

Access Appraisal

Stonefalls Development Project Access Appraisal

Site Location and Local Road Network

Modus Transport Solutions Ltd has been commissioned by the Stonefalls Partnership to undertake an access appraisal for a development site at Lower Burnmouth in the Scottish Borders.

The site is located approximately halfway down Burnmouth Brae adjacent to Burnmouth Kirk. Burnmouth Brae, the C123, is 1.094km in length and runs from the junction with the C122 Hillfield to Cowdrait and Ross. Burnmouth Brae is typically 3.7 – 4.5m in width with wider sections providing vehicle passing places. At the entrance to the site Burnmouth Brae widens to 5.8m allowing two vehicles to easily pass.

Burnmouth Brae is subject to a 20mph speed limit, as is the whole of the village of Burnmouth, and the Brae has a maximum gradient of 20% over the steeper sections. Burnmouth Brae is an adopted road and listed on the Adopted Roads Register for Scottish Borders Council.

A view of Burnmouth Brae adjacent to the development site is provided in Figure 1.0.



Figure 1.0 - Burnmouth Brae.

There are no footways on Burnmouth Brae, and street lighting is provided at the top and bottom of the Brae and adjacent to Coastguard Cottage and Burnmouth Kirk which are adjacent to the development site.



Burnmouth Brae is signposted from the Junction of the C122, Hillfield, as a dead-end and as such Burnmouth Brae provides access to the harbour and the small residential areas of Partanhall, Lower Burnmouth Cowdrait and Ross. Approximately 55 residential units use Burnmouth Brae for access with a number of these residential properties being holiday homes and homes for let.

A view of the junction of the C122 Hillfield Road and Burnmouth Brae is provided in Figure 2.0 $\,$



Figure 2.0 - Burnmouth Brae.

The section of Burnmouth Brae to the east of the development site is traffic calmed and provided with one-way shuttle working for traffic. Figure 3.0 provides a view of this traffic calming. This traffic calming slows traffic and manages vehicle speeds.





Figure 3.0 - Burnmouth Brae Traffic Calming

An Automatic Traffic Counter (ATC) was put in place on the C122 Burnmouth Brae over the course of a week from the 23rd of March until the 29th of March. The results of the ATC confirm that Burnmouth Brae is extremely lightly trafficked with the average 24-hour two-way flow over the course of one week being 203 vehicles. Table 1.0 below provides a summary of the weekly traffic flow on Burnmouth Brae.

Day of Week	Eastbound 24 Hour Flow	Westbound 24 Hour Flow	Total 24 Hour Flow
Monday	110	120	230
Tuesday	96	105	201
Wednesday	87	98	185
Thursday	85	94	179
Friday	103	111	214
Saturday	94	104	198
Sunday	103	108	211
24 Hour Average	97	106	203

Table 1.0 - Burnmouth Brae Traffic Flows.

A full copy of the ATC data is provided in Appendix 1.

A review of peak hour traffic flows on Burnmouth Brae concluded that hourly traffic flows are extremely low with a maximum two-way hourly flow recorded on a Saturday of 32 vehicles per hour which equates to approximately one vehicle every two minutes. Figures 4.0 and 5.0 show the peak hour directional traffic flow on Burnmouth Brae over the course of one week. The traffic flows recorded are typical of traffic flows on Burnmouth Brae. It is accepted that there may be busier periods but also there will be points when traffic flows are lower. The traffic flows obtained are therefore representative of typical flows on Burnmouth Brae.



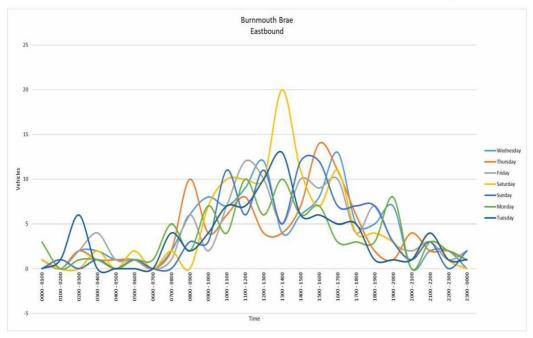


Figure 4.0 – Burnmouth Brae East Bound Traffic Flows

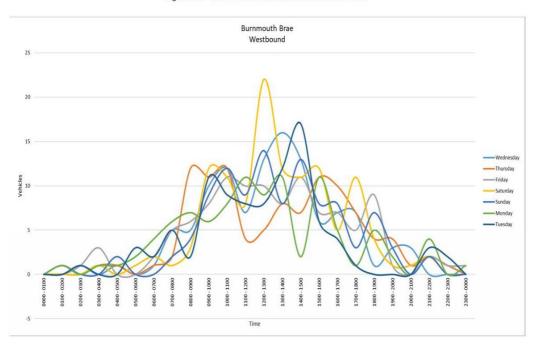


Figure 5.0 – Burnmouth Brae West Bound Traffic Flows



In addition to the ATC data for Burnmouth Brae, speed survey was also undertaken adjacent to the proposed development site. Figure 6.0 shows the location of the speed survey equipment.



Figure 6.0 – Burnmouth Brae Speed Survey Location

The traffic flows on Burnmouth Brae are so low that statistically it was not possible to determine the 85th % traffic speed as there are simply not enough vehicles travelling along the road. On this basis it is only possible to report the average speeds over a 24-hour period for the week. The results of the speed survey are provided in **Appendix 1** with a summary of the average speeds provided in Tables 2.0 and 3.0 for the eastbound and westbound directions.

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Time			Eastbou	nd Avergage Spe	ed mph		
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0000 - 0100	18	-	10.7	13.1	14.3	12.4	/ =);
0100 - 0200	-	16.2	-			-	9.8
0200 - 0300	16.7	17.7	15.8	17.3	16.1		1-0
0300 - 0400	14		19.1	17.2	19.4	22.2	8.2
0400 - 0500		=	17.6	13.6	14.7	-	-
0500 - 0600	17.4	-	15.3	17.7	17	15.3	13.1
0600 - 0700	17.1	-	-		-		(4))
0700 - 0800	13.5	15.8	14.2	12.6	12.5	16.5	(*)
0800 - 0900	14.1	17.6	13.6	11.6	15.2		15.3
0900 - 1000	16.1	16.3	16.2	13.7	13.9	15	15
1000 - 1100	12.1	11.7	12.4	15.1	13.7	14.9	14.4
1100 - 1200	13.7	14.9	11.2	13	15	14	13.5
1200 - 1300	14.1	13.6	9.4	13.3	14.6	15.8	13.5
1300 - 1400	13	13.7	10.2	16.4	15.6	12.3	14
1400 - 1500	14	14.5	12.6	14.5	14.4	14.3	14
1500 - 1600	14.8	15.2	12.9	14.4	14.5	15.2	14.9
1600 - 1700	17.7	16.1	12.6	13.8	14.4	12.8	14.1
1700 - 1800	15.2	13.8	12.9	13.7	13	12.2	14.3
1800 - 1900	16.4	13.6	15.4	9.3	15.2	14.2	12.7
1900 - 2000	15.2	15.5	14	13.2	17.2	15.1	16.1
2000 - 2100	-	17.4	-	16.9	17.4	14.6	18.9
2100 - 2200	14.2	17.4	13.1	15.6	15.9	16.5	19.1
2200 - 2300	16.1	18.4	17	18.6	14.9	15.6	
2300 - 0000	14	10.2	-	18	15.4	-	18.5
Average	15.1	15.2	13.8	14.7	15.2	14.9	14.4

Table 2.0 – Burnmouth Brae Speed Survey Results – Eastbound.



