

Proposed Residential Development – Clawdd Poncen, Corwen

Transport Assessment

Williams Homes (Bala) Ltd

250809

OCTOBER 2025



SCP GENERAL NOTES

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Client: Williams Homes (Bala) Ltd

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising of 99 dwellings, on land located to the south-west of the B5437 in Clawdd Poncen, Corwen. The site is allocated for housing development within the adopted Local Development Plan for Denbighshire.
- 1.2 This Transport Assessment (TA) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority at Denbighshire County Council (DCC) that the development is satisfactory from a highway safety, traffic and access perspective.
- 1.3 It follows scoping correspondence with DCC Highways to agree the approach to assessment.

Structure of Report

- 1.4 The structure of the report is summarised below:-
- Chapter 2 – summarises relevant national and local transport policies and presents a Transport Implementation Strategy for the development;
 - Chapter 3 – describes in detail the site location and composition, local transport network and road safety record;
 - Chapter 4 – details the development proposals including the proposed access, servicing and car and cycle parking arrangements;
 - Chapter 5 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 6 – presents estimates of the trip generating potential of the proposed use of the site, along with a summary of impact of the development on the local network; and
 - Chapter 7 – provides the summary and conclusions to the above chapters.

2 POLICY CONTEXT AND TRANSPORT IMPLEMENTATION STRATEGY

Introduction

- 2.1 Technical Advice Note 18 (TAN 18) sets out the need for all TA supporting documents in Wales to include a Transport Implementation Strategy (TIS), which should include the following information in respect of each particular development proposal:
- Details of how the development and the TIS relate to transport planning policies and strategy. TIS's are intended to incorporate all the elements of a Travel Plan (TP) and to ensure that these are integrated with design elements of the new development;
 - A set of objectives and targets relating to managing travel demand for the development;
 - A framework for monitoring the objectives and targets, including the future modal split of transport to the development; and
 - Details of measures proposed to improve access by public transport, walking and cycling to reduce the number and impacts of motorised journeys associated with the development.
- 2.2 This TIS section is therefore prepared having regard to the advice from TAN 18, as outlined above. It is considered that this TIS can be taken forward and used as a framework for a future detailed Travel Plan that can be secured as part of a planning condition, if considered necessary.

Policy Context - Planning Policy Wales (PPW)

- 2.3 In terms of the national transport policy that is relevant to the TIS, the latest 12th edition of PPW was published in February 2024 by the Welsh Government and sets out a framework for the Welsh planning authorities to prepare their development plans. Chapter 4 of PPW sets out the approach to Transport.
- 2.4 Paragraph 4.1.1 of PPW states 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”.*

2.5 Paragraph 4.1.9-4.1.10 of PPW states that *“The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. 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.”*

2.6 With reference to the Active Travel (Wales) Act 2013, Paragraph 4.1.27 of PPW states that walking and cycling should be promoted for shorter journeys, particularly everyday journeys to work and education establishments or to other local services and 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.”*

2.7 In reference to supporting documentation with planning applications, paragraph 4.1.56 of PPW states that *“Transport Assessments are an important mechanism for setting out the scale of anticipated impacts of a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.”*

TIS Objectives and Targets

2.8 The objectives of a TIS should benefit both the occupiers of a development and the wider community. The objectives will be set out in the following sections and form the basis for a TP for the development. Site specific objectives that are relevant to the proposed development are as follows:

- *Increase opportunities for residents;*
- *Reduce vehicle use in and around the site;*

- *Improve the image of the local area;*
- *Reduce the transport impact of the development upon the environment;*
- *Promote more sustainable ways of travelling; and,*
- *Support government policy to manage travel demand more effectively.*

2.9 In order to achieve the objective of reducing single occupancy vehicle travel, realistic short term annual targets for mode share will be set.

2.10 The proposed development is located in the Denbighshire 015 ward. The 2011 UK Census shows that single occupancy travel to work by car mode is, on average; higher in the Denbighshire 015 Ward (82%) to both Denbighshire County (72%) and Wales (71.2%). The existing local single occupancy modal share percentage of 82% will therefore be the initial baseline target for the residential properties on the site. The following table shows the figures obtained from the Census data:-

Table 2.1 – Mode Share from Local, Regional and National Area (2011 Census)

Travel to Work (QS701EW) Census Statistics	Denbighshire 015 (Clawdd Poncen)	Denbighshire County	Wales Country
All Usual Residents Aged 16 to 74 in Employment	1848	32736	1363615
Work Mainly at or From Home	0	0	73140
Underground, Metro, Light Rail, Tram	1	16	1175
Train	11	379	27341
Bus, Minibus or Coach	45	1299	62903
Taxi	2	193	6523
Motorcycle, Scooter or Moped	11	177	7694
Driving a Car or Van	1522	23407	918645
Passenger in a Car or Van	122	2321	92727
Bicycle	14	601	19659
On Foot	112	4253	145135
Other Method of Travel to Work	8	90	8673
Total Persons Travelling to Work	1,848	32736	1290475
Single Occupancy Car Journeys (%)	82%	72%	71.20%
Car Shares (%)	7%	7%	7.10%
Public Transport (%)	3%	5%	7.10%
Walking (%)	6%	13%	11.20%
Bicycle (%)	1%	2%	1.50%
Taxi (%)	0%	1%	0.50%
Motorcycle (%)	1%	1%	0.60%

- 2.11 If it is demonstrated (through surveys) that the level of single occupancy car travel from the proposed development is lower than the 82% local level, the initial short-term targets will be reassessed in order to try and bring levels down even further.
- 2.12 In addition to the single occupancy car travel targets, if it is demonstrated (through surveys) that the level of public transport travel usage to / from the site is less than the 3% for the ward, the initial short-term targets will be to increase the public transport travel to that level. Once public transport usage from the development is at 3%, the targets will be reassessed to try to increase public transport usage levels even further.

Achieving the TIS Objectives and the Monitoring Process

- 2.13 The objectives and monitoring of the TIS will substantially be achieved through the appointment of a suitable Travel Plan Co-ordinator (TPC). The TPC role for the development would most commonly be overseen by a Management Company located on the site, although in time this role could evolve to be overseen by the residents of the site themselves. Appropriate start-up funding will be provided for the TPC to cover the administration costs involved.
- 2.14 Once appointed, the TPC will act as the main contact for the TIS and will be responsible for implementing the TIS measures, involving new residents, maintaining a database and monitoring the effects of implementation. A full set of duties and responsibilities of the TPC is set out in the sections below.
- 2.15 The TPC will inform the Local Planning Authority and the appropriate local public transport operators of their contact details. Similarly, the TPC will obtain the contact details of the owners and complete a 'Contact' form to provide easy reference when dealing with relevant matters.
- 2.16 The TPC will undertake an initial resident travel survey, within three months of 30% occupation of the site, to enable a resident travel database to be set up. The TPC will prepare and distribute a questionnaire to each resident, to collect the following details:
- *Postcode area of place of employment;*
 - *Normal working hours;*
 - *Mode of travel to work;*
 - *Car ownership / usage;*
 - *Reasons for not using public transport and other modes;*
 - *The anticipated take-up of a car sharing scheme, the use of public transport or other non-car modes of travel to work; and,*

- *Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the TIS.*
- 2.17 On receipt of the completed questionnaires the TPC will set up a travel database within 3 months of completion of the travel survey.
- 2.18 The TPC will agree the annual targets with the LPA within 1 month of completion of the travel survey analysis. The initial travel survey results for the proportion of residents travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.
- 2.19 The TPC will ensure that any changes to the TIS or any relevant information is passed on to residents on a biannual / annual basis in the form of leaflets.
- 2.20 The TPC will ensure that residents are provided with information to allow ease of use of the local public transport by providing up-to-date public transport route maps and timetable information in residential 'welcome packs', and updating by leaflet drop, as necessary. Contact details for local taxi firms will also be provided by the TPC.
- 2.21 The TPC will liaise regularly with local public transport operators to ensure that information remains valid. The TPC will provide details of the websites and telephone advice services, such as <http://www.traveline.info/> to enable residents to obtain details on their individual journey requirements.
- 2.22 The TPC will also liaise with the local public transport operators and release survey data to the operators to identify travel demands and allow appropriate services to be provided. The TPC will check regularly to ensure that the information supplied to residents remains valid.
- 2.23 The TPC will encourage walking as a mode of travel to the site by implementing the following initiatives:
- *Raise awareness of the health benefits of walking through promotional material;*
 - *Provide a map showing walking routes, indicating distances and times to the most common destinations near to the site; and,*
 - *Ensure that footways on site are well maintained and lit and any defects reported to the highways authority on an annual/biannual basis.*
- 2.24 In conjunction with the pedestrian initiatives, the TPC will investigate the potential to set up a bicycle user group (BUG) to encourage residents to cycle to work.
- 2.25 The TPC will set up a car sharing scheme, utilising the online website www.liftshare.com, within 3 months of receiving the initial residents travel surveys. Residents will be contacted by the TPC to allow potential car sharers to register an interest and provide

details of their journey to and from work along with their contact phone number and work location. The TPC will then identify suitable matches for residents that may be able to share their journeys to and from work or for shopping trips.

- 2.26 The TPC will make the new residents aware of the existence of the TIS by providing them with a copy of the TIS as part of a welcome pack as they move into their properties. The existence of the TIS would also be highlighted in promotional literature and advertising for the new dwellings.
- 2.27 The TPC will monitor travel patterns on an annual basis for the first five years of the occupation of the sites and then at suitable intervals as agreed by the Local Planning Authority. The monitoring of the plan is important for the following reasons:
- It will ensure that the Local Planning Authority can see that the aims and objectives of the TIS are being achieved;
 - It justifies the commitment of the TPC/s and of other resources;
 - It maintains support for the plan by reporting successes;
 - It identifies any measures that are not working or problems with the approach of the Plan;
 - It can be shared with other organisations to refine the development of the Plan.
- 2.28 Surveys will be used to monitor travel to and from the site. The surveys can be used to monitor the number of residents walking, cycling, using cars and using public transport. The results can then be compared with the mode share targets identified earlier in this framework TIS.
- 2.29 The TPC will develop the monitoring programme in conjunction with the Local Planning Authority to ensure that the monitoring procedures are appropriate. The TPC will maintain a monitoring table of progress to key TIS targets based on the results of the monitoring travel surveys. This table will be published and distributed by leaflet to residents on the site.
- 2.30 The TPC will make information on mode share available to the Local Planning Authority as part of the continuous monitoring process, subject to the provisions of the Data Protection Act.
- 2.31 The TPC will undertake an annual review of the TIS in conjunction with the Local Planning Authority. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car/non-car usage at the site;

- Comments received from residents.
- 2.32 When reviewing the effectiveness of the TIS, the following questions will be asked:
- Which areas offer the greatest potential for change/improvement?
 - Was the initiative implemented by the target date?
 - How well used is each scheme/initiative?
 - How much did it cost to introduce?
- 2.33 The TPC will compare the mode share statistics obtained from the annual monitoring to the targets set for the development. The TPC will set revised realistic targets for modal shifts to non-car travel modes and investigate the effectiveness of the TIS initiatives being promoted in conjunction with the Local Planning Authority.
- 2.34 In light of the data collected from the monitoring process, the TPC will adapt the TIS to enable the revised agreed targets to be achieved and submit a review report to be agreed with the Local Planning Authority.
- 2.35 It is considered that the delivery of the TIS / TP can be secured by planning condition, as appropriate.

3 EXISTING CONDITIONS

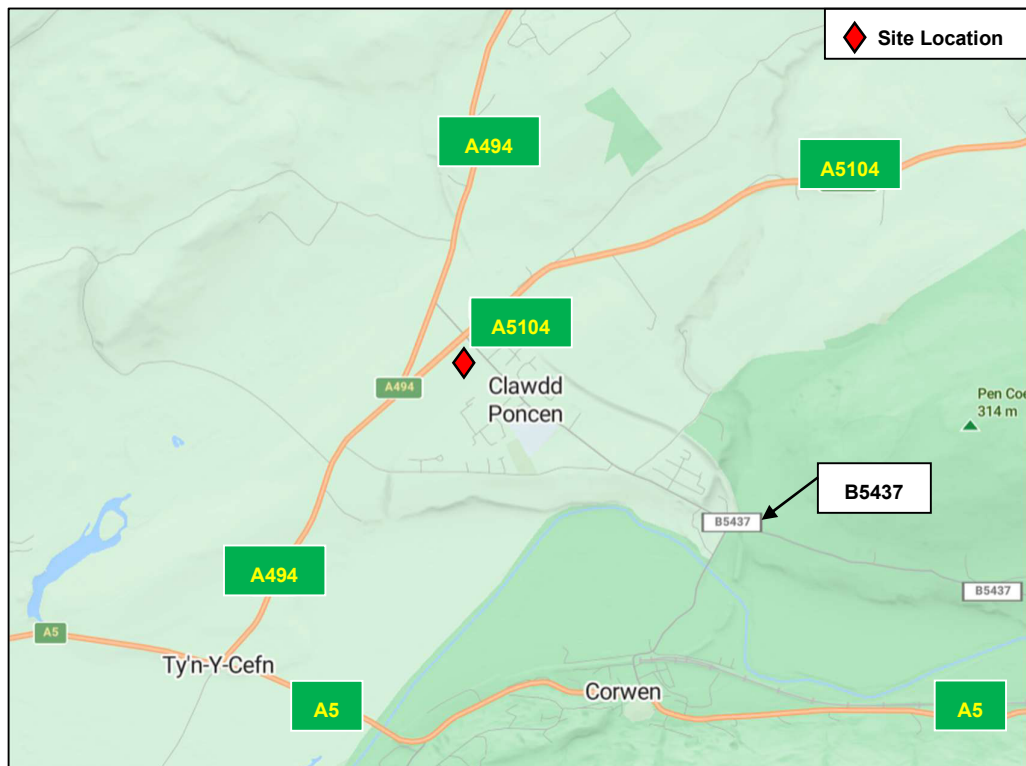
General

- 3.1 This Chapter provides a detailed description of the location of the site and composition, local highway network and road safety record.

Site Location and Composition

- 3.2 The application site comprises undeveloped land, located to the south-west of the B5437, within Clawdd Poncen Village, approximately 1.2 miles north-east of Corwen and 10.8 miles south of Ruthin.
- 3.3 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location – Wider Highway Network



- 3.4 The location of the site in relation to the local highway network is shown on **Figure 3.2** below.

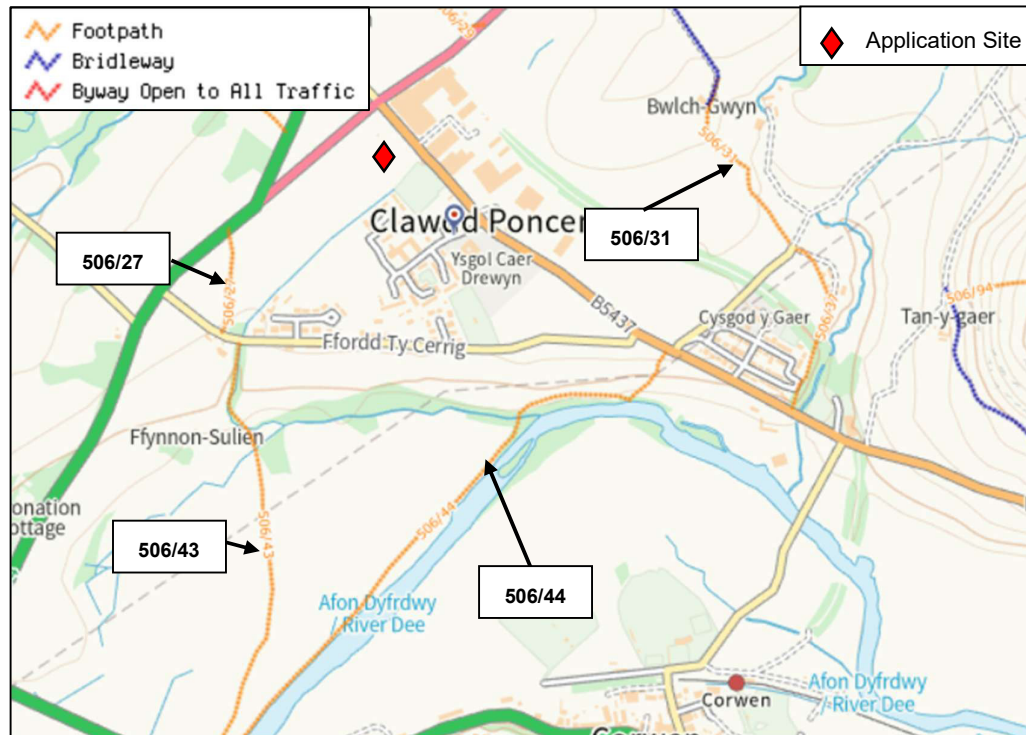
Figure 3.2 – Site Location – Local Highway Network



Public Rights of Way

- 3.5 The Public Rights of Way (PRoW) within the vicinity of the site are shown on **Figure 3.3**.

Figure 3.3 – Public Rights of Way



- 3.6 As shown on **Figure 3.3** above, no PRoW run through the application site, although there are a number of PRoW that can be accessed from Clawdd Poncen and the local area. The PRoW surrounding the application site form part of a wider traffic free network of PRoW routes, providing recreational walking opportunities and links to a number of nearby areas.

Local Highway Network

B5437

- 3.7 The B5437 is located to the north-east of the site and provides a connection between the A5104 to the north-west and Carrog to the east. The B5437 forms one arm of a 4-arm cross road with the A5104. In the vicinity of the site frontage, the speed limit on the B5437 changes from 40mph (to the east) to 50mph (to the west) and has a carriageway width of approximately 6.5m. On the northern side of the road, a footway is provided running along the frontage of the Ty'n-Y-Llidiart Industrial Estate which is accessed via a priority junction opposite the site. There are regularly spaced street lighting columns on the northern side of the carriageway.

A5104

- 3.8 The A5104 is located to the north-west of the application site and forms the major arm of a 4-arm junction with the B5437. The A5104 provides a connection with the A494. Within the vicinity of the B5437, the A5104 is subject to a 50mph speed limit, has a carriageway width of approximately 6.5m with grass verges on either side of the carriageway, and regularly spaced street-lighting columns. The road is within an average speed check area, with cameras monitoring vehicle speeds.

A494

- 3.9 The A494 is a major A road, part of the Welsh Government maintained road network. It runs broadly north-east to south-west extending from Connah's Quay to Dolgellau. It passes to the west of Clawdd Poncen and connects to the A5 to the south of the village.

B5437 Speed Survey

- 3.10 In order to determine the existing traffic speeds on the B5437, and inform the required visibility splays at the site, two Automatic Traffic Counter (ATC) surveys were undertaken to the north-west and south-east of the proposed site access. The surveys were undertaken from the 2nd August 2025 to the 8th August 2025, with the speed survey data presented in **Appendix A** and summarised in **Table 3.1** below. The results show that drivers tend to travel well below the speed limit on the B5437 in the vicinity of the site.

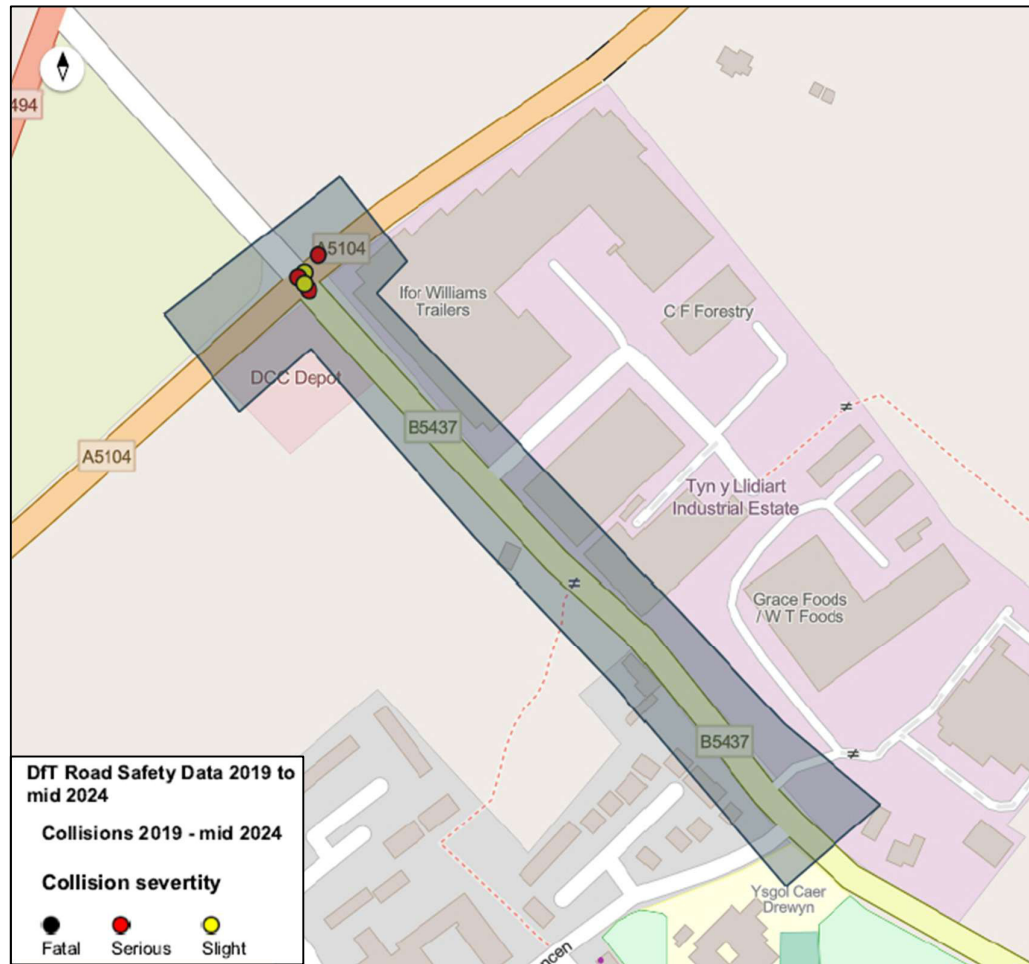
Table 3.1 – Speed Survey Results

Direction	85th Percentile Traffic Speeds
North-westbound	35.4mph
South-eastbound	30.1mph

Road Safety

- 3.11 In order to identify any critical locations on the network with a poor accident record, a review of accident data has been undertaken using the Department for Transport (DfT) data, for the most recently available 5-year period ending mid-2024 as shown on **Figure 3.4** below. The full accident report can be found in **Appendix B**.

Figure 3.4 – Road Safety Record



- 3.12 **Figure 3.4** shows that there have been no accidents recorded within the immediate vicinity of the site over the five-year study period, however five accidents have occurred at the A5104 / B5437 junction.
- 3.13 Three accidents have been recorded with a severity rating of 'serious,' and two with a severity rating of 'slight'. **Table 3.2**, summarise the accidents at this junction.

Table 3.2 – Accident Summary

Reference	Year	Casualty	Conditions	General Description
60X066540	2019	Serious	Daylight	Two vehicles were involved; the road conditions were dry. V1 was travelling along the B5437 in a south-east direction and the nearside collided with the front of V2 which was traveling towards the west along the A5104. There was only one casualty.
60Z164863	2021	Slight	Dark	Two vehicles were involved, the road conditions were dry, it was dark but well lit. V1 was travelling towards the south-east and V2 was travelling towards the south-west. The nearside of V1 collided with the front of V2 as well as a road sign or traffic signal, off the carriageway. Both drivers were casualties.
60A120918	2023	Serious	Daylight	Two vehicles were involved; the road conditions were dry. V1 was travelling towards to north-west, and V2 was travelling towards the north-east. The front of V2 (car) collided with the back of V1 (motorcycle) as it moved off. There was only one casualty.
60A127042	2023	Serious	Daylight	Two vehicles were involved; the road conditions were dry. V1 was travelling towards the north-west and V2 was travelling towards the north-east. The nearside of V1 collided with the front of V2, as V1 moved off. There was only one casualty.
60Q034666	2024	Slight	Dark	Two vehicles were involved; the road conditions were dry. The offside of V1 collided with the front of V2. V1 was travelling north on the B5437 and V2 was travelling west on the A5104. There were four casualties, two from V1 and two from V2.

3.14 **Table 3.2** shows that all of the accidents involved a collision between two vehicles at the junction. In all cases the accidents involved a collision between a vehicle emerging from one of the side roads of the junction with a vehicle travelling straight ahead on the A5104. These types of accident can result from drivers failing to look properly or misjudging a vehicle's speed. There are measures already in place at the junction to enhance safety including 'stop' signs and on-carriageway markings on the side arm approaches, and vehicle actuated warning signs and 'Reduce speed now' warning signs on approach to the junction on the A5104. Street lighting is also provided at the junction.

- 3.15 The proposed development would not materially alter the traffic levels at the junction and would therefore not have any material effect upon the safety record at the junction.

4 PROPOSED DEVELOPMENT

Overview

- 4.1 The development proposals are for a residential development, comprising 99 affordable dwellings, on land located to the south-west of the B5437, Clawdd Poncen, Corwen.
- 4.2 The proposed site layout plan is presented in [Appendix C](#) and the schedule of accommodation is listed below;
- 38no. 1-bedroom apartments
 - 6 no. 2 bedroom bungalows
 - 31 no. 2-bedroom houses
 - 20 no. 3-bedroom houses
 - 4 no. 4-bedroom houses

Proposed Access Arrangements

- 4.3 Vehicular access to the development will be provided through the introduction of a new priority controlled junction off the B5437. The site access has been designed to typical residential standards and will provide a 5.5m wide access, 6m junction radii and 2m wide footways on both sides of the carriageway.
- 4.4 The location of the proposed access is at least 30m from the access to the Ty'n-Y-Llidiart Industrial Estate access on the opposite side of the road, ensuring appropriate junction spacing.
- 4.5 The site access provides visibility splays that are in accordance with the recorded 85th percentile speeds on the B5437, as detailed in [Table 3.1](#). The splays provide an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m to the north-west and 55m to the south-east, which complies with the stopping sight distance requirements set out in Technical Advice Note (TAN) 18 Table B.
- 4.6 The proposed access arrangements, including the visibility splays are shown on Drawing Number SCP/250809/D03 Rev A presented in [Appendix D](#).
- 4.7 The proposed access design has been subject to a stage 1 Road Safety Audit (RSA). The RSA report along with a Designer's Response is provided at [Appendix E](#). The RSA did not identify any fundamental problems with the design.
- 4.8 Pedestrian and cycle access will also be provided from the same location as vehicular access off the B4354, with footways provided to enable connections to the Industrial Estate opposite. In addition to this, there will be new pedestrian connections to existing

footpaths, on the south-eastern site boundary, to the adjacent residential area, providing for safe and continuous connections to key local facilities. This is shown on the proposed site masterplan at **Appendix C**.

- 4.9 Discussions have taken place with the Council's Housing team who are responsible for the adjacent land to the south-east and they have confirmed that the principle of these footpath connections is acceptable based upon the current site masterplan proposal, and subject to detailed design.

Internal Layout and Servicing

- 4.10 The internal site layout has been designed to accommodate the movements of a large refuse vehicle. Drawing number SCP/250809/ATR01 Rev A, presented in **Appendix F**, shows the swept path analysis of a refuse vehicle and demonstrates that it can turn within the main turning heads and enter and exit the site in a forward gear.
- 4.11 The internal roads will be subject to a 20mph speed limit. Visibility at the internal road junctions has been assessed and is suitable for the speed limit as shown in Drawing SCP/250809/D04 Rev A at **Appendix D**.
- 4.12 Footways are provided along both sides of the internal road network and the internal roads will be subject to a 20mph speed limit to help reduce the dominance of motor vehicles within the site.

Parking

Car Parking

- 4.13 Parking for the proposed development has been guided by DCC's parking standards which are provided in the Supplementary Planning Guidance Note – Parking Requirements in New Developments. The application site falls within parking zone 2 (includes all settlements in the rural countryside of Denbighshire, i.e. villages, hamlets and individual buildings in the open countryside) which requires dwellings (houses and apartments) to provide 1 space per bedroom, with a maximum of 3 spaces. For visitor parking the standards recommend 1 space for every 5 units. The standards document does however provide scope to vary from the standards noting that variations may be allowed in light of local circumstances.
- 4.14 As shown on the site layout plan at **Appendix C**, the proposed development provides a total of 165 spaces for residents, which is within the Council's maximum parking standards (which would require 184 allocated spaces). 18 spaces have been provided

for visitors which broadly accords with the standards and is expected to be sufficient for this development.

- 4.15 The variation in the proposed parking levels in relation to the standards arises due to the majority of the 3 bed properties being provided with 2 spaces rather than 3 as per the Council's standards. The provision of 2 spaces for the majority of the 3 bed properties is considered appropriate however given the sustainable location of the site (see following chapter) and also considering the prevailing car ownership levels for this area. These have been established via reference to Census data. This data shows that only 18% of households in the area own three or more cars, with the vast majority (82%) owning 2 or fewer cars. The data is presented in **Table 4.1**.

Table 4.1: Census Local Car Ownership Data

Vehicle Availability per Household	Output Area – W02000056: Denbighshire 015
No cars or vans in household	9%
1 car or van in household	35%
2 cars or vans in household	38%
3 or more cars or vans in household	18%

- 4.16 Furthermore, there is evidence to show that car ownership levels can be lower for affordable housing properties such as this proposed scheme. These local circumstances therefore justify the proposed level of car parking provision.

Cycle Parking

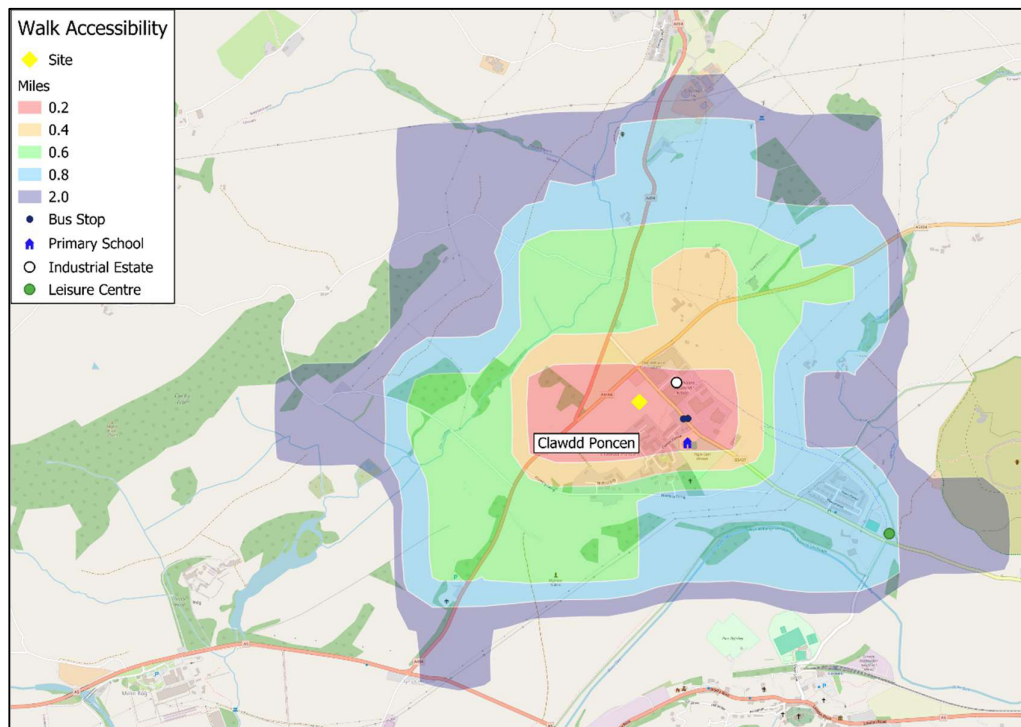
- 4.17 Cycle parking will be provided for each dwelling within lockable garden stores.

5 ACCESSIBILITY

General

- 5.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes. Access on Foot
- 5.2 Reference has been made to the Walking and Cycling Strategy for Wales, dated December 2003, which indicates that the practical distance for journeys on foot are up to 1 mile. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 1 mile walk distance from the site, as shown on **Figure 5.1** below.

Figure 5.1 – Walking Accessibility 1 Mile Isochrone



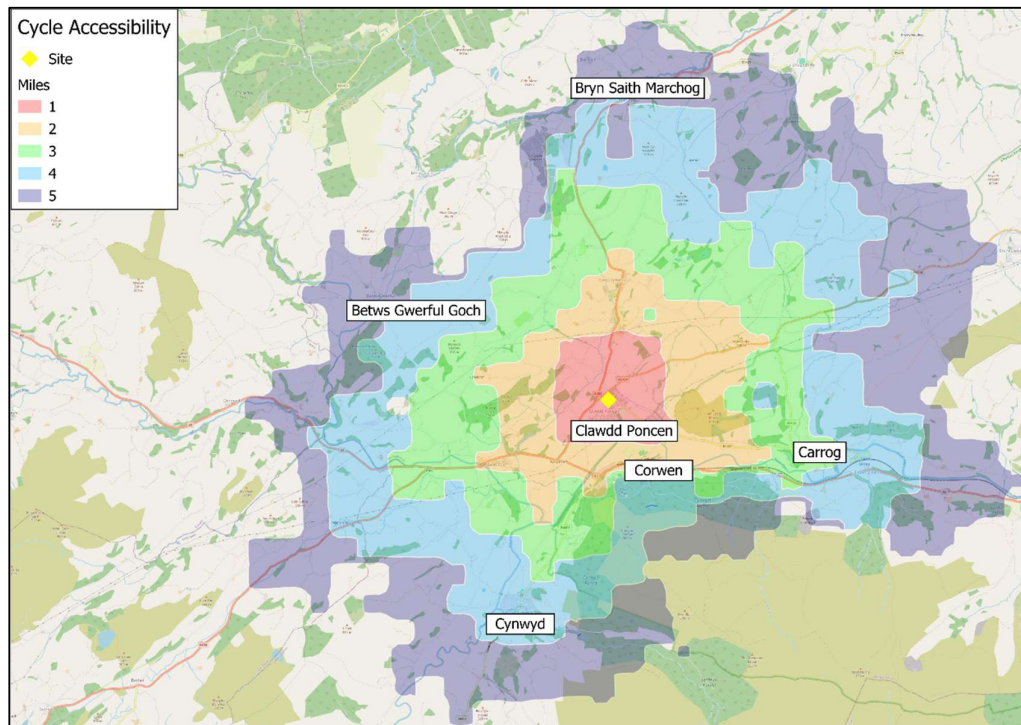
- 5.3 The site is located within Clawdd Poncen Village and is within close proximity to some of the local facilities the village has to offer including bus stops, a primary school, an industrial estate providing employment opportunities, as well as Corwen Leisure Centre.
- 5.4 The proposed development will facilitate convenient pedestrian links between the site and the surrounding area through the proposed footpath connections to the adjacent residential area to the south-east. This will for example, provide for continuous footway links to the bus stops on the B5437 and to the local primary school.

- 5.5 As previously mentioned, there are a number of PRoW, surrounding the application site, providing recreational walking opportunities and links to a number of nearby areas.
- 5.6 Overall, the site benefits from reasonable levels of accessibility by foot, with some local facilities being within only a short walk from the site, allowing walking to be an alternative to private car use for prospective site users.

Access by Cycle

- 5.7 The Walking and Cycling Strategy for Wales identifies that “Cycling can offer viable and attractive alternatives” for short trips and as a substitute for short car journeys.
- 5.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5 mile cycle distance and is shown on **Figure 5.2** below.

