	12	123	0.000
10:00 - 11:00	12	123	0.000	12	123	0.000	12	123	0.000
11:00 - 12:00	12	123	0.001	12	123	0.001	12	123	0.002
12:00 - 13:00	12	123	0.000	12	123	0.000	12	123	0.000
13:00 - 14:00	12	123	0.001	12	123	0.001	12	123	0.002
14:00 - 15:00	12	123	0.000	12	123	0.000	12	123	0.000
15:00 - 16:00	12	123	0.001	12	123	0.001	12	123	0.002
16:00 - 17:00	12	123	0.000	12	123	0.000	12	123	0.000
17:00 - 18:00	12	123	0.000	12	123	0.000	12	123	0.000
18:00 - 19:00	12	123	0.000	12	123	0.000	12	123	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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: 70 - 237 (units:)
 Survey date range: 01/01/08 - 28/11/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	12	123	0.007	12	123	0.012	12	123	0.019
08:00 - 09:00	12	123	0.002	12	123	0.014	12	123	0.016
09:00 - 10:00	12	123	0.003	12	123	0.004	12	123	0.007
10:00 - 11:00	12	123	0.003	12	123	0.007	12	123	0.010
11:00 - 12:00	12	123	0.004	12	123	0.002	12	123	0.006
12:00 - 13:00	12	123	0.006	12	123	0.003	12	123	0.009
13:00 - 14:00	12	123	0.004	12	123	0.004	12	123	0.008
14:00 - 15:00	12	123	0.003	12	123	0.005	12	123	0.008
15:00 - 16:00	12	123	0.012	12	123	0.006	12	123	0.018
16:00 - 17:00	12	123	0.011	12	123	0.004	12	123	0.015
17:00 - 18:00	12	123	0.017	12	123	0.012	12	123	0.029
18:00 - 19:00	12	123	0.010	12	123	0.006	12	123	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.079			0.161

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: 70 - 237 (units:)
 Survey date range: 01/01/08 - 28/11/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Calculation Reference: AUDIT-317901-161212-1253

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	NB NORTHUMBERLAND	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: 16 to 280 (units:)
 Range Selected by User: 11 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 21/10/16

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	3 days
Tuesday	3 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	9 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)	4
Edge of Town	5

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
Built-Up Zone	1
No Sub Category	2

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

9 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	2 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	6 days
1.1 to 1.5	3 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:

No

9 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	CH-03-B-01 WORDS WORTH CRES. BLACON CHESTER Edge of Town Residential Zone Total Number of dwellings: 80 Survey date: MONDAY 17/11/14	CHESHIRE	Survey Type: MANUAL
2	DV-03-B-01 HAM DRIVE PLYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 35 Survey date: WEDNESDAY 06/07/05	DEVON	Survey Type: MANUAL
3	MS-03-B-01 TARBOCK ROAD SPEKE LIVERPOOL Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: TUESDAY 18/06/13	MERSEYSIDE	Survey Type: MANUAL
4	NB-03-B-01 WESTLEA BEDLINGTON Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 19/11/12	NORTHUMBERLAND	Survey Type: MANUAL
5	NY-03-B-01 NORTHALLERTON ROAD NORBY THIRSK Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 280 Survey date: THURSDAY 20/09/07	NORTH YORKSHIRE	Survey Type: MANUAL
6	SF-03-B-01 A1144 ST PETERS STREET LOWESTOFT Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 46 Survey date: TUESDAY 20/09/05	SUFFOLK	Survey Type: MANUAL
7	WM-03-B-01 YORKMINSTER DRIVE CHELMSLEY WOOD BIRMINGHAM Edge of Town Residential Zone Total Number of dwellings: 97 Survey date: MONDAY 17/10/11	WEST MIDLANDS	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	DEIGHTON		
	HUDDERSFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
9	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	29	
	Survey date: THURSDAY	19/09/13	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/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
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	9	82	0.059	9	82	0.169	9	82	0.228
08:00 - 09:00	9	82	0.124	9	82	0.233	9	82	0.357
09:00 - 10:00	9	82	0.124	9	82	0.157	9	82	0.281
10:00 - 11:00	9	82	0.129	9	82	0.146	9	82	0.275
11:00 - 12:00	9	82	0.150	9	82	0.134	9	82	0.284
12:00 - 13:00	9	82	0.153	9	82	0.131	9	82	0.284
13:00 - 14:00	9	82	0.158	9	82	0.124	9	82	0.282
14:00 - 15:00	9	82	0.157	9	82	0.173	9	82	0.330
15:00 - 16:00	9	82	0.185	9	82	0.142	9	82	0.327
16:00 - 17:00	9	82	0.192	9	82	0.139	9	82	0.331
17:00 - 18:00	9	82	0.241	9	82	0.174	9	82	0.415
18:00 - 19:00	9	82	0.150	9	82	0.113	9	82	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.822			1.835			3.657	

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: 16 - 280 (units:)
 Survey date range: 01/01/05 - 21/10/16
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	9	82	0.000	9	82	0.000	9	82	0.000
08:00 - 09:00	9	82	0.004	9	82	0.001	9	82	0.005
09:00 - 10:00	9	82	0.004	9	82	0.003	9	82	0.007
10:00 - 11:00	9	82	0.003	9	82	0.007	9	82	0.010
11:00 - 12:00	9	82	0.000	9	82	0.000	9	82	0.000
12:00 - 13:00	9	82	0.000	9	82	0.000	9	82	0.000
13:00 - 14:00	9	82	0.001	9	82	0.001	9	82	0.002
14:00 - 15:00	9	82	0.001	9	82	0.001	9	82	0.002
15:00 - 16:00	9	82	0.000	9	82	0.000	9	82	0.000
16:00 - 17:00	9	82	0.000	9	82	0.000	9	82	0.000
17:00 - 18:00	9	82	0.000	9	82	0.000	9	82	0.000
18:00 - 19:00	9	82	0.001	9	82	0.001	9	82	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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:	16 - 280 (units:)
Survey date range:	01/01/05 - 21/10/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	9	82	0.000	9	82	0.000	9	82	0.000
08:00 - 09:00	9	82	0.000	9	82	0.000	9	82	0.000
09:00 - 10:00	9	82	0.001	9	82	0.001	9	82	0.002
10:00 - 11:00	9	82	0.001	9	82	0.001	9	82	0.002
11:00 - 12:00	9	82	0.001	9	82	0.001	9	82	0.002
12:00 - 13:00	9	82	0.000	9	82	0.000	9	82	0.000
13:00 - 14:00	9	82	0.001	9	82	0.001	9	82	0.002
14:00 - 15:00	9	82	0.000	9	82	0.000	9	82	0.000
15:00 - 16:00	9	82	0.000	9	82	0.000	9	82	0.000
16:00 - 17:00	9	82	0.000	9	82	0.000	9	82	0.000
17:00 - 18:00	9	82	0.000	9	82	0.000	9	82	0.000
18:00 - 19:00	9	82	0.000	9	82	0.000	9	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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:	16 - 280 (units:)
Survey date range:	01/01/05 - 21/10/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

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	9	82	0.007	9	82	0.003	9	82	0.010
08:00 - 09:00	9	82	0.001	9	82	0.008	9	82	0.009
09:00 - 10:00	9	82	0.004	9	82	0.008	9	82	0.012
10:00 - 11:00	9	82	0.004	9	82	0.000	9	82	0.004
11:00 - 12:00	9	82	0.004	9	82	0.003	9	82	0.007
12:00 - 13:00	9	82	0.004	9	82	0.001	9	82	0.005
13:00 - 14:00	9	82	0.003	9	82	0.003	9	82	0.006
14:00 - 15:00	9	82	0.000	9	82	0.001	9	82	0.001
15:00 - 16:00	9	82	0.012	9	82	0.003	9	82	0.015
16:00 - 17:00	9	82	0.008	9	82	0.011	9	82	0.019
17:00 - 18:00	9	82	0.010	9	82	0.007	9	82	0.017
18:00 - 19:00	9	82	0.010	9	82	0.011	9	82	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.067			0.059			0.126

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:	16 - 280 (units:)
Survey date range:	01/01/05 - 21/10/16
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix D



A48 Caerwent

Monmouthshire County Council, County Hall, The Rhadyr, Usk. NP15 1GA

Scale : 1:2500

Printed : 22/3/2019 at 9:22 AM

Grid Ref: 347940,190344



Appendix B

* This drawing is copyright and must not be reproduced, altered or used by third parties without written consent.
* Do not scale this drawing, dimensions to be checked on site, any discrepancies to be reported to the architect.
* This drawing is to be read in conjunction with all other project information from consultants, specialists and subcontractors.
* Risk Assessments to be carried out by contractor. Drawing to be read in conjunction with safety plan and documents regarding CDM Regulations.
* External wall materials to comply in all aspects of the relevant British Standards and latest Building Regulations Approved Document B, including recent DCLG recommendations, in particular Appendix A of ADB, limited combustibility class A2 standard or better.

REVISIONS			
No	By	Date	Description
Xx	Xx	Xx	Xx

KEY:

- Site Boundary & NRW Line
Exact location TBC
- Existing buildings/ structures
- Potential SUDs / attenuation locations
- Proposed hedges/shrubs
- Proposed Trees
- Proposed Grass and Planting areas
- Residential Dwellings -
Roof plans indicating varying dwelling sizes.
- Single Garage
- Double Garage
- 2 Bed (64m²)
- 3 Bed (76m²)
- 4 Bed (120m²)
- 4 Bed (125m²)

OUTLINE ACCOMMODATION SCHEDULE:

- Nursing Home (C2)
3 Floors (not higher than existing MOD buildings) Approximately 80 self contained bedrooms and Restaurant, Lounges and all usual ancillary. Landscaped gardens, car parking and rear service.
- Block 1 (A1, A3, D1)
Multi uses consisting of Coffee shop, small retail, community facilities with courtyard and parking.
- Blocks 2 & 3 (B1)
2 floors with courtyard and parking - 1660m² each block.
- Blocks A & B (B2)
Flexible workshops with part first floors for office/facilities.
Total for 4 workshops - 2212m².
- Residential for sale (C3)
All with garages and small home office space.
13 no. 2 floors and roof space with dormers.
7 no. 2 floors with double garages, detached.
Total - 20 Units
- Residential - Affordable (HA)
14 no. 2 floors 2/3 bed with garages.
6 no. Apartments 2 floors with parking spaces.
Total - 20 Units

Project		Caerwent, Monmouthshire.	
Client			
Drawing Title		Proposed Site Masterplan Mixed Use Scheme	
Drawn	Checked	Scale	Original
DW	PAM	1:1000	A3
Job Number	Drawing Number	Revision	Status
	SK0100	103	SKETCH SCHEME

Scale
1:500@A1
1:1000 @ A3

Proposed Site Masterplan - Mixed Use

Appendix C

Job Number & Title: **SS1314** Caerwent

Site Location: A48 Crick/Caerwent

Survey Date: 30/11/2023

Site Location Plan



SS1314 Caerwent																	
NOVEMBER 2023						Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		ACPO 110%(PSL) + 2		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
Site	Location	Lat / Long	Direction	Start Date	End Date					>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A48 Crick/Caerwent	51.609220 - 2.753616	Eastbound	30 November 2023	06 December 2023	50	27665	4421	3952	5231	18.9	1266	4.6	231	0.8	45.3	51.1
			Westbound	30 November 2023	06 December 2023		27888	4431	3984	1682	6.0	247	0.9	40	0.1	42.2	46.9



SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
30 November 2023															
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	10	2	0	0	1	0	0	0	0	0	0	0	0
0500	45	4	36	5	0	0	0	0	0	0	0	0	0	0	0
0600	173	0	155	18	0	0	0	0	0	0	0	0	0	0	0
0700	366	2	315	38	1	3	2	2	1	1	1	0	0	0	0
0800	455	4	412	28	3	0	2	0	4	0	0	2	0	0	0
0900	313	0	260	48	1	1	1	0	2	0	0	0	0	0	0
1000	287	5	229	42	2	2	2	0	5	0	0	0	0	0	0
1100	261	2	218	33	0	4	0	0	2	0	0	2	0	0	0
1200	272	2	221	37	1	3	5	0	2	0	1	0	0	0	0
1300	266	2	225	28	0	1	3	2	5	0	0	0	0	0	0
1400	288	1	246	29	1	3	2	0	4	1	0	1	0	0	0
1500	278	0	242	27	1	2	1	0	4	0	1	0	0	0	0
1600	291	3	257	23	2	1	1	1	1	0	1	1	0	0	0
1700	288	0	265	22	1	0	0	0	0	0	0	0	0	0	0
1800	217	1	203	10	0	2	0	0	1	0	0	0	0	0	0
1900	136	1	127	6	0	0	1	0	1	0	0	0	0	0	0
2000	81	0	78	3	0	0	0	0	0	0	0	0	0	0	0
2100	71	0	67	4	0	0	0	0	0	0	0	0	0	0	0
2200	44	1	40	3	0	0	0	0	0	0	0	0	0	0	0
2300	16	1	15	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3582	22	3093	365	13	22	19	5	31	2	4	6	0	0	0
06-22	4043	23	3520	396	13	22	20	5	32	2	4	6	0	0	0
06-00	4103	25	3575	399	13	22	20	5	32	2	4	6	0	0	0
00-00	4177	29	3634	409	13	22	21	5	32	2	4	6	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
01 December 2023															
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	19	0	15	2	0	0	2	0	0	0	0	0	0	0	0
0500	37	2	29	5	0	0	0	0	1	0	0	0	0	0	0
0600	143	1	127	11	0	2	2	0	0	0	0	0	0	0	0
0700	304	2	257	36	0	2	1	0	5	1	0	0	0	0	0
0800	443	1	389	42	3	0	3	0	5	0	0	0	0	0	0
0900	316	1	268	37	1	2	3	0	3	0	0	0	0	0	1
1000	316	0	267	39	1	1	4	0	4	0	0	0	0	0	0
1100	280	1	232	36	2	3	0	0	5	0	0	1	0	0	0
1200	310	1	273	25	0	4	2	1	2	0	2	0	0	0	0
1300	301	1	259	34	0	1	4	0	2	0	0	0	0	0	0
1400	276	0	252	17	1	2	0	2	1	0	1	0	0	0	0
1500	314	2	276	30	1	2	0	1	0	0	0	2	0	0	0
1600	303	2	276	21	1	1	0	0	0	0	2	0	0	0	0
1700	297	1	277	15	1	1	0	0	0	0	1	1	0	0	0
1800	210	0	188	21	0	0	1	0	0	0	0	0	0	0	0
1900	118	0	109	8	0	1	0	0	0	0	0	0	0	0	0
2000	68	0	58	9	0	0	1	0	0	0	0	0	0	0	0
2100	77	0	74	3	0	0	0	0	0	0	0	0	0	0	0
2200	72	1	68	3	0	0	0	0	0	0	0	0	0	0	0
2300	59	1	55	3	0	0	0	0	0	0	0	0	0	0	0
07-19	3670	12	3214	353	11	19	18	4	27	1	6	4	0	1	1
06-22	4076	13	3582	384	11	22	21	4	27	1	6	4	0	1	1
06-00	4207	15	3705	390	11	22	21	4	27	1	6	4	0	1	1
00-00	4283	17	3766	400	11	22	23	4	28	1	6	4	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
02 December 2023															
0000	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0500	20	0	17	3	0	0	0	0	0	0	0	0	0	0	0
0600	45	0	41	4	0	0	0	0	0	0	0	0	0	0	0
0700	79	0	67	11	0	0	0	0	0	0	0	1	0	0	0
0800	164	0	151	12	0	0	1	0	0	0	0	0	0	0	0
0900	231	2	215	14	0	0	0	0	0	0	0	0	0	0	0
1000	273	1	252	17	1	0	1	0	1	0	0	0	0	0	0
1100	323	0	301	19	0	0	2	0	1	0	0	0	0	0	0
1200	266	0	252	14	0	0	0	0	0	0	0	0	0	0	0
1300	260	0	249	10	0	0	0	0	1	0	0	0	0	0	0
1400	271	0	254	16	0	0	0	1	0	0	0	0	0	0	0
1500	229	0	212	15	1	0	1	0	0	0	0	0	0	0	0
1600	196	3	186	7	0	0	0	0	0	0	0	0	0	0	0
1700	182	0	172	9	0	0	1	0	0	0	0	0	0	0	0
1800	125	0	117	8	0	0	0	0	0	0	0	0	0	0	0
1900	90	1	80	8	0	0	1	0	0	0	0	0	0	0	0
2000	57	0	54	3	0	0	0	0	0	0	0	0	0	0	0
2100	56	0	55	1	0	0	0	0	0	0	0	0	0	0	0
2200	54	0	50	4	0	0	0	0	0	0	0	0	0	0	0
2300	41	1	35	5	0	0	0	0	0	0	0	0	0	0	0
07-19	2599	6	2428	152	2	0	6	1	3	0	0	1	0	0	0
06-22	2847	7	2658	168	2	0	7	1	3	0	0	1	0	0	0
06-00	2942	8	2743	177	2	0	7	1	3	0	0	1	0	0	0
00-00	2995	8	2790	183	2	0	7	1	3	0	0	1	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE	SEVEN	
												AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
03 December 2023															
0000	31	0	27	4	0	0	0	0	0	0	0	0	0	0	
0100	11	0	9	1	1	0	0	0	0	0	0	0	0	0	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0500	14	1	12	1	0	0	0	0	0	0	0	0	0	0	
0600	35	0	34	1	0	0	0	0	0	0	0	0	0	0	
0700	35	0	31	4	0	0	0	0	0	0	0	0	0	0	
0800	81	1	74	6	0	0	0	0	0	0	0	0	0	0	
0900	171	0	160	10	0	0	0	0	1	0	0	0	0	0	
1000	255	1	239	13	0	0	1	0	0	0	1	0	0	0	
1100	321	1	301	18	0	0	0	0	0	0	1	0	0	0	
1200	305	0	289	15	0	0	0	0	0	0	1	0	0	0	
1300	264	0	249	13	0	0	0	0	2	0	0	0	0	0	
1400	225	1	211	11	0	0	0	0	2	0	0	0	0	0	
1500	206	2	193	10	0	0	0	0	1	0	0	0	0	0	
1600	173	0	164	6	0	1	0	0	0	0	1	1	0	0	
1700	130	0	126	4	0	0	0	0	0	0	0	0	0	0	
1800	98	0	95	3	0	0	0	0	0	0	0	0	0	0	
1900	67	0	60	6	0	0	0	0	1	0	0	0	0	0	
2000	59	2	55	2	0	0	0	0	0	0	0	0	0	0	
2100	50	0	46	4	0	0	0	0	0	0	0	0	0	0	
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
2300	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
07-19	2264	6	2132	113	0	1	1	0	6	0	4	1	0	0	
06-22	2475	8	2327	126	0	1	1	0	7	0	4	1	0	0	
06-00	2502	8	2352	128	0	1	1	0	7	0	4	1	0	0	
00-00	2566	9	2408	134	1	1	1	0	7	0	4	1	0	0	

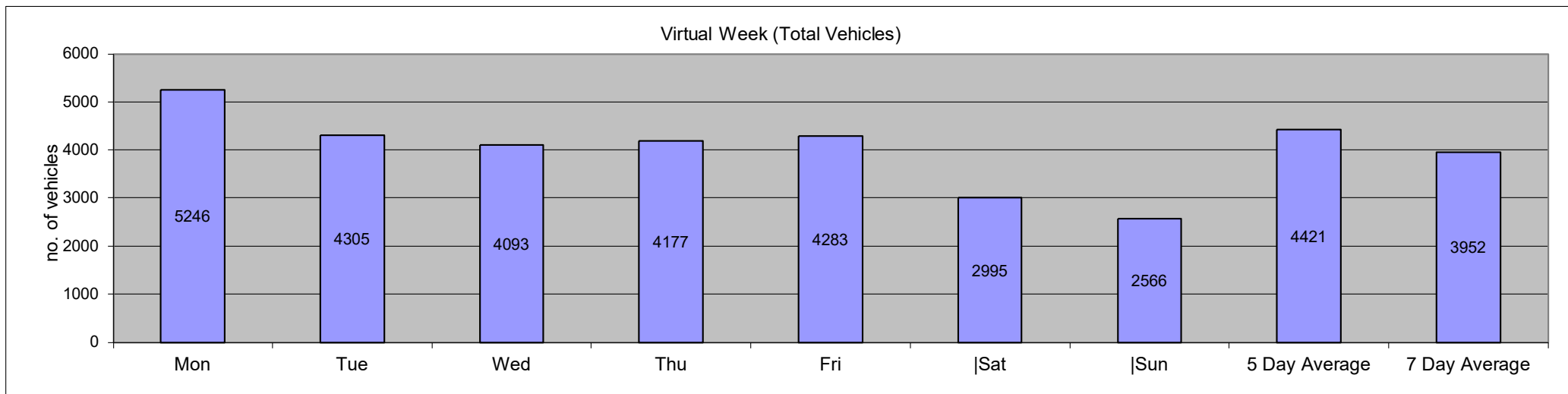
SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
04 December 2023															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	14	1	10	1	0	0	2	0	0	0	0	0	0	0	0
0500	48	0	41	7	0	0	0	0	0	0	0	0	0	0	0
0600	225	0	199	21	0	1	1	0	1	0	1	1	0	0	0
0700	570	3	471	84	2	3	0	0	4	0	2	1	0	0	0
0800	807	0	674	102	2	2	6	3	9	0	7	1	0	1	1
0900	508	1	403	80	3	6	2	1	7	0	2	3	0	0	0
1000	455	1	365	59	4	5	2	2	10	0	1	6	0	0	0
1100	367	0	286	64	3	2	1	0	6	0	2	3	0	0	0
1200	305	1	252	40	1	2	4	0	4	0	0	1	0	0	0
1300	291	1	249	30	2	1	4	0	4	0	0	0	0	0	0
1400	320	0	278	35	0	4	2	0	1	0	0	0	0	0	0
1500	314	0	266	38	3	2	1	0	3	0	0	1	0	0	0
1600	288	0	253	24	4	1	1	0	1	0	2	2	0	0	0
1700	254	1	229	20	2	1	0	0	1	0	0	0	0	0	0
1800	183	0	170	11	0	1	1	0	0	0	0	0	0	0	0
1900	119	1	106	9	0	1	0	0	1	0	0	1	0	0	0
2000	64	0	58	4	0	2	0	0	0	0	0	0	0	0	0
2100	53	0	50	2	0	0	0	0	0	0	1	0	0	0	0
2200	33	1	31	1	0	0	0	0	0	0	0	0	0	0	0
2300	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0
07-19	4662	8	3896	587	26	30	24	6	50	0	16	18	0	1	1
06-22	5123	9	4309	623	26	34	25	6	52	0	18	20	0	1	1
06-00	5170	10	4352	626	26	34	25	6	52	0	18	20	0	1	1
00-00	5246	11	4415	636	26	34	27	6	52	0	18	20	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
05 December 2023															
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	1	4	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0
0400	17	1	15	0	0	0	1	0	0	0	0	0	0	0	0
0500	43	0	37	5	0	0	0	0	0	0	0	1	0	0	0
0600	170	1	151	15	1	1	0	0	1	0	0	0	0	0	0
0700	409	2	353	44	2	1	1	1	4	0	0	1	0	0	0
0800	492	6	443	33	4	2	1	0	2	0	0	1	0	0	0
0900	313	0	262	39	2	3	2	1	2	0	2	0	0	0	0
1000	299	3	247	38	0	2	1	1	7	0	0	0	0	0	0
1100	260	2	222	28	0	4	1	0	1	1	1	0	0	0	0
1200	314	2	245	56	0	2	2	1	4	1	0	1	0	0	0
1300	277	2	222	43	0	1	1	1	5	0	0	2	0	0	0
1400	285	3	244	33	0	1	2	0	1	1	0	0	0	0	0
1500	313	1	265	37	3	1	1	0	4	0	0	1	0	0	0
1600	284	1	246	26	3	3	2	0	2	0	0	1	0	0	0
1700	294	0	259	29	2	2	1	0	1	0	0	0	0	0	0
1800	202	1	185	13	0	1	0	0	1	0	1	0	0	0	0
1900	143	1	133	8	0	0	0	0	0	0	0	1	0	0	0
2000	78	0	75	2	0	0	0	0	1	0	0	0	0	0	0
2100	51	0	42	9	0	0	0	0	0	0	0	0	0	0	0
2200	28	0	27	1	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3742	23	3193	419	16	23	15	5	34	3	4	7	0	0	0
06-22	4184	25	3594	453	17	24	15	5	36	3	4	8	0	0	0
06-00	4229	25	3638	454	17	24	15	5	36	3	4	8	0	0	0
00-00	4305	27	3704	459	17	25	16	5	36	3	4	9	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
06 December 2023															
0000	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	8	2	0	0	1	0	0	0	0	0	0	0	0
0500	40	2	31	6	0	0	0	0	0	0	1	0	0	0	0
0600	169	2	147	17	0	1	0	0	1	0	0	1	0	0	0
0700	387	2	332	47	0	2	2	0	2	0	0	0	0	0	0
0800	472	1	423	40	2	0	3	0	3	0	0	0	0	0	0
0900	300	0	253	41	1	1	2	0	0	0	1	1	0	0	0
1000	276	1	231	35	0	1	1	0	6	0	1	0	0	0	0
1100	245	0	200	37	0	1	2	0	3	0	0	2	0	0	0
1200	255	1	217	30	0	1	3	1	1	0	0	1	0	0	0
1300	272	1	232	29	0	0	3	0	6	0	0	1	0	0	0
1400	263	1	231	26	1	1	1	0	1	0	1	0	0	0	0
1500	268	1	227	30	0	2	3	0	3	0	0	1	0	1	1
1600	294	1	261	26	1	1	1	0	2	0	0	1	0	0	0
1700	265	0	247	16	2	0	0	0	0	0	0	0	0	0	0
1800	214	2	204	5	0	1	0	0	1	0	1	0	0	0	0
1900	136	0	121	14	0	1	0	0	0	0	0	0	0	0	0
2000	89	0	82	7	0	0	0	0	0	0	0	0	0	0	0
2100	66	0	63	3	0	0	0	0	0	0	0	0	0	0	0
2200	38	0	37	1	0	0	0	0	0	0	0	0	0	0	0
2300	14	1	12	1	0	0	0	0	0	0	0	0	0	0	0
07-19	3511	11	3058	362	7	11	21	1	28	0	4	7	0	1	1
06-22	3971	13	3471	403	7	13	21	1	29	0	4	8	0	1	1
06-00	4023	14	3520	405	7	13	21	1	29	0	4	8	0	1	1
00-00	4093	16	3573	418	7	13	22	1	29	0	5	8	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Average Day															
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	11	0	9	1	0	0	1	0	0	0	0	0	0	0	0
0500	35	1	29	5	0	0	0	0	0	0	0	0	0	0	0
0600	137	1	122	12	0	1	0	0	0	0	0	0	0	0	0
0700	307	2	261	38	1	2	1	0	2	0	0	0	0	0	0
0800	416	2	367	38	2	1	2	0	3	0	1	1	0	0	0
0900	307	1	260	38	1	2	1	0	2	0	1	1	0	0	0
1000	309	2	261	35	1	2	2	0	5	0	0	1	0	0	0
1100	294	1	251	34	1	2	1	0	3	0	1	1	0	0	0
1200	290	1	250	31	0	2	2	0	2	0	1	0	0	0	0
1300	276	1	241	27	0	1	2	0	4	0	0	0	0	0	0
1400	275	1	245	24	0	2	1	0	1	0	0	0	0	0	0
1500	275	1	240	27	1	1	1	0	2	0	0	1	0	0	0
1600	261	1	235	19	2	1	1	0	1	0	1	1	0	0	0
1700	244	0	225	16	1	1	0	0	0	0	0	0	0	0	0
1800	178	1	166	10	0	1	0	0	0	0	0	0	0	0	0
1900	116	1	105	8	0	0	0	0	0	0	0	0	0	0	0
2000	71	0	66	4	0	0	0	0	0	0	0	0	0	0	0
2100	61	0	57	4	0	0	0	0	0	0	0	0	0	0	0
2200	41	0	39	2	0	0	0	0	0	0	0	0	0	0	0
2300	24	1	22	2	0	0	0	0	0	0	0	0	0	0	0
07-19	3433	13	3002	336	11	15	15	3	26	1	5	6	0	0	0
06-22	3817	14	3352	365	11	17	16	3	27	1	6	7	0	0	0
06-00	3882	15	3412	368	11	17	16	3	27	1	6	7	0	0	0
00-00	3952	17	3470	377	11	17	17	3	27	1	6	7	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023			to	06 December 2023		Direction	Eastbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	5246	11	4415	636	26	34	27	6	52	0	18	20	0	1	
Tue	4305	27	3704	459	17	25	16	5	36	3	4	9	0	0	
Wed	4093	16	3573	418	7	13	22	1	29	0	5	8	0	1	
Thu	4177	29	3634	409	13	22	21	5	32	2	4	6	0	0	
Fri	4283	17	3766	400	11	22	23	4	28	1	6	4	0	1	
Sat	2995	8	2790	183	2	0	7	1	3	0	0	1	0	0	
Sun	2566	9	2408	134	1	1	1	0	7	0	4	1	0	0	
5 Day Average															
[--]	4421	20	3818	464	15	23	22	4	35	1	7	9	0	1	
7 Day Average															
[--]	3952	17	3470	377	11	17	17	3	27	1	6	7	0	0	
Total Vehicles															
[--]	27665	117	24290	2639	77	117	117	22	187	6	41	49	0	3	



SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										(PSL)								Mean Speed	85%ile Speed		
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT			65 DFT	
30 November 2023																							
0000	3	0	0	0	0	0	2	0	1	0	0	0	0	0	1	33.33	0	0	0	0	46.1	-	
0100	5	0	0	0	0	1	1	0	1	1	1	0	0	0	3	60	1	20	0	0	49.4	-	
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
0300	6	0	0	0	1	1	2	1	1	0	0	0	0	0	1	16.67	0	0	0	0	43	-	
0400	13	0	0	0	0	0	1	7	2	2	1	0	0	0	5	38.46	3	23.08	0	0	51.3	58.9	
0500	45	1	0	0	1	0	10	11	14	5	3	0	0	0	22	48.89	5	11.11	0	0	49.1	55.9	
0600	173	0	0	1	2	19	47	42	31	20	10	1	0	0	62	35.84	19	10.98	1	0.578	47.8	55.4	
0700	366	0	0	0	1	34	94	151	55	17	9	2	2	1	86	23.5	21	5.738	5	1.366	47.1	51.9	
0800	455	1	0	4	9	36	137	144	81	26	7	7	1	2	124	27.25	35	7.692	10	2.198	46.9	52.9	
0900	313	0	0	0	6	38	95	108	39	17	8	1	0	1	66	21.09	20	6.39	2	0.639	46.3	52.5	
1000	287	2	1	2	10	66	96	66	30	11	2	1	0	0	44	15.33	8	2.787	1	0.348	43.6	50.2	
1100	261	1	0	4	21	42	73	85	26	6	2	1	0	0	35	13.41	6	2.299	1	0.383	43.6	49.5	
1200	272	1	2	5	10	45	90	75	29	12	3	0	0	0	44	16.18	7	2.574	0	0	44.1	50.2	
1300	266	0	1	0	8	30	89	96	33	7	2	0	0	0	42	15.79	6	2.256	0	0	45.1	50.2	
1400	288	0	1	2	9	36	104	92	34	6	3	1	0	0	44	15.28	5	1.736	1	0.347	44.9	50.2	
1500	278	1	0	1	3	29	102	91	35	8	5	2	0	1	51	18.35	13	4.676	3	1.079	45.8	51	
1600	291	0	0	2	6	49	97	94	34	6	3	0	0	0	43	14.78	7	2.405	0	0	44.6	49.9	
1700	288	0	0	1	7	47	92	80	40	16	3	0	1	1	61	21.18	12	4.167	2	0.694	45.4	51.3	
1800	217	0	0	0	13	25	67	68	32	7	5	0	0	0	44	20.28	8	3.687	0	0	45.4	52	
1900	136	0	1	0	3	14	45	40	14	12	4	2	1	0	33	24.26	14	10.29	3	2.206	46.6	54.3	
2000	81	0	0	1	3	14	19	19	17	1	3	3	0	1	25	30.86	8	9.877	4	4.938	47	54	
2100	71	0	0	0	0	4	20	29	9	6	2	0	0	1	18	25.35	6	8.451	1	1.408	48.1	54.5	
2200	44	0	0	0	1	10	13	10	3	5	2	0	0	0	10	22.73	6	13.64	0	0	45.9	55.7	
2300	16	0	0	0	0	1	6	3	3	1	1	0	1	0	6	37.5	2	12.5	1	6.25	48.9	58.6	
07-19	3582	6	5	21	103	477	1136	1150	468	139	52	15	4	6	684	19.1	148	4.132	25	0.698	45.4	51.1	
06-22	4043	6	6	23	111	528	1267	1280	539	178	71	21	5	8	822	20.33	195	4.823	34	0.841	45.6	51.6	
06-00	4103	6	6	23	112	539	1286	1293	545	184	74	21	6	8	838	20.42	203	4.948	35	0.853	45.6	51.6	
00-00	4177	7	6	23	114	542	1303	1312	564	192	79	21	6	8	870	20.83	212	5.075	35	0.838	45.7	51.7	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed				
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65									65 70	70 75	75 130	
01 December 2023																							
0000	7	0	0	0	1	1	3	0	1	1	0	0	0	0	2	28.57	0	0	0	0	43.5	-	
0100	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-	
0200	4	0	0	0	0	0	0	2	1	0	1	0	0	0	2	50	1	25	0	0	51.5	-	
0300	6	0	0	0	1	0	2	1	1	1	0	0	0	0	2	33.33	1	16.67	0	0	46.5	-	
0400	19	0	0	0	0	1	1	7	7	2	1	0	0	0	10	52.63	1	5.263	0	0	50.1	56.1	
0500	37	0	0	0	0	4	10	13	4	6	0	0	0	0	10	27.03	4	10.81	0	0	47.7	56.3	
0600	143	0	0	0	2	15	29	45	31	12	4	3	2	0	52	36.36	13	9.091	5	3.497	48.2	55	
0700	304	1	0	0	8	27	67	118	54	16	10	1	2	0	83	27.3	18	5.921	3	0.987	47	53	
0800	443	0	0	0	3	50	136	162	58	19	9	3	2	1	92	20.77	22	4.966	6	1.354	46.6	51.6	
0900	316	0	0	2	11	42	115	96	35	8	5	1	1	0	50	15.82	13	4.114	2	0.633	44.8	50.1	
1000	316	3	1	2	19	67	92	80	32	13	5	1	1	0	52	16.46	11	3.481	2	0.633	43.7	50.3	
1100	280	0	1	4	12	42	86	89	33	9	4	0	0	0	46	16.43	7	2.5	0	0	44.5	50.3	
1200	310	0	2	1	5	38	122	94	38	9	1	0	0	0	48	15.48	7	2.258	0	0	44.8	50.1	
1300	301	0	1	0	7	30	86	112	43	16	5	0	1	0	65	21.59	12	3.987	1	0.332	46.1	51.7	
1400	276	0	2	3	5	47	90	78	27	20	2	1	1	0	51	18.48	12	4.348	2	0.725	45	51.4	
1500	314	0	0	1	11	41	100	100	40	13	5	2	1	0	61	19.43	15	4.777	3	0.955	45.6	51.6	
1600	303	0	1	1	10	37	80	114	36	14	5	4	1	0	60	19.8	18	5.941	5	1.65	46	52	
1700	297	1	1	2	23	50	87	89	27	12	2	2	1	0	44	14.81	12	4.04	3	1.01	44	49.9	
1800	210	0	1	1	12	46	50	57	23	15	5	0	0	0	43	20.48	14	6.667	0	0	44.8	52.2	
1900	118	0	0	2	8	20	38	33	10	2	3	1	0	1	17	14.41	5	4.237	2	1.695	44.3	50.1	
2000	68	0	1	1	5	8	20	22	3	6	1	0	1	0	11	16.18	6	8.824	1	1.471	44.8	51.4	
2100	77	0	0	1	6	10	21	28	8	0	2	0	1	0	11	14.29	3	3.896	1	1.299	44.5	49.8	
2200	72	0	0	0	7	13	19	17	6	6	3	0	1	0	16	22.22	6	8.333	1	1.389	45	53.9	
2300	59	0	0	1	3	8	19	16	6	0	4	1	0	1	12	20.34	6	10.17	2	3.39	46.1	52.3	
07-19	3670	5	10	17	126	517	1111	1189	446	164	58	15	11	1	695	18.94	161	4.387	27	0.736	45.3	51.2	
06-22	4076	5	11	21	147	570	1219	1317	498	184	68	19	15	2	786	19.28	188	4.612	36	0.883	45.4	51.4	
06-00	4207	5	11	22	157	591	1257	1350	510	190	75	20	16	3	814	19.35	200	4.754	39	0.927	45.4	51.4	
00-00	4283	5	11	22	160	597	1273	1375	524	200	77	20	16	3	840	19.61	207	4.833	39	0.911	45.4	51.4	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										(PSL)								Mean Speed	85%ile Speed		
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT			65 DFT	
02 December 2023																							
0000	15	0	0	0	0	2	3	4	1	4	0	0	1	0	6	40	3	20	1	6.667	50.7	58.8	
0100	5	0	0	0	0	0	2	1	2	0	0	0	0	0	2	40	0	0	0	0	46.6	-	
0200	4	0	0	0	0	0	2	0	0	1	1	0	0	0	2	50	1	25	0	0	51.4	-	
0300	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-	
0400	4	0	0	0	0	0	0	2	2	0	0	0	0	0	2	50	0	0	0	0	49.3	-	
0500	20	0	1	1	0	5	5	4	3	1	0	0	0	0	4	20	1	5	0	0	42.5	51.5	
0600	45	0	0	1	8	12	13	8	1	1	1	0	0	0	3	6.667	2	4.444	0	0	41.1	47	
0700	79	0	0	0	7	12	14	28	8	8	1	1	0	0	18	22.78	6	7.595	1	1.266	45.7	54.4	
0800	164	0	0	0	6	14	48	61	22	8	3	1	1	0	35	21.34	8	4.878	2	1.22	46.4	52	
0900	231	2	0	4	6	36	65	83	17	13	3	2	0	0	35	15.15	11	4.762	2	0.866	44.8	50	
1000	273	2	1	6	13	34	75	96	33	6	6	0	1	0	46	16.85	12	4.396	1	0.366	44.8	50.7	
1100	323	2	1	2	10	46	107	100	40	10	3	2	0	0	55	17.03	11	3.406	2	0.619	44.7	50.4	
1200	266	0	0	3	7	28	96	84	32	8	6	1	1	0	48	18.05	14	5.263	2	0.752	45.4	50.7	
1300	260	0	1	0	8	21	77	98	40	10	4	1	0	0	55	21.15	12	4.615	1	0.385	46.1	51.3	
1400	271	0	0	1	9	41	80	91	34	10	3	1	1	0	49	18.08	9	3.321	2	0.738	45.2	50.8	
1500	229	0	0	0	9	30	69	82	24	9	4	2	0	0	39	17.03	9	3.93	2	0.873	45.4	51.1	
1600	196	0	1	0	15	42	61	51	18	5	1	2	0	0	26	13.27	7	3.571	2	1.02	43.7	49.2	
1700	182	0	0	2	9	42	63	37	18	8	3	0	0	0	29	15.93	5	2.747	0	0	43.4	50.2	
1800	125	0	0	0	3	13	47	34	17	7	2	1	1	0	28	22.4	9	7.2	2	1.6	46	51.4	
1900	90	0	1	0	1	13	28	26	12	4	3	1	1	0	21	23.33	6	6.667	2	2.222	46.1	52.3	
2000	57	0	0	0	1	5	18	18	11	2	0	1	0	1	15	26.32	2	3.509	2	3.509	46.8	52	
2100	56	0	0	0	2	11	12	16	8	1	3	3	0	0	15	26.79	7	12.5	3	5.357	46.7	54.4	
2200	54	0	0	0	6	7	14	12	9	4	2	0	0	0	15	27.78	4	7.407	0	0	45.4	54	
2300	41	0	0	0	2	6	6	24	2	1	0	0	0	0	3	7.317	1	2.439	0	0	44.7	48.5	
07-19	2599	6	4	18	102	359	802	845	303	102	39	14	5	0	463	17.81	113	4.348	19	0.731	45.1	50.7	
06-22	2847	6	5	19	114	400	873	913	335	110	46	19	6	1	517	18.16	130	4.566	26	0.913	45.1	50.7	
06-00	2942	6	5	19	122	413	893	949	346	115	48	19	6	1	535	18.18	135	4.589	26	0.884	45.1	50.7	
00-00	2995	6	6	20	122	421	907	962	354	121	49	19	7	1	551	18.4	140	4.674	27	0.902	45.1	50.8	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins													50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130									
03 December 2023																							
0000	31	0	0	0	0	6	9	8	3	4	1	0	0	0	8	25.81	4	12.9	0	0	46.4	55.9	
0100	11	0	0	1	2	1	3	3	1	0	0	0	0	0	1	9.091	0	0	0	0	41.6	49.8	
0200	5	0	0	0	0	1	0	3	0	1	0	0	0	0	1	20	1	20	0	0	48.5	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	-	
0400	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	100	1	50	0	0	59.6	-	
0500	14	1	0	0	0	0	1	10	0	2	0	0	0	0	2	14.29	0	0	0	0	46	53.9	
0600	35	0	0	0	0	8	8	7	7	5	0	0	0	0	12	34.29	2	5.714	0	0	46.1	55.2	
0700	35	0	0	0	2	7	9	10	5	2	0	0	0	0	7	20	2	5.714	0	0	44.6	52.1	
0800	81	1	0	0	1	9	15	34	13	5	2	1	0	0	21	25.93	4	4.938	1	1.235	46.7	53.3	
0900	171	0	0	2	4	23	48	51	25	11	5	2	0	0	43	25.15	14	8.187	2	1.17	46.2	53.1	
1000	255	0	0	4	4	39	83	87	26	7	4	1	0	0	38	14.9	11	4.314	1	0.392	44.9	50.1	
1100	321	1	0	2	11	35	114	106	29	15	6	2	0	0	52	16.2	12	3.738	2	0.623	45.2	50.5	
1200	305	0	0	1	7	36	98	103	41	16	2	0	1	0	60	19.67	12	3.934	1	0.328	45.7	51.2	
1300	264	0	0	1	6	25	78	100	36	13	3	1	1	0	54	20.45	11	4.167	2	0.758	46.1	51	
1400	225	0	0	1	7	26	77	77	20	15	2	0	0	0	37	16.44	12	5.333	0	0	45.4	51.1	
1500	206	0	0	1	4	20	51	77	26	21	4	1	1	0	53	25.73	12	5.825	2	0.971	47.1	54.2	
1600	173	0	0	0	6	23	56	64	19	2	2	0	1	0	24	13.87	5	2.89	1	0.578	45	49.9	
1700	130	0	0	1	5	19	36	33	24	6	4	0	1	1	36	27.69	9	6.923	2	1.538	46.3	53.3	
1800	98	0	0	0	2	24	33	21	11	4	1	1	1	0	18	18.37	5	5.102	2	2.041	44.7	51.1	
1900	67	0	0	1	1	9	22	21	8	1	3	1	0	0	13	19.4	5	7.463	1	1.493	45.9	53	
2000	59	0	0	0	2	5	12	21	14	3	1	0	1	0	19	32.2	3	5.085	1	1.695	47.4	51.9	
2100	50	0	0	0	1	6	12	10	16	4	0	0	1	0	21	42	3	6	1	2	47.4	53.7	
2200	17	0	0	0	1	1	4	6	4	1	0	0	0	0	5	29.41	0	0	0	0	46.4	52	
2300	10	0	0	0	0	0	2	6	2	0	0	0	0	0	2	20	0	0	0	0	48.1	-	
07-19	2264	2	0	13	59	286	698	763	275	117	35	9	6	1	443	19.57	109	4.814	16	0.707	45.7	51.2	
06-22	2475	2	0	14	63	314	752	822	320	130	39	10	8	1	508	20.53	122	4.929	19	0.768	45.8	51.4	
06-00	2502	2	0	14	64	315	758	834	326	131	39	10	8	1	515	20.58	122	4.876	19	0.759	45.8	51.4	
00-00	2566	3	0	15	66	323	772	858	330	139	41	10	8	1	529	20.62	128	4.988	19	0.74	45.8	51.4	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										(PSL)								Mean Speed	85%ile Speed		
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT			65 DFT	
04 December 2023																							
0000	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	47	-		
0100	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	45.3	-		
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	50	0	0	0	46.4	-		
0300	6	0	0	0	2	0	2	1	1	0	0	0	0	0	1	16.67	0	0	0	42.3	-		
0400	14	1	0	0	0	0	3	8	1	1	0	0	0	0	2	14.29	0	0	0	44.8	50.8		
0500	48	0	0	0	0	2	16	12	12	2	2	2	0	0	18	37.5	4	8.333	2	4.167	48.4	53.6	
0600	225	0	0	0	2	19	46	92	44	15	7	0	0	0	66	29.33	16	7.111	0	0	47.6	53.1	
0700	570	0	0	15	28	102	232	127	40	16	5	2	2	1	66	11.58	19	3.333	5	0.877	43.4	49	
0800	807	0	0	9	36	191	287	180	74	18	7	3	2	0	104	12.89	23	2.85	5	0.62	43.5	49.1	
0900	508	0	0	3	13	100	193	143	37	11	6	2	0	0	56	11.02	12	2.362	2	0.394	43.9	49	
1000	455	1	1	11	15	95	196	105	20	9	2	0	0	0	31	6.813	5	1.099	0	0	42.6	47.5	
1100	367	0	1	4	17	76	149	85	26	5	2	2	0	0	35	9.537	5	1.362	2	0.545	43.1	48.4	
1200	305	1	1	0	3	67	129	72	27	3	0	1	1	0	32	10.49	2	0.656	2	0.656	43.5	48.8	
1300	291	0	0	1	8	70	98	79	21	9	4	1	0	0	35	12.03	11	3.78	1	0.344	43.8	48.9	
1400	320	2	0	2	13	53	112	86	42	6	1	2	1	0	52	16.25	8	2.5	3	0.938	44.3	50.3	
1500	314	0	0	2	20	56	114	71	40	7	3	0	1	0	51	16.24	5	1.592	1	0.318	44	50.5	
1600	288	0	1	1	6	63	99	88	23	4	3	0	0	0	30	10.42	6	2.083	0	0	43.9	48.7	
1700	254	0	0	1	10	43	92	67	34	6	0	1	0	0	41	16.14	3	1.181	1	0.394	44.1	50.6	
1800	183	0	0	2	9	29	73	43	20	6	1	0	0	0	27	14.75	3	1.639	0	0	44	50	
1900	119	0	1	0	6	17	30	42	10	11	1	1	0	0	23	19.33	5	4.202	1	0.84	45.3	51.4	
2000	64	0	0	1	5	14	15	17	8	3	0	1	0	0	12	18.75	4	6.25	1	1.563	44.4	52.4	
2100	53	0	0	0	1	9	20	12	6	5	0	0	0	0	11	20.75	2	3.774	0	0	45.1	51.2	
2200	33	0	0	0	0	4	8	15	3	2	0	1	0	0	6	18.18	2	6.061	1	3.03	47.2	52.5	
2300	14	0	0	0	1	1	1	4	2	4	1	0	0	0	7	50	2	14.29	0	0	50.1	57.1	
07-19	4662	4	4	51	178	945	1774	1146	404	100	34	14	7	1	560	12.01	102	2.188	22	0.472	43.6	49	
06-22	5123	4	5	52	192	1004	1885	1309	472	134	42	16	7	1	672	13.12	129	2.518	24	0.468	43.8	49.3	
06-00	5170	4	5	52	193	1009	1894	1328	477	140	43	17	7	1	685	13.25	133	2.573	25	0.484	43.9	49.4	
00-00	5246	5	5	52	195	1011	1918	1353	492	143	45	19	7	1	707	13.48	137	2.612	27	0.515	43.9	49.5	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										(PSL)								Mean Speed	85%ile Speed		
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT			65 DFT	
05 December 2023																							
0000	4	0	0	0	0	0	1	1	1	0	1	0	0	0	2	50	1	25	0	0	49.8	-	
0100	5	0	0	0	0	0	1	2	2	0	0	0	0	0	2	40	0	0	0	0	48	-	
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-	
0300	5	0	0	0	1	1	1	1	1	0	0	0	0	0	1	20	0	0	0	0	42.2	-	
0400	17	1	0	0	0	1	4	7	4	0	0	0	0	0	4	23.53	0	0	0	0	44.9	52	
0500	43	0	0	0	0	5	12	14	2	4	6	0	0	0	12	27.91	10	23.26	0	0	48.4	59.6	
0600	170	0	0	0	3	11	43	55	31	14	9	4	0	0	58	34.12	19	11.18	4	2.353	48.3	55.3	
0700	409	0	0	0	7	38	109	159	66	20	7	1	2	0	96	23.47	21	5.134	3	0.733	46.7	52.1	
0800	492	1	0	1	6	48	150	156	76	28	15	8	0	3	130	26.42	37	7.52	11	2.236	47.1	53.6	
0900	313	0	0	1	10	46	90	106	35	15	8	2	0	0	60	19.17	16	5.112	2	0.639	45.6	52.3	
1000	299	0	0	4	18	51	112	81	21	8	4	0	0	0	33	11.04	8	2.676	0	0	43.5	48.4	
1100	260	1	4	3	7	40	78	93	25	5	1	2	1	0	34	13.08	8	3.077	3	1.154	44.4	49.7	
1200	314	1	0	4	18	65	103	76	33	7	3	4	0	0	47	14.97	9	2.866	4	1.274	43.7	50	
1300	277	0	3	4	10	35	93	94	25	10	2	1	0	0	38	13.72	8	2.888	1	0.361	44.5	49.8	
1400	285	1	2	5	11	44	76	92	38	13	2	1	0	0	54	18.95	9	3.158	1	0.351	44.8	51	
1500	313	0	0	2	7	62	112	86	31	9	3	0	1	0	44	14.06	7	2.236	1	0.319	44.3	49.8	
1600	284	0	0	0	6	28	93	101	38	12	3	2	1	0	56	19.72	13	4.577	3	1.056	46	50.9	
1700	294	0	1	2	8	27	87	113	39	13	2	1	1	0	56	19.05	9	3.061	2	0.68	46	51.2	
1800	202	0	0	0	8	33	58	66	23	8	4	1	1	0	37	18.32	10	4.95	2	0.99	45.3	51.5	
1900	143	0	0	0	2	16	49	43	26	5	0	0	1	1	33	23.08	5	3.497	2	1.399	46.2	51.8	
2000	78	0	1	0	6	4	20	21	12	7	4	3	0	0	26	33.33	9	11.54	3	3.846	47.3	55.8	
2100	51	0	0	1	3	6	14	12	7	4	2	2	0	0	15	29.41	6	11.76	2	3.922	46.7	55.9	
2200	28	0	0	1	0	0	2	15	6	2	0	2	0	0	10	35.71	2	7.143	2	7.143	48.9	54.5	
2300	17	0	0	0	0	2	2	9	3	0	0	0	0	1	4	23.53	1	5.882	1	5.882	49	52.7	
07-19	3742	4	10	26	116	517	1161	1223	450	148	54	23	7	3	685	18.31	155	4.142	33	0.882	45.3	51	
06-22	4184	4	11	27	130	554	1287	1354	526	178	69	32	8	4	817	19.53	194	4.637	44	1.052	45.5	51.3	
06-00	4229	4	11	28	130	556	1291	1378	535	180	69	34	8	5	831	19.65	197	4.658	47	1.111	45.5	51.4	
00-00	4305	5	11	28	131	563	1312	1403	545	184	76	34	8	5	852	19.79	208	4.832	47	1.092	45.6	51.4	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
30 November 2023				to		06 December 2023				Direction		Eastbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										(PSL)								Mean Speed	85%ile Speed		
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT			65 DFT	
06 December 2023																							
0000	6	0	0	0	0	0	3	0	2	1	0	0	0	0	3	50	1	16.67	0	0	48.5	-	
0100	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-	
0200	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	0	0	58.8	-	
0300	9	0	0	0	1	0	2	2	3	1	0	0	0	0	4	44.44	0	0	0	0	47.3	-	
0400	11	0	0	0	1	0	1	5	3	1	0	0	0	0	4	36.36	0	0	0	0	47.7	51.4	
0500	40	0	0	0	0	3	9	17	5	3	3	0	0	0	11	27.5	4	10	0	0	47.9	55.9	
0600	169	0	0	0	0	15	31	54	34	18	11	5	1	0	69	40.83	25	14.79	6	3.55	49.4	56.8	
0700	387	1	0	0	3	27	111	153	61	20	6	4	0	1	92	23.77	22	5.685	5	1.292	46.9	52.1	
0800	472	0	0	0	7	51	103	171	79	38	17	5	1	0	140	29.66	41	8.686	6	1.271	47.6	54.1	
0900	300	0	0	2	11	30	82	119	41	8	6	1	0	0	56	18.67	13	4.333	1	0.333	45.7	50.9	
1000	276	0	4	1	7	38	96	88	27	13	2	0	0	0	42	15.22	10	3.623	0	0	44.7	50.3	
1100	245	0	0	4	10	33	85	78	22	12	1	0	0	0	35	14.29	6	2.449	0	0	44.4	49.7	
1200	255	5	2	3	20	32	83	85	13	8	0	1	1	2	25	9.804	7	2.745	4	1.569	43.2	48.8	
1300	272	0	1	2	5	50	83	83	31	10	4	2	1	0	48	17.65	12	4.412	3	1.103	45	50.8	
1400	263	2	1	1	11	32	80	94	29	8	4	1	0	0	42	15.97	8	3.042	1	0.38	45	50.2	
1500	268	0	0	0	8	40	85	89	29	12	4	1	0	0	46	17.16	13	4.851	1	0.373	45.2	50.3	
1600	294	0	0	0	4	45	88	104	30	13	7	1	2	0	53	18.03	18	6.122	3	1.02	45.9	50.6	
1700	265	0	0	1	7	36	76	75	41	24	4	1	0	0	70	26.42	15	5.66	1	0.377	46.4	53.7	
1800	214	0	0	0	5	32	58	61	35	17	4	1	1	0	58	27.1	14	6.542	2	0.935	46.4	53.6	
1900	136	0	0	1	10	19	29	45	19	12	1	0	0	0	32	23.53	9	6.618	0	0	45.4	52.8	
2000	89	0	0	0	2	9	26	25	19	6	1	0	0	1	27	30.34	6	6.742	1	1.124	47.2	53.9	
2100	66	0	0	2	3	8	28	16	3	3	1	2	0	0	9	13.64	5	7.576	2	3.03	44.3	49.7	
2200	38	0	0	0	0	7	10	11	5	4	0	0	1	0	10	26.32	3	7.895	1	2.632	47	54.3	
2300	14	0	0	0	0	1	6	2	3	1	1	0	0	0	5	35.71	1	7.143	0	0	47.2	55.4	
07-19	3511	8	8	14	98	446	1030	1200	438	183	59	18	6	3	707	20.14	179	5.098	27	0.769	45.7	51.3	
06-22	3971	8	8	17	113	497	1144	1340	513	222	73	25	7	4	844	21.25	224	5.641	36	0.907	45.9	51.8	
06-00	4023	8	8	17	113	505	1160	1353	521	227	74	25	8	4	859	21.35	228	5.667	37	0.92	45.9	51.8	
00-00	4093	8	8	17	116	508	1176	1378	534	234	77	25	8	4	882	21.55	234	5.717	37	0.904	45.9	51.9	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)										
30 November 2023					to 06 December 2023					Direction		Eastbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO			57 ACPO	65 DFT	65 DFT
Average Day																						
0000	10	0	0	0	0	1	3	2	1	1	0	0	0	0	3	31.88	1	13.04	0	1.449	47.4	-
0100	5	0	0	0	1	0	1	2	1	0	0	0	0	0	1	22.86	0	2.857	0	0	44.7	-
0200	3	0	0	0	0	0	1	1	0	0	0	0	0	0	1	35	1	20	0	0	48.7	-
0300	5	0	0	0	1	0	2	1	1	0	0	0	0	0	1	23.68	0	2.632	0	0	44.2	-
0400	11	0	0	0	0	0	1	5	3	1	0	0	0	0	4	36.25	1	6.25	0	0	48.1	54.5
0500	35	0	0	0	0	3	9	12	6	3	2	0	0	0	11	31.98	4	11.34	0	0.81	47.7	55.5
0600	137	0	0	0	2	14	31	43	26	12	6	2	0	0	46	33.54	14	10	2	1.667	47.8	54.9
0700	307	0	0	2	8	35	91	107	41	14	5	2	1	0	64	20.84	16	5.07	3	1.023	45.9	51.7
0800	416	0	0	2	10	57	125	130	58	20	9	4	1	1	92	22.17	24	5.834	6	1.407	46	51.9
0900	307	0	0	2	9	45	98	101	33	12	6	2	0	0	52	17.01	14	4.6	2	0.604	45.2	50.7
1000	309	1	1	4	12	56	107	86	27	10	4	0	0	0	41	13.23	9	3.008	1	0.231	43.8	49.5
1100	294	1	1	3	13	45	99	91	29	9	3	1	0	0	42	14.2	8	2.674	1	0.486	44.3	49.8
1200	290	1	1	2	10	44	103	84	30	9	2	1	1	0	43	15	8	2.861	2	0.641	44.4	50
1300	276	0	1	1	7	37	86	95	33	11	3	1	0	0	48	17.45	10	3.729	1	0.466	45.2	50.7
1400	275	1	1	2	9	40	88	87	32	11	2	1	0	0	47	17.06	9	3.268	1	0.519	44.9	50.6
1500	275	0	0	1	9	40	90	85	32	11	4	1	1	0	49	17.95	11	3.85	2	0.676	45.2	51
1600	261	0	0	1	8	41	82	88	28	8	3	1	1	0	42	15.97	11	4.046	2	0.765	45.1	50.4
1700	244	0	0	1	10	38	76	71	32	12	3	1	1	0	48	19.71	9	3.801	2	0.643	45.1	51.2
1800	178	0	0	0	7	29	55	50	23	9	3	1	1	0	36	20.42	9	5.044	1	0.641	45.3	51.5
1900	116	0	0	1	4	15	34	36	14	7	2	1	0	0	25	21.26	7	6.057	2	1.36	45.7	52.3
2000	71	0	0	0	3	8	19	20	12	4	1	1	0	0	19	27.22	5	7.661	2	2.621	46.5	53.5
2100	61	0	0	1	2	8	18	18	8	3	1	1	0	0	14	23.58	5	7.547	1	2.358	46	52.9
2200	41	0	0	0	2	6	10	12	5	3	1	0	0	0	10	25.17	3	8.042	1	1.748	46.2	53.2
2300	24	0	0	0	1	3	6	9	3	1	1	0	0	0	6	22.81	2	7.602	1	2.339	46.8	53
07-19	3433	5	6	23	112	507	1102	1074	398	136	47	15	7	2	605	17.63	138	4.024	24	0.703	45.1	50.7
06-22	3817	5	7	25	124	552	1204	1191	458	162	58	20	8	3	709	18.59	169	4.424	31	0.82	45.2	51
06-00	3882	5	7	25	127	561	1220	1212	466	167	60	21	8	3	725	18.68	174	4.482	33	0.839	45.2	51
00-00	3952	6	7	25	129	566	1237	1234	478	173	63	21	9	3	747	18.91	181	4.576	33	0.835	45.3	51.1

