

**Land at Bodnant Avenue,
Prestatyn**

TRANSPORT STATEMENT

Report prepared for
Adra

March 2026

Report Reference 1932/1/A



ASHLEY HELME
ASSOCIATES



Transport Statement

Land at Bodnant Avenue, Prestatyn

Client: Adra
Report Ref: 1932/1/A
Status: Final
Date: March 2026

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Transport Statement

Land at Bodnant Avenue, Prestatyn

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Drg No 1932/03
Drg No 1932/SP/01



1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Adra to prepare a Transport Statement (TS) to support a planning application for a proposed residential development on Land at Bodnant Avenue (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Existing Situation & Proposed Development

1.2.1 The Site is currently field/agricultural land.

1.2.2 The proposed development comprises the construction of 62 affordable homes, including 14 apartments and 48 houses.

1.3 Scope of the Report

1.3.1 The issues addressed within this TS fall broadly into the following areas:

- Accessibility by non-car modes, and
- Traffic Impact of the proposed development on the local highway network.

1.3.2 The local highway network is described in Chapter 2.

1.3.3 The proposed Site access arrangements and parking provision are outlined in Chapter 3.

1.3.4 The accessibility of the Site by choice of mode is considered in Chapter 4.

1.3.5 The estimate of the traffic generated by the proposed development is set out in Chapter 5.

1.3.6 The summary and conclusions of the TS are presented in Chapter 6.



2 Highway Network

2.1 The location of the Site is shown on Figure 1.1. The Site is bounded by Bodnant Avenue to the north and west, Ffordd Parc Bodnant and Prestatyn Road to the north and also bounded by Nant Hall Road to the south.

2.2 Bodnant Avenue

2.2.1 Bodnant Avenue is a single carriageway road, circa 5.5m wide and subject to a 20mph speed limit.

2.2.2 There is footway on the north/west side of the road. However, except for a circa 30m section after the junction with Ffordd Parc Bodnant, there is no footway on the south/east side of Bodnant Avenue. Street lighting is present on Bodnant Avenue.

2.2.3 Bodnant Avenue forms a priority-controlled junction at its northern end, with Bodnant Avenue forming the minor arm of the junction. At its southern end, Bodnant Avenue forms the minor arm of a priority-controlled crossroads junction with Nant Hall Road and Mostyn Avenue. There are 'stop' markings on both of the minor arms of the junction.

2.3 Ffordd Parc Bodnant

2.3.1 Ffordd Parc Bodnant is a single carriageway road, circa 7.0-7.3m wide in the vicinity of the junction with Bodnant Avenue and subject to a 20mph speed limit.

2.3.2 There is footway on the south side of Ffordd Parc Bodnant in the vicinity of the Site, but there is no footway on the northern side of the road. Street lighting is present along Ffordd Parc Bodnant.

2.3.3 Ffordd Parc Bodnant forms a priority-controlled T-junction with the A548 Prestatyn Road to the north of the Site. There are ghost island road markings on the A548 at the junction.

2.4 A548 Prestatyn Road

2.4.1 The A548 Prestatyn Road is a single carriageway road, circa 7.0-10.2m wide in the vicinity of the junction with Ffordd Parc Bodnant and subject to a 30mph speed limit.

2.4.2 There is footway on both sides of Prestatyn Road and street lighting is present.



2.5 Nant Hall Road

- 2.5.1 Nant Hall Road is a single carriageway road that runs to the south of the Site. It is circa 7.9m wide in the vicinity of the Site and subject to a 20mph speed limit.
- 2.5.2 There is a narrow footway on the north side of Nant Hall Road in the vicinity of the Site. There is no footway on the southern side. However, there is an auxiliary road that serves a small number of properties to the south of Nant Hall Road. It is separated from the Nant Hall Road carriageway by a tree lined grass area. The auxiliary road does not have a footway, but acts as a shared surface arrangement for vehicles and pedestrians.

2.6 Collision Records

- 2.6.1 AHA has reviewed the CrashMap website for the following roads in the vicinity of the Site:
- Bodnant Avenue;
 - Ffordd Parc Bodnant;
 - Prestatyn Road;
 - Nant Hall Road;
- 2.6.2 The CrashMap data covers the five-year period 2020-2024. A screenshot of the CrashMap data is included in Appendix A.
- 2.6.3 There has been a single recorded (non-junction) collision on Bodnant Avenue. The collision occurred in December 2020, involved a single vehicle and is classified as serious.
- 2.6.4 There have been two recorded collisions at the junction of Bodnant Avenue with Nant Hall Road. The first recorded collision occurred in August 2022. It involved two vehicles, resulted in five casualties and is classified as slight. The second recorded collision occurred in July 2023. This also involved two vehicles, resulted in a single casualty and is classified as slight.
- 2.6.5 There is also a recorded collision on Mostyn Road, but this appears to have occurred south of the junction with Nant Hall Road. The collision occurred in May 2023, involved three vehicles and resulted in a single casualty. The collision is classified as slight.
- 2.6.6 There is a recorded collision on Nant Hall Road on the approach to the junction with Gronant Road. The collision occurred in May 2021 and is classified as slight. Two vehicles were involved in the collision and there was a single casualty.



- 2.6.7 There is a single recorded collision on the A548 Prestatyn Road in the vicinity of the Site. It occurred in November 2022, involved a single vehicle and is classified as slight. The collision resulted in a single casualty.
- 2.6.8 There are no recorded collisions on Ffordd Parc Bodnant in the vicinity of the Site.
- 2.6.9 Review of the latest available CrashMap data does not indicate a recurring collision problem in the vicinity of the Site.



3 Proposed Site Access and Parking Arrangements

3.1 Site Access Strategy

3.1.1 The development access strategy comprises:

- Provide a new vehicle/pedestrian/cycle access on Bodnant Avenue;
- Provide a separate pedestrian access on Bodnant Avenue near the junction with Nant Hall Road;
- Provide a pedestrian access on Ffordd Parc Bodnant;
- Provide a pedestrian access on Nant Hall Road near the junction with Gronant Road.

3.2 Site Access Arrangements

3.2.1 Drg No 1932/03 presents the access proposals. It is proposed to provide a vehicular access (and pedestrian/cycle access) on Bodnant Avenue to serve the Site. The access comprises:

- 5.5m access road;
- 2.0m footway on both sides of the road, but initially only on the west side;
- 6m corner radii;
- 2.4m x 34m visibility splays;
- 37m stopping sight distances.

3.2.2 The Welsh Assembly Government (WAG) publication Technical Advice Note 18: Transport (TAN 18), sets out guidance on visibility splays at junctions. TAN 18 provides two tables showing stopping sight distances. Table A includes stopping sight distances based on Design Manual for Roads and Bridges (DMRB) standards and Table B includes stopping sight distances based on Manual for Streets standards. With respect to which table designers should adopt, TAN 18 states

“Recommended SSD are included in Tables A and B. Table B is designed for roads in built up areas where actual or design speeds are 60km/h or below (not applicable to trunk roads).”

3.2.3 AHA commissioned an ATC survey of Bodnant Avenue in the vicinity of the proposed access. The survey was undertaken on 11-17 September 2024. A copy of the ATC data is included in Appendix B. The ATC recorded the following average 5-day off-peak 85thile speeds on Bodnant Avenue:



Direction	85%ile Speed
Northbound	26.8mph;
Southbound	26.6mph.

3.2.4 The visibility splays at the Bodnant Avenue/Site access are based on the recorded 85%ile speeds and meet MfS/TAN 18 visibility standards.

3.2.6 Swept Path Tracking

3.2.6.1 Drg No 1933/SP/01 present the swept path tracking of the internal access roads adopting a 10.6m refuse as the design vehicle. The swept path tracking demonstrates that the refuse vehicle can enter and exit the access junction and negotiate the internal access roads in a suitable manner.

3.2.7 Pedestrian and Cycle Access

3.2.7.1 Pedestrian and cycle access will be available as follows:

- Provide a new vehicle/pedestrian/cycle access on Bodnant Avenue;
- Provide a separate pedestrian access on Bodnant Avenue near the junction with Nant Hall Road;
- Provide a pedestrian access on Ffordd Parc Bodnant;
- Provide a pedestrian access on Nant Hall Road near the junction with Gronant Road.

3.2.7.2 The pedestrian accesses are shown on the Architect's plan, which is included in Appendix C.

3.2.7.3 AHA is aware that Denbighshire County Council (DCC) are proposing to introduce Active Travel improvements along Nant Hall Road. However, AHA is not aware if a design has been finalised or the status of these works at the time of writing this report. AHA will liaise with DCC during the application process to ensure that the development access proposals are complementary to the Active Travel improvements along Nant Hall Road

3.3 Parking

3.3.1 DCC parking standards are set out in the Supplementary Planning Guidance Note, 'Parking Requirements In New Developments'. Parking standards are provided for Zones 1 & 2. The Site is located in Prestatyn, which is included in Zone 1.



3.3.2 The parking standards for houses and apartments in Zone 1 are set out below:

Dwelling Type	Residents	Visitors
Houses	1 space per bedroom (max 3 spaces)	1 per 5 unit);
Apartments	1 space per bedroom (max 3 spaces)	1 per 5 units.

3.3.3 The proposed development comprises:

- 14No 1 bedroom apartments;
- 27No 2 bedroom houses;
- 19No 3 bedroom houses;
- 2No 4 bedroom houses.

3.3.4 Based on the DCC parking standards for Zone 1, the development should provide a total of 131 car park spaces for residents and a further 12 visitor spaces, bringing the total to 143 spaces. The development proposes 112 resident spaces and 10 visitor spaces, bringing the total to 122 spaces.

3.3.5 The parking provision for the apartments, the 2 and 4 bedroom houses meets the DCC standards. The development proposes 2 spaces for each of the 3 bedroom properties and only 10 visitor spaces rather than 12. This explains the difference between the DCC parking numbers and the development proposals.

3.3.6 The level of parking proposed at the development is consistent with the DCC parking standards for three of the unit types, with 1 space less for the 3 bedroom houses and a slight under provision in visitor parking. Overall and on balance, it is considered that the parking provision is acceptable and is unlikely to result in parking issues at the Site or on the surrounding roads.



4 Accessibility By Non-Car Modes

4.1 Walk

4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level, and offers the greatest potential to replace short car trips, particularly under 2km.

4.1.2 With regard to walking, Planning Policy Wales Technical Advice Note 18 (TAN 18) states that:

“Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy.”

4.1.3 The ‘walkable neighbourhood’ concept is set out in Manual for Streets (MfS) and endorsed in MfS2. MfS1 explains that:

*“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”* (MfS para 4.4.1, AHA emphasis)

4.1.4 The walk isochrones for the Site are presented in Figure 4.1 are created using Basemap TRACC software, a digital mapping and transport data program. The TRACC software enables installation of maps to create a road network. Amendments have been made to the road network to allow for the inclusion of public rights of way and pedestrian access points.

4.1.5 The TRACC software adopts the Department for Transport speeds and hence, a walk speed of 4.8km/h is automatically assumed across the road network.

4.1.6 Figure 4.1 presents the 400m, 800m, 1200m, 1600m and 2000m walk isochrones. Review of Figure 4.1 shows that there are a number of amenities located within an 800m (10 minute) walk of the Site including:

- Shopping: Supermarket, ATMs, Post Office, Butcher, Convenience Store, Bank;
- Leisure: Sports Facilities, Food Outlets, Salons, Bakery, Public Houses, Playgrounds;
- Community: Places of worship, Community Centre, Library;



- Health: Pharmacy, Health Centres, Opticians, Dentists;
- Education: Primary School, Nursery;
- Travel: Bus stops.

4.1.7 Review of the above shows that there is a very good range of amenities with an 800m walk of the Site.

4.1.8 There are additional amenities within a 1600m walk of the Site and these include:

- Shopping: Supermarkets, Convenience Stores, Post office, ATMs;
- Leisure: Public House, Food Outlets, Sports Facilities, Playgrounds,
- Community: Places of Worship, Community Centre;
- Health: Pharmacies;
- Education: High School, Primary School, Nursery;
- Employment: Industrial Estates;
- Travel: Bus stops.

4.1.9 It is demonstrated that there are a very good range of amenities within a practical walk distance of the Site that can accommodate the typical day to day needs of residents of the Site, such as shopping and education.

4.1.10 Figure 4.2 presents the Public Rights of Way (PRoW) in the vicinity of the Site. Footpath P1 passes through the Site, providing a link between Ffordd Parc Bodnant and Nant Hall Road. The surface of this footpath will be upgraded as part of the development. Figure 4.2 indicates additional PRoW to the north of the Site.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

4.2.2 With regard to cycling, TAN 18 states that:

“Cycling has potential to act as a substitute for shorter car journeys in urban or rural areas, or form part of a longer journey when combined with public transport.”

4.2.3 Gear Change, A Bold Vision for Cycling and Walking (DfT, 2020) states:



“58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking.” (Page 11)

4.2.4 Figure 4.3 presents the 2000m and 5000m cycle isochrones for the Site. A large proportion of Prestatyn is within a 2km cycle of the Site. The remainder of Prestatyn, Meliden, Gronant and Dyserth are within a 5km cycle ride of the Site.

4.2.5 Figure 4.4 shows the cycle routes in the vicinity of the Site. The National Cycle Route 5 runs through a gold course and along the coast to the north of the Site. Route 5 is a long-distance route that travels in sections from Reading to North Wales.

4.2.6 It is clear that the Site is within a practical cycle ride of a number of amenities and employment locations.

4.3 Public Transport

4.3.1 The options for public transport journeys to/from the Site are by bus and rail.

4.3.2 Bus

4.3.2.1 The closest bus stops to the Site are located on the A548 Marine Road a circa 395m (westbound stop) and 445m (eastbound stop) walk from the Site centroid. There is an additional stop on the A547 Gronant Road that is within a 430m (southbound stop) walk of the Site. There is also a bus stop (northbound) on Nant Drive that is a circa 450m walk of the Site.

4.3.2.2 Prestatyn Bus Station is also located within an 800m walk of the Site.

4.3.2.3 The services that call at stops within 800m of the site and their approximate frequency are set out below:

Service	Route	Frequency		
		Mon-Sat	Evenings	Sundays
11C/11F/11M	Rhyl to Holywell	30min	60min	1 trip
13	Prestatyn to Llandudno	60min	60min	6 trips
F18	Flint to Rhyl	5 trips ⁽¹⁾	-	-
35	Rhyl to Prestatyn Circular	30min	4 trips	8 trips
36	Rhyl to Prestatyn Circular	30min	3 trips	7 trips.

Notes



1. The service undertakes 3 trips on Saturdays;

4.3.2.4 There are existing bus services within a short walk of the Site and these provide opportunity for residents of the Site to travel to destinations including Abergele, Rhyl, Llandudno, Flint, Colwyn Bay, Holywell, Dyserth and Rhuddlan.

4.3.3 Rail

4.3.3.1 Prestatyn Train Station is located a circa 920m walk of the Site, which is just over a circa 10 minute walk. It is located on the North Wales Coast Line. The station is managed by Transport for Wales and it has a 36 space car park and 12 cycle stands.

4.3.3.2 Destinations, frequencies and approximate journey times for services from Prestatyn train station include:

Destination	Frequency Per Hour (Approx)	Journey Time (Approx Min)
Abergele	1-2	13;
Bangor	1-2	41-54;
Chester	2-3	28-32;
Conwy	1	29-34;
Crewe	1	50-55;
Flint	1-2	12-13;
Llandudno	1	39-58;
Wrexham	1	48-58.

4.3.3.3 It is demonstrated that there is opportunity for residents of the Site to undertake journeys by rail to range of destinations.

4.4 Summary

4.4.1 The location of the Site provides good opportunity for residents to undertake journeys by foot for a range of purposes. There are a large number of amenities and services in Prestatyn within a practical walk distance of the Site that can accommodate the typical day to day needs of residents of the Site, such as shopping and education.

4.4.2 A large proportion of Prestatyn is within a 2km cycle of the Site, with all of the town within a 5km cycle ride, as well as other settlements such as Meliden, Gronant and Dyserth.



- 4.4.3 The Site is also accessible by public transport. There are existing bus services within a short walk of the Site and these provide opportunity for residents of the Site to travel to destinations including Abergele, Rhyl, Llandudno, Flint, Colwyn Bay, Holywell, Dyserth and Rhuddlan.
- 4.4.4 Prestatyn Train Station is located within a circa 920m walk of the Site. The station provides opportunity for residents of the Site to undertake journeys by rail to range of destinations.



5 Traffic Impact

5.1 Peak Periods

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

5.2 Proposed Development

5.2.1 The proposed development comprises the construction of 62 affordable homes, including 14 apartments and 48 houses.

5.2.2 TRICS is interrogated for information about trip generation rates for the proposed dwellings. Whilst TRICS includes an 'affordable/local authority' category, this category does not have as many surveys as 'private homes' and whilst the proposed development is for 62 affordable homes, it is not clear whether these will be social housing at this stage. Consequently, the TRICS private homes category is adopted.

5.2.3 Criteria adopted for this interrogation include:

- Private Homes,
- 51-143 units,
- Sites in London and Ireland excluded on the basis that they may have travel characterises significantly different from the development Site,
- All surveys 2016 or more recent,
- Town centre and edge of town centre sites removed,
- Any surveys undertake during covid restrictions removed,

5.2.4 On this basis, 23 sites are identified and the results of the TRICS interrogation are included in Appendix D.

5.2.5 The AM and PM peak hours for a highway network are typically around 0730-0930 and 1600-1800. Review of the TRICS data shows that the average trip generation rates for 0800-0900 are higher than those for 0700-0800 in the AM. In the PM, the 1700-1800 trip generation rates are higher than those for 1600-1700. Consequently, the higher trip generation rates for 0800-0900 and 1700-1800 are adopted. These are set out below:



	ARR	DEP	2-WAY
AM	0.145	0.363	0.508
PM	0.359	0.167	0.526.