Figure 5.2 – Cycle Accessibility 5 mile Isochrone



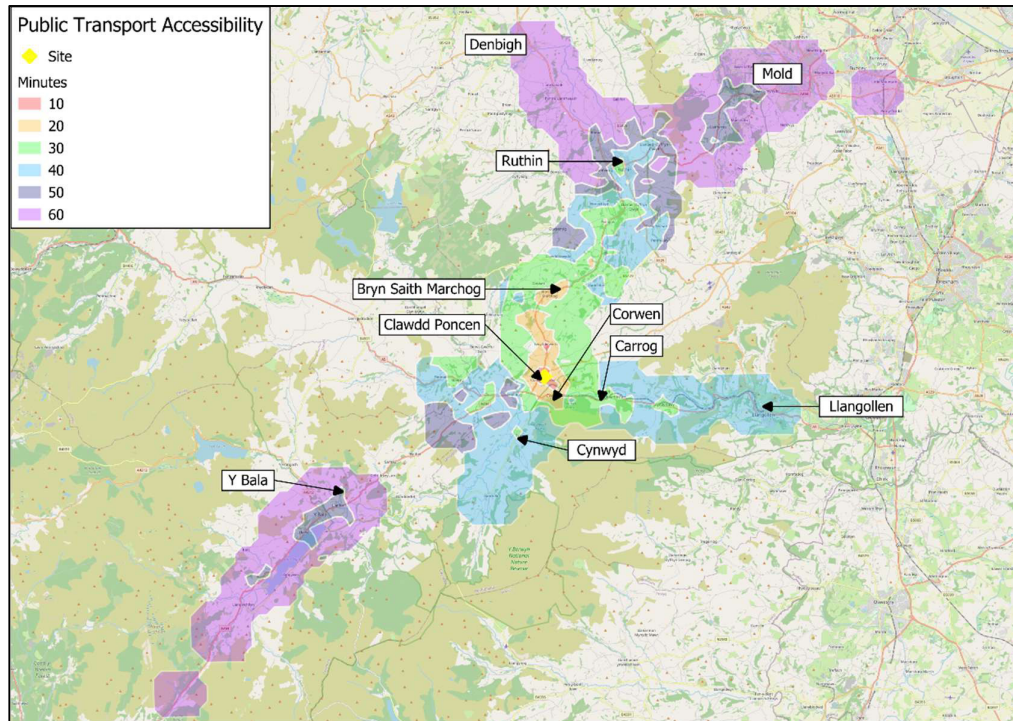
- 5.9 The plan demonstrates that the nearby areas of Bryn Saith Marchog, Crarog, Corwen, Cynwyd and Betws Gwerful Goch amongst others, are all located within the 5 mile catchment area from the development site.
- 5.10 As the application site is within an acceptable cycle distance of a range of areas, cycling is considered to be a viable alternative to private car use for prospective residents.

Access by Public Transport

Bus

- 5.11 The closest bus stops to the application site (providing north-westbound and south-eastbound services) are located to the south-east of the site access on the B5437, within 400m of the site. These stops are served by bus service T8 Trawscymru. Bus service T8 Trawscymru offers a service from Corwen to Chester, via Ruthin and Mold, which runs every 60 minutes, Monday to Saturday. The bus stops on the B5437 provide shelters with seating and timetable information along with raised boarding kerbs. The northbound bus stop sits within a layby. The existing bus stop infrastructure is therefore of a suitable standard.
- 5.12 Further bus services can be accessed from Corwen Car Park, which is located 1.2 miles from the application, which is well within an acceptable cycle distance (6 minute cycle), as well as being accessible by bus service T8 Trawscymru (8 minute journey). Services from this bus stop include the following:
- 71 - Corwen - Denbigh
 - 192 - Melin y Wig - Llangollen
 - T3 / T3C Trawscymru - Barmouth - Wrexham
 - T8 Trawscymru - Corwen - Chester
 - T10 – Corwen – Bangor
- 5.13 Having regard to the above, prospective residents of the site will have access to bus services stopping within an acceptable walk and cycle distance from the site which provides access to key destinations such as Chester, Wrexham, Llangollen and Bangor, at a reasonable frequency.
- 5.14 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 5.3** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 5.3 – Public Transport Accessibility



- 5.15 The above demonstrates that the site is within close proximity to public transport links, serving both the local area and destinations further afield. The figure shows that key areas of Denbigh, Mold, Ruthin, Llangollen and Y Bala, amongst others, are all within a 60-minute journey time which makes this a viable travel option for many journey purposes such as commuting and leisure.

Summary

- 5.16 It is noted that the site is allocated for housing development within the adopted Local Development Plan for Denbighshire therefore the suitability of the site for sustainable residential development has been established in principle through the Local Plan process.
- 5.17 This review has confirmed that the site benefits from good levels of accessibility by sustainable modes. Access to the site on foot and by cycle is of a reasonable standard and there are a number of bus services available providing access to a range of local and regional destinations, with the local bus stop infrastructure being of a good standard.
- 5.18 These findings demonstrate that prospective residents will not be wholly reliant on the private car for a range of everyday journey purposes.

6 ANTICIPATED TRANSPORT IMPACT

Overview

- 6.1 This Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours.
- 6.2 The trip generation has been considered for the proposed apartments and the proposed houses / bungalows separately as they have different trip generating characteristics.

Trip Generation – Proposed Apartments

- 6.3 In order to estimate the trip generating potential of the development, average multi-modal trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:
- i) Residential;
 - ii) Flats privately owned
 - iii) Multi modal surveys;
 - iv) Selection by number of dwellings;
 - v) Weekday surveys only; and
 - vi) Only sites in 'Neighbourhood Centre' locations have been selected.
- 6.4 The multi modal TRICS outputs for the proposed development are presented in **Appendix G** and are summarised in **Table 6.1** below.

Table 6.1 - Estimated Apartment Trip Rates Associated with the Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.096	0.238	0.166	0.050
Cycles	0.000	0.015	0.007	0.007
Pedestrians	0.074	0.140	0.109	0.063
Pub. Trans.	0.004	0.120	0.081	0.015

- 6.5 The estimated trip generation associated with the proposed 38 apartment dwellings is therefore as summarised in **Table 6.2** below.

Table 6.2 - Estimated Trip Generation – (38 Apartments)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	4	9	6	2
Cycles	0	1	0	0
Pedestrians	3	5	4	2
Pub. Trans.	0	5	3	1

Trip Generation – Proposed Houses and Bungalows

- 6.6 In order to estimate the trip generating potential of the houses and bungalows at the proposed development, average trip rates from the industry-standard TRICS Database have been obtained. The selection criteria for the TRICS based trip rates is as follows:

- vii) Residential;
- viii) Houses privately owned
- ix) Multi modal surveys;
- x) Selection by number of dwellings;
- xi) Weekday surveys only; and
- xii) Only sites in 'Free Standing' and 'Neighbourhood Centre' locations have been selected.

- 6.7 The multi modal TRICS outputs for the proposed development are presented in **Appendix G** and are summarised in **Table 6.3** below.

Table 6.3 - Estimated Houses Trip Rates Associated with the Development				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	0.154	0.359	0.308	0.169
Cycles	0.005	0.016	0.009	0.008
Pedestrians	0.043	0.133	0.066	0.049
Pub. Trans.	0.001	0.016	0.011	0.004

- 6.8 The estimated trip generation associated with the proposed 61 houses / bungalows is therefore as summarised in **Table 6.4** below.

Table 6.4 - Estimated Trip Generation – (61 Houses / Bungalows)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	9	22	19	10
Cycles	0	1	1	0
Pedestrians	3	8	4	3
Pub. Trans.	0	1	1	0

Total Trip Generation

- 6.9 **Table 6.5** contains the overall total estimated trip generation for the proposed site.

Table 6.5 - Estimated Trip Generation – (61 Houses / Bungalows)				
Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Vehicles	13	31	25	12
Cycles	0	2	1	0
Pedestrians	6	13	8	5
Pub. Trans.	0	6	4	1

- 6.10 As detailed above, it is estimated that the scheme will generate 44 two-way vehicle movements in the AM peak hour and 37 two-way vehicle movements in the PM peak hour. On average this equates to 1 additional vehicle movement every 1 to 2 minutes in both the AM and PM peak hours.

Trip Distribution

- 6.11 The likely distribution of development trips on the local highway network has been considered using information from the Census.
- 6.12 Location of place of work and usual residence data from the national census for all “out-moves” to the Denbighshire 015 and 016 Middle Super Output Area (MSOA) have been obtained from Nomis for the purposes of determining a suitable trip distribution. Out-moves provide an indication of the numbers and destinations (on a MSOA basis) of people who live in the Denbighshire 015 and 016 MSOA and who work elsewhere.
- 6.13 The trip distribution percentages for the application site are presented in **Table 6.6** below:-

Table 6.6 – Trip Distribution Analysis

Route Reference	Route Description	Percentage
A	North on B5437 / North-east on A5104 / Continue on A5104	28%
B	North on B5437 / South-west on A5104 / Continue on A491 / West on A5	5%
C	North on B5437 / Continue to A494 / North-east on A494	33%
D	South-east B5437 / South on Green Lane / East on A5	35%

- 6.14 **Traffic Figure 1**, presented in **Appendix H** illustrates how the development traffic would assign across the local network based upon the above distribution. This shows that in the morning peak hour there could be expected to be 30 development trips routeing through the B5437 / A5104 junction to the north and in the evening peak hour there could be 27 trips using this junction. This level of additional traffic at the junction (1 trip every circa 2 minutes) would not result in any material change to the operation of the junction and does not warrant any detailed junction capacity assessment.
- 6.15 Beyond this junction at the A494 north, there could be expected to be 15 development trips in the morning peak hour and 14 in the peak hour. This level of additional traffic would not have any material impact upon the operation of this route.
- 6.16 Having regard to the above, the proposed development is not anticipated to result in a material intensification of the local highway network and no further detailed assessment is required. The traffic impact of the scheme is considered to be acceptable in planning terms.

7 SUMMARY AND CONCLUSIONS

- 7.1 SCP have been instructed by Williams Homes (Bala) Ltd to provide transport planning and highways advice in relation to a proposed residential development, comprising of 99 dwellings, on land located to the south of the B5437 Clawdd Poncen, Corwen.
- 7.2 Vehicular access to the development will be provided through the introduction of a new priority controlled junction off the B5437. The site access has been designed to typical residential standards and provides visibility splays in accordance with recorded speeds, complying with the requirements set out in Technical Advice Note (TAN) Wales 18 Wales. The proposed access design has been subject to a Road Safety Audit.
- 7.3 Pedestrians and cyclists will be accommodated at the proposed site access and there will also be new pedestrian connections on the south-eastern site boundary to existing footpaths within the adjacent residential area, providing convenient links to key local facilities including the bus stops and the local primary school. These footpath connections have been discussed with the Council's Housing Team and agreed in principle.
- 7.4 Footways will be provided along both sides of the internal road network and the internal roads will be subject to a 20mph speed limit to help reduce the dominance of motor vehicles within the site.
- 7.5 The personal injury accident data for the most recently available five year period has been reviewed and this does not represent a material concern in the context of the proposed development.
- 7.6 It has been demonstrated that the development is sustainable with good accessibility to the site provided to those travelling by sustainable transport modes. A Transport Implementation Strategy for the development has been presented and this can be taken forward as a mechanism by which to encourage sustainable transport amongst residents.
- 7.7 It is estimated that the scheme will generate 44 two-way vehicle movements in the AM peak hour and 37 two-way vehicle movements in the PM peak hour. On average this equates to 1 additional vehicle movement every 1 to 2 minutes in both the AM and PM peak hours. The effect of this additional traffic on the local highway network has been considered in terms of the number of development trips at local junctions and it has been shown that no off-site junction will experience more than 30 development trips in a peak hour. This level of additional traffic would not have a material impact upon the operation of any local junctions.

- 7.8 It is therefore considered that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 02/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	1	0	0	0	0	0	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7	7	2	0	0	0	0	0	0	0	0	1	0	0	10
8	21	2	0	0	1	0	0	0	0	0	0	2	0	26
9	18	8	0	0	1	0	0	0	0	0	0	1	0	28
10	43	11	0	0	0	0	1	0	0	0	0	2	0	57
11	62	8	1	0	0	0	0	0	1	0	0	2	0	74
12	81	10	0	0	0	0	0	0	0	0	0	3	0	94
13	46	7	0	0	0	0	0	0	1	0	0	2	0	56
14	37	8	0	0	0	0	0	0	0	0	0	1	0	46
15	38	7	1	0	0	0	0	0	0	0	0	1	0	47
16	39	8	0	0	1	0	0	0	0	0	0	1	0	49
17	55	13	0	1	0	0	0	0	0	0	0	1	0	70
18	24	12	0	0	2	0	0	0	1	0	0	1	0	40
19	28	8	0	0	0	0	1	0	0	0	0	1	0	38
20	29	3	0	0	0	0	1	0	0	0	0	0	0	33
21	31	5	0	0	0	0	0	0	0	0	0	0	0	36
22	20	2	0	0	0	0	0	0	0	0	0	0	0	22
23	16	3	0	0	0	0	0	0	0	0	0	0	0	19
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7-19	492	102	2	1	5	0	2	0	3	0	0	18	0	625
6-22	579	114	2	1	5	0	3	0	3	0	1	18	0	726
6-24	599	119	2	1	5	0	3	0	3	0	1	18	0	751
0-24	614	120	2	1	5	0	3	0	3	0	1	18	0	767

Direction : SOUTHBOUND

Saturday 02/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	5	4	0	0	0	0	1	0	0	0	0	0	0	10
8	12	2	0	0	1	0	0	0	0	0	0	1	0	16
9	27	9	1	0	0	0	0	0	1	0	0	0	0	38
10	56	17	0	0	0	0	0	0	0	0	0	2	0	75
11	48	6	0	0	0	0	0	1	0	0	0	1	0	56
12	61	13	0	0	0	0	1	0	0	0	0	1	0	76
13	50	6	0	0	0	0	0	0	0	0	0	1	0	57
14	51	9	0	0	0	0	0	0	0	0	0	1	0	61
15	45	9	0	0	0	0	0	0	0	0	0	1	0	55
16	45	6	0	1	0	0	0	0	0	0	0	1	0	53
17	44	7	0	0	0	0	0	0	0	0	0	1	0	52
18	36	10	0	0	0	0	0	0	0	0	0	1	0	47
19	30	6	0	0	0	0	0	0	0	0	0	0	0	36
20	30	4	0	0	2	0	0	0	0	0	0	0	0	36
21	30	2	0	0	0	0	0	0	0	0	0	0	0	32
22	24	1	0	0	0	0	1	0	0	0	0	0	0	26
23	16	0	0	0	0	0	0	0	0	0	0	0	0	16
24	6	2	0	0	0	0	0	0	0	0	0	0	0	8
7-19	505	100	1	1	1	0	1	1	1	0	0	11	0	622
6-22	594	111	1	1	3	0	3	1	1	0	0	11	0	726
6-24	616	113	1	1	3	0	3	1	1	0	0	11	0	750
0-24	623	114	1	1	3	0	3	1	1	0	0	11	0	758

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 02/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	4	0	0	0	0	0	0	0	0	7
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	2	0	0	0	0	0	0	0	0	0	2
6	0	1	3	0	1	0	0	0	0	0	0	0	5
7	0	0	7	2	1	0	0	0	0	0	0	0	10
8	0	1	15	6	3	1	0	0	0	0	0	0	26
9	0	3	15	8	1	1	0	0	0	0	0	0	28
10	0	6	37	12	2	0	0	0	0	0	0	0	57
11	0	9	49	12	4	0	0	0	0	0	0	0	74
12	0	18	63	11	2	0	0	0	0	0	0	0	94
13	0	8	40	6	2	0	0	0	0	0	0	0	56
14	0	3	31	9	2	1	0	0	0	0	0	0	46
15	0	7	36	2	1	1	0	0	0	0	0	0	47
16	0	8	30	10	1	0	0	0	0	0	0	0	49
17	0	5	47	15	3	0	0	0	0	0	0	0	70
18	0	2	28	9	1	0	0	0	0	0	0	0	40
19	0	2	28	7	0	1	0	0	0	0	0	0	38
20	0	1	18	10	4	0	0	0	0	0	0	0	33
21	0	3	24	5	3	1	0	0	0	0	0	0	36
22	0	1	17	3	1	0	0	0	0	0	0	0	22
23	0	3	8	6	2	0	0	0	0	0	0	0	19
24	0	0	4	2	0	0	0	0	0	0	0	0	6
7-19	0	72	419	107	22	5	0	0	0	0	0	0	625
6-22	0	77	485	127	31	6	0	0	0	0	0	0	726
6-24	0	80	497	135	33	6	0	0	0	0	0	0	751
0-24	0	82	505	140	34	6	0	0	0	0	0	0	767

Direction : SOUTHBOUND

Saturday 02/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	1	1	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	1	8	1	0	0	0	0	0	0	0	0	10
8	0	0	14	1	0	0	1	0	0	0	0	0	16
9	0	2	26	9	1	0	0	0	0	0	0	0	38
10	0	6	66	3	0	0	0	0	0	0	0	0	75
11	0	5	38	11	2	0	0	0	0	0	0	0	56
12	0	4	61	7	4	0	0	0	0	0	0	0	76
13	0	3	43	9	1	1	0	0	0	0	0	0	57
14	0	4	47	7	2	0	0	1	0	0	0	0	61
15	0	7	42	6	0	0	0	0	0	0	0	0	55
16	0	6	37	9	1	0	0	0	0	0	0	0	53
17	0	3	36	9	2	2	0	0	0	0	0	0	52
18	0	2	39	4	1	1	0	0	0	0	0	0	47
19	0	0	27	8	1	0	0	0	0	0	0	0	36
20	0	1	25	9	1	0	0	0	0	0	0	0	36
21	0	2	19	9	2	0	0	0	0	0	0	0	32
22	0	1	19	3	3	0	0	0	0	0	0	0	26
23	0	1	11	2	2	0	0	0	0	0	0	0	16
24	0	0	5	3	0	0	0	0	0	0	0	0	8
7-19	0	42	476	83	15	4	1	1	0	0	0	0	622
6-22	0	47	547	105	21	4	1	1	0	0	0	0	726
6-24	0	48	563	110	23	4	1	1	0	0	0	0	750
0-24	0	49	568	112	23	4	1	1	0	0	0	0	758

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 03/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	3	2	0	0	0	0	0	0	0	0	0	0	0	5
8	13	1	0	0	0	0	0	0	0	0	0	0	0	14
9	14	2	0	0	0	0	0	0	0	0	0	0	0	16
10	17	6	0	0	0	0	0	0	0	0	0	0	0	23
11	32	13	0	0	0	0	0	1	0	0	0	0	0	46
12	39	10	0	0	0	0	0	0	0	0	0	0	0	49
13	68	7	0	0	0	0	0	0	0	0	0	1	0	76
14	38	9	0	0	0	0	0	0	0	0	0	1	0	48
15	25	6	0	0	0	0	0	0	0	0	0	1	0	32
16	34	5	0	1	0	0	0	0	0	0	0	2	0	42
17	53	5	0	0	0	0	0	0	0	0	0	0	0	58
18	43	7	0	0	1	0	0	0	0	0	0	0	0	51
19	30	9	0	0	0	0	0	0	0	0	0	0	0	39
20	23	5	0	0	0	0	0	0	0	0	0	0	0	28
21	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22	10	5	0	0	0	0	0	0	0	0	0	0	0	15
23	3	1	0	0	0	0	0	0	0	0	0	0	0	4
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	406	80	0	1	1	0	0	1	0	0	0	5	0	494
6-22	453	93	0	1	1	0	0	1	0	0	0	5	0	554
6-24	458	94	0	1	1	0	0	1	0	0	0	5	0	560
0-24	467	96	0	1	1	0	0	1	0	0	0	5	0	571

Direction : SOUTHBOUND

Sunday 03/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	2	0	0	0	0	0	0	0	0	0	0	1	0	3
6	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4
8	14	1	0	0	0	0	0	0	0	0	0	0	0	15
9	13	2	0	0	0	0	0	0	0	0	0	0	0	15
10	20	10	0	0	0	0	0	0	0	0	0	0	0	30
11	45	10	0	0	0	0	0	0	0	0	0	0	0	55
12	46	12	0	0	0	0	0	0	0	0	0	0	0	58
13	55	10	0	0	0	0	0	0	0	0	0	0	0	65
14	44	17	0	0	0	0	0	0	0	0	0	0	0	61
15	39	7	0	0	0	0	0	0	0	0	0	1	0	47
16	35	4	0	0	0	0	0	0	0	0	0	0	0	39
17	44	7	0	0	0	0	0	0	0	0	0	0	0	51
18	50	7	0	0	0	0	0	0	0	0	0	0	0	57
19	36	3	0	1	1	0	0	0	0	0	0	0	0	41
20	21	4	0	0	0	0	0	0	0	0	0	0	0	25
21	23	3	0	0	0	0	0	0	0	0	0	0	0	26
22	25	2	0	0	0	0	0	0	0	0	0	0	0	27
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	7	1	0	0	0	0	0	0	0	0	0	0	0	8

7-19	441	90	0	1	1	0	0	0	0	0	0	1	0	534
6-22	513	100	0	1	1	0	0	0	0	0	0	1	0	616
6-24	529	101	0	1	1	0	0	0	0	0	0	1	0	633
0-24	540	103	0	1	1	0	0	0	0	0	0	2	0	647

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 03/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	2	0	0	0	0	0	0	0	4
2	0	0	1	0	0	1	0	0	0	0	0	0	2
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	3	1	0	0	0	0	0	0	0	0	4
7	0	0	2	2	1	0	0	0	0	0	0	0	5
8	0	0	6	7	1	0	0	0	0	0	0	0	14
9	0	1	12	2	1	0	0	0	0	0	0	0	16
10	0	1	18	3	1	0	0	0	0	0	0	0	23
11	0	5	28	7	6	0	0	0	0	0	0	0	46
12	3	4	35	7	0	0	0	0	0	0	0	0	49
13	0	4	61	10	1	0	0	0	0	0	0	0	76
14	1	6	31	8	2	0	0	0	0	0	0	0	48
15	0	3	23	5	1	0	0	0	0	0	0	0	32
16	0	4	31	3	3	1	0	0	0	0	0	0	42
17	0	5	47	4	2	0	0	0	0	0	0	0	58
18	0	5	37	7	2	0	0	0	0	0	0	0	51
19	0	2	30	7	0	0	0	0	0	0	0	0	39
20	1	1	22	3	0	1	0	0	0	0	0	0	28
21	0	1	8	3	0	0	0	0	0	0	0	0	12
22	0	1	10	4	0	0	0	0	0	0	0	0	15
23	0	0	2	2	0	0	0	0	0	0	0	0	4
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	4	40	359	70	20	1	0	0	0	0	0	0	494
6-22	5	43	401	82	21	2	0	0	0	0	0	0	554
6-24	5	43	405	84	21	2	0	0	0	0	0	0	560
0-24	5	44	410	86	23	3	0	0	0	0	0	0	571

Direction : SOUTHBOUND

Sunday 03/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	3	0	1	0	0	0	0	0	0	0	4
2	0	0	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	1	0	0	0	0	0	0	0	0	2
5	0	1	2	0	0	0	0	0	0	0	0	0	3
6	0	0	3	0	0	0	0	0	0	0	0	0	3
7	0	0	4	0	0	0	0	0	0	0	0	0	4
8	0	2	12	1	0	0	0	0	0	0	0	0	15
9	0	0	12	3	0	0	0	0	0	0	0	0	15
10	0	0	27	3	0	0	0	0	0	0	0	0	30
11	0	3	43	7	2	0	0	0	0	0	0	0	55
12	0	6	43	8	1	0	0	0	0	0	0	0	58
13	0	3	51	9	2	0	0	0	0	0	0	0	65
14	0	2	49	9	1	0	0	0	0	0	0	0	61
15	0	1	37	7	1	0	1	0	0	0	0	0	47
16	0	1	33	4	1	0	0	0	0	0	0	0	39
17	0	1	41	7	1	1	0	0	0	0	0	0	51
18	0	9	36	10	2	0	0	0	0	0	0	0	57
19	0	2	30	6	2	1	0	0	0	0	0	0	41
20	0	2	18	4	1	0	0	0	0	0	0	0	25
21	0	2	20	4	0	0	0	0	0	0	0	0	26
22	0	7	17	3	0	0	0	0	0	0	0	0	27
23	0	0	5	3	1	0	0	0	0	0	0	0	9
24	0	0	7	1	0	0	0	0	0	0	0	0	8
7-19	0	30	414	74	13	2	1	0	0	0	0	0	534
6-22	0	41	473	85	14	2	1	0	0	0	0	0	616
6-24	0	41	485	89	15	2	1	0	0	0	0	0	633
0-24	0	42	495	91	16	2	1	0	0	0	0	0	647

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Monday 04/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	4	2	0	0	0	0	0	0	0	0	0	0	0	6
6	8	5	0	0	2	0	0	0	1	0	0	0	0	16
7	33	4	0	0	1	0	0	0	0	0	0	0	0	38
8	38	12	0	0	1	0	0	0	1	0	1	1	0	54
9	40	12	0	0	1	0	0	0	1	0	0	1	0	55
10	33	16	0	0	0	0	0	0	1	0	0	4	0	54
11	37	12	0	0	0	0	0	0	0	0	1	3	0	53
12	40	21	0	0	0	0	0	0	1	0	0	3	0	65
13	48	14	0	0	2	0	0	0	1	0	0	2	0	67
14	51	15	1	1	1	0	0	0	1	0	0	2	0	72
15	55	18	1	0	0	0	0	0	0	0	1	2	0	77
16	49	16	1	0	2	0	0	0	0	0	1	1	0	70
17	57	12	0	0	0	0	0	0	0	0	0	2	0	71
18	87	18	0	0	2	0	0	0	0	0	0	1	0	108
19	67	7	0	0	0	0	0	0	0	0	0	1	0	75
20	33	4	0	0	2	0	0	0	0	0	0	0	0	39
21	19	2	0	0	0	0	0	0	0	0	0	0	0	21
22	16	4	0	0	0	0	0	0	0	0	0	0	0	20
23	17	4	0	0	0	0	0	0	0	0	0	0	0	21
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3

7-19	602	173	3	1	9	0	0	0	6	0	4	23	0	821
6-22	703	187	3	1	12	0	0	0	6	0	4	23	0	939
6-24	722	192	3	1	12	0	0	0	6	0	4	23	0	963
0-24	739	199	3	1	14	0	0	0	7	0	4	23	0	990

Direction : SOUTHBOUND

Monday 04/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5	10	1	0	0	0	0	0	0	1	0	0	0	0	12
6	62	6	0	0	0	0	0	0	0	0	0	0	0	68
7	12	2	0	0	1	0	0	0	2	0	1	0	0	18
8	47	14	1	0	0	0	0	0	1	0	0	1	0	64
9	48	10	0	0	1	0	0	0	2	0	1	1	0	63
10	45	22	0	0	0	0	1	0	0	0	0	3	0	71
11	41	16	0	0	1	0	0	0	1	0	0	2	0	61
12	38	18	0	0	2	0	0	0	1	0	1	3	0	63
13	48	17	0	0	0	0	0	0	0	0	0	2	0	67
14	50	13	1	0	1	0	0	0	2	0	1	1	0	69
15	45	11	0	0	0	0	0	0	1	0	0	1	0	58
16	52	13	0	0	2	0	0	0	0	0	0	3	0	70
17	57	11	0	0	2	0	0	0	0	0	0	1	0	71
18	97	21	0	0	0	0	0	0	0	0	0	1	0	119
19	45	12	0	0	0	0	0	0	0	0	0	0	0	57
20	31	10	0	0	1	0	0	0	0	0	0	0	0	42
21	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22	26	3	0	0	0	0	0	0	1	0	0	0	0	30
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	613	178	2	0	9	0	1	0	8	0	3	19	0	833
6-22	701	196	2	0	11	0	1	0	11	0	4	19	0	945
6-24	712	196	2	0	11	0	1	0	11	0	4	19	0	956
0-24	790	205	2	0	11	0	1	0	12	0	4	19	0	1044

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Monday 04/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	4	2	0	0	0	0	0	0	0	0	6
6	0	5	9	2	0	0	0	0	0	0	0	0	16
7	0	13	21	3	1	0	0	0	0	0	0	0	38
8	0	6	33	12	3	0	0	0	0	0	0	0	54
9	0	10	35	9	0	1	0	0	0	0	0	0	55
10	1	8	44	1	0	0	0	0	0	0	0	0	54
11	1	15	34	3	0	0	0	0	0	0	0	0	53
12	1	17	44	3	0	0	0	0	0	0	0	0	65
13	4	13	45	4	1	0	0	0	0	0	0	0	67
14	0	15	52	4	1	0	0	0	0	0	0	0	72
15	0	28	43	4	2	0	0	0	0	0	0	0	77
16	0	15	50	5	0	0	0	0	0	0	0	0	70
17	0	6	53	11	1	0	0	0	0	0	0	0	71
18	0	22	77	8	1	0	0	0	0	0	0	0	108
19	1	20	47	6	1	0	0	0	0	0	0	0	75
20	0	6	25	6	2	0	0	0	0	0	0	0	39
21	0	1	15	4	1	0	0	0	0	0	0	0	21
22	0	3	15	2	0	0	0	0	0	0	0	0	20
23	0	5	12	4	0	0	0	0	0	0	0	0	21
24	0	0	2	1	0	0	0	0	0	0	0	0	3
7-19	8	175	557	70	10	1	0	0	0	0	0	0	821
6-22	8	198	633	85	14	1	0	0	0	0	0	0	939
6-24	8	203	647	90	14	1	0	0	0	0	0	0	963
0-24	8	208	664	95	14	1	0	0	0	0	0	0	990

Direction : SOUTHBOUND

Monday 04/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	0	0	0	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	3	0	0	0	0	0	0	0	0	0	3
4	0	0	1	1	0	0	0	0	0	0	0	0	2
5	0	1	4	6	1	0	0	0	0	0	0	0	12
6	1	34	29	4	0	0	0	0	0	0	0	0	68
7	0	7	11	0	0	0	0	0	0	0	0	0	18
8	0	9	50	5	0	0	0	0	0	0	0	0	64
9	0	15	40	8	0	0	0	0	0	0	0	0	63
10	0	7	57	7	0	0	0	0	0	0	0	0	71
11	0	13	44	3	1	0	0	0	0	0	0	0	61
12	2	14	43	4	0	0	0	0	0	0	0	0	63
13	2	6	52	6	1	0	0	0	0	0	0	0	67
14	2	17	42	6	1	1	0	0	0	0	0	0	69
15	0	10	45	3	0	0	0	0	0	0	0	0	58
16	0	6	55	8	1	0	0	0	0	0	0	0	70
17	0	10	56	5	0	0	0	0	0	0	0	0	71
18	0	7	93	18	0	1	0	0	0	0	0	0	119
19	0	6	40	9	2	0	0	0	0	0	0	0	57
20	0	2	35	4	0	1	0	0	0	0	0	0	42
21	0	2	15	4	1	0	0	0	0	0	0	0	22
22	0	5	24	1	0	0	0	0	0	0	0	0	30
23	0	0	6	1	1	1	0	0	0	0	0	0	9
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	6	120	617	82	6	2	0	0	0	0	0	0	833
6-22	6	136	702	91	7	3	0	0	0	0	0	0	945
6-24	6	136	710	92	8	4	0	0	0	0	0	0	956
0-24	7	171	750	103	9	4	0	0	0	0	0	0	1044

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 05/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	4	2	0	0	0	0	0	0	0	0	0	0	0	6
6	11	6	0	0	0	0	0	0	1	0	1	0	0	19
7	56	9	0	0	1	0	0	0	3	0	0	0	0	69
8	40	15	1	0	1	0	0	0	1	0	3	3	0	64
9	36	9	0	0	0	0	0	0	3	0	0	1	0	49
10	45	13	0	0	1	0	1	0	3	0	0	1	0	64
11	51	13	1	0	0	0	0	0	1	0	1	2	0	69
12	54	12	0	0	1	0	0	0	1	0	1	1	0	70
13	57	16	0	0	3	0	0	0	1	0	0	4	0	81
14	42	9	0	0	3	0	0	1	1	0	1	2	0	59
15	85	22	0	0	0	0	0	0	0	0	0	2	0	109
16	48	26	0	0	1	0	0	0	2	0	1	2	0	80
17	59	13	1	0	1	0	0	0	3	0	0	3	0	80
18	93	21	0	0	1	0	0	0	2	0	0	1	0	118
19	78	6	0	0	0	0	0	0	0	0	0	1	0	85
20	28	6	0	0	0	0	0	0	0	0	0	0	0	34
21	19	7	0	0	0	0	0	0	0	0	0	0	0	26
22	13	2	0	0	0	0	0	0	0	0	0	0	0	15
23	18	0	0	0	0	0	0	0	0	0	0	0	0	18
24	3	1	0	0	1	0	0	0	0	0	0	0	0	5
7-19	688	175	3	0	12	0	1	1	18	0	7	23	0	928
6-22	804	199	3	0	13	0	1	1	21	0	7	23	0	1072
6-24	825	200	3	0	14	0	1	1	21	0	7	23	0	1095
0-24	844	209	3	0	14	0	1	1	22	0	8	23	0	1125

Direction : SOUTHBOUND

Tuesday 05/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	0	0	0	0	0	0	0	2	0	0	0	0	5
6	63	6	0	0	0	0	0	0	0	0	1	0	0	70
7	18	6	0	0	0	0	0	0	4	0	0	0	0	28
8	62	16	0	0	2	0	0	0	2	0	2	1	0	85
9	51	14	0	0	1	0	0	0	0	0	0	1	0	67
10	56	13	0	0	0	0	0	0	3	0	1	2	0	75
11	52	9	0	0	0	0	0	0	3	0	0	1	0	65
12	47	7	1	0	0	0	0	0	0	0	0	2	0	57
13	45	14	1	0	1	0	0	0	2	0	2	1	0	66
14	71	11	0	1	0	0	0	1	0	0	2	1	0	87
15	56	10	0	0	0	0	0	0	2	0	0	2	0	70
16	67	16	1	0	1	0	0	0	2	0	0	1	0	88
17	79	17	0	0	0	0	0	0	0	0	0	1	0	97
18	98	17	0	0	0	0	0	0	1	0	0	1	0	117
19	47	11	0	0	0	0	0	0	0	0	0	1	0	59
20	30	4	0	0	2	0	0	0	0	0	0	0	0	36
21	24	4	0	0	1	0	0	0	0	0	1	0	0	30
22	30	2	0	0	1	0	0	0	0	0	0	0	0	33
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	731	155	3	1	5	0	0	1	15	0	7	15	0	933
6-22	833	171	3	1	9	0	0	1	19	0	8	15	0	1060
6-24	848	173	3	1	9	0	0	1	19	0	8	15	0	1077
0-24	918	179	3	1	9	0	0	1	21	0	9	15	0	1156

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 05/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	1	2	0	0	0	0	0	0	0	0	0	3
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	5	1	0	0	0	0	0	0	0	0	6
6	0	6	11	1	1	0	0	0	0	0	0	0	19
7	0	29	34	5	0	1	0	0	0	0	0	0	69
8	3	6	45	9	1	0	0	0	0	0	0	0	64
9	4	5	32	8	0	0	0	0	0	0	0	0	49
10	0	12	47	4	1	0	0	0	0	0	0	0	64
11	0	16	49	3	1	0	0	0	0	0	0	0	69
12	0	18	45	6	1	0	0	0	0	0	0	0	70
13	0	14	63	4	0	0	0	0	0	0	0	0	81
14	0	17	40	2	0	0	0	0	0	0	0	0	59
15	1	33	69	4	2	0	0	0	0	0	0	0	109
16	3	22	53	2	0	0	0	0	0	0	0	0	80
17	1	19	50	9	1	0	0	0	0	0	0	0	80
18	2	27	78	10	1	0	0	0	0	0	0	0	118
19	1	15	63	5	1	0	0	0	0	0	0	0	85
20	1	5	21	4	3	0	0	0	0	0	0	0	34
21	1	4	16	3	1	1	0	0	0	0	0	0	26
22	1	0	13	1	0	0	0	0	0	0	0	0	15
23	0	8	9	1	0	0	0	0	0	0	0	0	18
24	0	0	5	0	0	0	0	0	0	0	0	0	5
7-19	15	204	634	66	9	0	0	0	0	0	0	0	928
6-22	18	242	718	79	13	2	0	0	0	0	0	0	1072
6-24	18	250	732	80	13	2	0	0	0	0	0	0	1095
0-24	18	257	752	82	14	2	0	0	0	0	0	0	1125

