

**Land off Ysguborwen
Road, Dwygyfylchi**

TRANSPORT STATEMENT

Report prepared for
Cartefi Conwy

September 2025

Report Reference 1918/1/A



ASHLEY HELME
ASSOCIATES



Transport Statement

Land off Ysguborwen Road, Dwygyfylchi

Client: Cartefi Conwy

Report Ref: 1918/1/A

Status: Final

Date: September 2025

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Transport Statement

Land off Ysguborwen Road, Dwygyfylchi

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1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Cartrefi Conwy to prepare a Transport Statement (TS) to support a planning application for a proposed residential development on Land off Ysguborwen Road, Dwygyfylchi (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 located on land to the north of Ysguborwen Road, Dwygyfylchi. The Site currently has an agricultural use.
- 1.2.2 The proposed development comprises the construction of 12 residential properties. Vehicular access to the development will be provided via a new access on Ysguborwen Road.

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 located on land on the north side of Ysguborwen Road, Dwygyfylchi.
- 2.2 Ysguborwen Road is a circa 6.2-6.8m wide single carriageway road and subject to the default 20mph speed limit along the Site frontage.
- 2.3 There is continuous footway on both sides of the carriageway in the vicinity of the Site and there is street lighting on Ysguborwen Road.
- 2.5 Ysguborwen Road is a bus route and there is a bus stop and shelter located on the north side of the road within the Site frontage.
- 2.6 Southwest of the Site, Ysguborwen Road forms a priority-controlled T-junction with Conway Road a short distance south of the A55 North Wales Expressway/Conway Road roundabout junction. Northeast of the Site, Ysguborwen Road changes name to Glan-Yr-Afon Road and forms a junction with the A55 North Wales Expressway. Movements are restricted at this junction, with only southbound on and off movements permitted.

2.6 Collision Records

- 2.6.1 AHA has reviewed the CrashMap website for Ysguborwen Road in the vicinity of the Site. The CrashMap data covers the five-year period 2019-2023.
- 2.6.2 There are no recorded collisions along Ysguborwen Road within the latest available 5 year period. A copy of the CrashMap data is included in Appendix A.
- 2.6.3 It is concluded that there is no evidence of a recurring collision issue on Ysguborwen Road in the vicinity of the Site.



3 Proposed Site Access and Parking Arrangements

3.1 Site Access

3.1.1 It is proposed to provide a new priority junction on Ysguborwen Road to serve the proposed residential development.

3.1.2 The new access proposals on Ysguborwen Road are indicated on Drg No 1918/01/B and comprises:

- 5.5m wide access road,
- 6m corner radii,
- 2m footways,
- 2.4m x 36m visibility splay to the left,
- 2.4m x 38m visibility splay to the right,
- Pedestrian crossing points on Ysguborwen Road,
- Relocation of existing bus stop to the east.

3.1.3 There is an existing bus stop and shelter located along the Site frontage and it is proposed to relocate this a short distance to the east.

3.1.4 Vehicular Speeds

3.1.4.1 AHA has an ATC survey that was undertaken on Ysguborwen Road in the vicinity of the proposed Site access. The ATC survey was undertaken over seven consecutive days, between 21-27 November 2024. A copy of the ATC data is included in Appendix B.

3.1.4.2 The speed data provides 7-day average and 85thile speeds and 5-day off-peak average and 85thile speeds. DfT publication CA 185 'Vehicle speed measurement', provides guidance on undertaking and using speed data. The guidance advises against undertaking surveys at the weekends or during peak periods. On that basis, 5-day off-peak 85thile speeds should be adopted.

3.1.4.3 However, review of the data for Ysguborwen Road shows that the 7-day 85thile speeds are slightly higher than the 5-day off-peak speeds. Therefore, for robustness, the 7-day average 85thile speeds for Ysguborwen Road are adopted and these are set out below:



7-day mean 85%ile Speeds

Eastbound	28.9mph,
Westbound	27.6mph.

- 3.1.4.4 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).”

- 3.1.4.5 Review of the recorded 7-day 85%ile speeds along Ysguborwen Road fall within the MfS/TAN 18 Table B range. Consequently, the SSD set out in Table B of TAN 18 are adopted. Drg No 1918/01/B demonstrates that SSD in accordance with these standards can be achieved at the proposed Site access and the pedestrian crossing points.

3.1.5 Swept Path Analysis

- 3.1.5.1 Swept path tracking has been undertaken adopting a 10.6m refuse vehicle. The results of the swept path tracking are shown on Drg No 1918/SP/02.
- 3.1.5.2 It is demonstrated that the design vehicle can enter and exit the site access and negotiate the internal roads in a suitable manner.

3.2 Parking

- 3.2.1 The Conwy County Borough Council (CCBC) parking standards are set out in the Conwy Local Development Plan. Parking standards are provided for various use classes adopting a zonal system with the following zones:

- Zone 1: City Core,
- Zone 2: Town Centre or City Centre Fringe,
- Zone 3: Urban,
- Zone 4: Suburban or Near Urban,
- Zone 5: Countryside,



- Zone 6: Deep Rural.

3.2.2 The parking standards for C3 (houses and apartments) for the 2-6 zones are set out below:

Zone	Residents	Visitors
2-6	1 space per bedroom (max 3 spaces)	1 space per 5 units.

3.2.3 The proposed development comprises 12 dwellings as follows:

6 x 1 bed apartments;
3 x 2 bed houses;
3 x 3 bed houses.

3.2.4 On this basis, the CCBC maximum parking standards for the above development is a total of 21 resident spaces and 2.4 visitor spaces, bringing the total parking provision to 23 or 24 spaces, depending on whether you round the number of visitors spaces down to 2 or up to 3. The development proposes 21 resident spaces and 3 visitor spaces, which is consistent with the CCBC parking standards.

3.2.5 It is considered that the proposed parking arrangements are acceptable.

3.3 Summary

3.3.1 It is proposed to provide a new priority junction on Ysguborwen Road to serve the proposed residential development. The access proposals are shown on Drg No 1918/01/B.

3.3.2 AHA commissioned an ATC survey on Ysguborwen Road to established existing speeds along Ysguborwen Road. Drg No 1918/01/B demonstrates that SSD in accordance with these standards can be achieved at the proposed Site access and the pedestrian crossing points.

3.3.3 Swept path tracking has been undertaken adopting a 10.6m refuse vehicle. The results of the swept path tracking are shown on Drg No 1918/SP/02 and it is demonstrated that both design vehicles can enter and exit the site access and negotiate the internal roads in a suitable manner.

3.3.4 The number of parking spaces proposed at the development is consistent with the maximum CCBC standards. Therefore, it is considered that the proposed parking arrangements are acceptable.

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



4 Accessibility By Non-Car Modes

4.1 Introduction

4.1.1 Planning Policy Wales 12 (PPW12) states in paragraph 4.1.12 that:

“It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.”

4.1.2 PPW12 states in paragraph 4.1.14 that:

“The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.”

4.1.3 In paragraph 4.1.17, PPW12 states:

“Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles.”

4.2 Walk

4.2.1 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.

4.2.2 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.'

4.2.3 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)*

4.2.4 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.

4.2.5 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.

4.2.6 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: Convenience Stores, Post Office;
- Education: Primary School;
- Leisure: Playground, Sports Facilities, Public House;
- Community: Community Centre, Place of Worship;
- Travel: Bus stops.

4.2.7 It is demonstrated that there are a range of amenities within a short walk of the Site, including shops, a school, bus stops and leisure facilities.

4.2.8 There are additional amenities within a 2000m walk of the Site and these include:

- Shopping: Convenience Store, ATM, Post Office;
- Education: Primary School;
- Leisure: Sports Facilities, Playground, Food Outlet, Hair Salon;
- Community: Place of Worship, Community Centres, Library;



- Health: Dentist, Pharmacy;
- Travel: Bus stops, Train Station.