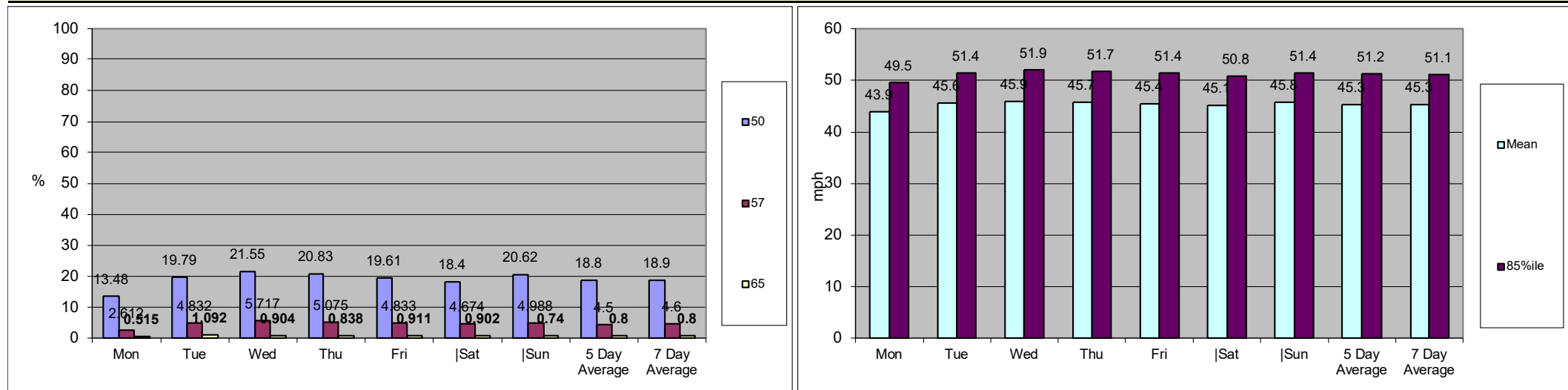
SS1314 Caerwent										Site	1	Location A48 Crick/Caerwent (51.609220 -2.753616)										
30 November 2023					to	06 December 2023					Direction	Eastbound										
										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed

Virtual Week																						
Mon	5246	5	5	52	195	1011	1918	1353	492	143	45	19	7	1	707	13.48	137	2.612	27	0.515	43.9	49.5
Tue	4305	5	11	28	131	563	1312	1403	545	184	76	34	8	5	852	19.79	208	4.832	47	1.092	45.6	51.4
Wed	4093	8	8	17	116	508	1176	1378	534	234	77	25	8	4	882	21.55	234	5.717	37	0.904	45.9	51.9
Thu	4177	7	6	23	114	542	1303	1312	564	192	79	21	6	8	870	20.83	212	5.075	35	0.838	45.7	51.7
Fri	4283	5	11	22	160	597	1273	1375	524	200	77	20	16	3	840	19.61	207	4.833	39	0.911	45.4	51.4
Sat	2995	6	6	20	122	421	907	962	354	121	49	19	7	1	551	18.4	140	4.674	27	0.902	45.1	50.8
Sun	2566	3	0	15	66	323	772	858	330	139	41	10	8	1	529	20.62	128	4.988	19	0.74	45.8	51.4

5 Day Average																						
[--]	4421	6	8	28	143	644	1396	1364	532	191	71	24	9	4	830	18.8	200	4.5	37	0.8	45.3	51.2

7 Day Average																						
[--]	3952	6	7	25	129	566	1237	1234	478	173	63	21	9	3	747	18.9	181	4.6	33	0.8	45.3	51.1

Total Vehicles																						
[--]	27665	39	47	177	904	3965	8661	8641	3343	1213	444	148	60	23	5231	19	1266	5	231	1	45	51



SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
30 November 2023															
0000	11	1	9	1	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	12	4	0	0	0	0	0	0	0	0	0	0	0
0600	75	1	65	6	0	0	1	0	0	0	0	2	0	0	0
0700	237	0	195	31	2	3	1	0	0	0	1	4	0	0	0
0800	282	1	245	26	2	2	3	0	0	0	2	1	0	0	0
0900	250	2	210	29	2	3	2	0	1	1	0	0	0	0	0
1000	236	0	205	27	0	0	0	0	3	1	0	0	0	0	0
1100	274	1	228	38	1	2	0	0	3	0	0	1	0	0	0
1200	310	1	261	30	0	5	7	0	3	0	0	3	0	0	0
1300	288	1	249	31	0	1	2	0	3	0	1	0	0	0	0
1400	346	0	295	42	0	2	1	0	5	1	0	0	0	0	0
1500	427	3	377	34	5	2	2	0	4	0	0	0	0	0	0
1600	513	2	444	61	1	1	0	0	4	0	0	0	0	0	0
1700	455	3	410	37	3	1	0	0	1	0	0	0	0	0	0
1800	254	1	239	13	0	1	0	0	0	0	0	0	0	0	0
1900	169	0	162	5	0	1	1	0	0	0	0	0	0	0	0
2000	129	1	121	7	0	0	0	0	0	0	0	0	0	0	0
2100	86	2	83	1	0	0	0	0	0	0	0	0	0	0	0
2200	48	0	48	0	0	0	0	0	0	0	0	0	0	0	0
2300	23	1	22	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3872	15	3358	399	16	23	18	0	27	3	4	9	0	0	0
06-22	4331	19	3789	418	16	24	20	0	27	3	4	11	0	0	0
06-00	4402	20	3859	418	16	24	20	0	27	3	4	11	0	0	0
00-00	4448	21	3896	426	16	24	20	0	27	3	4	11	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
01 December 2023															
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0	0
0600	60	0	51	8	0	0	0	0	0	0	1	0	0	0	0
0700	184	1	160	16	1	2	2	0	1	0	0	1	0	0	0
0800	250	0	217	26	2	1	0	0	2	0	1	0	0	1	1
0900	264	2	220	35	2	0	1	0	4	0	0	0	0	0	0
1000	256	1	209	34	2	2	3	0	3	0	2	0	0	0	0
1100	337	1	294	34	2	0	2	0	2	0	0	2	0	0	0
1200	350	1	304	36	0	3	1	0	4	0	0	1	0	0	0
1300	334	5	292	28	2	1	3	0	2	0	1	0	0	0	0
1400	427	2	369	47	0	4	1	0	2	0	2	0	0	0	0
1500	511	3	448	51	3	2	1	0	2	0	1	0	0	0	0
1600	453	2	406	37	2	4	1	0	0	0	0	1	0	0	0
1700	439	1	402	33	0	3	0	0	0	0	0	0	0	0	0
1800	271	0	245	25	0	0	1	0	0	0	0	0	0	0	0
1900	171	1	158	11	0	1	0	0	0	0	0	0	0	0	0
2000	87	1	81	5	0	0	0	0	0	0	0	0	0	0	0
2100	72	0	66	5	0	0	0	0	0	0	1	0	0	0	0
2200	61	0	58	3	0	0	0	0	0	0	0	0	0	0	0
2300	66	0	64	2	0	0	0	0	0	0	0	0	0	0	0
07-19	4076	19	3566	402	16	22	16	0	22	0	7	5	0	1	1
06-22	4466	21	3922	431	16	23	16	0	22	0	9	5	0	1	1
06-00	4593	21	4044	436	16	23	16	0	22	0	9	5	0	1	1
00-00	4640	21	4085	442	16	23	16	0	22	0	9	5	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023			to	06 December 2023		Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	AXLE ARTIC	MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
02 December 2023															
0000	19	0	16	3	0	0	0	0	0	0	0	0	0	0	
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0200	9	0	8	0	1	0	0	0	0	0	0	0	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
0600	25	0	23	2	0	0	0	0	0	0	0	0	0	0	
0700	57	0	50	5	0	0	1	0	1	0	0	0	0	0	
0800	110	0	100	8	1	0	1	0	0	0	0	0	0	0	
0900	170	2	157	10	0	0	0	0	0	0	1	0	0	0	
1000	245	4	226	14	0	0	1	0	0	0	0	0	0	0	
1100	340	3	312	24	0	1	0	0	0	0	0	0	0	0	
1200	333	2	315	16	0	0	0	0	0	0	0	0	0	0	
1300	290	3	271	14	1	1	0	0	0	0	0	0	0	0	
1400	257	3	242	12	0	0	0	0	0	0	0	0	0	0	
1500	302	1	289	11	0	0	1	0	0	0	0	0	0	0	
1600	249	0	231	17	0	0	1	0	0	0	0	0	0	0	
1700	186	0	178	8	0	0	0	0	0	0	0	0	0	0	
1800	144	1	134	9	0	0	0	0	0	0	0	0	0	0	
1900	114	0	111	3	0	0	0	0	0	0	0	0	0	0	
2000	72	0	67	5	0	0	0	0	0	0	0	0	0	0	
2100	56	0	54	2	0	0	0	0	0	0	0	0	0	0	
2200	52	0	50	1	0	0	1	0	0	0	0	0	0	0	
2300	48	0	47	1	0	0	0	0	0	0	0	0	0	0	
07-19	2683	19	2505	148	2	2	5	0	1	0	1	0	0	0	
06-22	2950	19	2760	160	2	2	5	0	1	0	1	0	0	0	
06-00	3050	19	2857	162	2	2	6	0	1	0	1	0	0	0	
00-00	3105	19	2906	167	3	2	6	0	1	0	1	0	0	0	

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS			
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
03 December 2023															
0000	30	1	27	2	0	0	0	0	0	0	0	0	0	0	
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
0600	27	0	22	3	0	0	1	0	0	0	0	1	0	0	
0700	32	0	32	0	0	0	0	0	0	0	0	0	0	0	
0800	69	0	64	5	0	0	0	0	0	0	0	0	0	0	
0900	128	0	115	13	0	0	0	0	0	0	0	0	0	0	
1000	203	1	192	9	0	0	0	0	0	0	0	1	0	0	
1100	268	2	250	15	0	0	0	0	1	0	0	0	0	0	
1200	331	1	319	9	0	0	0	0	0	0	1	1	0	0	
1300	270	0	251	19	0	0	0	0	0	0	0	0	0	0	
1400	266	1	255	10	0	0	0	0	0	0	0	0	0	0	
1500	255	2	242	10	0	0	0	0	0	0	1	0	0	0	
1600	230	2	218	10	0	0	0	0	0	0	0	0	0	0	
1700	153	2	138	13	0	0	0	0	0	0	0	0	0	0	
1800	99	0	96	3	0	0	0	0	0	0	0	0	0	0	
1900	81	1	76	4	0	0	0	0	0	0	0	0	0	0	
2000	53	0	49	3	0	0	0	0	1	0	0	0	0	0	
2100	48	0	46	2	0	0	0	0	0	0	0	0	0	0	
2200	39	0	38	1	0	0	0	0	0	0	0	0	0	0	
2300	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
07-19	2304	11	2172	116	0	0	0	0	1	0	2	2	0	0	
06-22	2513	12	2365	128	0	0	1	0	2	0	2	3	0	0	
06-00	2568	12	2417	131	0	0	1	0	2	0	2	3	0	0	
00-00	2628	14	2472	134	0	0	1	0	2	0	2	3	0	0	

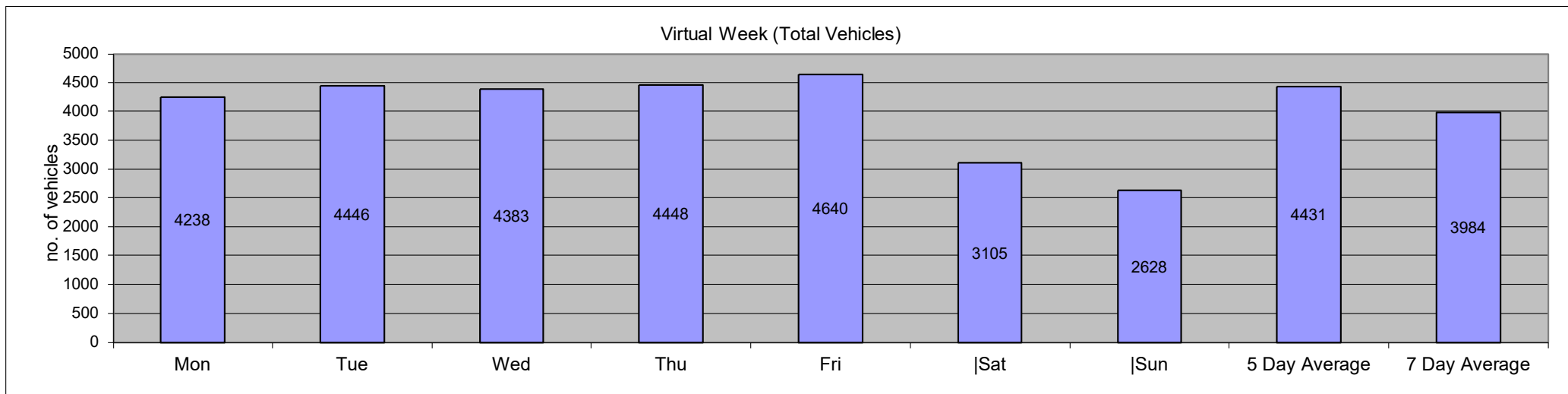
SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023			to	06 December 2023		Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID	AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	AXLE ARTIC	MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
04 December 2023															
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
0200	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0500	22	1	18	3	0	0	0	0	0	0	0	0	0	0	
0600	87	0	75	9	0	0	2	0	0	0	1	0	0	0	
0700	242	0	208	27	4	0	1	0	2	0	0	0	0	0	
0800	357	1	302	40	3	4	4	0	2	0	0	1	0	0	
0900	314	2	267	35	3	2	1	0	2	1	0	1	0	0	
1000	246	1	199	37	0	1	4	0	3	0	1	0	0	0	
1100	255	0	211	36	0	2	4	1	0	0	1	0	0	0	
1200	312	0	263	42	0	2	0	1	1	0	1	2	0	0	
1300	269	0	215	47	1	2	0	0	3	0	0	1	0	0	
1400	284	0	248	30	0	2	1	0	1	0	0	2	0	0	
1500	429	1	382	36	5	1	3	0	1	0	0	0	0	0	
1600	460	2	405	46	3	3	0	0	1	0	0	0	0	0	
1700	385	2	353	26	0	2	0	0	0	0	2	0	0	0	
1800	207	1	186	18	0	1	0	0	0	0	1	0	0	0	
1900	153	1	141	8	0	3	0	0	0	0	0	0	0	0	
2000	82	0	81	0	0	1	0	0	0	0	0	0	0	0	
2100	53	0	50	3	0	0	0	0	0	0	0	0	0	0	
2200	35	0	32	3	0	0	0	0	0	0	0	0	0	0	
2300	25	2	23	0	0	0	0	0	0	0	0	0	0	0	
07-19	3760	10	3239	420	19	22	18	2	16	1	6	7	0	0	
06-22	4135	11	3586	440	19	26	20	2	16	1	7	7	0	0	
06-00	4195	13	3641	443	19	26	20	2	16	1	7	7	0	0	
00-00	4238	14	3676	449	19	26	21	2	16	1	7	7	0	0	

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023			to	06 December 2023		Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
05 December 2023															
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	0	0	1	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0500	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
0600	64	0	51	12	1	0	0	0	0	0	0	0	0	0	0
0700	246	0	214	26	2	3	0	0	1	0	0	0	0	0	0
0800	309	2	263	35	2	2	2	0	0	0	2	1	0	0	0
0900	262	3	221	30	1	3	3	0	1	0	0	0	0	0	0
1000	261	1	220	30	1	1	2	0	6	0	0	0	0	0	0
1100	283	2	246	28	0	0	3	0	1	0	0	3	0	0	0
1200	326	1	264	50	0	1	5	1	2	2	0	0	0	0	0
1300	307	0	262	35	2	2	1	0	3	2	0	0	0	0	0
1400	332	1	291	33	0	2	2	0	3	0	0	0	0	0	0
1500	432	2	383	38	6	0	0	0	2	0	0	0	0	0	1
1600	506	1	454	42	4	0	2	0	3	0	0	0	0	0	0
1700	435	3	394	35	0	2	1	0	0	0	0	0	0	0	0
1800	247	2	222	22	0	1	0	0	0	0	0	0	0	0	0
1900	167	0	160	5	0	1	0	0	1	0	0	0	0	0	0
2000	98	2	92	4	0	0	0	0	0	0	0	0	0	0	0
2100	75	0	70	5	0	0	0	0	0	0	0	0	0	0	0
2200	23	1	21	0	0	0	0	0	1	0	0	0	0	0	0
2300	29	1	27	1	0	0	0	0	0	0	0	0	0	0	0
07-19	3946	18	3434	404	18	17	21	1	22	4	2	4	0	1	1
06-22	4350	20	3807	430	19	18	21	1	23	4	2	4	0	1	1
06-00	4402	22	3855	431	19	18	21	1	24	4	2	4	0	1	1
00-00	4446	22	3895	434	19	19	21	1	24	4	2	4	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
06 December 2023															
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0500	22	0	19	2	1	0	0	0	0	0	0	0	0	0	0
0600	68	0	54	11	0	1	1	0	0	0	1	0	0	0	0
0700	233	0	191	33	2	3	1	0	1	0	0	1	0	1	1
0800	300	0	264	29	3	0	1	0	1	0	0	2	0	0	0
0900	242	0	199	34	0	1	2	0	1	1	3	1	0	0	0
1000	238	1	192	33	0	2	2	0	4	0	1	3	0	0	0
1100	277	1	230	40	1	1	3	0	1	0	0	0	0	0	0
1200	272	1	237	27	1	4	1	0	0	0	1	0	0	0	0
1300	280	2	235	35	1	1	4	0	0	2	0	0	0	0	0
1400	339	3	285	41	1	1	1	0	4	0	2	1	0	0	0
1500	440	2	374	53	5	1	1	0	1	0	1	2	0	0	0
1600	489	0	449	35	2	2	0	0	0	1	0	0	0	0	0
1700	495	4	449	37	1	4	0	0	0	0	0	0	0	0	0
1800	257	1	237	18	0	1	0	0	0	0	0	0	0	0	0
1900	154	0	148	5	0	1	0	0	0	0	0	0	0	0	0
2000	78	3	72	3	0	0	0	0	0	0	0	0	0	0	0
2100	81	0	78	3	0	0	0	0	0	0	0	0	0	0	0
2200	55	0	54	1	0	0	0	0	0	0	0	0	0	0	0
2300	37	1	31	5	0	0	0	0	0	0	0	0	0	0	0
07-19	3862	15	3342	415	17	21	16	0	13	4	8	10	0	1	1
06-22	4243	18	3694	437	17	23	17	0	13	4	9	10	0	1	1
06-00	4335	19	3779	443	17	23	17	0	13	4	9	10	0	1	1
00-00	4383	19	3821	448	18	23	17	0	13	4	9	10	0	1	1

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023			to	06 December 2023		Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Average Day															
0000	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0500	16	0	13	2	0	0	0	0	0	0	0	0	0	0	0
0600	58	0	49	7	0	0	1	0	0	0	0	0	0	0	0
0700	176	0	150	20	2	2	1	0	1	0	0	1	0	0	0
0800	240	1	208	24	2	1	2	0	1	0	1	1	0	0	0
0900	233	2	198	27	1	1	1	0	1	0	1	0	0	0	0
1000	241	1	206	26	0	1	2	0	3	0	1	1	0	0	0
1100	291	1	253	31	1	1	2	0	1	0	0	1	0	0	0
1200	319	1	280	30	0	2	2	0	1	0	0	1	0	0	0
1300	291	2	254	30	1	1	1	0	2	1	0	0	0	0	0
1400	322	1	284	31	0	2	1	0	2	0	1	0	0	0	0
1500	399	2	356	33	3	1	1	0	1	0	0	0	0	0	0
1600	414	1	372	35	2	1	1	0	1	0	0	0	0	0	0
1700	364	2	332	27	1	2	0	0	0	0	0	0	0	0	0
1800	211	1	194	15	0	1	0	0	0	0	0	0	0	0	0
1900	144	0	137	6	0	1	0	0	0	0	0	0	0	0	0
2000	86	1	80	4	0	0	0	0	0	0	0	0	0	0	0
2100	67	0	64	3	0	0	0	0	0	0	0	0	0	0	0
2200	45	0	43	1	0	0	0	0	0	0	0	0	0	0	0
2300	35	1	33	2	0	0	0	0	0	0	0	0	0	0	0
07-19	3500	15	3088	329	13	15	13	0	15	2	4	5	0	0	0
06-22	3855	17	3418	349	13	17	14	0	15	2	5	6	0	0	0
06-00	3935	18	3493	352	13	17	14	0	15	2	5	6	0	0	0
00-00	3984	19	3536	357	13	17	15	0	15	2	5	6	0	0	0

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
30 November 2023		to	06 December 2023			Direction	Westbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	4238	14	3676	449	19	26	21	2	16	1	7	7	0	0	
Tue	4446	22	3895	434	19	19	21	1	24	4	2	4	0	1	
Wed	4383	19	3821	448	18	23	17	0	13	4	9	10	0	1	
Thu	4448	21	3896	426	16	24	20	0	27	3	4	11	0	0	
Fri	4640	21	4085	442	16	23	16	0	22	0	9	5	0	1	
Sat	3105	19	2906	167	3	2	6	0	1	0	1	0	0	0	
Sun	2628	14	2472	134	0	0	1	0	2	0	2	3	0	0	
5 Day Average															
[--]	4431	19	3875	440	18	23	19	1	20	2	6	7	0	1	
7 Day Average															
[--]	3984	19	3536	357	13	17	15	0	15	2	5	6	0	0	
Total Vehicles															
[--]	27888	130	24751	2500	91	117	102	3	105	12	34	40	0	3	



SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to 06 December 2023								Direction		Westbound											
										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)						
Time Period	Total Vehicles	0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
#REF!																							
0000	11	0	0	0	2	1	4	1	2	1	0	0	0	0	3	27.27	1	9.091	0	0	44.5	55.5	
0100	7	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	45	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-	
0300	4	0	0	0	0	1	0	2	1	0	0	0	0	0	1	25	0	0	0	0	46.6	-	
0400	7	0	0	0	1	1	1	3	0	1	0	0	0	0	1	14.29	0	0	0	0	44.1	-	
0500	16	0	0	0	1	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	43	47	
0600	75	1	1	0	0	9	30	24	7	2	1	0	0	0	10	13.33	1	1.333	0	0	43.9	49.6	
0700	237	0	0	1	10	43	122	47	13	0	0	1	0	0	14	5.907	1	0.422	1	0.422	42.8	46.8	
0800	282	1	1	2	4	42	139	64	25	4	0	0	0	0	29	10.28	2	0.709	0	0	43.6	48.6	
0900	250	1	1	1	5	54	116	59	10	1	1	0	1	0	13	5.2	3	1.2	1	0.4	42.7	46.8	
1000	236	0	0	2	17	67	100	42	7	1	0	0	0	0	8	3.39	0	0	0	0	41.5	45.8	
1100	274	0	1	2	9	68	131	55	7	1	0	0	0	0	8	2.92	1	0.365	0	0	42	46.3	
1200	310	1	2	5	31	79	129	48	11	3	1	0	0	0	15	4.839	1	0.323	0	0	41.2	46.3	
1300	288	0	0	0	7	88	119	63	5	2	1	1	1	1	11	3.819	5	1.736	3	1.042	42.5	46.3	
1400	346	0	2	6	24	59	163	72	15	4	0	0	1	0	20	5.78	3	0.867	1	0.289	42.2	47	
1500	427	1	2	3	13	115	180	89	15	6	2	1	0	0	24	5.621	6	1.405	1	0.234	42.3	46.7	
1600	513	0	2	6	21	148	228	84	15	8	1	0	0	0	24	4.678	6	1.17	0	0	41.9	46.2	
1700	455	0	1	0	8	132	195	86	22	10	0	0	1	0	33	7.253	4	0.879	1	0.22	42.5	46.9	
1800	254	0	0	0	12	58	115	47	18	2	2	0	0	0	22	8.661	2	0.787	0	0	42.7	47.2	
1900	169	0	0	0	6	31	68	41	16	5	1	0	0	1	23	13.61	4	2.367	1	0.592	44.2	49	
2000	129	0	0	1	9	26	44	39	8	2	0	0	0	0	10	7.752	2	1.55	0	0	43.1	48.5	
2100	86	0	0	0	1	18	38	21	4	2	1	1	0	0	8	9.302	3	3.488	1	1.163	43.9	46.7	
2200	48	0	0	0	2	14	13	15	3	0	1	0	0	0	4	8.333	1	2.083	0	0	43.2	49.3	
2300	23	0	0	1	0	1	8	7	5	1	0	0	0	0	6	26.09	0	0	0	0	45.3	52.9	
07-19	3872	4	12	28	161	953	1737	756	163	42	8	3	4	1	221	5.708	34	0.878	8	0.207	42.3	46.6	
06-22	4331	5	13	29	177	1037	1917	881	198	53	11	4	4	2	272	6.28	44	1.016	10	0.231	42.5	46.9	
06-00	4402	5	13	30	179	1052	1938	903	206	54	12	4	4	2	282	6.406	45	1.022	10	0.227	42.5	46.9	
00-00	4448	5	13	30	183	1057	1956	917	209	56	12	4	4	2	287	6.452	46	1.034	10	0.225	42.5	46.9	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to		06 December 2023						Direction		Westbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
				Speed Bins										(PSL)									
Time	Total	0	20	25	30	35	40	45	50	55	60	65	70	75	50	50	57	57	65	65	Mean	85%ile	
Period	Vehicles	20	25	30	35	40	45	50	55	60	65	70	75	130			ACPO	ACPO	DFT	DFT	Speed	Speed	
01 December 2023																							
0000	14	0	0	0	1	0	7	5	1	0	0	0	0	0	1	7.143	0	0	0	0	44.4	49.2	
0100	7	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-	
0200	5	0	0	0	0	0	4	0	1	0	0	0	0	0	1	20	0	0	0	0	44.2	-	
0300	2	0	0	0	1	0	0	0	1	0	0	0	0	0	1	50	0	0	0	0	42.6	-	
0400	7	0	0	0	0	3	1	2	1	0	0	0	0	0	1	14.29	0	0	0	0	43.8	-	
0500	12	0	0	0	1	1	6	2	2	0	0	0	0	0	2	16.67	0	0	0	0	44.1	50.9	
0600	60	0	0	0	2	17	19	17	3	2	0	0	0	0	5	8.333	2	3.333	0	0	43.1	47.8	
0700	184	0	0	0	9	42	83	39	8	3	0	0	0	0	11	5.978	1	0.543	0	0	42.7	47.5	
0800	250	0	0	0	7	62	110	57	12	2	0	0	0	0	14	5.6	1	0.4	0	0	42.8	47.3	
0900	264	0	1	5	6	80	114	47	7	1	3	0	0	0	11	4.167	4	1.515	0	0	41.9	46.3	
1000	256	1	0	4	27	70	94	50	8	1	1	0	0	0	10	3.906	1	0.391	0	0	41.2	46.4	
1100	337	0	0	10	34	85	139	54	11	4	0	0	0	0	15	4.451	1	0.297	0	0	41.1	45.9	
1200	350	2	0	4	22	89	161	56	13	2	1	0	0	0	16	4.571	2	0.571	0	0	41.5	46	
1300	334	1	1	0	10	60	154	84	17	6	1	0	0	0	24	7.186	3	0.898	0	0	43.4	47.8	
1400	427	0	0	4	15	75	197	104	20	9	2	1	0	0	32	7.494	5	1.171	1	0.234	43.2	47.5	
1500	511	2	1	6	25	116	206	113	30	8	2	1	0	1	42	8.219	7	1.37	2	0.391	42.7	48.1	
1600	453	1	1	6	24	110	184	99	17	11	0	0	0	0	28	6.181	3	0.662	0	0	42.3	47.1	
1700	439	0	1	2	37	133	174	68	16	7	1	0	0	0	24	5.467	7	1.595	0	0	41.5	46.2	
1800	271	0	0	0	19	93	109	35	9	5	1	0	0	0	15	5.535	4	1.476	0	0	41.3	45.5	
1900	171	0	0	0	6	40	75	40	5	2	2	0	0	1	10	5.848	4	2.339	1	0.585	43	47.3	
2000	87	0	0	0	4	12	43	25	3	0	0	0	0	0	3	3.448	0	0	0	0	43.2	47.1	
2100	72	0	0	2	3	14	33	15	2	2	0	0	1	0	5	6.944	2	2.778	1	1.389	42.5	47	
2200	61	0	0	1	3	9	26	16	5	0	1	0	0	0	6	9.836	1	1.639	0	0	43.4	49	
2300	66	0	0	1	7	16	20	18	4	0	0	0	0	0	4	6.061	0	0	0	0	41.9	48.5	
07-19	4076	7	5	41	235	1015	1725	806	168	59	12	2	0	1	242	5.937	39	0.957	3	0.074	42.2	46.9	
06-22	4466	7	5	43	250	1098	1895	903	181	65	14	2	1	2	265	5.934	47	1.052	5	0.112	42.2	46.9	
06-00	4593	7	5	45	260	1123	1941	937	190	65	15	2	1	2	275	5.987	48	1.045	5	0.109	42.2	47	
00-00	4640	7	5	45	264	1129	1961	948	196	65	15	2	1	2	281	6.056	48	1.034	5	0.108	42.3	47	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to 06 December 2023								Direction		Westbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins													50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130									
02 December 2023																							
0000	19	0	0	0	1	2	9	6	1	0	0	0	0	0	1	5.263	0	0	0	0	43.7	48.8	
0100	7	0	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-	
0200	9	0	0	0	1	2	3	1	2	0	0	0	0	0	2	22.22	0	0	0	0	43.6	-	
0300	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-	
0400	4	0	0	1	0	0	1	1	1	0	0	0	0	0	1	25	0	0	0	0	41.7	-	
0500	12	0	1	0	0	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	38.2	43.3	
0600	25	0	0	2	2	7	10	4	0	0	0	0	0	0	0	0	0	0	0	0	40	45.6	
0700	57	0	0	1	7	11	21	11	6	0	0	0	0	0	6	10.53	0	0	0	0	42.1	48.9	
0800	110	1	0	3	6	12	51	24	13	0	0	0	0	0	13	11.82	0	0	0	0	43.1	48.1	
0900	170	1	0	1	1	21	68	56	18	4	0	0	0	0	22	12.94	0	0	0	0	44.5	49.8	
1000	245	0	0	4	18	48	102	62	10	1	0	0	0	0	11	4.49	1	0.408	0	0	42.3	47.4	
1100	340	3	1	5	16	67	161	69	13	4	0	1	0	0	18	5.294	2	0.588	1	0.294	42.2	46.5	
1200	333	0	0	4	26	79	151	59	14	0	0	0	0	0	14	4.204	0	0	0	0	41.8	46.3	
1300	290	3	0	2	11	60	127	64	18	4	0	0	1	0	23	7.931	3	1.034	1	0.345	42.7	47.5	
1400	257	0	1	0	11	42	125	66	9	2	1	0	0	0	12	4.669	2	0.778	0	0	43	47.1	
1500	302	1	1	1	14	76	126	57	23	2	1	0	0	0	26	8.609	1	0.331	0	0	42.5	46.9	
1600	249	0	0	6	35	67	94	37	6	3	1	0	0	0	10	4.016	1	0.402	0	0	40.6	46	
1700	186	0	0	4	19	49	70	33	7	3	1	0	0	0	11	5.914	1	0.538	0	0	41.4	47.6	
1800	144	0	0	0	9	32	53	37	9	4	0	0	0	0	13	9.028	3	2.083	0	0	43	47.9	
1900	114	0	0	1	5	26	51	18	11	1	0	0	0	1	13	11.4	1	0.877	1	0.877	42.7	47.3	
2000	72	0	0	0	6	14	29	17	5	0	1	0	0	0	6	8.333	1	1.389	0	0	42.9	48.7	
2100	56	0	0	0	3	15	18	15	2	3	0	0	0	0	5	8.929	1	1.786	0	0	43.6	48.6	
2200	52	0	0	0	6	8	20	10	7	1	0	0	0	0	8	15.38	0	0	0	0	43.1	50.1	
2300	48	0	0	0	2	15	16	10	5	0	0	0	0	0	5	10.42	0	0	0	0	42.9	49.2	
07-19	2683	9	3	31	173	564	1149	575	146	27	4	1	1	0	179	6.672	14	0.522	2	0.075	42.3	47.2	
06-22	2950	9	3	34	189	626	1257	629	164	31	5	1	1	1	203	6.881	17	0.576	3	0.102	42.4	47.3	
06-00	3050	9	3	34	197	649	1293	649	176	32	5	1	1	1	216	7.082	17	0.557	3	0.098	42.4	47.3	
00-00	3105	9	4	35	200	662	1313	662	180	32	5	1	1	1	220	7.085	17	0.548	3	0.097	42.4	47.3	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to 06 December 2023								Direction		Westbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
03 December 2023																							
0000	30	0	0	0	1	8	13	7	1	0	0	0	0	0	1	3.333	0	0	0	0	42.1	47.8	
0100	9	0	0	0	1	1	2	3	2	0	0	0	0	0	2	22.22	0	0	0	0	44.2	-	
0200	7	0	0	0	1	2	1	0	1	1	1	0	0	0	3	42.86	2	28.57	0	0	47.4	-	
0300	3	0	0	0	0	0	0	1	1	1	0	0	0	0	2	66.67	0	0	0	0	51	-	
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48.3	-	
0500	10	1	0	0	1	2	4	0	1	1	0	0	0	0	2	20	0	0	0	0	40.7	-	
0600	27	0	0	0	0	6	10	8	3	0	0	0	0	0	3	11.11	0	0	0	0	43.9	48.6	
0700	32	0	0	0	3	7	10	11	0	1	0	0	0	0	1	3.125	1	3.125	0	0	42.5	46.9	
0800	69	0	0	3	2	11	35	11	5	2	0	0	0	0	7	10.14	2	2.899	0	0	42.9	47.8	
0900	128	0	0	0	7	24	54	31	10	2	0	0	0	0	12	9.375	1	0.781	0	0	43.2	48.3	
1000	203	1	0	3	5	48	98	34	11	1	2	0	0	0	14	6.897	2	0.985	0	0	42.4	47.2	
1100	268	0	0	0	7	65	132	51	11	0	2	0	0	0	13	4.851	2	0.746	0	0	42.7	46.8	
1200	331	0	0	1	13	79	155	61	19	2	1	0	0	0	22	6.647	3	0.906	0	0	42.6	46.8	
1300	270	0	0	1	3	72	124	57	11	1	0	1	0	0	13	4.815	1	0.37	1	0.37	42.6	46.5	
1400	266	0	0	1	5	53	128	55	15	7	1	0	1	0	24	9.023	4	1.504	1	0.376	43.4	47.5	
1500	255	0	0	0	4	56	134	47	11	2	1	0	0	0	14	5.49	2	0.784	0	0	42.8	46.5	
1600	230	1	1	3	17	78	97	23	6	4	0	0	0	0	10	4.348	3	1.304	0	0	40.7	44.9	
1700	153	1	0	3	15	48	42	36	6	2	0	0	0	0	8	5.229	1	0.654	0	0	41.2	47	
1800	99	0	1	1	2	19	48	19	6	3	0	0	0	0	9	9.091	1	1.01	0	0	43.1	47.8	
1900	81	0	0	2	3	26	32	13	2	1	2	0	0	0	5	6.173	3	3.704	0	0	41.9	46.7	
2000	53	0	0	0	3	12	19	15	3	0	0	1	0	0	4	7.547	1	1.887	1	1.887	43.6	49.2	
2100	48	0	0	0	2	12	20	9	5	0	0	0	0	0	5	10.42	0	0	0	0	42.5	47.8	
2200	39	0	1	1	2	9	18	6	2	0	0	0	0	0	2	5.128	0	0	0	0	41.4	47	
2300	16	0	0	0	1	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	41.7	47.2	
07-19	2304	3	2	16	83	560	1057	436	111	27	7	1	1	0	147	6.38	23	0.998	2	0.087	42.5	46.9	
06-22	2513	3	2	18	91	616	1138	481	124	28	9	2	1	0	164	6.526	27	1.074	3	0.119	42.5	46.9	
06-00	2568	3	3	19	94	629	1162	492	126	28	9	2	1	0	166	6.464	27	1.051	3	0.117	42.5	46.9	
00-00	2628	4	3	19	98	642	1182	504	132	31	10	2	1	0	176	6.697	29	1.104	3	0.114	42.5	47	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to 06 December 2023								Direction		Westbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins													50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130									
04 December 2023																							
0000	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	42.5	-		
0100	4	0	0	0	0	0	0	1	3	0	0	0	0	0	3	75	0	0	0	0	50.5	-	
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-	
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-	
0400	7	0	0	2	0	2	1	1	1	0	0	0	0	0	1	14.29	0	0	0	0	38.5	-	
0500	22	0	0	0	1	3	10	6	1	1	0	0	0	0	2	9.091	1	4.545	0	0	43.8	48.4	
0600	87	0	0	0	2	11	36	26	9	3	0	0	0	0	12	13.79	3	3.448	0	0	44.9	49.1	
0700	242	0	0	1	9	47	108	66	8	3	0	0	0	0	11	4.545	2	0.826	0	0	43.1	47.3	
0800	357	0	0	1	12	77	161	78	22	5	0	1	0	0	28	7.843	2	0.56	1	0.28	43	47.4	
0900	314	0	1	1	11	83	143	60	11	4	0	0	0	0	15	4.777	4	1.274	0	0	42.3	46.1	
1000	246	0	0	1	15	76	97	46	7	2	2	0	0	0	11	4.472	3	1.22	0	0	41.8	46.6	
1100	255	0	0	6	18	74	113	39	4	1	0	0	0	0	5	1.961	1	0.392	0	0	41	45.7	
1200	312	0	1	3	15	111	127	41	13	1	0	0	0	0	14	4.487	0	0	0	0	41.3	45.4	
1300	269	4	0	5	24	85	99	40	10	2	0	0	0	0	12	4.461	0	0	0	0	40.6	45.7	
1400	284	1	0	0	20	82	118	55	4	2	1	0	1	0	8	2.817	2	0.704	1	0.352	41.6	46	
1500	429	1	0	6	17	127	201	64	10	2	0	1	0	0	13	3.03	2	0.466	1	0.233	41.5	45.7	
1600	460	1	1	1	36	181	179	55	5	1	0	0	0	0	6	1.304	0	0	0	0	40.3	44.6	
1700	385	0	0	4	39	118	160	50	10	4	0	0	0	0	14	3.636	1	0.26	0	0	40.9	45.2	
1800	207	0	0	0	9	70	78	35	14	1	0	0	0	0	15	7.246	0	0	0	0	41.9	46.8	
1900	153	0	0	1	12	37	63	31	9	0	0	0	0	0	9	5.882	0	0	0	0	42.2	47.1	
2000	82	0	0	0	1	20	32	26	3	0	0	0	0	0	3	3.659	0	0	0	0	43	47.2	
2100	53	0	0	0	0	12	16	20	4	1	0	0	0	0	5	9.434	0	0	0	0	44.2	48.8	
2200	35	0	0	0	2	10	10	10	2	0	1	0	0	0	3	8.571	1	2.857	0	0	43.4	48.3	
2300	25	0	0	0	1	3	4	10	3	3	1	0	0	0	7	28	1	4	0	0	47.2	55.3	
07-19	3760	7	3	29	225	1131	1584	629	118	28	3	2	1	0	152	4.043	17	0.452	3	0.08	41.5	46	
06-22	4135	7	3	30	240	1211	1731	732	143	32	3	2	1	0	181	4.377	20	0.484	3	0.073	41.7	46.3	
06-00	4195	7	3	30	243	1224	1745	752	148	35	5	2	1	0	191	4.553	22	0.524	3	0.072	41.7	46.3	
00-00	4238	7	3	32	244	1231	1762	762	153	36	5	2	1	0	197	4.648	23	0.543	3	0.071	41.8	46.3	

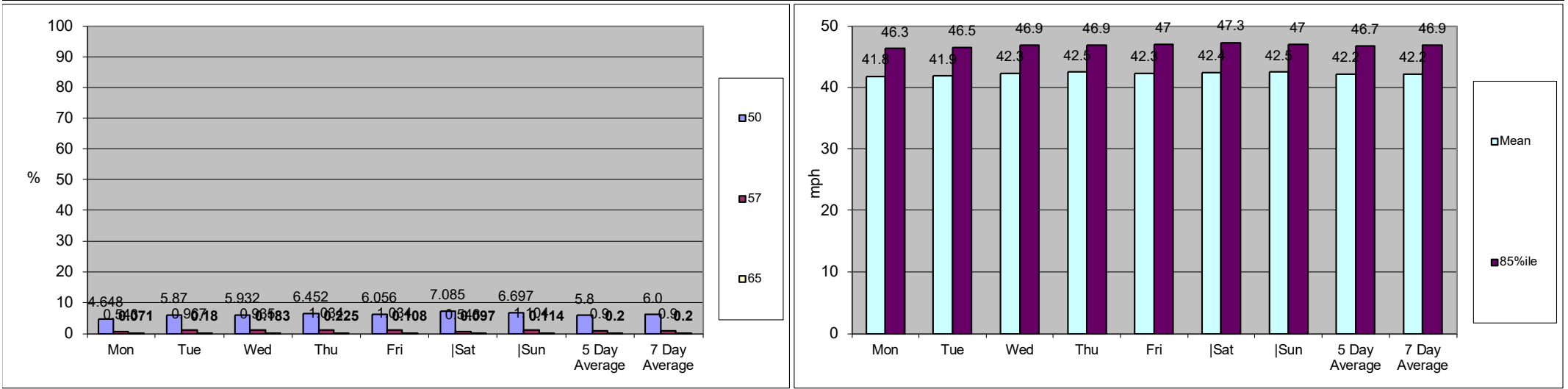
SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to		06 December 2023						Direction		Westbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
		Speed Bins																					
Time Period	Total Vehicles	0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
05 December 2023																							
0000	9	0	0	0	0	2	2	2	2	1	0	0	0	0	3	33.33	0	0	0	0	46.3	-	
0100	6	0	0	0	0	1	4	0	1	0	0	0	0	0	1	16.67	0	0	0	0	43.1	-	
0200	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-	
0300	5	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-	
0400	7	0	0	0	0	1	3	2	1	0	0	0	0	0	1	14.29	0	0	0	0	44.7	-	
0500	15	0	0	0	1	1	4	7	2	0	0	0	0	0	2	13.33	0	0	0	0	44.7	50.1	
0600	64	0	0	0	1	7	26	26	2	1	1	0	0	0	4	6.25	1	1.563	0	0	44.5	47.7	
0700	246	0	0	1	5	50	113	54	14	4	3	1	1	0	23	9.35	6	2.439	2	0.813	43.5	47.6	
0800	309	2	0	2	6	76	123	73	22	2	3	0	0	0	27	8.738	3	0.971	0	0	43	47.9	
0900	262	1	0	1	16	77	104	47	13	2	1	0	0	0	16	6.107	2	0.763	0	0	41.9	46.5	
1000	261	0	0	6	19	86	102	41	5	2	0	0	0	0	7	2.682	2	0.766	0	0	40.9	45.8	
1100	283	0	2	4	16	67	133	47	12	1	0	1	0	0	14	4.947	2	0.707	1	0.353	41.8	45.9	
1200	326	0	0	8	26	110	127	45	6	4	0	0	0	0	10	3.067	3	0.92	0	0	40.8	45.5	
1300	307	0	0	1	29	87	123	52	14	1	0	0	0	0	15	4.886	0	0	0	0	41.5	46.8	
1400	332	0	0	2	16	96	149	58	8	3	0	0	0	0	11	3.313	1	0.301	0	0	41.6	46.1	
1500	432	0	1	6	28	115	193	68	17	4	0	0	0	0	21	4.861	3	0.694	0	0	41.6	46.1	
1600	506	1	4	7	19	155	231	68	15	4	0	2	0	0	21	4.15	3	0.593	2	0.395	41.3	45.6	
1700	435	1	0	3	33	129	176	72	16	3	1	1	0	0	21	4.828	4	0.92	1	0.23	41.5	46.4	
1800	247	0	0	2	14	64	108	34	18	4	2	1	0	0	25	10.12	4	1.619	1	0.405	42.3	46.5	
1900	167	0	0	3	7	42	66	37	8	3	1	0	0	0	12	7.186	4	2.395	0	0	42.6	48.1	
2000	98	0	0	0	4	20	47	19	8	0	0	0	0	0	8	8.163	0	0	0	0	42.8	47.6	
2100	75	1	0	1	2	19	27	19	3	1	2	0	0	0	6	8	2	2.667	0	0	42.6	47.6	
2200	23	0	0	0	0	4	7	5	5	0	2	0	0	0	7	30.43	2	8.696	0	0	46.4	53.1	
2300	29	0	0	1	0	5	8	9	4	1	0	1	0	0	6	20.69	1	3.448	1	3.448	45.3	51.3	
07-19	3946	5	7	43	227	1112	1682	659	160	34	10	6	1	0	211	5.347	33	0.836	7	0.177	41.7	46.3	
06-22	4350	6	7	47	241	1200	1848	760	181	39	14	6	1	0	241	5.54	40	0.92	7	0.161	41.8	46.5	
06-00	4402	6	7	48	241	1209	1863	774	190	40	16	7	1	0	254	5.77	43	0.977	8	0.182	41.9	46.5	
00-00	4446	6	7	48	242	1217	1878	787	196	41	16	7	1	0	261	5.87	43	0.967	8	0.18	41.9	46.5	

SS1314 Caerwent										Site 1		Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to 06 December 2023								Direction		Westbound											
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
		0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DfT	65 DfT			
06 December 2023																							
0000	10	0	0	0	2	2	5	0	1	0	0	0	0	0	1	10	0	0	0	0	41.5	-	
0100	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-	
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	50	0	0	0	0	45.7	-	
0300	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-	
0400	4	0	0	0	1	0	2	0	0	1	0	0	0	0	1	25	1	25	0	0	44	-	
0500	22	0	0	0	1	2	8	9	2	0	0	0	0	0	2	9.091	0	0	0	0	44.3	48.9	
0600	68	0	1	0	1	12	29	22	2	0	1	0	0	0	3	4.412	1	1.471	0	0	43.3	47.5	
0700	233	0	0	0	9	39	103	58	18	4	1	1	0	0	24	10.3	5	2.146	1	0.429	43.9	48.5	
0800	300	2	1	0	4	62	134	66	20	8	3	0	0	0	31	10.33	6	2	0	0	43.5	48.3	
0900	242	0	0	0	17	41	98	64	16	5	0	1	0	0	22	9.091	3	1.24	1	0.413	43.4	48.3	
1000	238	0	0	4	15	38	118	51	7	5	0	0	0	0	12	5.042	0	0	0	0	42.5	46.8	
1100	277	0	0	3	22	74	117	46	10	4	1	0	0	0	15	5.415	2	0.722	0	0	41.7	45.9	
1200	272	0	0	4	25	97	102	36	4	3	1	0	0	0	8	2.941	2	0.735	0	0	40.6	45.2	
1300	280	2	0	3	7	54	146	54	8	2	3	0	0	1	14	5	4	1.429	1	0.357	42.6	46.4	
1400	339	0	0	10	10	102	145	63	7	1	0	0	1	0	9	2.655	2	0.59	1	0.295	41.4	46	
1500	440	2	0	8	29	117	208	63	12	1	0	0	0	0	13	2.955	0	0	0	0	41.2	45.5	
1600	489	0	0	6	44	169	168	81	16	2	1	2	0	0	21	4.294	4	0.818	2	0.409	41	45.9	
1700	495	0	0	2	21	135	223	85	24	3	1	1	0	0	29	5.859	4	0.808	1	0.202	42.2	46.5	
1800	257	0	0	0	3	45	127	67	10	4	0	0	0	1	15	5.837	2	0.778	1	0.389	43.5	47.3	
1900	154	0	0	1	6	33	61	42	8	2	1	0	0	0	11	7.143	2	1.299	0	0	43.2	48.2	
2000	78	1	0	0	3	16	28	25	4	1	0	0	0	0	5	6.41	1	1.282	0	0	43.2	48.1	
2100	81	0	0	0	4	19	28	21	7	2	0	0	0	0	9	11.11	1	1.235	0	0	43.5	49.1	
2200	55	0	0	0	5	16	14	14	5	1	0	0	0	0	6	10.91	0	0	0	0	42.4	49	
2300	37	0	0	0	1	3	11	14	6	2	0	0	0	0	8	21.62	1	2.703	0	0	45.7	52.7	
07-19	3862	6	1	40	206	973	1689	734	152	42	11	5	1	2	213	5.515	34	0.88	8	0.207	42.1	46.6	
06-22	4243	7	2	41	220	1053	1835	844	173	47	13	5	1	2	241	5.68	39	0.919	8	0.189	42.2	46.8	
06-00	4335	7	2	41	226	1072	1860	872	184	50	13	5	1	2	255	5.882	40	0.923	8	0.185	42.3	46.9	
00-00	4383	7	2	41	230	1079	1881	883	188	51	13	5	1	2	260	5.932	41	0.935	8	0.183	42.3	46.9	

SS1314 Caerwent										Site	1	Location A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to		06 December 2023						Direction	Westbound				Speed Limit		ACPO (SL1)		DfT (SL2)				
		Speed Bins										(PSL)											
Time Period	Total Vehicles	0 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	
Average Day																							
0000	14	0	0	0	1	2	6	3	1	0	0	0	0	0	1	10.31	0	1.031	0	0	43.4	48.8	
0100	6	0	0	0	0	1	2	2	1	0	0	0	0	0	1	13.33	0	0	0	0	44.2	-	
0200	4	0	0	0	0	1	2	0	1	0	0	0	0	0	1	24.14	0	6.897	0	0	45	-	
0300	4	0	0	0	0	1	1	1	0	0	0	0	0	0	1	15.38	0	0	0	0	42.6	-	
0400	5	0	0	0	0	1	1	1	1	0	0	0	0	0	1	16.22	0	2.703	0	0	42.9	-	
0500	16	0	0	0	1	2	6	4	1	0	0	0	0	0	1	9.174	0	0.917	0	0	43	48.2	
0600	58	0	0	0	1	10	23	18	4	1	0	0	0	0	5	9.113	1	1.97	0	0	43.8	48.5	
0700	176	0	0	1	7	34	80	41	10	2	1	0	0	0	13	7.311	2	1.3	1	0.325	43.1	47.5	
0800	240	1	0	2	6	49	108	53	17	3	1	0	0	0	21	8.885	2	0.954	0	0.06	43.2	47.9	
0900	233	0	0	1	9	54	100	52	12	3	1	0	0	0	16	6.81	2	1.043	0	0.123	42.7	47.1	
1000	241	0	0	3	17	62	102	47	8	2	1	0	0	0	10	4.332	1	0.534	0	0	41.8	46.5	
1100	291	0	1	4	17	71	132	52	10	2	0	0	0	0	13	4.326	2	0.541	0	0.098	41.8	46.2	
1200	319	0	0	4	23	92	136	49	11	2	1	0	0	0	14	4.432	2	0.492	0	0	41.4	46	
1300	291	1	0	2	13	72	127	59	12	3	1	0	0	0	16	5.496	2	0.785	1	0.294	42.3	46.6	
1400	322	0	0	3	14	73	146	68	11	4	1	0	1	0	17	5.153	3	0.844	1	0.222	42.3	46.8	
1500	399	1	1	4	19	103	178	72	17	4	1	0	0	0	22	5.472	3	0.751	1	0.143	42	46.4	
1600	414	1	1	5	28	130	169	64	11	5	0	1	0	0	17	4.138	3	0.69	1	0.138	41.2	46	
1700	364	0	0	3	25	106	149	61	14	5	1	0	0	0	20	5.495	3	0.863	0	0.118	41.7	46.4	
1800	211	0	0	0	10	54	91	39	12	3	1	0	0	0	16	7.708	2	1.082	0	0.135	42.5	47	
1900	144	0	0	1	6	34	59	32	8	2	1	0	0	0	12	8.226	3	1.784	0	0.297	42.9	47.8	
2000	86	0	0	0	4	17	35	24	5	0	0	0	0	0	6	6.511	1	0.835	0	0.167	43.1	47.9	
2100	67	0	0	0	2	16	26	17	4	2	0	0	0	0	6	9.13	1	1.911	0	0.425	43.3	47.9	
2200	45	0	0	0	3	10	15	11	4	0	1	0	0	0	5	11.5	1	1.597	0	0	43.1	49	
2300	35	0	0	0	2	7	10	10	4	1	0	0	0	0	5	14.75	0	1.23	0	0.41	43.9	50	
07-19	3500	6	5	33	187	901	1518	656	145	37	8	3	1	1	195	5.571	28	0.792	5	0.135	42.1	46.6	
06-22	3855	6	5	35	201	977	1660	747	166	42	10	3	1	1	224	5.806	33	0.867	6	0.145	42.2	46.8	
06-00	3935	6	5	35	206	994	1686	768	174	43	11	3	1	1	234	5.95	35	0.879	6	0.145	42.2	46.8	
00-00	3984	6	5	36	209	1002	1705	780	179	45	11	3	1	1	240	6.031	35	0.886	6	0.143	42.2	46.9	