Time			Westbo	und Avergage Spe	ed mph		
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
0000 - 0100	-	-	-		-	-	-
0100 - 0200	14.5		-	•/		-	-
0200 - 0300	-	11.3	19.1		17.2		-
0300 - 0400	15.2		-	12.1	12.2	13.5	13.5
0400 - 0500	12.9	-	16.3	14.4	-	-	-
0500 - 0600	16.1	15.6	-		-	13.4	13.4
0600 - 0700	16.3	14.4	17.2	17.2	16.9	15.2	15.2
0700 - 0800	13.7	16.1	15.7	14.9	15.7	13.3	13.3
0800 - 0900	14.7	17.8	15	14	16.5	10.2	10.2
0900 - 1000	14.8	12.4	14.3	15.2	14.5	14	14
1000 - 1100	12.3	14.2	12.4	14.6	12.7	14.8	14.8
1100 - 1200	14.5	14.8	10.3	11.4	14.6	14	14
1200 - 1300	15.2	13.9	13.9	13.3	14.6	14.9	14.9
1300 - 1400	13	12.4	12.8	12.2	15.8	14	14
1400 - 1500	13.4	13.8	14.8	16.2	12.9	12.8	12.8
1500 - 1600	16.5	14.2	12.7	14.5	14.6	14	14
1600 - 1700	15	14.1	15.2	13.1	15	13.6	13.6
1700 - 1800	16	8.2	14.3	12.6	13.8	13.4	13.4
1800 - 1900	14.4	-	20.2	15.7	13.8	14.2	14.2
1900 - 2000	19.3	-	10.5	15.1	6.2	13.7	13.7
2000 - 2100			14	20.4		16.9	16.9
2100 - 2200	14.8	14.5	-	14.8	15.3	14.9	14.9
2200 - 2300		17.9		16.9	17.8	-	
2300 - 0000	11.4	-			17.9		
Average	14.7	14.1	14.6	14.7	14.6	13.9	13.9

Table 3.0 – Burnmouth Brae Speed Survey Results – Westbound.

As can be seen from Tables 2.0 and 3.0 the average speed of traffic in both directions past the entrance to the development site is approximately 15mph which is under the 20mph speed limit for the road. The horizontal and vertical nature of the road obviously helps to enforce these speeds and in effect acts as a natural traffic calming feature.

In summary the development site is located on an extremely lightly trafficked road with very low vehicles speeds.

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Development Proposals

The development proposals are for three holiday chalets located on the site. Access to the site will be taken from the existing access onto Burnmouth Brae.

The nature of the proposed development at Burnmouth Brae is such that the majority of trips to/from a development of this type (certainly the main arrival / departure trips) are likely to be by car. Holiday accommodation of this type typically involves families with bikes, dogs and sometime grandparents and therefore moving this amount of people and holiday equipment is most efficiently undertaken by the private car.

The development at Burnmouth Brae will typically generate tourist related traffic to local tourist attractions and other local recreational activity which will generally occur outside of the local road network peaks. On this basis the potential traffic impacts of the proposed development are minimal.

The proposed development will consist of a total of 3 lodge style holiday chalets. To quantify the vehicle trip rate and resultant generation associated with the proposed development an assessment was carried out using the TRICS database (Version 7.9.1), a recognised Industry standard tool for assessing development trip generation.

The TRICS Land Use selected was '03 – Residential' and the chosen Category was 'J – Holiday Accommodation'. All regions and areas were included with the exception of Ireland, and the dates extended to include all available data within TRICS from 2000 - 2022. This selection meant that a wider selection of sites was assessed for a more robust assessment. The survey days for Monday to Friday were selected with Saturday and Sunday being deselected. In addition, the selected locations were 'Edge of Town' and 'Free Standing'. A copy of the TRICS data is provided in **Appendix 2**.

The TRICS trip rates and predicted trips are shown in Table 4.0.

	Т	RICS Vehicle Trip Rate	es		Vehicle Trips	
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.046	0.042	0.088	0	0	0
PM Peak (17:00 – 18:00)	0.102	0.07	0.172	1	0	1
Daily (00:00 – 24:00)	1.09	1.072	2.162	3	3	6

Table 4.0 - Burnmouth Brae Peak Hour Traffic

As can be seen from Table 4.0 the level of peak hour traffic generation from the proposed Burnmouth Brae development is extremely low. This is not unexpected as the nature of the development and the holiday accommodation land use is such that it does not typically generate large peak hour traffic volumes. Indeed, the overall two-way traffic movement over the typical 24-hour period is also very low with only six two-way movement over the course of the day. This level of traffic generation will have no impact upon the safe operation of Burnmouth Brae.



Development Access

Access to the development will use an existing access track which has had historic use as an access and parking area when Burnmouth Kirk was in use. The current width of the track, overgrown as it is, will be restored to the full original boundary width from 3.6 m to 4.5 m allowing two vehicles to pass.

A swept path assessment for vehicles entering and existing the site confirms that this manoeuvre can be undertaken safely within the limits of the adopted carriageway and the site access. Vehicles are required to use the whole of Burnmouth Brae to access the site however as vehicles speeds and traffic volumes are so low this is not deemed to be an issue. The access to Coastguard cottage requires the same manoeuvre as does the access to Partanhall at the bottom of Burnmouth Brae. Therefore, this is a common manoeuvre in the area and is not seen to be unsafe. Drawing MTS 9055 SK01 provides details of a large car entering and existing the site.

The appropriate sightlines for a road with a 20mph speed limit are 2.4m x 25m, reference Scottish Government Document - Designing Streets. These sightlines can be achieved in both directions and drivers exiting from the development site are able to clearly observe oncoming vehicles from either direction. The sightline to the right, up Burnmouth Brae, will require the removal of one small tree and the reprofiling of the embankment. Figures 7.0 and 8.0 provide a view of the sightlines in either direction.



Figure 7.0 - Visibility to the Left

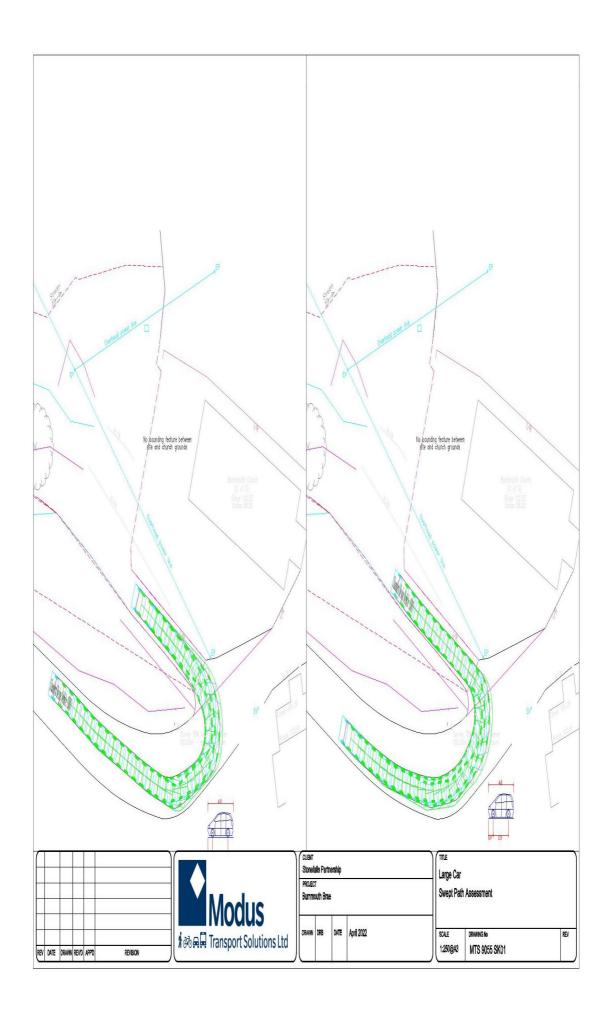






Figure 8.0 – Visibility to the Right

There are a number of issues which will need to be addressed in order to improve the access. The first will be the removal of the raised road surface "hump" which runs along the site entrance. It is assumed that this has been put in place as a drainage measure to prevent water from coming into the site and the adjacent Burnmouth Kirk site. Figure 9.0 provides a view of this raised road surface. With the removal of this feature further work will be required in respect of appropriate road drainage and the provision of active drainage at the site entrance.