4.2.9 There is a 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.

4.2.10 Figure 4.2 presents the PROW map. Review of Figure 4.2 shows that there are a number of PROW in Dwygyfylchi to the east and south of the Site.

4.3 Cycle

4.3.1 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.

4.3.2 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.”

4.3.3 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)

4.3.4 Figure 4.3 presents the 2000m and 5000m cycle isochrones for the Site. All of Dwygyfylchi is within a 2km cycle of the Site.

4.3.5 Penmaenmawr, Penmaen, Capelulo and the outskirts of Conwy are within a 5km cycle ride of the Site.

4.3.6 Figure 4.4 presents the cycle routes in the vicinity of the Site. The National Cycle Network (NCN) route 5 runs parallel to the A55 to the north of the Site. The NCN 5 is a long-distance route that connects Reading and Holyhead via Oxford, Stratford-upon-Avon, Bromsgrove, Birmingham, Stoke-on-Trent, Chester, Colwyn Bay and Bangor.

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



4.4 Public Transport

4.4.1 The option for public transport journeys to/from the Site is by bus and rail.

4.4.2 Bus

4.4.2.1 The closest bus stops to the Site are located on Ysguborwen Road within a short distance of the Site. It is proposed to relocate the existing stop on the north side of the road a short distance to the east. The existing stop on the south side of Ysguborwen Road is within a circa 100m walk of the Site centroid.

4.4.2.2 The services set out below call at the bus stops on Ysguborwen Road.

Service	Route	Frequency		
		Mon-Sat	Evenings	Sundays
5	Bangor-Llandudno-Caernarfon	20-40min	60min ⁽¹⁾	30min
5D	Bangor-Llandudno	60min	-	-
75	Llandudno-Llanfairfechan	2 trips ⁽²⁾	2 trips ⁽²⁾	-

Notes

1. There is some variation with the evening trips but they are about an hour in frequency. Final 2 trips on a Sunday evening have a 60min frequency.
2. Two trips in each direction on Monday to Saturday, but this service only calls at the westbound stops on Ysguborwen Road and only one of these trips. However, bus stops on Conwy Old Road are within 800m of the Site and provide access to all of the 75 bus service trips.

4.4.2.3 It is demonstrated that the Site is located within a short walk distance of a number of frequent bus services. These provide opportunity for residents of the Site to travel to Bangor, Caernarfon, Llanfairfechan and Llandudno.

4.4.3 Rail

4.4.3.1 Penmaenmawr railway station is within a 2000m walk or cycle ride of the Site. The 5 and 5D bus services also call at stops close to the station.

4.4.3.2 There is generally two-hourly services calling at Penmaenmawr train station. Services calling at Penmaenmawr rail station offer travel to a good range of destinations, including, among others:

DESTINATION	JOURNEY TIME (mins)
Holyhead	55 min
Bangor	13 min
Conwy	6 min



Colwyn Bay	18 min
Rhyl	28 min
Prestatyn	34 min
Flint	48 min
Chester	65 min
Crewe	93 min.

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

4.5 Summary

- 4.5.1 The location of the Site provides good opportunity for residents to undertake journeys by foot for a range of purposes, including education, shopping and employment. There are a number of amenities within a practical walk of the Site that can accommodate the typical day to day needs of residents of the Site, such as shopping and education.
- 4.5.2 All of Dwygyfylchi is within a 2km cycle of the Site. Penmaenmawr, Penmaen, Capelulo and the outskirts of Conwy are within a 5km cycle ride of the Site.
- 4.5.3 The Site is also accessible by public transport, with bus stops within a short walk of the Site. Penmaenmawr railway station is also within a 2000m walk or cycle ride of the Site and the 5 and 5D bus services also call at stops close to the station. It is demonstrated that there is opportunity for residents of the Site to travel to a range of destinations by public transport.



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 a residential development of up to 12 dwellings.
- 5.2.2 In order to estimate the traffic generated by the Site in the AM and PM peak hours, the TRICS database is interrogated for suitable residential trip generation rates.
- 5.2.3 TRICS is interrogated for information about trip generation rates for houses. Criteria adopted for this interrogation include:
- Houses Privately Owned,
 - 10-40 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, 5 sites are identified and the results of the TRICS interrogation are included in Appendix C. It is recognised that the development proposals include 6 apartments and these typically generate less traffic than houses. Therefore, adopting the above trip generation rates provides robust assessment.
- 5.2.5 The AM and PM trip rates for 0800-0900 and 1700-1800 derived from the TRICS interrogation are set out below:

	ARR	DEP	2-WAY
AM	0.195	0.403	0.598
PM	0.351	0.149	0.500.



- 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	3	5	7
PM	4	2	6.

- 5.2.7 Review of the above shows that the proposed development is estimated to generate 7 two-way movements in the AM peak hour and 6 two-way movements in the PM peak hour.

5.3 Traffic Impact

- 5.3.1 It is demonstrated that the traffic impact of the proposed development is very small, being only 7 two-way movements in the AM peak hour and 6 two-way movements in the PM peak hour.
- 5.3.2 It is considered that the traffic generated by the proposed development is negligible and will not have a detrimental impact on the local highway network.



6 Summary and Conclusions

6.1 Ashley Helme Associates Limited (AHA) are appointed by Cartrefi Conwy to prepare a Transport Statement (TS) to support a planning application for a proposed residential development on Land off Ysguborwen Road, Dwygyfylchi.

6.2 The Site is located on land to the north of Ysguborwen Road. The Site currently has an agricultural use.

6.3 The proposed development comprises the construction of 12 residential properties. Vehicular access to the development will be provided via a new access on Ysguborwen Road.

6.4 Access Arrangements

6.4.1 It is proposed to provide a new priority on Ysguborwen Road to serve the proposed residential development.

6.4.2 The new access proposals on Ysguborwen Road are indicated on Drg No 1918/01/B and comprises:

- 5.5m wide access road,
- 6m corner radii,
- 2m footways,
- 2.4m x 36m visibility splay to the left,
- 2.4m x 38m visibility splay to the right,
- Pedestrian crossing points on Ysguborwen Road,
- Relocation of existing bus stop to the east.

6.4.3 There is an existing bus stop and shelter located along the Site frontage and it is proposed to relocate this a short distance to the east.

6.3.4 Swept Path Tracking

6.3.4.1 Swept path tracking has been undertaken adopting a 10.6m refuse vehicle. The results of the swept path tracking are shown on Drg No 1918/SP/02.

6.3.4.2 It is demonstrated that the design vehicle can enter and exit the site access and negotiate the internal roads in a suitable manner.



6.3.5 Car Parking

- 6.3.5.1 The number of parking spaces proposed at the development is consistent with the maximum CCBC standards. Therefore, it is considered that the proposed parking arrangements are acceptable.

6.4 Sustainability

- 6.4.1 The location of the Site provides good opportunity for residents to undertake journeys by foot for a range of purposes, including education, shopping and employment. There are a number of amenities within a practical walk of the Site that can accommodate the typical day to day needs of residents of the Site, such as shopping and education.
- 6.4.2 All of Dwygyfylchi is within a 2km cycle of the Site. Penmaenmawr, Penmaen, Capelulo and the outskirts of Conwy are within a 5km cycle ride of the Site.
- 6.4.3 The Site is also accessible by public transport, with bus stops within a short walk of the Site. Penmaenmawr railway station is also within a 2000m walk or cycle ride of the Site and the 5 and 5D bus services also call at stops close to the station. It is demonstrated that there is opportunity for residents of the Site to travel to a range of destinations by public transport.

6.5 Traffic Impact

- 6.5.1 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	2	5	7
PM	4	2	6.