5.2.6 The consequent estimate of traffic (in vehicles) generated by the proposed development in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM	8	23	31
PM	22	11	33.

5.2.7 Review of the above shows that the proposed development is estimated to generate 31 two-way movements in the AM peak hour and 33 two-way movements in the PM peak hour. It is likely that the traffic generated by the proposed development will be distributed between the Bodnant Avene/Nant Hall Road junction and the Bodnant Avenue/Ffordd Parc Bodnant junction. Therefore, the traffic impact of the development will be reduced beyond the Site access. Therefore, it is concluded that the proposed development will not have a material traffic impact on the local highway network.



6 Summary and Conclusions

6.1 Ashley Helme Associates Limited (AHA) are appointed by Adra to prepare a Transport Statement (TS) to support a planning application for a proposed residential development on Land at Bodnant Avenue.

6.2 The Site is currently field/agricultural land.

6.3 The proposed development comprises the construction of 62 affordable homes, including 14 apartments and 48 houses.

6.4 Access Arrangements

6.4.1 Drg No 1932/03 presents the access proposals. It is proposed to provide a vehicular access (and pedestrian/cycle access) on Bodnant Avenue to serve the Site. The access comprises:

- 5.5m access road;
- 2.0m footway on both sides of the road, but initially only on the west side;
- 6m corner radii;
- 2.4m x 34m visibility splays;
- 37m stopping sight distances.

6.4.2 Swept path tracking has been undertaken of the access junction and internal access roads and it is demonstrated that these can suitably accommodate the movements of a 10.6m refuse vehicle.

6.4.3 Pedestrian and cycle access will be available as follows:

- Provide a new vehicle/pedestrian/cycle access on Bodnant Avenue;
- Provide a separate pedestrian access on Bodnant Avenue near the junction with Nant Hall Road;
- Provide a pedestrian access on Ffordd Parc Bodnant;
- Provide a pedestrian access on Nant Hall Road near the junction with Gronant Road.

6.4.4 The development proposes 112 resident spaces and 10 visitor spaces, bringing the total to 122 spaces. The parking provision for the apartments, the 2 and 4 bedroom houses meets the DCC standards. The development proposes 2 spaces for each of the 3 bedroom properties and only 10 visitor spaces rather than 12. This explains the difference between the DCC parking numbers and the development proposals. Overall and on balance, it is considered that the parking



provision is acceptable and is unlikely to result in parking issues at the Site or on the surrounding roads.

6.4.5 It is considered that the access arrangements provide a suitable means of accessing the proposed residential development.

6.5 Sustainability

6.5.1 The location of the Site provides good opportunity for residents to undertake journeys by foot for a range of purposes. There are a large number of amenities and services in Prestatyn within a practical walk distance of the Site that can accommodate the typical day to day needs of residents of the Site, such as shopping and education.

6.5.2 A large proportion of Prestatyn is within a 2km cycle of the Site, with all of the town within a 5km cycle ride, as well as other settlements such as Meliden, Gronant and Dyserth.

6.5.3 The Site is also accessible by public transport. There are existing bus services within a short walk of the Site and these provide opportunity for residents of the Site to travel to destinations including Abergele, Rhyl, Llandudno, Flint, Colwyn Bay, Holywell, Dyserth and Rhuddlan.

6.5.4 Prestatyn Train Station is located within a circa 900m walk of the Site. The station provides opportunity for residents of the Site to undertake journeys by rail to range of destinations.

6.6 Traffic Impact

6.6.1 The estimate of traffic (in vehicles) generated by the proposed development in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM	8	23	31
PM	22	11	33.

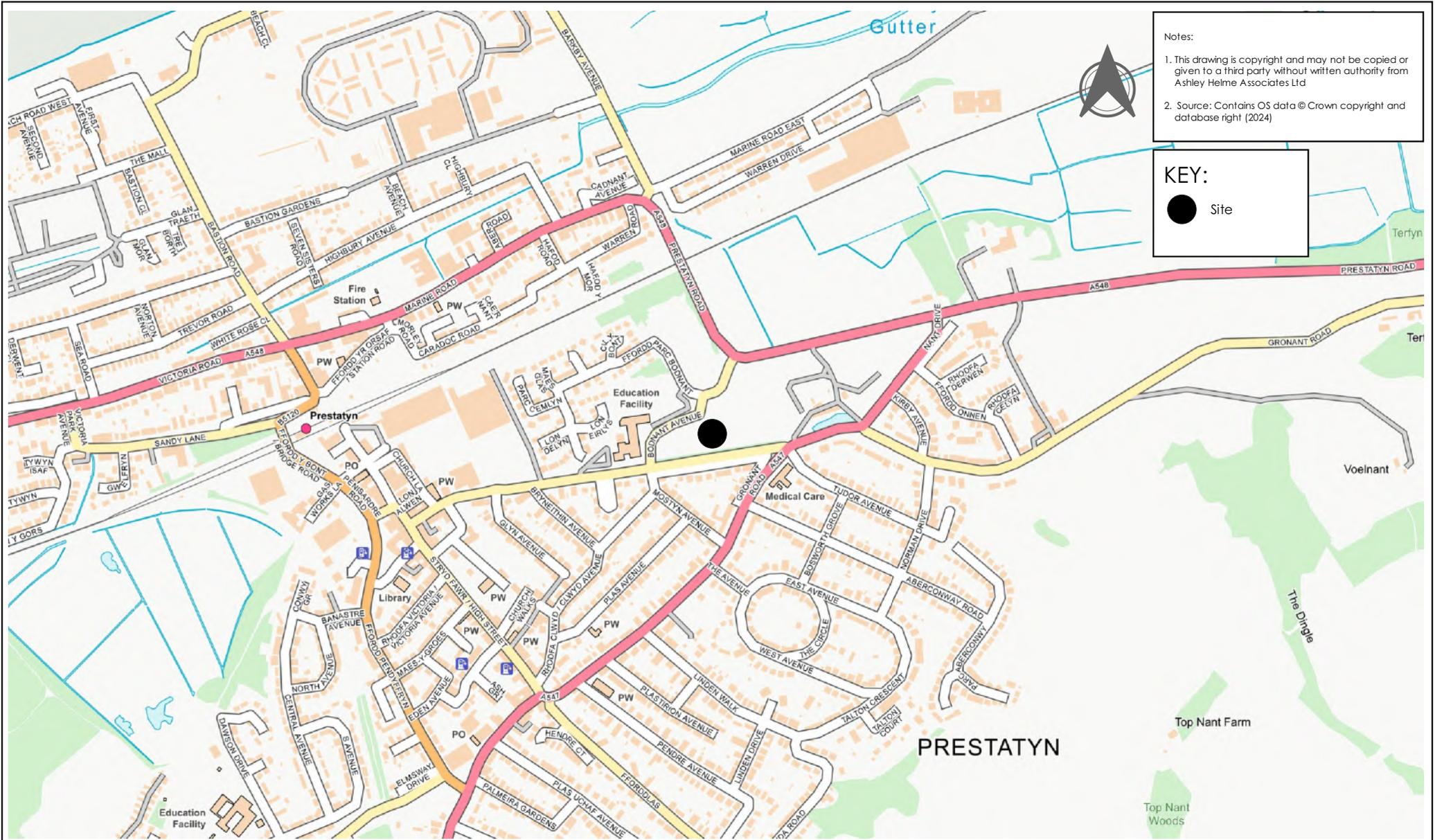
6.6.4 Review of the above shows that the proposed development is estimated to generate 31 two-way movements in the AM peak hour and 33 two-way movements in the PM peak hour. It is likely that the traffic generated by the proposed development will be distributed between the Bodnant Avene/Nant Hall Road junction and the Bodnant Avenue/Ffordd Parc Bodnant junction. Therefore, the traffic impact of the development will be reduced beyond the Site access. Therefore, it is concluded that the proposed development will not have a material traffic impact on the local highway network.



6.7 Summary

- 6.7.1 It is concluded that the proposed development is in accordance with local and national policies and that there are no highways/transportation reasons for refusal of planning permission.

Figures



Notes:

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KEY:

- Site

Project:
BODNANT AVENUE, PRESTATYN

Title:
LOCATION PLAN

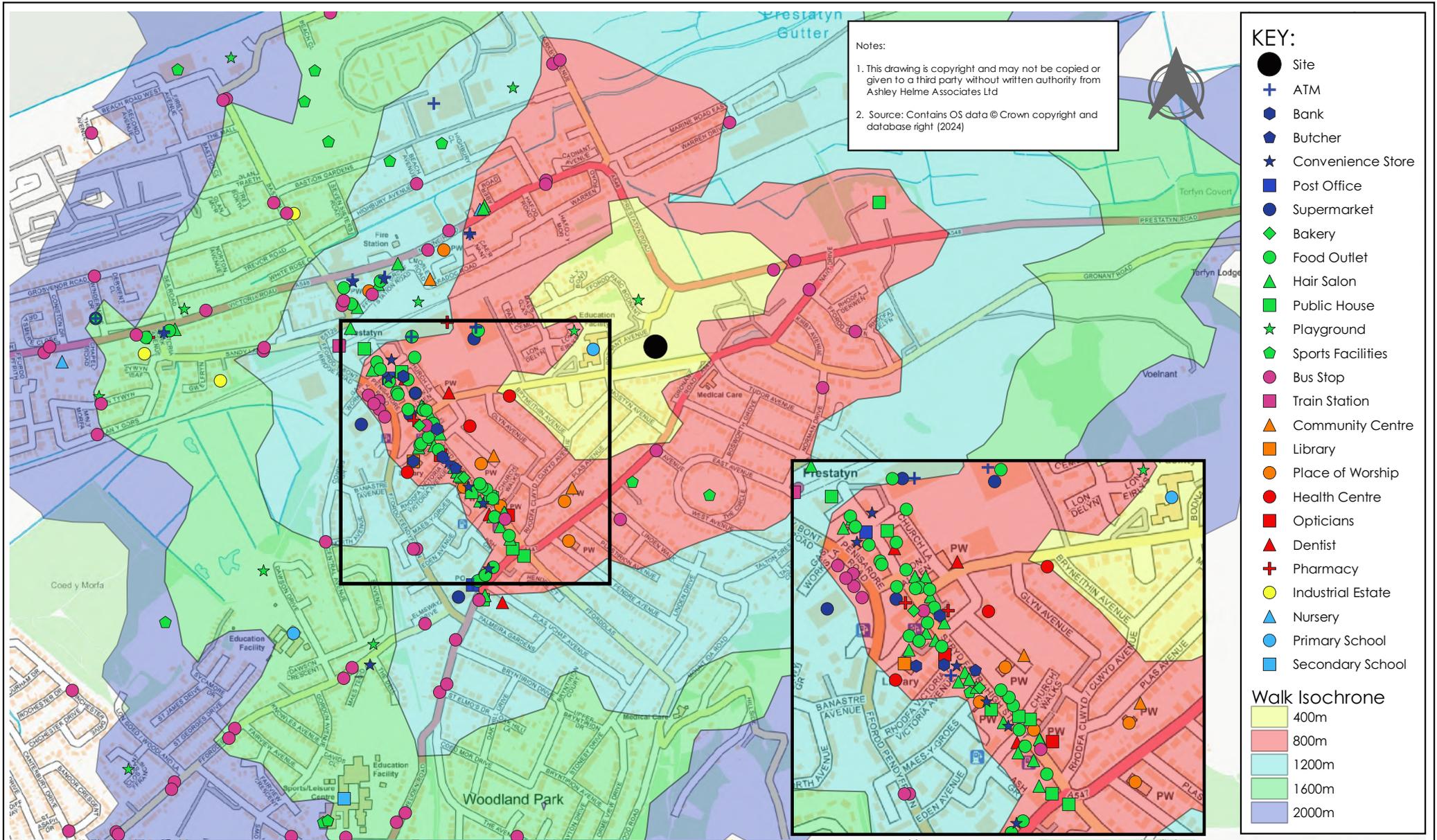
FIGURE 1.1

Client:
ADRA

Date:
AUGUST 2024

Scale:
NTS





Project:
BODNANT AVENUE, PRESTATYN

Title:
WALK ISOCHRONES AND AMENITIES

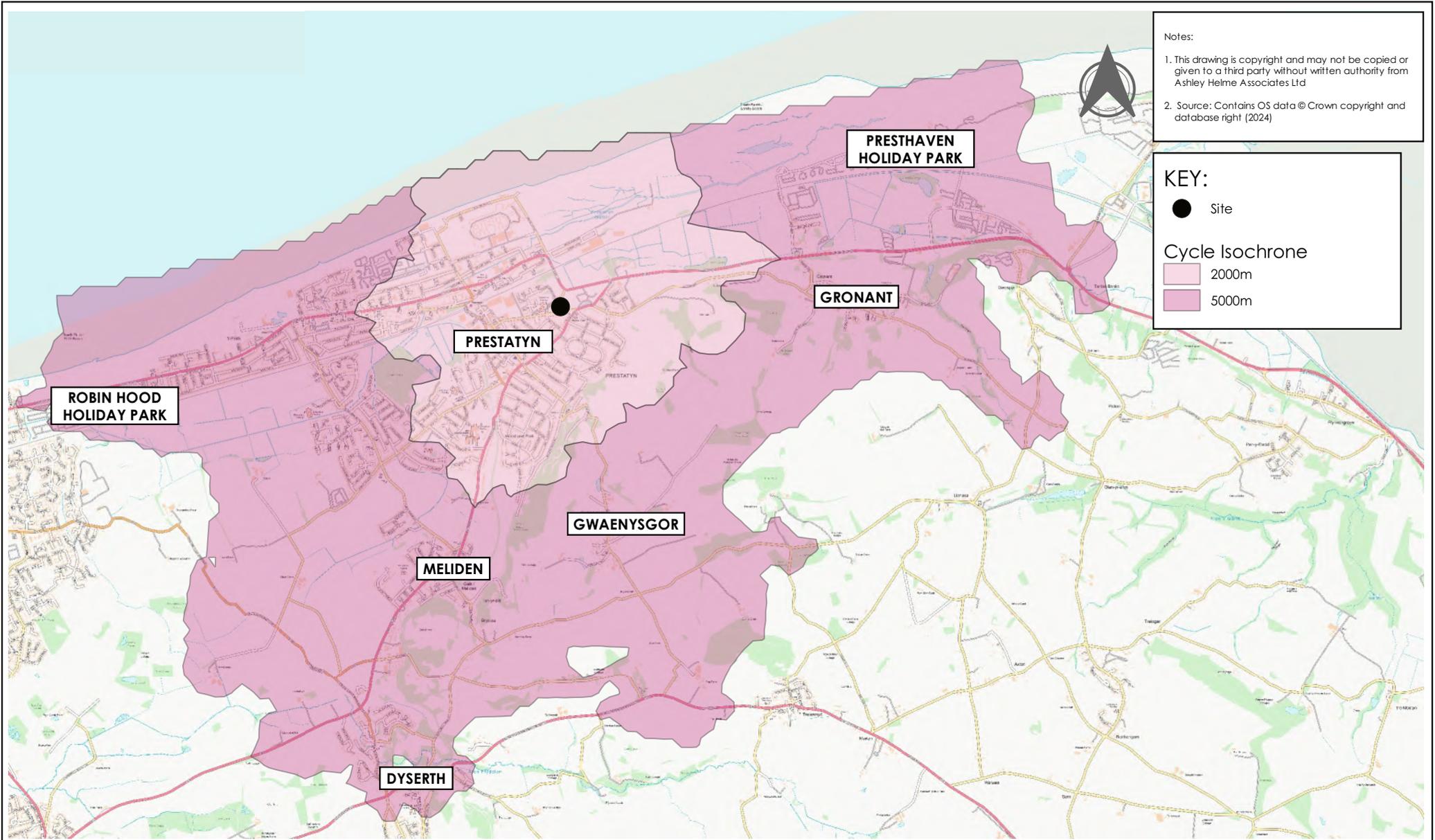
FIGURE 4.1

Client:
ADRA

Date:
AUGUST 2024

Scale:
NTS





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KEY:

- Site

Cycle Isochrone

- 2000m
- 5000m

Project:
BODNANT AVENUE, PRESTATYN

Title:
CYCLE ISOCHRONES

FIGURE 4.3

Client:
ADRA

Date:
AUGUST 2024

Scale:
NTS



A CrashMap Data



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KEY:

- Site
- National Cycle Route 5
- - - Local Cycle Network Link Route

Project:
BODNANT AVENUE, PRESTATYN

Title:
CYCLE ROUTES

FIGURE 4.4

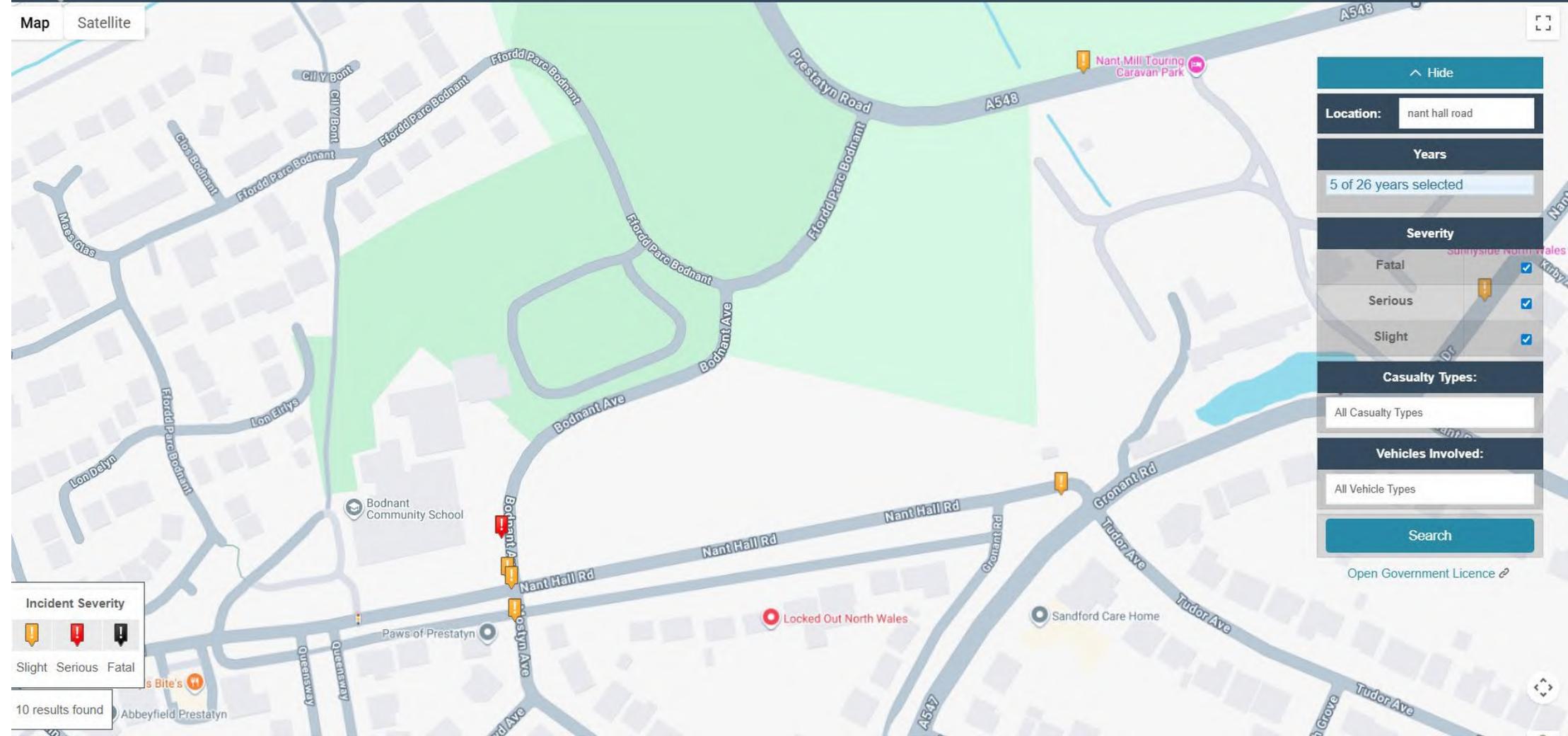
Client:
ADRA

Date:
AUGUST 2024

Scale:
NTS



Map Satellite



Hide

Location: nant hall road

Years
5 of 26 years selected

Severity

Fatal	<input checked="" type="checkbox"/>
Serious	<input checked="" type="checkbox"/>
Slight	<input checked="" type="checkbox"/>

Casualty Types:
All Casualty Types

Vehicles Involved:
All Vehicle Types

Search

Open Government Licence

Incident Severity

Slight
 Serious
 Fatal

10 results found

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

53.336543 , -3.3967575

Direction : SOUTHBOUND

Wednesday 11/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	29	6	0	0	0	0	0	0	0	0	0	0	0	35
9	85	10	0	0	0	0	0	0	0	0	0	0	0	95
10	42	5	0	0	0	0	0	0	0	0	0	0	0	47
11	58	4	0	0	1	0	0	0	0	0	0	0	0	63
12	75	11	0	0	0	0	0	0	0	0	0	0	0	86
13	78	3	0	0	0	0	0	0	0	0	0	0	0	81
14	70	4	0	0	0	0	0	0	0	0	0	1	0	75
15	74	4	0	0	0	0	0	0	0	0	0	0	0	78
16	67	8	0	0	0	0	0	0	0	0	0	0	0	75
17	98	5	0	0	0	0	0	0	0	0	0	0	0	103
18	90	8	0	0	0	0	0	0	0	0	0	0	0	98
19	43	5	0	0	0	0	0	0	0	0	0	0	0	48
20	36	2	0	0	0	0	0	0	0	0	0	0	0	38
21	21	1	0	0	0	0	0	0	0	0	0	0	0	22
22	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	809	73	0	0	1	0	0	0	0	0	0	1	0	884
6-22	883	78	0	0	1	0	0	0	0	0	0	1	0	963
6-24	893	78	0	0	1	0	0	0	0	0	0	1	0	973
0-24	905	78	0	0	1	0	0	0	0	0	0	1	0	985

Direction : NORTHBOUND

Wednesday 11/09/2024	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	12	0	0	0	0	0	0	0	0	0	0	0	0	12
8	49	9	0	0	0	0	0	0	0	0	0	0	0	58
9	133	9	0	0	1	0	0	0	0	0	0	0	0	143
10	87	12	0	0	0	0	0	0	0	0	0	0	0	99
11	76	4	0	0	0	0	0	0	0	0	0	0	0	80
12	121	9	0	0	0	0	0	0	0	0	0	0	0	130
13	115	7	0	0	0	0	0	0	0	0	0	0	0	122
14	109	8	1	0	0	0	0	0	0	0	0	1	0	119
15	114	9	0	0	0	0	0	0	0	0	0	0	0	123
16	142	12	0	0	0	0	0	0	0	0	0	0	0	154
17	123	10	0	0	0	0	0	0	0	0	0	0	0	133
18	152	11	0	0	0	0	0	0	0	0	0	0	0	163
19	84	7	0	0	0	0	0	0	0	0	0	0	0	91
20	67	5	0	0	0	0	0	0	0	0	0	0	0	72
21	40	3	0	0	0	0	0	0	0	0	0	0	0	43
22	28	0	0	0	0	0	0	0	0	0	0	0	0	28
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7-19	1305	107	1	0	1	0	0	0	0	0	0	1	0	1415
6-22	1452	115	1	0	1	0	0	0	0	0	0	1	0	1570
6-24	1467	115	1	0	1	0	0	0	0	0	0	1	0	1585
0-24	1472	117	1	0	1	0	0	0	0	0	0	1	0	1592

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Wednesday 11/09/2024	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	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	1	0	0	0	0	0	0	0	0	0	2
6	0	1	6	1	0	0	0	0	0	0	0	0	8
7	0	0	10	0	0	0	0	0	0	0	0	0	10
8	0	4	31	0	0	0	0	0	0	0	0	0	35
9	0	24	69	2	0	0	0	0	0	0	0	0	95
10	0	14	33	0	0	0	0	0	0	0	0	0	47
11	0	24	39	0	0	0	0	0	0	0	0	0	63
12	0	41	44	1	0	0	0	0	0	0	0	0	86
13	0	30	49	1	1	0	0	0	0	0	0	0	81
14	0	26	49	0	0	0	0	0	0	0	0	0	75
15	0	38	39	0	1	0	0	0	0	0	0	0	78
16	0	25	49	1	0	0	0	0	0	0	0	0	75
17	0	24	78	1	0	0	0	0	0	0	0	0	103
18	1	26	71	0	0	0	0	0	0	0	0	0	98
19	0	16	32	0	0	0	0	0	0	0	0	0	48
20	0	9	29	0	0	0	0	0	0	0	0	0	38
21	0	9	13	0	0	0	0	0	0	0	0	0	22
22	0	3	5	1	0	0	0	0	0	0	0	0	9
23	0	4	3	0	0	0	0	0	0	0	0	0	7
24	0	0	3	0	0	0	0	0	0	0	0	0	3
7-19	1	292	583	6	2	0	0	0	0	0	0	0	884
6-22	1	313	640	7	2	0	0	0	0	0	0	0	963
6-24	1	317	646	7	2	0	0	0	0	0	0	0	973
0-24	1	319	655	8	2	0	0	0	0	0	0	0	985

Direction : NORTHBOUND

Wednesday 11/09/2024	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	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	3	0	0	0	0	0	0	0	0	0	3
7	0	1	10	1	0	0	0	0	0	0	0	0	12
8	0	6	50	2	0	0	0	0	0	0	0	0	58
9	0	41	99	3	0	0	0	0	0	0	0	0	143
10	0	31	65	3	0	0	0	0	0	0	0	0	99
11	0	35	44	1	0	0	0	0	0	0	0	0	80
12	0	45	85	0	0	0	0	0	0	0	0	0	130
13	0	52	68	2	0	0	0	0	0	0	0	0	122
14	0	38	79	2	0	0	0	0	0	0	0	0	119
15	0	46	76	1	0	0	0	0	0	0	0	0	123
16	0	51	100	3	0	0	0	0	0	0	0	0	154
17	0	31	96	5	1	0	0	0	0	0	0	0	133
18	0	38	115	9	0	1	0	0	0	0	0	0	163
19	0	17	69	5	0	0	0	0	0	0	0	0	91
20	0	21	50	1	0	0	0	0	0	0	0	0	72
21	0	14	26	3	0	0	0	0	0	0	0	0	43
22	0	11	14	2	1	0	0	0	0	0	0	0	28
23	0	1	6	0	0	0	0	0	0	0	0	0	7
24	0	2	5	0	1	0	0	0	0	0	0	0	8
7-19	0	431	946	36	1	1	0	0	0	0	0	0	1415
6-22	0	478	1046	43	2	1	0	0	0	0	0	0	1570
6-24	0	481	1057	43	3	1	0	0	0	0	0	0	1585
0-24	0	482	1063	43	3	1	0	0	0	0	0	0	1592

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Thursday 12/09/2024	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	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	8	2	0	0	0	0	0	0	0	0	0	0	0	10
7	12	2	0	0	0	0	0	0	0	0	0	0	0	14
8	26	6	0	0	0	0	0	0	0	0	0	0	0	32
9	83	10	0	0	0	0	0	0	0	0	0	1	0	94
10	42	9	0	0	0	0	0	0	0	0	0	0	0	51
11	59	6	1	0	0	0	0	0	0	0	0	0	0	66
12	70	7	0	0	0	0	0	0	0	0	0	1	0	78
13	89	4	0	0	0	0	0	0	0	0	0	1	0	94
14	73	2	0	0	1	0	0	0	0	0	0	2	0	78
15	78	9	0	0	0	0	0	0	0	0	0	1	0	88
16	77	6	0	0	0	0	0	0	0	0	0	0	0	83
17	112	10	0	0	0	0	0	0	0	0	0	0	0	122
18	81	5	0	0	0	0	0	0	0	0	0	0	0	86
19	49	2	0	0	0	0	0	0	0	0	0	0	0	51
20	43	2	0	0	0	0	0	1	0	0	0	0	0	46
21	20	0	0	0	0	0	0	0	0	0	0	0	0	20
22	25	0	0	0	0	0	0	0	0	0	0	0	0	25
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7-19	839	76	1	0	1	0	0	0	0	0	0	6	0	923
6-22	939	80	1	0	1	0	0	1	0	0	0	6	0	1028
6-24	950	80	1	0	1	0	0	1	0	0	0	6	0	1039
0-24	963	82	1	0	1	0	0	1	0	0	0	6	0	1054

Direction : NORTHBOUND

Thursday 12/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	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	0	0	0	0	0	0	0	0	0	0	0	0	3
7	11	3	0	0	0	0	0	0	0	0	0	0	0	14
8	56	2	0	0	0	0	0	0	0	0	0	0	0	58
9	121	14	0	0	1	0	0	0	0	0	0	0	0	136
10	92	4	0	0	1	0	0	0	0	0	0	1	0	98
11	96	7	0	0	0	0	0	0	0	0	0	0	0	103
12	118	11	1	0	0	0	0	0	0	0	0	0	0	130
13	148	8	0	0	0	0	0	0	0	0	0	2	0	158
14	114	7	0	0	0	0	0	0	0	0	0	0	0	121
15	120	12	0	0	0	0	0	0	0	0	0	0	0	132
16	172	15	0	0	0	0	0	0	0	0	0	0	0	187
17	113	13	0	0	0	0	0	0	0	0	0	0	0	126
18	156	6	0	0	0	0	0	0	0	0	0	0	0	162
19	93	6	0	0	0	0	0	0	0	0	0	0	0	99
20	64	0	0	0	0	0	0	0	0	0	0	0	0	64
21	40	1	0	0	0	0	0	0	0	0	0	0	0	41
22	21	2	0	0	0	0	0	0	0	0	0	0	0	23
23	13	0	0	0	0	0	0	0	0	0	0	0	0	13
24	7	0	0	0	0	0	0	0	0	0	0	0	0	7
7-19	1399	105	1	0	2	0	0	0	0	0	0	3	0	1510
6-22	1535	111	1	0	2	0	0	0	0	0	0	3	0	1652
6-24	1555	111	1	0	2	0	0	0	0	0	0	3	0	1672
0-24	1559	111	1	0	2	0	0	0	0	0	0	3	0	1676

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Thursday 12/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	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	1	8	1	0	0	0	0	0	0	0	0	10
7	0	1	13	0	0	0	0	0	0	0	0	0	14
8	0	6	26	0	0	0	0	0	0	0	0	0	32
9	0	25	68	1	0	0	0	0	0	0	0	0	94
10	0	22	29	0	0	0	0	0	0	0	0	0	51
11	0	33	32	1	0	0	0	0	0	0	0	0	66
12	0	30	47	1	0	0	0	0	0	0	0	0	78
13	0	46	48	0	0	0	0	0	0	0	0	0	94
14	0	37	40	0	1	0	0	0	0	0	0	0	78
15	0	34	51	3	0	0	0	0	0	0	0	0	88
16	0	33	48	1	1	0	0	0	0	0	0	0	83
17	0	34	84	2	2	0	0	0	0	0	0	0	122
18	1	28	55	2	0	0	0	0	0	0	0	0	86
19	0	16	34	0	0	1	0	0	0	0	0	0	51
20	0	13	32	1	0	0	0	0	0	0	0	0	46
21	0	3	15	0	1	1	0	0	0	0	0	0	20
22	0	6	18	1	0	0	0	0	0	0	0	0	25
23	0	2	4	1	0	0	0	0	0	0	0	0	7
24	0	0	3	0	1	0	0	0	0	0	0	0	4
7-19	1	344	562	11	4	1	0	0	0	0	0	0	923
6-22	1	367	640	13	5	2	0	0	0	0	0	0	1028
6-24	1	369	647	14	6	2	0	0	0	0	0	0	1039
0-24	1	371	659	15	6	2	0	0	0	0	0	0	1054

Direction : NORTHBOUND

Thursday 12/09/2024	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	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	3	0	0	0	0	0	0	0	0	0	3
7	0	2	12	0	0	0	0	0	0	0	0	0	14
8	0	8	48	2	0	0	0	0	0	0	0	0	58
9	0	44	89	3	0	0	0	0	0	0	0	0	136
10	0	38	59	1	0	0	0	0	0	0	0	0	98
11	0	40	61	2	0	0	0	0	0	0	0	0	103
12	0	72	56	2	0	0	0	0	0	0	0	0	130
13	0	85	71	2	0	0	0	0	0	0	0	0	158
14	1	74	46	0	0	0	0	0	0	0	0	0	121
15	0	54	76	2	0	0	0	0	0	0	0	0	132
16	1	80	102	3	1	0	0	0	0	0	0	0	187
17	0	38	84	4	0	0	0	0	0	0	0	0	126
18	0	42	116	3	0	1	0	0	0	0	0	0	162
19	0	22	67	9	1	0	0	0	0	0	0	0	99
20	0	14	49	1	0	0	0	0	0	0	0	0	64
21	0	11	30	0	0	0	0	0	0	0	0	0	41
22	0	4	18	1	0	0	0	0	0	0	0	0	23
23	0	2	8	2	1	0	0	0	0	0	0	0	13
24	0	1	4	0	1	1	0	0	0	0	0	0	7
7-19	2	597	875	33	2	1	0	0	0	0	0	0	1510
6-22	2	628	984	35	2	1	0	0	0	0	0	0	1652
6-24	2	631	996	37	4	2	0	0	0	0	0	0	1672
0-24	2	631	1000	37	4	2	0	0	0	0	0	0	1676

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Friday 13/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	1	0	0	0	0	0	0	0	0	1	0	0	3
2	0	0	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	3
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	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	10	1	0	0	0	0	0	0	0	0	0	0	0	11
8	32	6	0	0	0	0	0	0	0	0	0	0	0	38
9	91	18	0	0	0	0	0	0	0	0	0	0	0	109
10	65	8	0	0	0	0	0	0	0	0	0	0	0	73
11	66	10	0	0	0	0	0	0	0	0	0	0	0	76
12	89	9	0	0	0	0	0	0	0	0	0	0	0	98
13	91	14	0	0	0	0	0	0	0	0	0	1	0	106
14	72	4	0	1	0	0	0	0	0	0	0	1	0	78
15	104	10	1	0	0	0	0	0	0	0	0	0	0	115
16	86	11	0	0	0	0	0	0	0	0	0	0	0	97
17	105	9	0	0	0	0	0	0	0	0	0	0	0	114
18	109	5	0	0	0	0	1	0	0	0	0	0	0	115
19	81	3	0	0	1	0	0	0	1	0	0	0	0	86
20	58	3	0	0	1	0	0	0	0	0	0	0	0	62
21	29	3	0	0	0	0	0	0	0	0	0	0	0	32
22	22	0	0	0	0	0	0	0	0	0	0	0	0	22
23	10	1	0	0	0	0	0	0	0	0	0	0	0	11
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	991	107	1	1	1	0	1	0	1	0	0	2	0	1105
6-22	1110	114	1	1	2	0	1	0	1	0	0	2	0	1232
6-24	1121	115	1	1	2	0	1	0	1	0	0	2	0	1244
0-24	1135	116	1	1	2	0	1	0	1	0	1	2	0	1260