The owner of Burnmouth Kirk adjacent to the development site has recently carried out substantive earth works and regrading operations near to the boundary of the development site. These works would appear to remain unfinished, and it is anticipated that the owner of Burnmouth Kirk will no doubt be making good the retaining wall and structures adjacent to the development site.





Figure 9.0 – Raised Road Surface.

At the entrance to the development site the existing crash barrier will require adjustment and the end concrete support will require to be removed. The next barrier support will therefore require to be strengthen and the alignment of the barrier amended. The corner radii into the development site from Burnmouth Brae will require adjustment and the profile of the entrance into the site amended and reprofiled to accommodate the movement of vehicles and the required drainage proposals. Figure 10.0 shows the barrier to be adjusted and the area where amendments are required to the entrance into the site.





Figure 10.0 – Existing Barrier



Summary and Conclusion

Modus Transport Solutions Ltd has been commissioned by the Stonefalls Partnership to undertake an access appraisal for a development site at Lower Burnmouth in the Scottish Borders.

The site is located approximately halfway down Burnmouth Brae adjacent to Burnmouth Kirk. Burnmouth Brae, the C123. Burnmouth Brae is typically 3.7 – 4.5m in width with wider sections providing vehicle passing places. Burnmouth Brae is subject to a 20mph speed limit and the Brae has a maximum gradient of 20% over the steeper sections. Burnmouth Brae is an adopted road and listed on the Adopted Roads Register for Scottish Borders Council

An Automatic Traffic Counter (ATC) was put in place on the C122 Burnmouth Brae and it was concluded that hourly traffic flows are extremely low with a maximum two-way hourly flow recorded on a Saturday of 32 vehicles per hour which equates to approximately one vehicle every two minutes.

A speed survey on Burnmouth Brae concluded that the average speed of traffic in both directions past the entrance to the development site is approximately 15mph. The development site is therefore located on an extremely lightly trafficked road with very low vehicles speeds.

The development proposals are for three holiday chalets located on the site. Access to the site will be taken from the existing access onto Burnmouth Brae. A review of the TRICS databased confirmed that the level of peak hour traffic generation from the proposed Burnmouth Brae development is extremely low with only six two-way movement over the course of the day. This level of traffic generation will have no impact upon the safe operation of Burnmouth Brae.

Visibility from the development access is appropriate for the speed of traffic on Burnmouth Brae and the level of development. Some amendments to the site entrance will be required along with some minor amendments to the existing crash barrier. All this work can be done within land under the control of the Applicant or within Highway Land.