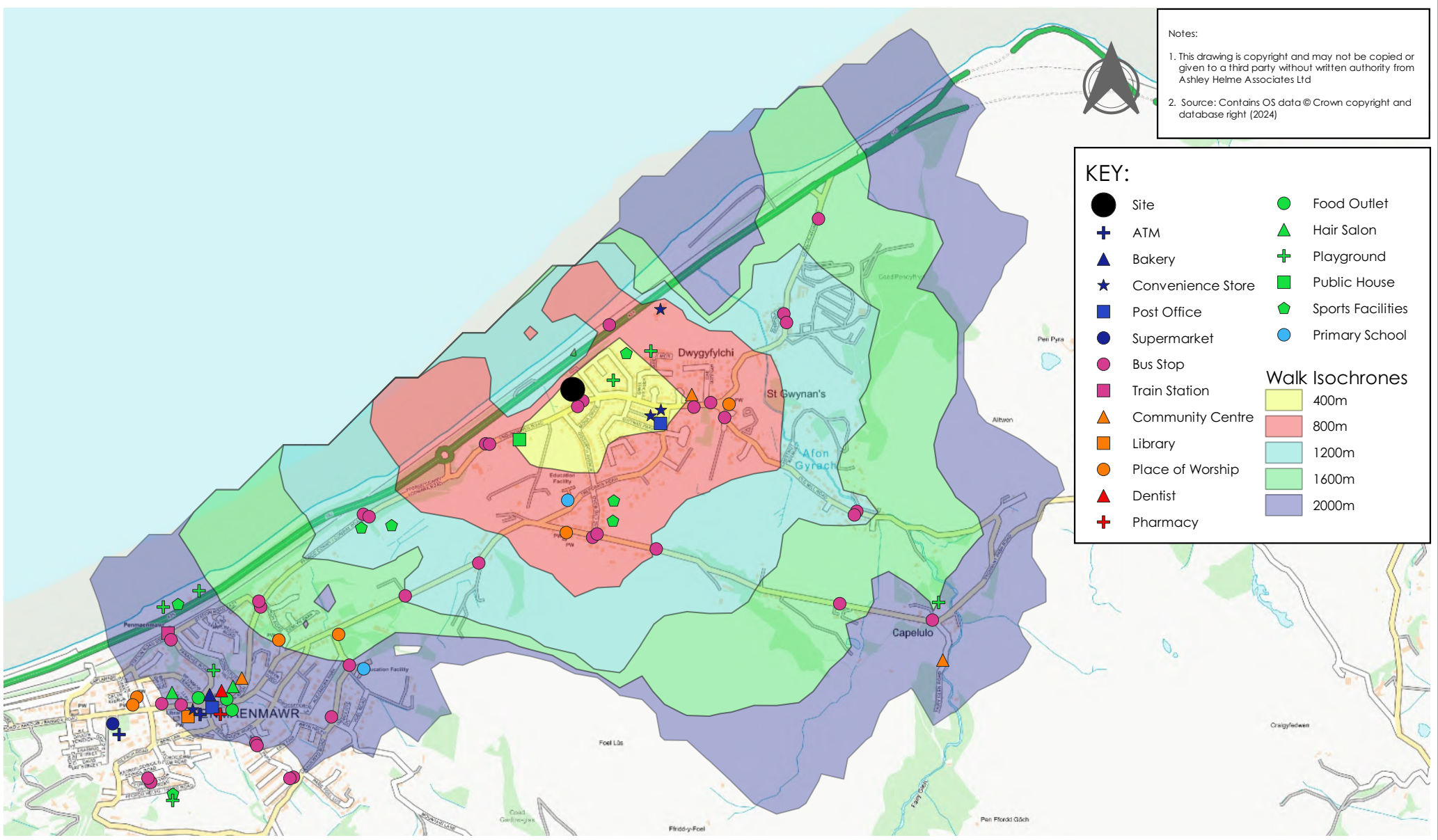
- 6.5.2 It is demonstrated that the traffic impact of the proposed development is very small, being only 7 two-way movements in the AM peak hour and 6 two-way movements in the PM peak hour.
- 6.5.3 It is considered that the traffic generated by the proposed development is negligible and will not have a detrimental impact on the local highway network.



6.6 Summary

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

Figures



Project:
YSGUBORWEN ROAD,
DWYGYFYLCHI

Client:
CAULMERT LTD

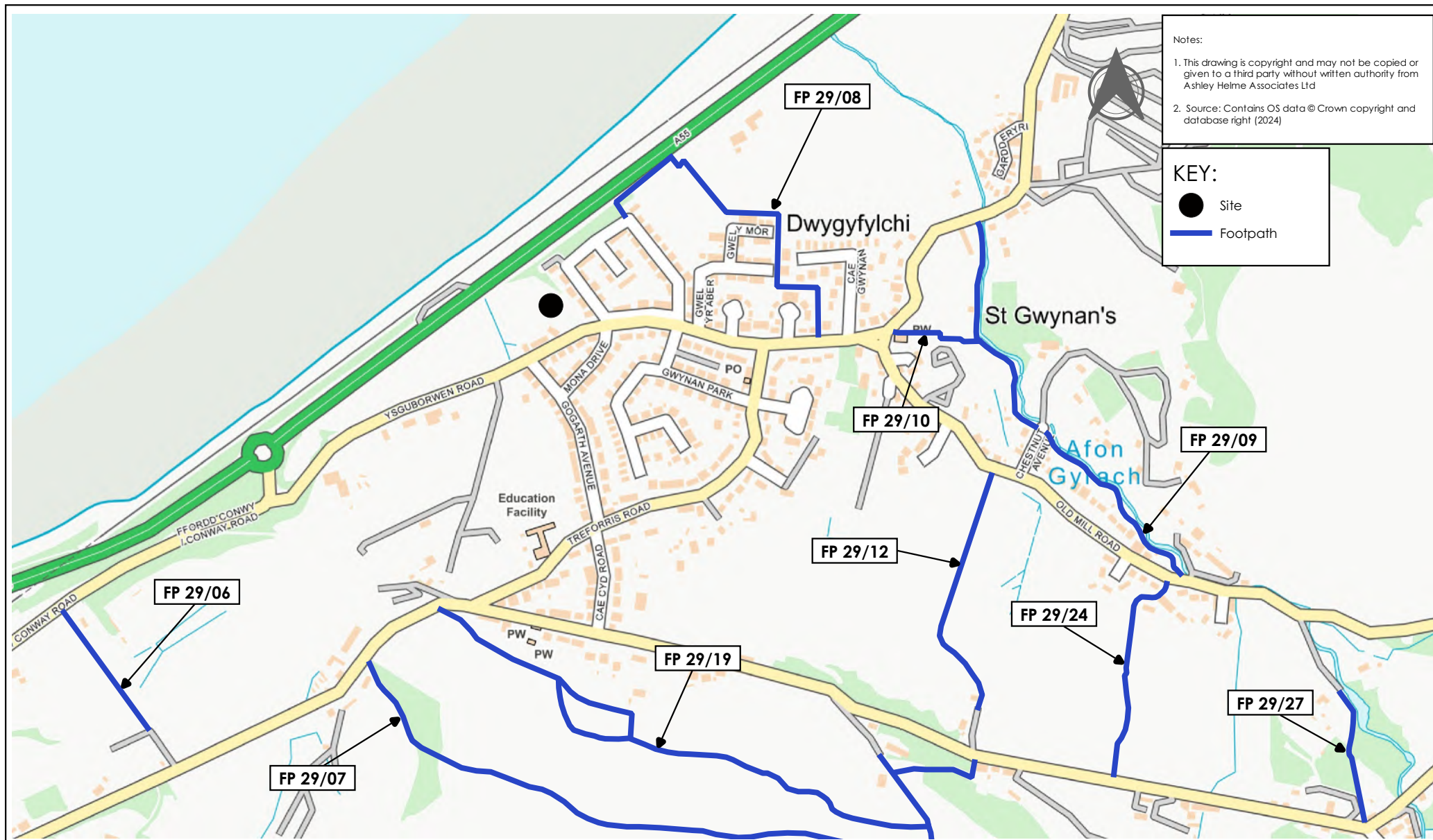
Title:
WALK ISOCHRONES AND AMENITIES

FIGURE 4.1

Date:
NOVEMBER 2024

Scale:
NTS





Project: YSGUBORWEN ROAD, DWYGYFYLCHI	Title: PUBLIC RIGHTS OF WAY (PROW)	FIGURE 4.2		 ASHLEY HELME ASSOCIATES
Client: CAULMERT LTD		Date: NOVEMBER 2024	Scale: NTS	