Direction : SOUTHBOUND

Tuesday 05/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	2	0	0	0	0	0	0	0	0	0	2
5	0	3	2	0	0	0	0	0	0	0	0	0	5
6	1	31	33	5	0	0	0	0	0	0	0	0	70
7	0	8	16	4	0	0	0	0	0	0	0	0	28
8	0	17	62	5	1	0	0	0	0	0	0	0	85
9	0	7	56	4	0	0	0	0	0	0	0	0	67
10	1	10	57	6	1	0	0	0	0	0	0	0	75
11	2	15	44	3	1	0	0	0	0	0	0	0	65
12	0	11	41	5	0	0	0	0	0	0	0	0	57
13	0	16	46	4	0	0	0	0	0	0	0	0	66
14	0	13	67	7	0	0	0	0	0	0	0	0	87
15	0	15	50	4	1	0	0	0	0	0	0	0	70
16	3	38	43	4	0	0	0	0	0	0	0	0	88
17	1	10	75	10	1	0	0	0	0	0	0	0	97
18	1	17	94	4	1	0	0	0	0	0	0	0	117
19	0	7	45	6	1	0	0	0	0	0	0	0	59
20	0	5	26	4	1	0	0	0	0	0	0	0	36
21	0	1	22	6	1	0	0	0	0	0	0	0	30
22	0	6	24	1	2	0	0	0	0	0	0	0	33
23	0	0	10	1	1	0	0	0	0	0	0	0	12
24	0	1	3	0	0	1	0	0	0	0	0	0	5
7-19	8	176	680	62	7	0	0	0	0	0	0	0	933
6-22	8	196	768	77	11	0	0	0	0	0	0	0	1060
6-24	8	197	781	78	12	1	0	0	0	0	0	0	1077
0-24	9	231	819	84	12	1	0	0	0	0	0	0	1156

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 06/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	5	3	0	0	0	0	0	0	2	0	0	0	0	10
7	59	6	0	0	0	0	0	0	1	0	0	1	0	67
8	41	13	0	0	1	0	0	0	0	0	1	1	0	57
9	37	14	0	0	0	0	0	2	3	0	0	1	0	57
10	48	10	0	1	3	0	0	1	0	0	0	0	0	63
11	50	14	0	0	0	0	0	0	1	0	1	3	0	69
12	56	12	1	0	1	0	0	0	1	0	2	1	0	74
13	52	14	1	1	0	0	0	1	3	0	0	2	0	74
14	54	20	0	0	2	0	0	0	2	0	0	3	0	81
15	71	12	0	0	0	0	0	0	1	0	0	1	0	85
16	63	16	0	0	1	0	0	0	3	0	1	1	0	85
17	76	13	0	1	0	0	0	0	2	0	2	1	0	95
18	77	19	0	0	1	0	0	0	1	0	0	1	0	99
19	84	9	0	1	2	0	0	0	0	0	0	1	0	97
20	40	10	0	0	0	0	0	0	0	0	0	0	0	50
21	27	7	0	0	1	0	0	0	0	0	0	0	0	35
22	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23	27	0	0	0	0	0	0	0	0	0	0	0	0	27
24	5	0	0	0	0	0	0	0	0	0	1	0	0	6

7-19	709	166	2	4	11	0	0	4	17	0	7	16	0	936
6-22	852	191	2	4	12	0	0	4	18	0	7	17	0	1107
6-24	884	191	2	4	12	0	0	4	18	0	8	17	0	1140
0-24	892	196	2	4	12	0	0	4	20	0	8	17	0	1155

Direction : SOUTHBOUND

Wednesday 06/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	8	0	0	0	0	0	0	0	0	0	0	0	0	8
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5	3	0	0	0	0	0	0	0	1	0	0	1	0	5
6	63	5	0	0	0	0	0	0	0	0	0	0	0	68
7	11	4	0	0	0	0	0	0	3	0	0	1	0	19
8	54	12	0	0	0	0	2	0	3	0	2	1	0	74
9	50	16	0	0	0	0	0	0	2	0	0	1	0	69
10	59	17	0	1	0	0	0	0	1	0	1	2	0	81
11	75	11	1	0	0	0	0	0	1	0	2	1	0	91
12	57	15	0	0	1	0	0	0	0	0	0	1	0	74
13	50	19	0	0	0	0	0	0	1	0	0	3	0	73
14	76	12	0	0	2	0	0	0	2	0	0	3	0	95
15	55	12	0	0	1	0	0	0	2	0	0	1	0	71
16	48	14	1	1	0	0	0	0	1	0	1	1	0	67
17	57	17	0	0	0	0	0	0	1	0	0	1	0	76
18	120	19	0	0	2	0	0	0	1	0	0	1	0	143
19	44	10	0	0	1	0	0	0	0	0	0	1	0	56
20	34	7	1	0	1	0	0	0	0	0	0	0	0	43
21	27	3	0	0	0	0	0	0	0	0	1	0	0	31
22	32	4	0	0	1	0	0	0	0	0	0	0	0	37
23	11	1	0	0	0	0	0	0	0	0	1	0	0	13
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6

7-19	745	174	2	2	7	0	2	0	15	0	6	17	0	970
6-22	849	192	3	2	9	0	2	0	18	0	7	18	0	1100
6-24	866	193	3	2	9	0	2	0	18	0	8	18	0	1119
0-24	943	198	3	2	9	0	2	0	20	0	8	19	0	1204

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 06/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	4	6	0	0	0	0	0	0	0	0	0	10
7	0	24	39	3	1	0	0	0	0	0	0	0	67
8	0	5	41	7	4	0	0	0	0	0	0	0	57
9	1	8	38	8	2	0	0	0	0	0	0	0	57
10	1	5	48	7	2	0	0	0	0	0	0	0	63
11	0	14	52	3	0	0	0	0	0	0	0	0	69
12	1	20	50	3	0	0	0	0	0	0	0	0	74
13	0	19	51	4	0	0	0	0	0	0	0	0	74
14	0	17	62	1	0	1	0	0	0	0	0	0	81
15	2	29	49	5	0	0	0	0	0	0	0	0	85
16	1	23	57	4	0	0	0	0	0	0	0	0	85
17	0	32	60	1	1	1	0	0	0	0	0	0	95
18	0	29	55	12	3	0	0	0	0	0	0	0	99
19	4	24	64	5	0	0	0	0	0	0	0	0	97
20	0	5	37	6	1	1	0	0	0	0	0	0	50
21	0	3	26	4	2	0	0	0	0	0	0	0	35
22	0	1	14	4	0	0	0	0	0	0	0	0	19
23	1	6	16	3	1	0	0	0	0	0	0	0	27
24	0	1	4	1	0	0	0	0	0	0	0	0	6
7-19	10	225	627	60	12	2	0	0	0	0	0	0	936
6-22	10	258	743	77	16	3	0	0	0	0	0	0	1107
6-24	11	265	763	81	17	3	0	0	0	0	0	0	1140
0-24	11	269	774	81	17	3	0	0	0	0	0	0	1155

Direction : SOUTHBOUND

Wednesday 06/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	7	1	0	0	0	0	0	0	0	0	8
2	0	0	1	0	1	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	2	3	0	0	0	0	0	0	0	0	0	5
6	1	36	26	3	2	0	0	0	0	0	0	0	68
7	0	5	12	1	1	0	0	0	0	0	0	0	19
8	1	18	49	5	1	0	0	0	0	0	0	0	74
9	1	9	50	7	2	0	0	0	0	0	0	0	69
10	0	14	61	5	1	0	0	0	0	0	0	0	81
11	3	35	50	3	0	0	0	0	0	0	0	0	91
12	0	17	50	7	0	0	0	0	0	0	0	0	74
13	0	14	54	4	1	0	0	0	0	0	0	0	73
14	1	21	71	2	0	0	0	0	0	0	0	0	95
15	0	18	47	6	0	0	0	0	0	0	0	0	71
16	0	19	45	3	0	0	0	0	0	0	0	0	67
17	0	13	53	8	1	1	0	0	0	0	0	0	76
18	1	44	90	7	1	0	0	0	0	0	0	0	143
19	0	4	44	8	0	0	0	0	0	0	0	0	56
20	0	3	31	7	2	0	0	0	0	0	0	0	43
21	0	0	27	1	0	2	0	1	0	0	0	0	31
22	0	3	29	4	1	0	0	0	0	0	0	0	37
23	0	1	8	3	1	0	0	0	0	0	0	0	13
24	0	6	0	0	0	0	0	0	0	0	0	0	6
7-19	7	226	664	65	7	1	0	0	0	0	0	0	970
6-22	7	237	763	78	11	3	0	1	0	0	0	0	1100
6-24	7	244	771	81	12	3	0	1	0	0	0	0	1119
0-24	8	282	810	85	15	3	0	1	0	0	0	0	1204

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 07/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	1	0	0	0	0	0	0	0	0	3
6	10	3	0	0	0	0	0	0	2	0	1	0	0	16
7	61	10	0	0	0	0	0	0	2	0	0	0	0	73
8	36	13	0	0	0	0	0	1	2	0	0	2	0	54
9	40	14	0	0	3	0	0	1	0	0	1	1	0	60
10	34	8	0	0	2	0	0	0	1	0	1	1	0	47
11	63	22	1	0	2	0	0	0	1	0	0	1	0	90
12	70	16	1	0	2	0	0	0	2	0	1	3	0	95
13	60	16	2	0	0	0	0	0	2	0	0	2	0	82
14	41	17	1	0	1	0	0	0	1	0	0	4	0	65
15	91	15	0	0	1	0	0	0	2	0	0	4	0	113
16	59	19	1	0	2	0	0	0	1	0	1	2	0	85
17	65	20	0	0	0	0	0	0	0	0	0	1	0	86
18	85	17	0	0	1	0	0	0	2	0	0	1	0	106
19	80	13	0	0	1	0	0	0	1	0	0	1	0	96
20	35	6	0	0	1	0	0	0	0	0	0	0	0	42
21	32	5	0	0	0	0	0	0	0	0	0	0	0	37
22	16	7	0	0	0	0	0	0	0	0	0	0	0	23
23	19	1	0	0	0	0	0	0	0	0	0	0	0	20
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	724	190	6	0	15	0	0	2	15	0	4	23	0	979
6-22	868	218	6	0	16	0	0	2	17	0	4	23	0	1154
6-24	889	219	6	0	16	0	0	2	17	0	4	23	0	1176
0-24	904	224	6	0	17	0	0	2	19	0	5	23	0	1200

Direction : SOUTHBOUND

Thursday 07/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	2	0	1	0	0	6
6	66	6	0	0	1	0	0	0	0	0	0	0	0	73
7	19	5	0	0	1	0	0	0	2	0	0	0	0	27
8	46	14	0	1	1	0	0	0	1	0	1	0	0	64
9	44	19	0	0	1	0	0	0	2	0	1	0	0	67
10	55	13	0	0	0	0	0	0	1	0	1	2	0	72
11	68	12	1	0	0	0	0	0	1	0	1	2	0	85
12	40	15	1	0	0	0	0	0	1	0	0	4	0	61
13	54	14	2	0	1	0	0	0	0	0	0	3	0	74
14	78	18	0	0	3	0	0	0	1	0	1	2	0	103
15	41	7	0	0	3	0	0	0	1	0	0	1	0	53
16	54	16	0	0	0	0	0	0	3	0	1	1	0	75
17	62	26	0	0	1	0	0	0	1	0	0	1	0	91
18	105	20	0	0	1	0	1	0	1	0	1	1	0	130
19	49	16	0	0	0	0	0	1	0	0	0	1	0	67
20	33	2	0	0	1	0	0	0	0	0	0	0	0	36
21	28	6	0	0	0	0	0	0	0	0	0	0	0	34
22	29	1	0	0	0	0	0	0	0	0	0	0	0	30
23	9	3	0	0	0	0	0	0	0	0	0	0	0	12
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2

7-19	696	190	4	1	11	0	1	1	13	0	7	18	0	942
6-22	805	204	4	1	13	0	1	1	15	0	7	18	0	1069
6-24	816	207	4	1	13	0	1	1	15	0	7	18	0	1083
0-24	889	214	4	1	14	0	1	1	17	0	8	18	0	1167

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 07/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	3	0	0	0	0	0	0	0	0	0	3
6	0	6	10	0	0	0	0	0	0	0	0	0	16
7	1	24	40	7	1	0	0	0	0	0	0	0	73
8	0	4	40	9	0	1	0	0	0	0	0	0	54
9	1	8	43	7	1	0	0	0	0	0	0	0	60
10	0	7	33	5	2	0	0	0	0	0	0	0	47
11	0	20	59	10	1	0	0	0	0	0	0	0	90
12	1	26	63	5	0	0	0	0	0	0	0	0	95
13	0	16	56	8	2	0	0	0	0	0	0	0	82
14	0	12	48	4	1	0	0	0	0	0	0	0	65
15	2	36	68	7	0	0	0	0	0	0	0	0	113
16	0	18	60	6	1	0	0	0	0	0	0	0	85
17	0	13	61	10	2	0	0	0	0	0	0	0	86
18	0	25	73	8	0	0	0	0	0	0	0	0	106
19	9	33	45	7	2	0	0	0	0	0	0	0	96
20	0	4	30	7	1	0	0	0	0	0	0	0	42
21	0	2	25	10	0	0	0	0	0	0	0	0	37
22	0	2	18	3	0	0	0	0	0	0	0	0	23
23	0	3	12	3	2	0	0	0	0	0	0	0	20
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	13	218	649	86	12	1	0	0	0	0	0	0	979
6-22	14	250	762	113	14	1	0	0	0	0	0	0	1154
6-24	14	253	775	117	16	1	0	0	0	0	0	0	1176
0-24	14	259	791	119	16	1	0	0	0	0	0	0	1200

Direction : SOUTHBOUND

Thursday 07/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	3	3	0	0	0	0	0	0	0	0	0	6
6	1	41	27	3	1	0	0	0	0	0	0	0	73
7	0	7	13	4	3	0	0	0	0	0	0	0	27
8	0	12	46	5	1	0	0	0	0	0	0	0	64
9	1	5	56	4	1	0	0	0	0	0	0	0	67
10	2	13	53	3	1	0	0	0	0	0	0	0	72
11	4	18	59	4	0	0	0	0	0	0	0	0	85
12	0	18	38	5	0	0	0	0	0	0	0	0	61
13	1	15	49	9	0	0	0	0	0	0	0	0	74
14	2	32	64	5	0	0	0	0	0	0	0	0	103
15	0	12	36	5	0	0	0	0	0	0	0	0	53
16	0	20	49	5	1	0	0	0	0	0	0	0	75
17	0	3	78	7	2	1	0	0	0	0	0	0	91
18	0	17	96	16	1	0	0	0	0	0	0	0	130
19	0	1	49	15	2	0	0	0	0	0	0	0	67
20	0	2	27	4	3	0	0	0	0	0	0	0	36
21	0	4	22	6	2	0	0	0	0	0	0	0	34
22	0	2	23	5	0	0	0	0	0	0	0	0	30
23	0	0	11	0	1	0	0	0	0	0	0	0	12
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	10	166	673	83	9	1	0	0	0	0	0	0	942
6-22	10	181	758	102	17	1	0	0	0	0	0	0	1069
6-24	10	181	770	103	18	1	0	0	0	0	0	0	1083
0-24	11	226	802	107	20	1	0	0	0	0	0	0	1167

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Friday 08/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	1	0	0	4
6	6	3	0	0	0	0	0	0	2	0	0	0	0	11
7	52	8	0	0	0	0	0	0	1	0	0	0	0	61
8	33	13	0	0	1	0	0	0	2	0	0	1	0	50
9	41	16	0	0	0	0	0	0	1	0	2	0	0	60
10	53	12	0	0	1	0	1	0	4	0	0	1	0	72
11	54	16	1	0	0	0	0	0	2	0	1	1	0	75
12	49	14	0	0	0	0	0	0	1	0	1	2	0	67
13	47	13	1	0	1	0	0	0	0	0	1	2	0	65
14	55	12	0	0	2	0	0	0	0	0	0	1	0	70
15	83	18	0	1	0	0	1	0	3	0	0	3	0	109
16	60	24	0	0	1	0	0	0	4	0	1	3	0	93
17	59	16	0	0	1	0	0	0	0	0	0	1	0	77
18	62	14	0	0	0	0	0	1	0	0	0	1	0	78
19	70	12	0	0	0	0	0	0	0	0	0	1	0	83
20	44	10	0	0	0	0	1	0	0	0	0	0	0	55
21	13	5	0	0	0	0	0	0	0	0	0	0	0	18
22	19	3	0	0	0	0	0	0	0	0	0	0	0	22
23	17	3	0	0	0	0	0	0	0	0	0	0	0	20
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3

7-19	666	180	2	1	7	0	2	1	17	0	6	17	0	899
6-22	794	206	2	1	7	0	3	1	18	0	6	17	0	1055
6-24	814	209	2	1	7	0	3	1	18	0	6	17	0	1078
0-24	829	212	2	1	7	0	3	1	20	0	7	17	0	1099

Direction : SOUTHBOUND

Friday 08/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	5	0	0	0	0	0	0	0	3	0	0	0	0	8
6	54	3	0	0	0	0	0	0	0	0	0	0	0	57
7	18	3	0	0	1	0	0	0	3	0	0	1	0	26
8	47	15	1	0	0	0	0	0	2	0	1	1	0	67
9	54	14	0	0	1	0	0	0	1	0	0	0	0	70
10	60	14	0	0	0	0	0	0	4	0	1	1	0	80
11	49	10	0	0	0	0	0	0	3	0	0	1	0	63
12	56	12	0	1	3	0	0	0	0	0	1	1	0	74
13	57	11	0	0	0	0	0	0	0	0	1	1	0	70
14	64	13	1	0	0	0	0	0	3	0	2	0	0	83
15	51	22	0	0	0	0	0	0	2	0	0	4	0	79
16	66	13	0	0	0	0	0	0	1	0	0	2	0	82
17	61	11	0	0	1	0	0	0	1	0	0	1	0	75
18	72	14	0	0	1	0	0	0	0	0	0	1	0	88
19	51	8	0	0	0	0	0	0	1	0	0	1	0	61
20	23	8	0	0	0	0	0	0	0	0	0	0	0	31
21	15	4	0	0	0	0	0	0	0	0	0	0	0	19
22	18	3	0	0	0	0	0	0	0	0	0	0	0	21
23	8	2	0	0	0	0	0	0	0	0	0	0	0	10
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7

7-19	688	157	2	1	6	0	0	0	18	0	6	14	0	892
6-22	762	175	2	1	7	0	0	0	21	0	6	15	0	989
6-24	777	177	2	1	7	0	0	0	21	0	6	15	0	1006
0-24	843	181	2	1	7	0	0	0	24	0	6	15	0	1079

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

Friday 08/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	3	0	0	0	0	0	0	0	0	0	4
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	3	1	0	0	0	0	0	0	0	0	4
6	0	3	8	0	0	0	0	0	0	0	0	0	11
7	0	15	39	7	0	0	0	0	0	0	0	0	61
8	1	5	30	12	2	0	0	0	0	0	0	0	50
9	1	6	36	14	3	0	0	0	0	0	0	0	60
10	0	9	58	4	1	0	0	0	0	0	0	0	72
11	0	18	53	3	1	0	0	0	0	0	0	0	75
12	4	13	43	7	0	0	0	0	0	0	0	0	67
13	0	14	42	9	0	0	0	0	0	0	0	0	65
14	0	15	48	6	1	0	0	0	0	0	0	0	70
15	2	32	69	5	1	0	0	0	0	0	0	0	109
16	2	17	69	4	1	0	0	0	0	0	0	0	93
17	0	18	44	14	1	0	0	0	0	0	0	0	77
18	0	8	59	11	0	0	0	0	0	0	0	0	78
19	7	19	44	8	4	1	0	0	0	0	0	0	83
20	0	1	35	16	2	1	0	0	0	0	0	0	55
21	0	0	13	3	2	0	0	0	0	0	0	0	18
22	0	2	14	6	0	0	0	0	0	0	0	0	22
23	0	1	16	3	0	0	0	0	0	0	0	0	20
24	0	1	2	0	0	0	0	0	0	0	0	0	3

7-19	17	174	595	97	15	1	0	0	0	0	0	0	899
6-22	17	192	696	129	19	2	0	0	0	0	0	0	1055
6-24	17	194	714	132	19	2	0	0	0	0	0	0	1078
0-24	17	199	728	134	19	2	0	0	0	0	0	0	1099

Direction : SOUTHBOUND

Friday 08/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	2	1	0	0	0	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	0	1	0	0	0	0	0	0	0	2
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	3	4	1	0	0	0	0	0	0	0	0	8
6	1	27	27	2	0	0	0	0	0	0	0	0	57
7	0	4	19	3	0	0	0	0	0	0	0	0	26
8	1	12	48	5	1	0	0	0	0	0	0	0	67
9	0	5	52	11	1	1	0	0	0	0	0	0	70
10	1	10	61	7	1	0	0	0	0	0	0	0	80
11	3	12	43	4	1	0	0	0	0	0	0	0	63
12	0	17	54	3	0	0	0	0	0	0	0	0	74
13	0	8	57	5	0	0	0	0	0	0	0	0	70
14	0	18	60	5	0	0	0	0	0	0	0	0	83
15	0	12	60	7	0	0	0	0	0	0	0	0	79
16	0	14	60	8	0	0	0	0	0	0	0	0	82
17	0	4	61	9	1	0	0	0	0	0	0	0	75
18	0	8	61	19	0	0	0	0	0	0	0	0	88
19	0	2	50	8	1	0	0	0	0	0	0	0	61
20	0	2	24	3	1	0	0	0	1	0	0	0	31
21	0	0	18	1	0	0	0	0	0	0	0	0	19
22	0	0	14	7	0	0	0	0	0	0	0	0	21
23	0	0	8	2	0	0	0	0	0	0	0	0	10
24	0	1	3	3	0	0	0	0	0	0	0	0	7

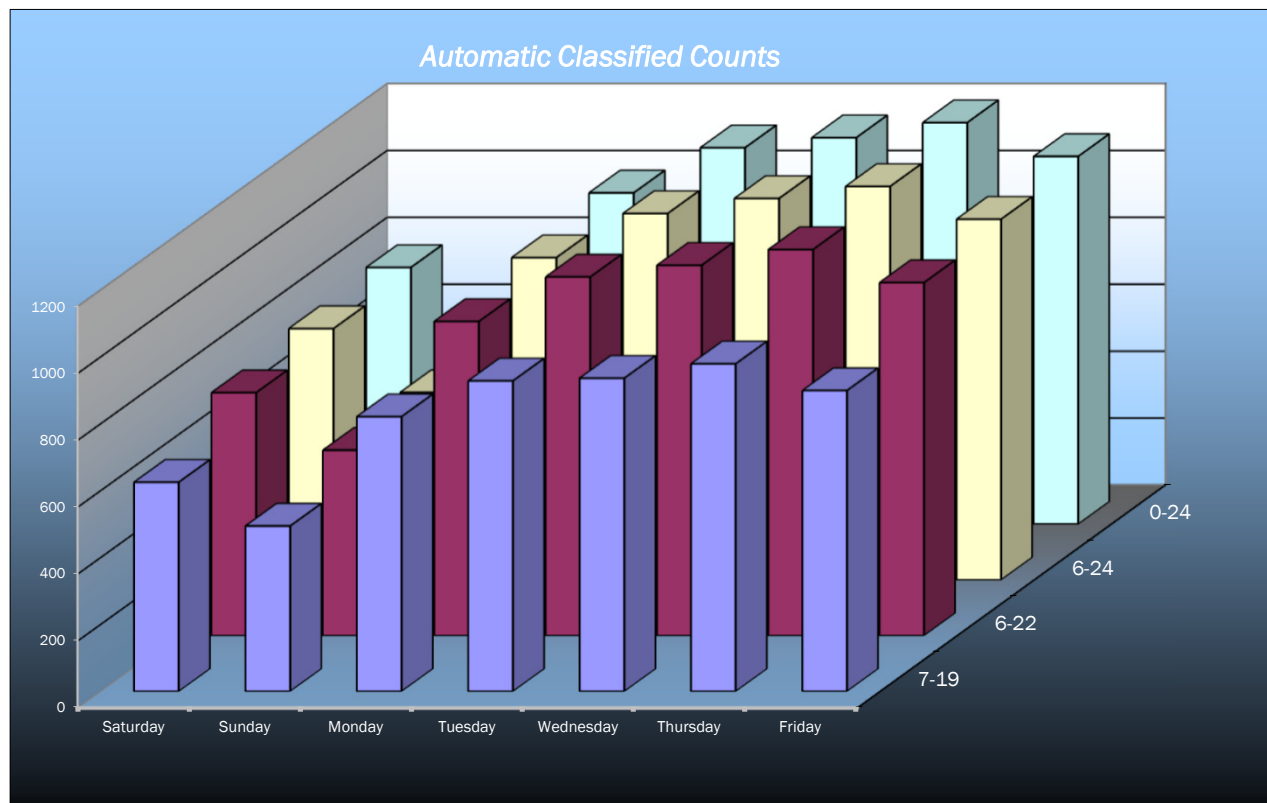
7-19	5	122	667	91	6	1	0	0	0	0	0	0	892
6-22	5	128	742	105	7	1	0	0	1	0	0	0	989
6-24	5	129	753	110	7	1	0	0	1	0	0	0	1006
0-24	6	160	788	114	9	1	0	0	1	0	0	0	1079

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	7	4	2	1	1	2	4	2	3
2	1	2	0	3	0	0	1	1	1
3	0	1	2	1	1	2	1	1	1
4	1	0	1	0	0	1	0	0	0
5	2	0	6	6	3	3	4	4	3
6	5	4	16	19	10	16	11	14	12
7	10	5	38	69	67	73	61	62	46
8	26	14	54	64	57	54	50	56	46
9	28	16	55	49	57	60	60	56	46
10	57	23	54	64	63	47	72	60	54
11	74	46	53	69	69	90	75	71	68
12	94	49	65	70	74	95	67	74	73
13	56	76	67	81	74	82	65	74	72
14	46	48	72	59	81	65	70	69	63
15	47	32	77	109	85	113	109	99	82
16	49	42	70	80	85	85	93	83	72
17	70	58	71	80	95	86	77	82	77
18	40	51	108	118	99	106	78	102	86
19	38	39	75	85	97	96	83	87	73
20	33	28	39	34	50	42	55	44	40
21	36	12	21	26	35	37	18	27	26
22	22	15	20	15	19	23	22	20	19
23	19	4	21	18	27	20	20	21	18
24	6	2	3	5	6	2	3	4	4
7-19	625	494	821	928	936	979	899	913	812
6-22	726	554	939	1072	1107	1154	1055	1065	944
6-24	751	560	963	1095	1140	1176	1078	1090	966
0-24	767	571	990	1125	1155	1200	1099	1114	987

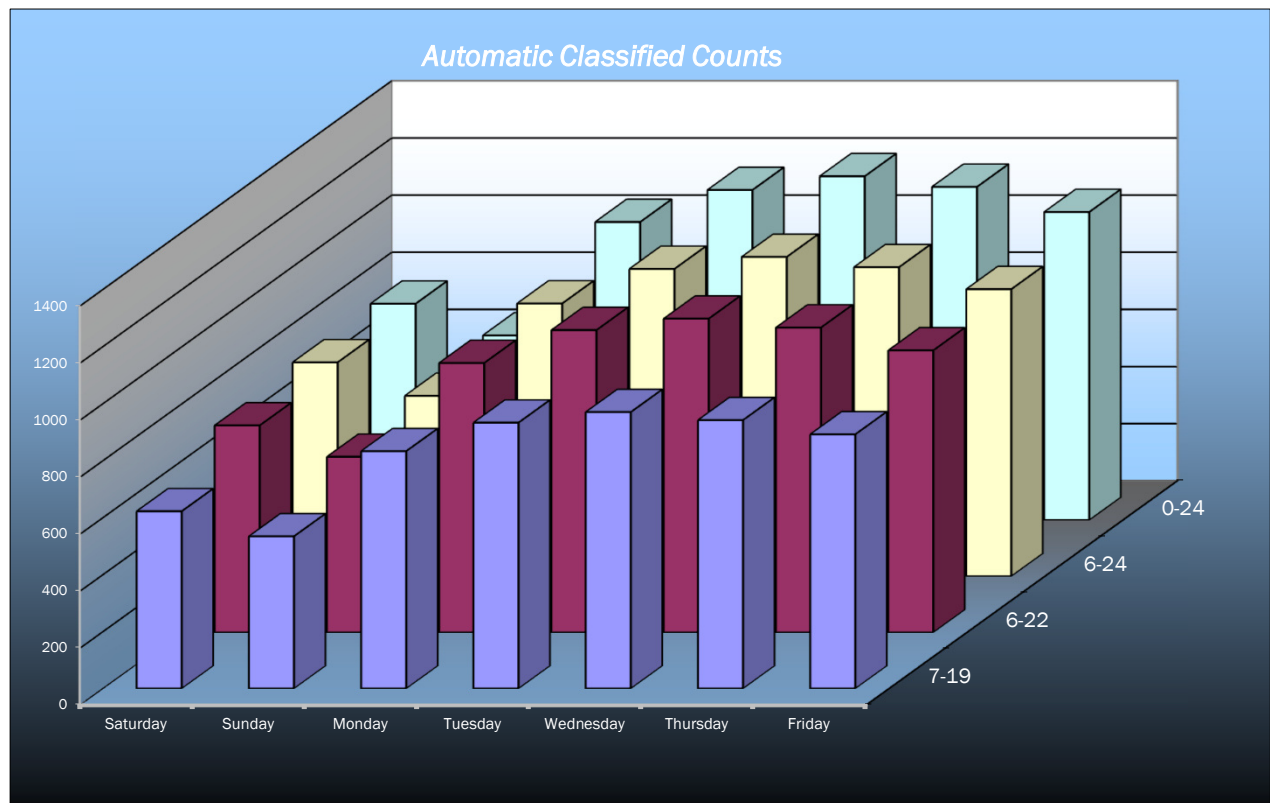


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	2	4	2	1	8	2	4	3	3
2	1	2	1	1	2	1	1	1	1
3	2	0	3	0	1	2	2	2	1
4	0	2	2	2	1	0	1	1	1
5	1	3	12	5	5	6	8	7	6
6	2	3	68	70	68	73	57	67	49
7	10	4	18	28	19	27	26	24	19
8	16	15	64	85	74	64	67	71	55
9	38	15	63	67	69	67	70	67	56
10	75	30	71	75	81	72	80	76	69
11	56	55	61	65	91	85	63	73	68
12	76	58	63	57	74	61	74	66	66
13	57	65	67	66	73	74	70	70	67
14	61	61	69	87	95	103	83	87	80
15	55	47	58	70	71	53	79	66	62
16	53	39	70	88	67	75	82	76	68
17	52	51	71	97	76	91	75	82	73
18	47	57	119	117	143	130	88	119	100
19	36	41	57	59	56	67	61	60	54
20	36	25	42	36	43	36	31	38	36
21	32	26	22	30	31	34	19	27	28
22	26	27	30	33	37	30	21	30	29
23	16	9	9	12	13	12	10	11	12
24	8	8	2	5	6	2	7	4	5
7-19	622	534	833	933	970	942	892	914	818
6-22	726	616	945	1060	1100	1069	989	1033	929
6-24	750	633	956	1077	1119	1083	1006	1048	946
0-24	758	647	1044	1156	1204	1167	1079	1130	1008



Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	29.8	29.3	25.5	25.5	25.5	29.3	23.0
2	15.5	34.3	-	22.2	-	-	33.0
3	-	33.0	29.3	25.5	25.5	29.3	15.5
4	33.0	-	25.5	-	-	25.5	-
5	25.5	-	28.0	26.8	25.5	25.5	27.4
6	26.0	27.4	23.3	23.4	21.5	21.8	22.8
7	28.3	31.0	23.0	22.1	22.4	22.8	23.9
8	29.0	30.1	26.8	24.9	26.4	26.3	26.4
9	27.6	26.6	25.2	24.1	25.2	24.9	26.5
10	26.5	26.6	23.8	24.3	25.6	25.3	24.8
11	26.2	27.2	22.7	23.7	23.8	24.3	23.6
12	24.7	24.5	22.9	23.8	22.8	22.9	23.1
13	25.3	26.1	23.0	24.1	23.3	24.6	24.4
14	27.2	25.6	24.0	22.9	23.7	24.3	24.2
15	25.0	26.1	22.6	22.8	22.1	22.4	22.7
16	25.7	26.4	23.9	22.2	22.9	24.1	23.7
17	26.9	25.6	26.0	23.9	22.5	25.2	24.7
18	27.0	26.0	24.1	23.6	23.9	23.7	25.5
19	26.8	26.3	23.3	24.1	22.6	21.0	23.1
20	29.0	25.9	25.8	25.4	26.0	26.1	28.3
21	27.2	26.5	27.0	25.2	26.2	27.0	28.1
22	26.6	26.8	24.8	24.7	26.6	25.6	26.6
23	27.6	29.3	24.5	21.5	23.8	26.4	26.1
24	28.0	25.5	28.0	25.5	25.1	29.3	22.2

10-12	25.5	25.9	22.8	23.7	23.3	23.6	23.4
14-16	25.3	26.3	23.2	22.5	22.5	23.2	23.2
0-24	26.7	27.6	24.9	24.0	24.2	25.1	24.8

85TH PERCENTILE							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	33.8	40.1	25.5	-	-	34.6	28.0
2	-	46.6	-	27.9	-	-	-
3	-	-	34.6	-	-	34.6	-
4	-	-	-	-	-	-	-
5	25.5	-	31.9	29.8	25.5	25.5	31.1
6	34.0	31.1	29.3	29.8	26.7	26.8	27.4
7	32.9	36.4	29.1	28.4	28.1	29.1	29.3
8	35.0	34.5	32.3	31.1	31.5	31.0	32.5
9	34.0	31.4	31.0	31.2	31.2	30.3	32.6
10	31.7	30.8	28.3	29.1	30.7	30.6	29.0
11	31.6	33.3	28.4	28.7	28.3	29.6	28.6
12	30.1	30.9	28.3	29.2	28.1	28.3	29.8
13	30.5	29.9	29.6	28.4	28.3	29.9	29.7
14	32.6	31.7	28.9	27.8	28.5	29.1	29.4
15	30.2	31.0	28.5	28.4	28.0	28.2	28.4
16	31.3	32.0	28.7	28.0	28.2	29.1	29.0
17	31.8	29.9	30.4	29.8	28.1	30.2	30.6
18	31.5	30.9	29.1	29.3	30.1	28.7	29.8
19	31.6	30.2	29.2	29.2	28.6	28.7	31.3
20	34.2	31.9	31.5	32.4	31.1	30.9	33.0
21	33.2	31.4	31.7	32.8	31.1	31.3	32.7
22	31.0	31.4	29.3	30.3	30.7	29.7	31.6
23	34.5	33.6	30.5	27.2	30.8	32.7	29.8
24	31.9	25.5	32.3	25.5	30.7	34.6	27.9

10-12	30.9	32.1	28.3	29.0	28.2	29.0	29.2
14-16	30.7	31.5	28.6	28.2	28.1	28.6	28.7
0-24	32.0	32.6	29.9	29.3	29.2	30.2	30.1

7 DAY AVERAGE SPEED	25.3
7 DAY AVERAGE 85th PERCENTILE	30.5

5 DAY OFF PEAK AVERAGE SPEED	23.1
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	28.6

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	29.3	28.6	25.5	33.0	26.4	24.3	24.9
2	25.5	29.3	25.5	25.5	31.8	38.0	25.5
3	20.5	-	25.5	-	25.5	25.5	31.8
4	-	29.3	29.3	25.5	25.5	-	38.0
5	25.5	22.2	29.5	19.5	21.5	20.5	22.7
6	29.3	25.5	20.6	21.3	20.6	20.1	20.7
7	25.3	25.5	21.6	23.7	23.9	25.4	24.8
8	27.4	24.7	24.7	24.1	23.5	24.4	24.2
9	27.1	27.0	24.1	24.9	25.0	25.1	26.4
10	25.0	26.3	25.3	24.7	24.4	23.6	24.8
11	26.5	26.4	23.9	23.1	21.2	22.8	23.3
12	26.3	25.7	23.1	24.2	23.9	23.2	23.5
13	26.7	26.5	24.9	23.5	24.2	24.1	24.9
14	26.6	26.5	23.5	24.6	23.2	22.4	23.8
15	25.0	27.1	24.2	24.0	23.6	23.9	24.6
16	25.9	26.3	25.7	20.8	23.0	23.5	24.5
17	27.4	26.9	24.6	25.2	25.0	26.2	26.0
18	26.4	25.7	26.2	24.2	22.7	25.2	26.2
19	27.5	27.1	26.1	25.3	25.9	27.4	26.4
20	27.4	26.4	26.2	25.3	26.6	26.8	27.0
21	27.8	25.9	26.5	27.1	27.8	26.4	25.9
22	27.4	23.7	24.1	24.7	25.8	26.1	28.0
23	27.4	29.4	29.7	27.2	27.4	26.5	27.0
24	28.3	26.4	25.5	27.0	15.5	29.3	27.3