SS1314 Caerwent										Site		1		Location		A48 Crick/Caerwent (51.609220 -2.753616)							
#REF!		to		06 December 2023						Direction		Westbound				Speed Limit		ACPO (SL1)		DfT (SL2)			
Speed Bins																Speed Limit (PSL)							
Time Period	Total Vehicles	0 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	65 to 70	70 to 75	75 to 130	50	50	57 ACPO	57 ACPO	65 DFT	65 DFT	Mean Speed	85%ile Speed	

Virtual Week																						
Mon	4238	7	3	32	244	1231	1762	762	153	36	5	2	1	0	197	4.648	23	0.543	3	0.071	41.8	46.3
Tue	4446	6	7	48	242	1217	1878	787	196	41	16	7	1	0	261	5.87	43	0.967	8	0.18	41.9	46.5
Wed	4383	7	2	41	230	1079	1881	883	188	51	13	5	1	2	260	5.932	41	0.935	8	0.183	42.3	46.9
Thu	4448	5	13	30	183	1057	1956	917	209	56	12	4	4	2	287	6.452	46	1.034	10	0.225	42.5	46.9
Fri	4640	7	5	45	264	1129	1961	948	196	65	15	2	1	2	281	6.056	48	1.034	5	0.108	42.3	47
Sat	3105	9	4	35	200	662	1313	662	180	32	5	1	1	1	220	7.085	17	0.548	3	0.097	42.4	47.3
Sun	2628	4	3	19	98	642	1182	504	132	31	10	2	1	0	176	6.697	29	1.104	3	0.114	42.5	47
5 Day Average																						
[--]	4431	6	6	39	233	1143	1888	859	188	50	12	4	2	1	257	5.8	40	0.9	7	0.2	42.2	46.7
7 Day Average																						
[--]	3984	6	5	36	209	1002	1705	780	179	45	11	3	1	1	240	6.0	35	0.9	6	0.2	42.2	46.9
Total Vehicles																						
[--]	27888	45	37	250	1461	7017	11933	5463	1254	312	76	23	10	7	1682	6.0	247	0.9	40	0.1	42.2	46.9



[illegible]

[illegible]

[illegible]

[illegible]

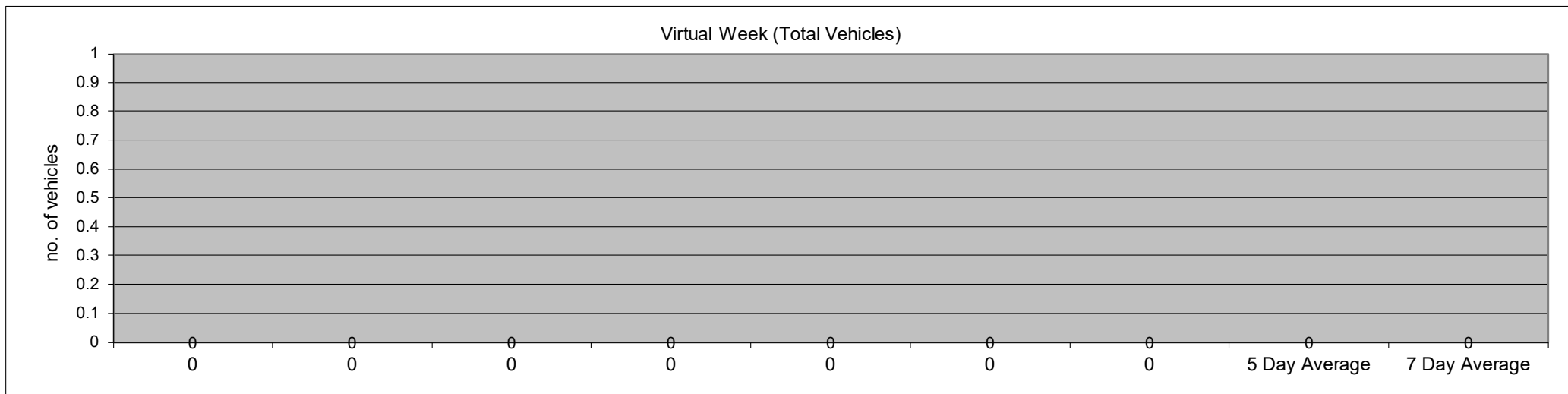
[illegible]

[illegible]

[illegible]

[illegible]

SS1314 Caerwent						Site	1	Location	A48 Crick/Caerwent (51.609220 -2.753616)						
00/01/00		to		00/01/00		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Average															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 Day Average															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Vehicles															
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



[illegible]

[illegible]

[illegible]

[illegible]

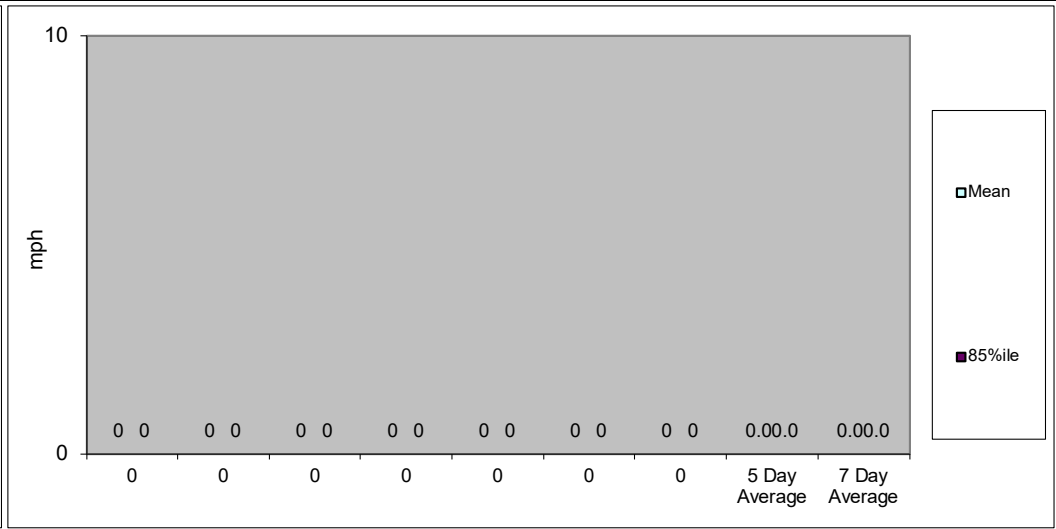
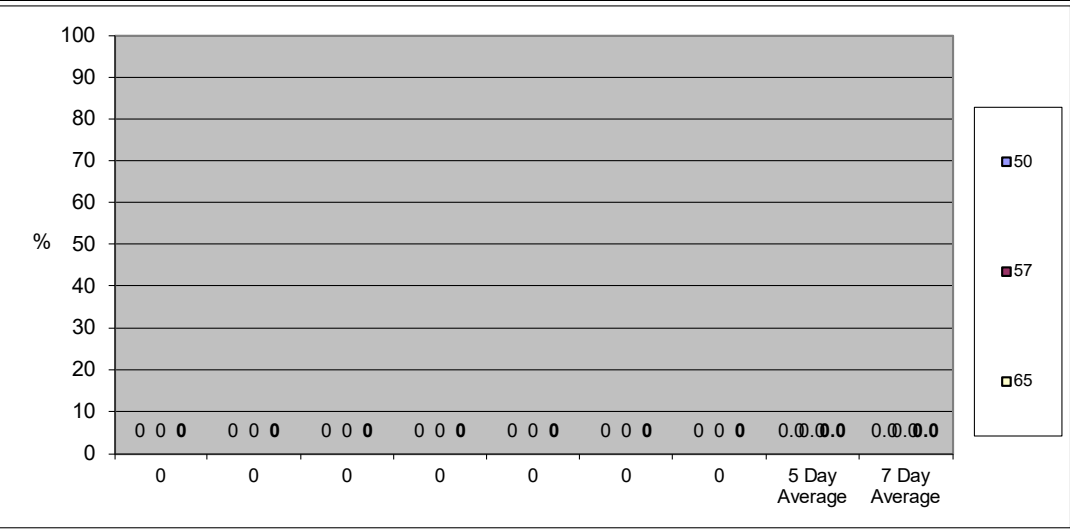
[illegible]

[illegible]

[illegible]

SS1314 Caerwent										Site		1		Location		A48 Crick/Caerwent (51.609220 -2.753616)											
#REF!		to		00/01/00						Direction		Two-Way				Speed Limit		ACPO (SL1)		DfT (SL2)							
Speed Bins																				Speed Limit (PSL)							
Time	Total	0	20	25	30	35	40	45	50	55	60	65	70	75	50	50	57	57	65	65	Mean	85%ile					
Period	Vehicles	20	25	30	35	40	45	50	55	60	65	70	75	130			ACPO	ACPO	DFT	DFT	Speed	Speed					

Virtual Week																								
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Average																								
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0	
7 Day Average																								
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0.0	0.0	
Total Vehicles																								
--	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	0.0	0.0



Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

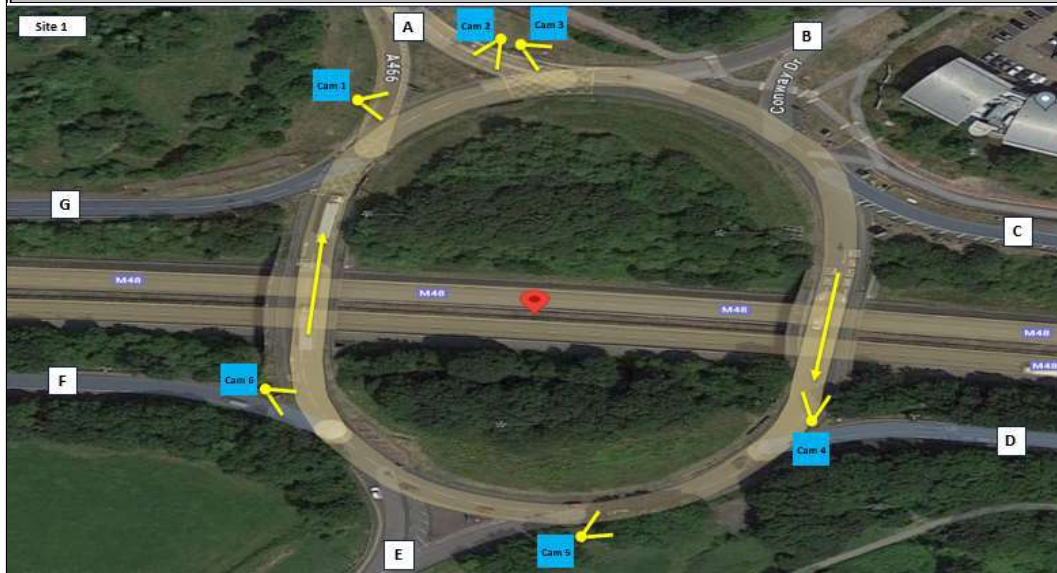
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	bus	2	>20.0				
	bus	3	>19.0				
5	single unit truck - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix D

Survey Overview

Job No'/Job Name	SS1314 Caerwent (Site 1)
Date	19th December 2023
Time	0700-1000 & 1500-1900
Survey Type	Classified turning counts
Weather Conditions	

Overview Map



Comments

 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-1 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications	 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-2 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications	 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-3 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications	 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-4 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications	 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-5 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications	 SS1314 Caerwent (Site 1) 19th December 2023 0700-1000 & 1500-1900 Site 1-6 THE SEVERN-SIDE GROUP Transportation Data Collection Traffic Management Inductive Loop Counting Publications
Site 1 Overview  Streetview 	Site 1 Overview  Streetview 	Site 1 Overview  Streetview 	Site 1 Overview  Streetview 	Site 1 Overview  Streetview 	Site 1 Overview  Streetview 

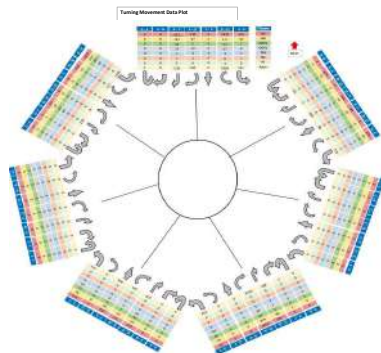
[illegible]

[illegible]

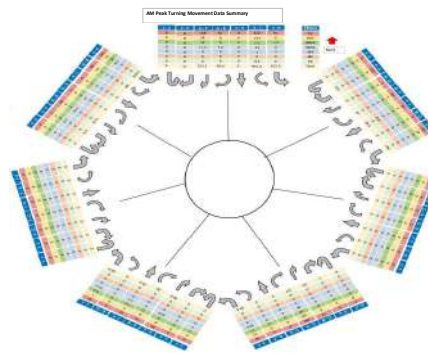
[illegible]

Latitude and Longitude	51.62066428132054,-2.672032840065536
------------------------	--------------------------------------

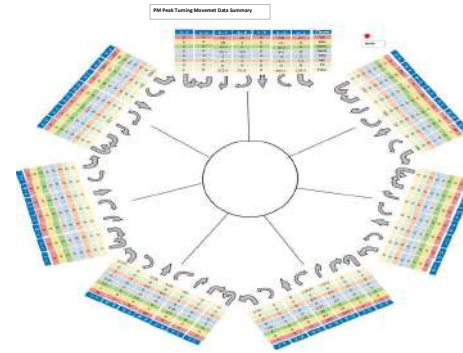
PM Peak	2023-12-19 16:45:00	2023-12-19 17:45:00
---------	---------------------	---------------------



Total Vehicle							
Arm A	A-A	B-A	A-C	A-D	A-E	A-F	A-G
	-	592	2380	-	200	1193	-
Arm B	B-A	B-B	B-C	B-D	B-E	B-F	B-G
	725	-	755	-	68	285	-
Arm C	C-A	C-B	C-C	C-D	C-E	C-F	C-G
	-	-	-	-	-	-	-
Arm D	D-A	D-B	D-C	D-D	D-E	D-F	D-G
	4343	881	1	-	204	-	-
Arm E	E-A	E-B	E-C	E-D	E-E	E-F	E-G
	304	144	250	-	-	611	-
Arm F	F-A	F-B	F-C	F-D	F-E	F-F	F-G
	-	-	-	-	-	-	-
Arm G	G-A	G-B	G-C	G-D	G-E	G-F	G-G
	117	557	-	-	203	-	-



	Morning Peak Hour Data									
	A-X	A-Y	B-X	B-Y	C-X	C-Y	D-X	D-Y	E-X	E-Y
Area A			38.00, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0
Area B	10.0, 38.0	38.0, 10.0					38.0, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0
Area C			C-X	C-Y			C-X	C-Y		
Area D					D-X	D-Y			D-X	D-Y
Area E	38.0, 10.0	10.0, 38.0					38.0, 10.0	10.0, 38.0		
Area F	38.0, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0			38.0, 10.0	10.0, 38.0	38.0, 10.0	10.0, 38.0
Area G			C-X	C-Y	D-X	D-Y			C-X	C-Y

[illegible]



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

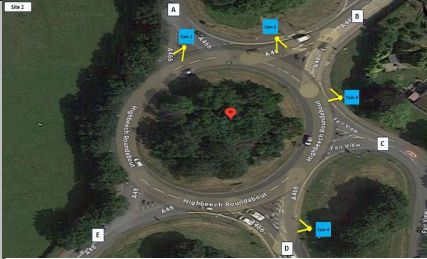
Job No'/Job Name	SS1314 Caerwent
Date	12th December 2023
Time	0700 - 1000 & 1500 - 1900
Survey Type	Classified turning counts
Weather Conditions	

Overview Map

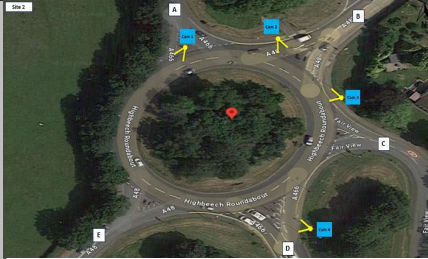


Comments

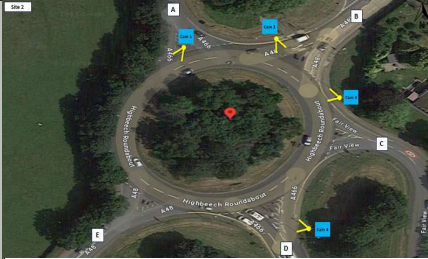
Site 2
Overview



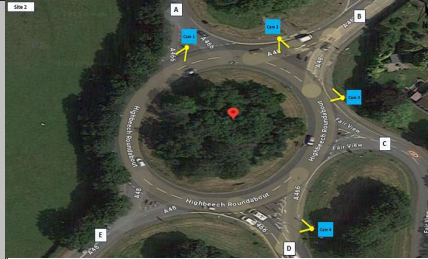
Site 2
Overview



Site 2
Overview



Site 2
Overview



Streetview



Streetview



Streetview



Streetview



Arm A - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)	0	0	0	0	0	0	0	0
--------------------	---	---	---	---	---	---	---	---

1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour Totals (pm)	0	0	0	0	0	0	0	0
--------------------	---	---	---	---	---	---	---	---

Day Total	0	0	0	0	0	0	0	0
-----------	---	---	---	---	---	---	---	---

Arm B - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	4	0	0	0	0	0	4	4
0715-0730	6	0	0	0	0	0	6	6
0730-0745	5	2	0	0	0	0	7	7
0745-0800	7	3	0	0	0	0	10	10
Hourly Total	22	5	0	0	0	0	27	27
0800-0815	7	2	1	0	0	0	10	10
0815-0830	10	4	0	0	0	0	14	14
0830-0845	13	1	0	0	0	0	14	14
0845-0900	12	2	0	0	0	0	14	14
Hourly Total	42	9	1	0	0	0	52	52
0900-0915	13	1	0	0	0	0	14	14
0915-0930	15	4	1	0	1	0	21	21
0930-0945	18	2	1	0	0	0	21	21
0945-1000	14	1	0	0	0	0	15	15
Hourly Total	60	8	2	0	1	0	71	71

3 Hour Totals (am)	124	22	3	0	1	0	0	150
--------------------	-----	----	---	---	---	---	---	-----

1500-1515	29	2	0	0	1	0	0	32
1515-1530	26	4	0	0	0	0	0	30
1530-1545	37	1	0	1	2	0	0	41
1545-1600	21	2	0	0	0	0	0	23
Hourly Total	113	9	0	1	3	0	0	126
1600-1615	21	3	1	0	0	0	0	25
1615-1630	19	1	1	0	1	0	0	22
1630-1645	20	2	0	0	0	0	0	22
1645-1700	16	1	0	1	0	0	0	18
Hourly Total	76	7	2	1	1	0	0	87

Arm A - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
10	1	0	0	0	0	0	11	11
4	1	0	0	0	0	0	5	5
3	1	0	0	0	0	0	4	4
2	3	0	0	0	0	0	5	5
19	6	0	0	0	0	0	25	25
6	1	0	0	0	0	0	7	7
8	1	0	0	0	0	0	9	9
8	4	0	0	0	0	0	12	12
8	0	3	0	0	0	0	11	11
30	6	3	0	0	0	0	39	39
19	1	0	0	0	0	0	20	20
23	5	1	0	0	0	0	29	29
18	2	0	0	0	0	0	20	20
22	1	0	0	1	1	0	25	25
82	9	1	0	1	1	0	94	94

131	21	4	0	1	1	0	158
-----	----	---	---	---	---	---	-----

24	6	1	1	0	0	0	32	32
12	2	0	0	0	0	0	14	14
9	2	1	1	0	0	0	13	13
15	1	0	1	0	1	0	18	18
64	10	1	2	0	1	0	78	78
18	2	0	0	1	0	0	21	21
9	2	1	1	0	0	0	13	13
10	3	0	0	0	0	0	13	13
9	1	0	0	0	0	0	10	10
46	8	1	1	1	0	0	57	57
5	1	0	0	2	0	0	8	8
20	1	0	0	0	0	0	21	21
22	1	0	0	0	0	0	23	23
10	0	0	0	0	0	0	10	10
57	3	0	0	2	0	0	62	62
3	1	0	1	1	0	0	6	6
13	1	0	0	0	0	0	14	14
10	2	0	0	0	0	0	12	12
13	0	0	0	0	0	0	13	13
39	4	0	1	1	0	0	45	45

206	25	2	4	4	1	0	242
-----	----	---	---	---	---	---	-----

337	46	6	4	5	2	0	400
-----	----	---	---	---	---	---	-----

Arm B - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

2	0	0	0	0	0	0	2
---	---	---	---	---	---	---	---

1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

Arm A - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
2	0	0	0	0	0	0	2	2
3	0	0	0	0	0	0	3	3
2	0	0	0	0	0	0	2	2
3	1	0	0	0	0	0	4	4
10	1	0	0	0	0	0	11	11
12	1	0	0	0	0	0	13	13
19	1	0	0	0	0	0	20	20
17	2	0	0	0	0	0	19	19
26	3	0	0	0	0	0	29	29
74	7	0	0	0	0	0	81	81
23	2	0	0	0	0	0	25	25
14	1	0	0	1	0	0	16	16
17	1	1	0	0	0	0	19	19
20	0	0	0	0	0	0	20	20
74	4	1	0	1	0	0	80	80

158	12	1	0	1	0	0	172
-----	----	---	---	---	---	---	-----

15	0	1	0	0	0	0	16	16
29	1	0	0	0	0	0	30	30
19	0	0	0	0	0	0	19	19
16	2	1	0	0	0	0	19	19
79	3	2	0	0	0	0	84	84
15	2	0	0	0	1	0	18	18
25	1	0	0	1	0	0	27	27
19	2	0	0	0	0	0	21	21
19	2	0	0	0	0	0	21	21
78	7	0	0	1	1	0	87	87
21	5	1	0	0	0	0	27	27
19	3	0	0	0	0	0	22	22
13	0	0	0	0	0	0	13	13
13	0	0	0	0	0	0	13	13
66	8	1	0	0	0	0	75	75
15	1	0	0	0	0	0	16	16
9	0	0	0	0	1	0	10	10
21	1	0	0	0	0	0	22	22
8	1	0	0	0	0	0	9	9
53	3	0	0	0	1	0	57	57

276	21	3	0	1	2	0	303
-----	----	---	---	---	---	---	-----

434	33	4	0	2	2	0	475
-----	----	---	---	---	---	---	-----

190
158
172
163
683
137
136
118
121
512
2791
4977

Arm Total
30
44
44
54
172
70
86
73
67
296
67
59
53
57
236

704
72
64
77
52
265
66
52
87
82
287
100
127
116
124
467
57
49
60
30
196
1215
1919

Arm Total
123
126
128
139
516
170
209
247
200
826
172
182
153
175
682

3 Hour Totals (am)	350	76	8	3	2	2	0	441
1500-1515	69	7	0	1	0	0	0	77
1515-1530	59	3	0	0	4	0	0	66
1530-1545	63	11	1	0	0	0	0	75
1545-1600	67	8	1	0	0	0	0	76
Hourly Total	258	29	2	1	4	0	0	294
1600-1615	74	7	0	0	1	0	0	82
1615-1630	63	12	2	0	0	0	0	77
1630-1645	67	5	1	0	0	1	0	74
1645-1700	86	10	0	0	0	1	0	97
Hourly Total	290	34	3	0	1	2	0	330
1700-1715	64	4	0	0	0	0	0	68
1715-1730	77	4	1	0	0	1	0	83
1730-1745	84	9	0	0	0	2	0	95
1745-1800	83	3	0	0	0	0	0	86
Hourly Total	308	20	1	0	0	3	0	332
1800-1815	93	4	0	0	0	2	0	99
1815-1830	57	4	0	0	0	0	0	61
1830-1845	60	5	0	0	0	2	0	67
1845-1900	52	3	0	0	0	2	0	57
Hourly Total	262	16	0	0	0	6	0	284

4 Hour Totals (pm)	1118	99	6	1	5	11	0	1240
Day Total	1468	175	14	4	7	13	0	1681

Arm E - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	10	1	0	0	1	0	0	12
0715-0730	5	5	1	0	0	0	0	11
0730-0745	12	1	2	1	0	0	0	16
0745-0800	27	3	1	0	0	0	0	31
Hourly Total	54	10	4	1	1	0	0	70
0800-0815	17	4	1	0	0	0	0	22
0815-0830	32	2	0	0	0	0	0	34
0830-0845	33	2	0	0	2	0	0	37
0845-0900	31	3	0	0	0	0	0	34
Hourly Total	113	11	1	0	2	0	0	127
0900-0915	13	3	1	1	1	0	0	19
0915-0930	13	1	0	0	2	0	0	16
0930-0945	17	4	0	0	0	0	0	21
0945-1000	12	7	0	0	0	0	0	19
Hourly Total	55	15	1	1	3	0	0	75

3 Hour Totals (am)	222	36	6	2	6	0	0	272
1500-1515	17	1	0	0	0	0	0	18
1515-1530	22	3	0	0	0	0	0	25
1530-1545	19	4	3	0	0	0	0	26
1545-1600	18	1	0	0	0	0	0	19
Hourly Total	76	9	3	0	0	0	0	88
1600-1615	18	3	0	0	0	0	0	21
1615-1630	15	2	0	0	0	0	0	17
1630-1645	12	0	0	0	1	0	0	13
1645-1700	13	1	1	0	0	0	0	15
Hourly Total	58	6	1	0	1	0	0	66
1700-1715	21	2	0	0	1	0	0	24
1715-1730	16	1	0	0	0	0	0	17
1730-1745	11	1	0	0	0	0	0	12
1745-1800	12	0	0	0	0	0	0	12
Hourly Total	60	4	0	0	1	0	0	65
1800-1815	13	1	0	0	0	0	1	15
1815-1830	10	0	0	0	0	0	0	10
1830-1845	11	1	0	0	0	0	0	12
1845-1900	15	0	0	0	0	0	0	15
Hourly Total	49	2	0	0	0	1	0	52