Modus Transport Solutions Ltd April 2022



Appendix 1 - Traffic Data

Rupnouth ATGS Report M Site Name Description Direction	13422 Site 1 of 1 Local Road, 2 Eastbound	90m west of	Local Road																														
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0000-0100	Totals	ļ		1		Cycles	Motor Cycles	Car Van	Van Toving	Van Lorry	Rigid	Rigid	Artic	Artic		rtic Road Train	Road Train	€10mph	10 <15mph	15 (2)mph	29 <25mph	25 <30mph	30 <35πρh	35 climph	45mph	45 <50nph 0	50 <55mpt	55 Glimph	60 ≪65mph	65 <140mph	85%	Speed	0
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209. 200 THE WAR AND THE WAR A	84 95 95 95 96 96 96 97 97 97 97 97 97 97 97 97 97 97 97 97	22 23 00-15	23 : 24 : 24 : 25 White Bir Di	26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	21 22 4540 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycles 0 0 0 0 0 0 0 0 0 2	Motor	87 90 Car Wan 2 0 1 1 0 0 0 1 5 5 2 6 5 3 3 3 8 8 0 3	Car Vian Towing 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle Van Lorry	3 Axie Bigid	4 Aute Rigid 0 0 0 0 0 0 0	RX Scheme 3 Axie Artic 0 0 0 0 0 0 0	4 Axie Artic 0 0 0 0 0 0 0	SAde 6 Adic A 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	Triple Road Train	MPH 0 4/0mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 10 <15mph 0 0 0 0 0 0 4	### ### ### ### ### ### ### ### ### ##	20 CSnph 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25	WPH 30 <5mph 0 0 0 0 0 0 0 0	hicle Speed MPH 35 <48mph 0 0 0 0 0 0	45 c45mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 45 45 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50	#PH 55 55 56 10 ph	#PH 61 45mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 65 < Allimph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	16.4 54.5 54.3 18. 17.1 17.1 17.1 17.1 18.1 19.1 1	8 0
209. 200 The '988 Book - 400 The '988 Bo	84 95 95 95 96 96 97 97 97 97 97 97 97 97 97 97 97 97 97	22 23 00-15	23 : 24 : 24 : 15 Winds Bir D	26 26 27 27 27 27 27 27 27 27 27 27 27 27 27	21 22 4540 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Motor	\$7 90 Car Van 2 0 1 1 5 2 5 3 3 7 3 3 3 8 0	Car Van Toving 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle Van Lorry	3 Axie Bigid	4 Aute Rigid 0 0 0 0 0 0 0	RX Scheme 3 Axie Artic 0 0 0 0 0 0 0	4 Axie Artic 0 0 0 0 0 0 0	SAde 6 Adic A 0 0 0 0 0	Dubble D	Triple Road Train	MPH 0 4/0mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 10 <15mph 0 0 0 0 0 0 4	41 41 15 41 10 0 0 0 1 1 1 1 0 0 6 0 0 3 3 3 4 4 3 2 2 6 0 0	20 CSnph 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25	WPH 30 <5mph 0 0 0 0 0 0 0 0	hicle Speed MPH 35 <48mph 0 0 0 0 0 0	45 c45mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 45	50	#PH 55 55 56 10 ph	#PH 61 63 65 65 60 60 60 60 60 60 60 60 60 60 60 60 60	MPH 65 5 5 5 5 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	184 Average Speed 18 - 174 17.1 17.1 18.1 17.7 18.2 18.4 18.1 17.7 18.2 18.4 18.1 18.1 18.1 18.1 18.1 18.1 18.1	SSDD
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day 29 March 2022			15 Minute	Bin Droos							Number Vei	icle Classes	ARX Schem	0											Vehicle Spe									
Time	Hourly Totals	00-15	15-30	Bin Drops 30-45	4500	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axie Rigid	4 Axle Rigid	3 Axie Artic	4 Acite Artic	5 Acte Artic	6 Axle Artic	Couble Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 Climph	MPH 20 CSmph	MPH 25 GOrph	MPH 30 <6mm	MPH 35 c4(mph	MPH 40 45mph	MPH 45 Sünph	MPH 50 <strot< th=""><th>MPH 55 Stillneth</th><th>MPH 68 Géneh</th><th>MPH 65 <140mph</th><th>P-Tile 85%</th><th>Average Speed</th><th>Stano Devia</th></strot<>	MPH 55 Stillneth	MPH 68 Géneh	MPH 65 <140mph	P-Tile 85%	Average Speed	Stano Devia
0000 - 0100 0100 - 0200	0	1	1	0	0	1	l I	0	0	0	1	1	0	0	1	1	0	0	0	1 1	1	0	0	(1	0	0	(1	0	0	1	163	
0200 - 0300 0300 - 0400	6	6	į	0	0	Ü	į	5	0	0	1	i	0	0	Ü	į	0	0	0	1	4	1	0	į	0	0	0	Ü	1	Ü	0		162 177	2
0400 - 0500	0	i	i	0	0	0	i	0	0	0	i	0	0	0	i	i	0	0	0	i	0	0	0	i	i	0	0	0	i	0	0		×.	
0500 - 0600 0600 - 0700	0	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	0	0	0	0	0		:	:
0700 - 0800 0800 - 0900	4 2	2	0	0	2	0	1	3	0	0	1	0	0	0	0	1	0	0	0	2	2	0	0	1	1	0	0	0	1	0	0		15.8	31
0900 - 1000 1000 - 1100	4	i	2	0	2	0	į	į	0	0	į	0	0	0	Ü	į	0	0	0	i	4	0	0	į	į	0	0	Ü	į	0	0		163 117	0.
1100 - 1200	1	0	4	2	1	0	i	1	0	0	0	1	0	0	i	i	0	0	0	3	4	0	0	i	i	0	0	1	i	0	0		14.9	2
1200 - 1300 1300 - 1400	10 13	1	5	2	3 5	0	0	7	0	2	1	0	0	0	0	1	0	0	2	6	5	0	0	0	0	0	0	0	0	0	0	17	13.5 13.7	3.
1400 - 1500 1500 - 1600	6	3	2	4	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		14.5 15.2	2
1600 - 1700 1700 - 1800	5	1	3	1	0	0	1	5	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	1	0	0	0	0	0	0	0		16.1 13.8	
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2100 - 2200 2200 - 2300	1	0	1	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		17.4 18.4	0
2300 - 0000 0700 - 1900	70	12	23	19	16	0	1	59	0	0	4	0	0	0	0	1	0	0	6	29	34	0	0	1	1	0	0	0	1	0	0	172	10.2	2
0600 - 2200 0600 - 0000	76 78	13	25	21	17	0	1	65 67	0	1	4	1	0	0	0	1	0	0	6	25	41	1	0	1	1	0	0	0	1	0	0	17.4	14.5	2
0000 - 0000	85	19	v	21	13	- 1	- 1	72	0	8	5	1	0	0	- 0	-1	0	0	6	31	4	2	0	- 1	1	0	0	0	-1	0	0	17.7	143	2
(7.00)			15 Minute	Bin Drogs							Number Vel	icle Classes	ARX Schem	e											Vehicle Spe									
Time	Hourly Totals	00-15	1530	30-45	4500	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Aute Rigid	3 Axie Artic	4 Axle Artic	5 Axie Atic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 (Zîmpi	MPH 20 Cămph	MPH 25 <30mph	MPH M Kingh	MPH 35 40mph	MPH 40 45mph	MPH 45 <sünph< td=""><td>MPH 50 S5mph</td><td>WPH 55 <80mph</td><td>60 Kilomph</td><td>65 <140mph</td><td>P-Tile 85%</td><td>Average Speed</td><td>Stano Devia</td></sünph<>	MPH 50 S5mph	WPH 55 <80mph	60 Kilomph	65 <140mph	P-Tile 85%	Average Speed	Stano Devia
0000 - 0100 0100 - 0200	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	0	0	0	0	0	0		149 13 17	2
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0400 - 0500 0500 - 0600	1	i	1	0	0	0	i	1	0	0	i	1	0	0	0	i	0	0	0	i	1	0	0	i	1	0	0	Ü	i	0	0		15.9	
0600 - 0700 0700 - 0800	0 2	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		17.1 14.3	
0800 - 0900 0900 - 1000	4 5	1	1	1	1 2	0	0	3	0	1	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0		13.7 15.4	1
1000 - 1100 1100 - 1200	7 9	2	2	2	1 2	0	1	6	0	1	0	0	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0		137	3
1200 - 1300 1300 - 1400	9	2	2	2	2	1	1	8	0	1	1	1	0	0	0	1	0	0	1	4	3	0	0	1	1	0	0	0	1	0	0		13.3 13.3	
1400 - 1500	8	2	3	2	1	0	į	7	0	1	į	0	0	0	į	į	0	0	1	5	3	0	0	į	į	0	0	Ü	į	0	0		14.1	1
1500 - 1600 1600 - 1700	9	2	2	2	3	0	ì	8	0	0	i	1	0	0	0	i	0	0	1	4	4	0	0	i	1	0	0	1	1	0	0		139	-
1700 - 1800 1800 - 1900	5	1	1	2	1	0	1	4	0	0	0	1	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0		138 142	3
1900 - 2000 2000 - 2100	1	1	1	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0		15.1 17	
2100 - 2200 2200 - 2300	3	1	1 0	1	1	0	1	3	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0		162 169	1
2300 - 0000 0700 - 1900	1 80	20	22	i	0	i	i	-	0	i	i	i	Ü	0	i	i	i	0	i	1	0	Ò	Ü	i	i	Ö	Ů	i	i	Ó	0	17.0	157	3
0600 - 2200 0600 - 2000	88	23	N	21	21	1	1	77	0	1	1	į	i	0	i	i	i	0	9	0	36	1	i	i	i	i	0	i	i	i	0	17.1	14.1	3
0000 - 0000	ÿ	36	X	2	23	i	1	85	Ö	i	i	i	i	Ö	i	i	i	Ö	9	5	41	ż	i	i	i	i	Ů	i	i	i	Ŏ	17.4	143	3
(1.00)			15 Minute	Bin Drops 30-45							Number Veh	icle Classes	ARX Schem	ŧ											Vehicle Spe	ed								
Time	Hourly Totals	00-15	15-30	30-45	4500	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axie Rigid	4 Axle Rigid	3 Axie Artic	4 Axie Artic	5 Axie Atic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	WPH 20 <singh< td=""><td>MPH 25 GOmph</td><td>MPH 30 Cl5mph</td><td>MPH 35 c40mph</td><td>WPH 48 45mph</td><td>MPH 45 Sümph</td><td>MPH 50 SSmph</td><td>MPH 55 Glimph</td><td>MPH 68 65mph</td><td>MPH 65 <140mph</td><td>P-Tile 85%</td><td>Average Speed</td><td>Devi</td></singh<>	MPH 25 GOmph	MPH 30 Cl5mph	MPH 35 c40mph	WPH 48 45mph	MPH 45 Sümph	MPH 50 SSmph	MPH 55 Glimph	MPH 68 65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Devi
Mon Tue	87 85	27 19	26 27	15 21	19 18	2	1	73 72	1	8	5	1	0	0	1	1	0	0	2	41 31	4	2	0	0	1	0	0	0	1	0	0	17.2 17.7	14.6 14.8	2
Wed Thu	103 54	31 25	26 23	20 27	26 19	3	1	91 81	0	6	1	0	0	0	0	1	0	0	22 8	48	30 36	3	0	1	1	0	0	0	0	0	0	16.9 17.2	13 14.1	3
Fri Sat	103 110	31 25	27 32	24 21	21 33	6	1	92 93	0	5	4	0	0	0	0	0	0	0	3	51 55	41 41	2	0	0	0	0	0	0	0	0	0	18.1 17.3	15 143	2
Sun	96 678	23 181	24 185	27 154	22 158	11	4	91 582	2	2 50	1 18	1	0	0	0	1	0	0	12	396 20	41 285	14	0	1	1	0	0	0	1	0	0	17.8 17.4	143 143	
			4£m	Dia D							Kinkerlii	irls (Jacov	ARX Schem												Vehicle Spe	ad .								
Time	Hourly Totals	00-15	15-30	Bin Drops 30-45	4500	Cycles	Motor	Car	Car Van	2 Axle Van	3 Axie Rigid	4 Axie Rigid	3 Asia Artic	4 Anie Artic	5 Acie Atic	6 Axle Artic	Double Road	Triple Road	MPH 0	MPH 10	MPH 15	WPH 20	MPH 25	MPH 30	MPH 35	WPH 40	MPH 45	MPH 50	MPH 55	WPH 60	MPH 65	P-Tile 85%	Average Speed	Star Dev
	63	181	185	154	158	11	Cycles 4	Van 582	Toving 2	Larry 50	18	1	0	0	1	1	Train 0	Train 0	<10mph 63	<15mph 316	Olimph 285	©Smph 14	<30mph 0	<5mph ■	40mph	45mph 0	<sumph 0</sumph 	<55mph	40mph	≪65mph 0	<140mph 0	17.4	143	