10-12	26.4	26.0	23.5	23.7	22.6	23.0	23.4
14-16	25.5	26.7	24.9	22.4	23.3	23.7	24.6
0-24	26.6	26.4	25.2	24.7	24.3	25.2	25.9

85TH PERCENTILE							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	34.6	34.9	25.5	-	29.1	36.6	32.1
2	-	34.6	-	-	40.6	-	-
3	27.6	-	25.5	-	-	25.5	40.6
4	-	34.6	34.6	25.5	-	-	-
5	-	27.9	35.5	25.0	27.0	26.0	29.2
6	34.6	25.5	26.7	27.4	27.1	26.2	26.5
7	29.4	25.5	26.6	29.6	30.0	32.7	29.5
8	33.2	28.9	28.9	28.9	29.1	29.4	29.5
9	31.6	30.1	29.5	28.6	30.4	29.5	31.1
10	28.2	28.5	29.2	29.7	29.0	29.2	29.7
11	31.5	30.6	28.9	29.1	27.2	28.8	29.6
12	30.6	30.3	28.9	29.0	29.0	28.6	28.2
13	31.3	30.5	30.2	28.4	29.0	29.7	28.8
14	32.0	30.1	30.2	29.0	28.0	28.0	28.5
15	29.4	31.9	28.5	29.0	28.8	29.0	29.1
16	30.8	29.8	29.9	27.0	28.0	28.9	29.2
17	32.9	31.1	28.8	29.9	30.4	30.0	29.8
18	30.7	31.3	30.3	28.7	28.2	29.8	30.8
19	31.1	32.3	31.1	29.8	29.8	31.3	29.9
20	31.7	31.2	30.3	30.3	31.4	31.7	34.1
21	33.0	30.0	31.7	31.3	34.3	32.0	27.6
22	32.5	29.2	28.2	30.1	30.2	30.1	31.6
23	33.0	34.2	36.4	31.2	33.0	30.2	30.2
24	32.2	29.1	25.5	36.9	15.5	34.6	33.7

10-12	31.1	30.5	28.9	29.0	28.1	28.7	28.9
14-16	30.1	30.8	29.2	28.0	28.4	29.0	29.1
0-24	31.5	30.5	29.6	29.3	29.3	29.9	30.4

7 DAY AVERAGE SPEED	25.5
7 DAY AVERAGE 85th PERCENTILE	30.1

5 DAY OFF PEAK AVERAGE SPEED	23.5
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	28.7

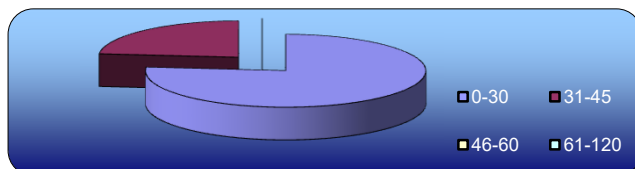
Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

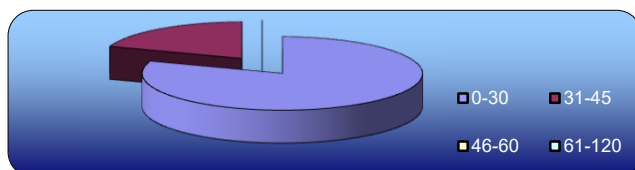
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
0-30	587	459	880	1027	1054	1064	944
31-45	180	112	110	98	101	136	155
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	767	571	990	1125	1155	1200	1099

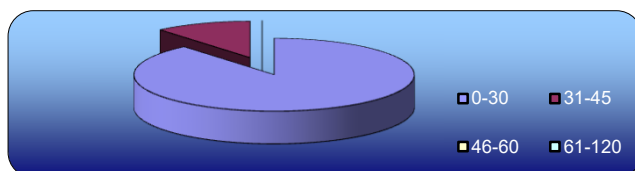
Saturday
2-Aug-25



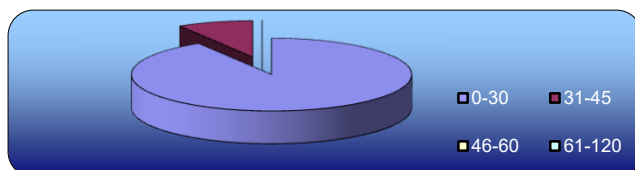
Sunday
3-Aug-25



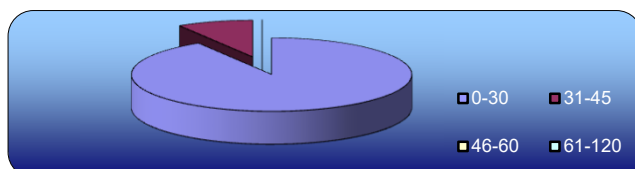
Monday
4-Aug-25



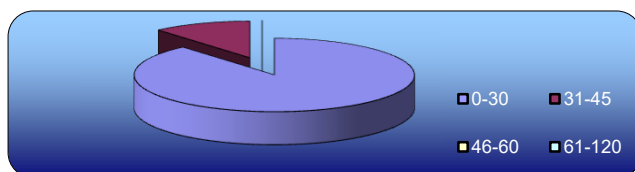
Tuesday
5-Aug-25



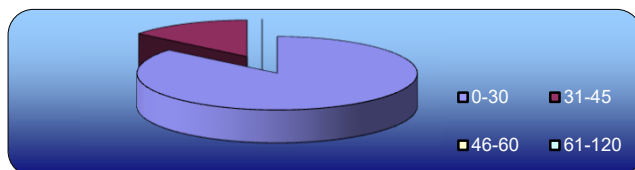
Wednesday
6-Aug-25



Thursday
7-Aug-25



Friday
8-Aug-25



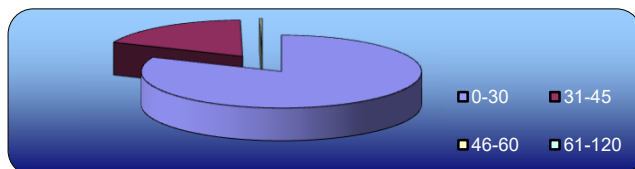
Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

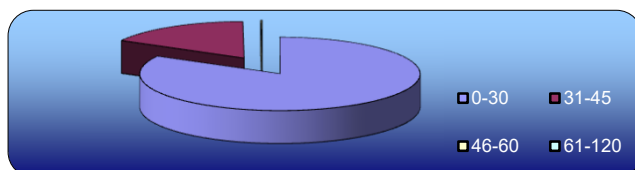
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
0-30	617	537	928	1059	1100	1039	954
31-45	139	109	116	97	103	128	124
46-60	2	1	0	0	1	0	1
61-120	0	0	0	0	0	0	0
TOTAL	758	647	1044	1156	1204	1167	1079

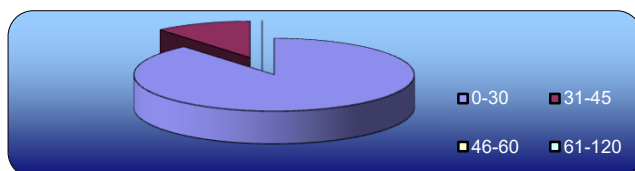
Saturday
2-Aug-25



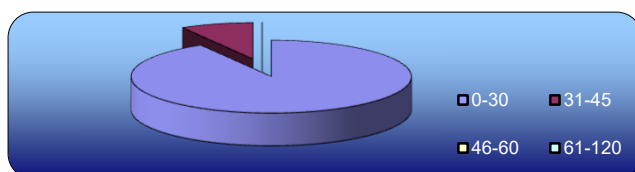
Sunday
3-Aug-25



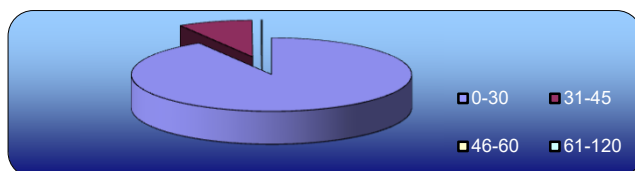
Monday
4-Aug-25



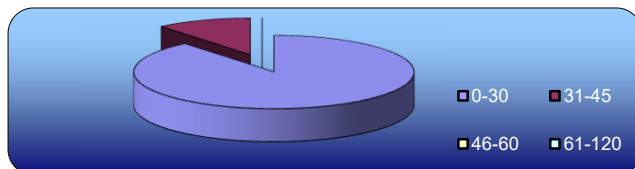
Tuesday
5-Aug-25



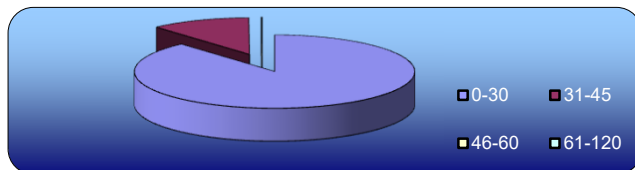
Wednesday
6-Aug-25



Thursday
7-Aug-25



Friday
8-Aug-25

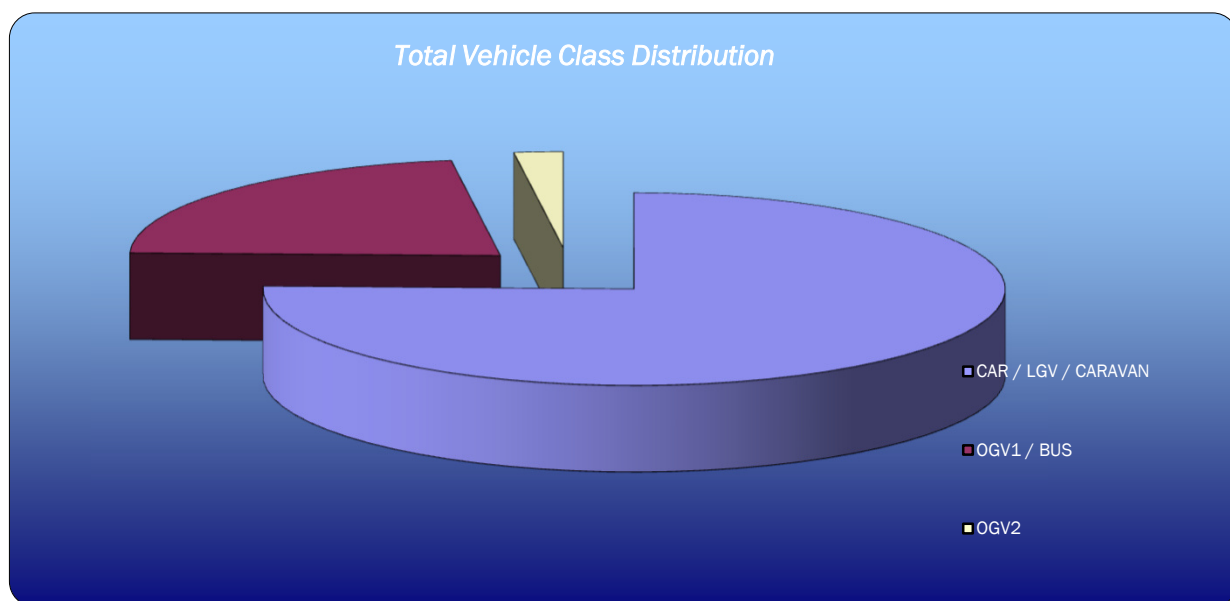


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
2-Aug-25				
7-19	492	129	4	625
6-22	579	142	5	726
6-24	599	147	5	751
0-24	614	148	5	767
3-Aug-25				
7-19	406	86	2	494
6-22	453	99	2	554
6-24	458	100	2	560
0-24	467	102	2	571
4-Aug-25				
7-19	602	208	11	821
6-22	703	225	11	939
6-24	722	230	11	963
0-24	739	239	12	990
5-Aug-25				
7-19	688	214	26	928
6-22	804	239	29	1072
6-24	825	241	29	1095
0-24	844	250	31	1125
6-Aug-25				
7-19	709	195	32	936
6-22	852	222	33	1107
6-24	884	222	34	1140
0-24	892	227	36	1155
7-Aug-25				
7-19	724	234	21	979
6-22	868	263	23	1154
6-24	889	264	23	1176
0-24	904	270	26	1200
8-Aug-25				
7-19	666	208	25	899
6-22	794	235	26	1055
6-24	814	238	26	1078
0-24	829	241	29	1099
AVERAGE				
7-19	612	182	17	812
6-22	722	204	18	944
6-24	742	206	19	966
0-24	756	211	20	987

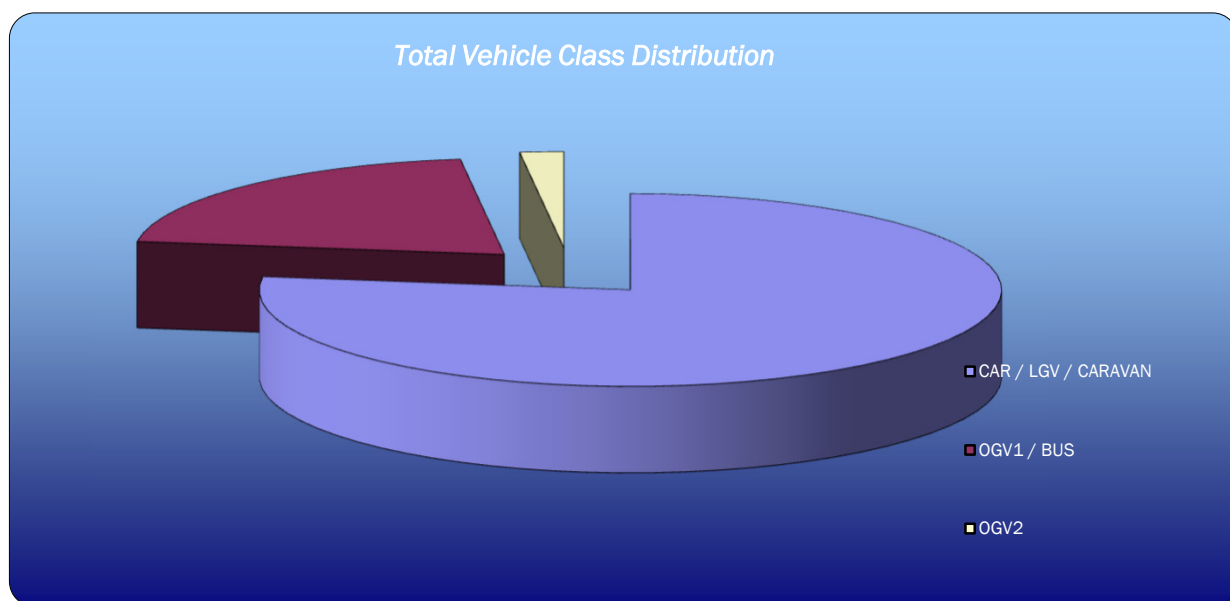


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (NORTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
2-Aug-25				
7-19	505	114	3	622
6-22	594	129	3	726
6-24	616	131	3	750
0-24	623	132	3	758
3-Aug-25				
7-19	441	92	1	534
6-22	513	102	1	616
6-24	529	103	1	633
0-24	540	106	1	647
4-Aug-25				
7-19	613	209	11	833
6-22	701	229	15	945
6-24	712	229	15	956
0-24	790	238	16	1044
5-Aug-25				
7-19	731	178	24	933
6-22	833	198	29	1060
6-24	848	200	29	1077
0-24	918	206	32	1156
6-Aug-25				
7-19	745	202	23	970
6-22	849	224	27	1100
6-24	866	225	28	1119
0-24	943	231	30	1204
7-Aug-25				
7-19	696	224	22	942
6-22	805	240	24	1069
6-24	816	243	24	1083
0-24	889	251	27	1167
8-Aug-25				
7-19	688	179	25	892
6-22	762	199	28	989
6-24	777	201	28	1006
0-24	843	205	31	1079
AVERAGE				
7-19	631	171	16	818
6-22	722	189	18	929
6-24	738	190	18	946
0-24	792	196	20	1008



Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Saturday 02/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7	6	4	0	0	0	0	0	0	0	0	1	0	0	11
8	22	3	0	0	0	0	0	0	0	0	0	2	0	27
9	19	7	0	0	1	0	0	0	0	0	0	1	0	28
10	42	12	0	0	0	0	1	0	0	0	0	2	0	57
11	58	11	1	0	0	0	0	1	1	0	0	2	0	74
12	76	9	0	0	0	0	0	0	0	0	0	3	0	88
13	40	8	0	0	0	0	0	0	1	0	0	2	0	51
14	38	9	0	0	0	0	0	0	0	0	0	1	0	48
15	38	10	0	0	0	0	0	0	0	0	0	1	0	49
16	37	7	0	0	1	0	0	0	0	0	0	1	0	46
17	56	12	0	0	1	0	0	0	0	0	0	1	0	70
18	24	13	0	0	2	0	0	0	1	0	0	1	0	41
19	28	9	0	0	0	0	1	0	0	0	0	1	0	39
20	30	4	0	0	0	0	1	0	0	0	0	0	0	35
21	28	8	0	0	0	0	0	0	0	0	0	0	0	36
22	20	3	0	0	0	0	0	0	0	0	0	0	0	23
23	15	3	0	0	0	0	0	0	0	0	0	0	0	18
24	4	2	0	0	0	0	0	0	0	0	0	0	0	6

7-19	478	110	1	0	5	0	2	1	3	0	0	18	0	618
6-22	562	129	1	0	5	0	3	1	3	0	1	18	0	723
6-24	581	134	1	0	5	0	3	1	3	0	1	18	0	747
0-24	597	136	1	0	5	0	3	1	3	0	1	18	0	765

Direction : SOUTHBOUND

Saturday 02/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	5	4	0	0	0	0	1	0	0	0	0	0	0	10
8	12	1	0	0	1	0	0	0	0	0	0	2	0	16
9	24	11	1	0	0	0	0	0	1	0	0	1	0	38
10	48	20	0	0	0	0	0	0	0	0	0	3	0	71
11	42	9	0	0	0	0	0	0	1	0	0	1	0	53
12	52	18	0	0	1	0	1	0	0	0	0	1	0	73
13	46	15	0	0	0	0	0	0	0	0	0	1	0	62
14	48	15	0	0	0	0	0	0	0	0	0	2	0	65
15	42	12	0	0	0	0	0	0	0	0	0	1	0	55
16	45	12	0	0	0	0	0	0	0	0	0	1	0	58
17	39	10	0	0	0	0	0	0	0	0	0	1	0	50
18	36	10	0	0	0	0	0	0	0	0	0	1	0	47
19	30	9	0	0	0	0	0	0	0	0	0	0	0	39
20	28	6	0	0	2	0	0	0	0	0	0	0	0	36
21	28	4	0	0	0	0	0	0	0	0	0	0	0	32
22	21	3	0	0	0	0	1	0	0	0	0	1	0	26
23	15	1	0	0	0	0	0	0	0	0	0	0	0	16
24	5	3	0	0	0	0	0	0	0	0	0	0	0	8

7-19	464	142	1	0	2	0	1	0	2	0	0	15	0	627
6-22	546	159	1	0	4	0	3	0	2	0	0	16	0	731
6-24	566	163	1	0	4	0	3	0	2	0	0	16	0	755
0-24	573	164	1	0	4	0	3	0	2	0	0	16	0	763

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Saturday 02/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	3	1	0	1	0	1	0	0	0	8
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	2	0	0	0	0	0	0	0	0	2
6	0	0	2	2	2	0	0	1	0	0	0	0	7
7	0	0	3	2	4	2	0	0	0	0	0	0	11
8	0	0	5	11	7	2	1	1	0	0	0	0	27
9	0	2	8	10	5	2	1	0	0	0	0	0	28
10	0	1	21	17	15	2	1	0	0	0	0	0	57
11	0	1	17	30	17	9	0	0	0	0	0	0	74
12	0	5	28	36	18	0	1	0	0	0	0	0	88
13	0	1	20	18	10	1	0	1	0	0	0	0	51
14	0	4	12	19	12	1	0	0	0	0	0	0	48
15	0	1	26	17	4	0	1	0	0	0	0	0	49
16	0	0	14	23	7	2	0	0	0	0	0	0	46
17	0	1	24	21	21	3	0	0	0	0	0	0	70
18	0	0	11	12	13	5	0	0	0	0	0	0	41
19	0	1	9	19	9	1	0	0	0	0	0	0	39
20	0	2	5	11	12	4	1	0	0	0	0	0	35
21	0	1	7	14	9	4	1	0	0	0	0	0	36
22	0	0	6	12	5	0	0	0	0	0	0	0	23
23	0	0	5	8	4	1	0	0	0	0	0	0	18
24	0	0	2	2	2	0	0	0	0	0	0	0	6
7-19	0	17	195	233	138	28	5	2	0	0	0	0	618
6-22	0	20	216	272	168	38	7	2	0	0	0	0	723
6-24	0	20	223	282	174	39	7	2	0	0	0	0	747
0-24	0	20	227	290	177	39	8	3	1	0	0	0	765

Direction : SOUTHBOUND

Saturday 02/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	1	1	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	1	0	0	0	0	0	0	2
7	0	0	7	1	0	2	0	0	0	0	0	0	10
8	0	0	4	7	5	0	0	0	0	0	0	0	16
9	0	0	7	18	11	0	2	0	0	0	0	0	38
10	0	1	28	29	9	4	0	0	0	0	0	0	71
11	0	1	20	17	14	1	0	0	0	0	0	0	53
12	0	1	30	28	9	4	1	0	0	0	0	0	73
13	0	2	20	18	17	4	1	0	0	0	0	0	62
14	0	3	26	21	9	6	0	0	0	0	0	0	65
15	0	2	31	11	8	1	1	1	0	0	0	0	55
16	0	6	20	22	7	2	1	0	0	0	0	0	58
17	0	0	18	14	13	4	1	0	0	0	0	0	50
18	0	2	19	18	4	2	1	1	0	0	0	0	47
19	0	1	8	17	7	5	1	0	0	0	0	0	39
20	0	1	9	13	10	3	0	0	0	0	0	0	36
21	0	1	8	11	8	1	2	1	0	0	0	0	32
22	0	0	8	13	4	0	1	0	0	0	0	0	26
23	0	0	7	5	2	0	2	0	0	0	0	0	16
24	0	0	2	3	2	1	0	0	0	0	0	0	8
7-19	0	19	231	220	113	33	9	2	0	0	0	0	627
6-22	0	21	263	258	135	39	12	3	0	0	0	0	731
6-24	0	21	272	266	139	40	14	3	0	0	0	0	755
0-24	0	21	275	268	139	42	15	3	0	0	0	0	763

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Sunday 03/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	3	2	0	0	0	0	0	0	0	0	0	0	0	5
8	13	1	0	0	0	0	0	0	0	0	0	0	0	14
9	15	2	0	0	0	0	0	0	0	0	0	0	0	17
10	17	7	0	0	0	0	0	0	0	0	0	0	0	24
11	31	14	0	0	0	0	0	0	0	0	0	0	0	45
12	41	11	0	0	0	0	0	0	0	0	0	1	0	53
13	67	8	0	0	0	0	0	0	0	0	0	1	0	76
14	42	8	0	0	0	0	0	0	0	0	0	1	0	51
15	27	6	0	0	0	0	0	0	0	0	0	1	0	34
16	34	7	0	1	0	0	0	0	0	0	0	2	0	44
17	51	7	0	0	1	0	0	0	0	0	0	0	0	59
18	41	10	0	0	1	0	0	0	0	0	0	0	0	52
19	27	10	0	0	0	0	0	0	0	0	0	0	0	37
20	25	5	0	0	0	0	0	0	0	0	0	0	0	30
21	11	1	0	0	0	0	0	0	0	0	0	0	0	12
22	20	6	0	0	0	0	0	0	0	0	1	1	0	28
23	2	2	0	0	0	0	0	0	0	0	0	0	0	4
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	406	91	0	1	2	0	0	0	0	0	0	6	0	506
6-22	465	105	0	1	2	0	0	0	0	0	1	7	0	581
6-24	469	107	0	1	2	0	0	0	0	0	1	7	0	587
0-24	480	109	0	1	2	0	0	0	0	0	1	7	0	600

Direction : SOUTHBOUND

Sunday 03/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	1	0	0	0	0	2
6	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7	3	1	0	0	0	0	0	0	0	0	0	0	0	4
8	13	2	0	0	0	0	0	0	0	0	0	0	0	15
9	14	2	0	0	0	0	0	0	0	0	0	0	0	16
10	15	15	0	0	0	0	0	1	0	0	0	0	0	31
11	40	14	0	0	0	0	0	0	0	0	0	0	0	54
12	41	18	0	0	0	0	0	0	0	0	0	0	0	59
13	48	17	0	0	0	0	0	0	0	0	0	0	0	65
14	41	20	0	0	0	0	0	0	0	0	0	1	0	62
15	37	10	0	0	0	0	0	0	0	0	0	1	0	48
16	30	10	0	0	0	0	1	0	0	0	0	0	0	41
17	44	7	0	0	0	0	0	0	0	0	0	2	0	53
18	37	14	0	0	0	0	0	0	0	0	0	0	0	51
19	34	7	0	0	1	0	0	0	0	0	0	0	0	42
20	21	5	0	0	0	0	0	0	0	0	0	1	0	27
21	20	5	0	0	0	0	0	0	0	0	0	0	0	25
22	8	3	0	0	0	0	0	0	0	0	0	2	0	13
23	8	0	0	0	0	0	0	0	1	0	0	0	0	9
24	7	1	0	0	0	0	0	0	0	0	0	0	0	8
7-19	394	136	0	0	1	0	1	1	0	0	0	4	0	537
6-22	446	150	0	0	1	0	1	1	0	0	0	7	0	606
6-24	461	151	0	0	1	0	1	1	1	0	0	7	0	623
0-24	471	153	0	0	1	0	1	1	2	0	0	7	0	636

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Sunday 03/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	1	0	1	1	0	0	0	0	0	0	4
2	1	0	1	0	1	0	0	0	0	0	0	0	3
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	2	2	0	0	0	0	0	0	0	5
7	0	0	1	1	1	2	0	0	0	0	0	0	5
8	0	0	2	3	5	3	1	0	0	0	0	0	14
9	0	0	6	4	6	0	1	0	0	0	0	0	17
10	0	1	10	8	5	0	0	0	0	0	0	0	24
11	0	0	12	18	12	3	0	0	0	0	0	0	45
12	0	5	26	11	10	1	0	0	0	0	0	0	53
13	0	1	30	32	10	3	0	0	0	0	0	0	76
14	0	2	20	18	10	1	0	0	0	0	0	0	51
15	0	1	9	14	8	1	0	1	0	0	0	0	34
16	0	5	13	16	6	1	2	1	0	0	0	0	44
17	0	0	22	27	10	0	0	0	0	0	0	0	59
18	0	2	19	21	5	5	0	0	0	0	0	0	52
19	0	1	10	15	10	1	0	0	0	0	0	0	37
20	0	5	11	11	1	1	1	0	0	0	0	0	30
21	0	0	6	3	3	0	0	0	0	0	0	0	12
22	0	0	14	10	1	3	0	0	0	0	0	0	28
23	0	0	2	0	2	0	0	0	0	0	0	0	4
24	0	0	0	0	2	0	0	0	0	0	0	0	2

7-19	0	18	179	187	97	19	4	2	0	0	0	0	506
6-22	0	23	211	212	103	25	5	2	0	0	0	0	581
6-24	0	23	213	212	107	25	5	2	0	0	0	0	587
0-24	1	24	216	215	111	26	5	2	0	0	0	0	600

Direction : SOUTHBOUND

Sunday 03/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	3	0	0	0	0	0	0	0	4
2	1	0	1	0	1	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	1	0	0	0	0	0	0	0	2
5	0	0	0	1	1	0	0	0	0	0	0	0	2
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	1	1	1	1	0	0	0	0	0	0	4
8	0	0	6	4	4	1	0	0	0	0	0	0	15
9	0	0	6	4	3	2	1	0	0	0	0	0	16
10	0	0	11	13	4	3	0	0	0	0	0	0	31
11	0	1	18	20	11	3	1	0	0	0	0	0	54
12	0	2	23	20	13	1	0	0	0	0	0	0	59
13	0	3	19	23	15	5	0	0	0	0	0	0	65
14	0	0	30	21	5	6	0	0	0	0	0	0	62
15	0	1	15	20	8	3	0	1	0	0	0	0	48
16	0	1	15	14	9	2	0	0	0	0	0	0	41
17	1	0	19	15	11	5	1	1	0	0	0	0	53
18	0	1	23	17	7	3	0	0	0	0	0	0	51
19	0	1	17	15	3	4	2	0	0	0	0	0	42
20	1	3	6	8	5	4	0	0	0	0	0	0	27
21	0	0	7	9	9	0	0	0	0	0	0	0	25
22	0	1	5	3	2	1	1	0	0	0	0	0	13
23	0	0	3	3	1	1	1	0	0	0	0	0	9
24	0	0	4	1	1	2	0	0	0	0	0	0	8

7-19	1	10	202	186	93	38	5	2	0	0	0	0	537
6-22	2	14	221	207	110	44	6	2	0	0	0	0	606
6-24	2	14	228	211	112	47	7	2	0	0	0	0	623
0-24	3	14	231	214	118	47	7	2	0	0	0	0	636

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Monday 04/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	3	2	0	0	0	0	0	0	0	0	0	0	0	5
6	36	4	0	0	0	0	0	0	0	0	0	0	0	40
7	12	9	0	0	0	0	0	0	0	0	0	1	0	22
8	44	14	0	0	1	0	0	0	1	0	1	3	0	64
9	33	17	0	0	0	0	0	1	1	0	0	0	0	52
10	56	12	0	0	3	0	0	1	0	0	0	0	0	72
11	55	18	0	0	0	2	1	0	0	0	1	3	0	80
12	49	11	0	0	2	0	0	1	1	0	0	1	0	65
13	54	12	0	0	0	0	0	0	1	0	0	3	0	70
14	74	15	0	0	2	0	0	0	0	0	0	3	0	94
15	39	12	0	0	0	0	0	0	0	0	0	1	0	52
16	49	16	0	0	1	0	0	0	0	0	1	2	0	69
17	50	10	0	0	0	0	0	0	0	0	0	2	0	62
18	85	16	0	0	1	0	0	0	0	0	0	1	0	103
19	36	4	0	0	0	0	0	0	0	0	0	1	0	41
20	34	4	0	0	1	0	0	0	0	0	0	0	0	39
21	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22	27	3	0	0	0	0	0	0	0	0	0	0	0	30
23	8	4	0	0	0	0	0	0	0	0	1	0	0	13
24	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7-19	624	157	0	0	10	2	1	3	4	0	3	20	0	824
6-22	716	176	0	0	11	2	1	3	4	0	3	21	0	937
6-24	726	181	0	0	11	2	1	3	4	0	4	21	0	953
0-24	768	187	0	0	11	2	1	3	4	0	4	21	0	1001

Direction : SOUTHBOUND

Monday 04/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	0	0	0	0	1	0	2
5	7	1	0	0	0	0	0	0	1	0	0	0	0	9
6	6	1	0	0	0	0	0	0	0	0	0	0	0	7
7	33	6	0	0	0	0	0	0	0	0	0	2	0	41
8	28	14	0	0	0	0	0	1	2	0	1	1	0	47
9	34	21	0	0	0	0	1	1	0	0	0	1	0	58
10	58	24	0	0	1	0	0	0	0	0	1	1	0	85
11	69	12	1	0	0	0	0	1	1	0	0	1	0	85
12	63	11	0	0	0	0	1	0	1	1	0	3	0	80
13	45	20	0	0	0	0	0	0	0	0	0	1	0	66
14	65	15	0	0	2	0	0	0	1	0	1	2	0	86
15	73	13	0	0	1	0	0	1	0	0	0	3	0	91
16	56	15	0	0	1	0	0	0	0	0	0	4	0	76
17	57	16	0	0	0	0	0	0	1	0	0	1	0	75
18	71	25	0	0	0	0	0	0	0	0	0	1	0	97
19	54	14	0	0	0	0	0	0	0	0	0	0	0	68
20	27	16	0	0	0	0	0	0	0	0	0	0	0	43
21	22	3	0	0	0	0	0	0	0	0	0	0	0	25
22	12	2	0	0	0	0	0	0	0	0	0	0	0	14
23	23	1	0	0	0	0	0	0	0	0	0	1	0	25
24	2	0	0	0	0	0	0	0	0	0	1	0	0	3
7-19	673	200	1	0	5	0	2	4	6	1	3	19	0	914
6-22	767	227	1	0	5	0	2	4	6	1	3	21	0	1037
6-24	792	228	1	0	5	0	2	4	6	1	4	22	0	1065
0-24	812	231	1	0	5	0	2	4	7	1	4	23	0	1090

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Monday 04/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	1	3	1	0	0	0	0	0	0	0	0	5
6	0	2	27	10	1	0	0	0	0	0	0	0	40
7	0	2	8	6	5	1	0	0	0	0	0	0	22
8	0	2	25	27	7	3	0	0	0	0	0	0	64
9	0	5	25	14	5	3	0	0	0	0	0	0	52
10	0	4	52	13	2	1	0	0	0	0	0	0	72
11	0	19	45	9	7	0	0	0	0	0	0	0	80
12	0	13	33	14	4	1	0	0	0	0	0	0	65
13	0	3	54	12	1	0	0	0	0	0	0	0	70
14	0	15	65	12	1	1	0	0	0	0	0	0	94
15	0	4	35	11	2	0	0	0	0	0	0	0	52
16	0	9	42	8	8	2	0	0	0	0	0	0	69
17	0	4	32	18	8	0	0	0	0	0	0	0	62
18	0	7	50	35	8	3	0	0	0	0	0	0	103
19	0	1	15	15	10	0	0	0	0	0	0	0	41
20	0	2	17	13	6	1	0	0	0	0	0	0	39
21	0	1	10	8	3	0	0	0	0	0	0	0	22
22	0	2	18	7	2	1	0	0	0	0	0	0	30
23	0	3	4	3	3	0	0	0	0	0	0	0	13
24	0	0	2	0	1	0	0	0	0	0	0	0	3
7-19	0	86	473	188	63	14	0	0	0	0	0	0	824
6-22	0	93	526	222	79	17	0	0	0	0	0	0	937
6-24	0	96	532	225	83	17	0	0	0	0	0	0	953
0-24	0	99	564	237	84	17	0	0	0	0	0	0	1001

Direction : SOUTHBOUND

Monday 04/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	2	0	0	0	0	0	0	0	2
2	0	0	1	0	1	0	0	0	0	0	0	0	2
3	0	0	2	1	0	0	0	0	0	0	0	0	3
4	0	0	1	1	0	0	0	0	0	0	0	0	2
5	0	0	1	3	2	2	1	0	0	0	0	0	9
6	0	3	3	1	0	0	0	0	0	0	0	0	7
7	1	1	31	6	2	0	0	0	0	0	0	0	41
8	0	3	30	11	1	2	0	0	0	0	0	0	47
9	0	3	35	10	10	0	0	0	0	0	0	0	58
10	1	6	53	20	4	1	0	0	0	0	0	0	85
11	0	13	66	5	1	0	0	0	0	0	0	0	85
12	0	25	46	6	2	1	0	0	0	0	0	0	80
13	0	6	52	7	1	0	0	0	0	0	0	0	66
14	1	15	63	4	3	0	0	0	0	0	0	0	86
15	0	9	73	8	1	0	0	0	0	0	0	0	91
16	1	16	45	12	0	2	0	0	0	0	0	0	76
17	0	14	42	15	2	2	0	0	0	0	0	0	75
18	0	21	48	20	7	1	0	0	0	0	0	0	97
19	0	7	40	17	4	0	0	0	0	0	0	0	68
20	0	3	28	9	2	0	1	0	0	0	0	0	43
21	1	3	17	3	1	0	0	0	0	0	0	0	25
22	0	3	7	3	1	0	0	0	0	0	0	0	14
23	1	6	12	1	3	2	0	0	0	0	0	0	25
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	3	138	593	135	36	9	0	0	0	0	0	0	914
6-22	5	148	676	156	42	9	1	0	0	0	0	0	1037
6-24	6	155	690	157	45	11	1	0	0	0	0	0	1065
0-24	6	158	698	163	50	13	2	0	0	0	0	0	1090