4 Hour Totals (pm)	243	21	4	0	2	1	0	271
Day Total	465	57	10	2	8	1	0	543

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	149	12	0	0	0	0	0	161
0715-0730	137	14	1	0	0	0	0	152
0730-0745	148	23	0	0	2	1	0	174
0745-0800	130	15	1	0	0	0	0	146

783	333	53	59	5	2	0	0	1235
111	23	2	2	0	0	0	0	138
130	16	1	4	0	0	0	0	151
129	27	2	3	0	0	0	0	161
139	23	4	3	0	0	0	0	169
Hourly Total	509	89	9	12	0	0	0	619
144	21	0	2	0	1	0	0	168
138	31	1	4	0	1	0	0	175
129	19	1	4	0	4	0	0	157
128	14	0	3	0	1	0	0	146
Hourly Total	539	85	2	13	0	7	0	646
122	16	3	1	0	4	0	0	146
121	12	0	1	0	1	0	0	135
126	8	0	3	0	1	0	0	138
131	21	2	3	0	0	0	0	157
Hourly Total	500	57	5	8	0	6	0	576
161	13	0	0	0	0	1	0	175
171	13	0	1	1	0	0	0	186
130	8	0	0	0	0	0	0	138
112	9	1	1	0	0	0	0	123
Hourly Total	574	43	1	2	1	1	0	622

2122	274	17	35	1	14	0	0	2463
2905	607	70	94	6	16	0	0	3698

Arm E - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
13	3	1	0	1	0	0	0	18
22	6	0	2	0	0	0	0	30
32	9	0	0	3	0	0	0	44
40	9	4	0	0	0	0	0	53
Hourly Total	107	27	5	2	4	0	0	145
42	7	3	0	0	0	0	0	52
54	8	3	0	1	0	0	0	66
47	8	0	3	1	0	0	0	59
52	6	1	0	1	0	0	0	60
Hourly Total	195	29	7	3	3	0	0	237
59	9	3	0	1	1	0	0	73
40	5	3	0	0	0	0	0	48
46	6	1	1	1	0	0	0	55
29	2	2	0	0	0	0	0	33
Hourly Total	174	22	9	1	2	1	0	209

476	78	21	6	9	1	0	0	591
40	3	0	1	0	0	1	0	45
42	5	0	1	1	0	0	0	49
1530-1545	44	3	0	0	0	0	0	50
1545-1600	46	5	0	0	0	0	0	51
Hourly Total	172	19	0	2	1	1	0	195
42	5	0	0	1	0	0	0	48
40	4	0	0	2	0	0	0	46
35	3	0	0	1	0	0	0	39
33	1	1	0	0	1	0	0	36
Hourly Total	150	13	1	0	5	0	0	169
48	4	0	0	1	0	0	0	53
41	3	0	0	1	0	0	0	45
33	2	0	0	0	0	0	0	35
31	0	0	0	1	0	0	0	32
Hourly Total	153	9	0	0	3	0	0	165
34	2	0	0	1	0	0	0	37
29	1	0	0	0	0	0	0	30
28	2	0	0	1	0	0	0	31
23	0	1	0	0	0	0	0	24
Hourly Total	114	5	1	0	2	0	0	122

589	46	2	2	11	1	0	0	651
1065	124	23	8	20	2	0	0	1242

Origin - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
104	13	2	0	0	1	1	0	121
86	12	1	1	0	4	0	0	104
120	26	5	2	3	1	0	0	157
Hourly Total	134	39	3	4	0	0	0	180

5	3	1	0	0	0	0	0	9
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	3
2	0	2	0	0	0	0	0	4
1	0	0	0	0	0	0	0	1
0	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2

6	2	3	0	0	0	0	0	11
11	5	4	0	0	0	0	0	20

Arm E - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	0	0	0	0	0	0	2
4	1	0	0	2	0	0	0	7
7	1	0	0	0	0	0	0	8
6	1	0	0	0	0	0	0	7
Hourly Total	19	3	0	0	2	0	0	24
5	3	0	0	0	0	0	0	8
12	0	1	0	2	0	0	0	15
8	2	0	0	0	0	0	0	10
8	2	0	0	0	0	0	0	10
Hourly Total	33	7	1	0	2	0	0	43
15	4	2	0	0	0	0	0	21
15	1	0	0	0	0	0	0	16
8	1	0	0	0	0	0	0	9
5	2	0	0	0	0	0	0	7
Hourly Total	43	8	2	0	0	0	0	53

95	18	3	0	4	0	0	120
10	2	0	0	0	1	0	13
8	0	1	0	0	0	0	9
16	2	1	0	0	0	0	19
10	1	0	0	1	0	0	12
44	5	2	0	1	1	0	53
16	2	0	0	0	0	0	18
16	0	0	0	0	0	0	16
8	1	1	0	0	0	0	10
16	2	0	0	0	0	0	18
56	5	1	0	0	0	0	62
13	3	0	0	0	0	0	16
16	3	0	0	0	0	0	19
14	0	0	0	0	0	0	14
6	0	0	0	0	0	0	6
49	6	0	0	0	0	0	55
15	2	0	0	0	0	0	17
6	0	0	0	0	0	0	6
1	0	0	0	0	0	0	1
8	0	0	0	0	0	0	8
30	2	0	0	0	0	0	32

Hourly Total	564	64	2	0	2	1	0	633
0800-0815	114	14	0	0	0	1	0	129
0815-0830	134	12	0	0	0	2	0	148
0830-0845	134	11	1	1	0	1	0	148
0845-0900	120	13	5	2	1	1	0	142
Hourly Total	502	50	6	3	1	5	0	567
0900-0915	176	8	0	0	2	0	0	186
0915-0930	129	13	1	0	2	1	0	146
0930-0945	115	11	4	0	0	0	0	130
0945-1000	108	6	2	0	1	1	0	118
Hourly Total	528	38	7	0	5	2	0	580

3 Hour Totals (am)	1594	152	15	3	8	8	0	1780
--------------------	------	-----	----	---	---	---	---	------

1500-1515	105	11	2	2	1	1	0	122
1515-1530	100	13	2	1	0	0	0	116
1530-1545	112	3	0	0	2	0	0	117
Hourly Total	420	40	7	4	3	3	0	477
1600-1615	114	12	0	0	2	1	0	129
1615-1630	76	16	2	1	2	0	0	97
1630-1645	93	11	0	0	1	0	0	105
1645-1700	74	8	0	0	0	1	0	83
Hourly Total	357	47	2	1	5	2	0	414
1700-1715	91	12	1	0	2	0	0	106
1715-1730	95	10	1	0	0	0	0	106
1730-1745	70	7	0	0	0	0	0	77
1745-1800	66	4	0	0	0	0	0	70
Hourly Total	322	33	2	0	2	0	0	359
1800-1815	58	6	0	0	1	2	0	67
1815-1830	57	5	0	0	1	1	0	64
1830-1845	75	3	0	0	0	0	0	78
1845-1900	58	2	0	0	0	0	0	60
Hourly Total	248	16	0	1	3	1	0	269

4 Hour Totals (pm)	1347	136	11	6	13	6	0	1519
--------------------	------	-----	----	---	----	---	---	------

Day Total	2941	288	26	9	21	14	0	3299
-----------	------	-----	----	---	----	----	---	------

	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	36	4	2	0	1	0	0	43
0715-0730	39	6	2	0	0	0	0	47
0730-0745	36	9	2	1	1	0	0	49
0745-0800	61	8	1	0	1	0	0	71
Hourly Total	172	27	7	1	3	0	0	210
0800-0815	82	12	2	0	1	1	0	98
0815-0830	109	17	1	1	0	0	0	128
0830-0845	137	12	0	2	3	1	0	155
0845-0900	99	13	2	0	0	0	0	114
Hourly Total	427	54	5	3	4	2	0	495
0900-0915	64	18	3	1	1	0	0	87
0915-0930	72	14	2	0	3	0	0	91
0930-0945	80	12	2	0	0	0	0	94
0945-1000	76	19	0	0	0	0	0	93
Hourly Total	290	63	7	1	4	0	0	365

3 Hour Totals (am)	889	144	19	5	11	2	0	1070
--------------------	-----	-----	----	---	----	---	---	------

1500-1515	146	11	0	1	2	0	0	160
1515-1530	134	11	0	0	4	0	0	149
1530-1545	141	17	5	1	2	0	0	166
Hourly Total	423	31	1	0	0	0	0	455
1600-1615	144	50	6	2	8	0	0	610
1615-1630	125	17	1	0	1	0	0	144
1630-1645	109	18	3	0	1	0	0	131
1645-1700	123	13	1	0	1	1	0	139
Hourly Total	490	60	6	1	3	2	0	562
1700-1715	132	9	0	0	1	0	0	142
1715-1730	144	10	2	0	1	1	0	158
1730-1745	150	15	0	0	0	3	0	168
1745-1800	128	6	0	0	0	0	0	134
Hourly Total	554	40	2	0	2	4	0	602
1800-1815	132	6	0	0	0	3	0	141
1815-1830	96	7	0	0	1	1	0	104
1830-1845	92	9	0	0	0	2	0	103
1845-1900	94	4	0	0	0	2	0	100
Hourly Total	414	26	0	0	1	7	0	448

444	90	11	7	4	6	0	562
146	29	5	7	0	1	0	188
154	24	10	4	0	1	0	159
176	28	4	7	0	0	0	215
144	22	4	6	2	1	0	179
620	103	23	24	2	3	0	775
174	24	5	6	3	3	0	215
163	27	7	12	2	1	0	212
165	36	5	5	2	1	0	214
164	31	8	4	1	0	0	208
666	118	25	27	8	5	0	849

1730	311	59	58	14	14	0	2186
------	-----	----	----	----	----	---	------

151	37	8	3	1	0	0	200
182	34	7	1	1	0	0	225
154	39	7	4	3	0	0	207
149	36	4	4	2	0	0	195
636	146	26	12	7	0	0	827
164	34	5	2	0	0	1	206
134	45	4	1	2	0	0	186
142	39	0	0	0	0	0	181
169	21	1	3	2	0	0	196
609	139	10	6	4	0	1	769
158	24	1	4	2	1	0	190
134	17	1	3	2	1	0	158
151	18	0	2	0	1	0	172
146	15	0	2	0	0	0	163
589	74	2	11	4	3	0	683
125	9	2	1	0	0	0	137
119	12	1	0	3	0	1	136
100	13	0	4	1	0	0	118
112	8	0	0	1	0	0	121
456	42	3	5	5	0	1	512

2290	401	41	34	20	3	2	2791
------	-----	----	----	----	---	---	------

4020	712	100	92	34	17	2	4977
------	-----	-----	----	----	----	---	------

	Destination - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
73	27	5	5	1	1	0	0	112
85	30	5	6	1	0	0	0	127
97	32	6	8	4	0	0	0	147
116	44	7	8	0	0	0	0	175
371	133	23	27	6	1	0	0	561
137	44	6	2	0	0	0	0	189
167	57	6	2	2	1	0	0	235
166	60	6	6	1	0	0	0	239
154	45	10	5	1	1	0	0	216
624	206	28	15	4	2	0	0	879
168	35	9	4	2	1	0	0	219
170	36	8	5	0	0	0	0	219
142	26	7	5	1	0	0	0	181
140	19	5	9	2	1	0	0	176
620	116	29	23	5	2	0	0	795

1615	455	80	65	15	5	0	2235
------	-----	----	----	----	---	---	------

190	37	3	4	1	1	0	236
206	24	1	5	1	0	0	237
206	42	2	3	0	0	0	253
214	30	5	4	0	1	0	254
816	133	11	16	2	2	0	980
231	28	0	2	2	1	0	264
200	39	2	5	2	1	1	250
196	28	1	4	1	4	0	234
213	18	1	3	1	1	0	237
840	113	4	14	6	7	1	985
215	27	3	1	3	4	0	253
233	23	0	1	1	1	0	239
220	12	0	3	1	2	0	232
238	26	2	3	1	0	0	270
906	88	5	8	5	7	0	1019
222	20	0	1	2	1	0	246
225	23	0	1	1	0	0	250
191	20	0	1	0	0	0	212
160	11	2	1	0	0	0	174
798	74	2	3	4	1	0	882

162	6	1	0	3	0	0	172
59	10	0	0	1	0	0	70
80	6	0	0	0	0	0	86
63	7	2	0	1	0	0	73
59	4	2	0	0	1	1	67
261	27	4	0	2	1	1	296
60	7	0	0	0	0	0	67
57	2	0	0	0	0	0	59
48	5	0	0	0	0	0	53
48	6	1	0	1	1	0	57
213	20	1	0	1	1	0	236

636	53	6	0	6	2	1	704
-----	----	---	---	---	---	---	-----

63	7	0	0	2	0	0	72
57	6	0	0	1	0	0	64
65	11	1	0	0	0	0	77
47	3	2	0	0	0	0	52
232	27	3	0	3	0	0	265
57	9	0	0	0	0	0	66
44	7	0	0	0	0	1	52
74	13	0	0	0	0	0	87
77	5	0	0	0	0	0	82
252	34	0	0	0	0	1	287
90	10	0	0	0	0	0	100
115	12	0	0	0	0	0	127
109	5	0	0	0	2	0	116
115	9	0	0	0	0	0	124
429	36	0	0	0	2	0	467
51	6	0	0	0	0	0	57
41	8	0	0	0	0	0	49
47	13	0	0	0	0	0	60
27	3	0	0	0	0	0	30
166	30	0	0	0	0	0	196

1079	127	3	0	3	2	1	1215
------	-----	---	---	---	---	---	------

1715	180	9	0	9	4	2	1919
------	-----	---	---	---	---	---	------

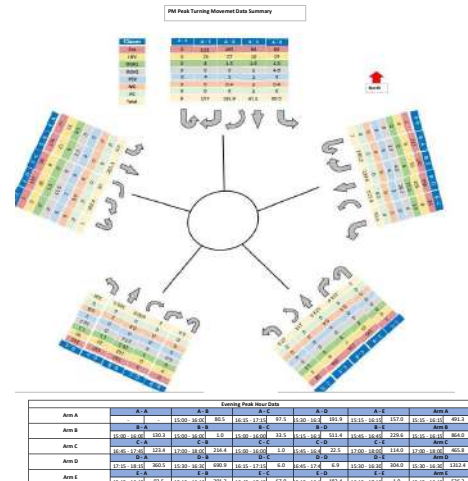
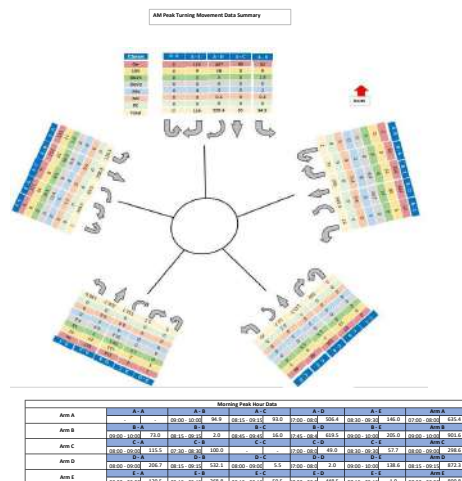
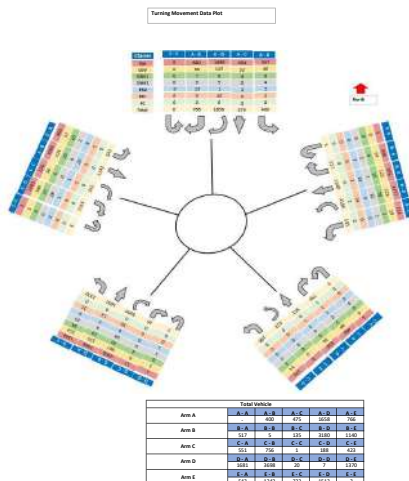
Destination - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
4	0	0	0	0	0	0	0	4
8	1	0	0	2	0	0	0	11
10	1	0	0	0	0	0	0	11
12	5	0	0	0	0	0	0	17
34	7	0	0	2	0	0	0	43
19	4	0	0	0	0	0	0	23
33	1	1	0	2	0	0	0	37
26	7	0	0	0	0	0	0	33
37	7	1	0	0	0	0	0	45
115	19	2	0	2	0	0	0	138
43	6	2	0	0	0	0	0	51
33	2	0	0	1	0	0	0	36
28	3	1	0	0	0	0	0	32
28	2	0	0	0	0	0	0	30
132	13	3	0	1	0	0	0	149

4 Hour Totals (pm)	2002	176	14	3	14	13	0	2222	3360	408	22	41	17	17	1	3866	553	54	10	1	2	3	0	623	2222	428	38	45	7	6	2	2748	2223	220	20	17	21	13	0	2514	11973
Day Total	2891	320	33	8	25	15	0	3292	4975	863	102	106	32	22	1	6101	834	93	15	1	7	3	0	953	5404	865	115	118	12	30	2	6546	3168	388	58	32	40	15	1	3702	20594



SUMMARY		
Project	013114 Casement	
Project Code	013114	
Site Name	Site 2	
Leaves and Movements	All Processed Leaves & Movements	
Rin Size	15.0	
Start Time	07:00	
End Time	19:00	
Location	Site 2	
Latitude and Longitude	55.9531651520712, 2.950742426435171	

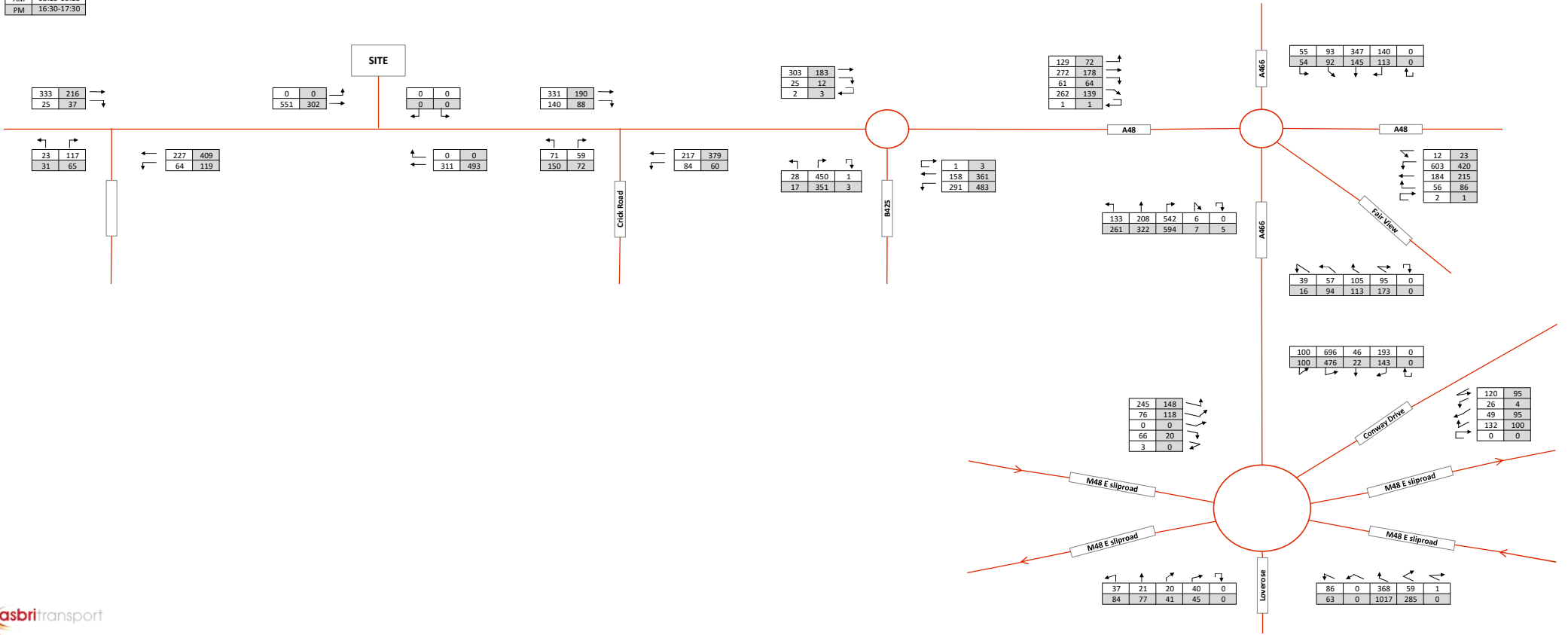
	Start	End
AM Peak	2013-12-12 12:08:15.000	2013-12-12 15:09:00.000
PM Peak	2013-12-12 17:00:00.000	2013-12-12 18:00:00.000



Appendix E

2023 Base

All flows in PCU
AM 08:15-09:15
PM 16:30-17:30



Appendix F

Calculation Reference: AUDIT-317901-231205-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	OX OXFORDSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	8 days

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

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

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: 61 to 321 (units:)
 Range Selected by User: 9 to 1751 (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 27/06/23

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:

Tuesday	1 days
Wednesday	8 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	12

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:

Industrial Zone	1
Residential Zone	10
Out of Town	2

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	43 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:**Use Class:**

C3	13 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (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	5 days
5,001 to 10,000	8 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	5 days
25,001 to 50,000	8 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	9 days
1.6 to 2.0	3 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	13 days
-----	---------

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

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	CA-03-M-02 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 87 Survey date: WEDNESDAY 26/05/21		Survey Type: MANUAL
2	DV-03-M-02 SAINT PETER ' SQUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: FRIDAY 29/03/19		Survey Type: MANUAL
3	ES-03-M-15 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 80 Survey date: WEDNESDAY 13/03/19		Survey Type: MANUAL
4	NF-03-M-02 CAWSTON ROAD AYLSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 17/09/19		Survey Type: MANUAL
5	NF-03-M-03 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: WEDNESDAY 18/09/19		Survey Type: MANUAL
6	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 70 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
7	NF-03-M-14 NORWICH COMMON WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
8	NF-03-M-39 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 61 Survey date: WEDNESDAY 14/10/20		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-M-51 MENDHAM LANE HARLESTON	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		120	
	Survey date: WEDNESDAY		29/09/21	Survey Type: MANUAL
10	NF-03-M-62 CAWSTON ROAD AYLSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		250	
	Survey date: WEDNESDAY		21/09/22	Survey Type: MANUAL
11	NF-03-M-63 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		100	
	Survey date: WEDNESDAY		21/09/22	Survey Type: MANUAL
12	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES		OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings:		100	
	Survey date: THURSDAY		28/06/18	Survey Type: MANUAL
13	WS-03-M-25 CLAPPERS LANE BRACKLESHAM BAY	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		110	
	Survey date: WEDNESDAY		24/11/21	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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.86

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	13	131	0.057	13	131	0.302	13	131	0.359
08:00 - 09:00	13	131	0.105	13	131	0.343	13	131	0.448
09:00 - 10:00	13	131	0.103	13	131	0.160	13	131	0.263
10:00 - 11:00	13	131	0.112	13	131	0.143	13	131	0.255
11:00 - 12:00	13	131	0.116	13	131	0.126	13	131	0.242
12:00 - 13:00	13	131	0.139	13	131	0.117	13	131	0.256
13:00 - 14:00	13	131	0.136	13	131	0.135	13	131	0.271
14:00 - 15:00	13	131	0.137	13	131	0.163	13	131	0.300
15:00 - 16:00	13	131	0.261	13	131	0.133	13	131	0.394
16:00 - 17:00	13	131	0.276	13	131	0.142	13	131	0.418
17:00 - 18:00	13	131	0.300	13	131	0.149	13	131	0.449
18:00 - 19:00	13	131	0.287	13	131	0.134	13	131	0.421
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.029			2.047			4.076

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

61 - 321 (units:)
 01/01/15 - 27/06/23
 13
 0
 0
 2
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL 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	13	131	0.002	13	131	0.012	13	131	0.014
08:00 - 09:00	13	131	0.003	13	131	0.019	13	131	0.022
09:00 - 10:00	13	131	0.004	13	131	0.002	13	131	0.006
10:00 - 11:00	13	131	0.002	13	131	0.002	13	131	0.004
11:00 - 12:00	13	131	0.002	13	131	0.004	13	131	0.006
12:00 - 13:00	13	131	0.002	13	131	0.002	13	131	0.004
13:00 - 14:00	13	131	0.003	13	131	0.004	13	131	0.007
14:00 - 15:00	13	131	0.004	13	131	0.005	13	131	0.009
15:00 - 16:00	13	131	0.023	13	131	0.006	13	131	0.029
16:00 - 17:00	13	131	0.006	13	131	0.006	13	131	0.012
17:00 - 18:00	13	131	0.014	13	131	0.007	13	131	0.021
18:00 - 19:00	13	131	0.013	13	131	0.008	13	131	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.077			0.155

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PEDESTRIANS
 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	13	131	0.031	13	131	0.047	13	131	0.078
08:00 - 09:00	13	131	0.050	13	131	0.161	13	131	0.211
09:00 - 10:00	13	131	0.061	13	131	0.032	13	131	0.093
10:00 - 11:00	13	131	0.033	13	131	0.025	13	131	0.058
11:00 - 12:00	13	131	0.022	13	131	0.035	13	131	0.057
12:00 - 13:00	13	131	0.038	13	131	0.038	13	131	0.076
13:00 - 14:00	13	131	0.035	13	131	0.040	13	131	0.075
14:00 - 15:00	13	131	0.035	13	131	0.061	13	131	0.096
15:00 - 16:00	13	131	0.145	13	131	0.042	13	131	0.187
16:00 - 17:00	13	131	0.054	13	131	0.040	13	131	0.094
17:00 - 18:00	13	131	0.050	13	131	0.053	13	131	0.103
18:00 - 19:00	13	131	0.048	13	131	0.048	13	131	0.096
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.602			0.622			1.224

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	13	131	0.000	13	131	0.024	13	131	0.024
08:00 - 09:00	13	131	0.001	13	131	0.026	13	131	0.027
09:00 - 10:00	13	131	0.004	13	131	0.007	13	131	0.011
10:00 - 11:00	13	131	0.005	13	131	0.006	13	131	0.011
11:00 - 12:00	13	131	0.004	13	131	0.011	13	131	0.015
12:00 - 13:00	13	131	0.004	13	131	0.003	13	131	0.007
13:00 - 14:00	13	131	0.006	13	131	0.005	13	131	0.011
14:00 - 15:00	13	131	0.005	13	131	0.005	13	131	0.010
15:00 - 16:00	13	131	0.012	13	131	0.004	13	131	0.016
16:00 - 17:00	13	131	0.018	13	131	0.006	13	131	0.024
17:00 - 18:00	13	131	0.023	13	131	0.005	13	131	0.028
18:00 - 19:00	13	131	0.018	13	131	0.012	13	131	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.114			0.214

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.