Direction : NORTHBOUND

Friday 13/09/2024	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	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	0	0	0	0	0	1
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	17	2	0	0	0	0	0	0	0	0	0	0	0	19
8	57	4	0	0	0	0	0	0	0	0	0	0	0	61
9	142	10	0	0	0	0	0	0	0	0	0	1	0	153
10	120	10	0	0	0	0	0	0	0	0	0	0	0	130
11	85	10	0	0	0	0	0	0	0	0	0	0	0	95
12	148	7	0	1	0	0	0	0	0	0	0	0	0	156
13	127	14	0	0	0	0	0	0	0	0	0	0	0	141
14	150	6	0	0	0	0	0	0	0	0	0	0	0	156
15	143	12	0	0	0	0	0	0	0	0	0	0	0	155
16	166	13	0	0	0	0	0	0	0	0	0	0	0	179
17	147	12	0	0	0	0	0	0	0	0	0	0	0	159
18	150	9	0	0	0	0	0	0	0	0	0	0	0	159
19	109	4	0	0	0	0	0	0	0	0	0	0	0	113
20	60	3	0	0	0	0	0	0	0	0	0	0	0	63
21	47	2	0	0	0	0	0	0	0	0	0	0	0	49
22	30	1	0	0	0	0	0	0	0	0	0	0	0	31
23	16	1	0	0	0	0	0	1	0	0	0	0	0	18
24	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7-19	1544	111	0	1	0	0	0	0	0	0	0	1	0	1657
6-22	1698	119	0	1	0	0	0	0	0	0	0	1	0	1819
6-24	1717	121	0	1	0	0	0	1	0	0	0	1	0	1841
0-24	1724	123	0	1	0	0	0	1	0	0	0	1	0	1850

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Friday 13/09/2024	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	0	0	0	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	2	0	1	0	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	2	0	0	0	0	0	0	0	0	0	0	2
6	0	0	7	0	1	0	0	0	0	0	0	0	8
7	0	0	11	0	0	0	0	0	0	0	0	0	11
8	0	10	28	0	0	0	0	0	0	0	0	0	38
9	0	29	79	1	0	0	0	0	0	0	0	0	109
10	0	26	45	1	1	0	0	0	0	0	0	0	73
11	0	36	40	0	0	0	0	0	0	0	0	0	76
12	0	44	54	0	0	0	0	0	0	0	0	0	98
13	0	39	67	0	0	0	0	0	0	0	0	0	106
14	0	25	52	1	0	0	0	0	0	0	0	0	78
15	1	48	64	2	0	0	0	0	0	0	0	0	115
16	0	37	60	0	0	0	0	0	0	0	0	0	97
17	0	28	84	2	0	0	0	0	0	0	0	0	114
18	1	23	90	1	0	0	0	0	0	0	0	0	115
19	0	29	57	0	0	0	0	0	0	0	0	0	86
20	0	21	41	0	0	0	0	0	0	0	0	0	62
21	0	8	24	0	0	0	0	0	0	0	0	0	32
22	0	4	18	0	0	0	0	0	0	0	0	0	22
23	0	3	8	0	0	0	0	0	0	0	0	0	11
24	0	1	0	0	0	0	0	0	0	0	0	0	1
7-19	2	374	720	8	1	0	0	0	0	0	0	0	1105
6-22	2	407	814	8	1	0	0	0	0	0	0	0	1232
6-24	2	411	822	8	1	0	0	0	0	0	0	0	1244
0-24	2	416	831	9	2	0	0	0	0	0	0	0	1260

Direction : NORTHBOUND

Friday 13/09/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	1	0	0	0	0	0	0	0	0	0	0	1
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	1	1	0	0	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	1	0	0	0	0	0	0	0	0	0	0	1
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	2	17	0	0	0	0	0	0	0	0	0	19
8	0	8	49	4	0	0	0	0	0	0	0	0	61
9	0	36	113	3	0	1	0	0	0	0	0	0	153
10	0	28	96	5	1	0	0	0	0	0	0	0	130
11	0	37	56	2	0	0	0	0	0	0	0	0	95
12	0	68	83	5	0	0	0	0	0	0	0	0	156
13	0	55	85	0	1	0	0	0	0	0	0	0	141
14	1	65	86	4	0	0	0	0	0	0	0	0	156
15	0	56	96	3	0	0	0	0	0	0	0	0	155
16	1	66	104	7	1	0	0	0	0	0	0	0	179
17	0	42	110	6	1	0	0	0	0	0	0	0	159
18	0	43	112	4	0	0	0	0	0	0	0	0	159
19	0	25	84	4	0	0	0	0	0	0	0	0	113
20	0	16	45	1	1	0	0	0	0	0	0	0	63
21	0	18	29	2	0	0	0	0	0	0	0	0	49
22	0	5	22	2	2	0	0	0	0	0	0	0	31
23	0	6	11	0	1	0	0	0	0	0	0	0	18
24	0	2	1	0	0	1	0	0	0	0	0	0	4
7-19	2	529	1074	47	4	1	0	0	0	0	0	0	1657
6-22	2	570	1187	52	7	1	0	0	0	0	0	0	1819
6-24	2	578	1199	52	8	2	0	0	0	0	0	0	1841
0-24	3	581	1204	52	8	2	0	0	0	0	0	0	1850

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Saturday 14/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	4	1	0	0	0	0	0	0	0	0	0	0	0	5
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	3	0	0	0	0	0	0	0	0	0	0	0	0	3
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	9	1	0	0	0	0	0	0	0	0	0	0	0	10
8	17	2	0	0	0	0	0	0	0	0	0	0	0	19
9	30	7	0	0	0	0	0	0	0	0	0	0	0	37
10	51	3	0	0	0	0	0	0	0	0	0	0	0	54
11	84	3	0	0	0	0	0	0	0	0	0	0	0	87
12	93	6	0	0	0	0	0	0	0	0	0	0	0	99
13	90	7	0	0	0	0	0	0	0	0	0	0	0	97
14	78	6	0	0	0	0	0	0	0	0	0	0	0	84
15	82	3	0	0	0	0	0	0	0	0	0	0	0	85
16	73	7	0	0	0	0	0	0	0	0	0	0	0	80
17	75	9	1	0	0	0	0	0	0	0	0	0	0	85
18	61	6	0	0	0	0	0	0	0	0	0	0	0	67
19	50	3	0	0	0	0	0	0	0	0	0	0	0	53
20	41	4	0	1	0	0	0	0	0	0	0	0	0	46
21	22	1	0	0	0	0	0	0	0	0	0	0	0	23
22	21	1	0	0	0	0	0	0	0	0	0	0	0	22
23	7	0	0	0	0	0	0	0	0	0	0	0	0	7
24	8	1	0	0	0	0	0	0	0	0	0	0	0	9
7-19	784	62	1	0	0	0	0	0	0	0	0	0	0	847
6-22	877	69	1	1	0	0	0	0	0	0	0	0	0	948
6-24	892	70	1	1	0	0	0	0	0	0	0	0	0	964
0-24	906	71	1	1	0	0	0	0	0	0	0	0	0	979

Direction : NORTHBOUND

Saturday 14/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	10	0	0	0	0	0	0	0	0	0	0	0	0	10
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	10	0	0	0	0	0	0	0	0	0	0	0	0	10
8	23	2	0	0	0	0	0	0	0	0	0	0	0	25
9	60	2	0	0	0	0	0	0	0	0	0	0	0	62
10	85	5	0	0	1	0	0	0	0	0	0	0	0	91
11	106	2	0	0	0	0	0	0	0	0	0	0	0	108
12	166	6	0	0	0	0	0	0	0	0	0	0	0	172
13	148	12	0	1	0	0	0	0	0	0	0	0	0	161
14	141	10	0	0	0	0	0	0	0	0	0	0	0	151
15	126	6	0	0	0	0	0	0	0	0	0	0	0	132
16	143	5	0	0	0	0	0	0	0	0	0	0	0	148
17	112	7	0	0	0	0	0	0	0	0	0	0	0	119
18	90	9	0	0	0	0	0	0	0	0	0	0	0	99
19	112	6	0	0	0	0	0	0	0	0	0	0	0	118
20	70	1	0	0	0	0	0	0	0	0	0	0	0	71
21	23	3	0	0	0	0	0	0	0	0	0	0	0	26
22	17	0	0	0	0	0	0	0	0	0	0	0	0	17
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	10	0	0	0	0	0	0	0	0	0	0	0	0	10
7-19	1312	72	0	1	1	0	0	0	0	0	0	0	0	1386
6-22	1432	76	0	1	1	0	0	0	0	0	0	0	0	1510
6-24	1453	77	0	1	1	0	0	0	0	0	0	0	0	1532
0-24	1467	77	0	1	1	0	0	0	0	0	0	0	0	1546

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Saturday 14/09/2024	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	3	2	0	0	0	0	0	0	0	0	0	5
2	0	0	2	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	1	0	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	1	2	0	0	0	0	0	0	0	0	0	3
7	0	1	9	0	0	0	0	0	0	0	0	0	10
8	0	5	14	0	0	0	0	0	0	0	0	0	19
9	0	8	29	0	0	0	0	0	0	0	0	0	37
10	1	20	33	0	0	0	0	0	0	0	0	0	54
11	0	37	48	2	0	0	0	0	0	0	0	0	87
12	0	60	38	1	0	0	0	0	0	0	0	0	99
13	1	42	53	1	0	0	0	0	0	0	0	0	97
14	0	28	56	0	0	0	0	0	0	0	0	0	84
15	1	30	54	0	0	0	0	0	0	0	0	0	85
16	0	31	49	0	0	0	0	0	0	0	0	0	80
17	0	41	40	4	0	0	0	0	0	0	0	0	85
18	0	27	40	0	0	0	0	0	0	0	0	0	67
19	0	13	38	1	0	1	0	0	0	0	0	0	53
20	0	12	32	2	0	0	0	0	0	0	0	0	46
21	0	7	16	0	0	0	0	0	0	0	0	0	23
22	0	12	9	1	0	0	0	0	0	0	0	0	22
23	0	3	4	0	0	0	0	0	0	0	0	0	7
24	0	2	6	0	1	0	0	0	0	0	0	0	9
7-19	3	342	492	9	0	1	0	0	0	0	0	0	847
6-22	3	374	558	12	0	1	0	0	0	0	0	0	948
6-24	3	379	568	12	1	1	0	0	0	0	0	0	964
0-24	3	385	577	12	1	1	0	0	0	0	0	0	979

Direction : NORTHBOUND

Saturday 14/09/2024	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	3	7	0	0	0	0	0	0	0	0	0	10
2	0	0	3	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	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	1	9	0	0	0	0	0	0	0	0	0	10
8	0	5	19	1	0	0	0	0	0	0	0	0	25
9	0	11	45	4	2	0	0	0	0	0	0	0	62
10	0	26	60	5	0	0	0	0	0	0	0	0	91
11	0	32	71	4	1	0	0	0	0	0	0	0	108
12	0	69	101	2	0	0	0	0	0	0	0	0	172
13	0	58	100	3	0	0	0	0	0	0	0	0	161
14	1	45	101	4	0	0	0	0	0	0	0	0	151
15	1	27	102	2	0	0	0	0	0	0	0	0	132
16	0	50	95	3	0	0	0	0	0	0	0	0	148
17	1	47	68	2	0	1	0	0	0	0	0	0	119
18	0	29	65	4	1	0	0	0	0	0	0	0	99
19	0	25	90	3	0	0	0	0	0	0	0	0	118
20	0	11	57	3	0	0	0	0	0	0	0	0	71
21	0	6	19	0	1	0	0	0	0	0	0	0	26
22	0	3	12	1	1	0	0	0	0	0	0	0	17
23	0	3	9	0	0	0	0	0	0	0	0	0	12
24	0	6	3	1	0	0	0	0	0	0	0	0	10
7-19	3	424	917	37	4	1	0	0	0	0	0	0	1386
6-22	3	445	1014	41	6	1	0	0	0	0	0	0	1510
6-24	3	454	1026	42	6	1	0	0	0	0	0	0	1532
0-24	3	457	1037	42	6	1	0	0	0	0	0	0	1546

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Sunday 15/09/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	7	0	0	0	0	0	0	0	0	0	0	0	0	7
2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
3	2	1	0	0	0	0	0	0	0	0	0	0	0	3
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	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	4	1	0	0	0	0	0	0	0	0	0	0	0	5
8	10	0	0	0	0	0	0	0	0	0	0	0	0	10
9	17	1	0	0	0	0	0	0	0	0	0	0	0	18
10	33	2	0	0	0	0	0	0	0	0	0	0	0	35
11	66	4	0	0	0	0	0	0	0	0	0	0	0	70
12	75	8	0	0	0	0	0	0	0	0	0	0	0	83
13	80	1	0	0	0	0	0	0	0	0	0	0	0	81
14	58	5	0	0	0	0	0	0	0	0	0	0	0	63
15	66	5	0	0	0	0	0	0	0	0	0	0	0	71
16	58	4	0	0	0	0	0	0	0	0	0	0	0	62
17	36	3	0	0	0	0	0	0	0	0	0	0	0	39
18	26	2	0	0	0	0	0	0	0	0	0	0	0	28
19	28	2	0	0	0	0	0	0	0	0	0	0	0	30
20	30	0	0	0	0	0	0	0	0	0	0	0	0	30
21	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	3	0	0	0	0	0	0	0	0	0	0	0	0	3
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	553	37	0	0	0	0	0	0	0	0	0	0	0	590
6-22	612	38	0	0	0	0	0	0	0	0	0	0	0	650
6-24	618	38	0	0	0	0	0	0	0	0	0	0	0	656
0-24	634	39	0	0	0	0	0	0	0	0	0	0	0	673

Direction : NORTHBOUND

Sunday 15/09/2024	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	6	0	0	0	0	0	0	0	0	0	0	0	0	6
8	17	0	0	0	0	0	0	0	0	0	0	0	0	17
9	23	1	0	0	0	0	0	0	0	0	0	0	0	24
10	34	2	0	0	0	0	0	0	0	0	0	0	0	36
11	100	3	0	0	0	0	0	0	0	0	0	0	0	103
12	125	8	0	0	0	0	0	0	0	0	0	0	0	133
13	138	7	0	0	0	0	0	1	0	0	0	0	0	146
14	121	9	0	0	0	0	0	0	0	0	0	0	0	130
15	115	8	0	0	0	0	0	0	0	0	0	0	0	123
16	125	6	0	0	0	0	0	1	0	0	0	0	0	132
17	62	3	0	0	0	0	0	0	0	0	0	0	0	65
18	50	4	0	0	0	0	0	0	0	0	0	0	0	54
19	42	3	0	0	0	0	0	0	0	0	0	0	0	45
20	25	2	0	0	0	0	0	0	0	0	0	0	0	27
21	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22	18	2	0	0	0	0	0	0	0	0	0	0	0	20
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	952	54	0	0	0	0	0	2	0	0	0	0	0	1008
6-22	1023	58	0	0	0	0	0	2	0	0	0	0	0	1083
6-24	1037	59	0	0	0	0	0	2	0	0	0	0	0	1098
0-24	1050	60	0	0	0	0	0	2	0	0	0	0	0	1112

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Sunday 15/09/2024	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	2	5	0	0	0	0	0	0	0	0	0	7
2	0	0	2	1	0	0	0	0	0	0	0	0	3
3	0	2	1	0	0	0	0	0	0	0	0	0	3
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	0	2	0	0	0	0	0	0	0	0	0	2
7	0	1	4	0	0	0	0	0	0	0	0	0	5
8	0	2	8	0	0	0	0	0	0	0	0	0	10
9	0	3	14	1	0	0	0	0	0	0	0	0	18
10	0	17	17	0	1	0	0	0	0	0	0	0	35
11	0	27	41	2	0	0	0	0	0	0	0	0	70
12	0	24	58	1	0	0	0	0	0	0	0	0	83
13	0	27	54	0	0	0	0	0	0	0	0	0	81
14	0	24	38	1	0	0	0	0	0	0	0	0	63
15	0	27	43	1	0	0	0	0	0	0	0	0	71
16	0	23	38	1	0	0	0	0	0	0	0	0	62
17	0	11	28	0	0	0	0	0	0	0	0	0	39
18	0	7	20	1	0	0	0	0	0	0	0	0	28
19	0	11	18	1	0	0	0	0	0	0	0	0	30
20	0	13	16	0	1	0	0	0	0	0	0	0	30
21	0	9	3	1	0	0	0	0	0	0	0	0	13
22	0	7	5	0	0	0	0	0	0	0	0	0	12
23	0	1	2	0	0	0	0	0	0	0	0	0	3
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	0	203	377	9	1	0	0	0	0	0	0	0	590
6-22	0	233	405	10	2	0	0	0	0	0	0	0	650
6-24	0	235	409	10	2	0	0	0	0	0	0	0	656
0-24	0	240	420	11	2	0	0	0	0	0	0	0	673