Notes:

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KEY:

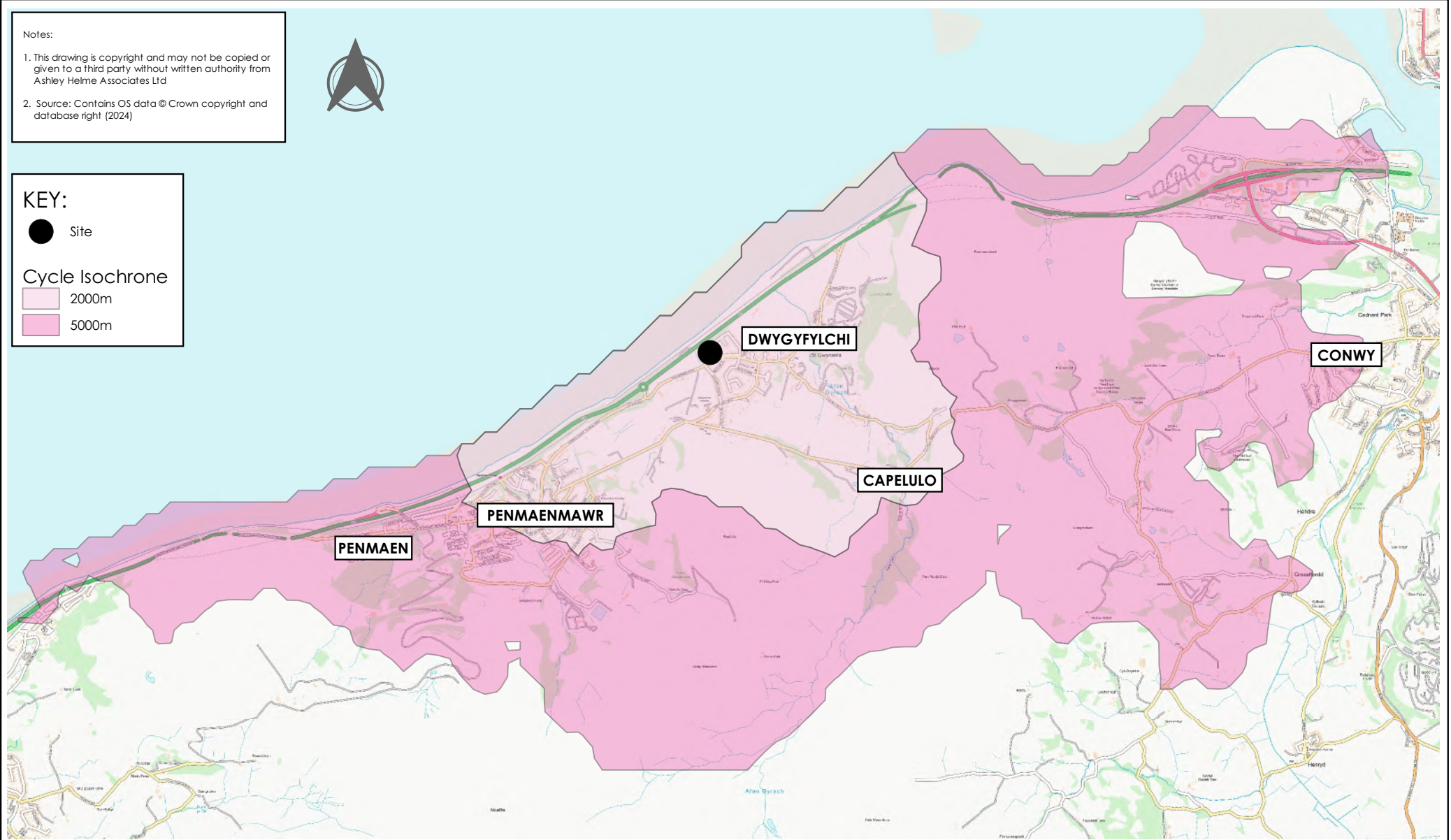


Site

Cycle Isochrone

2000m

5000m



Project:
YSGUBORWEN ROAD, DWYGYFYLCHI

Client:
CAULMERT LTD

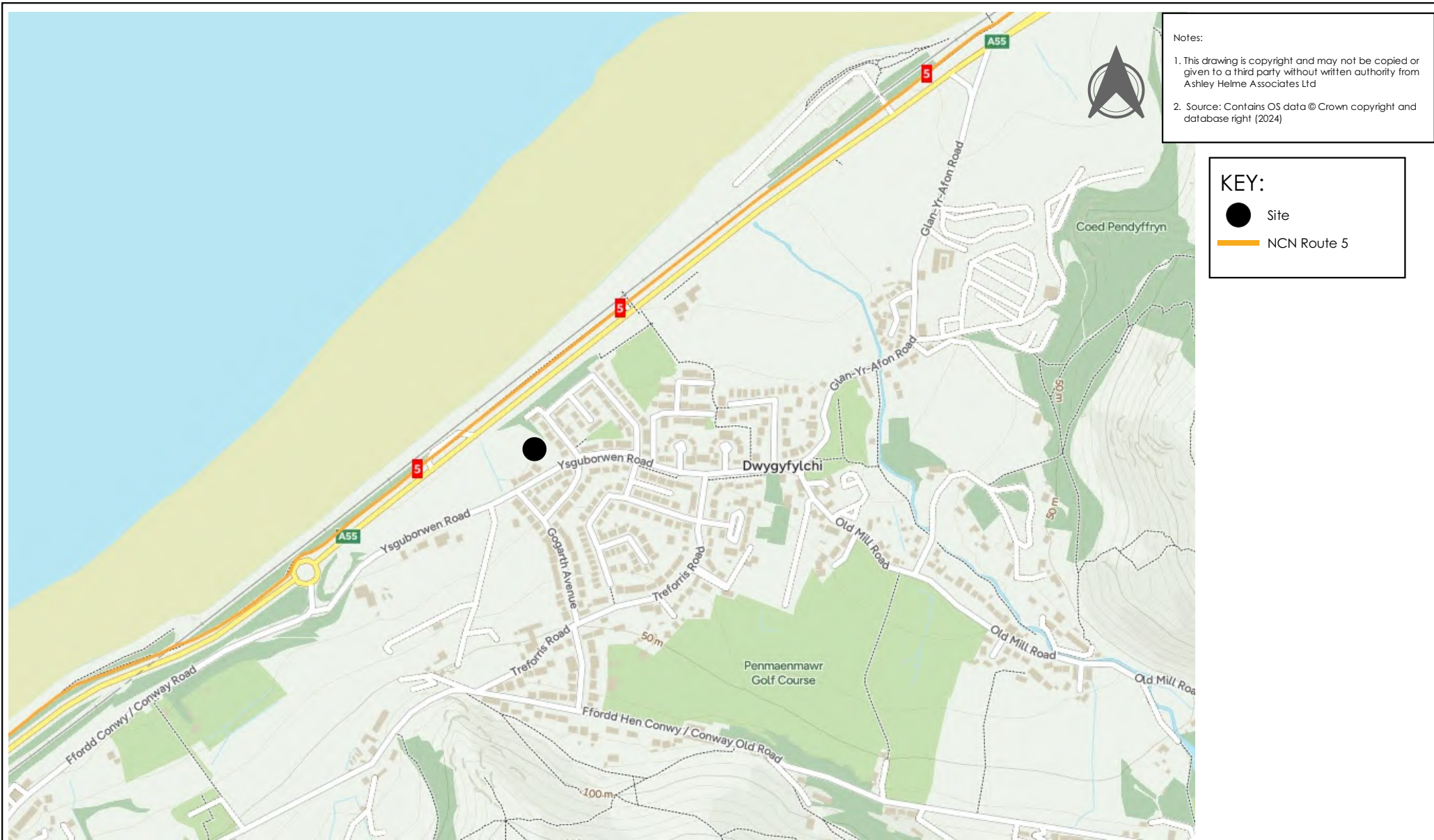
Title:
CYCLE ISOCHRONES


FIGURE 4.3

Date:
NOVEMBER 2024

Scale:
NTS





Project: YSGUBORWEN ROAD, DWYGYFYLCHI	Title: CYCLE ROUTES	FIGURE 4.4		 ASHLEY HELME ASSOCIATES
Client: CAULMERT LTD		Date: NOVEMBER 2024	Scale: NTS	