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Tuesday 05/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	2	0	0	0	0	0	0	0	0	0	0	0	5
6	40	8	0	0	0	0	0	0	0	0	1	1	0	50
7	11	8	0	0	0	0	0	0	2	0	0	0	0	21
8	43	19	0	0	1	0	0	0	1	0	4	3	0	71
9	35	11	0	0	0	0	0	0	1	0	0	1	0	48
10	44	15	0	0	0	0	0	0	1	0	0	2	0	62
11	50	14	1	0	0	0	0	0	1	0	0	2	0	68
12	51	9	1	0	1	0	0	0	0	0	1	3	0	66
13	53	18	0	0	2	0	0	0	0	0	0	4	0	77
14	64	11	0	0	3	0	0	0	1	0	0	2	0	81
15	59	21	0	0	0	0	0	0	0	0	1	3	0	84
16	42	26	0	0	1	0	0	0	2	0	1	2	0	74
17	61	12	1	0	1	0	0	0	0	0	0	3	0	78
18	91	25	0	0	1	0	0	0	0	0	0	1	0	118
19	43	2	0	0	0	0	0	0	0	0	0	1	0	46
20	29	6	0	0	0	0	0	0	0	0	0	0	0	35
21	19	6	0	0	0	0	0	0	0	0	0	0	0	25
22	22	4	0	0	0	0	0	0	0	0	0	0	0	26
23	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24	3	1	0	0	1	0	0	0	0	0	1	0	0	6
7-19	636	183	3	0	10	0	0	0	7	0	7	27	0	873
6-22	717	207	3	0	10	0	0	0	9	0	7	27	0	980
6-24	726	209	3	0	11	0	0	0	9	0	8	27	0	993
0-24	774	219	3	0	11	0	0	0	9	0	9	28	0	1053

Direction : SOUTHBOUND

Tuesday 05/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	8	3	0	0	0	0	0	0	0	0	1	1	0	13
7	39	9	0	0	0	0	0	0	1	0	0	1	0	50
8	47	17	0	0	1	0	0	0	0	0	1	1	0	67
9	46	16	0	0	1	0	0	0	0	0	0	1	0	64
10	49	14	0	0	0	0	0	0	1	0	1	2	0	67
11	44	9	0	0	0	0	0	0	3	0	0	2	0	58
12	42	7	1	0	0	0	0	0	0	0	0	1	0	51
13	40	13	0	0	2	0	0	0	1	0	1	1	0	58
14	63	14	0	0	0	0	0	1	0	0	0	1	0	79
15	65	15	0	0	0	0	0	0	1	0	0	1	0	82
16	59	23	0	0	1	0	0	0	1	0	0	2	0	86
17	72	29	0	0	1	0	0	0	0	0	0	1	0	103
18	73	18	0	0	0	0	0	0	0	0	0	1	0	92
19	59	13	0	0	0	0	0	0	0	0	0	0	0	72
20	28	7	0	0	1	0	0	0	0	0	0	0	0	36
21	23	6	0	0	1	0	0	0	0	0	1	0	0	31
22	15	2	0	0	1	0	0	0	0	0	0	0	0	18
23	29	2	0	0	0	0	0	0	0	0	0	0	0	31
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	659	188	1	0	6	0	0	1	7	0	3	14	0	879
6-22	764	212	1	0	9	0	0	1	8	0	4	15	0	1014
6-24	797	215	1	0	9	0	0	1	8	0	4	15	0	1050
0-24	811	218	1	0	9	0	0	1	8	0	5	16	0	1069

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Tuesday 05/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	2	1	0	0	0	0	0	0	0	0	3
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	3	1	0	0	0	0	0	0	0	0	5
6	0	6	26	12	5	0	1	0	0	0	0	0	50
7	0	1	8	8	1	3	0	0	0	0	0	0	21
8	0	9	33	21	7	1	0	0	0	0	0	0	71
9	0	7	27	12	2	0	0	0	0	0	0	0	48
10	0	7	33	16	5	1	0	0	0	0	0	0	62
11	1	13	37	14	2	1	0	0	0	0	0	0	68
12	0	11	40	12	3	0	0	0	0	0	0	0	66
13	0	9	52	13	3	0	0	0	0	0	0	0	77
14	3	21	45	9	3	0	0	0	0	0	0	0	81
15	0	16	43	18	6	0	0	1	0	0	0	0	84
16	2	10	47	14	1	0	0	0	0	0	0	0	74
17	0	14	49	9	4	2	0	0	0	0	0	0	78
18	0	13	64	31	8	2	0	0	0	0	0	0	118
19	0	2	24	11	8	1	0	0	0	0	0	0	46
20	0	7	12	9	6	1	0	0	0	0	0	0	35
21	0	1	8	9	4	1	2	0	0	0	0	0	25
22	0	1	15	6	4	0	0	0	0	0	0	0	26
23	0	3	3	1	0	0	0	0	0	0	0	0	7
24	0	0	3	3	0	0	0	0	0	0	0	0	6

7-19	6	132	494	180	52	8	0	1	0	0	0	0	873
6-22	6	142	537	212	67	13	2	1	0	0	0	0	980
6-24	6	145	543	216	67	13	2	1	0	0	0	0	993
0-24	6	152	575	231	72	13	3	1	0	0	0	0	1053

Direction : SOUTHBOUND

Tuesday 05/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	1	0	0	0	0	0	0	1
2	0	1	1	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	1	0	0	0	0	0	0	0	2
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	4	6	2	1	0	0	0	0	0	0	0	13
7	0	6	27	11	5	1	0	0	0	0	0	0	50
8	0	10	45	10	1	1	0	0	0	0	0	0	67
9	0	11	38	13	1	1	0	0	0	0	0	0	64
10	0	9	52	4	2	0	0	0	0	0	0	0	67
11	0	16	36	5	0	1	0	0	0	0	0	0	58
12	1	12	33	4	1	0	0	0	0	0	0	0	51
13	1	8	36	12	1	0	0	0	0	0	0	0	58
14	1	21	43	12	2	0	0	0	0	0	0	0	79
15	0	18	49	12	3	0	0	0	0	0	0	0	82
16	0	13	57	10	5	1	0	0	0	0	0	0	86
17	2	17	65	17	2	0	0	0	0	0	0	0	103
18	0	19	57	13	2	1	0	0	0	0	0	0	92
19	0	7	43	18	3	0	0	1	0	0	0	0	72
20	0	2	22	8	3	1	0	0	0	0	0	0	36
21	0	3	14	7	5	2	0	0	0	0	0	0	31
22	0	2	12	3	1	0	0	0	0	0	0	0	18
23	0	5	19	5	1	0	1	0	0	0	0	0	31
24	0	0	3	1	0	0	1	0	0	0	0	0	5

7-19	5	161	554	130	23	5	0	1	0	0	0	0	879
6-22	5	174	629	159	37	9	0	1	0	0	0	0	1014
6-24	5	179	651	165	38	9	2	1	0	0	0	0	1050
0-24	5	184	660	167	40	10	2	1	0	0	0	0	1069

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Wednesday 06/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	41	3	0	0	0	0	0	0	0	0	0	0	0	44
7	14	7	0	0	0	0	0	0	0	0	0	1	0	22
8	43	13	0	0	1	0	0	0	0	0	1	2	0	60
9	35	16	0	0	0	0	0	1	1	0	0	0	0	53
10	53	8	0	0	2	0	0	1	0	0	0	0	0	64
11	46	14	0	0	0	0	0	0	0	0	1	2	0	63
12	54	10	0	0	2	0	0	1	1	0	0	1	0	69
13	52	8	0	0	0	0	0	0	1	0	0	4	0	65
14	75	20	0	0	2	0	0	0	0	0	0	2	0	99
15	45	15	0	0	0	0	0	0	0	0	0	1	0	61
16	58	18	0	0	1	0	0	0	1	0	2	1	0	81
17	70	17	0	1	0	0	0	0	0	0	0	1	0	89
18	69	22	0	0	0	0	0	0	0	0	0	1	0	92
19	47	8	0	1	1	0	0	0	0	0	0	1	0	58
20	41	13	0	0	0	0	0	0	0	0	0	0	0	54
21	28	5	0	0	1	0	0	0	0	0	0	0	0	34
22	28	4	0	0	0	0	0	0	0	0	0	0	0	32
23	13	0	0	0	0	0	0	0	0	0	0	0	0	13
24	3	1	0	0	0	0	0	0	0	0	1	0	0	5
7-19	647	169	0	2	9	0	0	3	4	0	4	16	0	854
6-22	758	198	0	2	10	0	0	3	4	0	4	17	0	996
6-24	774	199	0	2	10	0	0	3	4	0	5	17	0	1014
0-24	819	203	0	2	10	0	0	3	4	0	5	17	0	1063

Direction : SOUTHBOUND

Wednesday 06/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	9	0	0	0	0	0	0	0	0	0	1	0	0	10
2	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5	0	0	0	0	0	0	0	0	1	0	0	0	0	1
6	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7	32	6	0	0	0	0	0	0	0	0	0	2	0	40
8	36	17	0	0	0	0	1	0	2	0	1	1	0	58
9	42	17	0	0	0	0	1	1	0	0	0	1	0	62
10	49	23	0	0	1	0	0	0	0	0	1	2	0	76
11	60	17	1	0	0	0	0	1	0	0	0	1	0	80
12	55	15	0	0	0	0	1	0	1	0	0	3	0	75
13	46	21	0	0	0	0	0	0	0	0	0	1	0	68
14	57	15	0	0	2	0	0	0	2	0	0	3	0	79
15	78	11	0	0	1	0	0	1	0	0	0	2	0	93
16	52	12	0	1	0	0	0	0	0	0	0	3	0	68
17	66	13	0	0	0	0	0	1	0	0	0	0	0	80
18	113	11	0	0	0	0	0	0	0	0	0	0	0	124
19	58	11	1	0	1	0	0	0	0	0	0	0	0	71
20	42	5	0	0	1	0	0	0	0	0	0	0	0	48
21	28	2	1	0	0	0	0	0	0	0	1	1	0	33
22	17	5	0	0	1	0	0	0	0	0	0	0	0	23
23	26	2	0	0	1	0	0	0	0	0	0	0	0	29
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	712	183	2	1	5	0	3	4	5	0	2	17	0	934
6-22	831	201	3	1	7	0	3	4	5	0	3	20	0	1078
6-24	862	203	3	1	8	0	3	4	5	0	3	20	0	1112
0-24	883	205	3	1	8	0	3	4	7	0	4	20	0	1138

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Wednesday 06/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	1	1	0	0	0	0	0	0	0	2
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	3	26	12	2	1	0	0	0	0	0	0	44
7	0	2	6	5	8	1	0	0	0	0	0	0	22
8	0	3	24	25	4	4	0	0	0	0	0	0	60
9	0	5	27	12	5	4	0	0	0	0	0	0	53
10	0	5	43	12	3	1	0	0	0	0	0	0	64
11	0	10	38	10	5	0	0	0	0	0	0	0	63
12	0	13	39	13	3	1	0	0	0	0	0	0	69
13	0	5	45	14	1	0	0	0	0	0	0	0	65
14	0	17	64	15	2	1	0	0	0	0	0	0	99
15	0	8	38	12	3	0	0	0	0	0	0	0	61
16	3	10	33	31	3	1	0	0	0	0	0	0	81
17	0	7	52	22	6	2	0	0	0	0	0	0	89
18	0	10	51	20	11	0	0	0	0	0	0	0	92
19	0	3	26	18	7	4	0	0	0	0	0	0	58
20	0	3	21	20	7	3	0	0	0	0	0	0	54
21	0	2	6	16	9	1	0	0	0	0	0	0	34
22	0	0	17	9	5	1	0	0	0	0	0	0	32
23	0	1	4	6	2	0	0	0	0	0	0	0	13
24	0	0	3	2	0	0	0	0	0	0	0	0	5

7-19	3	96	480	204	53	18	0	0	0	0	0	0	854
6-22	3	103	530	254	82	24	0	0	0	0	0	0	996
6-24	3	104	537	262	84	24	0	0	0	0	0	0	1014
0-24	3	108	565	275	87	25	0	0	0	0	0	0	1063

Direction : SOUTHBOUND

Wednesday 06/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	7	2	1	0	0	0	0	0	0	0	10
2	0	0	3	1	0	0	0	0	0	0	0	0	4
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	1	0	0	0	0	0	0	0	1
6	0	4	3	2	0	0	0	0	0	0	0	0	9
7	1	1	28	8	2	0	0	0	0	0	0	0	40
8	0	4	40	11	1	2	0	0	0	0	0	0	58
9	0	4	38	12	8	0	0	0	0	0	0	0	62
10	1	6	49	16	3	1	0	0	0	0	0	0	76
11	0	16	56	7	1	0	0	0	0	0	0	0	80
12	0	18	48	6	2	1	0	0	0	0	0	0	75
13	0	10	50	6	1	0	1	0	0	0	0	0	68
14	1	11	62	3	2	0	0	0	0	0	0	0	79
15	0	11	70	11	1	0	0	0	0	0	0	0	93
16	1	14	46	4	3	0	0	0	0	0	0	0	68
17	0	10	50	16	3	1	0	0	0	0	0	0	80
18	0	10	93	17	4	0	0	0	0	0	0	0	124
19	0	6	34	24	7	0	0	0	0	0	0	0	71
20	2	6	25	10	3	2	0	0	0	0	0	0	48
21	0	1	20	7	1	1	1	0	2	0	0	0	33
22	0	1	12	4	5	1	0	0	0	0	0	0	23
23	0	2	16	9	1	1	0	0	0	0	0	0	29
24	0	3	2	0	0	0	0	0	0	0	0	0	5

7-19	3	120	636	133	36	5	1	0	0	0	0	0	934
6-22	6	129	721	162	47	9	2	0	2	0	0	0	1078
6-24	6	134	739	171	48	10	2	0	2	0	0	0	1112
0-24	6	139	753	176	50	10	2	0	2	0	0	0	1138

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Thursday 07/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	1	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6	41	4	0	0	1	0	0	0	0	0	1	0	0	47
7	20	8	0	0	0	0	0	0	1	0	0	0	0	29
8	44	15	0	0	0	0	0	1	0	0	0	2	0	62
9	37	15	0	0	3	0	0	1	0	0	1	1	0	58
10	38	8	0	0	2	0	0	0	0	0	0	1	0	49
11	57	19	0	0	2	0	0	0	0	0	1	1	0	80
12	65	14	2	0	2	0	0	0	2	0	0	4	0	89
13	60	13	0	0	0	0	0	0	0	0	1	2	0	76
14	54	23	0	0	1	0	0	0	2	0	1	5	0	86
15	57	16	0	1	0	0	0	0	0	0	0	3	0	77
16	50	16	0	0	3	0	0	0	0	0	1	2	0	72
17	66	21	0	0	0	0	0	0	0	0	0	1	0	88
18	79	16	0	0	0	0	0	0	0	0	0	1	0	96
19	46	11	0	0	0	0	0	0	0	0	0	1	0	58
20	32	11	0	0	0	0	0	0	0	0	0	0	0	43
21	34	5	0	0	0	0	0	0	0	0	0	0	0	39
22	30	8	0	0	0	0	0	0	0	0	0	0	0	38
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	1	0	0	3
7-19	653	187	2	1	13	0	0	2	4	0	5	24	0	891
6-22	769	219	2	1	13	0	0	2	5	0	5	24	0	1040
6-24	778	220	2	1	13	0	0	2	5	0	6	24	0	1051
0-24	822	225	2	1	15	0	0	2	5	0	7	25	0	1104

Direction : SOUTHBOUND

Thursday 07/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	1	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	1	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	1	0	0	4
6	11	2	0	0	0	0	0	0	0	0	0	0	0	13
7	37	11	0	0	1	0	0	0	0	0	0	0	0	49
8	39	13	1	0	0	0	0	0	0	0	0	1	0	54
9	41	20	0	0	1	0	0	1	0	0	1	0	0	64
10	44	15	0	0	0	0	0	0	0	0	1	2	0	62
11	70	15	1	0	1	0	0	0	1	0	0	2	0	90
12	39	13	0	0	0	0	0	0	0	0	1	4	0	57
13	54	16	0	0	0	0	0	0	0	0	2	4	0	76
14	56	24	0	0	1	0	0	0	1	0	0	2	0	84
15	58	11	0	0	2	0	0	0	0	0	0	3	0	74
16	51	18	0	0	0	0	0	0	0	0	0	2	0	71
17	69	20	0	0	0	0	0	0	1	0	0	1	0	91
18	98	26	0	0	0	0	1	0	0	0	1	1	0	127
19	60	19	0	0	0	0	0	0	0	0	0	2	0	81
20	34	4	0	0	0	0	0	0	0	0	0	0	0	38
21	26	6	0	0	0	0	0	0	0	0	0	0	0	32
22	16	1	0	0	0	0	0	0	0	0	0	0	0	17
23	21	4	0	0	0	0	0	0	0	0	0	0	0	25
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	679	210	2	0	5	0	1	1	3	0	6	24	0	931
6-22	792	232	2	0	6	0	1	1	3	0	6	24	0	1067
6-24	815	236	2	0	6	0	1	1	3	0	6	24	0	1094
0-24	833	238	2	0	6	0	1	1	3	0	8	25	0	1117

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Thursday 07/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	1	1	0	0	0	0	0	0	0	0	2
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	8	25	10	4	0	0	0	0	0	0	0	47
7	1	3	9	12	4	0	0	0	0	0	0	0	29
8	0	3	27	25	4	3	0	0	0	0	0	0	62
9	1	7	30	13	7	0	0	0	0	0	0	0	58
10	1	5	22	19	2	0	0	0	0	0	0	0	49
11	0	9	41	23	7	0	0	0	0	0	0	0	80
12	0	11	58	17	3	0	0	0	0	0	0	0	89
13	1	19	35	18	3	0	0	0	0	0	0	0	76
14	2	23	42	15	3	1	0	0	0	0	0	0	86
15	1	16	41	11	5	3	0	0	0	0	0	0	77
16	0	7	39	20	6	0	0	0	0	0	0	0	72
17	0	10	46	23	8	1	0	0	0	0	0	0	88
18	0	7	50	31	6	2	0	0	0	0	0	0	96
19	0	8	22	17	10	0	1	0	0	0	0	0	58
20	0	1	20	14	7	0	1	0	0	0	0	0	43
21	0	1	12	12	14	0	0	0	0	0	0	0	39
22	0	3	24	8	3	0	0	0	0	0	0	0	38
23	0	1	3	1	3	0	0	0	0	0	0	0	8
24	0	0	3	0	0	0	0	0	0	0	0	0	3

7-19	6	125	453	232	64	10	1	0	0	0	0	0	891
6-22	7	133	518	278	92	10	2	0	0	0	0	0	1040
6-24	7	134	524	279	95	10	2	0	0	0	0	0	1051
0-24	7	142	553	291	99	10	2	0	0	0	0	0	1104

Direction : SOUTHBOUND

Thursday 07/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	2	0	0	1	0	0	0	0	0	0	3
2	0	0	0	1	0	0	0	0	0	0	0	0	1
3	0	0	2	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	4	0	0	0	0	0	0	0	0	0	4
6	0	7	3	3	0	0	0	0	0	0	0	0	13
7	1	5	31	5	3	4	0	0	0	0	0	0	49
8	0	8	38	5	3	0	0	0	0	0	0	0	54
9	0	8	49	3	3	1	0	0	0	0	0	0	64
10	1	13	34	10	4	0	0	0	0	0	0	0	62
11	0	16	58	13	3	0	0	0	0	0	0	0	90
12	0	6	43	4	3	1	0	0	0	0	0	0	57
13	0	15	51	10	0	0	0	0	0	0	0	0	76
14	3	25	48	5	3	0	0	0	0	0	0	0	84
15	0	21	46	6	1	0	0	0	0	0	0	0	74
16	0	6	50	9	4	2	0	0	0	0	0	0	71
17	2	10	60	16	2	1	0	0	0	0	0	0	91
18	0	15	80	28	2	1	1	0	0	0	0	0	127
19	1	8	39	23	10	0	0	0	0	0	0	0	81
20	0	2	23	9	3	1	0	0	0	0	0	0	38
21	0	1	17	12	2	0	0	0	0	0	0	0	32
22	0	3	7	3	4	0	0	0	0	0	0	0	17
23	0	3	13	5	2	0	2	0	0	0	0	0	25
24	0	0	1	1	0	0	0	0	0	0	0	0	2

7-19	7	151	596	132	38	6	1	0	0	0	0	0	931
6-22	8	162	674	161	50	11	1	0	0	0	0	0	1067
6-24	8	165	688	167	52	11	3	0	0	0	0	0	1094
0-24	8	172	699	171	52	12	3	0	0	0	0	0	1117

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Friday 08/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	0	0	0	0	1	0	0	4
6	32	6	0	0	0	0	0	0	0	0	0	0	0	38
7	9	8	0	0	0	0	0	0	0	0	0	0	0	17
8	37	13	0	0	1	0	0	0	0	0	0	1	0	52
9	43	16	0	0	0	0	0	0	0	0	1	0	0	60
10	34	14	0	0	0	0	0	0	1	0	0	2	0	51
11	50	14	1	0	0	0	0	0	1	0	0	3	0	69
12	46	16	0	0	0	0	0	0	0	0	0	2	0	64
13	53	13	2	0	0	0	0	0	0	0	0	1	0	69
14	63	11	0	0	0	0	0	0	0	0	0	3	0	77
15	54	21	0	1	1	0	0	0	2	0	1	2	0	82
16	59	27	0	0	2	0	0	0	0	0	1	3	0	92
17	56	16	0	0	0	0	0	0	0	0	0	1	0	73
18	46	12	0	0	0	0	0	0	0	0	0	1	0	59
19	41	14	0	0	0	0	1	0	0	0	0	1	0	57
20	45	11	0	0	0	0	1	0	0	0	0	0	0	57
21	12	6	0	0	0	0	0	0	0	0	0	0	0	18
22	16	3	0	0	0	0	0	0	0	0	0	1	0	20
23	12	4	0	0	0	0	0	0	0	0	0	0	0	16
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3

7-19	582	187	3	1	4	0	1	0	4	0	3	20	0	805
6-22	664	215	3	1	4	0	2	0	4	0	3	21	0	917
6-24	679	219	3	1	4	0	2	0	4	0	3	21	0	936
0-24	718	226	3	1	4	0	2	0	4	0	4	21	0	983

Direction : SOUTHBOUND

Friday 08/08/2025	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	0	0	0	1	0	0	2
3	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	2	0	0	0	0	3
6	7	2	0	0	0	0	0	0	0	0	0	0	0	9
7	34	3	0	0	1	0	0	0	0	0	0	2	0	40
8	29	15	0	0	0	0	0	0	0	0	0	1	0	45
9	51	18	0	0	0	0	0	1	0	0	0	0	0	70
10	48	17	0	0	0	0	0	0	1	0	1	2	0	69
11	37	7	0	0	0	0	0	0	3	0	0	1	0	48
12	51	12	0	0	1	0	1	0	0	0	0	1	0	66
13	52	22	0	1	0	0	0	0	0	0	1	2	0	78
14	51	12	1	0	1	0	0	0	1	0	1	0	0	67
15	64	23	0	0	0	0	1	0	1	0	0	5	0	94
16	61	9	0	0	0	0	1	0	0	0	0	3	0	74
17	62	13	0	0	1	0	0	0	2	0	0	2	0	80
18	74	20	0	0	1	0	0	0	0	0	0	1	0	96
19	55	15	0	0	0	0	0	0	1	0	0	1	0	72
20	23	11	0	0	0	0	0	0	0	0	0	0	0	34
21	14	5	0	0	0	0	0	0	0	0	0	0	0	19
22	26	3	0	0	0	0	0	0	0	0	0	0	0	29
23	12	2	0	0	0	0	0	0	0	0	0	1	0	15
24	6	1	0	0	0	0	0	0	0	0	0	0	0	7

7-19	635	183	1	1	4	0	3	1	9	0	3	19	0	859
6-22	732	205	1	1	5	0	3	1	9	0	3	21	0	981
6-24	750	208	1	1	5	0	3	1	9	0	3	22	0	1003
0-24	765	211	1	1	5	0	3	1	11	0	4	22	0	1024

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

Friday 08/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	2	0	0	0	0	0	0	0	0	3
2	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	3	0	0	0	0	0	0	0	0	0	4
6	0	5	17	14	1	1	0	0	0	0	0	0	38
7	1	2	6	5	3	0	0	0	0	0	0	0	17
8	0	1	20	20	11	0	0	0	0	0	0	0	52
9	0	3	31	19	5	2	0	0	0	0	0	0	60
10	0	6	28	12	4	1	0	0	0	0	0	0	51
11	1	17	36	13	2	0	0	0	0	0	0	0	69
12	0	17	37	6	2	2	0	0	0	0	0	0	64
13	0	14	36	15	4	0	0	0	0	0	0	0	69
14	1	12	36	16	12	0	0	0	0	0	0	0	77
15	0	10	46	21	4	1	0	0	0	0	0	0	82
16	0	7	53	26	5	0	1	0	0	0	0	0	92
17	0	2	35	21	13	0	2	0	0	0	0	0	73
18	0	2	18	25	11	3	0	0	0	0	0	0	59
19	0	1	21	21	11	3	0	0	0	0	0	0	57
20	0	1	12	18	18	5	1	0	1	1	0	0	57
21	0	1	3	8	3	2	1	0	0	0	0	0	18
22	0	0	5	8	6	0	1	0	0	0	0	0	20
23	0	1	8	6	1	0	0	0	0	0	0	0	16
24	0	0	3	0	0	0	0	0	0	0	0	0	3

7-19	2	92	397	215	84	12	3	0	0	0	0	0	805
6-22	3	96	423	254	114	19	6	0	1	1	0	0	917
6-24	3	97	434	260	115	19	6	0	1	1	0	0	936
0-24	3	104	455	276	117	20	6	0	1	1	0	0	983

Direction : SOUTHBOUND

Friday 08/08/2025	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	1	2	0	0	0	0	0	0	0	4
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	1	0	1	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	1	0	0	0	0	0	1
5	0	1	1	0	1	0	0	0	0	0	0	0	3
6	0	4	5	0	0	0	0	0	0	0	0	0	9
7	1	6	25	4	4	0	0	0	0	0	0	0	40
8	0	2	31	8	3	1	0	0	0	0	0	0	45
9	0	8	45	11	6	0	0	0	0	0	0	0	70
10	0	12	51	4	2	0	0	0	0	0	0	0	69
11	0	16	25	6	0	1	0	0	0	0	0	0	48
12	0	21	44	1	0	0	0	0	0	0	0	0	66
13	0	20	48	7	3	0	0	0	0	0	0	0	78
14	0	16	44	5	1	1	0	0	0	0	0	0	67
15	0	18	56	17	3	0	0	0	0	0	0	0	94
16	0	13	40	14	5	2	0	0	0	0	0	0	74
17	1	6	40	28	3	2	0	0	0	0	0	0	80
18	0	5	39	30	21	1	0	0	0	0	0	0	96
19	0	3	40	15	10	4	0	0	0	0	0	0	72
20	0	1	14	8	10	1	0	0	0	0	0	0	34
21	0	0	9	6	3	1	0	0	0	0	0	0	19
22	0	0	15	6	3	4	1	0	0	0	0	0	29
23	0	1	7	4	3	0	0	0	0	0	0	0	15
24	0	0	2	3	2	0	0	0	0	0	0	0	7

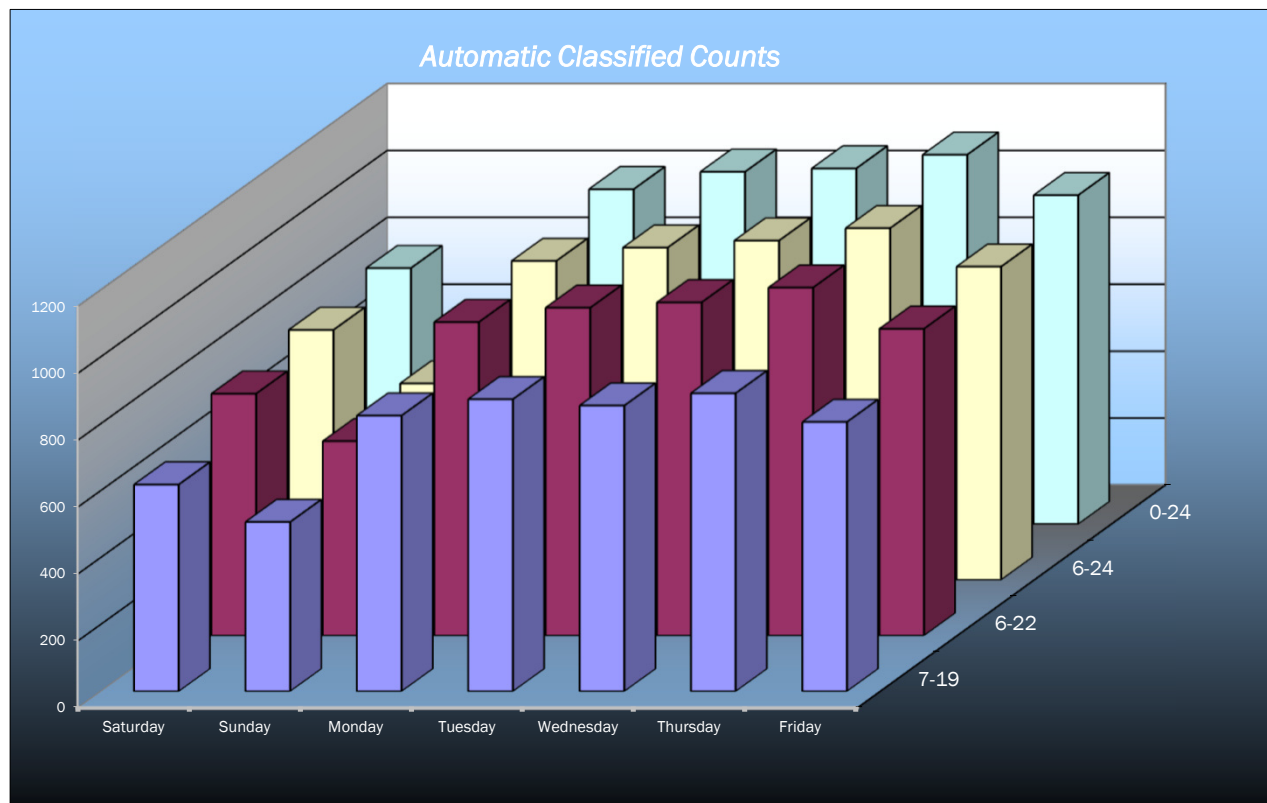
7-19	1	140	503	146	57	12	0	0	0	0	0	0	859
6-22	2	147	566	170	77	18	1	0	0	0	0	0	981
6-24	2	148	575	177	82	18	1	0	0	0	0	0	1003
0-24	2	153	585	178	86	18	2	0	0	0	0	0	1024

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	8	4	1	1	0	2	3	1	3
2	0	3	0	3	2	0	1	1	1
3	0	1	1	1	1	2	1	1	1
4	1	0	1	0	0	1	0	0	0
5	2	0	5	5	2	1	4	3	3
6	7	5	40	50	44	47	38	44	33
7	11	5	22	21	22	29	17	22	18
8	27	14	64	71	60	62	52	62	50
9	28	17	52	48	53	58	60	54	45
10	57	24	72	62	64	49	51	60	54
11	74	45	80	68	63	80	69	72	68
12	88	53	65	66	69	89	64	71	71
13	51	76	70	77	65	76	69	71	69
14	48	51	94	81	99	86	77	87	77
15	49	34	52	84	61	77	82	71	63
16	46	44	69	74	81	72	92	78	68
17	70	59	62	78	89	88	73	78	74
18	41	52	103	118	92	96	59	94	80
19	39	37	41	46	58	58	57	52	48
20	35	30	39	35	54	43	57	46	42
21	36	12	22	25	34	39	18	28	27
22	23	28	30	26	32	38	20	29	28
23	18	4	13	7	13	8	16	11	11
24	6	2	3	6	5	3	3	4	4
7-19	618	506	824	873	854	891	805	849	767
6-22	723	581	937	980	996	1040	917	974	882
6-24	747	587	953	993	1014	1051	936	989	897
0-24	765	600	1001	1053	1063	1104	983	1041	938

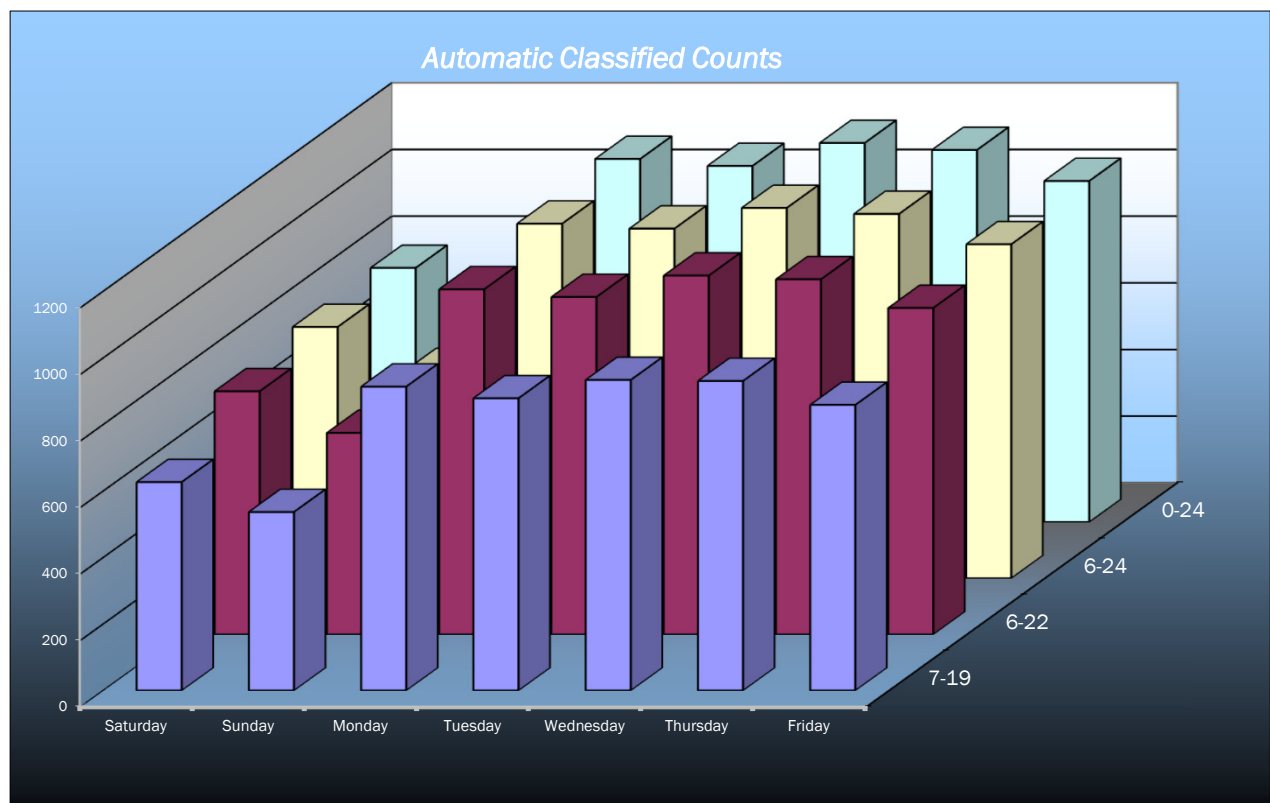


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	4	2	1	10	3	4	4	4
2	1	3	2	2	4	1	2	2	2
3	2	0	3	0	1	2	2	2	1
4	0	2	2	2	1	0	1	1	1
5	0	2	9	1	1	4	3	4	3
6	2	2	7	13	9	13	9	10	8
7	10	4	41	50	40	49	40	44	33
8	16	15	47	67	58	54	45	54	43
9	38	16	58	64	62	64	70	64	53
10	71	31	85	67	76	62	69	72	66
11	53	54	85	58	80	90	48	72	67
12	73	59	80	51	75	57	66	66	66
13	62	65	66	58	68	76	78	69	68
14	65	62	86	79	79	84	67	79	75
15	55	48	91	82	93	74	94	87	77
16	58	41	76	86	68	71	74	75	68
17	50	53	75	103	80	91	80	86	76
18	47	51	97	92	124	127	96	107	91
19	39	42	68	72	71	81	72	73	64
20	36	27	43	36	48	38	34	40	37
21	32	25	25	31	33	32	19	28	28
22	26	13	14	18	23	17	29	20	20
23	16	9	25	31	29	25	15	25	21
24	8	8	3	5	5	2	7	4	5
7-19	627	537	914	879	934	931	859	903	812
6-22	731	606	1037	1014	1078	1067	981	1035	931
6-24	755	623	1065	1050	1112	1094	1003	1065	957
0-24	763	636	1090	1069	1138	1117	1024	1088	977



Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	36.8	30.5	25.5	25.5	-	29.3	30.5
2	-	23.0	-	28.0	35.5	-	38.0
3	-	33.0	33.0	33.0	25.5	29.3	15.5
4	33.0	-	25.5	-	-	25.5	-
5	33.0	-	25.0	25.0	20.5	25.5	23.0
6	35.1	33.5	27.2	27.8	27.8	26.5	27.7
7	34.6	36.5	30.3	31.0	31.6	28.6	27.6
8	34.9	36.9	30.5	27.9	30.1	29.7	30.8
9	31.8	33.0	28.8	26.4	28.8	27.1	29.0
10	31.9	30.2	26.9	27.6	27.0	27.5	27.4
11	33.4	33.0	25.1	25.5	26.1	27.6	24.5
12	30.8	28.8	26.2	25.8	25.8	26.1	24.5
13	31.3	30.9	26.5	26.1	26.5	25.0	25.8
14	31.1	30.5	25.2	23.5	25.3	24.3	27.2
15	29.4	32.6	26.8	26.4	26.3	25.7	27.0
16	31.9	30.8	27.0	25.2	27.1	27.7	27.8
17	32.1	31.1	28.6	25.7	27.8	27.7	30.2
18	33.8	31.0	28.8	27.5	27.5	28.3	31.6
19	32.2	32.1	31.0	29.4	30.0	28.9	31.4
20	34.2	28.3	29.9	28.1	30.3	30.3	34.8
21	33.8	30.5	29.5	32.3	32.3	32.0	33.6
22	32.1	30.5	28.0	28.8	30.1	27.3	33.4
23	32.6	31.8	27.8	22.3	30.1	29.9	28.5
24	32.2	38.0	29.7	29.3	28.5	25.5	25.5

10-12	32.1	30.9	25.6	25.6	26.0	26.9	24.5
14-16	30.6	31.7	26.9	25.8	26.7	26.7	27.4
0-24	32.8	31.7	27.9	27.3	28.2	27.6	28.5

85TH PERCENTILE							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	47.9	42.9	-	-	-	34.6	34.8
2	-	39.4	-	32.3	39.0	-	-
3	-	-	-	-	-	34.6	-
4	-	-	-	-	-	-	-
5	33.0	-	31.2	31.2	27.6	-	28.0
6	44.5	38.6	31.7	34.6	33.4	33.0	34.2
7	41.2	43.9	37.6	38.0	39.2	36.4	36.5
8	41.7	43.4	36.3	34.5	36.3	35.6	36.2
9	39.4	39.7	35.7	32.4	35.9	34.1	34.9
10	38.1	36.1	31.7	33.9	32.3	34.1	33.8
11	39.3	38.4	31.7	32.3	32.2	33.7	31.2
12	37.0	35.6	33.0	31.6	32.2	31.4	31.3
13	37.7	36.3	30.4	31.3	31.2	32.1	32.3
14	37.9	36.5	30.5	30.5	31.0	31.7	34.6
15	34.9	39.3	31.7	33.6	31.9	33.3	33.0
16	36.9	39.4	33.7	31.3	34.6	33.5	33.5
17	38.0	35.7	34.4	32.0	33.7	33.9	36.5
18	39.7	37.5	34.9	33.7	33.7	34.2	37.5
19	37.6	37.9	36.6	35.5	36.6	36.3	37.3
20	41.4	36.3	36.0	36.1	36.7	36.3	42.9
21	40.4	36.0	35.1	39.9	38.4	37.9	41.1
22	36.6	36.4	33.9	34.4	35.5	32.7	39.2
23	37.9	39.0	36.3	29.2	36.4	38.1	34.0
24	37.8	38.0	36.9	33.4	32.6	25.5	25.5

10-12	38.2	37.0	32.3	32.0	32.2	32.6	31.3
14-16	35.9	39.4	32.7	32.4	33.3	33.4	33.3
0-24	39.0	38.4	34.0	33.4	34.3	33.9	34.7

7 DAY AVERAGE SPEED	29.1
7 DAY AVERAGE 85th PERCENTILE	35.4

5 DAY OFF PEAK AVERAGE SPEED	26.2
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	32.5

Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	41.3	34.9	38.0	43.0	28.3	31.3	33.6
2	25.5	23.0	31.8	20.5	27.4	33.0	25.5
3	29.3	-	28.0	-	25.5	25.5	31.8
4	-	35.5	29.3	31.8	15.5	-	48.0
5	-	35.5	37.2	25.5	38.0	25.5	26.3
6	34.3	29.3	22.3	24.5	22.7	21.8	21.1
7	29.8	34.9	26.5	27.6	26.9	27.0	25.5
8	32.7	32.0	27.6	25.6	27.1	25.4	27.6
9	33.9	33.3	28.4	25.8	27.9	25.5	26.6
10	31.0	32.0	27.1	25.0	26.8	25.1	24.6
11	31.3	32.0	24.6	23.7	24.3	25.2	23.5
12	31.0	30.8	23.5	23.6	24.3	25.9	22.4
13	32.3	31.9	25.6	25.5	25.2	24.5	24.1
14	30.8	30.7	24.3	24.0	24.5	22.7	24.1
15	29.7	32.2	25.3	24.9	25.3	23.4	25.3
16	29.8	31.4	24.8	25.8	24.1	26.8	26.5
17	32.7	32.4	25.9	24.9	26.4	25.7	28.0
18	30.8	30.5	26.0	25.0	26.1	26.5	30.2
19	33.6	31.6	27.1	27.3	28.4	27.9	29.4
20	32.9	30.8	27.5	28.1	26.5	28.2	31.2
21	33.7	32.7	24.9	29.4	30.3	28.8	30.8
22	32.0	31.5	25.9	26.3	29.8	28.0	31.5
23	32.2	33.8	25.5	26.2	28.2	28.6	29.3
24	33.6	32.4	22.2	31.5	19.5	29.3	32.3

10-12	31.2	31.4	24.0	23.6	24.3	25.6	23.0
14-16	29.7	31.8	25.0	25.3	24.7	25.1	25.9
0-24	32.0	32.0	27.0	26.8	26.2	26.6	28.3

85TH PERCENTILE							
Hr Ending	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
1	49.0	41.1	38.0	-	32.9	41.4	39.5
2	-	39.4	40.6	27.6	31.1	-	25.5
3	34.6	-	32.3	-	-	25.5	40.6
4	-	39.0	34.6	40.6	-	-	-
5	-	39.0	44.0	-	-	25.5	37.6
6	46.6	34.6	29.2	31.9	30.2	29.5	26.3
7	37.1	42.3	31.7	34.1	32.4	34.6	32.4
8	37.5	38.1	33.3	31.1	32.4	30.8	32.9
9	39.3	40.8	34.2	31.8	33.6	30.7	32.3
10	36.6	37.7	32.9	29.6	32.6	32.0	29.5
11	37.1	38.3	29.0	29.6	29.4	30.8	30.1
12	37.0	36.7	29.8	29.6	30.2	31.3	27.3
13	39.0	38.5	29.8	31.5	30.7	29.7	30.0
14	37.5	36.6	29.7	30.6	29.4	29.5	29.9
15	36.7	38.7	29.4	30.9	29.9	29.0	31.2
16	37.0	37.5	31.4	31.7	30.1	32.4	33.3
17	39.0	40.3	32.5	31.0	32.2	31.8	34.3
18	38.0	36.5	32.9	30.9	30.7	32.2	36.4
19	40.2	38.7	32.7	33.5	34.3	34.6	35.7
20	39.1	40.4	33.4	33.9	34.5	33.9	37.5
21	41.5	37.8	31.4	36.7	39.7	33.7	36.5
22	37.5	40.3	32.8	31.8	36.5	35.9	38.8
23	39.9	41.8	34.9	33.1	34.0	36.9	35.7
24	39.7	40.4	27.9	41.3	25.0	34.6	37.4

10-12	37.1	37.5	29.4	29.6	29.8	31.0	28.7
14-16	36.9	38.1	30.4	31.3	30.0	30.7	32.3
0-24	39.0	38.9	32.8	32.5	32.0	32.1	33.5

7 DAY AVERAGE SPEED	28.4
7 DAY AVERAGE 85th PERCENTILE	34.4

5 DAY OFF PEAK AVERAGE SPEED	24.7
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	30.3

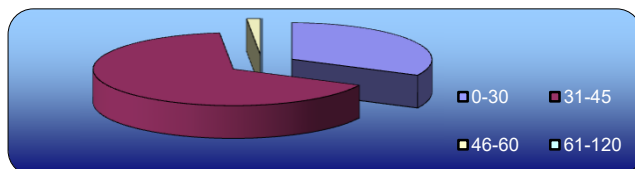
Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

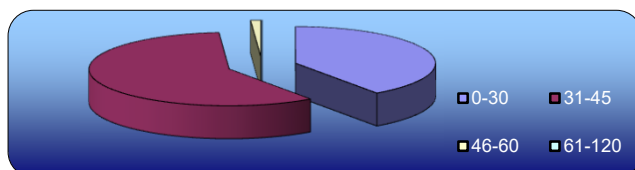
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
0-30	247	241	663	733	676	702	562
31-45	506	352	338	316	387	400	413
46-60	12	7	0	4	0	2	7
61-120	0	0	0	0	0	0	1
TOTAL	765	600	1001	1053	1063	1104	983

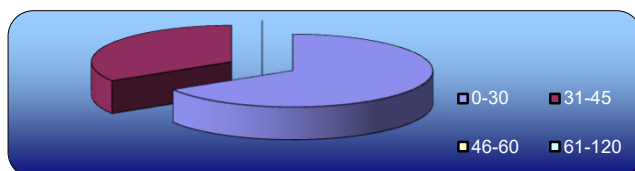
Saturday
2-Aug-25



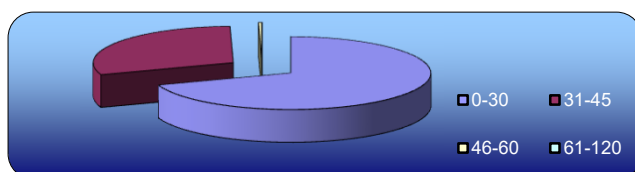
Sunday
3-Aug-25



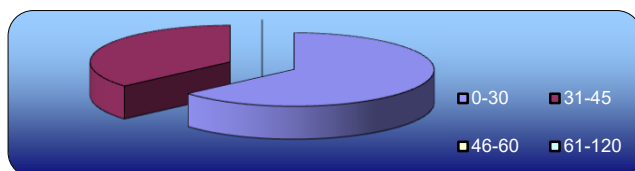
Monday
4-Aug-25



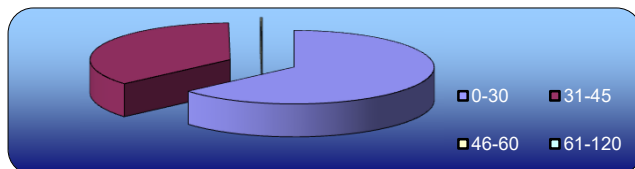
Tuesday
5-Aug-25



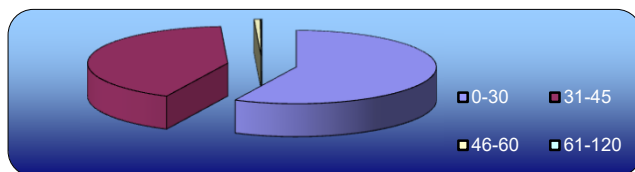
Wednesday
6-Aug-25



Thursday
7-Aug-25



Friday
8-Aug-25



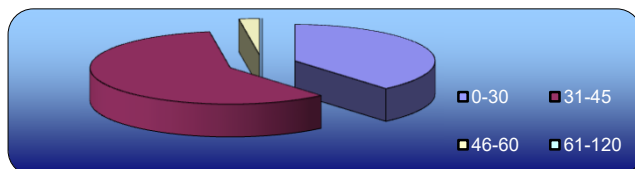
Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

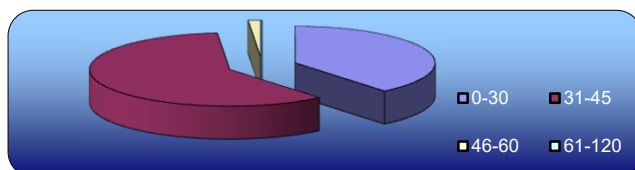
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Saturday 2-Aug-25	Sunday 3-Aug-25	Monday 4-Aug-25	Tuesday 5-Aug-25	Wednesday 6-Aug-25	Thursday 7-Aug-25	Friday 8-Aug-25
0-30	296	248	862	849	898	879	740
31-45	449	379	226	217	236	235	282
46-60	18	9	2	3	4	3	2
61-120	0	0	0	0	0	0	0
TOTAL	763	636	1090	1069	1138	1117	1024

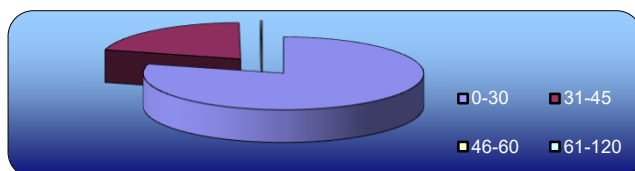
Saturday
2-Aug-25



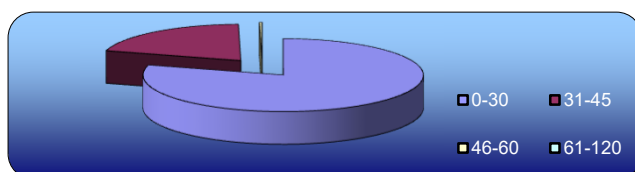
Sunday
3-Aug-25



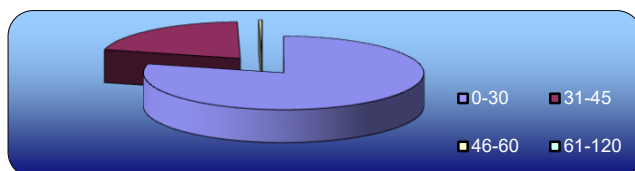
Monday
4-Aug-25



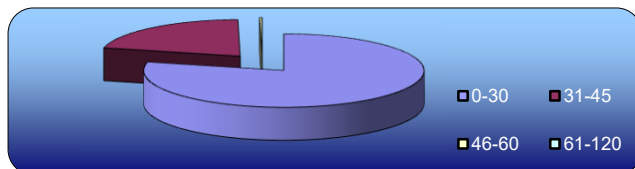
Tuesday
5-Aug-25



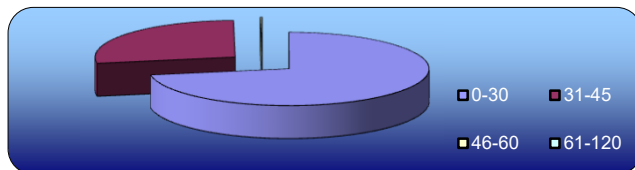
Wednesday
6-Aug-25



Thursday
7-Aug-25



Friday
8-Aug-25

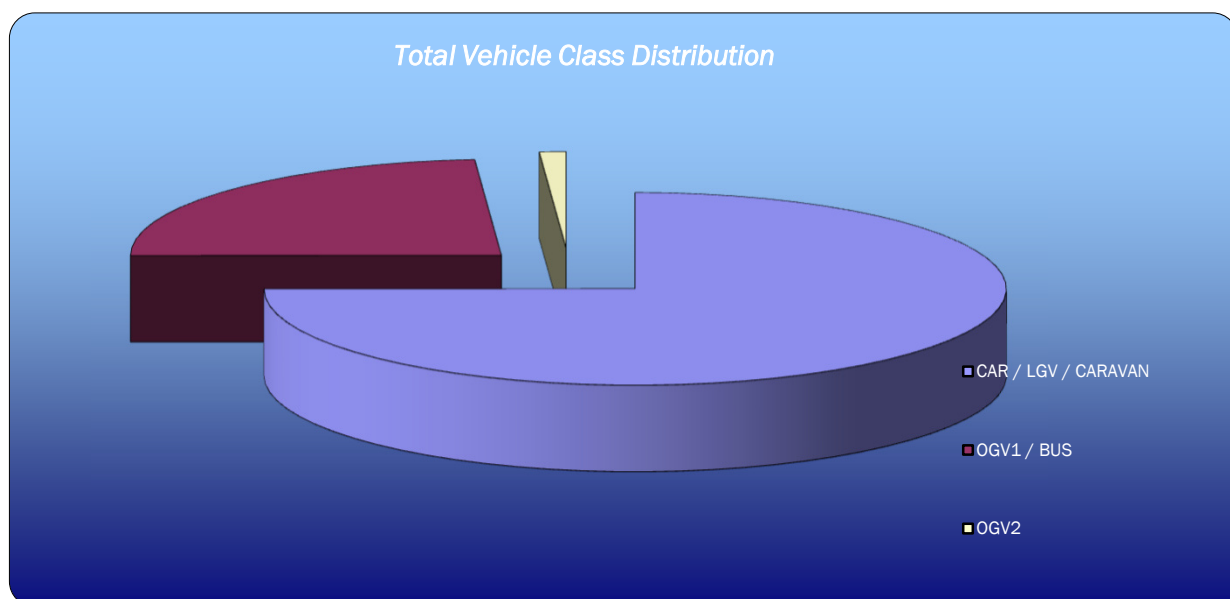


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
2-Aug-25				
7-19	478	136	4	618
6-22	562	156	5	723
6-24	581	161	5	747
0-24	597	163	5	765
3-Aug-25				
7-19	406	99	1	506
6-22	465	114	2	581
6-24	469	116	2	587
0-24	480	118	2	600
4-Aug-25				
7-19	624	190	10	824
6-22	716	211	10	937
6-24	726	216	11	953
0-24	768	222	11	1001
5-Aug-25				
7-19	636	223	14	873
6-22	717	247	16	980
6-24	726	250	17	993
0-24	774	261	18	1053
6-Aug-25				
7-19	647	194	13	854
6-22	758	225	13	996
6-24	774	226	14	1014
0-24	819	230	14	1063
7-Aug-25				
7-19	653	226	12	891
6-22	769	258	13	1040
6-24	778	259	14	1051
0-24	822	267	15	1104
8-Aug-25				
7-19	582	215	8	805
6-22	664	245	8	917
6-24	679	249	8	936
0-24	718	256	9	983
AVERAGE				
7-19	575	183	9	767
6-22	664	208	10	882
6-24	676	211	10	897
0-24	711	217	11	938

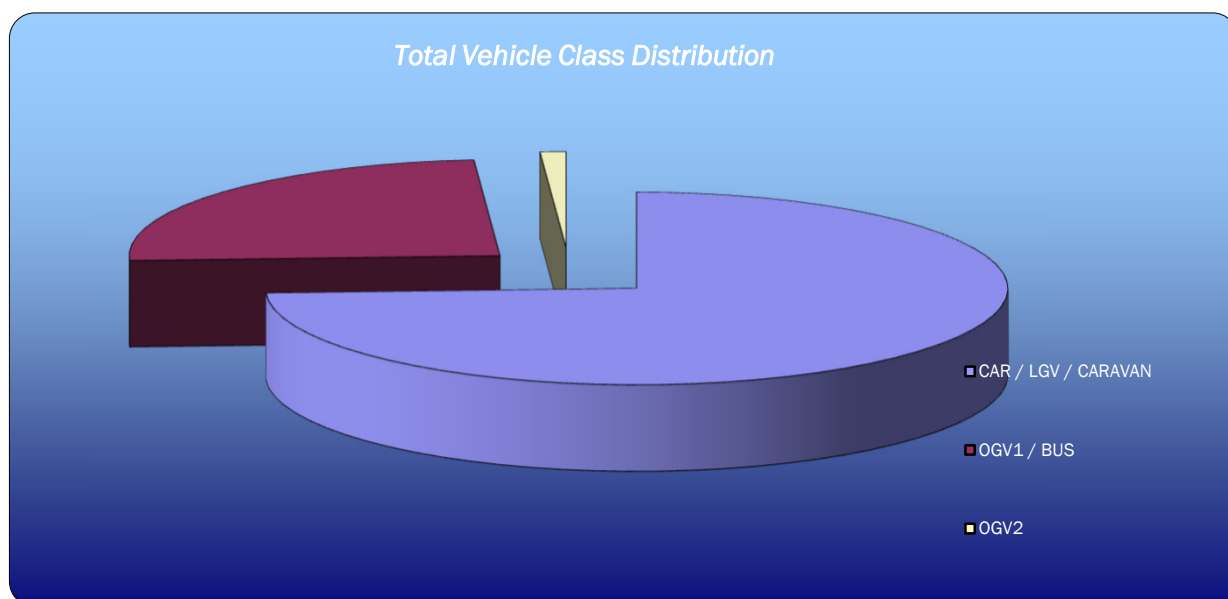


Automatic Classified Counts, Clawdd Poncen

LOCATION: B5437 (SOUTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
2-Aug-25				
7-19	464	161	2	627
6-22	546	183	2	731
6-24	566	187	2	755
0-24	573	188	2	763
3-Aug-25				
7-19	394	142	1	537
6-22	446	159	1	606
6-24	461	160	2	623
0-24	471	162	3	636
4-Aug-25				
7-19	673	227	14	914
6-22	767	256	14	1037
6-24	792	258	15	1065
0-24	812	262	16	1090
5-Aug-25				
7-19	659	209	11	879
6-22	764	237	13	1014
6-24	797	240	13	1050
0-24	811	244	14	1069
6-Aug-25				
7-19	712	210	12	934
6-22	831	234	13	1078
6-24	862	237	13	1112
0-24	883	239	16	1138
7-Aug-25				
7-19	679	242	10	931
6-22	792	265	10	1067
6-24	815	269	10	1094
0-24	833	272	12	1117
8-Aug-25				
7-19	635	210	14	859
6-22	732	235	14	981
6-24	750	239	14	1003
0-24	765	242	17	1024
AVERAGE				
7-19	602	200	9	812
6-22	697	224	10	931
6-24	720	227	10	957
0-24	735	230	11	977



S|C|P

APPENDIX B

Near Me Report

Area of Interest (AOI) Information

Area:

Date: Mon Sep 15 2025 14:24:38 GMT+0100 (British Summer Time)



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity

● Fatal ● Serious ● Slight

Vehicles 2019 - mid 2024

Collisions 2019 - mid 2024 | Total count: 5

#	Collision index	Collision reference	Date and time
1	201960X066540	60X066540	15/05/2019, 16:30
2	202160Z164863	60Z164863	10/11/2021, 17:30
3	202360A120918	60A120918	31/07/2023, 16:02
4	202360A127042	60A127042	10/08/2023, 16:32
5	202460Q034666	60Q034666	11/03/2024, 19:29

#	Collision severity	Number of vehicles	Number of casualties
1	Serious	2	1
2	Slight	2	2
3	Serious	2	1
4	Serious	2	1
5	Slight	2	4

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Wednesday	A
2	Data missing or out of range	Wednesday	A
3	Data missing or out of range	Monday	A
4	Data missing or out of range	Thursday	A
5	Data missing or out of range	Monday	A

#	First road number	Light conditions	Road type
1	5104	Daylight	Single carriageway
2	5104	Darkness - lights lit	Single carriageway
3	5104	Daylight	Single carriageway
4	5104	Daylight	Single carriageway
5	5104	Darkness - lights lit	Single carriageway

#	Speed limit	Junction detail	Junction control
1	50	Other junction	Give way or uncontrolled
2	50	Crossroads	Stop sign
3	30	Crossroads	Stop sign
4	50	Other junction	Stop sign
5	50	Crossroads	Stop sign

#	Second road class	Second road number	Pedestrian crossing human control
1	B	5437	None within 50 metres
2	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
3	B	5437	None within 50 metres
4	B	5437	None within 50 metres
5	B	5437	None within 50 metres

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions
1	No physical crossing facilities within 50 metres	Fine no high winds	Dry
2	No physical crossing facilities within 50 metres	Fine no high winds	Dry
3	No physical crossing facilities within 50 metres	Fine no high winds	Dry
4	No physical crossing facilities within 50 metres	Fine no high winds	Dry
5	No physical crossing facilities within 50 metres	Fine no high winds	Dry

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	None	None	Rural
2	None	None	Rural
3	None	None	Rural
4	None	None	Rural
5	None	None	Data missing or out of range

#	Trunk road flag	Police force	Did police officer attend scene
1	Data missing or out of range	North Wales	Yes
2	Data missing or out of range	North Wales	Yes
3	Data missing or out of range	North Wales	Yes
4	Data missing or out of range	North Wales	Yes
5	Data missing or out of range	North Wales	Yes

#	Local authority ONS district	Local authority highway	Local authority district
1	Denbighshire	Denbighshire	Denbighshire
2	Denbighshire	Denbighshire	Code deprecated
3	Denbighshire	Denbighshire	Code deprecated
4	Denbighshire	Denbighshire	Code deprecated
5	Denbighshire	Denbighshire	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	W01000193	107875	344804
2	W01000193	303292	344812
3	W01000193	513066	344820
4	W01000193	513094	344810
5	Data missing or out of range	563515	344807

#	Location easting OSGR	Longitude	Latitude
1	307277	-3.382857	52.992528
2	307275	-3.382889	52.992599
3	307282	-3.382785	52.992659
4	307272	-3.382931	52.992567
5	307275	No data	No data

#	GlobalID	Collision year	Closest Approximate Distance
1	35da725f-dd5d-4aa3-9a18-e16f88d77a02	2019	0 m
2	6296a286-b8be-43d0-86e1-27655e125a90	2021	0 m
3	3d97fe0e-368d-42b1-a5dd-df15871700e9	2023	0 m
4	025eb920-49ff-4376-a726-cca45df49bb0	2023	0 m
5	30ebb465-183d-44e7-ad76-6feff014779a	2024 - Provisional	0 m

Vehicles 2019 - mid 2024 | Total count: 10

#	Collision index	Collision year	Collision reference
1	201960X066540	2019	60X066540
2	201960X066540	2019	60X066540
3	202160Z164863	2021	60Z164863
4	202160Z164863	2021	60Z164863
5	202360A120918	2023	60A120918
6	202360A120918	2023	60A120918
7	202360A127042	2023	60A127042
8	202360A127042	2023	60A127042
9	202460Q034666	2024 - Provisional	60Q034666
10	202460Q034666	2024 - Provisional	60Q034666

#	Collision severity	Vehicle reference	Vehicle type
1	Serious	1	Car
2	Serious	2	Car
3	Slight	1	Van / Goods 3.5 tonnes mgw or under
4	Slight	2	Car
5	Serious	1	Car
6	Serious	2	Car
7	Serious	1	Car
8	Serious	2	Motorcycle 125cc and under
9	Slight	1	Van / Goods 3.5 tonnes mgw or under
10	Slight	2	Car

#	Generic make model	Age of vehicle	Propulsion code
1	Data missing or out of range	Data missing or out of range	Undefined
2	Data missing or out of range	Data missing or out of range	Undefined
3	Data missing or out of range	Data missing or out of range	Undefined
4	Data missing or out of range	Data missing or out of range	Undefined
5	MERCEDES GLA CLASS	7	Heavy oil
6	FORD FOCUS	10	Heavy oil
7	LAND ROVER DISCOVERY	4	Heavy oil
8	KTM 125 DUKE	1	Petrol
9	Data missing or out of range	Data missing or out of range	Undefined
10	Data missing or out of range	Data missing or out of range	Undefined

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	Data missing or out of range	No	Vehicle was not an e-scooter
2	Data missing or out of range	No	Vehicle was not an e-scooter
3	Data missing or out of range	No	Vehicle was not an e-scooter
4	Data missing or out of range	No	Vehicle was not an e-scooter
5	2143	No	Vehicle was not an e-scooter
6	1560	No	Vehicle was not an e-scooter
7	1999	No	Vehicle was not an e-scooter
8	125	No	Vehicle was not an e-scooter
9	Data missing or out of range	No	Vehicle was not an e-scooter
10	Data missing or out of range	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Going ahead other	Nearside
2	Other tow	Going ahead other	Front
3	No tow/articulation	Going ahead other	Nearside
4	No tow/articulation	Going ahead other	Front
5	No tow/articulation	Moving off	Back
6	No tow/articulation	Going ahead other	Front
7	No tow/articulation	Moving off	Nearside
8	No tow/articulation	Going ahead other	Front
9	Single trailer	Going ahead other	Offside
10	No tow/articulation	Going ahead other	Front

#	Junction location	Skidding and overturning	Vehicle location restricted lane
1	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
2	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
3	Entering main road	None	On main c'way - not in restricted lane
4	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
5	Entering main road	None	On main c'way - not in restricted lane
6	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
7	Entering main road	None	On main c'way - not in restricted lane
8	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
9	Entering main road	None	On main c'way - not in restricted lane
10	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	None	Road sign or traffic signal	Nearside
4	None	None	Nearside
5	None	None	Straight ahead at junction
6	None	None	Nearside
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Offside
10	None	None	Offside

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	North West	South East	Not known
2	East	West	Journey as part of work
3	North West	South East	Commuting to/from work
4	North East	South West	Not known
5	South East	North West	Not known
6	North West	North East	Not known
7	South East	North West	Not known
8	South West	North East	Not known
9	South	North	Journey as part of work
10	East	West	Not known

#	Sex of driver	Age of driver	Age band of driver
1	Female	85	Over 75
2	Male	36	36 - 45
3	Male	34	26 - 35
4	Male	74	66 - 75
5	Male	74	66 - 75
6	Female	37	36 - 45
7	Male	84	Over 75
8	Male	30	26 - 35
9	Male	42	36 - 45
10	Female	42	36 - 45

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Data missing or out of range	Data missing or out of range	Data missing or out of range
10	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Driver distance banding	Direction from east	Direction from north
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Data missing or out of range	Data missing or out of range	Data missing or out of range
10	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	199280
2	Data missing or out of range	Data missing or out of range	199281
3	Data missing or out of range	Data missing or out of range	558669
4	Data missing or out of range	Data missing or out of range	558670
5	Data missing or out of range	Data missing or out of range	941471
6	Data missing or out of range	Data missing or out of range	941472
7	Data missing or out of range	Data missing or out of range	941517
8	Data missing or out of range	Data missing or out of range	941518
9	Data missing or out of range	Data missing or out of range	1032557
10	Data missing or out of range	Data missing or out of range	1032558

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	307277	344804	35da725f-dd5d-4aa3-9a18-e16f88d77a02	0 m
2	307277	344804	35da725f-dd5d-4aa3-9a18-e16f88d77a02	0 m
3	307275	344812	6296a286-b8be-43d0-86e1-27655e125a90	0 m
4	307275	344812	6296a286-b8be-43d0-86e1-27655e125a90	0 m
5	307282	344820	3d97fe0e-368d-42b1-a5dd-df15871700e9	0 m
6	307282	344820	3d97fe0e-368d-42b1-a5dd-df15871700e9	0 m
7	307272	344810	025eb920-49ff-4376-a726-cca45df49bb0	0 m
8	307272	344810	025eb920-49ff-4376-a726-cca45df49bb0	0 m
9	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m
10	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m

Casualties 2019 - mid 2024 | Total count: 9

#	Collision index	Collision year	Collision reference
1	201960X066540	2019	60X066540
2	202160Z164863	2021	60Z164863
3	202160Z164863	2021	60Z164863
4	202360A120918	2023	60A120918
5	202360A127042	2023	60A127042
6	202460Q034666	2024 - Provisional	60Q034666
7	202460Q034666	2024 - Provisional	60Q034666
8	202460Q034666	2024 - Provisional	60Q034666
9	202460Q034666	2024 - Provisional	60Q034666

#	Vehicle reference	Casualty reference	Casualty severity
1	1	1	Serious
2	1	1	Slight
3	2	2	Slight
4	2	1	Serious
5	2	1	Serious
6	1	1	Slight
7	1	2	Slight
8	2	3	Slight
9	2	4	Slight

#	Casualty class	Casualty type	Sex of casualty
1	Driver or rider	Car occupant	Female
2	Driver or rider	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	Male
3	Driver or rider	Car occupant	Male
4	Driver or rider	Car occupant	Female
5	Driver or rider	Motorcycle 125cc and under rider or passenger	Male
6	Driver or rider	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	Male
7	Passenger	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	Female
8	Driver or rider	Car occupant	Female
9	Passenger	Car occupant	Male

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	85	Over 75	Data missing or out of range
2	34	26 - 35	Data missing or out of range
3	74	66 - 75	Data missing or out of range
4	37	36 - 45	Data missing or out of range
5	30	26 - 35	Data missing or out of range
6	42	36 - 45	Data missing or out of range
7	45	36 - 45	Data missing or out of range
8	42	36 - 45	Data missing or out of range
9	12	11 - 15	Data missing or out of range

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
4	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
5	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
6	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
7	Front seat passenger	Not a bus or coach passenger	Not a Pedestrian
8	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
9	Front seat passenger	Not a bus or coach passenger	Not a Pedestrian

#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Not a Pedestrian	No / Not applicable	Data missing or out of range
2	Not a Pedestrian	No / Not applicable	Data missing or out of range
3	Not a Pedestrian	No / Not applicable	Data missing or out of range
4	Not a Pedestrian	No / Not applicable	Data missing or out of range
5	Not a Pedestrian	No / Not applicable	Data missing or out of range
6	Not a Pedestrian	No / Not applicable	Data missing or out of range
7	Not a Pedestrian	No / Not applicable	Data missing or out of range
8	Not a Pedestrian	No / Not applicable	Data missing or out of range
9	Not a Pedestrian	No / Not applicable	Data missing or out of range

#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Data missing or out of range	Data missing or out of range	Data missing or out of range
2	Data missing or out of range	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	140247	307277	344804	35da725f-dd5d-4aa3-9a18-e16f88d77a02	0 m
2	388371	307275	344812	6296a286-b8be-43d0-86e1-27655e125a90	0 m
3	388372	307275	344812	6296a286-b8be-43d0-86e1-27655e125a90	0 m
4	655870	307282	344820	3d97fe0e-368d-42b1-a5dd-df15871700e9	0 m
5	655904	307272	344810	025eb920-49ff-4376-a726-cca45df49bb0	0 m
6	720139	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m
7	720140	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m
8	720141	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m
9	720142	307275	344807	30ebb465-183d-44e7-ad76-6feff014779a	0 m

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APPENDIX C



DWELLING TYPES	
60m²	6x 3P2B BUNGALOW
83m²	31x 4P2B HOUSE
93m²	13x 5P3B HOUSE
93m²	7x 5P3B HOUSE SIDE ENTRY
114m²	4x 7P4B HOUSE
53m²	38x 2P1B APARTMENT

TOTAL - 99 DWELLINGS

B	WG CONCEPT STAGE	01/10/25	ED
A	TURNING HEAD REMOVED	26/09/25	ED
REV	DESCRIPTION	DATE	BY

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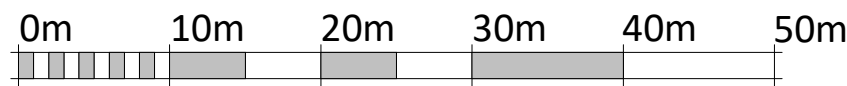
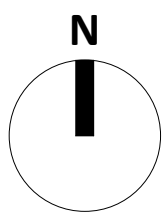
PROJECT
CLAWDD PONCEN
CORWEN
for **WILLIAMS HOMES**