Direction : NORTHBOUND

Sunday 15/09/2024	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	2	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	1
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	3	0	0	0	0	0	0	0	0	0	4
7	0	1	5	0	0	0	0	0	0	0	0	0	6
8	0	2	12	2	1	0	0	0	0	0	0	0	17
9	0	3	21	0	0	0	0	0	0	0	0	0	24
10	0	7	29	0	0	0	0	0	0	0	0	0	36
11	0	25	77	1	0	0	0	0	0	0	0	0	103
12	0	45	85	3	0	0	0	0	0	0	0	0	133
13	0	47	99	0	0	0	0	0	0	0	0	0	146
14	0	49	80	1	0	0	0	0	0	0	0	0	130
15	0	48	73	1	1	0	0	0	0	0	0	0	123
16	0	51	80	1	0	0	0	0	0	0	0	0	132
17	0	14	50	1	0	0	0	0	0	0	0	0	65
18	0	17	35	2	0	0	0	0	0	0	0	0	54
19	0	12	32	1	0	0	0	0	0	0	0	0	45
20	0	4	19	3	0	1	0	0	0	0	0	0	27
21	0	7	15	0	0	0	0	0	0	0	0	0	22
22	0	5	14	1	0	0	0	0	0	0	0	0	20
23	0	3	9	0	0	0	0	0	0	0	0	0	12
24	0	1	1	1	0	0	0	0	0	0	0	0	3
7-19	0	320	673	13	2	0	0	0	0	0	0	0	1008
6-22	0	337	726	17	2	1	0	0	0	0	0	0	1083
6-24	0	341	736	18	2	1	0	0	0	0	0	0	1098
0-24	0	344	744	20	3	1	0	0	0	0	0	0	1112

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Monday 16/09/2024	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	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	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7	12	1	0	0	0	0	0	0	0	0	0	0	0	13
8	36	6	1	0	0	0	0	0	0	0	0	0	0	43
9	79	14	0	0	0	0	0	0	0	0	0	1	0	94
10	54	7	0	0	0	0	0	0	0	0	0	0	0	61
11	53	9	1	0	0	0	0	0	0	0	0	1	0	64
12	71	7	0	0	0	0	0	1	0	0	0	0	0	79
13	82	7	0	0	1	0	0	0	0	0	0	0	0	90
14	60	9	0	0	0	0	0	0	0	0	0	0	0	69
15	71	13	0	0	0	0	0	0	0	0	0	1	0	85
16	73	11	0	0	0	0	0	0	0	0	0	0	0	84
17	98	13	0	0	0	0	0	0	0	0	0	0	0	111
18	114	9	0	0	0	0	0	0	0	0	0	0	0	123
19	62	5	0	1	0	0	0	0	0	0	0	0	0	68
20	58	4	0	0	0	0	0	0	0	0	0	0	0	62
21	23	3	0	0	0	0	0	0	0	0	0	0	0	26
22	9	1	0	0	0	0	0	0	0	0	0	0	0	10
23	6	0	0	0	0	0	0	0	0	0	0	0	0	6
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	853	110	2	1	1	0	0	1	0	0	0	3	0	971
6-22	955	119	2	1	1	0	0	1	0	0	0	3	0	1082
6-24	963	119	2	1	1	0	0	1	0	0	0	3	0	1090
0-24	977	119	2	1	1	0	0	1	0	0	0	3	0	1104

Direction : NORTHBOUND

Monday 16/09/2024	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	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	15	6	0	0	0	0	0	0	0	0	0	0	0	21
8	67	6	1	0	0	0	0	0	0	0	0	0	0	74
9	127	12	0	0	0	0	0	0	0	0	0	1	0	140
10	91	13	0	0	0	0	0	0	0	0	0	1	0	105
11	93	5	1	0	0	0	0	0	0	0	0	0	0	99
12	108	7	0	0	0	0	0	0	0	0	0	1	0	116
13	123	13	0	0	0	0	0	0	0	0	0	0	0	136
14	116	10	0	0	1	0	0	0	0	0	0	1	0	128
15	117	7	0	0	0	0	0	0	0	0	0	0	0	124
16	157	15	0	0	0	0	0	0	0	0	0	0	0	172
17	137	9	0	0	0	0	0	0	0	0	0	0	0	146
18	176	7	0	0	0	0	0	0	0	0	0	0	0	183
19	104	6	0	0	0	0	0	0	0	0	0	0	0	110
20	59	1	0	0	0	0	0	0	0	0	0	0	0	60
21	39	4	0	0	0	0	0	0	0	0	0	0	0	43
22	20	2	0	0	0	0	0	0	0	0	0	0	0	22
23	9	0	0	0	0	0	0	0	0	0	0	0	0	9
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	1416	110	2	0	1	0	0	0	0	0	0	4	0	1533
6-22	1549	123	2	0	1	0	0	0	0	0	0	4	0	1679
6-24	1561	123	2	0	1	0	0	0	0	0	0	4	0	1691
0-24	1569	124	2	0	1	0	0	0	0	0	0	4	0	1700

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Monday 16/09/2024	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	2	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
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	3	6	0	0	0	0	0	0	0	0	0	9
7	0	2	11	0	0	0	0	0	0	0	0	0	13
8	0	12	31	0	0	0	0	0	0	0	0	0	43
9	0	16	73	3	0	2	0	0	0	0	0	0	94
10	0	14	46	1	0	0	0	0	0	0	0	0	61
11	0	24	38	2	0	0	0	0	0	0	0	0	64
12	0	37	41	1	0	0	0	0	0	0	0	0	79
13	0	33	56	1	0	0	0	0	0	0	0	0	90
14	0	28	41	0	0	0	0	0	0	0	0	0	69
15	0	23	62	0	0	0	0	0	0	0	0	0	85
16	0	20	64	0	0	0	0	0	0	0	0	0	84
17	0	35	76	0	0	0	0	0	0	0	0	0	111
18	0	48	75	0	0	0	0	0	0	0	0	0	123
19	0	21	43	3	1	0	0	0	0	0	0	0	68
20	0	22	37	2	1	0	0	0	0	0	0	0	62
21	0	12	13	1	0	0	0	0	0	0	0	0	26
22	0	2	6	2	0	0	0	0	0	0	0	0	10
23	0	1	4	1	0	0	0	0	0	0	0	0	6
24	0	0	2	0	0	0	0	0	0	0	0	0	2
7-19	0	311	646	11	1	2	0	0	0	0	0	0	971
6-22	0	349	713	16	2	2	0	0	0	0	0	0	1082
6-24	0	350	719	17	2	2	0	0	0	0	0	0	1090
0-24	0	355	728	17	2	2	0	0	0	0	0	0	1104

Direction : NORTHBOUND

Monday 16/09/2024	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	2	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
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	2	0	0	0	0	0	0	0	0	0	2
6	0	1	2	0	0	1	0	0	0	0	0	0	4
7	0	1	20	0	0	0	0	0	0	0	0	0	21
8	0	10	61	3	0	0	0	0	0	0	0	0	74
9	0	25	106	8	1	0	0	0	0	0	0	0	140
10	0	25	74	6	0	0	0	0	0	0	0	0	105
11	0	32	66	1	0	0	0	0	0	0	0	0	99
12	1	50	60	4	1	0	0	0	0	0	0	0	116
13	0	37	99	0	0	0	0	0	0	0	0	0	136
14	0	44	82	2	0	0	0	0	0	0	0	0	128
15	0	48	74	2	0	0	0	0	0	0	0	0	124
16	0	49	122	1	0	0	0	0	0	0	0	0	172
17	0	53	88	5	0	0	0	0	0	0	0	0	146
18	0	47	131	3	2	0	0	0	0	0	0	0	183
19	0	30	76	3	1	0	0	0	0	0	0	0	110
20	0	13	45	1	1	0	0	0	0	0	0	0	60
21	1	16	25	1	0	0	0	0	0	0	0	0	43
22	0	6	16	0	0	0	0	0	0	0	0	0	22
23	0	1	8	0	0	0	0	0	0	0	0	0	9
24	0	2	0	1	0	0	0	0	0	0	0	0	3
7-19	1	450	1039	38	5	0	0	0	0	0	0	0	1533
6-22	2	486	1145	40	6	0	0	0	0	0	0	0	1679
6-24	2	489	1153	41	6	0	0	0	0	0	0	0	1691
0-24	2	493	1157	41	6	1	0	0	0	0	0	0	1700

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Tuesday 17/09/2024	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	1	0	0	1	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	8	0	0	0	0	0	0	0	0	0	0	0	0	8
7	9	1	0	0	0	0	0	0	0	0	0	0	0	10
8	37	5	0	0	0	0	0	0	0	0	0	0	0	42
9	86	15	0	0	0	0	0	1	0	0	0	0	0	102
10	52	4	0	0	0	0	0	1	0	0	0	0	0	57
11	66	2	0	0	1	0	0	2	0	0	0	0	0	71
12	70	13	0	0	0	0	0	0	0	0	0	0	0	83
13	69	5	0	0	0	0	0	0	0	0	0	0	0	74
14	72	3	0	0	0	0	0	0	0	0	0	0	0	75
15	73	5	0	0	0	0	0	0	0	0	0	0	0	78
16	85	6	0	0	0	0	0	0	0	0	0	0	0	91
17	86	10	0	0	0	0	0	0	0	0	0	0	0	96
18	107	6	0	0	0	0	0	1	0	0	0	0	0	114
19	72	6	0	0	0	0	0	0	0	0	0	0	0	78
20	39	4	0	0	0	0	0	0	0	0	0	0	0	43
21	17	0	0	0	0	0	0	0	0	0	0	0	0	17
22	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	875	80	0	0	1	0	0	5	0	0	0	0	0	961
6-22	952	85	0	0	1	0	0	5	0	0	0	0	0	1043
6-24	960	86	0	0	1	0	0	5	0	0	0	0	0	1052
0-24	970	86	0	0	1	0	0	5	1	0	0	1	0	1064

Direction : NORTHBOUND

Tuesday 17/09/2024	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	1	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	3	1	0	0	0	0	0	0	0	0	0	0	0	4
7	19	1	0	0	0	0	0	0	0	0	0	0	0	20
8	51	8	0	0	0	0	0	0	0	0	0	0	0	59
9	111	17	0	0	0	0	0	0	0	0	0	0	0	128
10	94	5	0	0	1	0	0	0	0	0	0	0	0	100
11	85	4	0	0	0	0	0	0	0	0	0	0	0	89
12	121	13	0	0	0	0	0	0	0	0	0	0	0	134
13	111	4	1	0	0	0	0	0	0	0	0	0	0	116
14	115	7	0	0	0	0	0	0	0	0	0	1	0	123
15	123	16	0	0	0	0	0	0	0	0	0	0	0	139
16	137	6	0	0	0	0	0	0	0	0	0	0	0	143
17	127	13	0	0	0	0	0	0	0	0	0	0	0	140
18	140	7	0	0	0	0	0	0	0	0	0	0	0	147
19	92	8	0	0	0	0	0	0	0	0	0	0	0	100
20	53	2	0	0	0	0	0	0	0	0	0	1	0	56
21	42	1	0	0	0	0	0	0	0	0	0	0	0	43
22	39	2	0	0	0	0	0	0	0	0	0	0	0	41
23	11	0	0	0	0	0	0	0	0	0	0	0	0	11
24	5	0	0	0	0	0	0	0	0	0	0	0	0	5
7-19	1307	108	1	0	1	0	0	0	0	0	0	1	0	1418
6-22	1460	114	1	0	1	0	0	0	0	0	0	2	0	1578
6-24	1476	114	1	0	1	0	0	0	0	0	0	2	0	1594
0-24	1482	116	1	0	1	0	0	0	0	0	0	3	0	1603

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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

Tuesday 17/09/2024	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	2	1	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	8	0	0	0	0	0	0	0	0	0	8
7	0	1	8	1	0	0	0	0	0	0	0	0	10
8	0	7	35	0	0	0	0	0	0	0	0	0	42
9	0	15	83	4	0	0	0	0	0	0	0	0	102
10	0	19	37	1	0	0	0	0	0	0	0	0	57
11	0	28	43	0	0	0	0	0	0	0	0	0	71
12	0	35	47	1	0	0	0	0	0	0	0	0	83
13	0	26	48	0	0	0	0	0	0	0	0	0	74
14	0	32	42	1	0	0	0	0	0	0	0	0	75
15	0	25	53	0	0	0	0	0	0	0	0	0	78
16	1	35	55	0	0	0	0	0	0	0	0	0	91
17	0	34	61	1	0	0	0	0	0	0	0	0	96
18	0	35	78	0	1	0	0	0	0	0	0	0	114
19	0	23	53	2	0	0	0	0	0	0	0	0	78
20	0	13	28	2	0	0	0	0	0	0	0	0	43
21	0	2	14	1	0	0	0	0	0	0	0	0	17
22	0	6	6	0	0	0	0	0	0	0	0	0	12
23	0	3	5	0	0	0	0	0	0	0	0	0	8
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	1	314	635	10	1	0	0	0	0	0	0	0	961
6-22	1	336	691	14	1	0	0	0	0	0	0	0	1043
6-24	1	339	697	14	1	0	0	0	0	0	0	0	1052
0-24	1	341	707	14	1	0	0	0	0	0	0	0	1064

Direction : NORTHBOUND

Tuesday 17/09/2024	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	2	0	0	0	0	0	0	0	0	0	0	2
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	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	4	0	0	0	0	0	0	0	0	0	4
7	0	2	17	1	0	0	0	0	0	0	0	0	20
8	0	12	42	4	1	0	0	0	0	0	0	0	59
9	0	20	103	5	0	0	0	0	0	0	0	0	128
10	0	28	68	3	1	0	0	0	0	0	0	0	100
11	0	43	45	1	0	0	0	0	0	0	0	0	89
12	0	49	85	0	0	0	0	0	0	0	0	0	134
13	0	43	72	1	0	0	0	0	0	0	0	0	116
14	1	64	56	1	1	0	0	0	0	0	0	0	123
15	0	45	94	0	0	0	0	0	0	0	0	0	139
16	0	69	70	3	1	0	0	0	0	0	0	0	143
17	0	37	101	2	0	0	0	0	0	0	0	0	140
18	0	28	113	5	1	0	0	0	0	0	0	0	147
19	0	28	70	2	0	0	0	0	0	0	0	0	100
20	0	17	34	4	1	0	0	0	0	0	0	0	56
21	0	15	27	1	0	0	0	0	0	0	0	0	43
22	0	14	26	0	1	0	0	0	0	0	0	0	41
23	0	6	5	0	0	0	0	0	0	0	0	0	11
24	0	2	3	0	0	0	0	0	0	0	0	0	5
7-19	1	466	919	27	5	0	0	0	0	0	0	0	1418
6-22	1	514	1023	33	7	0	0	0	0	0	0	0	1578
6-24	1	522	1031	33	7	0	0	0	0	0	0	0	1594
0-24	1	525	1037	33	7	0	0	0	0	0	0	0	1603

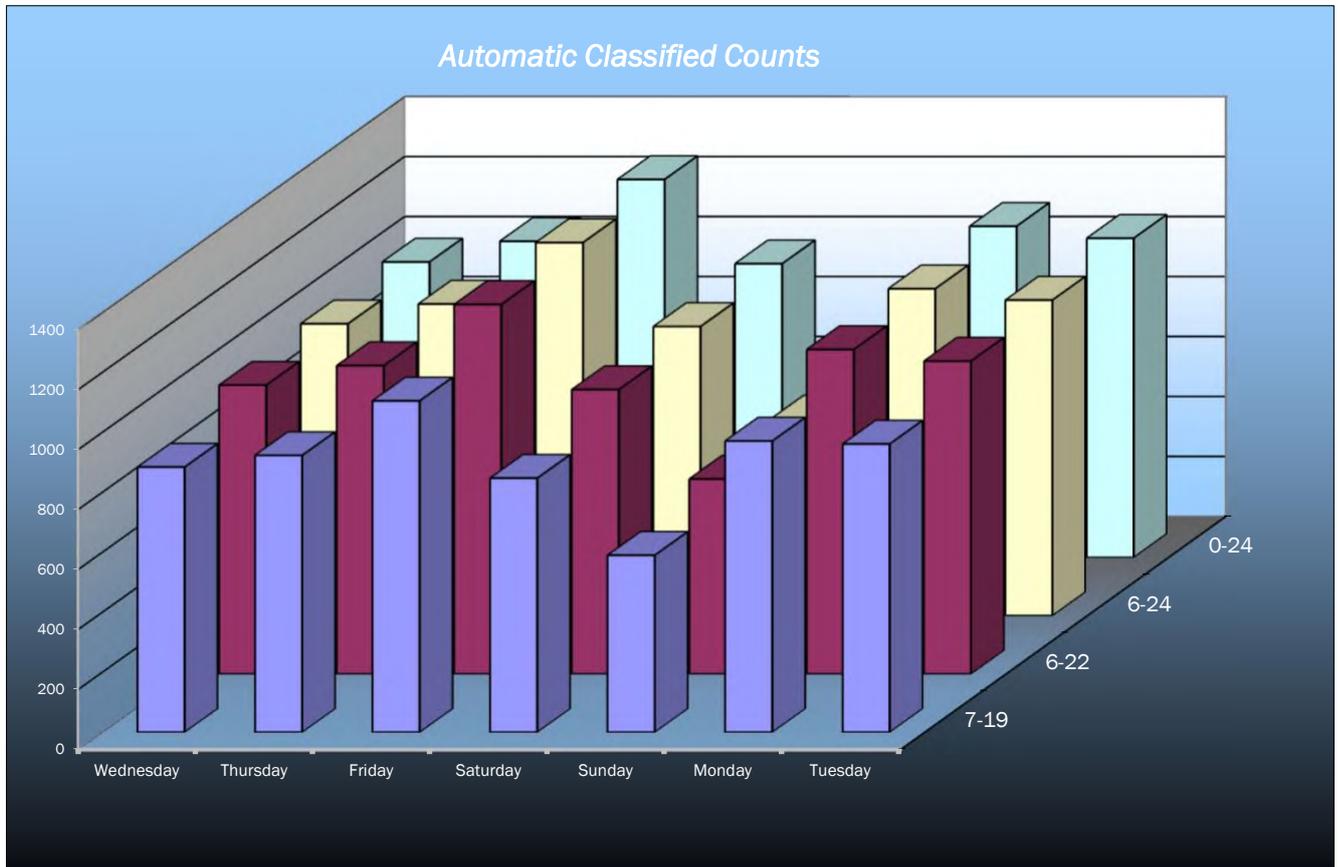
Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