Map

Satellite



Incident Severity



Slight Serious Fatal

No results found

Hide

Location: Ysguborwen Road

Years

5 of 25 years selected

Severity

Fatal ☒

Serious ☒ MH BR
STONE RESTC

Slight ☒ Treforris Sup

Casualty Types:

All Casualty Types

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Thursday 21/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	3	1	0	0	0	0	0	0	0	0	0	0	0	4
2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	3	1	0	0	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	6	1	0	0	0	0	0	0	0	0	0	0	0	7
8	11	4	0	0	0	0	0	0	0	0	0	2	0	17
9	32	13	0	0	1	0	0	0	0	0	0	4	0	50
10	43	6	0	0	0	0	0	0	0	0	0	2	0	51
11	26	2	0	0	0	0	0	0	0	0	0	2	0	30
12	30	6	0	0	0	0	0	0	0	0	0	3	0	39
13	31	10	0	0	0	0	0	0	0	0	0	3	0	44
14	40	5	0	0	0	0	0	0	0	0	0	2	0	47
15	37	9	0	0	0	0	0	0	0	0	0	1	0	47
16	66	10	0	0	0	0	0	0	0	0	0	2	0	78
17	87	10	0	0	0	0	0	0	0	0	0	2	0	99
18	73	9	0	0	0	0	0	0	0	0	0	3	0	85
19	46	7	0	0	0	0	0	0	0	0	0	1	0	54
20	43	7	0	0	0	0	0	0	0	0	0	1	0	51
21	29	4	0	0	0	0	0	0	0	0	0	1	0	34
22	17	1	0	0	0	0	0	0	0	0	0	0	0	18
23	9	1	0	0	1	0	0	0	0	0	0	0	0	11
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	522	91	0	0	1	0	0	0	0	0	0	27	0	641
6-22	617	104	0	0	1	0	0	0	0	0	0	29	0	751
6-24	635	105	0	0	2	0	0	0	0	0	0	29	0	771
0-24	644	108	0	0	2	0	0	0	0	0	0	29	0	783

Direction : WESTBOUND

Thursday 21/11/2024	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	0	0	0	2
2	1	0	1	0	0	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6	15	1	0	0	0	0	0	0	0	0	0	0	0	16
7	28	9	1	0	0	0	0	0	0	0	0	1	0	39
8	60	12	0	0	0	0	0	0	0	0	0	1	0	73
9	111	14	0	0	0	0	0	0	0	0	0	4	0	129
10	56	7	0	1	0	0	0	0	0	0	0	3	0	67
11	53	8	0	0	0	0	0	0	0	0	0	4	0	65
12	54	14	0	0	0	0	0	0	0	0	0	3	0	71
13	54	10	0	0	0	0	0	0	0	0	0	3	0	67
14	46	12	0	0	0	0	0	0	0	0	0	2	0	60
15	66	5	1	0	0	0	0	0	0	0	0	3	0	75
16	56	14	1	0	1	0	0	0	0	0	0	4	0	76
17	54	13	0	0	0	0	0	0	0	0	0	2	0	69
18	63	12	0	0	0	0	0	0	0	0	0	4	0	79
19	54	5	0	0	0	0	0	0	0	0	0	2	0	61
20	36	5	0	0	0	0	0	0	0	0	0	1	0	42
21	22	4	1	0	0	0	0	0	0	0	0	1	0	28
22	17	1	0	0	0	0	0	0	0	0	0	1	0	19
23	7	0	0	0	0	0	0	0	0	0	0	1	0	8
24	6	1	0	0	0	0	0	0	0	0	0	1	0	8
7-19	727	126	2	1	1	0	0	0	0	0	0	35	0	892
6-22	830	145	4	1	1	0	0	0	0	0	0	39	0	1020
6-24	843	146	4	1	1	0	0	0	0	0	0	41	0	1036
0-24	863	149	5	1	1	0	0	0	0	0	0	41	0	1060

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Thursday 21/11/2024	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	1	0	0	0	0	0	0	0	4
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	3	1	0	0	0	0	0	0	0	0	4
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	2	3	1	1	0	0	0	0	0	0	0	7
8	0	5	7	4	1	0	0	0	0	0	0	0	17
9	0	20	29	1	0	0	0	0	0	0	0	0	50
10	0	15	36	0	0	0	0	0	0	0	0	0	51
11	0	14	15	1	0	0	0	0	0	0	0	0	30
12	0	13	23	3	0	0	0	0	0	0	0	0	39
13	0	13	30	1	0	0	0	0	0	0	0	0	44
14	1	11	33	2	0	0	0	0	0	0	0	0	47
15	0	20	27	0	0	0	0	0	0	0	0	0	47
16	0	37	39	2	0	0	0	0	0	0	0	0	78
17	0	27	71	1	0	0	0	0	0	0	0	0	99
18	0	22	57	6	0	0	0	0	0	0	0	0	85
19	0	11	40	3	0	0	0	0	0	0	0	0	54
20	0	11	36	3	1	0	0	0	0	0	0	0	51
21	0	2	28	4	0	0	0	0	0	0	0	0	34
22	0	3	12	0	1	2	0	0	0	0	0	0	18
23	0	2	8	1	0	0	0	0	0	0	0	0	11
24	0	3	4	2	0	0	0	0	0	0	0	0	9
7-19	1	208	407	24	1	0	0	0	0	0	0	0	641
6-22	1	226	486	32	4	2	0	0	0	0	0	0	751
6-24	1	231	498	35	4	2	0	0	0	0	0	0	771
0-24	1	232	506	37	5	2	0	0	0	0	0	0	783

Direction : WESTBOUND

Thursday 21/11/2024	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	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	0	0	0	0	0	0	0	0	0	0	1
5	0	0	2	1	0	0	0	0	0	0	0	0	3
6	0	1	15	0	0	0	0	0	0	0	0	0	16
7	0	8	28	3	0	0	0	0	0	0	0	0	39
8	0	21	50	2	0	0	0	0	0	0	0	0	73
9	0	49	78	2	0	0	0	0	0	0	0	0	129
10	0	24	42	1	0	0	0	0	0	0	0	0	67
11	0	22	43	0	0	0	0	0	0	0	0	0	65
12	0	27	44	0	0	0	0	0	0	0	0	0	71
13	0	19	47	1	0	0	0	0	0	0	0	0	67
14	0	19	41	0	0	0	0	0	0	0	0	0	60
15	1	32	41	1	0	0	0	0	0	0	0	0	75
16	0	37	37	2	0	0	0	0	0	0	0	0	76
17	0	27	41	1	0	0	0	0	0	0	0	0	69
18	1	24	53	1	0	0	0	0	0	0	0	0	79
19	0	28	32	1	0	0	0	0	0	0	0	0	61
20	0	6	33	3	0	0	0	0	0	0	0	0	42
21	0	5	22	1	0	0	0	0	0	0	0	0	28
22	0	4	15	0	0	0	0	0	0	0	0	0	19
23	0	3	5	0	0	0	0	0	0	0	0	0	8
24	0	3	5	0	0	0	0	0	0	0	0	0	8
7-19	2	329	549	12	0	0	0	0	0	0	0	0	892
6-22	2	352	647	19	0	0	0	0	0	0	0	0	1020
6-24	2	358	657	19	0	0	0	0	0	0	0	0	1036
0-24	2	362	676	20	0	0	0	0	0	0	0	0	1060