DRAWING TITLE
PROPOSED SITE
MASTERPLAN

SCALE	@A1	DATE	DRAWN	CHECKED
	As indicated	11/09/25	ED	SV
DRAWING STATUS	PLANNING			
JOB No	DRAWING No	REVISION		
C1163	003	B		



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VISUAL SCALE 1:500 @ A1

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APPENDIX D

SITE ACCESS VISIBILITY SPLAYS

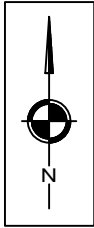


Rev	Description	Date	By
A	NEW SITE LAYOUT UNDERLAID	30.09.25	LD
REVISIONS			

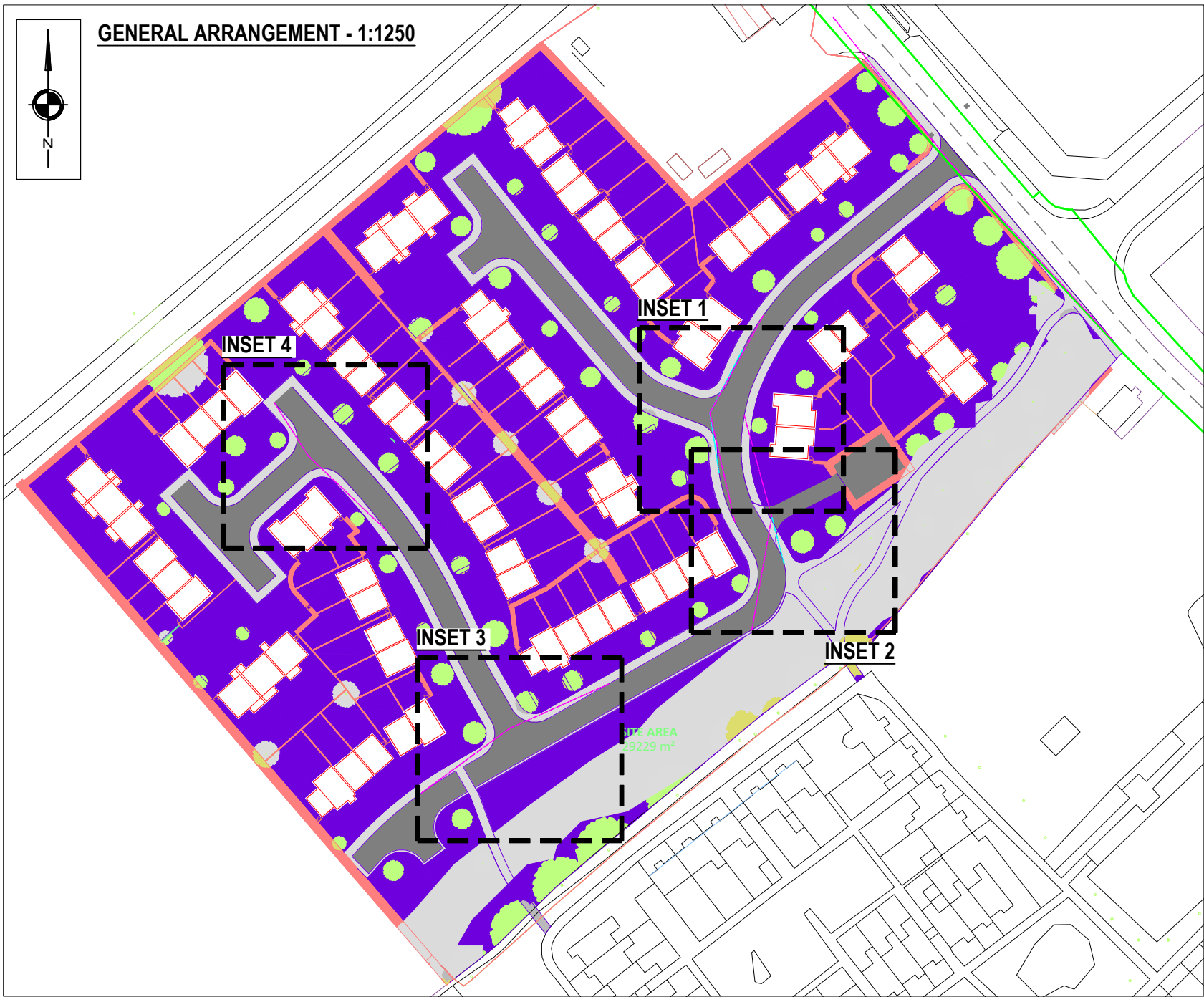
Client Name:		WILLIAMS HOMES (BALA) LTD	
Drawn By:	LD	Date:	05.09.2025
Checked:	TR	Scale@A4:	1:500
Approved:	TR	Status:	PLANNING

Project Title:		CLAWDD PONCEN, CORWEN	
Drawing Title:		SITE ACCESS VISIBILITY SPLAYS	
Drawing No.		SCP/250809/D03	Rev. A

SCP
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Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com



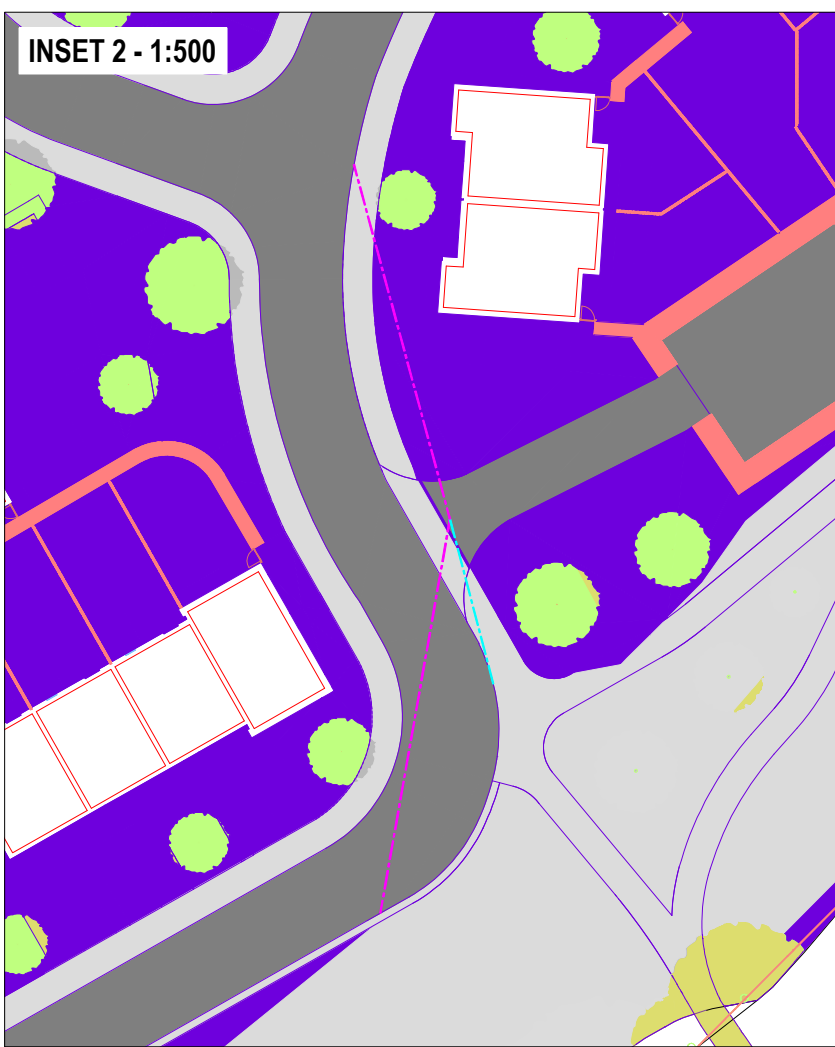
GENERAL ARRANGEMENT - 1:1250



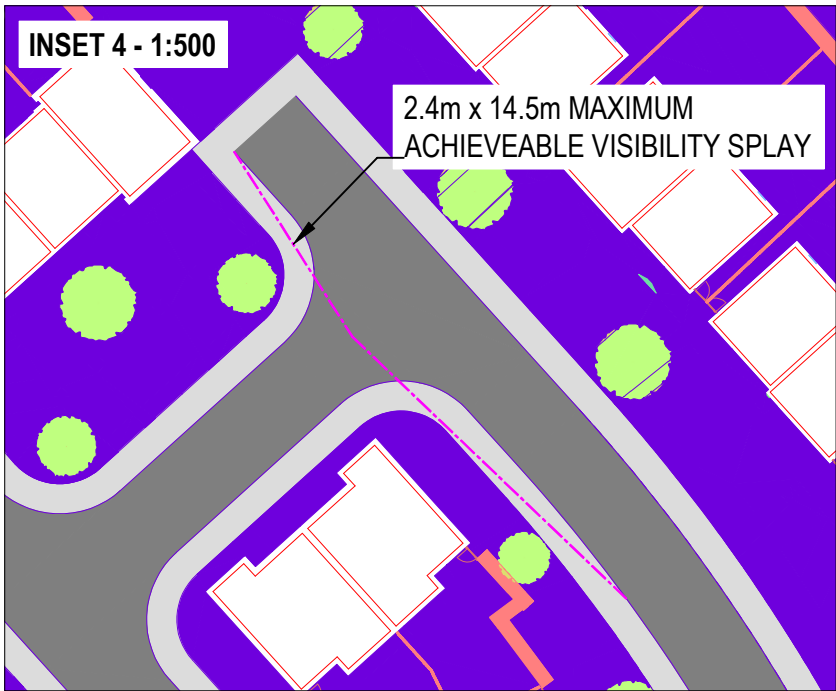
INSET 1 - 1:500



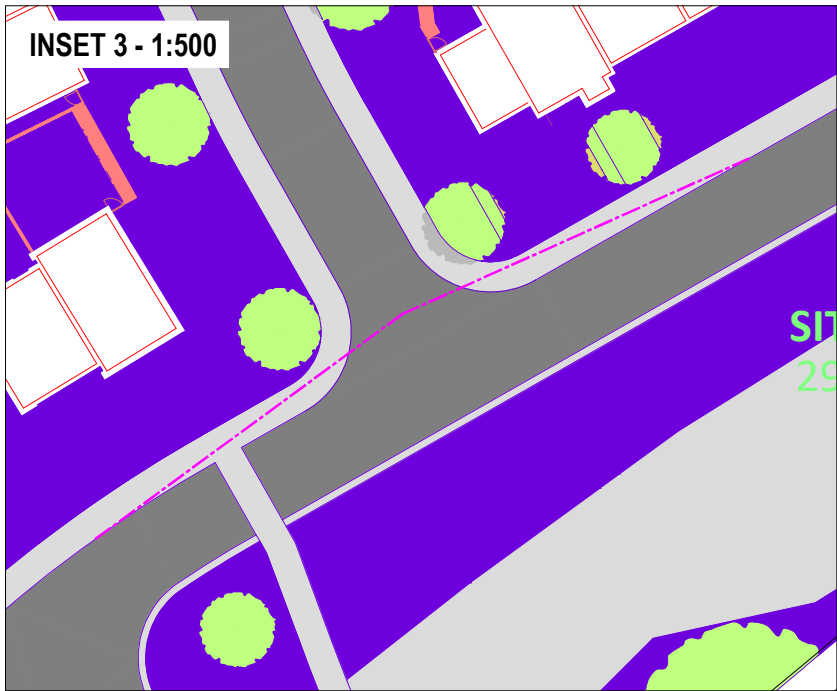
INSET 2 - 1:500



INSET 4 - 1:500



INSET 3 - 1:500



NOTES

- 2.4m x 25m VISIBILITY SPLAY(UNLESS AS STATED)
- 2.4m x TANGENTIAL VISIBILITY SPLAY
- HIGHWAY BOUNDARY

A	NEW SITE LAYOUT UNDERLAID	30.09.25	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WILLIAMS HOMES (BALA) LTD

Project Title:

CLAWDD PONCEN, CORWEN

Drawing Title:

INTERNAL VISIBILITY SPLAYS

Drawn By:	LD	Date:	05.09.2025
Checked:	TR	Scale@A3:	AS STATED
Approved:	TR	Status:	PLANNING

Drawing No.	SCP/250809/D04	Rev.	A
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APPENDIX E



meraki alliance

Highways, Transportation & Safety Consulting

Clawdd Poncen, Corwen – Proposed Development Access

Stage 1 Road Safety Audit

Clawdd Poncen, Corwen – Proposed Development Access

Stage 1 Road Safety Audit

Report Title:	Clawdd Poncen, Corwen – Proposed Development Access
Report Produced for:	Denbighshire County Council
Report Dated:	07 October 2025
Document Reference & Revision:	MAL/CPC/RSA1 Rev0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Jon Birkett - Tel:+44 (0) 7966296302
On behalf of:	SCP Transport Planning

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	07 Oct 2025	NC
1	0	FINAL REPORT	07 Oct 2025	JB/NC

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
T Reader	SCP Transport Planning	Electronic	07 Oct 2025
N Cook	Meraki Alliance Ltd	Electronic	07 Oct 2025

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1.5	<i>Information not Provided at this Stage 1</i>	3
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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by SCP Transport Planning, on behalf of Denbighshire County Council. The scheme submitted for Audit is a new priority give-way junction, to provide access to a proposed residential development located off the B5437, Clawdd Poncen, Corwen.

The B5437 at this location is subject to a 40mph speed limit, with the proposed access being just within a 50mph limit to the south. Street Lighting is present and is semi-rural in nature. The works are located opposite a large factory with parking bays around the boundary. Footway is provided on the northeast side of the B5437. The proposed works included with this RSA Stage 1 consists of:

- Construction of a priority give-way T junction; and
- New footway provision along the southwest side of the B5437.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Tom Reader of SCP. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Denbighshire County Council

Client: Williams Homes

Design Organisation: SCP Transport Planning

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**:

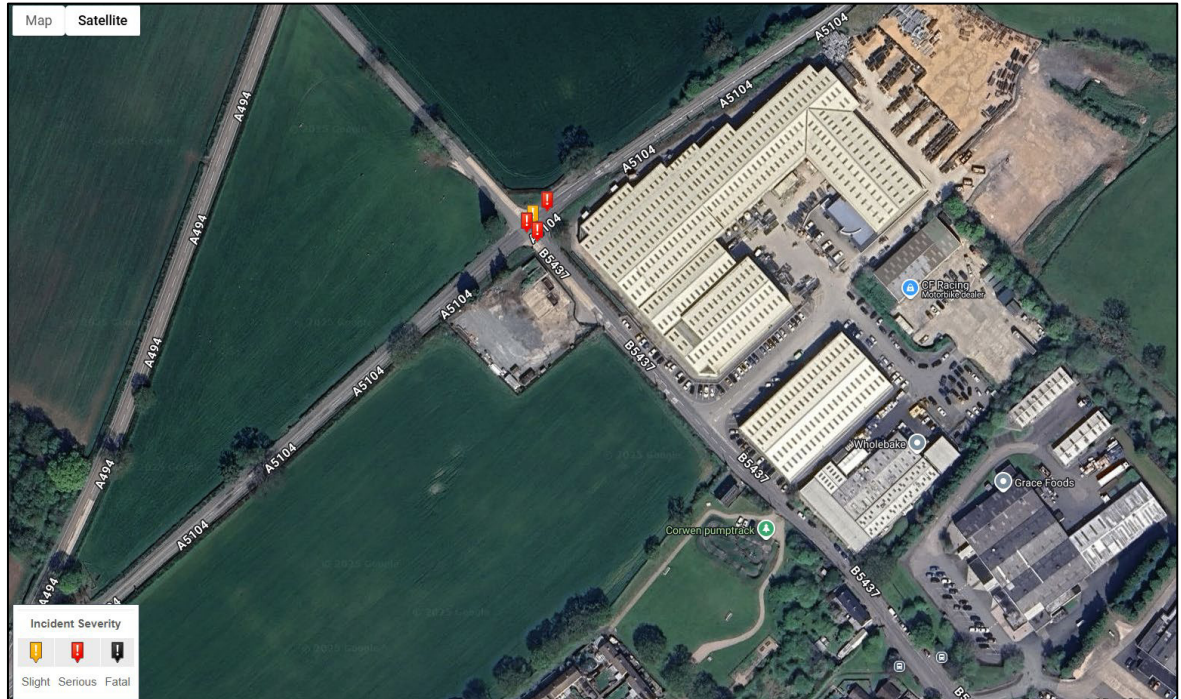


Figure 1: Collision data

Examination of the data indicates that there has been no PICs recorded on the B5437 in the vicinity of the proposed highway works. There have however, been four PICs at the junction of the B5437 and the A5104 to the northwest of the proposed access. Of the four collisions:

- Three resulted in serious injuries, one was a slight PIC
- Two were recorded in 2023, one in 2021 and one in 2019
- All collisions appear to have involved a vehicle crossing the path of an approaching vehicle

1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.5 Information not Provided at this Stage 1

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested. However, it should be noted that no detail was provided regarding drainage or vehicle tracking.

1.6 Details of Site Visit

A site visit was undertaken on the morning of 24 September 2025 between 06:15 hrs and 06:45 hrs. Whilst on site the weather was fine, but foggy; the road surface was dry, and no incidents were noted. Pedestrian activity was observed but no cyclists were on site during the visit. Traffic flows were moderate as it appeared that there was a shift change taking place at the factory site opposite the proposed access.

1.7 Items Outside the Scope of the Road Safety Audit

No issues were identified outside the scope of this road safety audit.

1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	General to the scheme	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions.	
No details have been submitted regarding vehicle swept paths of vehicles that are anticipated to access the new junction. It is important that all vehicles which are expected to use the proposed access, can safely manoeuvre through the junction. For example, it is likely that refuse lorries will access the proposed development. If these vehicles cannot safely turn into or out of the junction without encroaching into the opposing traffic lanes, or mounting kerbs there is an increased risk of collisions with other vehicles using the junctions and or potential ongoing maintenance issues resulting from broken kerbs or tactile paving.		
RECOMMENDATION		
Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting on other junction users.		

PROBLEM		1-2
Location:	General to the scheme	
Summary:	Risk of cross path collisions resulting from obstructed visibility	
There was evidence on site that parking along the B5437 is a regular occurrence. Parked vehicles were witnessed during the site visit on the factory side of the B5437 within the footway on the northeast side and also along the road itself to the south. The introduction of a new footway on the B5437 adjacent to new the development could encourage parking as it is likely to be easy for vehicles to bump up the kerb. Not only does this pose a risk to pedestrians if the facility is damaged, but there is also a risk that parked vehicles could impede intervisibility between vehicles exiting the junction and those travelling on the B5437, resulting in cross path collisions. The RSA team is also concerned that the creation of a development access directly opposite the factory could mean that the internal roads are also used to park, and parking here could also impede intervisibility increasing the risk of collisions.		
		
RECOMMENDATION		
Consider the introduction of enforced parking restrictions (Traffic Regulation Order) to ensure that sufficient visibility is achieved and maintained for users of the proposed access.		

PROBLEM		1-3
Location:	General to the scheme	
Summary:	Ineffective surface water drainage could increase the frequency of skid or loss of control type collisions	
No details of proposed drainage arrangements were provided to the RSA team. There is evidence of blocked gullies to the northwest of the proposed access, which could increase the amount of surface water flowing across the junction mouth. If surface water cannot effectively drain, there is a risk of ponding water. Additionally, if ponding encroaches into the wheel tracks of vehicles on the carriageway there is an increased risk of loss of control collision resulting from loss of traction.		
RECOMMENDATION		
Ensure that the new proposals do not negatively impact the efficiency of surface water drainage and relocate the existing gully to a point away from the junction.		

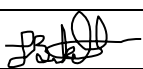
PROBLEM		1-4
Location:	Proposed development access	
Summary:	Risk of pedestrian collisions resulting from lack of connectivity and continuity of footway provision	
It is proposed that a footway will be provided to the northwest of the junction along the B5437, however the footway does not link into any other pedestrian facilities / footway. And, while it is likely that the development will generate additional pedestrian movements along the B5437, it appears that most destinations are located to the southeast of the proposed development, such as bus stops and a school. If footway is provided that does not link into other facilities, there is a risk of pedestrians using the footway and becoming stranded or walking within the carriageway close to a busy junction, which in turn could increase the risk of pedestrians being struck in this area.		
RECOMMENDATION		
Consider the need for the footway to the northwest of the junction and delete from the scheme as required.		

PROBLEM		1-5
Location:	Proposed development access	
Summary:	Risk of collisions involving visually impaired pedestrians as a result of missing crossing point and tactile paving	
There is no uncontrolled crossing point proposed across at the proposed development access. In the event of visually impaired users using the proposed footway, they may experience difficulty negotiating the junction if there is no dropped crossing or tactile paving provided, leading to an increased risk of collisions involving pedestrians being struck by vehicles using the junction.		
RECOMMENDATION		
Consider provision of safe pedestrian crossing facilities are provided to allow pedestrians to negotiate the junction. If the footway to the northwest of the junction is removed as a result of Problem 1-2 ensure that provision is made for pedestrians to navigate the internal roads within the development area.		

PROBLEM		1-6
Location:	Proposed development access	
Summary:	Risk of cross path collisions resulting from obstructed visibility	
The B5437 to the northwest of the proposed development access is characterised by a crest in the carriageway. This could impede visibility for vehicles attempting to exit the new access. In addition, while the proposed site masterplan shows that visibility can be achieved from the side road, the visibility splay is very close to the proposed boundary to the rear of the footway. It is unclear as to what the proposed boundary feature will be, but if it is planted hedge at the location there is a risk that it will, once established, encroach into the visibility splay. Both of these issues could result in an increase in cross path collisions.		
		
RECOMMENDATION		
Ensure that unobstructed visibility can be achieved and maintained from the proposed access.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07 OCTOBER 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07 OCTOBER 2025

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
C1163.003A	Proposed Site Masterplan	A
SCP 250809 D03	Site Access Visibility Splays	A

Appendix 2 – Problem Location Plan

Problem Location Plan

Problems General to the Scheme:

- Problem 1-1
- Problem 1-2
- Problem 1-3

Problem 1-6

2.4m x 43m AS PER 85th %ile
(DESIGN) SPEED OF 30.1mph

Problem 1-4

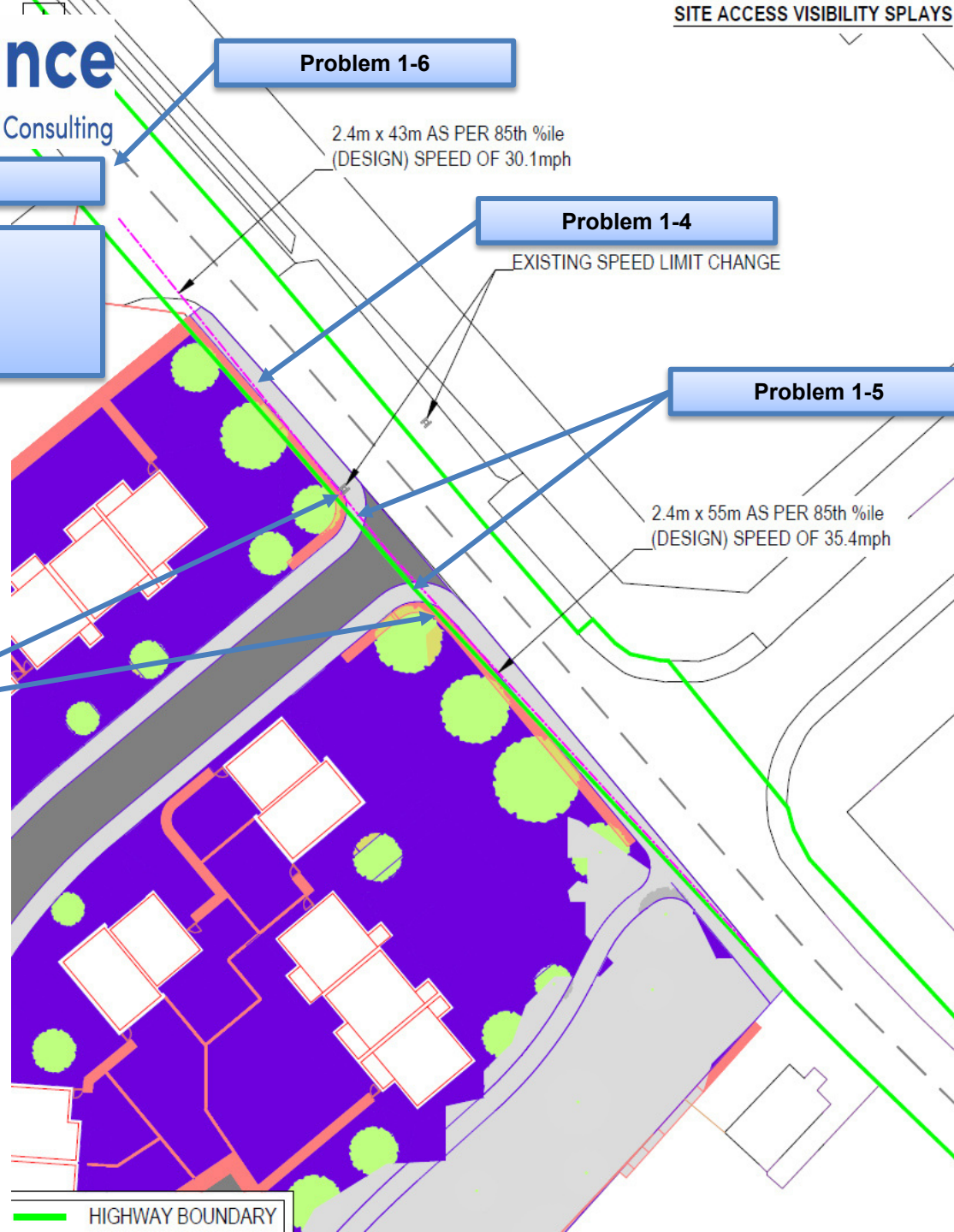
EXISTING SPEED LIMIT CHANGE

Problem 1-5

2.4m x 55m AS PER 85th %ile
(DESIGN) SPEED OF 35.4mph

Problem 1-6

HIGHWAY BOUNDARY



RSA Designer's Response

RSA Ref No: MAL/CPC/RSA1 Rev0
RSA Stage: One
RSA Auditors: Jonathan Birkett and Naomi Cook
Scheme: Proposed Residential Development Clawdd Poncen, Corwen
SCP Project Ref: 250809
Response By: Orla Proffitt
Checked By: Tom Reader
Date: 08th October 2025

Our reference: OP/230071/TN00 – Rev00

Author: Orla Proffitt

Date: 08 October 2025

Reviewed: Tom Reader

Date: 08 October 2025

1.0 INTRODUCTION

- Following receipt of the Stage 1 RSA (ref. MAL/WLP/TRSA1 Rev0) undertaken by Meraki Alliance Ltd, dated 7th October 2025, SCP have reviewed the recommendations and made the following responses.
- The RSA was carried out at the proposed residential site at on land to the south-west of the B5437, Clawdd Poncen, Corwen.