VEHICLE FLOWS

Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	2	1	3	5	7	2	1	2	3
2	0	2	0	2	3	0	3	1	1
3	0	0	3	0	3	2	0	1	1
4	0	0	0	2	0	0	0	0	0
5	2	2	2	3	2	1	0	1	2
6	8	10	8	3	2	9	8	9	7
7	10	14	11	10	5	13	10	12	10
8	35	32	38	19	10	43	42	38	31
9	95	94	109	37	18	94	102	99	78
10	47	51	73	54	35	61	57	58	54
11	63	66	76	87	70	64	71	68	71
12	86	78	98	99	83	79	83	85	87
13	81	94	106	97	81	90	74	89	89
14	75	78	78	84	63	69	75	75	75
15	78	88	115	85	71	85	78	89	86
16	75	83	97	80	62	84	91	86	82
17	103	122	114	85	39	111	96	109	96
18	98	86	115	67	28	123	114	107	90
19	48	51	86	53	30	68	78	66	59
20	38	46	62	46	30	62	43	50	47
21	22	20	32	23	13	26	17	23	22
22	9	25	22	22	12	10	12	16	16
23	7	7	11	7	3	6	8	8	7
24	3	4	1	9	3	2	1	2	3
7-19	884	923	1105	847	590	971	961	969	897
6-22	963	1028	1232	948	650	1082	1043	1070	992
6-24	973	1039	1244	964	656	1090	1052	1080	1003
0-24	985	1054	1260	979	673	1104	1064	1093	1017



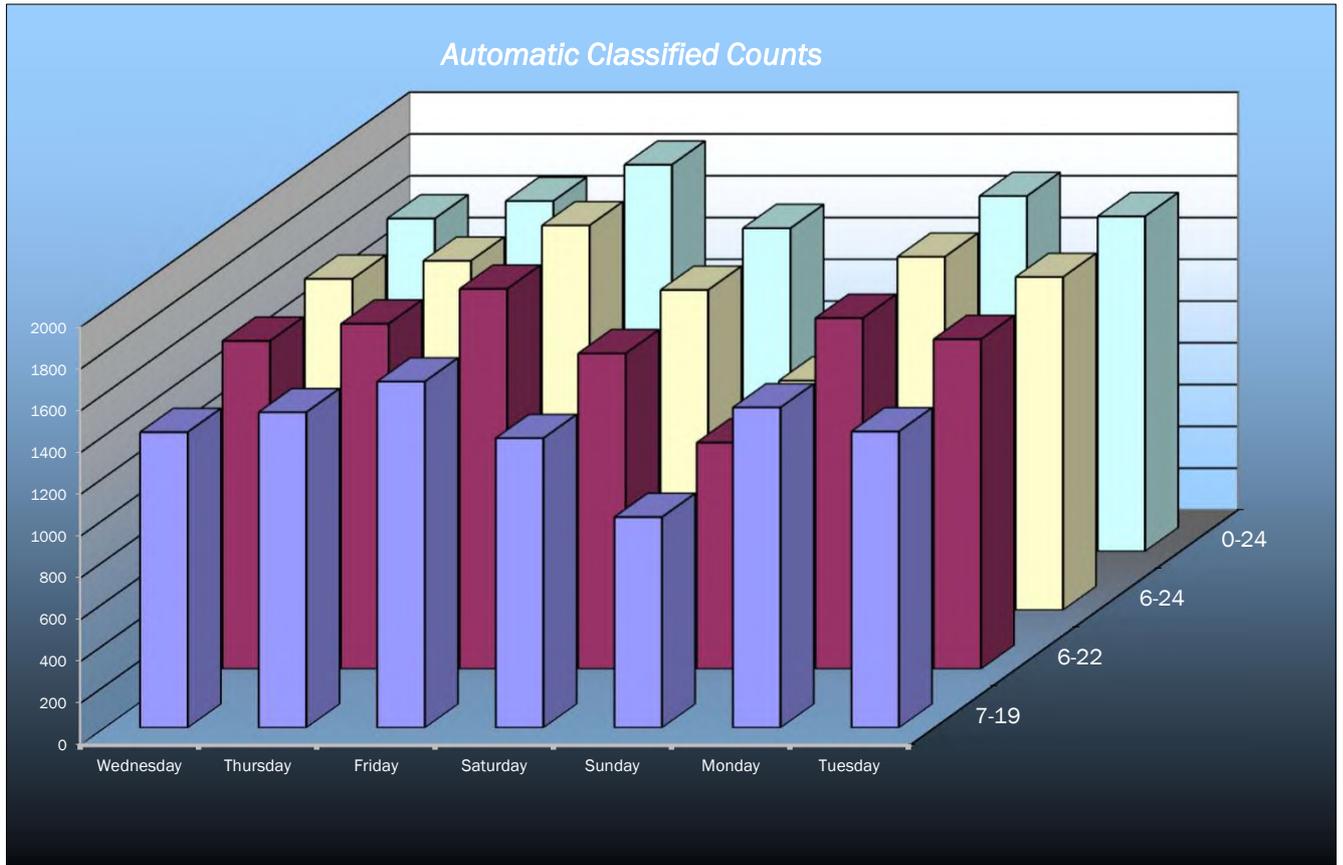
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Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : NORTHBOUND

NORTHBOUND									
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	3	1	1	10	4	2	2	2	3
2	0	0	2	3	3	0	2	1	1
3	0	0	2	1	1	1	0	1	1
4	0	0	1	0	1	0	0	0	0
5	1	0	1	0	1	2	1	1	1
6	3	3	2	0	4	4	4	3	3
7	12	14	19	10	6	21	20	17	15
8	58	58	61	25	17	74	59	62	50
9	143	136	153	62	24	140	128	140	112
10	99	98	130	91	36	105	100	106	94
11	80	103	95	108	103	99	89	93	97
12	130	130	156	172	133	116	134	133	139
13	122	158	141	161	146	136	116	135	140
14	119	121	156	151	130	128	123	129	133
15	123	132	155	132	123	124	139	135	133
16	154	187	179	148	132	172	143	167	159
17	133	126	159	119	65	146	140	141	127
18	163	162	159	99	54	183	147	163	138
19	91	99	113	118	45	110	100	103	97
20	72	64	63	71	27	60	56	63	59
21	43	41	49	26	22	43	43	44	38
22	28	23	31	17	20	22	41	29	26
23	7	13	18	12	12	9	11	12	12
24	8	7	4	10	3	3	5	5	6
7-19	1415	1510	1657	1386	1008	1533	1418	1507	1418
6-22	1570	1652	1819	1510	1083	1679	1578	1660	1556
6-24	1585	1672	1841	1532	1098	1691	1594	1677	1573
0-24	1592	1676	1850	1546	1112	1700	1603	1684	1583



Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	25.5	25.5	22.2	19.5	22.6	25.5	25.5
2	-	25.5	-	25.5	28.0	-	18.8
3	-	-	21.3	-	18.8	15.5	-
4	-	-	-	20.5	-	-	-
5	20.5	20.5	15.5	22.2	20.5	25.5	-
6	25.2	25.3	27.1	22.2	25.5	22.2	25.5
7	25.5	24.8	25.5	24.5	23.5	24.0	25.3
8	24.4	23.6	22.9	22.9	23.5	22.7	23.8
9	23.1	22.9	22.9	23.3	24.3	24.4	24.3
10	22.5	21.2	22.2	21.4	21.0	23.3	22.3
11	21.7	20.6	20.8	21.4	21.9	22.0	21.6
12	20.8	21.8	21.0	19.5	22.7	20.9	21.4
13	22.0	20.6	21.8	21.0	22.2	21.9	22.0
14	22.0	20.9	22.4	22.2	21.8	21.4	21.3
15	20.8	21.9	21.3	21.7	21.8	22.8	22.3
16	22.3	21.8	21.7	21.6	21.9	23.1	21.4
17	23.2	23.0	23.2	21.0	22.7	22.3	22.0
18	22.6	22.2	23.4	21.5	23.3	21.6	22.5
19	22.2	22.7	22.1	23.5	22.1	22.9	22.7
20	23.1	22.8	22.1	23.2	21.6	22.4	22.8
21	21.4	25.5	23.0	22.5	19.2	21.2	24.8
22	23.0	23.4	23.7	20.4	19.7	25.0	20.5
23	19.8	23.7	22.8	21.2	22.2	25.1	21.8
24	25.5	28.6	15.5	24.7	22.2	25.5	25.5
10-12	21.3	21.2	20.9	20.5	22.3	21.4	21.5
14-16	21.5	21.8	21.5	21.7	21.9	23.0	21.9
0-24	22.7	23.1	22.0	22.1	22.3	22.8	22.8

85TH PERCENTILE							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	25.5	-	27.9	25.0	27.5	25.5	-
2	-	25.5	-	25.5	32.3	-	24.6
3	-	-	31.4	-	24.6	15.5	-
4	-	-	-	27.6	-	-	-
5	27.6	27.6	15.5	27.9	27.6	-	-
6	29.9	29.4	31.5	27.9	25.5	27.2	25.5
7	25.5	27.5	25.5	27.7	28.0	27.7	29.4
8	27.6	27.6	27.3	27.4	27.7	27.2	27.6
9	27.7	27.5	27.4	27.5	28.6	29.3	28.3
10	27.1	26.2	27.5	26.8	26.8	27.7	27.2
11	26.6	25.8	25.8	26.7	27.1	27.2	26.5
12	26.0	26.8	26.0	24.6	27.4	26.1	26.5
13	27.3	25.6	26.7	26.4	26.9	26.9	26.8
14	26.8	26.3	27.2	26.9	26.9	26.4	26.5
15	26.2	27.2	26.6	26.8	26.9	27.3	27.0
16	27.2	27.1	26.6	26.5	27.0	27.4	26.6
17	27.6	28.1	27.7	26.6	27.2	27.0	27.0
18	27.4	27.5	27.8	26.4	28.0	26.5	27.4
19	26.9	28.2	26.9	28.8	27.4	28.4	27.6
20	27.4	27.6	26.9	28.1	27.4	27.9	28.0
21	26.4	31.8	27.4	27.2	25.2	26.7	28.7
22	29.1	28.2	27.6	26.1	24.8	30.9	25.7
23	25.1	30.0	27.4	26.6	27.9	30.7	26.9
24	25.5	34.9	-	31.3	27.9	25.5	-
10-12	26.3	26.3	25.9	25.6	27.2	26.7	26.5
14-16	26.7	27.1	26.6	26.7	26.9	27.3	26.8
0-24	27.0	27.9	26.9	27.1	27.2	26.9	27.0

7 DAY AVERAGE SPEED	22.5
7 DAY AVERAGE 85th PERCENTILE	27.1

5 DAY OFF PEAK AVERAGE SPEED	21.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	26.6

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LOCATION: BODNANT AVENUE

AVERAGE SPEEDS							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	22.2	25.5	15.5	22.5	26.8	15.5	15.5
2	-	-	25.5	25.5	22.2	-	20.5
3	-	-	10.5	25.5	25.5	15.5	-
4	-	-	25.5	-	38.0	-	-
5	25.5	-	15.5	-	25.5	25.5	25.5
6	25.5	25.5	25.5	-	23.0	27.4	25.5
7	25.3	24.1	24.4	24.5	23.8	25.0	24.9
8	24.7	24.4	24.7	23.8	25.9	24.5	24.2
9	22.8	22.4	23.4	24.6	24.3	24.2	24.2
10	22.6	21.7	23.7	23.1	23.6	23.5	23.1
11	21.2	21.8	21.8	22.9	23.1	22.3	20.8
12	22.0	20.1	21.4	21.6	22.3	21.4	21.8
13	21.4	20.2	21.7	22.0	22.3	22.8	21.9
14	22.4	19.2	21.4	22.6	21.8	22.2	20.3
15	21.8	21.5	22.0	23.4	21.8	21.8	22.3
16	22.3	21.3	22.1	22.3	21.7	22.7	20.9
17	23.5	22.7	23.2	21.7	23.5	22.1	23.0
18	23.7	23.2	23.0	23.0	22.6	23.2	23.9
19	24.0	24.1	23.6	23.6	23.0	23.1	22.9
20	22.7	23.4	23.3	24.3	25.5	23.7	23.2
21	22.8	22.8	22.1	23.7	22.3	21.5	22.2
22	22.6	24.1	25.2	24.9	23.4	22.8	22.4
23	24.1	26.1	22.9	23.0	23.0	24.4	20.0
24	24.6	28.4	24.9	20.3	24.7	21.3	21.5
10-12	21.6	20.9	21.6	22.3	22.7	21.9	21.3
14-16	22.1	21.4	22.0	22.8	21.7	22.2	21.6
0-24	23.2	23.1	22.2	23.3	24.1	22.6	22.3

85TH PERCENTILE							
Hr Ending	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
1	27.9	-	-	27.3	35.0	15.5	15.5
2	-	-	25.5	25.5	27.9	-	27.6
3	-	-	17.6	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	25.5	-
6	25.5	25.5	25.5	-	28.0	38.8	25.5
7	29.1	27.7	27.6	27.7	27.9	27.2	28.5
8	28.2	28.2	28.7	28.3	31.3	28.3	29.2
9	27.6	27.4	28.1	29.7	27.6	28.8	28.3
10	27.6	26.7	28.4	28.2	27.6	28.4	28.1
11	26.4	26.9	26.9	28.1	27.6	27.2	25.9
12	26.8	25.3	26.7	26.6	27.3	27.1	26.7
13	26.5	25.4	26.8	27.1	27.0	27.2	26.8
14	27.3	24.2	26.8	27.6	26.7	27.1	25.8
15	26.8	26.6	27.1	27.9	27.0	26.8	27.0
16	27.3	26.7	27.6	27.2	26.7	27.3	26.4
17	28.3	27.7	28.2	27.3	27.8	27.3	27.5
18	28.7	28.0	27.7	28.2	27.7	28.0	28.4
19	28.5	29.3	28.1	27.9	27.7	28.1	27.6
20	27.4	27.8	28.2	28.3	31.3	28.4	28.9
21	28.2	27.3	27.4	28.8	27.1	27.2	27.3
22	29.0	28.4	30.7	30.5	28.3	27.3	27.8
23	27.9	32.3	29.0	27.5	27.5	27.7	25.3
24	31.6	37.5	37.8	26.8	33.4	31.4	27.0
10-12	26.6	26.1	26.8	27.4	27.4	27.1	26.3
14-16	27.0	26.7	27.3	27.6	26.8	27.1	26.7
0-24	27.8	27.8	27.6	27.8	28.5	27.7	26.7

7 DAY AVERAGE SPEED	23.0
7 DAY AVERAGE 85th PERCENTILE	27.7

5 DAY OFF PEAK AVERAGE SPEED	21.7
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	26.8

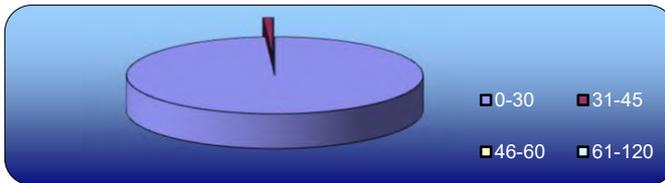
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LOCATION: BODNANT AVENUE

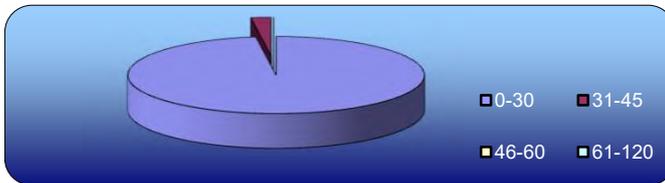
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
0-30	975	1031	1249	965	660	1083	1049
31-45	10	23	11	14	13	21	15
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	985	1054	1260	979	673	1104	1064

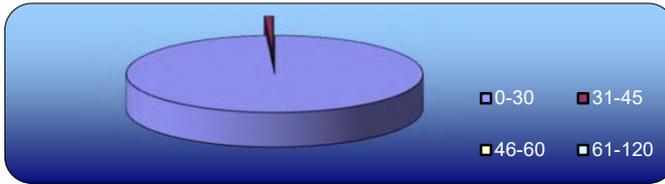
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11-Sep-24



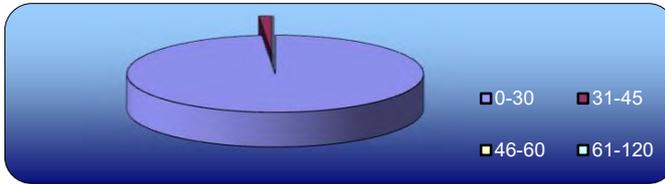
Thursday
12-Sep-24



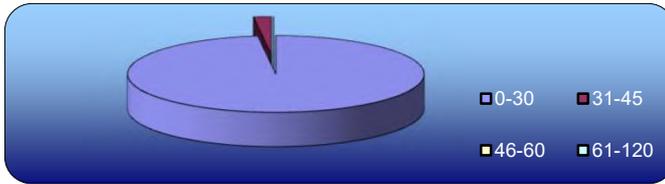
Friday
13-Sep-24



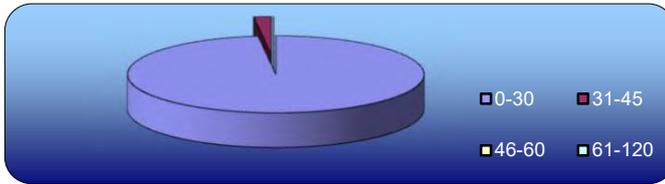
Saturday
14-Sep-24



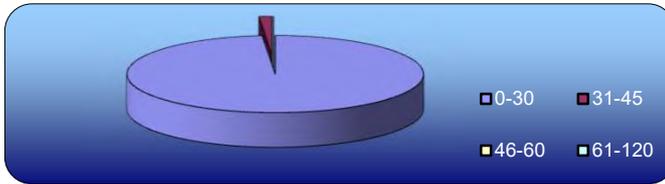
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24