Appendix G

Calculation Reference: AUDIT-317901-231219-1244

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days

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

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

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: Gross floor area
 Actual Range: 1500 to 7925 (units: sqm)
 Range Selected by User: 975 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/09/22

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 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:

Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	1
Village	1
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	4 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	4 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	4 days
1.1 to 1.5	3 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:

No	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AD-02-B-02	BUSINESS PARK	ABERDEEN CITY
	CRAIGSHAW DRIVE		
	ABERDEEN		
	EAST TULLOS IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7925 sqm	
	Survey date: THURSDAY	21/11/19	Survey Type: MANUAL
2	CF-02-B-04	BUSINESS PARK	CARDIFF
	RHYMNEY RIVER BRIDGE RD		
	CARDIFF		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	5300 sqm	
	Survey date: FRIDAY	05/05/17	Survey Type: MANUAL
3	CF-02-B-06	BUSINESS PARK	CARDIFF
	MALTHOUSE AVENUE		
	CARDIFF		
	PONTPRENNAU		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1642 sqm	
	Survey date: MONDAY	12/03/18	Survey Type: MANUAL
4	DV-02-B-01	BUSINESS PARK	DEVON
	MANATON CLOSE		
	EXETER		
	MATFORD BUSINESS PARK		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	05/07/17	Survey Type: MANUAL
5	LN-02-B-02	BUSINESS PARK	LINCOLNSHIRE
	CARDINAL CLOSE		
	LINCOLN		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
6	NF-02-B-03	BUSINESS PARK	NORFOLK
	BARTON WAY		
	NORWICH		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	2634 sqm	
	Survey date: THURSDAY	15/09/22	Survey Type: MANUAL
7	WO-02-B-02	BUSINESS PARK	WORCESTERSHIRE
	BIRMINGHAM ROAD		
	NEAR BROMSGROVE		
	LICKEY END		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4187 sqm	
	Survey date: TUESDAY	26/06/18	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 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.277	7	4027	0.035	7	4027	0.312
07:30 - 08:00	7	4027	0.514	7	4027	0.060	7	4027	0.574
08:00 - 08:30	7	4027	0.756	7	4027	0.106	7	4027	0.862
08:30 - 09:00	7	4027	0.607	7	4027	0.114	7	4027	0.721
09:00 - 09:30	7	4027	0.380	7	4027	0.174	7	4027	0.554
09:30 - 10:00	7	4027	0.234	7	4027	0.163	7	4027	0.397
10:00 - 10:30	7	4027	0.199	7	4027	0.149	7	4027	0.348
10:30 - 11:00	7	4027	0.156	7	4027	0.138	7	4027	0.294
11:00 - 11:30	7	4027	0.177	7	4027	0.202	7	4027	0.379
11:30 - 12:00	7	4027	0.231	7	4027	0.227	7	4027	0.458
12:00 - 12:30	7	4027	0.220	7	4027	0.259	7	4027	0.479
12:30 - 13:00	7	4027	0.284	7	4027	0.252	7	4027	0.536
13:00 - 13:30	7	4027	0.231	7	4027	0.124	7	4027	0.355
13:30 - 14:00	7	4027	0.195	7	4027	0.192	7	4027	0.387
14:00 - 14:30	7	4027	0.124	7	4027	0.163	7	4027	0.287
14:30 - 15:00	7	4027	0.145	7	4027	0.206	7	4027	0.351
15:00 - 15:30	7	4027	0.121	7	4027	0.138	7	4027	0.259
15:30 - 16:00	7	4027	0.110	7	4027	0.280	7	4027	0.390
16:00 - 16:30	7	4027	0.114	7	4027	0.500	7	4027	0.614
16:30 - 17:00	7	4027	0.124	7	4027	0.575	7	4027	0.699
17:00 - 17:30	7	4027	0.092	7	4027	0.819	7	4027	0.911
17:30 - 18:00	7	4027	0.071	7	4027	0.536	7	4027	0.607
18:00 - 18:30	7	4027	0.057	7	4027	0.238	7	4027	0.295
18:30 - 19:00	7	4027	0.039	7	4027	0.153	7	4027	0.192
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.458			5.803			11.261

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	1500 - 7925 (units: sqm)
Survey date range:	01/01/15 - 15/09/22
Number of weekdays (Monday-Friday):	7
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.011	7	4027	0.011	7	4027	0.022
07:30 - 08:00	7	4027	0.007	7	4027	0.007	7	4027	0.014
08:00 - 08:30	7	4027	0.014	7	4027	0.014	7	4027	0.028
08:30 - 09:00	7	4027	0.014	7	4027	0.011	7	4027	0.025
09:00 - 09:30	7	4027	0.011	7	4027	0.011	7	4027	0.022
09:30 - 10:00	7	4027	0.004	7	4027	0.000	7	4027	0.004
10:00 - 10:30	7	4027	0.004	7	4027	0.011	7	4027	0.015
10:30 - 11:00	7	4027	0.007	7	4027	0.004	7	4027	0.011
11:00 - 11:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:30 - 12:00	7	4027	0.007	7	4027	0.007	7	4027	0.014
12:00 - 12:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
12:30 - 13:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:00 - 13:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
13:30 - 14:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:00 - 14:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
14:30 - 15:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
15:00 - 15:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:30 - 16:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
16:00 - 16:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
16:30 - 17:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
17:00 - 17:30	7	4027	0.007	7	4027	0.007	7	4027	0.014
17:30 - 18:00	7	4027	0.007	7	4027	0.007	7	4027	0.014
18:00 - 18:30	7	4027	0.007	7	4027	0.007	7	4027	0.014
18:30 - 19:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.128			0.129			0.257

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.004	7	4027	0.011	7	4027	0.015
07:30 - 08:00	7	4027	0.007	7	4027	0.000	7	4027	0.007
08:00 - 08:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:30 - 09:00	7	4027	0.007	7	4027	0.011	7	4027	0.018
09:00 - 09:30	7	4027	0.011	7	4027	0.011	7	4027	0.022
09:30 - 10:00	7	4027	0.018	7	4027	0.018	7	4027	0.036
10:00 - 10:30	7	4027	0.004	7	4027	0.011	7	4027	0.015
10:30 - 11:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
11:00 - 11:30	7	4027	0.018	7	4027	0.007	7	4027	0.025
11:30 - 12:00	7	4027	0.007	7	4027	0.000	7	4027	0.007
12:00 - 12:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
12:30 - 13:00	7	4027	0.007	7	4027	0.014	7	4027	0.021
13:00 - 13:30	7	4027	0.007	7	4027	0.004	7	4027	0.011
13:30 - 14:00	7	4027	0.011	7	4027	0.011	7	4027	0.022
14:00 - 14:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
14:30 - 15:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:00 - 15:30	7	4027	0.025	7	4027	0.021	7	4027	0.046
15:30 - 16:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
16:00 - 16:30	7	4027	0.007	7	4027	0.004	7	4027	0.011
16:30 - 17:00	7	4027	0.000	7	4027	0.004	7	4027	0.004
17:00 - 17:30	7	4027	0.000	7	4027	0.007	7	4027	0.007
17:30 - 18:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:00 - 18:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
18:30 - 19:00	7	4027	0.000	7	4027	0.004	7	4027	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.145			0.164			0.309

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
07:30 - 08:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:00 - 08:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:30 - 09:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
09:00 - 09:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
09:30 - 10:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
10:00 - 10:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
10:30 - 11:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:00 - 11:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:30 - 12:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
12:00 - 12:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
12:30 - 13:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:00 - 13:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:30 - 14:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:00 - 14:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:30 - 15:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:00 - 15:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:30 - 16:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
16:00 - 16:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
16:30 - 17:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
17:00 - 17:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
17:30 - 18:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:00 - 18:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:30 - 19:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.007	7	4027	0.000	7	4027	0.007
07:30 - 08:00	7	4027	0.018	7	4027	0.000	7	4027	0.018
08:00 - 08:30	7	4027	0.043	7	4027	0.000	7	4027	0.043
08:30 - 09:00	7	4027	0.028	7	4027	0.000	7	4027	0.028
09:00 - 09:30	7	4027	0.014	7	4027	0.000	7	4027	0.014
09:30 - 10:00	7	4027	0.021	7	4027	0.004	7	4027	0.025
10:00 - 10:30	7	4027	0.004	7	4027	0.000	7	4027	0.004
10:30 - 11:00	7	4027	0.004	7	4027	0.000	7	4027	0.004
11:00 - 11:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
11:30 - 12:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
12:00 - 12:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
12:30 - 13:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
13:00 - 13:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
13:30 - 14:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
14:00 - 14:30	7	4027	0.000	7	4027	0.014	7	4027	0.014
14:30 - 15:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
15:00 - 15:30	7	4027	0.004	7	4027	0.007	7	4027	0.011
15:30 - 16:00	7	4027	0.004	7	4027	0.028	7	4027	0.032
16:00 - 16:30	7	4027	0.004	7	4027	0.021	7	4027	0.025
16:30 - 17:00	7	4027	0.004	7	4027	0.011	7	4027	0.015
17:00 - 17:30	7	4027	0.000	7	4027	0.046	7	4027	0.046
17:30 - 18:00	7	4027	0.000	7	4027	0.014	7	4027	0.014
18:00 - 18:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
18:30 - 19:00	7	4027	0.004	7	4027	0.004	7	4027	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.179			0.190			0.369

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.319	7	4027	0.021	7	4027	0.340
07:30 - 08:00	7	4027	0.571	7	4027	0.064	7	4027	0.635
08:00 - 08:30	7	4027	0.901	7	4027	0.099	7	4027	1.000
08:30 - 09:00	7	4027	0.731	7	4027	0.117	7	4027	0.848
09:00 - 09:30	7	4027	0.486	7	4027	0.188	7	4027	0.674
09:30 - 10:00	7	4027	0.291	7	4027	0.188	7	4027	0.479
10:00 - 10:30	7	4027	0.280	7	4027	0.202	7	4027	0.482
10:30 - 11:00	7	4027	0.195	7	4027	0.149	7	4027	0.344
11:00 - 11:30	7	4027	0.263	7	4027	0.259	7	4027	0.522
11:30 - 12:00	7	4027	0.294	7	4027	0.273	7	4027	0.567
12:00 - 12:30	7	4027	0.291	7	4027	0.333	7	4027	0.624
12:30 - 13:00	7	4027	0.369	7	4027	0.365	7	4027	0.734
13:00 - 13:30	7	4027	0.319	7	4027	0.142	7	4027	0.461
13:30 - 14:00	7	4027	0.238	7	4027	0.259	7	4027	0.497
14:00 - 14:30	7	4027	0.135	7	4027	0.184	7	4027	0.319
14:30 - 15:00	7	4027	0.192	7	4027	0.273	7	4027	0.465
15:00 - 15:30	7	4027	0.153	7	4027	0.184	7	4027	0.337
15:30 - 16:00	7	4027	0.153	7	4027	0.305	7	4027	0.458
16:00 - 16:30	7	4027	0.128	7	4027	0.561	7	4027	0.689
16:30 - 17:00	7	4027	0.128	7	4027	0.702	7	4027	0.830
17:00 - 17:30	7	4027	0.092	7	4027	1.025	7	4027	1.117
17:30 - 18:00	7	4027	0.067	7	4027	0.653	7	4027	0.720
18:00 - 18:30	7	4027	0.060	7	4027	0.294	7	4027	0.354
18:30 - 19:00	7	4027	0.039	7	4027	0.177	7	4027	0.216
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.695			7.017			13.712

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.018	7	4027	0.011	7	4027	0.029
07:30 - 08:00	7	4027	0.021	7	4027	0.004	7	4027	0.025
08:00 - 08:30	7	4027	0.032	7	4027	0.021	7	4027	0.053
08:30 - 09:00	7	4027	0.028	7	4027	0.014	7	4027	0.042
09:00 - 09:30	7	4027	0.039	7	4027	0.025	7	4027	0.064
09:30 - 10:00	7	4027	0.021	7	4027	0.025	7	4027	0.046
10:00 - 10:30	7	4027	0.021	7	4027	0.021	7	4027	0.042
10:30 - 11:00	7	4027	0.025	7	4027	0.043	7	4027	0.068
11:00 - 11:30	7	4027	0.021	7	4027	0.046	7	4027	0.067
11:30 - 12:00	7	4027	0.035	7	4027	0.060	7	4027	0.095
12:00 - 12:30	7	4027	0.060	7	4027	0.106	7	4027	0.166
12:30 - 13:00	7	4027	0.067	7	4027	0.103	7	4027	0.170
13:00 - 13:30	7	4027	0.142	7	4027	0.114	7	4027	0.256
13:30 - 14:00	7	4027	0.082	7	4027	0.053	7	4027	0.135
14:00 - 14:30	7	4027	0.050	7	4027	0.043	7	4027	0.093
14:30 - 15:00	7	4027	0.032	7	4027	0.032	7	4027	0.064
15:00 - 15:30	7	4027	0.025	7	4027	0.035	7	4027	0.060
15:30 - 16:00	7	4027	0.028	7	4027	0.025	7	4027	0.053
16:00 - 16:30	7	4027	0.025	7	4027	0.050	7	4027	0.075
16:30 - 17:00	7	4027	0.028	7	4027	0.025	7	4027	0.053
17:00 - 17:30	7	4027	0.025	7	4027	0.039	7	4027	0.064
17:30 - 18:00	7	4027	0.018	7	4027	0.011	7	4027	0.029
18:00 - 18:30	7	4027	0.004	7	4027	0.025	7	4027	0.029
18:30 - 19:00	7	4027	0.000	7	4027	0.014	7	4027	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.847			0.945			1.792

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.004	7	4027	0.000	7	4027	0.004
07:30 - 08:00	7	4027	0.021	7	4027	0.000	7	4027	0.021
08:00 - 08:30	7	4027	0.089	7	4027	0.000	7	4027	0.089
08:30 - 09:00	7	4027	0.074	7	4027	0.000	7	4027	0.074
09:00 - 09:30	7	4027	0.053	7	4027	0.007	7	4027	0.060
09:30 - 10:00	7	4027	0.025	7	4027	0.007	7	4027	0.032
10:00 - 10:30	7	4027	0.011	7	4027	0.007	7	4027	0.018
10:30 - 11:00	7	4027	0.035	7	4027	0.018	7	4027	0.053
11:00 - 11:30	7	4027	0.018	7	4027	0.021	7	4027	0.039
11:30 - 12:00	7	4027	0.007	7	4027	0.011	7	4027	0.018
12:00 - 12:30	7	4027	0.018	7	4027	0.011	7	4027	0.029
12:30 - 13:00	7	4027	0.014	7	4027	0.007	7	4027	0.021
13:00 - 13:30	7	4027	0.007	7	4027	0.007	7	4027	0.014
13:30 - 14:00	7	4027	0.021	7	4027	0.021	7	4027	0.042
14:00 - 14:30	7	4027	0.007	7	4027	0.011	7	4027	0.018
14:30 - 15:00	7	4027	0.018	7	4027	0.014	7	4027	0.032
15:00 - 15:30	7	4027	0.007	7	4027	0.032	7	4027	0.039
15:30 - 16:00	7	4027	0.000	7	4027	0.021	7	4027	0.021
16:00 - 16:30	7	4027	0.000	7	4027	0.035	7	4027	0.035
16:30 - 17:00	7	4027	0.004	7	4027	0.039	7	4027	0.043
17:00 - 17:30	7	4027	0.000	7	4027	0.085	7	4027	0.085
17:30 - 18:00	7	4027	0.000	7	4027	0.039	7	4027	0.039
18:00 - 18:30	7	4027	0.000	7	4027	0.018	7	4027	0.018
18:30 - 19:00	7	4027	0.000	7	4027	0.011	7	4027	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.433			0.422			0.855

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
07:30 - 08:00	7	4027	0.025	7	4027	0.000	7	4027	0.025
08:00 - 08:30	7	4027	0.039	7	4027	0.000	7	4027	0.039
08:30 - 09:00	7	4027	0.050	7	4027	0.000	7	4027	0.050
09:00 - 09:30	7	4027	0.035	7	4027	0.000	7	4027	0.035
09:30 - 10:00	7	4027	0.025	7	4027	0.000	7	4027	0.025
10:00 - 10:30	7	4027	0.021	7	4027	0.000	7	4027	0.021
10:30 - 11:00	7	4027	0.004	7	4027	0.000	7	4027	0.004
11:00 - 11:30	7	4027	0.007	7	4027	0.000	7	4027	0.007
11:30 - 12:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
12:00 - 12:30	7	4027	0.011	7	4027	0.000	7	4027	0.011
12:30 - 13:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
13:00 - 13:30	7	4027	0.000	7	4027	0.014	7	4027	0.014
13:30 - 14:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:00 - 14:30	7	4027	0.000	7	4027	0.018	7	4027	0.018
14:30 - 15:00	7	4027	0.007	7	4027	0.007	7	4027	0.014
15:00 - 15:30	7	4027	0.000	7	4027	0.014	7	4027	0.014
15:30 - 16:00	7	4027	0.000	7	4027	0.014	7	4027	0.014
16:00 - 16:30	7	4027	0.000	7	4027	0.028	7	4027	0.028
16:30 - 17:00	7	4027	0.000	7	4027	0.039	7	4027	0.039
17:00 - 17:30	7	4027	0.000	7	4027	0.046	7	4027	0.046
17:30 - 18:00	7	4027	0.000	7	4027	0.046	7	4027	0.046
18:00 - 18:30	7	4027	0.000	7	4027	0.025	7	4027	0.025
18:30 - 19:00	7	4027	0.000	7	4027	0.004	7	4027	0.004
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.228			0.262			0.490

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
07:30 - 08:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:00 - 08:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:30 - 09:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
09:00 - 09:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
09:30 - 10:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
10:00 - 10:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
10:30 - 11:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:00 - 11:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:30 - 12:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
12:00 - 12:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
12:30 - 13:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:00 - 13:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:30 - 14:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:00 - 14:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:30 - 15:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:00 - 15:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:30 - 16:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
16:00 - 16:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
16:30 - 17:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
17:00 - 17:30	7	4027	0.011	7	4027	0.000	7	4027	0.011
17:30 - 18:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:00 - 18:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:30 - 19:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.011			0.000			0.011

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.004	7	4027	0.000	7	4027	0.004
07:30 - 08:00	7	4027	0.046	7	4027	0.000	7	4027	0.046
08:00 - 08:30	7	4027	0.128	7	4027	0.000	7	4027	0.128
08:30 - 09:00	7	4027	0.124	7	4027	0.000	7	4027	0.124
09:00 - 09:30	7	4027	0.089	7	4027	0.007	7	4027	0.096
09:30 - 10:00	7	4027	0.050	7	4027	0.007	7	4027	0.057
10:00 - 10:30	7	4027	0.032	7	4027	0.007	7	4027	0.039
10:30 - 11:00	7	4027	0.039	7	4027	0.018	7	4027	0.057
11:00 - 11:30	7	4027	0.025	7	4027	0.021	7	4027	0.046
11:30 - 12:00	7	4027	0.007	7	4027	0.011	7	4027	0.018
12:00 - 12:30	7	4027	0.028	7	4027	0.011	7	4027	0.039
12:30 - 13:00	7	4027	0.018	7	4027	0.014	7	4027	0.032
13:00 - 13:30	7	4027	0.007	7	4027	0.021	7	4027	0.028
13:30 - 14:00	7	4027	0.021	7	4027	0.021	7	4027	0.042
14:00 - 14:30	7	4027	0.007	7	4027	0.028	7	4027	0.035
14:30 - 15:00	7	4027	0.025	7	4027	0.021	7	4027	0.046
15:00 - 15:30	7	4027	0.007	7	4027	0.046	7	4027	0.053
15:30 - 16:00	7	4027	0.000	7	4027	0.035	7	4027	0.035
16:00 - 16:30	7	4027	0.000	7	4027	0.064	7	4027	0.064
16:30 - 17:00	7	4027	0.004	7	4027	0.078	7	4027	0.082
17:00 - 17:30	7	4027	0.011	7	4027	0.131	7	4027	0.142
17:30 - 18:00	7	4027	0.000	7	4027	0.085	7	4027	0.085
18:00 - 18:30	7	4027	0.000	7	4027	0.043	7	4027	0.043
18:30 - 19:00	7	4027	0.000	7	4027	0.014	7	4027	0.014
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.672			0.683			1.355

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.53

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.348	7	4027	0.032	7	4027	0.380
07:30 - 08:00	7	4027	0.656	7	4027	0.067	7	4027	0.723
08:00 - 08:30	7	4027	1.103	7	4027	0.121	7	4027	1.224
08:30 - 09:00	7	4027	0.912	7	4027	0.131	7	4027	1.043
09:00 - 09:30	7	4027	0.628	7	4027	0.220	7	4027	0.848
09:30 - 10:00	7	4027	0.383	7	4027	0.223	7	4027	0.606
10:00 - 10:30	7	4027	0.337	7	4027	0.231	7	4027	0.568
10:30 - 11:00	7	4027	0.263	7	4027	0.209	7	4027	0.472
11:00 - 11:30	7	4027	0.309	7	4027	0.330	7	4027	0.639
11:30 - 12:00	7	4027	0.341	7	4027	0.351	7	4027	0.692
12:00 - 12:30	7	4027	0.383	7	4027	0.454	7	4027	0.837
12:30 - 13:00	7	4027	0.458	7	4027	0.490	7	4027	0.948
13:00 - 13:30	7	4027	0.468	7	4027	0.280	7	4027	0.748
13:30 - 14:00	7	4027	0.344	7	4027	0.337	7	4027	0.681
14:00 - 14:30	7	4027	0.192	7	4027	0.270	7	4027	0.462
14:30 - 15:00	7	4027	0.252	7	4027	0.333	7	4027	0.585
15:00 - 15:30	7	4027	0.188	7	4027	0.273	7	4027	0.461
15:30 - 16:00	7	4027	0.184	7	4027	0.394	7	4027	0.578
16:00 - 16:30	7	4027	0.156	7	4027	0.695	7	4027	0.851
16:30 - 17:00	7	4027	0.163	7	4027	0.816	7	4027	0.979
17:00 - 17:30	7	4027	0.128	7	4027	1.242	7	4027	1.370
17:30 - 18:00	7	4027	0.085	7	4027	0.763	7	4027	0.848
18:00 - 18:30	7	4027	0.064	7	4027	0.365	7	4027	0.429
18:30 - 19:00	7	4027	0.043	7	4027	0.209	7	4027	0.252
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.388			8.836			17.224

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.248	7	4027	0.007	7	4027	0.255
07:30 - 08:00	7	4027	0.468	7	4027	0.043	7	4027	0.511
08:00 - 08:30	7	4027	0.699	7	4027	0.060	7	4027	0.759
08:30 - 09:00	7	4027	0.518	7	4027	0.039	7	4027	0.557
09:00 - 09:30	7	4027	0.305	7	4027	0.096	7	4027	0.401
09:30 - 10:00	7	4027	0.174	7	4027	0.106	7	4027	0.280
10:00 - 10:30	7	4027	0.121	7	4027	0.074	7	4027	0.195
10:30 - 11:00	7	4027	0.103	7	4027	0.071	7	4027	0.174
11:00 - 11:30	7	4027	0.106	7	4027	0.135	7	4027	0.241
11:30 - 12:00	7	4027	0.153	7	4027	0.181	7	4027	0.334
12:00 - 12:30	7	4027	0.174	7	4027	0.206	7	4027	0.380
12:30 - 13:00	7	4027	0.234	7	4027	0.202	7	4027	0.436
13:00 - 13:30	7	4027	0.195	7	4027	0.089	7	4027	0.284
13:30 - 14:00	7	4027	0.131	7	4027	0.124	7	4027	0.255
14:00 - 14:30	7	4027	0.085	7	4027	0.121	7	4027	0.206
14:30 - 15:00	7	4027	0.092	7	4027	0.160	7	4027	0.252
15:00 - 15:30	7	4027	0.074	7	4027	0.103	7	4027	0.177
15:30 - 16:00	7	4027	0.082	7	4027	0.241	7	4027	0.323
16:00 - 16:30	7	4027	0.071	7	4027	0.451	7	4027	0.522
16:30 - 17:00	7	4027	0.082	7	4027	0.525	7	4027	0.607
17:00 - 17:30	7	4027	0.064	7	4027	0.749	7	4027	0.813
17:30 - 18:00	7	4027	0.060	7	4027	0.500	7	4027	0.560
18:00 - 18:30	7	4027	0.039	7	4027	0.223	7	4027	0.262
18:30 - 19:00	7	4027	0.032	7	4027	0.138	7	4027	0.170
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:		4.310			4.644			8.954	

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.014	7	4027	0.007	7	4027	0.021
07:30 - 08:00	7	4027	0.028	7	4027	0.011	7	4027	0.039
08:00 - 08:30	7	4027	0.043	7	4027	0.032	7	4027	0.075
08:30 - 09:00	7	4027	0.060	7	4027	0.046	7	4027	0.106
09:00 - 09:30	7	4027	0.046	7	4027	0.057	7	4027	0.103
09:30 - 10:00	7	4027	0.039	7	4027	0.039	7	4027	0.078
10:00 - 10:30	7	4027	0.067	7	4027	0.053	7	4027	0.120
10:30 - 11:00	7	4027	0.043	7	4027	0.053	7	4027	0.096
11:00 - 11:30	7	4027	0.053	7	4027	0.057	7	4027	0.110
11:30 - 12:00	7	4027	0.057	7	4027	0.039	7	4027	0.096
12:00 - 12:30	7	4027	0.046	7	4027	0.043	7	4027	0.089
12:30 - 13:00	7	4027	0.043	7	4027	0.039	7	4027	0.082
13:00 - 13:30	7	4027	0.021	7	4027	0.021	7	4027	0.042
13:30 - 14:00	7	4027	0.053	7	4027	0.057	7	4027	0.110
14:00 - 14:30	7	4027	0.035	7	4027	0.035	7	4027	0.070
14:30 - 15:00	7	4027	0.050	7	4027	0.043	7	4027	0.093
15:00 - 15:30	7	4027	0.021	7	4027	0.018	7	4027	0.039
15:30 - 16:00	7	4027	0.021	7	4027	0.028	7	4027	0.049
16:00 - 16:30	7	4027	0.028	7	4027	0.043	7	4027	0.071
16:30 - 17:00	7	4027	0.039	7	4027	0.032	7	4027	0.071
17:00 - 17:30	7	4027	0.018	7	4027	0.050	7	4027	0.068
17:30 - 18:00	7	4027	0.004	7	4027	0.028	7	4027	0.032
18:00 - 18:30	7	4027	0.007	7	4027	0.004	7	4027	0.011
18:30 - 19:00	7	4027	0.004	7	4027	0.007	7	4027	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.840			0.842			1.682

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
07:30 - 08:00	7	4027	0.004	7	4027	0.000	7	4027	0.004
08:00 - 08:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
08:30 - 09:00	7	4027	0.007	7	4027	0.004	7	4027	0.011
09:00 - 09:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
09:30 - 10:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
10:00 - 10:30	7	4027	0.004	7	4027	0.000	7	4027	0.004
10:30 - 11:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
11:00 - 11:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
11:30 - 12:00	7	4027	0.004	7	4027	0.000	7	4027	0.004
12:00 - 12:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
12:30 - 13:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
13:00 - 13:30	7	4027	0.004	7	4027	0.004	7	4027	0.008
13:30 - 14:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:00 - 14:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
14:30 - 15:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:00 - 15:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
15:30 - 16:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
16:00 - 16:30	7	4027	0.004	7	4027	0.000	7	4027	0.004
16:30 - 17:00	7	4027	0.000	7	4027	0.011	7	4027	0.011
17:00 - 17:30	7	4027	0.000	7	4027	0.004	7	4027	0.004
17:30 - 18:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:00 - 18:30	7	4027	0.000	7	4027	0.000	7	4027	0.000
18:30 - 19:00	7	4027	0.000	7	4027	0.000	7	4027	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.031			0.058

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.*

Appendix H

Calculation Reference: AUDIT-317901-231207-1206

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

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: Number of residents
 Actual Range: 31 to 60 (units:)
 Range Selected by User: 31 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 13/06/22

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 2 days
 Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 4 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) 1
 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 3
 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 3 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:**Use Class:**

C2 4 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:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 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	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	2 days
1.1 to 1.5	2 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:

No	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 Survey date: TUESDAY 27/09/16	NURSING HOME BLACKPOOL
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: 60 Survey date: MONDAY 13/06/22	NURSING HOME NORTH NORTHAMPTONSHIRE
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: 37 Survey date: MONDAY 04/03/19	NURSING HOME NORTH YORKSHIRE
4	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19	NURSING HOME TYNE & WEAR

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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	45	0.072	4	45	0.022	4	45	0.094
08:00 - 09:00	4	45	0.072	4	45	0.061	4	45	0.133
09:00 - 10:00	4	45	0.089	4	45	0.056	4	45	0.145
10:00 - 11:00	4	45	0.044	4	45	0.033	4	45	0.077
11:00 - 12:00	4	45	0.061	4	45	0.089	4	45	0.150
12:00 - 13:00	4	45	0.033	4	45	0.050	4	45	0.083
13:00 - 14:00	4	45	0.078	4	45	0.017	4	45	0.095
14:00 - 15:00	4	45	0.067	4	45	0.122	4	45	0.189
15:00 - 16:00	4	45	0.094	4	45	0.161	4	45	0.255
16:00 - 17:00	4	45	0.039	4	45	0.067	4	45	0.106
17:00 - 18:00	4	45	0.044	4	45	0.039	4	45	0.083
18:00 - 19:00	4	45	0.044	4	45	0.044	4	45	0.088
19:00 - 20:00	4	45	0.033	4	45	0.033	4	45	0.066
20:00 - 21:00	4	45	0.039	4	45	0.044	4	45	0.083
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.809			0.838			1.647