Description Direction	Vestouro	d, 200m west o																															
Wednesday 23 Warch 2022	Suid.	04-15	15 Winute Bin Drops 15-30 30-45	4500				Car	2 Ade	Number Vehi 3 Aute		NEX Scheme 3 Axis	4 Acie	5 Axie	6 Acie	Double	Triple	WPH	MPH.	WPH	IPI	WPH	WPH 1	lichicle Spec MPH	d WPH	MPR	MPH	NP4	WPH	IPH	P-Tile	Average	Standard
000-000	Fourly Totals	WHO	1200 2040	4540	Cycles	Mator Cycles	Car Van	Yan Towing	Van Lony	Rgit	Rigid	Afc	Artic	Artic	Artic	Read Train	Road Train	0 <unpt< th=""><th>10 (15mph</th><th>15 Clirph</th><th>21 Cirph</th><th>25 Glimph</th><th>38 Climpt</th><th>15 40mph</th><th>40 45npt</th><th>45 Simple</th><th>50 «Simph</th><th>55 60nph</th><th>60</th><th>65 <140nph</th><th>85%</th><th></th><th>Deviation</th></unpt<>	10 (15mph	15 Clirph	21 Cirph	25 Glimph	38 Climpt	15 40mph	40 45npt	45 Simple	50 «Simph	55 60nph	60	65 <140nph	85%		Deviation
1100 - 2000 1200 - 4000 1300 - 4400 1400 - 4500 1600 - 6600 1700 - 6600 1800 - 6600 1800 - 6600	0 1 0 1 5 5	0 0 0 0 0 2 1 2	0 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0	0 0 0 0 0 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 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 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 1 0 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 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 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 1 2 2 2 2	0 1 0 1 0 1 3 3		0 0 0 0 0 0		0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		19.1 16.3	26 18 27
1000 - 1000 1100 - 1200 1200 - 1200 1200 - 1400 1500 - 1500 1500 - 1500 1600 - 1700 1600 - 1800	12 7 13 16 12 6 7 7	4 0 1 4 5 1 1 1	4 1 1 3 5 1 2 4 3 4 0 3 2 2 2 1 0 1	3 8 6 1 2 2 3	0 0 0 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	9 4 10 13 8 6 4 1 1	0 0 0 0 0 0 0 0 0 0	1 1 0 1 0 0 0	2 2 2 3 0 0 3 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 3 2 3 1 2 0	7 4 5 8 4 2 4 3	3 0 5 5 8 2 3 3		0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	159 197 16.1 17.8	12.4 10.3 13.9 12.8 14.8 12.7 15.2 14.3 20.2	24 25 38 1 37 4 27 39
1900 - 2000 2000 - 2100 2100 - 2200 2200 - 2200 2200 - 0000	3 0 0	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 0 0	1	1 0 0 0		0		0	0 0 0		0		0	0 0 0		105	25
8700 + 1900 8600 + 2200 8600 - 2000	102 109 109	25	N II II II II II	29	1	0	77 81 81		1	16		-	0		0	1	1	15 16 16			1 1	0	1	-	0		0			1			33 33
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Trunsday 24 March 2022 Time	Rourly Totals	00-15	15 Minute Bin Drops 15-30 30-45	4540	Cycles	Nator Cicles	Car Van	Car Van Towing	2 Axle Van Lony	Number Vehi 3 Axle Rigid	de Classes i 4 Aule Rigid	SEX Scheme 1 Axis Artic		SAnia Artic	6 Asle Artic	Double Road Train	Triple Road Train	IPH 0	MPH 10 climin	MPH 15 ©lirot	NPH 21 Citati	MPH 25	MPH 30 CEreit	MPH 15 40mm	MPH 40 clSnot	MPH 45 Sitrati	MPH 50 <strot< th=""><th>NPH 55 Glorin</th><th>MPH 60 65mph</th><th>MPH 65</th><th>P-Tile 85%</th><th>Anerage Speed</th><th>Standard Deviation</th></strot<>	NPH 55 Glorin	MPH 60 65mph	MPH 65	P-Tile 85%	Anerage Speed	Standard Deviation
0000 - 0/100 0/100 - 0/200 0/200 - 0/200 0/200 - 0/400	0	0 0 0		0 0	1	0 0 0	1	0 0	0 0	0 0	0 0 0	1	0 0 0	1	0	1 1 1	0 0	O O	I I I	0 0 0	1	0 0	1	() () () () () () () () () ()	0 0 0	1	0 0		0 0 0	0	Ī	12.1	Ī
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0700 - 0800 0800 - 0800 0800 - 1000 1000 - 1100	12	2 2	0 1 5 3 0 5	2	1	0	9 8	0	2	1 2	0	0	0	0	0	0	0	0	5 5	6 6	0	0	0	0	0	0	0	1	0	0	166 176 193	14.9 14 15.2 14.5	02 31 21 35
1100 - 1200 1200 - 1300 1300 - 1400	4 5	1 2 2	0 0 1	3 0 5	1	0	4 5	0	0 0 2	0 0	0	0	0	1	0	0	0	0 0 2	4 4 5	0	1	0	0	0	0	1	0	1	0	0		11.4 13.3 12.2	1.4 3.1 3.4
1400 - 1500 1500 - 1600 1600 - 1700 1700 - 1800	7 11 10 7	1 0 5	2 3 3 3 1 2 0 4	5 2	1	0 0	6 7	0	3 4	0	0	0	0	1	0	0	0	2 2	1 5	3 6 3 2	1	0	0	0	0 0	0	0	1	0	0	17.4	162 14.5 13.1 12.6	45 34 37 24
1800 - 1900 1900 - 2000 2000 - 2100 2100 - 2200	4 1 2	1 0	1 2	0 1	1	0	4	0	0	0 0	0	0 0	0	1	0	0 0	0	0	2	2 0	1	0	0	0 0	0	0 0	0	1	0	0		15.7 15.1 20.4 14.8	36 12 08
200 - 200 220 - 200 230 - 000 870 - 180	1 0 90	0 0	1 1 1 1 17 28	0	1	0	1	0	0	0	0	1	0		0	0	0	0	1	1 0	1	0	1	0	0	1	0	i	0	0	183	163	33
9600 - 2290 9600 - 0000 9000 - 0000	101 102 104	3 3 3	20 21 20 22 20 22	7 28	1	0 0	10 15	0 0	13 13	6		1	0 0	-	0 0	1	1	9 9	51 51 53		1 1	0 0	1	1	0 0	1	0 0	1	0	1	173 173 173	142 142 142	32 32 32
riday 25 March 2022	100	1 200	15 Winute Bin Drope							Number Vehi				227					120	1 522		Tax 1		liehicie Spee		226		201		7227			020.0
Time 000-0/00	Totals	00-15	1530 3045	4500	Cycles	Nator Cycles	Car Van	Car Nan Towing	2 Axle Van Lony	3 Axie Rigid	4 Asie Rigid	3 Artic	4 Axis Artic	SAxie Artic	6 Auto Artic	Double Food Train	Triple Road Train	0 <unph< th=""><th>MPH 16 <15rph</th><th>MPH 15 <20rph</th><th>MPH 20 Cônph</th><th>MPH 25 <simph< th=""><th>MPH 30 <corpt< th=""><th>MPH 35 <40mph</th><th>WPH 40 45nph</th><th>MPH 45 Simph</th><th>MPH 50 <55mph</th><th>SS Simple</th><th>MPH 60 45mph</th><th>MPH 65 <40nph</th><th>P-Tile 85%</th><th>Anerage Speed</th><th>Standard Deviation</th></corpt<></th></simph<></th></unph<>	MPH 16 <15rph	MPH 15 <20rph	MPH 20 Cônph	MPH 25 <simph< th=""><th>MPH 30 <corpt< th=""><th>MPH 35 <40mph</th><th>WPH 40 45nph</th><th>MPH 45 Simph</th><th>MPH 50 <55mph</th><th>SS Simple</th><th>MPH 60 45mph</th><th>MPH 65 <40nph</th><th>P-Tile 85%</th><th>Anerage Speed</th><th>Standard Deviation</th></corpt<></th></simph<>	MPH 30 <corpt< th=""><th>MPH 35 <40mph</th><th>WPH 40 45nph</th><th>MPH 45 Simph</th><th>MPH 50 <55mph</th><th>SS Simple</th><th>MPH 60 45mph</th><th>MPH 65 <40nph</th><th>P-Tile 85%</th><th>Anerage Speed</th><th>Standard Deviation</th></corpt<>	MPH 35 <40mph	WPH 40 45nph	MPH 45 Simph	MPH 50 <55mph	SS Simple	MPH 60 45mph	MPH 65 <40nph	P-Tile 85%	Anerage Speed	Standard Deviation
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0500 - 0600 0600 - 0700 0700 - 0600 0800 - 0600	0 2 5	0 0 2 0	0 0 1 1 1 1 3 1	0 1 2	0 0	0 0 0	2 5 5	0 0 0	0 0	0 0	0 0 0	1	0 0 0	9	0 0 0 0	0 0 0	0 0 0	0 0 0 0	1	0 2 2 5	1	0 0 0	0 0 0	0 0	0 0 0	0	0	1	0 0 0	0 0 0		169 157 165	19 39 17
0900 - 1000 1000 - 1100 1100 - 1200 1200 - 1300	8 11 10 19	3 3	3 3 3 2 3 3 0 2	1 2 1 5	0 0	0 0 1 0	1 1	0	0	1 0	0 0 0	1	0 0 0	1	0 0 0	0	0 0 0	2 1 2	6 4	4 3 5 7	1	0	0	0 0	0	1	0	1	0 0 0	0	17.5	145 127 145 148	32 33 32 43
1300 - 1400 1400 - 1500 1500 - 1600 1600 - 1700	8 11 7 7	2 2 1	0 2 1 5 2 0 2 3	3 3 1	1	0 0	7 10 4 5	0 0 0	0 1 3 0	0 0 0 2	0 0 0	0 0	0 0 0	1	0 0 0	0 0	0 0	0 4 0 1	3 4 4 3	3 3	0 0 2	0	0 0 0	0	0 0 0	1	0 0 0	1	0 0 0	0 0 0	19.4	158 129 146 15	25 48 33 47
1700 - 1800 1800 - 1800 1900 - 2000 2000 - 2100	5 9 1	2 4 0	1 2 3 1 1 0	0 1 0 0	1	0 0 0	9	0 0 0	0 1 0	0 0 0	0 0 0	0 0	0 0 0	1	0 0 0	0 0	0 0	1 1 0	5	1 2 0 0	1 0 0	0 0 0	0 0	0	0 0 0	1	0 0 0	1	0 0 0	0 0 0		138 138 62	4
2100 - 2200 2200 - 2200 2300 - 0000	1 1	0	1 1	0	i	0	1 1	0	0	0	0	1	0	i	0	0	0	0	1	1	1	0	1	0	0	0	0	1	0	0		153 178 179	23
8700 - 1900 8600 - 2200 8600 - 0000	102	28	2	24	1	2	8	0	1	6	0	1	0	1	0	1	0	15 15	1	45	5	0	1	1	0	1	0	1	0	1	182 18.1	14.4	37 37