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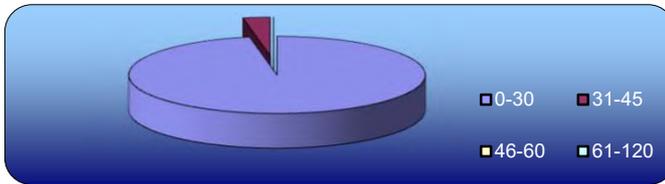
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LOCATION: BODNANT AVENUE

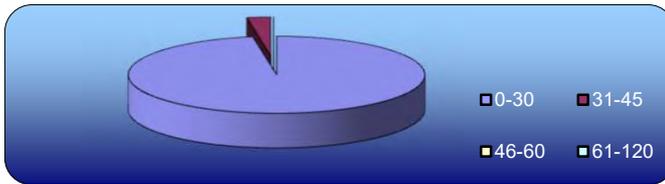
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 11-Sep-24	Thursday 12-Sep-24	Friday 13-Sep-24	Saturday 14-Sep-24	Sunday 15-Sep-24	Monday 16-Sep-24	Tuesday 17-Sep-24
0-30	1545	1633	1788	1497	1088	1652	1563
31-45	47	43	62	49	24	48	40
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	1592	1676	1850	1546	1112	1700	1603

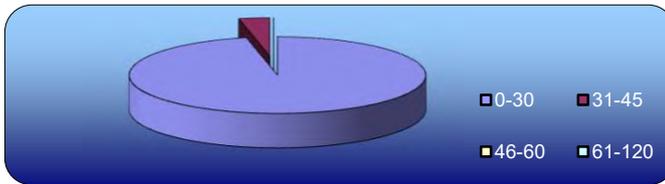
Wednesday
11-Sep-24



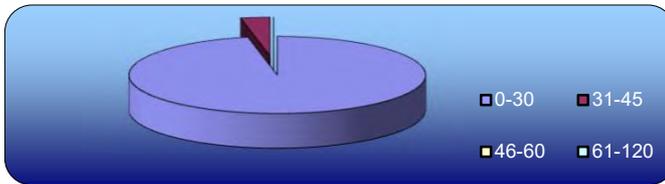
Thursday
12-Sep-24



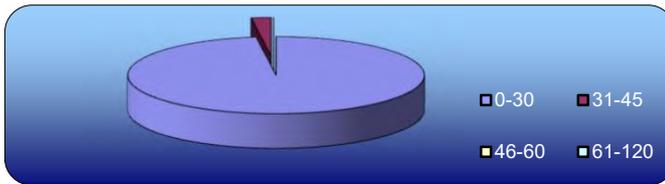
Friday
13-Sep-24



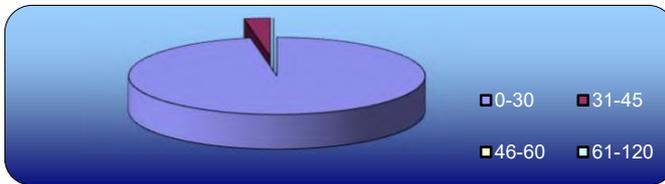
Saturday
14-Sep-24



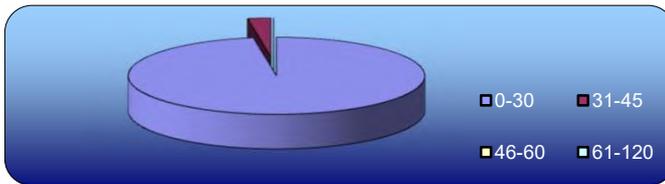
Sunday
15-Sep-24



Monday
16-Sep-24



Tuesday
17-Sep-24

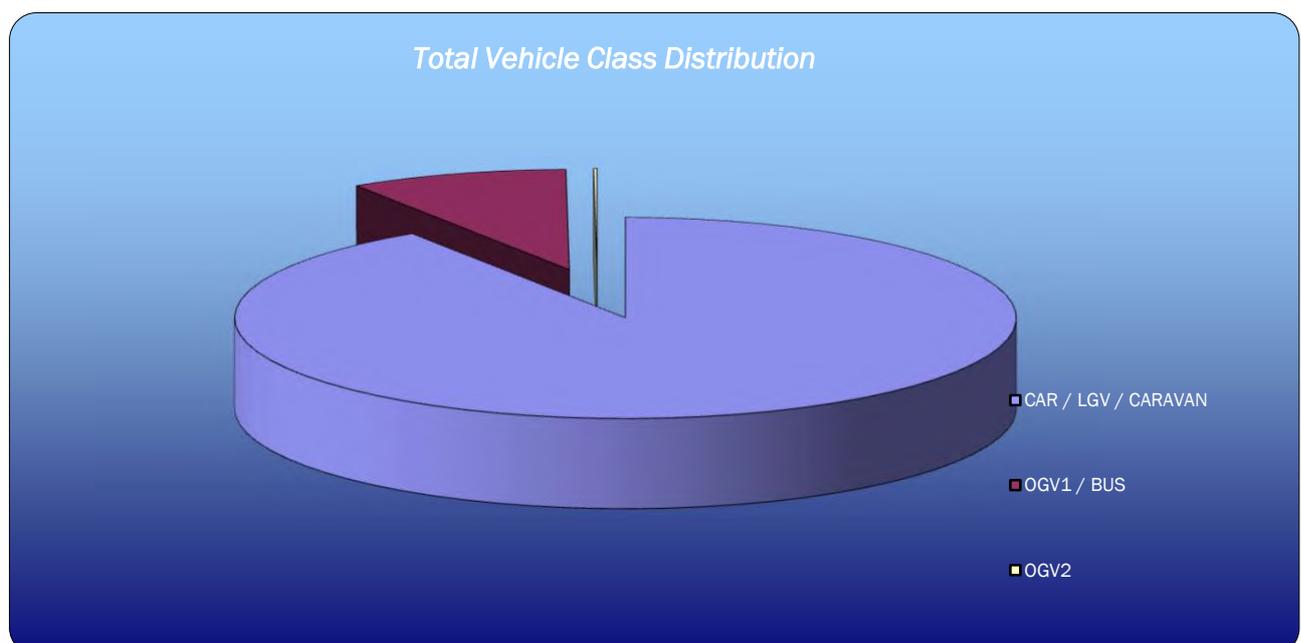


Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
11-Sep-24				
7-19	809	75	0	884
6-22	883	80	0	963
6-24	893	80	0	973
0-24	905	80	0	985
12-Sep-24				
7-19	839	84	0	923
6-22	939	88	1	1028
6-24	950	88	1	1039
0-24	963	90	1	1054
13-Sep-24				
7-19	991	112	2	1105
6-22	1110	120	2	1232
6-24	1121	121	2	1244
0-24	1135	122	3	1260
14-Sep-24				
7-19	784	63	0	847
6-22	877	70	1	948
6-24	892	71	1	964
0-24	906	72	1	979
15-Sep-24				
7-19	553	37	0	590
6-22	612	38	0	650
6-24	618	38	0	656
0-24	634	39	0	673
16-Sep-24				
7-19	853	116	2	971
6-22	955	125	2	1082
6-24	963	125	2	1090
0-24	977	125	2	1104
17-Sep-24				
7-19	875	81	5	961
6-22	952	86	5	1043
6-24	960	87	5	1052
0-24	970	88	6	1064
AVERAGE				
7-19	815	81	1	897
6-22	904	87	2	992
6-24	914	87	2	1003
0-24	927	88	2	1017



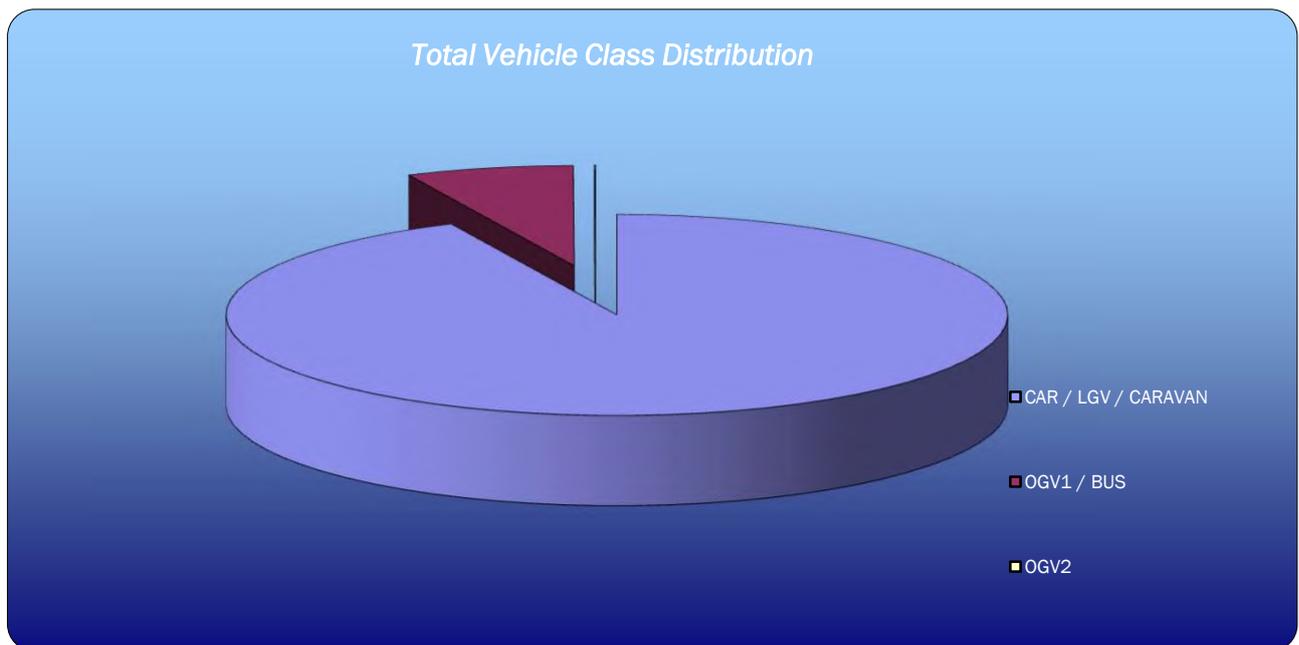
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Prestatyn

LOCATION: BODNANT AVENUE

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
11-Sep-24				
7-19	1305	110	0	1415
6-22	1452	118	0	1570
6-24	1467	118	0	1585
0-24	1472	120	0	1592
12-Sep-24				
7-19	1399	111	0	1510
6-22	1535	117	0	1652
6-24	1555	117	0	1672
0-24	1559	117	0	1676
13-Sep-24				
7-19	1544	112	1	1657
6-22	1698	120	1	1819
6-24	1717	122	2	1841
0-24	1724	124	2	1850
14-Sep-24				
7-19	1312	73	1	1386
6-22	1432	77	1	1510
6-24	1453	78	1	1532
0-24	1467	78	1	1546
15-Sep-24				
7-19	952	54	2	1008
6-22	1023	58	2	1083
6-24	1037	59	2	1098
0-24	1050	60	2	1112
16-Sep-24				
7-19	1416	117	0	1533
6-22	1549	130	0	1679
6-24	1561	130	0	1691
0-24	1569	131	0	1700
17-Sep-24				
7-19	1307	111	0	1418
6-22	1460	118	0	1578
6-24	1476	118	0	1594
0-24	1482	121	0	1603
AVERAGE				
7-19	1319	98	1	1418
6-22	1450	105	1	1556
6-24	1467	106	1	1573
0-24	1475	107	1	1583



C Architect's Plan



14x	2P18 FLAT	53m ²
8x	3P28 BUNGALOW	58m ²
19x	4P28 HOUSE	83m ²
9x	5P38 HOUSE	93m ²
10x	5P38 CORNER HOUSE	93m ²
2x	7P48 HOUSE	114m ²
TOTAL - 62 PLOTS		
TOTAL SITE AREA - 25019m ²		

C	PAC ISSUE	20/03/26	AL
B	EASEMENT ANNOTATED	27/02/26	ED
A	UPDATED RED LINE BOUNDARY	05/11/25	ED
REV	DESCRIPTION	DATE	BY

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PROJECT
BODNANT AVE, PRESTATYN
 for ADRA

DRAWING TITLE
PROPOSED SITE LAYOUT

SCALE	DATE	DRAWN	CHECKED
1 : 500 @ A1	24/10/24	ED	SV

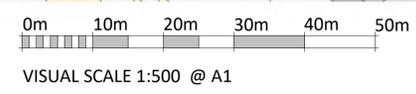
DRAWING STATUS	PLANNING		
JOB No	DRAWING No	REVISION	
C1148	010	C	



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 Registered Office: 1 Price Street, Hamilton Square, Birkenhead CH41 6RN

PRINTED: 19/03/2026 10:34:55 **A1**

PROPOSED SITE LAYOUT
 SCALE: 1 : 500



Calculation Reference: AUDIT-733101-240829-0806

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	2 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 51 to 143 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 27/03/24

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:

Monday	1 days
Tuesday	8 days
Wednesday	4 days
Thursday	9 days
Friday	1 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	12
Neighbourhood Centre (PPS6 Local Centre)	8

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

Selected Location Sub Categories:

Residential Zone	12
Village	8
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	39 days - Selected

Secondary Filtering selection:

Use Class:

C3 23 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	9 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 75,000	6 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	19 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	19 days
No	4 days

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

PTAL Rating:

No PTAL Present	23 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	AS-03-A-02 FARROCHIE ROAD STONEHAVEN Edge of Town Residential Zone Total No of Dwellings: 131 <i>Survey date: WEDNESDAY 20/04/22</i>	MIXED HOUSES	ABERDEENSHIRE	<i>Survey Type: MANUAL</i>
3	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE	<i>Survey Type: MANUAL</i>
4	DC-03-A-11 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 141 <i>Survey date: TUESDAY 31/10/23</i>	MIXED HOUSES	DORSET	<i>Survey Type: MANUAL</i>
5	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 07/11/19</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
6	ES-03-A-10 WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 139 <i>Survey date: THURSDAY 28/09/23</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>
7	ES-03-A-11 BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 105 <i>Survey date: THURSDAY 28/09/23</i>	MIXED HOUSES	EAST SUSSEX	<i>Survey Type: MANUAL</i>
8	ES-03-A-12 HOREBEECH LANE HORAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 123 <i>Survey date: TUESDAY 03/10/23</i>	MIXED HOUSES & FLATS	EAST SUSSEX	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>			
	<i>Survey Type: MANUAL</i>			
10	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>			
	<i>Survey Type: MANUAL</i>			
11	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>			
	<i>Survey Type: MANUAL</i>			
12	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings: 106 <i>Survey date: TUESDAY 09/05/23</i>			
	<i>Survey Type: MANUAL</i>			
13	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS		LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>			
	<i>Survey Type: MANUAL</i>			
14	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>			
	<i>Survey Type: MANUAL</i>			
15	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
17	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
18	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD	MIXED HOUSES		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		125	
	<i>Survey date: WEDNESDAY</i>		<i>15/09/21</i>	<i>Survey Type: MANUAL</i>
19	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		130	
	<i>Survey date: TUESDAY</i>		<i>07/11/23</i>	<i>Survey Type: MANUAL</i>
20	SC-03-A-09 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS		SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		136	
	<i>Survey date: TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
21	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		117	
	<i>Survey date: WEDNESDAY</i>		<i>20/10/21</i>	<i>Survey Type: MANUAL</i>
22	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		86	
	<i>Survey date: WEDNESDAY</i>		<i>01/03/23</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23 WS-03-A-19 MIXED HOUSES & FLATS WEST SUSSEX
 TURNERS HILL ROAD
 EAST GRINSTEAD

Edge of Town
 Residential Zone
 Total No of Dwellings: 92
Survey date: MONDAY 15/05/23 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-03-A-01	Low trips rates
DH-03-A-02	Low trips rates
WS-03-A-07	Low trips rates
WS-03-A-16	Low trips rates

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.076	23	103	0.311	23	103	0.387
08:00 - 09:00	23	103	0.145	23	103	0.363	23	103	0.508
09:00 - 10:00	23	103	0.140	23	103	0.175	23	103	0.315
10:00 - 11:00	23	103	0.133	23	103	0.162	23	103	0.295
11:00 - 12:00	23	103	0.125	23	103	0.140	23	103	0.265
12:00 - 13:00	23	103	0.162	23	103	0.150	23	103	0.312
13:00 - 14:00	23	103	0.174	23	103	0.171	23	103	0.345
14:00 - 15:00	23	103	0.165	23	103	0.180	23	103	0.345
15:00 - 16:00	23	103	0.273	23	103	0.178	23	103	0.451
16:00 - 17:00	23	103	0.271	23	103	0.164	23	103	0.435
17:00 - 18:00	23	103	0.359	23	103	0.167	23	103	0.526
18:00 - 19:00	23	103	0.261	23	103	0.143	23	103	0.404
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.284			2.304			4.588

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:	51 - 143 (units:)
Survey date date range:	01/01/16 - 27/03/24
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	4