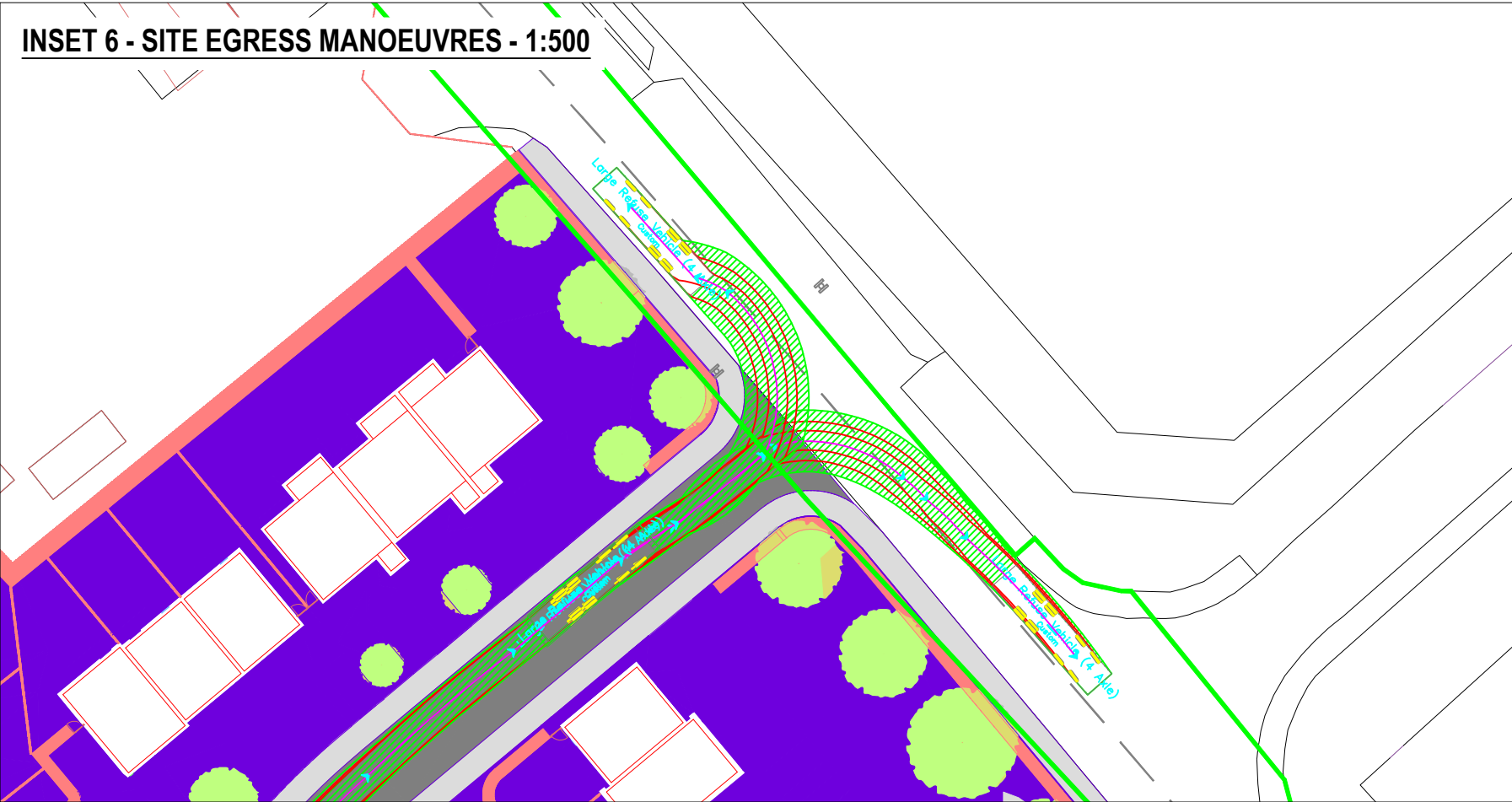
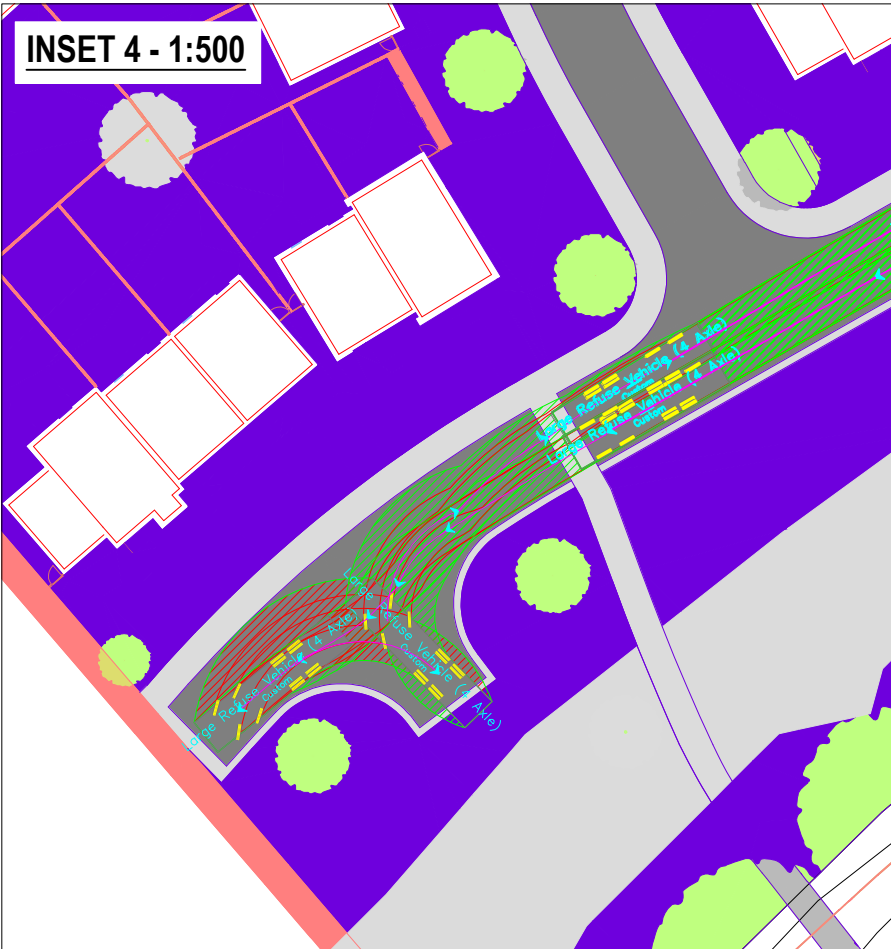
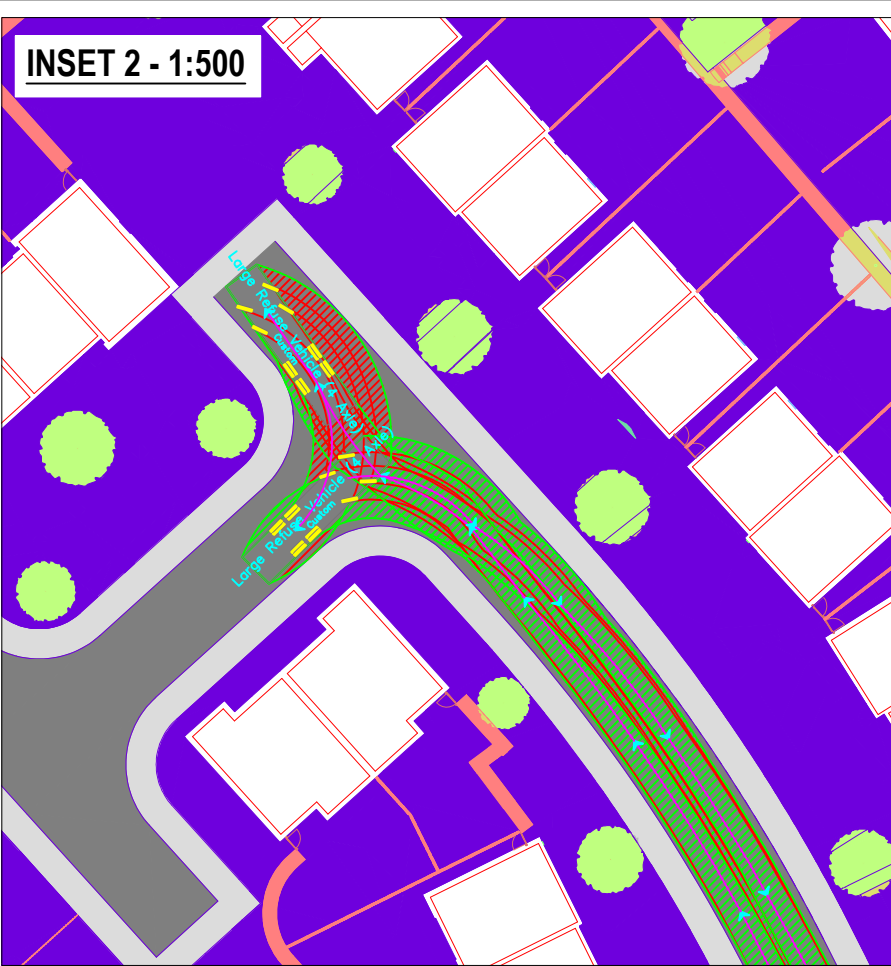
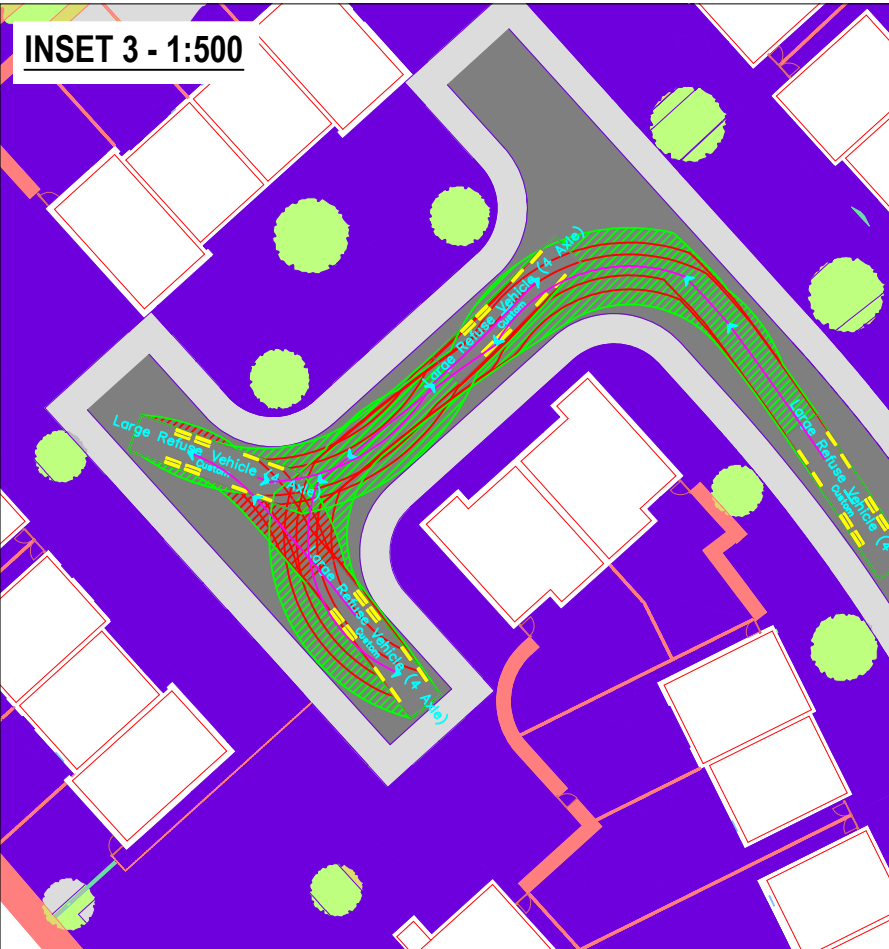
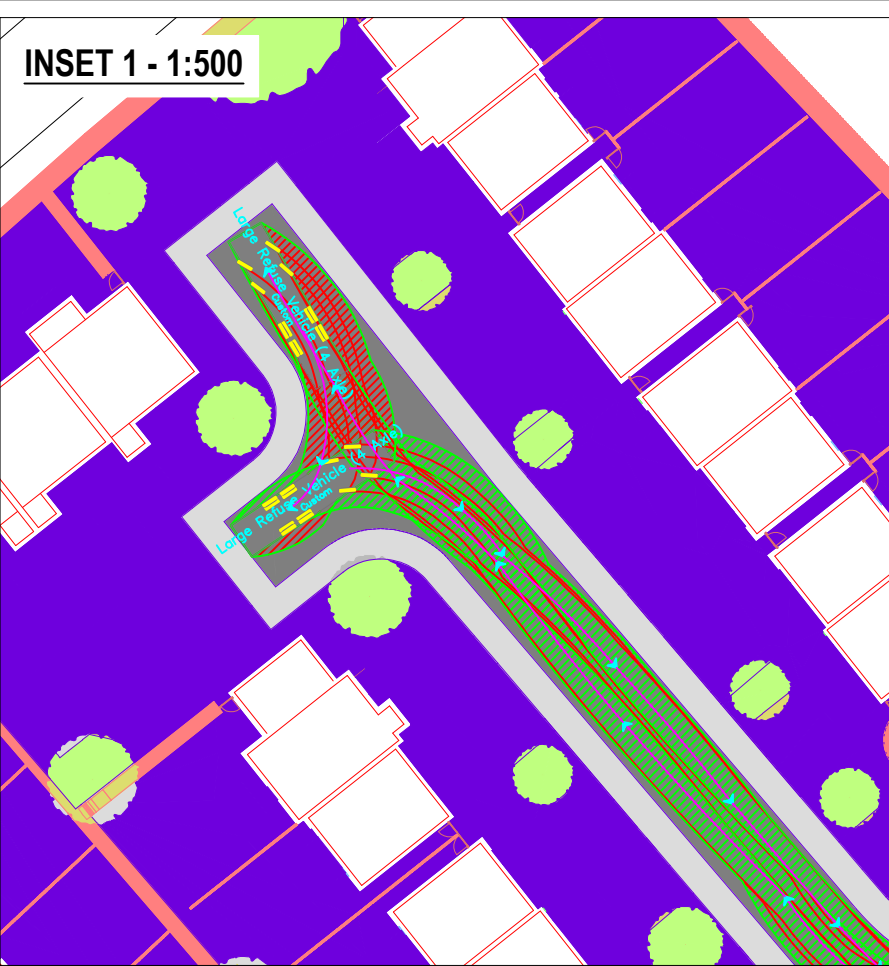
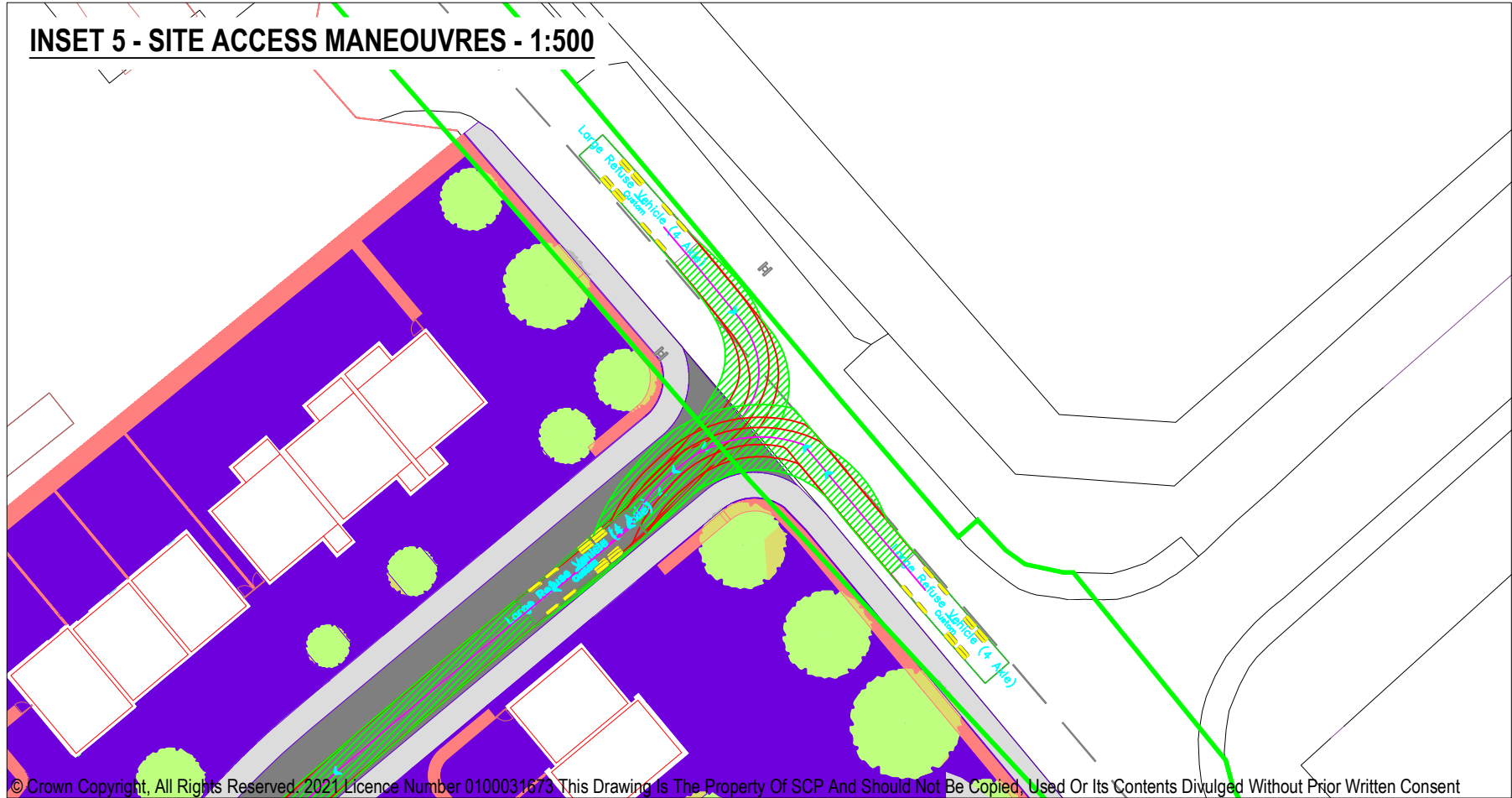
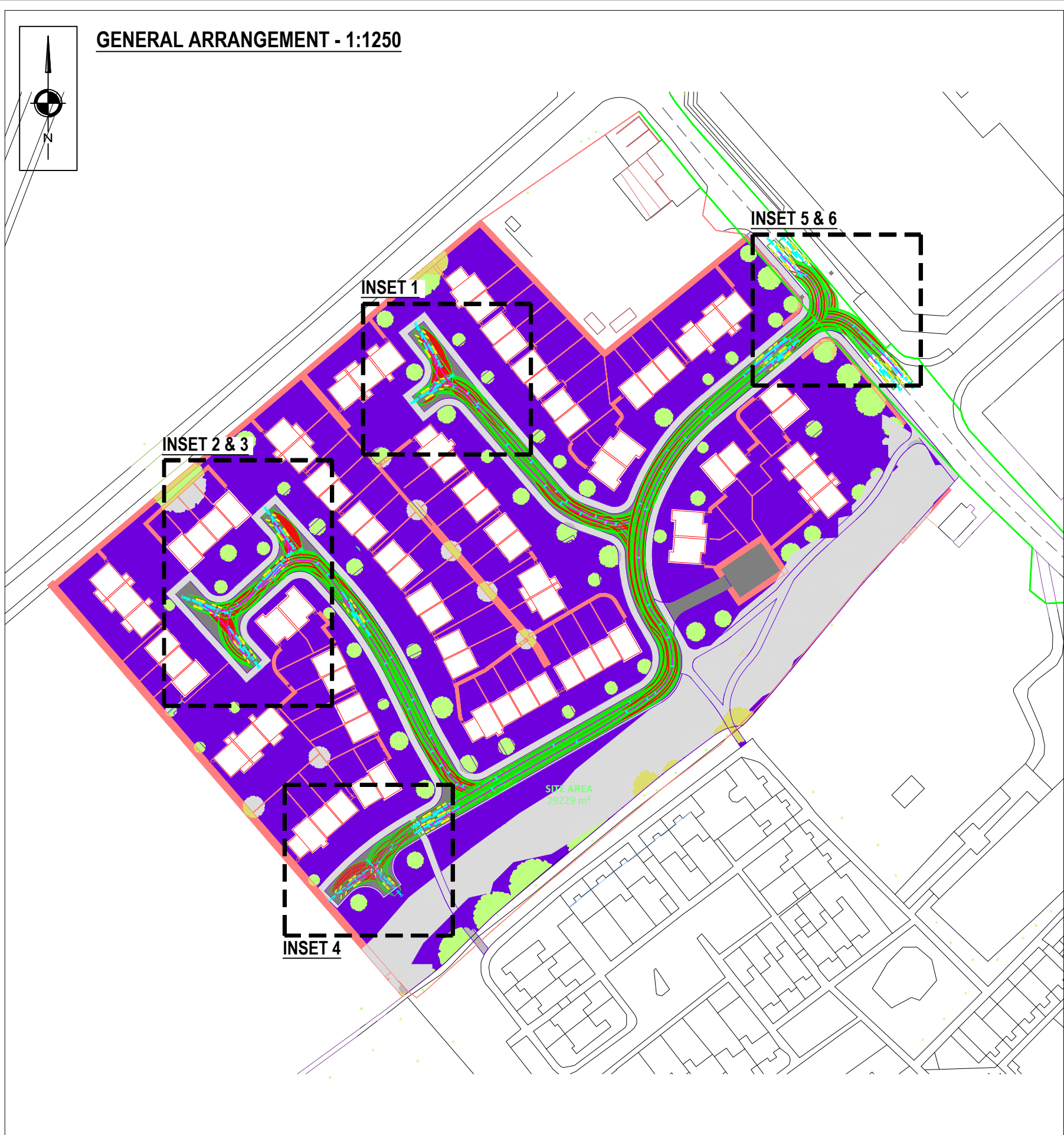
	PROBLEM	Recommendation	SCP Designer's Response
1.1	Location: General to scheme Summary: Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian / vehicle collisions.	The Audit Team recommends that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting on other junction users.	Accepted Swept path analysis drawings have been produced to show the movements of a large refuse vehicle and demonstrate that it can manoeuvre safely at the proposed site access and turn within the main turning heads and enter and exit the site in a forward gear. See Drawing SCP/250809/ATR01/A.
1.2	Location: General to scheme	Consider the introduction of enforced parking restrictions (Traffic	Accepted

	Summary: Risk of cross path collisions resulting from obstructed visibility.	Regulation Order) to ensure that sufficient visibility is achieved and maintained for users of the proposed access.	The need for TROs will be considered in conjunction with the Local Highway Authority at the detailed design stage.
1.3	Location: General to the scheme Summary: Inappropriate crossing types will result in an increased risk of ped/cycle and cycle/vehicle collisions.	The Audit Team recommends that the new proposals do not negatively impact the efficiency of surface water drainage and relocate the existing gully to a point away from the junction.	Accepted Highway drainage matters will be resolved at the detailed design stage.
1.4	Location: Proposed Development Access Summary: Risk of pedestrian collisions resulting from lack of connectivity and continuity of footway provision.	The Audit Team recommends the need for the footway to the northwest of the junction and delete from the scheme as required.	Accepted The proposed footway to the north-west of the proposed access can be removed from the plans.
1.5	Location: Proposed Development Access Summary: Risk of collisions involving visually impaired pedestrians as a result of missing crossing point and tactile paving.	The Audit Team recommends that it should be the provision of safe pedestrian crossing facilities are provided to allow pedestrians to negotiate the junction. If the footway to the northwest of the junction is removed as a result of	Accepted The proposed footway to the north-west of the proposed access can be removed from the plans, as recommended by the Audit Team Problem 1.2 . This may negate the need for a dropped kerb, tactile crossing at the site access. Internal

		Problem 1-2 ensure that provision is made for pedestrians to navigate the internal roads within the development area.	footway crossing points will be provided with dropped kerbs and tactile paving.
1.6	Location: Proposed Development Access Summary: Risk of cross path collisions resulting from obstructed visibility.	Ensure that unobstructed visibility can be achieved and maintained from the proposed access.	Accepted The visibility splay, as shown on drawing SCP/250809/D03, will be kept clear of vegetation. The proposed site masterplan shows that there will be no obstructions within the splay. The splay to the north does not go beyond the crest of the hill therefore drivers at the site access will have suitable sight lines to oncoming vehicles.

S|C|P

APPENDIX F



NOTES

Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wheel to Wheel Turning Radius 11.330m

A	NEW SITE LAYOUT UNDERLAID	30.09.25	LD
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP
an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WILLIAMS HOMES (BALA) LTD

Project Title:

CLAWDD PONCEN, CORWEN

Drawing Title:

SWEPT PATH ANALYSIS -
LARGE REFUSEVEHICLE

Drawn By:	LD	Date:	05.09.2025
Checked:	TR	Scale@A2:	AS STATED
Approved:	TR	Status:	PLANNING

Drawing No.	Rev.
SCP/250809/ATR01	A

S|C|P

APPENDIX G



Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET
	NH	NEWHAM
	TH	TOWER HAMLETS
	WF	WALTHAM FOREST
02	SOUTH EAST	
	HF	HERTFORDSHIRE
	WS	WEST SUSSEX
10	WALES	
	DB	DENBIGHSHIRE
14	LEINSTER	
	LU	LOUTH
15	GREATER DUBLIN	
	DL	DUBLIN

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

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

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:	DWELLS
Actual Range:	0.12 to 1.23 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 04/09/24

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:	
Friday	3 days
Thursday	2 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:	
Manual count	10
Direction ATC Count	0

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:	
Neighbourhood Centre (PPS6 Local Centre)	10 days

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:	
Built-Up Zone	1 days
No Sub Category	2 days
Residential Zone	7 days

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 Vehicle Counts:	
Servicing vehicles Excluded	6 days
Servicing vehicles Included	4 days

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Secondary Filtering Selection:

Use Class:

C3	10 surveys
----	------------

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:

0 - 0

Population within 1 mile:

1,001 to 5,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	4 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
50,001 to 75,000	2 surveys
500,001 or More	5 surveys

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 surveys
1.1 to 1.5	4 surveys

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.

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	9 surveys
Yes	1 surveys

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:

1b - Very poor	1 surveys
3 - Moderate	3 surveys
No PTAL Present	6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

1	BN-03-C-01	FLATS IN HOUSES	BARNET
VICTORIA ROAD NEW BARNET Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.64 hect Survey date: Thursday 09/06/2022			
Survey Type: Manual			
2	DB-03-C-01	FLATS IN HOUSES	DENBIGHSHIRE
RHYL ROAD RHUDDLAN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.21 hect Survey date: Friday 07/10/2011			
Survey Type: Manual			
3	DL-03-C-11	BLOCK OF FLATS	DUBLIN
WYCKHAM WAY DUBLIN DUNDRUM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 1.23 hect Survey date: Tuesday 10/09/2013			
Survey Type: Manual			
4	DL-03-C-13	BLOCK OF FLATS	DUBLIN
SANDYFORD ROAD DUBLIN Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Site area: 0.66 hect Survey date: Tuesday 10/09/2013			
Survey Type: Manual			
5	HF-03-C-07	BLOCKS OF FLATS	HERTFORDSHIRE
OXHEY DRIVE WATFORD SOUTH OXHEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.65 hect Survey date: Wednesday 07/06/2023			
Survey Type: Manual			
6	LU-03-C-04	BLOCKS OF FLATS	LOUTH
RIVER COURT DROGHEDA Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.93 hect Survey date: Wednesday 22/09/2021			
Survey Type: Manual			
7	NH-03-C-01	BLOCK OF FLATS	NEWHAM
ARTHINGWORTH STREET STRATFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 0.12 hect Survey date: Thursday 14/11/2013			
Survey Type: Manual			
8	TH-03-C-04	BLOCK OF FLATS	TOWER HAMLETS
LEVEN ROAD POPLAR ABERFELDY VILLAGE Neighbourhood Centre (PPS6 Local Centre)			

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

No Sub Category
Site area: 0.5 hect
Survey date: Friday 21/06/2019

Survey Type: Manual

9 **WF-03-C-03** **FLATS & TERRACED HOUSES** **WALTHAM FOREST**
FOREST ROAD
WALTHAMSTOW
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Site area: 0.16 hect
Survey date: Friday 21/05/2021

Survey Type: Manual

10 **WS-03-C-01** **BLOCKS OF FLATS** **WEST SUSSEX**
GORING ROAD
WORTHING
GORING-BY-SEA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 0.32 hect
Survey date: Wednesday 11/05/2022

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-C-04	10-06-2021	Removed: Site re-surveyed by HF-03-C-07

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	10	46	0.057	0.231	0.288
08:00-09:00	10	46	0.096	0.238	0.334
09:00-10:00	10	46	0.087	0.079	0.166
10:00-11:00	10	46	0.050	0.103	0.153
11:00-12:00	10	46	0.068	0.061	0.129
12:00-13:00	10	46	0.055	0.072	0.127
13:00-14:00	10	46	0.074	0.072	0.146
14:00-15:00	10	46	0.074	0.068	0.142
15:00-16:00	10	46	0.109	0.094	0.203
16:00-17:00	10	46	0.100	0.074	0.174
17:00-18:00	10	46	0.166	0.050	0.216
18:00-19:00	10	46	0.186	0.061	0.247
19:00-20:00	2	52	0.076	0.029	0.105
20:00-21:00	2	52	0.029	0.010	0.039
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.227	1.242	2.469

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

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

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Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	07/10/2011 - 07/06/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	10	46	0.004	0.007	0.011
08:00-09:00	10	46	0.000	0.015	0.015
09:00-10:00	10	46	0.002	0.007	0.009
10:00-11:00	10	46	0.002	0.002	0.004
11:00-12:00	10	46	0.004	0.000	0.004
12:00-13:00	10	46	0.000	0.007	0.007
13:00-14:00	10	46	0.004	0.002	0.006
14:00-15:00	10	46	0.004	0.002	0.006
15:00-16:00	10	46	0.002	0.004	0.006
16:00-17:00	10	46	0.000	0.000	0.000
17:00-18:00	10	46	0.007	0.007	0.014
18:00-19:00	10	46	0.007	0.007	0.014
19:00-20:00	2	52	0.010	0.000	0.010
20:00-21:00	2	52	0.010	0.000	0.010
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.056	0.060	0.116

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

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

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Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date range:	07/10/2011 - 09/06/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	10	46	0.022	0.046	0.068
08:00-09:00	10	46	0.074	0.140	0.214
09:00-10:00	10	46	0.070	0.072	0.142
10:00-11:00	10	46	0.057	0.048	0.105
11:00-12:00	10	46	0.044	0.079	0.123
12:00-13:00	10	46	0.035	0.041	0.076
13:00-14:00	10	46	0.063	0.052	0.115
14:00-15:00	10	46	0.074	0.055	0.129
15:00-16:00	10	46	0.131	0.085	0.216
16:00-17:00	10	46	0.070	0.068	0.138
17:00-18:00	10	46	0.109	0.063	0.172
18:00-19:00	10	46	0.103	0.076	0.179
19:00-20:00	2	52	0.067	0.048	0.115
20:00-21:00	2	52	0.057	0.019	0.076
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.976	0.892	1.868

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

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

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Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date range:	07/10/2011 - 07/06/2023
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	1	22	0.000	0.000	0.000
07:00-08:00	10	46	0.011	0.085	0.096
08:00-09:00	10	46	0.004	0.120	0.124
09:00-10:00	10	46	0.007	0.041	0.048
10:00-11:00	10	46	0.022	0.024	0.046
11:00-12:00	10	46	0.013	0.022	0.035
12:00-13:00	10	46	0.013	0.026	0.039
13:00-14:00	10	46	0.020	0.009	0.029
14:00-15:00	10	46	0.015	0.024	0.039
15:00-16:00	10	46	0.033	0.024	0.057
16:00-17:00	10	46	0.059	0.013	0.072
17:00-18:00	10	46	0.081	0.015	0.096
18:00-19:00	10	46	0.070	0.020	0.090
19:00-20:00	2	52	0.143	0.000	0.143
20:00-21:00	2	52	0.010	0.000	0.010
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.501	0.423	0.924

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

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

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Audit Code: 3d43e5f3-dcb5-4e52-bcad-a3e5fd814d1d

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date range:	07/10/2011 - 07/06/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.



Audit Code: 26488f24-e91a-4433-903f-c979c46899df

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	1 day
	IW	ISLE OF WIGHT	1 day
	SC	SURREY	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
09	NORTH		
	IM	ISLE OF MAN	2 days
12	CONNAUGHT		
	CS	SLIGO	1 day
14	LEINSTER		
	LU	LOUTH	1 day

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

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

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:	DWELLS
Actual Range:	0.91 to 13.16 (units:DWELLS)
Range Selected by User:	31 to 124 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/10 to 17/09/24

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:	
Friday	3 days
Monday	1 days
Thursday	9 days
Tuesday	7 days
Wednesday	3 days

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

Selected survey types:	
Manual count	23
Direction ATC Count	0

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:	
Free Standing (PPS6 Out of Town)	1 days
Neighbourhood Centre (PPS6 Local Centre)	22 days

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:	
Out of Town	1 days
Residential Zone	3 days
Village	19 days

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 Vehicle Counts:	
Servicing vehicles Excluded	18 days
Servicing vehicles Included	5 days

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Secondary Filtering Selection:

Use Class:

C3	23 surveys
----	------------

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:

0 - 0

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	11 surveys
10,001 to 15,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	6 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
25,001 to 50,000	7 surveys
250,001 to 500,000	1 surveys
5,000 or Less	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	5 surveys
75,001 to 100,000	3 surveys

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 surveys
1.1 to 1.5	14 surveys
1.6 to 2.0	7 surveys

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.

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	13 surveys
Yes	10 surveys

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	23 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

1 MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village Site area: 0.91 hect Survey date: Friday 30/04/2021	AC-03-A-05	SEMI-DETACHED & TERRACED	CHESHIRE WEST & CHESTER	Survey Type: Manual
2 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Site area: 6.8 hect Survey date: Friday 29/04/2022	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER	Survey Type: Manual
3 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.19 hect Survey date: Thursday 27/05/2021	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE	Survey Type: Manual
4 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.68 hect Survey date: Thursday 13/10/2022	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE	Survey Type: Manual
5 R292 STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.68 hect Survey date: Thursday 27/10/2016	CS-03-A-04	DETACHED & SEMI-DETACHED	SLIGO	Survey Type: Manual
6 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Site area: 4.34 hect Survey date: Thursday 28/09/2023	ES-03-A-11	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
7 HOREBEECH LANE HORAM Neighbourhood Centre (PPS6 Local Centre) Village Site area: 8.11 hect Survey date: Tuesday 03/10/2023	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: Manual
8 GREEN LANE FARNHAM WEYBOURNE	HC-03-A-32	MIXED HOUSES & FLATS	HAMPSHIRE	

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 3.29 hect
Survey date: Thursday 29/06/2023

Survey Type: Manual

9 IM-03-A-01
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.12 hect
Survey date: Tuesday 21/05/2024

MIXED HOUSES

ISLE OF MAN

Survey Type: Manual

10 IM-03-A-03
MAIN ROAD
COLBY
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 6.99 hect
Survey date: Tuesday 21/05/2024

MIXED HOUSES

ISLE OF MAN

Survey Type: Manual

11 IW-03-A-01
MEDHAM FARM LANE
NEAR COWES
MEDHAM
Free Standing (PPS6 Out of Town)
Out of Town
Site area: 7.19 hect
Survey date: Tuesday 25/06/2019

DETACHED HOUSES

ISLE OF WIGHT

Survey Type: Manual

12 LE-03-A-02
MELBOURNE ROAD
IBSTOCK
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 3.297 hect
Survey date: Thursday 28/06/2018

DETACHED & OTHERS

LEICESTERSHIRE

Survey Type: Manual

13 LU-03-A-01
RATHMULLAN ROAD
DROGHEDA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Site area: 3.67 hect
Survey date: Tuesday 21/09/2021

TERRACED & SEMI-DETACHED LOUTH

Survey Type: Manual

14 NF-03-A-27
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 3.69 hect
Survey date: Thursday 16/09/2021

MIXED HOUSES & FLATS

NORFOLK

Survey Type: Manual

15 SC-03-A-06
AMLETS LANE
CRANLEIGH
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 13.16 hect
Survey date: Thursday 08/10/2020

MIXED HOUSES & FLATS

SURREY

Survey Type: Manual

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

16	SC-03-A-10	MIXED HOUSES	SURREY
GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.42 hect Survey date: Wednesday 14/09/2022			
Survey Type: Manual			
17	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.68 hect Survey date: Friday 22/09/2017			
Survey Type: Manual			
18	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.87 hect Survey date: Tuesday 25/09/2018			
Survey Type: Manual			
19	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Site area: 2.65 hect Survey date: Tuesday 25/09/2018			
Survey Type: Manual			
20	WM-03-A-04	TERRACED HOUSES	WEST MIDLANDS
OSBORNE ROAD COVENTRY EARLSDON Neighbourhood Centre (PPS6 Local Centre) Residential Zone Site area: 1.1 hect Survey date: Monday 21/11/2016			
Survey Type: Manual			
21	WS-03-A-07	BUNGALOWS	WEST SUSSEX
EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Site area: 3.25 hect Survey date: Thursday 19/10/2017			
Survey Type: Manual			
22	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Site area: 1.9 hect Survey date: Wednesday 09/11/2022			
Survey Type: Manual			
23	WS-03-A-25	PRIVATE HOUSES & FLATS	WEST SUSSEX
LIDSEY ROAD			

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

WOODGATE
Neighbourhood Centre (PPS6 Local Centre)
Village
Site area: 2.4 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-03	04-06-2019	Removed: Site re-surveyed by AC-03-A-05

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	71	0.063	0.256	0.319
08:00-09:00	23	71	0.154	0.359	0.513
09:00-10:00	23	71	0.147	0.184	0.331
10:00-11:00	23	71	0.137	0.160	0.297
11:00-12:00	23	71	0.137	0.166	0.303
12:00-13:00	23	71	0.168	0.165	0.333
13:00-14:00	23	71	0.175	0.166	0.341
14:00-15:00	23	71	0.179	0.186	0.365
15:00-16:00	23	71	0.264	0.188	0.452
16:00-17:00	23	71	0.264	0.165	0.429
17:00-18:00	23	71	0.308	0.169	0.477
18:00-19:00	23	71	0.255	0.153	0.408
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.251	2.317	4.568

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

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

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Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Parameter Summary:

Trip rate parameter range selected:	31 - 124 (units: DWELLS)
Survey date date range:	27/10/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	71	0.001	0.004	0.005
08:00-09:00	23	71	0.005	0.016	0.021
09:00-10:00	23	71	0.001	0.005	0.006
10:00-11:00	23	71	0.005	0.001	0.006
11:00-12:00	23	71	0.003	0.004	0.007
12:00-13:00	23	71	0.004	0.000	0.004
13:00-14:00	23	71	0.002	0.002	0.004
14:00-15:00	23	71	0.004	0.002	0.006
15:00-16:00	23	71	0.007	0.005	0.012
16:00-17:00	23	71	0.007	0.004	0.011
17:00-18:00	23	71	0.009	0.008	0.017
18:00-19:00	23	71	0.006	0.006	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.057	0.111

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

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

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Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Parameter Summary:

Trip rate parameter range selected:	31 - 124 (units: DWELLS)
Survey date date range:	27/10/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	71	0.026	0.047	0.073
08:00-09:00	23	71	0.043	0.133	0.176
09:00-10:00	23	71	0.055	0.043	0.098
10:00-11:00	23	71	0.030	0.039	0.069
11:00-12:00	23	71	0.032	0.037	0.069
12:00-13:00	23	71	0.046	0.038	0.084
13:00-14:00	23	71	0.035	0.037	0.072
14:00-15:00	23	71	0.045	0.038	0.083
15:00-16:00	23	71	0.127	0.081	0.208
16:00-17:00	23	71	0.068	0.056	0.124
17:00-18:00	23	71	0.066	0.049	0.115
18:00-19:00	23	71	0.057	0.043	0.100
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.630	0.641	1.271

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

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

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Audit Code: 26488f24-e91a-4433-903f-c979c46899df

Parameter Summary:

Trip rate parameter range selected:	31 - 124 (units: DWELLS)
Survey date range:	27/10/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Audit Code: 26488f24-e91a-4433-903f-c979c46899df

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	23	71	0.000	0.019	0.019
08:00-09:00	23	71	0.001	0.016	0.017
09:00-10:00	23	71	0.001	0.009	0.010
10:00-11:00	23	71	0.002	0.004	0.006
11:00-12:00	23	71	0.004	0.004	0.008
12:00-13:00	23	71	0.002	0.005	0.007
13:00-14:00	23	71	0.005	0.001	0.006
14:00-15:00	23	71	0.005	0.002	0.007
15:00-16:00	23	71	0.018	0.003	0.021
16:00-17:00	23	71	0.012	0.002	0.014
17:00-18:00	23	71	0.011	0.004	0.015
18:00-19:00	23	71	0.010	0.000	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.071	0.069	0.140

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

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

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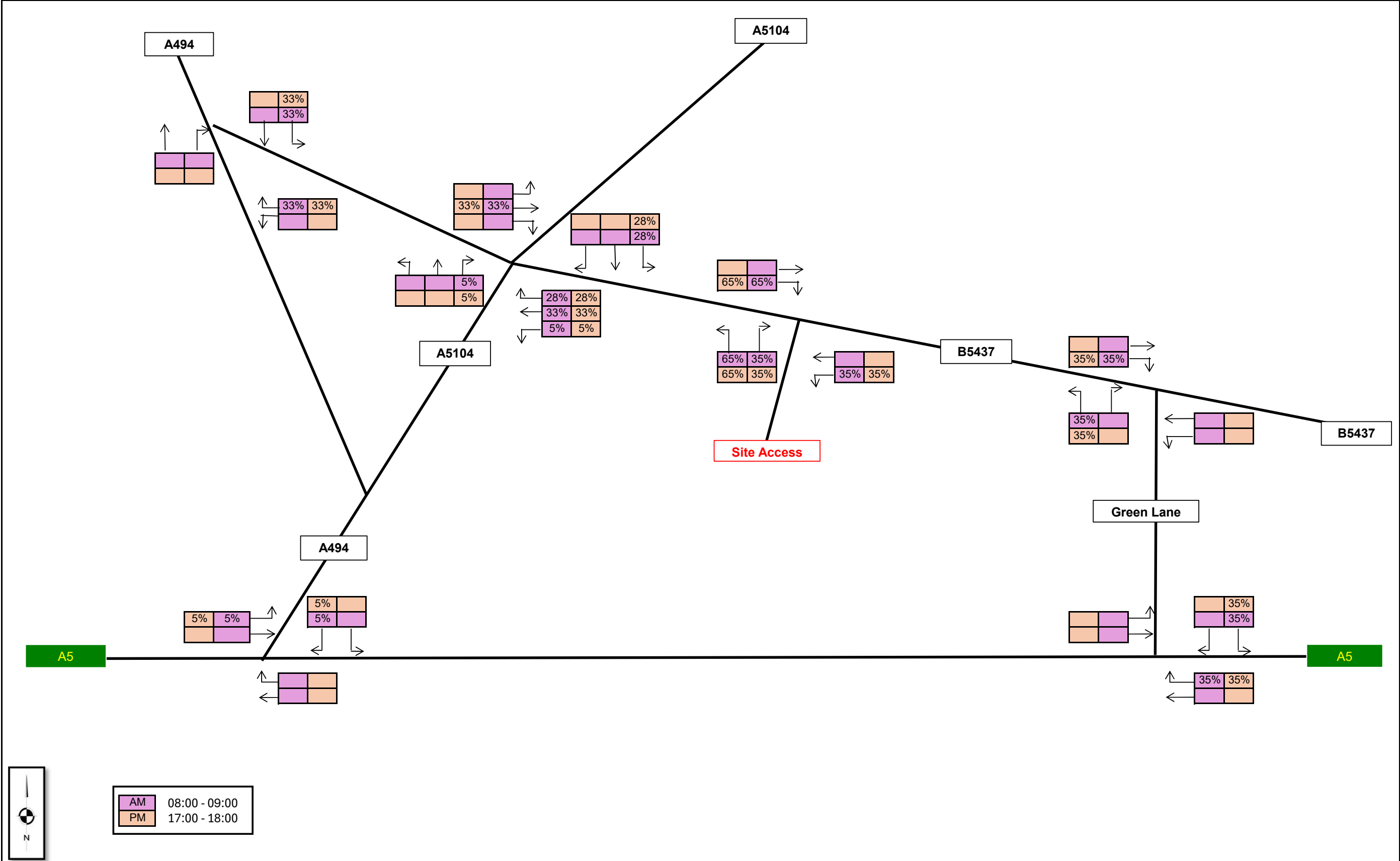
Parameter Summary:

Trip rate parameter range selected:	31 - 124 (units: DWELLS)
Survey date date range:	21/11/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

S|C|P

APPENDIX H



	Traffic Distribution		09 October 2025
	Proposed Residential Development, Clawdd Poncen, Corwen		Job Number - 250809
			Traffic Figure 1