Tine	Hourly Totals	00-15	15 Minute 15-30	Bin Drops 38-45	60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axie Van Lony		hicie Classes A 4 Aule Rigid	JAX Scheme JAXIe Artic	4 Adie Adic	S Actic	6 Azle Azic	Bouble Road Train	Triple Road Train	NPH I	MPH 10 <5mph	MPH 15	MPH 29 Control	MPH 25 <cloud< th=""><th>NPH 30 CGreat</th><th>Wehicle Spee MPH 15 40mph</th><th>MPH 40 45mbh</th><th>MPH 45 Silrot</th><th>MPH SI (Strot)</th><th>MPH 55 46/noh</th><th>MPH 60 45mph</th><th>MPH 65 <140mm</th><th>P-Tile 85%</th><th>Average Speed</th><th>Standard Deviation</th></cloud<>	NPH 30 CGreat	Wehicle Spee MPH 15 40mph	MPH 40 45mbh	MPH 45 Silrot	MPH SI (Strot)	MPH 55 46/noh	MPH 60 45mph	MPH 65 <140mm	P-Tile 85%	Average Speed	Standard Deviation
	0 0 0 1 0 1 2 1 3 12 11 8 22 12 11 12 5 11 4 1 1 2 0 0 12 12 13 13 13 14 1 1 1 2 0 0 12 13 13 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15		0 0 0 0 0 0 0 0 0 1 1 2 2 9 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 1 1 1 0 6 5 5 3 4 4 7 2 4 4 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 1 1 0 1 1 3 4 4 1 5 1 1 2 0 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	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 1 0 0 1 0 0 1 0 0 1 1 0 0 1 1 0 0 0 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 1 1 1 1 0 0 3 2 4 1 1 0 0 0 0 1 1 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 0 0 0 0 0 0 0 0 0 0 0 0 0			000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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 1 1 1 1 1 1 7 7 7 6 9 3 3 4 6 1 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 0 0 0 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 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17.5 18.7 17.7 18.7 17.8 18.7 17.8 18.7 18.7	115 114 152 113 112 113 114 148 14 148 14 148 14 148 149 149 149 149 140 140	2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
Sunday 27 March 2022 Time	Hourly Totals	03-15	15 Winut 15-30	Bin Drops 3845	611	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axie Van Lony	3 Axle Rigid	hicle Classes A 4 Aule Rigid	JAX Scheme 3 Axie Artic	4 Adie Adic	5 Actic	6 Azle Artic	Double Road Train	Triple Road Train	NPH I	MPH 10	MPH 15 COmb	WPH 20 ©Snot	WPH 25 Cilroi	NPH N Clinch	Vehicle Spee MPH 15 <40mm	MPH 40 45mph	WPH 45 Silrot	NPH SI CEnth	MPH 55 Glinoi	MPH 60 45mph	MPH 65 <14linon	P-Tile 85%	Average Speed	Standard Deviation
100-140 100-120 100-120 100-120 100-140 140-150 160-16	0 1 0 0 2 0 0 2 4 5 12 5 14 8 13 8 8 3 7 3 0 2 0 0 11 102 102 103 103 103 103 103 103 103 103 103 103		0 0 0 0 0 0 0 0 1 3 3 3 3 3 4 1 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 1 0 0 0 0 1 1 1 3 2 2 2 0 0 1 1 1 2 0 0 1 1 1 0 0 0 0 1 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	000000000000000000000000000000000000000	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 4 8 8 9 8 8 14 8 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 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 1 1 2 2 3 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 2 0 0 0 0 0 0 0 4 6 6 7 7 4 7 1 2 0 0 0 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 4 4 6 2 2 3 2 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17.1 15.4 16 16 18.1 17.1 17.0	118 · · · · · · · · · · · · · · · · · ·	12
Tine	Hourly Totals	03-15	15 Winuts 15-30	Bin Drops 38-45	611	Cycles	Mater Cycles	Car Van	Car Van Towing	2 Axie Van Lony	Number Ve 3 Acte Rigid	hicie Classes A 4 Aule Rigid	JAde Artic	4 Ade Adic	S Actic	6 Aule Artic	Bouble Road Train	Triple Road Train	NPH I	MPH 10 <15mph	MPH 15 ©mph	MPH 20 CEmph	WPH 25 Clirch	MPH 30 CEntri	Whicle Spee MPH 35 40mph	MPH 40 45mph	MPH 45 Glirot	MPH SI (Simple	MPH 55 <street< th=""><th>MPH 60 ≪E5mph</th><th>MPH 65 <140mph</th><th>P-Tile 85%</th><th>Average Speed</th><th>Standard Deviation</th></street<>	MPH 60 ≪E5mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
100-140 100-10	0 1 0 1 1 1 2 4 6 7 6 8 111 9 11 2 11 5 5 1 5 2 0 4 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	29 30	0 1 0 1 1 0 0 0 0 1 2 2 0 0 0 0 1 0 0 0 0	0 0 0 0 0 1 1 1 2 1 3 3 3 5 4 4 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		000000000000000000000000000000000000000		0 1 0 1 1 3 3 5 7 6 3 8 4 4 8 1 1 1 0 4 1 1 0 4 0 1 1 0 1 0 1 1 0 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 1 1 1 0 0 0 2 2 2 2 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			000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		45	0 0 0 1 0 2 3 3 3 3 3 3 1 1 0 8 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1917 153 184 184 185 183 182 181	145 ·	