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.002	23	103	0.003	23	103	0.005
08:00 - 09:00	23	103	0.005	23	103	0.005	23	103	0.010
09:00 - 10:00	23	103	0.001	23	103	0.001	23	103	0.002
10:00 - 11:00	23	103	0.001	23	103	0.001	23	103	0.002
11:00 - 12:00	23	103	0.002	23	103	0.002	23	103	0.004
12:00 - 13:00	23	103	0.002	23	103	0.002	23	103	0.004
13:00 - 14:00	23	103	0.004	23	103	0.003	23	103	0.007
14:00 - 15:00	23	103	0.001	23	103	0.002	23	103	0.003
15:00 - 16:00	23	103	0.004	23	103	0.004	23	103	0.008
16:00 - 17:00	23	103	0.004	23	103	0.003	23	103	0.007
17:00 - 18:00	23	103	0.003	23	103	0.002	23	103	0.005
18:00 - 19:00	23	103	0.001	23	103	0.001	23	103	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.029			0.059

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.002	23	103	0.002	23	103	0.004
08:00 - 09:00	23	103	0.002	23	103	0.001	23	103	0.003
09:00 - 10:00	23	103	0.002	23	103	0.003	23	103	0.005
10:00 - 11:00	23	103	0.004	23	103	0.003	23	103	0.007
11:00 - 12:00	23	103	0.004	23	103	0.003	23	103	0.007
12:00 - 13:00	23	103	0.001	23	103	0.003	23	103	0.004
13:00 - 14:00	23	103	0.003	23	103	0.003	23	103	0.006
14:00 - 15:00	23	103	0.001	23	103	0.002	23	103	0.003
15:00 - 16:00	23	103	0.001	23	103	0.000	23	103	0.001
16:00 - 17:00	23	103	0.000	23	103	0.001	23	103	0.001
17:00 - 18:00	23	103	0.000	23	103	0.000	23	103	0.000
18:00 - 19:00	23	103	0.001	23	103	0.000	23	103	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.000	23	103	0.000
08:00 - 09:00	23	103	0.000	23	103	0.000	23	103	0.000
09:00 - 10:00	23	103	0.001	23	103	0.001	23	103	0.002
10:00 - 11:00	23	103	0.001	23	103	0.001	23	103	0.002
11:00 - 12:00	23	103	0.001	23	103	0.001	23	103	0.002
12:00 - 13:00	23	103	0.001	23	103	0.001	23	103	0.002
13:00 - 14:00	23	103	0.001	23	103	0.001	23	103	0.002
14:00 - 15:00	23	103	0.001	23	103	0.001	23	103	0.002
15:00 - 16:00	23	103	0.000	23	103	0.000	23	103	0.000
16:00 - 17:00	23	103	0.001	23	103	0.001	23	103	0.002
17:00 - 18:00	23	103	0.000	23	103	0.000	23	103	0.000
18:00 - 19:00	23	103	0.000	23	103	0.000	23	103	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.002	23	103	0.011	23	103	0.013
08:00 - 09:00	23	103	0.003	23	103	0.014	23	103	0.017
09:00 - 10:00	23	103	0.003	23	103	0.004	23	103	0.007
10:00 - 11:00	23	103	0.004	23	103	0.003	23	103	0.007
11:00 - 12:00	23	103	0.002	23	103	0.002	23	103	0.004
12:00 - 13:00	23	103	0.003	23	103	0.001	23	103	0.004
13:00 - 14:00	23	103	0.004	23	103	0.004	23	103	0.008
14:00 - 15:00	23	103	0.005	23	103	0.005	23	103	0.010
15:00 - 16:00	23	103	0.018	23	103	0.008	23	103	0.026
16:00 - 17:00	23	103	0.011	23	103	0.009	23	103	0.020
17:00 - 18:00	23	103	0.006	23	103	0.003	23	103	0.009
18:00 - 19:00	23	103	0.004	23	103	0.003	23	103	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.067			0.132

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.084	23	103	0.393	23	103	0.477
08:00 - 09:00	23	103	0.166	23	103	0.560	23	103	0.726
09:00 - 10:00	23	103	0.159	23	103	0.213	23	103	0.372
10:00 - 11:00	23	103	0.158	23	103	0.197	23	103	0.355
11:00 - 12:00	23	103	0.146	23	103	0.175	23	103	0.321
12:00 - 13:00	23	103	0.197	23	103	0.184	23	103	0.381
13:00 - 14:00	23	103	0.217	23	103	0.208	23	103	0.425
14:00 - 15:00	23	103	0.205	23	103	0.230	23	103	0.435
15:00 - 16:00	23	103	0.440	23	103	0.224	23	103	0.664
16:00 - 17:00	23	103	0.391	23	103	0.214	23	103	0.605
17:00 - 18:00	23	103	0.485	23	103	0.223	23	103	0.708
18:00 - 19:00	23	103	0.346	23	103	0.187	23	103	0.533
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.994			3.008			6.002

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.023	23	103	0.059	23	103	0.082
08:00 - 09:00	23	103	0.045	23	103	0.137	23	103	0.182
09:00 - 10:00	23	103	0.044	23	103	0.043	23	103	0.087
10:00 - 11:00	23	103	0.024	23	103	0.034	23	103	0.058
11:00 - 12:00	23	103	0.049	23	103	0.041	23	103	0.090
12:00 - 13:00	23	103	0.038	23	103	0.035	23	103	0.073
13:00 - 14:00	23	103	0.038	23	103	0.040	23	103	0.078
14:00 - 15:00	23	103	0.049	23	103	0.046	23	103	0.095
15:00 - 16:00	23	103	0.130	23	103	0.066	23	103	0.196
16:00 - 17:00	23	103	0.063	23	103	0.040	23	103	0.103
17:00 - 18:00	23	103	0.054	23	103	0.051	23	103	0.105
18:00 - 19:00	23	103	0.049	23	103	0.030	23	103	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.606			0.622			1.228

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.021	23	103	0.021
08:00 - 09:00	23	103	0.002	23	103	0.019	23	103	0.021
09:00 - 10:00	23	103	0.003	23	103	0.009	23	103	0.012
10:00 - 11:00	23	103	0.004	23	103	0.005	23	103	0.009
11:00 - 12:00	23	103	0.004	23	103	0.004	23	103	0.008
12:00 - 13:00	23	103	0.005	23	103	0.007	23	103	0.012
13:00 - 14:00	23	103	0.003	23	103	0.002	23	103	0.005
14:00 - 15:00	23	103	0.005	23	103	0.007	23	103	0.012
15:00 - 16:00	23	103	0.023	23	103	0.004	23	103	0.027
16:00 - 17:00	23	103	0.012	23	103	0.003	23	103	0.015
17:00 - 18:00	23	103	0.011	23	103	0.002	23	103	0.013
18:00 - 19:00	23	103	0.005	23	103	0.000	23	103	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.083			0.160

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.013	23	103	0.013
08:00 - 09:00	23	103	0.000	23	103	0.007	23	103	0.007
09:00 - 10:00	23	103	0.000	23	103	0.001	23	103	0.001
10:00 - 11:00	23	103	0.000	23	103	0.000	23	103	0.000
11:00 - 12:00	23	103	0.000	23	103	0.000	23	103	0.000
12:00 - 13:00	23	103	0.000	23	103	0.000	23	103	0.000
13:00 - 14:00	23	103	0.000	23	103	0.000	23	103	0.000
14:00 - 15:00	23	103	0.000	23	103	0.000	23	103	0.000
15:00 - 16:00	23	103	0.001	23	103	0.000	23	103	0.001
16:00 - 17:00	23	103	0.004	23	103	0.000	23	103	0.004
17:00 - 18:00	23	103	0.008	23	103	0.000	23	103	0.008
18:00 - 19:00	23	103	0.008	23	103	0.000	23	103	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.000	23	103	0.000
08:00 - 09:00	23	103	0.000	23	103	0.001	23	103	0.001
09:00 - 10:00	23	103	0.000	23	103	0.000	23	103	0.000
10:00 - 11:00	23	103	0.000	23	103	0.000	23	103	0.000
11:00 - 12:00	23	103	0.000	23	103	0.000	23	103	0.000
12:00 - 13:00	23	103	0.000	23	103	0.000	23	103	0.000
13:00 - 14:00	23	103	0.000	23	103	0.000	23	103	0.000
14:00 - 15:00	23	103	0.000	23	103	0.000	23	103	0.000
15:00 - 16:00	23	103	0.000	23	103	0.000	23	103	0.000
16:00 - 17:00	23	103	0.001	23	103	0.000	23	103	0.001
17:00 - 18:00	23	103	0.000	23	103	0.000	23	103	0.000
18:00 - 19:00	23	103	0.000	23	103	0.000	23	103	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.033	23	103	0.033
08:00 - 09:00	23	103	0.002	23	103	0.027	23	103	0.029
09:00 - 10:00	23	103	0.003	23	103	0.010	23	103	0.013
10:00 - 11:00	23	103	0.004	23	103	0.005	23	103	0.009
11:00 - 12:00	23	103	0.004	23	103	0.004	23	103	0.008
12:00 - 13:00	23	103	0.005	23	103	0.008	23	103	0.013
13:00 - 14:00	23	103	0.003	23	103	0.002	23	103	0.005
14:00 - 15:00	23	103	0.006	23	103	0.007	23	103	0.013
15:00 - 16:00	23	103	0.024	23	103	0.004	23	103	0.028
16:00 - 17:00	23	103	0.016	23	103	0.003	23	103	0.019
17:00 - 18:00	23	103	0.019	23	103	0.002	23	103	0.021
18:00 - 19:00	23	103	0.014	23	103	0.000	23	103	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.105			0.205

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.110	23	103	0.497	23	103	0.607
08:00 - 09:00	23	103	0.216	23	103	0.739	23	103	0.955
09:00 - 10:00	23	103	0.209	23	103	0.270	23	103	0.479
10:00 - 11:00	23	103	0.191	23	103	0.239	23	103	0.430
11:00 - 12:00	23	103	0.201	23	103	0.221	23	103	0.422
12:00 - 13:00	23	103	0.243	23	103	0.228	23	103	0.471
13:00 - 14:00	23	103	0.263	23	103	0.253	23	103	0.516
14:00 - 15:00	23	103	0.265	23	103	0.289	23	103	0.554
15:00 - 16:00	23	103	0.612	23	103	0.301	23	103	0.913
16:00 - 17:00	23	103	0.481	23	103	0.266	23	103	0.747
17:00 - 18:00	23	103	0.564	23	103	0.279	23	103	0.843
18:00 - 19:00	23	103	0.413	23	103	0.220	23	103	0.633
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.768			3.802			7.570

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.065	23	103	0.264	23	103	0.329
08:00 - 09:00	23	103	0.121	23	103	0.324	23	103	0.445
09:00 - 10:00	23	103	0.116	23	103	0.149	23	103	0.265
10:00 - 11:00	23	103	0.099	23	103	0.126	23	103	0.225
11:00 - 12:00	23	103	0.093	23	103	0.110	23	103	0.203
12:00 - 13:00	23	103	0.126	23	103	0.118	23	103	0.244
13:00 - 14:00	23	103	0.137	23	103	0.133	23	103	0.270
14:00 - 15:00	23	103	0.138	23	103	0.149	23	103	0.287
15:00 - 16:00	23	103	0.240	23	103	0.155	23	103	0.395
16:00 - 17:00	23	103	0.232	23	103	0.140	23	103	0.372
17:00 - 18:00	23	103	0.313	23	103	0.148	23	103	0.461
18:00 - 19:00	23	103	0.238	23	103	0.131	23	103	0.369
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.918			1.947			3.865

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.007	23	103	0.040	23	103	0.047
08:00 - 09:00	23	103	0.017	23	103	0.032	23	103	0.049
09:00 - 10:00	23	103	0.019	23	103	0.020	23	103	0.039
10:00 - 11:00	23	103	0.027	23	103	0.031	23	103	0.058
11:00 - 12:00	23	103	0.025	23	103	0.023	23	103	0.048
12:00 - 13:00	23	103	0.031	23	103	0.026	23	103	0.057
13:00 - 14:00	23	103	0.028	23	103	0.031	23	103	0.059
14:00 - 15:00	23	103	0.022	23	103	0.026	23	103	0.048
15:00 - 16:00	23	103	0.028	23	103	0.017	23	103	0.045
16:00 - 17:00	23	103	0.033	23	103	0.018	23	103	0.051
17:00 - 18:00	23	103	0.042	23	103	0.016	23	103	0.058
18:00 - 19:00	23	103	0.020	23	103	0.011	23	103	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.299			0.291			0.590

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	103	0.000	23	103	0.002	23	103	0.002
08:00 - 09:00	23	103	0.000	23	103	0.001	23	103	0.001
09:00 - 10:00	23	103	0.001	23	103	0.001	23	103	0.002
10:00 - 11:00	23	103	0.000	23	103	0.000	23	103	0.000
11:00 - 12:00	23	103	0.000	23	103	0.000	23	103	0.000
12:00 - 13:00	23	103	0.000	23	103	0.000	23	103	0.000
13:00 - 14:00	23	103	0.000	23	103	0.001	23	103	0.001
14:00 - 15:00	23	103	0.002	23	103	0.001	23	103	0.003
15:00 - 16:00	23	103	0.000	23	103	0.000	23	103	0.000
16:00 - 17:00	23	103	0.002	23	103	0.000	23	103	0.002
17:00 - 18:00	23	103	0.001	23	103	0.001	23	103	0.002
18:00 - 19:00	23	103	0.001	23	103	0.000	23	103	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

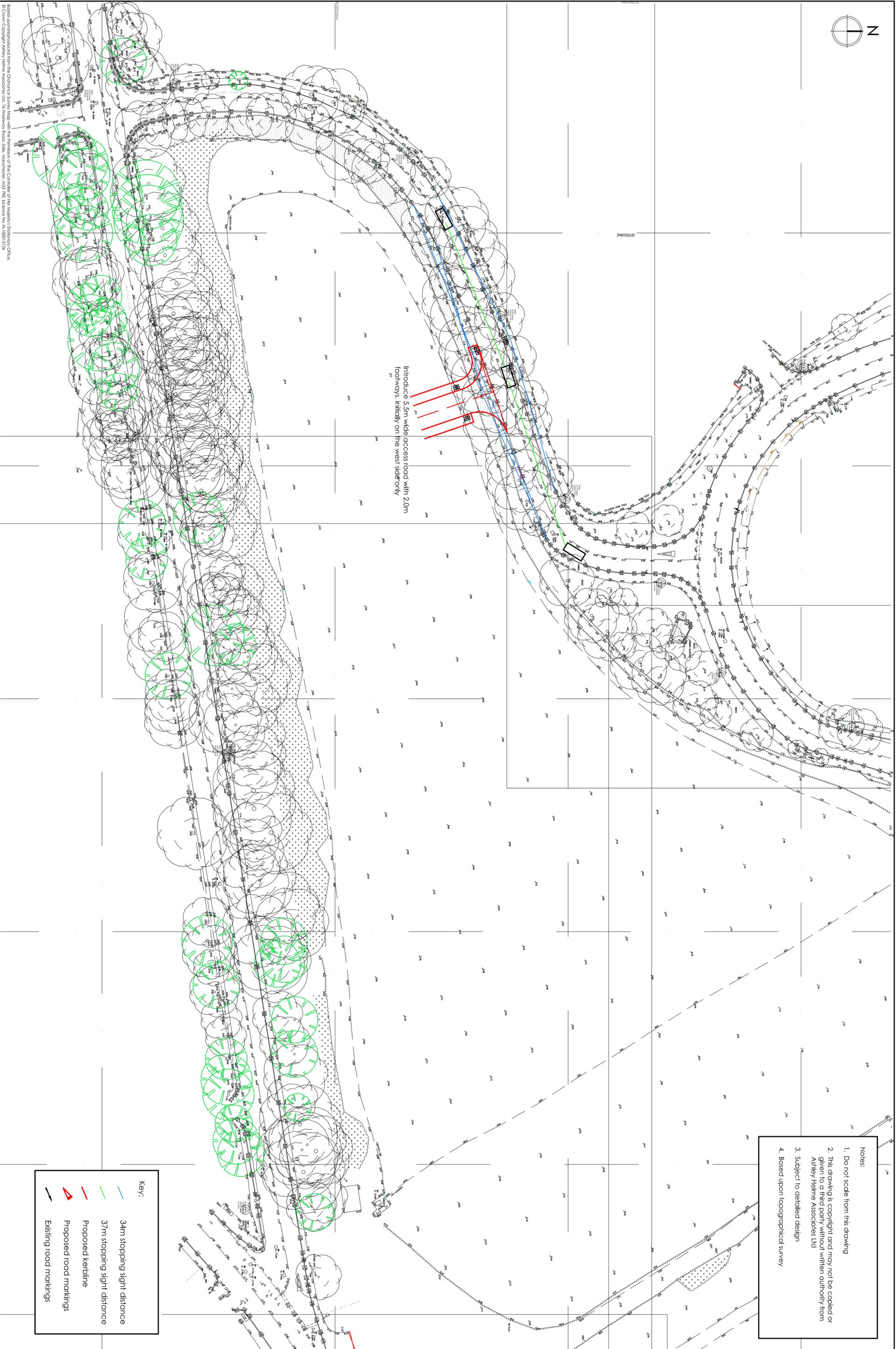
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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Drawings



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



Introduce 5.5m wide access road with 2.0m footways, initially on the west side only

Key:	
	34m stopping sight distance
	37m stopping sight distance
	Proposed kerbline
	Proposed road markings
	Existing road markings

Project
LAND AT BODNANT AVENUE, PRESTATYN
 Client
ADRA

Title
PROPOSED ACCESS ARRANGEMENTS

Dwg No	1932/03
Date	MARCH 2026

Rev	Scale	1:500@A2
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