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Friday 22/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2	2	1	0	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7	5	2	0	0	0	0	0	0	0	0	0	2	0	9
8	17	3	0	0	0	0	0	0	0	0	0	2	0	22
9	31	3	0	0	0	0	0	0	0	0	0	3	0	37
10	23	4	0	0	1	0	0	0	0	0	0	3	0	31
11	43	9	0	0	0	0	0	1	0	0	0	1	0	54
12	31	2	0	0	0	0	0	0	0	0	0	0	0	33
13	39	1	0	0	0	0	0	0	0	0	0	2	0	42
14	35	10	0	0	0	0	0	0	0	0	0	1	0	46
15	33	10	0	0	0	0	0	0	0	0	0	2	0	45
16	55	9	0	0	0	0	0	0	0	0	0	3	0	67
17	47	11	0	0	0	0	0	0	0	0	0	2	0	60
18	58	9	0	0	0	0	0	0	0	0	0	4	0	71
19	44	6	0	0	0	0	0	0	0	0	0	1	0	51
20	37	5	0	0	0	0	0	0	0	0	0	1	0	43
21	27	3	0	0	0	0	0	0	0	0	0	1	0	31
22	15	0	0	0	0	0	0	0	0	0	0	1	0	16
23	8	1	0	0	1	0	0	0	0	0	0	1	0	11
24	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7-19	456	77	0	0	1	0	0	1	0	0	0	24	0	559
6-22	540	87	0	0	1	0	0	1	0	0	0	29	0	658
6-24	552	89	0	0	2	0	0	1	0	0	0	30	0	674
0-24	564	90	0	0	2	0	0	1	0	0	0	30	0	687

Direction : WESTBOUND

Friday 22/11/2024	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	3	1	1	0	0	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	7	0	0	0	0	0	0	0	0	0	0	0	0	7
6	9	2	0	0	0	0	0	0	0	0	0	0	0	11
7	18	12	1	0	0	0	0	0	0	0	0	1	0	32
8	68	12	0	0	0	0	0	0	0	0	0	0	0	80
9	83	13	0	0	0	0	0	0	0	0	0	1	0	97
10	68	12	1	0	0	0	0	0	0	0	0	4	0	85
11	50	11	1	0	0	0	0	0	0	0	0	4	0	66
12	54	7	0	0	0	0	0	1	0	0	0	3	0	65
13	63	16	0	0	0	0	0	0	0	0	0	3	0	82
14	46	8	0	0	1	0	0	0	0	0	0	4	0	59
15	51	11	0	0	0	0	0	0	0	0	0	2	0	64
16	79	9	1	0	0	0	0	0	0	0	0	4	0	93
17	58	8	0	0	0	0	0	0	0	0	0	5	0	71
18	59	12	0	0	0	0	0	0	0	0	0	2	0	73
19	56	10	0	0	0	0	0	0	0	0	0	1	0	67
20	41	6	0	0	0	0	0	0	0	0	0	0	0	47
21	23	1	0	0	0	0	0	0	0	0	0	1	0	25
22	15	2	0	0	0	0	0	0	0	0	0	1	0	18
23	9	2	0	0	0	0	0	0	0	0	0	0	0	11
24	5	2	0	0	0	0	0	0	0	0	0	1	0	8
7-19	735	129	3	0	1	0	0	1	0	0	0	33	0	902
6-22	832	150	4	0	1	0	0	1	0	0	0	36	0	1024
6-24	846	154	4	0	1	0	0	1	0	0	0	37	0	1043
0-24	868	157	5	0	1	0	0	1	0	0	0	37	0	1069

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Friday 22/11/2024	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	4	0	0	0	0	0	0	0	0	0	5
2	0	0	3	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	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	2	0	0	0	0	0	0	0	0	0	2
6	0	0	2	0	0	0	0	0	0	0	0	0	2
7	0	1	5	0	3	0	0	0	0	0	0	0	9
8	0	3	16	3	0	0	0	0	0	0	0	0	22
9	0	14	23	0	0	0	0	0	0	0	0	0	37
10	0	12	18	1	0	0	0	0	0	0	0	0	31
11	0	14	39	1	0	0	0	0	0	0	0	0	54
12	0	4	29	0	0	0	0	0	0	0	0	0	33
13	0	14	27	1	0	0	0	0	0	0	0	0	42
14	0	10	35	1	0	0	0	0	0	0	0	0	46
15	0	10	34	1	0	0	0	0	0	0	0	0	45
16	0	14	53	0	0	0	0	0	0	0	0	0	67
17	0	17	40	3	0	0	0	0	0	0	0	0	60
18	1	20	46	4	0	0	0	0	0	0	0	0	71
19	1	10	38	2	0	0	0	0	0	0	0	0	51
20	0	8	30	5	0	0	0	0	0	0	0	0	43
21	0	4	23	4	0	0	0	0	0	0	0	0	31
22	0	3	13	0	0	0	0	0	0	0	0	0	16
23	0	2	8	1	0	0	0	0	0	0	0	0	11
24	0	1	3	1	0	0	0	0	0	0	0	0	5
7-19	2	142	398	17	0	0	0	0	0	0	0	0	559
6-22	2	158	469	26	3	0	0	0	0	0	0	0	658
6-24	2	161	480	28	3	0	0	0	0	0	0	0	674
0-24	2	163	491	28	3	0	0	0	0	0	0	0	687

Direction : WESTBOUND

Friday 22/11/2024	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	2	2	0	0	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	1
5	0	0	7	0	0	0	0	0	0	0	0	0	7
6	0	2	6	3	0	0	0	0	0	0	0	0	11
7	0	7	21	4	0	0	0	0	0	0	0	0	32
8	0	18	58	3	1	0	0	0	0	0	0	0	80
9	1	27	69	0	0	0	0	0	0	0	0	0	97
10	0	29	52	4	0	0	0	0	0	0	0	0	85
11	0	15	49	2	0	0	0	0	0	0	0	0	66
12	0	23	41	1	0	0	0	0	0	0	0	0	65
13	0	31	48	3	0	0	0	0	0	0	0	0	82
14	0	21	37	1	0	0	0	0	0	0	0	0	59
15	0	19	43	2	0	0	0	0	0	0	0	0	64
16	0	36	56	1	0	0	0	0	0	0	0	0	93
17	0	23	48	0	0	0	0	0	0	0	0	0	71
18	0	27	44	2	0	0	0	0	0	0	0	0	73
19	0	20	43	4	0	0	0	0	0	0	0	0	67
20	0	14	30	3	0	0	0	0	0	0	0	0	47
21	0	3	22	0	0	0	0	0	0	0	0	0	25
22	0	7	10	1	0	0	0	0	0	0	0	0	18
23	0	3	8	0	0	0	0	0	0	0	0	0	11
24	0	3	5	0	0	0	0	0	0	0	0	0	8
7-19	1	289	588	23	1	0	0	0	0	0	0	0	902
6-22	1	320	671	31	1	0	0	0	0	0	0	0	1024
6-24	1	326	684	31	1	0	0	0	0	0	0	0	1043
0-24	1	332	699	36	1	0	0	0	0	0	0	0	1069