Saturday 26 Warch 2022

	Time	Hourly Totals	00-15	15 Minute 15:30	Bin Drops 38-45	4510	Cycles	Motor	Car	Car Van	2 Axie Van	Number Vehi 3 Axle Rigid	4 Adie	3 Axie	4 Asie Asic	5.kde Atto	6 Azie Artic	Double Road	Triple Road	IPH 1	MPH 10	MPH 15	MPH 20	MPH 25	MPH	Whicle Spee MPH 35	WPH	MPH 45	IIPH 50	MPH 55	MPH 60	MPH 65	P-Tile 85%	Average Scred	Standard Deviation
000 001 022 033 044 050 060 070 070 070 070 070 070 070 070 07	00 - 100 0	Hourly Tatals 0 0 1 0 0 3 2 5 2 11 9 8 8 12 17 6 4 1 0 0 3 2 2 7 7 8 8 8 8 7 7 7 8 8 8 8 7 7 8 8 8 8	00-15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 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 4 1 1 1 1 1 1	0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cycles 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Motor Cycles 0	Car Van 0 0 0 1 0 0 0 3 2 2 5 5 2 8 8 9 6 6 4 9 155 5 3 1 0 0 0 0 0 2 2 2	Cur Van Touing	2 Axie Van Lony 0 0 0 0 0 0 0 1 2 1 2 0 0 0 0 0 0 0 0 0	3 Ade Rejd 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	# Asie Rigid 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axie Artic 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 Ade Artic	SAde Aftic	6 Ade Arix:	Double Road Train 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Triple Read Train 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	### # ### ### ### ### ### ### ### #### ####	MPH 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 15 COmph 0 0 0 0 0 0 1 1 1 3 3 2 2 2 3 3 4 4 3 2 2 7 7 1 2 0 0 0 0 0 0 1 1 2 2 0 0 0 0 0 0 0 0	### 20 C Simple O O O O O O O O O O O O O O O O O O O	### 25 Chingh Chi	MPH 30 Compt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MPH 35 440mph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	### 40	### 45 Shrph 0 0 0 0 0 0 0 0 0	### 59	MPR 55 (SUmph	MPH 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	##H 65 - 4-Hings 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	P.Tia 88%	Average Speed	Standard Deviation 13 1 2 25 31 33 2 21 34 31 22 21 31 22 24 24 24 24 24 24 2
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060	00 - 0000 00 - 0000	90	21	24	25	20	0	0	73	i	9	i	0	i	i	i	i	0	i	i	# 12	33 34	0	i	i	i	i	0	i	i	0	0	17.4 17.3	119	3.1
Virtual Day (7.00)																																			
	Tine	Hourly Totals	00-15	15 Winute 15-30	Bin Drops 38-45	4540	Cycles	Mator Cycles	Car Van	Car Van Towing	2 Axie Van Lony	Number Vehi 3 Azle Rigid	icie Classes 4 Aule Rigid	AFX Scheme 3 Axie Artic	4 Ade Artic	5 Actic	6 Azie Aric	Double Road Train	Triple Road Train	MPH I <topi< th=""><th>MPH 10 <15mph</th><th>MPH 15 COmph</th><th>WPH 20 ©Emph</th><th>MPH 25 Clirph</th><th>NPH N Comph</th><th>Vehicle Spee MPH 35 <40mph</th><th>MPH 40 <45mph</th><th>MPH 45 Glirph</th><th>MPH SN CSInph</th><th>MPH 55 60mph</th><th></th><th>MPH 65 <140nph</th><th>P-Tile 89%</th><th>Average Speed</th><th>Standard Deviation</th></topi<>	MPH 10 <15mph	MPH 15 COmph	WPH 20 ©Emph	MPH 25 Clirph	NPH N Comph	Vehicle Spee MPH 35 <40mph	MPH 40 <45mph	MPH 45 Glirph	MPH SN CSInph	MPH 55 60mph		MPH 65 <140nph	P-Tile 89%	Average Speed	Standard Deviation
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Virtual Week (1.00)	Tine	Hourly	03-15	15 Minute 15:30	Bin Drops 38-45	45.00				Car	2 Axie	Number Vehi 3 Azle	4 Ade	3 Axie	4 Acte	5.kde	6 Azle	Double	Triple	IPI	MPH	MPH	WPH	NPH	MPH	Vehicle Spee MPH	WPH	NPH	IPI	MPH	MPH	MPH	P-Tile	Average	Standard
	Non Tue Wed Thu Fri Sat Sun	98 94 111 104 108 120 105 740	30 21 25 34 29 26 34 179	11 24 29 22 25 24 30	34 28 28 32 27 42 18	23 23 29 28 27 28 30	Cycles 0 1 0 1 0 2	Motor Cycles	Car Van 13 17 82 85 91 90 85	Van Toving 1 0 0 0 1 1 1	Van Lony 10 9 8 13 8 9 1 1 60	Rigid 13 8 19 6 6 20 14 86	1 0 1 0 0 0 0 0 2	0 0 0 0 0 0	Afic	Atic	Arix 0 0 0 0 0 0 0 0	Road Train 0 0 0 0 0 0	Road Train 0 0 0 0 0 0	1 16 9 16 13 15	10 <15mph 47 52 48 53 39 58 46 343	15 COmph 41 34 45 39 48 47 43 287	20 CSmph 2 0 2 3 5 2 1	25 <00rpt 1 1 1 1 1 1 1 1 1 1 1 1 1	M (Graph	35 40mph 0 0 0 0 0	40 <45mph 0 0 0 0 0 0	45 Slimpi 0 0 0 0 0 0	51	55 60mpi 1 1 1 1 1	60 65mph 0 0 0 0 0 0	65 <hingh 0 0 0 0 0 0</hingh 	85% 18.1 17.3 17.1 17.8 18.1 17.7 17.7 17.7	\$peed 146 119 117 142 144 14 116 141	32 3 3 33 32 37 33 33 33 33
Total	Tine	Hourly Totals	00-15	15 Winute 15-30	Bin Drops 38-45	610	Cycles	Notor	Cor Van	Car Van	2 Axie Van	Number Vehi 3 Axle Rigid	icie Classes 4 Aule Rigid	ARX Scheme 3 Axie Artic	4 Auto Artic	S Acto	6 Asle Artic	Double Road	Triple Road	NPH I	MPH 10	MPH 15	WPH 20	WPH 25	NPH 30	Vehicle Spee MPH 35	MPH 40	WPH 45	NPH SI	MPH SS	MPH 60	MPH 65	P-Tile 85%	Average Speed	Standard Deviation
		740	179	155	207	18	2	Cycles 5	Van 583	Towing 2	Lony 60	86	1	0	1	1		Train 0	Train 0	<unph 85</unph 	<5mph	QOmph 257	€Emph 15	(Ilrpt	Compt	40mph 0	45mph 0	<slirpi 0</slirpi 	<sempt< td=""><td>60mph</td><td>46mph 0</td><td><140mph 0</td><td>12.7</td><td>141</td><td>33</td></sempt<>	60mph	46mph 0	<140mph 0	12.7	141	33