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:
Survey date date range:
Number of weekdays (Monday-Friday):
Number of Saturdays:
Number of Sundays:
Surveys automatically removed from selection:
Surveys manually removed from selection:

31 - 60 (units:)
01/01/15 - 13/06/22
4
0
0
0
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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	45	0.011	4	45	0.000	4	45	0.011
08:00 - 09:00	4	45	0.000	4	45	0.000	4	45	0.000
09:00 - 10:00	4	45	0.000	4	45	0.000	4	45	0.000
10:00 - 11:00	4	45	0.006	4	45	0.000	4	45	0.006
11:00 - 12:00	4	45	0.000	4	45	0.000	4	45	0.000
12:00 - 13:00	4	45	0.000	4	45	0.006	4	45	0.006
13:00 - 14:00	4	45	0.006	4	45	0.000	4	45	0.006
14:00 - 15:00	4	45	0.000	4	45	0.017	4	45	0.017
15:00 - 16:00	4	45	0.006	4	45	0.000	4	45	0.006
16:00 - 17:00	4	45	0.000	4	45	0.000	4	45	0.000
17:00 - 18:00	4	45	0.006	4	45	0.006	4	45	0.012
18:00 - 19:00	4	45	0.000	4	45	0.006	4	45	0.006
19:00 - 20:00	4	45	0.000	4	45	0.000	4	45	0.000
20:00 - 21:00	4	45	0.000	4	45	0.000	4	45	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	45	0.028	4	45	0.006	4	45	0.034
08:00 - 09:00	4	45	0.028	4	45	0.017	4	45	0.045
09:00 - 10:00	4	45	0.011	4	45	0.000	4	45	0.011
10:00 - 11:00	4	45	0.011	4	45	0.006	4	45	0.017
11:00 - 12:00	4	45	0.011	4	45	0.006	4	45	0.017
12:00 - 13:00	4	45	0.006	4	45	0.011	4	45	0.017
13:00 - 14:00	4	45	0.022	4	45	0.017	4	45	0.039
14:00 - 15:00	4	45	0.006	4	45	0.033	4	45	0.039
15:00 - 16:00	4	45	0.017	4	45	0.033	4	45	0.050
16:00 - 17:00	4	45	0.000	4	45	0.017	4	45	0.017
17:00 - 18:00	4	45	0.011	4	45	0.017	4	45	0.028
18:00 - 19:00	4	45	0.017	4	45	0.022	4	45	0.039
19:00 - 20:00	4	45	0.006	4	45	0.050	4	45	0.056
20:00 - 21:00	4	45	0.006	4	45	0.011	4	45	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.246			0.426

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	4	45	0.011	4	45	0.000	4	45	0.011
08:00 - 09:00	4	45	0.033	4	45	0.000	4	45	0.033
09:00 - 10:00	4	45	0.022	4	45	0.028	4	45	0.050
10:00 - 11:00	4	45	0.006	4	45	0.000	4	45	0.006
11:00 - 12:00	4	45	0.011	4	45	0.000	4	45	0.011
12:00 - 13:00	4	45	0.006	4	45	0.011	4	45	0.017
13:00 - 14:00	4	45	0.006	4	45	0.000	4	45	0.006
14:00 - 15:00	4	45	0.017	4	45	0.011	4	45	0.028
15:00 - 16:00	4	45	0.022	4	45	0.006	4	45	0.028
16:00 - 17:00	4	45	0.017	4	45	0.017	4	45	0.034
17:00 - 18:00	4	45	0.006	4	45	0.011	4	45	0.017
18:00 - 19:00	4	45	0.017	4	45	0.022	4	45	0.039
19:00 - 20:00	4	45	0.006	4	45	0.022	4	45	0.028
20:00 - 21:00	4	45	0.000	4	45	0.011	4	45	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.139			0.319

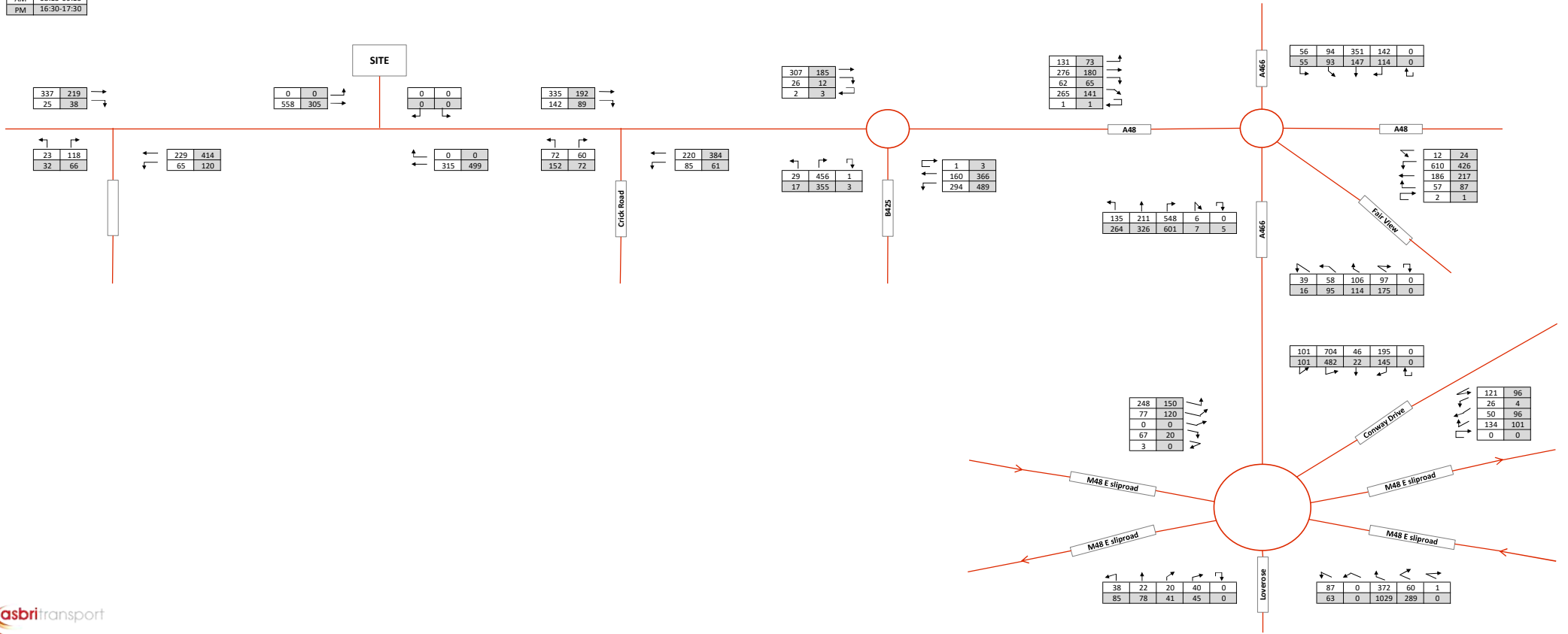
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

Appendix I

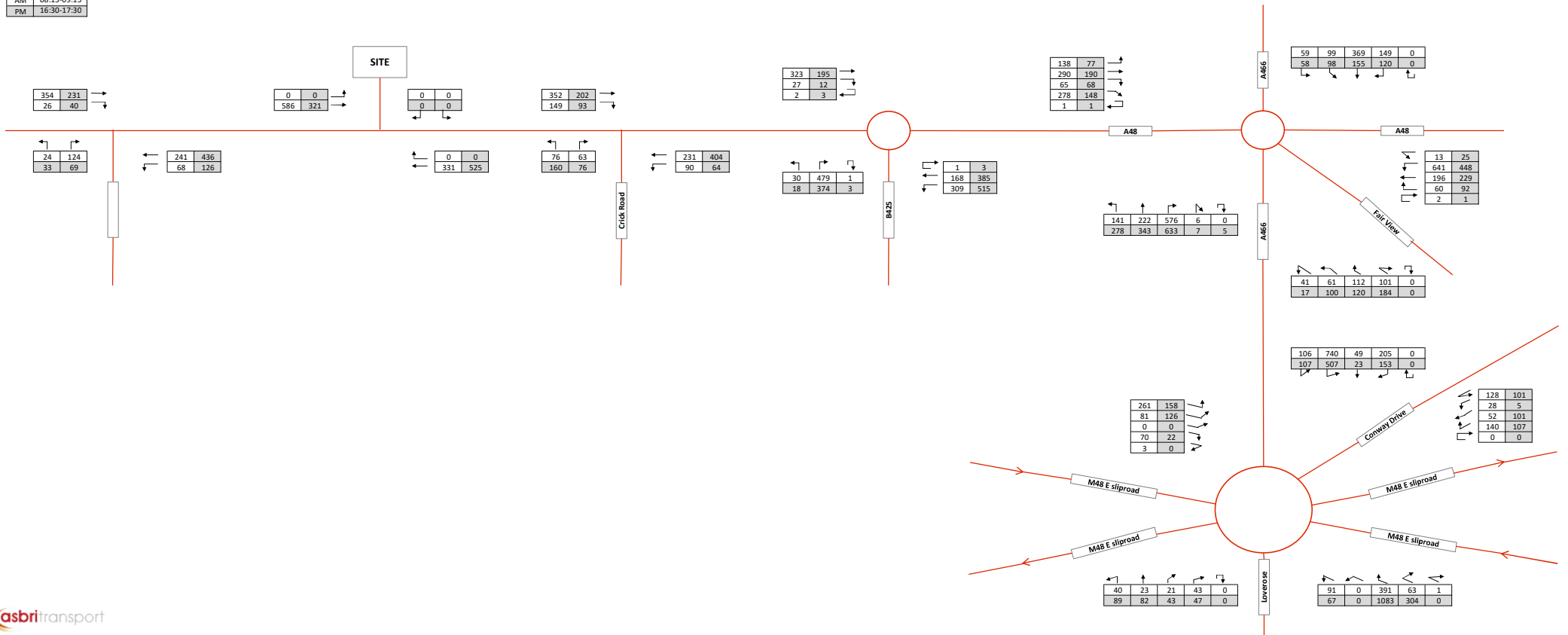
2025 Base

All flows in PCU
AM 08:15-09:15
PM 16:30-17:30



2035 Base

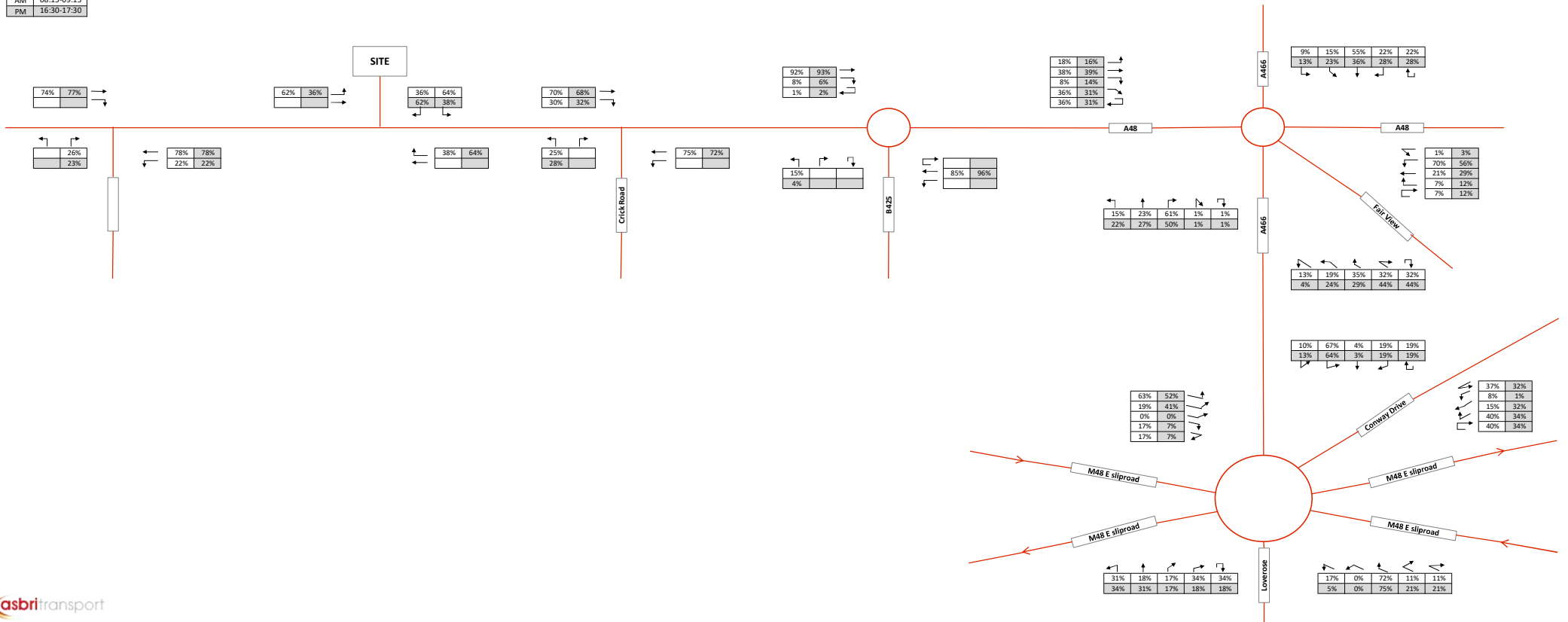
All flows in PCU
AM 08:15-09:15
PM 16:30-17:30



Appendix J

Turning Proportions

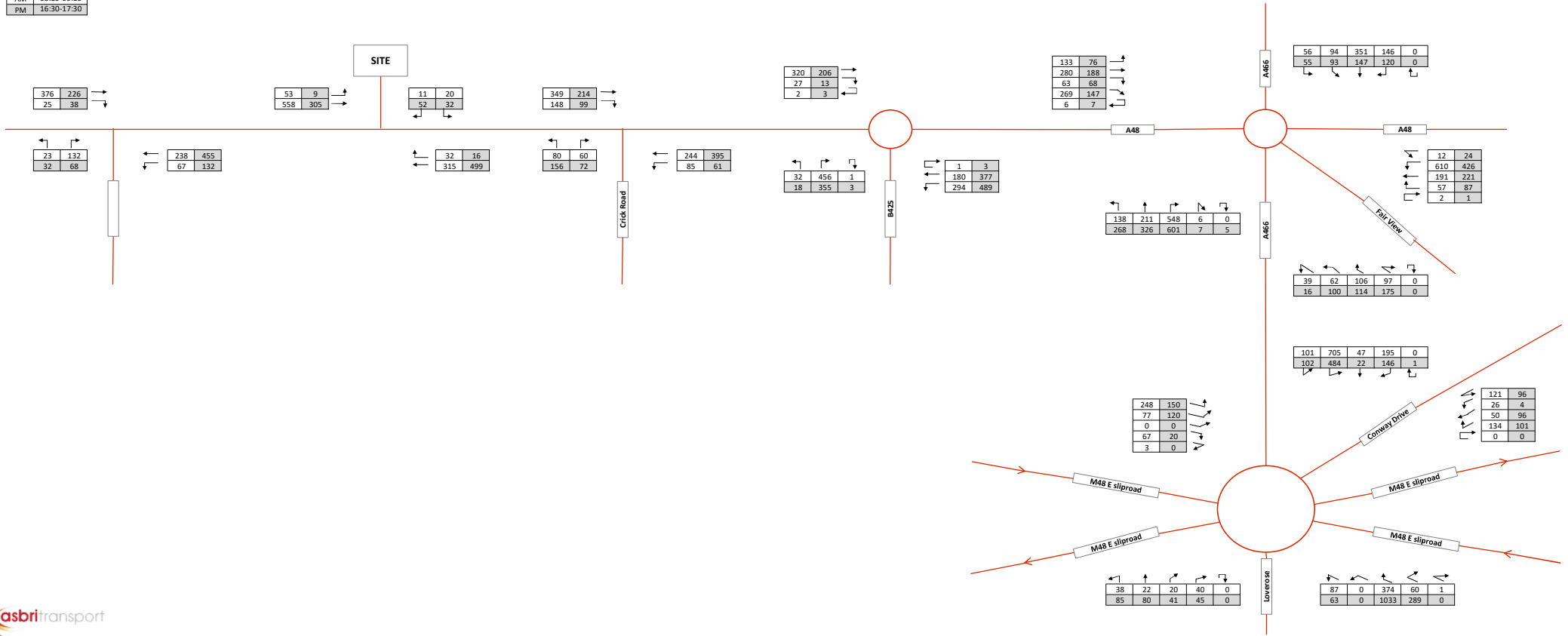
All flows in %
AM 08:15-09:15
PM 16:30-17:30



Appendix K

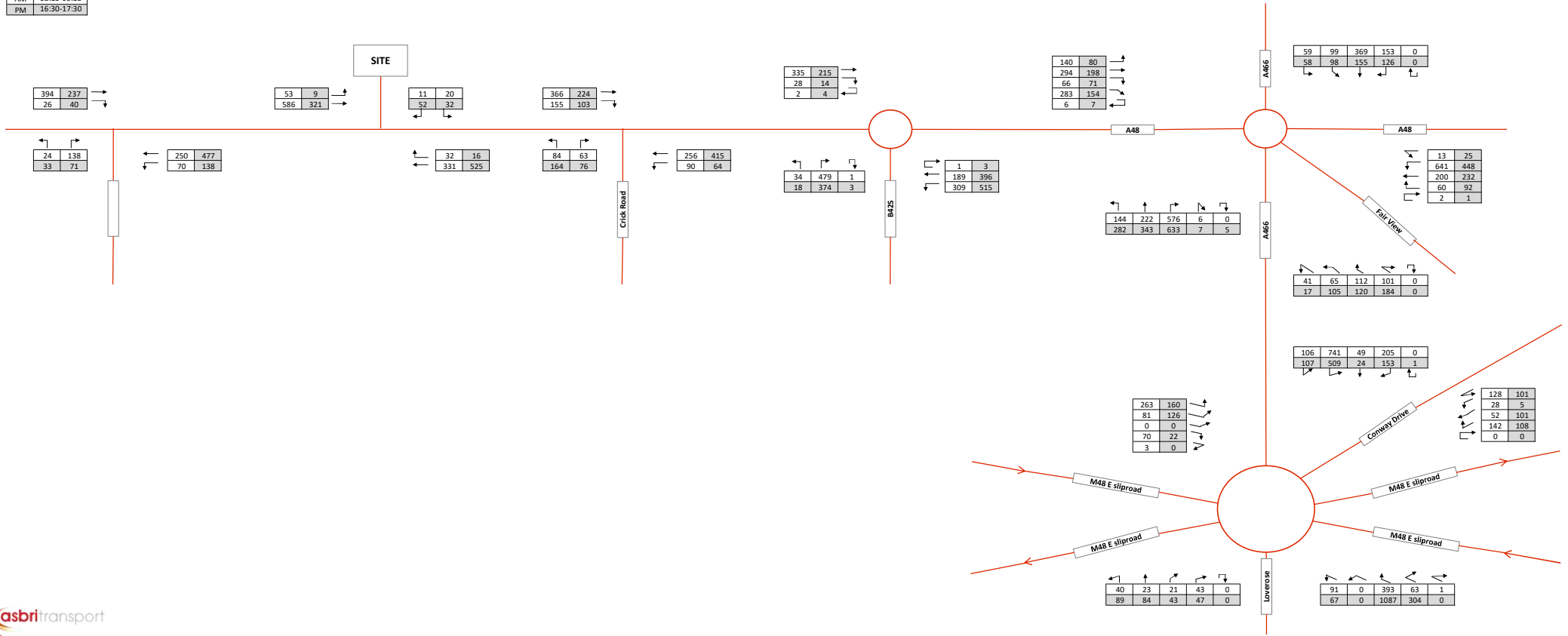
2025 Base + Development

All flows in PCU
AM 08:15-09:15
PM 16:30-17:30



2035 Base + Development

All flows in PCU
AM 08:15-09:15
PM 16:30-17:30



Appendix L

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Site Access.j9

Path: K:\T23\Jobs\T23.159 MoD Caerwent\Analysis\Junctions9

Report generation date: 04/01/2024 08:21:14

»2030 Base + Dev, AM

»2030 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Base + Dev								
Stream B-AC	D7	0.1	7.74	0.07	D8	0.2	8.62	0.18
Stream C-AB		0.1	7.50	0.07		0.0	6.26	0.03

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

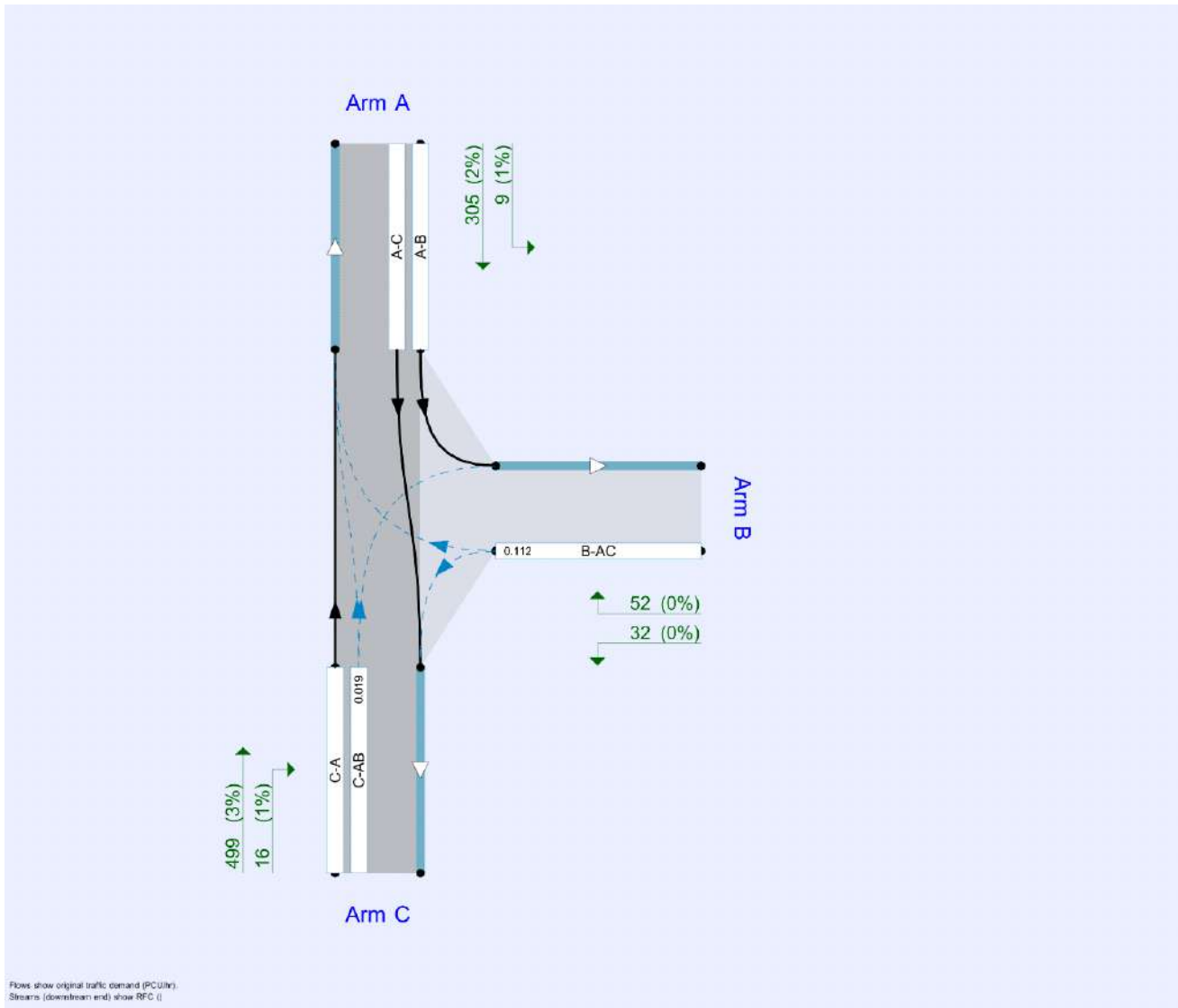
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	11/05/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\Louie
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2030 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A48 West		Major
B	Site Access		Minor
C	A48 East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.10		✓	2.20	185.0	✓	4.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	150	150

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	635	0.105	0.266	0.167	0.379
B-C	754	0.105	0.266	-	-
C-B	681	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	611	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	53	558
	B	11	0	20
	C	315	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	7.74	0.1	A	28	43
C-AB	0.07	7.50	0.1	A	29	44
C-A					289	434
A-B					49	73
A-C					512	768

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	567	0.041	23	0.0	0.0	6.622	A
C-AB	24	6	571	0.042	24	0.0	0.0	6.647	A
C-A	237	59			237				
A-B	40	10			40				
A-C	420	105			420				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	539	0.052	28	0.0	0.1	7.047	A
C-AB	29	7	549	0.052	29	0.0	0.1	6.983	A
C-A	283	71			283				
A-B	48	12			48				
A-C	502	125			502				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	499	0.068	34	0.1	0.1	7.738	A
C-AB	35	9	520	0.068	35	0.1	0.1	7.502	A
C-A	347	87			347				
A-B	58	15			58				
A-C	614	154			614				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	9	499	0.068	34	0.1	0.1	7.739	A
C-AB	35	9	520	0.068	35	0.1	0.1	7.502	A
C-A	347	87			347				
A-B	58	15			58				
A-C	614	154			614				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	539	0.052	28	0.1	0.1	7.050	A
C-AB	29	7	549	0.052	29	0.1	0.1	6.987	A
C-A	283	71			283				
A-B	48	12			48				
A-C	502	125			502				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	567	0.041	23	0.1	0.0	6.626	A
C-AB	24	6	571	0.042	24	0.1	0.0	6.651	A
C-A	237	59			237				
A-B	40	10			40				
A-C	420	105			420				

2030 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	314	100.000
B		ONE HOUR	✓	84	100.000
C		ONE HOUR	✓	515	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	9	305
	B	52	0	32
	C	499	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.18	8.62	0.2	A	77	116
C-AB	0.03	6.26	0.0	A	15	22
C-A					458	687
A-B					8	12
A-C					280	420

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	564	0.112	63	0.0	0.1	7.177	A
C-AB	12	3	624	0.019	12	0.0	0.0	5.936	A
C-A	376	94			376				
A-B	7	2			7				
A-C	230	57			230				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	541	0.140	75	0.1	0.2	7.723	A
C-AB	14	4	613	0.023	14	0.0	0.0	6.069	A
C-A	449	112			449				
A-B	8	2			8				
A-C	274	69			274				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	510	0.181	92	0.2	0.2	8.616	A
C-AB	18	4	598	0.029	18	0.0	0.0	6.261	A
C-A	549	137			549				
A-B	10	2			10				
A-C	336	84			336				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	92	23	510	0.181	92	0.2	0.2	8.624	A
C-AB	18	4	598	0.029	18	0.0	0.0	6.261	A
C-A	549	137			549				
A-B	10	2			10				
A-C	336	84			336				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	19	541	0.140	76	0.2	0.2	7.736	A
C-AB	14	4	613	0.023	14	0.0	0.0	6.072	A
C-A	449	112			449				
A-B	8	2			8				
A-C	274	69			274				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	564	0.112	63	0.2	0.1	7.196	A
C-AB	12	3	624	0.019	12	0.0	0.0	5.937	A
C-A	376	94			376				
A-B	7	2			7				
A-C	230	57			230				