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Saturday 23/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4	2	1	0	0	0	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7	3	0	0	0	0	0	0	0	0	0	0	2	0	5
8	8	2	0	0	0	0	0	0	0	0	0	1	0	11
9	12	3	0	0	0	0	0	0	0	0	0	3	0	18
10	18	0	0	0	0	0	0	0	0	0	0	2	0	20
11	36	2	0	0	0	0	0	0	0	0	0	3	0	41
12	35	7	0	0	0	0	0	0	0	0	0	2	0	44
13	38	2	0	0	0	0	0	0	0	0	0	1	0	41
14	30	3	0	0	0	0	0	0	0	0	0	0	0	33
15	21	6	0	0	0	0	0	0	0	0	0	0	0	27
16	38	4	0	0	1	0	0	0	0	0	0	1	0	44
17	60	4	0	0	0	0	0	0	0	0	0	2	0	66
18	32	3	0	0	0	0	0	0	0	0	0	2	0	37
19	36	5	0	0	0	0	0	0	0	0	0	2	0	43
20	16	1	0	0	0	0	0	0	0	0	0	1	0	18
21	15	1	0	0	0	0	0	0	0	0	0	1	0	17
22	11	3	0	0	0	0	0	0	0	0	0	1	0	15
23	12	0	0	0	0	0	0	0	0	0	0	1	0	13
24	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7-19	364	41	0	0	1	0	0	0	0	0	0	19	0	425
6-22	409	46	0	0	1	0	0	0	0	0	0	24	0	480
6-24	427	46	0	0	1	0	0	0	0	0	0	25	0	499
0-24	441	47	0	0	1	0	0	0	0	0	0	25	0	514

Direction : WESTBOUND

Saturday 23/11/2024	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	0	0	0	2
2	2	0	1	0	0	0	0	0	0	0	0	0	0	3
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	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6	5	1	0	0	0	0	0	0	0	0	0	0	0	6
7	9	0	0	0	0	0	0	0	0	0	0	1	0	10
8	20	3	0	0	0	0	0	0	0	0	0	1	0	24
9	44	7	0	0	0	0	0	0	0	0	0	2	0	53
10	50	8	0	0	0	0	0	0	0	0	0	3	0	61
11	62	8	0	0	0	0	0	0	0	0	0	3	0	73
12	75	9	0	0	1	0	0	0	0	0	0	4	0	89
13	53	11	0	0	0	0	0	0	0	0	0	2	0	66
14	45	16	0	0	0	0	0	0	0	0	0	3	0	64
15	57	7	0	0	0	0	0	0	0	0	0	2	0	66
16	47	6	0	0	0	0	0	0	0	0	0	2	0	55
17	61	3	0	0	0	0	0	0	0	0	0	3	0	67
18	48	5	0	0	0	0	0	0	0	0	0	2	0	55
19	44	5	0	0	0	0	0	0	0	0	0	3	0	52
20	28	1	0	0	0	0	0	0	0	0	0	1	0	30
21	22	3	0	0	0	0	0	0	0	0	0	0	0	25
22	15	0	0	0	0	0	0	0	0	0	0	1	0	16
23	14	1	0	0	0	0	0	0	0	0	0	1	0	16
24	8	0	0	0	0	0	0	0	0	0	0	1	0	9
7-19	606	88	0	0	1	0	0	0	0	0	0	30	0	725
6-22	680	92	0	0	1	0	0	0	0	0	0	33	0	806
6-24	702	93	0	0	1	0	0	0	0	0	0	35	0	831
0-24	712	97	1	0	1	0	0	0	0	0	0	35	0	846

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Saturday 23/11/2024	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	2	1	0	0	0	0	0	0	0	6
2	0	1	0	0	0	0	0	0	0	0	0	0	1
3	0	0	3	0	0	0	0	0	0	0	0	0	3
4	0	1	1	1	0	0	0	0	0	0	0	0	3
5	0	0	1	0	0	0	0	0	0	0	0	0	1
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	2	2	0	1	0	0	0	0	0	0	0	5
8	0	3	8	0	0	0	0	0	0	0	0	0	11
9	0	4	12	2	0	0	0	0	0	0	0	0	18
10	0	6	13	1	0	0	0	0	0	0	0	0	20
11	0	12	25	4	0	0	0	0	0	0	0	0	41
12	0	14	30	0	0	0	0	0	0	0	0	0	44
13	0	9	30	2	0	0	0	0	0	0	0	0	41
14	0	12	21	0	0	0	0	0	0	0	0	0	33
15	1	7	17	1	1	0	0	0	0	0	0	0	27
16	0	15	28	1	0	0	0	0	0	0	0	0	44
17	0	25	40	1	0	0	0	0	0	0	0	0	66
18	0	13	22	1	1	0	0	0	0	0	0	0	37
19	0	13	28	2	0	0	0	0	0	0	0	0	43
20	0	3	13	1	1	0	0	0	0	0	0	0	18
21	0	4	13	0	0	0	0	0	0	0	0	0	17
22	0	2	10	3	0	0	0	0	0	0	0	0	15
23	0	2	10	1	0	0	0	0	0	0	0	0	13
24	0	0	5	0	1	0	0	0	0	0	0	0	6
7-19	1	133	274	15	2	0	0	0	0	0	0	0	425
6-22	1	144	312	19	4	0	0	0	0	0	0	0	480
6-24	1	146	327	20	5	0	0	0	0	0	0	0	499
0-24	1	149	335	23	6	0	0	0	0	0	0	0	514

Direction : WESTBOUND

Saturday 23/11/2024	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	3	0	0	0	0	0	0	0	0	0	3
3	0	1	1	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	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	6	0	0	0	0	0	0	0	0	0	6
7	0	2	8	0	0	0	0	0	0	0	0	0	10
8	0	6	16	2	0	0	0	0	0	0	0	0	24
9	0	12	39	2	0	0	0	0	0	0	0	0	53
10	0	16	44	1	0	0	0	0	0	0	0	0	61
11	0	19	54	0	0	0	0	0	0	0	0	0	73
12	1	34	54	0	0	0	0	0	0	0	0	0	89
13	0	26	40	0	0	0	0	0	0	0	0	0	66
14	0	24	40	0	0	0	0	0	0	0	0	0	64
15	0	28	36	2	0	0	0	0	0	0	0	0	66
16	0	21	34	0	0	0	0	0	0	0	0	0	55
17	0	27	40	0	0	0	0	0	0	0	0	0	67
18	0	18	37	0	0	0	0	0	0	0	0	0	55
19	0	13	38	1	0	0	0	0	0	0	0	0	52
20	0	10	17	2	1	0	0	0	0	0	0	0	30
21	0	7	15	3	0	0	0	0	0	0	0	0	25
22	0	7	6	3	0	0	0	0	0	0	0	0	16
23	0	3	12	0	1	0	0	0	0	0	0	0	16
24	0	3	5	1	0	0	0	0	0	0	0	0	9
7-19	1	244	472	8	0	0	0	0	0	0	0	0	725
6-22	1	270	518	16	1	0	0	0	0	0	0	0	806
6-24	1	276	535	17	2	0	0	0	0	0	0	0	831
0-24	1	277	548	18	2	0	0	0	0	0	0	0	846