Appendix 2 - TRICS Data

Modus Transport Solutions Ltd - The Round - Fife

Licence No. 763701

Calculation Reference: #UDIT-763701-220420-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

: J - HOLIDAY ACCOMMODIATION

TOTAL VEHICLES

Selec	ited regions and areas.	
03	SOUTH WEST	
	DO DORSET	3 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NM - NORTH YORKSHIRE	1 0878
10	WALES	
	PS POWYS	1 days
	VG - VALE OF GLAMORGAN	1 cays

This section displays the number of survey days per TRLOS(8) sub-region in the selected set

Primary Filtering selection:

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

Acqual Range 72 to 799 (units...) Range Selected by User: 31 to 9700 (units.) Parking Spaces Range: A Surveys Included

<u>Public Transport Provision</u>

Selection by Enclude a lisurveys

Date Rande 01/01/01 to 17/08/21

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:

2 days Monday 2 days Tuesday Wednesday 1 days Fr day 6 days

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

<u>Selected survey types.</u>

Manual count Directional ATC Count 11 day∈ 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, lymist ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) Edge of Town 1 Neighbournood Centre (FPS6 Local Centre) Free Standing (FPS6 Out of Town)

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.

VI age	∠
Out of Town	5
No Sub Category	2

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

Secondary Filtering selection:

		_		
1.0	96	ı'	ĴΞ	03

11 day∈

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(E).

All Surveys Included Population within 1 mile:

1,000 or Less	3:	day∃
1,001 to 5,000	5 :	day∈
5,001 to 10,000	2 :	day E
10,001 to 15,000	1:	day∃

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

Population within 5 miles:

5,001 - ta 25,000	3 days
25,000 to 50,000	1 day∈
50,001 to 75,000	4 days
75,000 to 100,000	1 day∈
125,001 to 250,000	2 days

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

Car dwnership within 5 milest

C 6 to 1.0	<u> </u>	5 days
1 1 to 1.5		2 days
1 6 to 2.0		4 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 Plant

Not Known	\leq	days
No	7	days

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

<u>PTAL Rating:</u> No PTAL Present 11 days

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

Cavid-19 Restrictions At least one survey within the selected data set

was uncertaken at a time of Covid-19 restrictions.

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LIST OF SITES relevant to selection parameters

1	DC-03-J-03 PRESTON ROAD NEAR WEYYOUTH PRESTON	CARAVAN PARK		DORSET
			799 24/08/01	Survey Type, MANUAL
2	DC-03-J-04 PRESTON ROAD NEAR MEMY OUTH PRESTON	CARAVAN PARK re (PPS6 Local Centre)		DORSET
	Village Total Number of unit Survey d'ate.	E FRIDAY	353 25/07/02	Survey Type, MANUAL
3	STATION ROAD MORETON	CAMPING/CARAVA\		DORSET
	Free Standing (PPS6) Out of Town Total Number of unit Survey date.	· · · · · · · · · · · · · · · · · · ·	122 11/07/08	Survey Type, MANUAL
4	DS-03-J-01 MAIN ROAD THULSTON ELWASTON	CARAVAN PARK		DERBYSHIRE
	Free Standing (PPS6 Village Total Number of unit Survey date.	· E	152 29/07/11	Survey Type, MANUAL
5	· ·	CAMPING		NORFOLK
	Edge of Town Out of Town Total Number of unit		72	
6	BARILANE NEAR BOROUGHBRO	CAMPING & CARAVAN	17/08/21 NING	Survey Type, MANUAL NORTH YORKSHIRE
	ROBOLIFFE Neighbourhood Cena Vilage Total Number of unit	re (P986 Local Genore) B	163	
7	Survey date. PS-03-J-01 HAY ROAD NEAR BRECON	TUESDAY CAMPING/CARAVAN	16/09/08	Survey Type, MANUAL POWYS
	Free Standing (PPS6 Out of Town Total Number of unit	∃	115	a = W.
8	Survey date. SF-03-J-01 WALTON AVENUE FELIXSTOWE	CARAVAN PARK	19/07/02	Survey Type, MANUAL SUFFOLK
	Suburban Area (PPS: No Sub Category Total Number of unit Survey d'ate.	· E	300 25/05/08	Survey Type, MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9 SH-03-J-01 CARAVAN PARK SHROPSHIRE WELSHPOOL ROAD SHREWSBURY BICTON HEATH Edge of Town No Sub Category
Total Number of units FONTYGARY ROAD
NEAR BARRY
RHOOSE Survey date, FRIDAY 25/05/09 Survey Type, MANUAL 10 VG-03-J-01 VALE OF GLAMORGAN RHOOSE Free Standing (PPS6 Out of Town) Out of Town Total Number of units Survey date, MOMOAY 494 22/07/02 Survey Type, MANUAL 11 WM-03-J-01 CARAVAN PARK WEST MIDLANDS MILL LANE NEAR COVENTRY ASTON CANTLOW
Free Standing (PP\$6 Out of Town)
Out of Town Total Number of units 86 68/06/09 Survey date, MONDAY 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 C3 - RESIDENTIAL/3 - HOLIDAY ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

	arriva_s			DEPARTURES			TOTALS		
	No	ave.	Trip	No.	Ave	Tho	No	ave.	Trip
Time Range	Days	UNITS	Rate	Days	UNITS	Rate	Days	UNITS	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	11	252	0.012	11	252	0.023	1.1	252	0.035
08 00 - 09:00	1.1	252	0.033	11	252	0.039	11	252	0.072
09/00 - 10:00	1.1	252	0.047	11	252	0.075	1.1	252	0.122
10 00 - 11:00	1.1	252	0.053	11	252	0.130	11	252	0.183
11 00 - 12:00	11	252	0.067	11	252	0.129	1.1	252	0.196
12 00 - 13:00	1.1	252	0.068	11	252	0.097	1.1	252	0.165
13 00 - 14:00	1.1	252	0.077	11	252 252	0.082	1.1	252	0 :59
14 00 - 15:00	1.1	252	0.097	11	252	0.075	11	252	0.172
15 00 - 16:00	1.1	252	0.093	11	252	0.074	11	252	0 167
16 00 - 17:00	1.1	252	0.105	11	252	0.079	1.1	252	0.184
17 00 - 18:00	11	252	0.136	11	252	0.082	11	252	0.218
18 00 - 19:00	11	252	0.108	11	252	0.076	11	252	0.184
19 00 - 20:00	7	144	0.071	7	144	0.055	7	144	0 126
20 00 - 21:00	7	144	0.059	7	144	0.024	7	144	0.083
21 00 - 22:00	5	170	0.029	5	170	0.021	5	170	0.050
22 00 - 23:00									
23 00 - 24:00									
Tota Rates:			1,055			1 061			2.116

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 sollt 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 extern a trio 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 (OOUNIT) 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 appreviated here as FACT). So, the method is, COUNTYTRP*FACT. This rates are then reproced to 3 decimal places.

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Parameter summary

Trip nate parameter range selected: 72 - 799 (units.)
Survey date date range: 01/01/01 - 17/08/21

This section displays a quick summary of some of the data filtering selections made by the TRIOS 8) 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.