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Sunday 24/11/2024	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	0	0	0	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	2	1	0	0	0	0	0	0	0	0	0	0	0	3
8	3	1	0	0	0	0	0	0	0	0	0	1	0	5
9	9	1	0	0	0	0	0	0	0	0	0	2	0	12
10	15	1	0	0	0	0	0	0	0	0	0	1	0	17
11	29	1	0	0	0	0	0	0	0	0	0	2	0	32
12	37	4	0	0	0	0	0	0	0	0	0	1	0	42
13	60	4	0	0	0	0	0	0	0	0	0	0	0	64
14	52	6	0	0	0	0	0	0	0	0	0	1	0	59
15	41	2	0	0	0	0	0	0	0	0	0	1	0	44
16	41	7	0	0	0	0	0	0	0	0	0	2	0	50
17	45	4	0	0	0	0	0	0	0	0	0	1	0	50
18	26	5	0	0	0	0	0	0	0	0	0	1	0	32
19	34	2	0	0	0	0	0	0	0	0	0	1	0	37
20	32	4	0	0	0	0	0	0	0	0	0	1	0	37
21	21	0	0	0	0	0	0	0	0	0	0	0	0	21
22	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23	6	2	0	0	0	0	0	0	0	0	0	0	0	8
24	6	0	0	0	0	0	0	0	0	0	0	1	0	7
7-19	392	38	0	0	0	0	0	0	0	0	0	14	0	444
6-22	462	44	0	0	0	0	0	0	0	0	0	15	0	521
6-24	474	46	0	0	0	0	0	0	0	0	0	16	0	536
0-24	489	46	0	0	0	0	0	0	0	0	0	16	0	551

Direction : WESTBOUND

Sunday 24/11/2024	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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6	3	0	0	0	1	0	0	0	0	0	0	0	0	4
7	7	0	0	0	0	0	0	0	0	0	0	0	0	7
8	15	1	0	0	0	0	0	0	0	0	0	0	0	16
9	29	2	0	0	0	0	0	0	0	0	0	1	0	32
10	49	5	0	0	0	0	0	0	0	0	0	2	0	56
11	68	9	0	0	0	0	0	0	0	0	0	2	0	79
12	68	5	0	0	0	0	0	0	0	0	0	2	0	75
13	79	6	0	0	0	0	0	0	0	0	0	0	0	85
14	63	6	0	0	0	0	0	0	0	0	0	2	0	71
15	53	9	0	0	0	0	0	0	0	0	0	1	0	63
16	53	9	0	0	0	0	0	0	0	0	0	2	0	64
17	54	6	0	0	0	0	0	0	0	0	0	1	0	61
18	36	7	0	0	0	0	0	0	0	0	0	0	0	43
19	42	3	0	0	0	0	0	0	0	0	0	1	0	46
20	35	5	0	0	0	0	0	0	0	0	0	1	0	41
21	17	1	0	0	0	0	0	0	0	0	0	1	0	19
22	6	1	0	0	0	0	0	0	0	0	0	1	0	8
23	8	1	0	0	0	0	0	0	0	0	0	1	0	10
24	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7-19	609	68	0	0	0	0	0	0	0	0	0	14	0	691
6-22	674	75	0	0	0	0	0	0	0	0	0	17	0	766
6-24	685	76	0	0	0	0	0	0	0	0	0	18	0	779
0-24	703	77	0	0	1	0	0	0	0	0	0	18	0	799

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Sunday 24/11/2024	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	6	0	0	0	0	0	0	0	0	0	7
2	0	1	2	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	1	0	0	0	0	0	0	0	0	3
7	0	2	0	0	0	1	0	0	0	0	0	0	3
8	0	2	3	0	0	0	0	0	0	0	0	0	5
9	0	5	7	0	0	0	0	0	0	0	0	0	12
10	0	4	10	3	0	0	0	0	0	0	0	0	17
11	0	9	20	3	0	0	0	0	0	0	0	0	32
12	0	10	29	3	0	0	0	0	0	0	0	0	42
13	1	16	45	2	0	0	0	0	0	0	0	0	64
14	0	12	41	6	0	0	0	0	0	0	0	0	59
15	0	11	31	2	0	0	0	0	0	0	0	0	44
16	0	19	30	1	0	0	0	0	0	0	0	0	50
17	0	13	36	1	0	0	0	0	0	0	0	0	50
18	0	1	26	2	3	0	0	0	0	0	0	0	32
19	0	8	27	2	0	0	0	0	0	0	0	0	37
20	0	10	24	3	0	0	0	0	0	0	0	0	37
21	0	1	18	2	0	0	0	0	0	0	0	0	21
22	0	0	14	2	0	0	0	0	0	0	0	0	16
23	0	1	6	1	0	0	0	0	0	0	0	0	8
24	0	2	5	0	0	0	0	0	0	0	0	0	7
7-19	1	110	305	25	3	0	0	0	0	0	0	0	444
6-22	1	123	361	32	3	1	0	0	0	0	0	0	521
6-24	1	126	372	33	3	1	0	0	0	0	0	0	536
0-24	1	130	382	34	3	1	0	0	0	0	0	0	551

Direction : WESTBOUND

Sunday 24/11/2024	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	7	0	0	0	0	0	0	0	0	0	7
2	0	0	3	1	0	0	0	0	0	0	0	0	4
3	0	0	1	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	2	1	0	0	0	0	0	0	0	0	3
6	0	0	4	0	0	0	0	0	0	0	0	0	4
7	0	0	7	0	0	0	0	0	0	0	0	0	7
8	0	2	14	0	0	0	0	0	0	0	0	0	16
9	0	7	21	4	0	0	0	0	0	0	0	0	32
10	0	21	34	1	0	0	0	0	0	0	0	0	56
11	3	24	51	1	0	0	0	0	0	0	0	0	79
12	0	28	45	2	0	0	0	0	0	0	0	0	75
13	0	27	58	0	0	0	0	0	0	0	0	0	85
14	0	23	48	0	0	0	0	0	0	0	0	0	71
15	1	16	44	2	0	0	0	0	0	0	0	0	63
16	0	30	34	0	0	0	0	0	0	0	0	0	64
17	0	19	42	0	0	0	0	0	0	0	0	0	61
18	0	15	27	1	0	0	0	0	0	0	0	0	43
19	0	7	36	2	1	0	0	0	0	0	0	0	46
20	0	12	29	0	0	0	0	0	0	0	0	0	41
21	0	4	15	0	0	0	0	0	0	0	0	0	19
22	0	2	5	1	0	0	0	0	0	0	0	0	8
23	0	3	5	2	0	0	0	0	0	0	0	0	10
24	0	2	1	0	0	0	0	0	0	0	0	0	3
7-19	4	219	454	13	1	0	0	0	0	0	0	0	691
6-22	4	237	510	14	1	0	0	0	0	0	0	0	766
6-24	4	242	516	16	1	0	0	0	0	0	0	0	779
0-24	4	242	533	18	2	0	0	0	0	0	0	0	799

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Monday 25/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	2	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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	3	0	0	0	0	0	0	0	0	0	0	0	0	3
7	5	0	0	0	0	0	0	0	0	0	0	1	0	6
8	13	3	0	0	0	0	0	0	0	0	0	1	0	17
9	31	12	0	0	0	0	0	0	0	0	0	2	0	45
10	33	3	0	0	1	0	0	0	0	0	0	2	0	39
11	32	7	1	0	0	0	0	0	0	0	0	1	0	41
12	28	12	0	0	1	0	0	0	0	0	0	0	0	41
13	39	8	0	0	0	0	0	0	0	0	0	3	0	50
14	35	13	0	0	0	0	0	0	0	0	0	2	0	50
15	34	10	1	0	0	0	0	0	0	0	0	1	0	46
16	56	7	0	0	1	0	0	0	0	0	0	3	0	67
17	47	13	0	0	0	0	0	0	0	0	0	2	0	62
18	69	12	0	0	0	0	0	0	0	0	0	3	0	84
19	37	3	0	0	0	0	0	0	0	0	0	2	0	42
20	26	4	0	0	0	0	0	0	0	0	0	1	0	31
21	30	1	0	0	0	0	0	0	0	0	0	1	0	32
22	11	2	0	0	0	0	0	0	0	0	0	0	0	13
23	6	0	0	0	1	0	0	0	0	0	0	1	0	8
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	454	103	2	0	3	0	0	0	0	0	0	22	0	584
6-22	526	110	2	0	3	0	0	0	0	0	0	25	0	666
6-24	533	111	2	0	4	0	0	0	0	0	0	26	0	676
0-24	542	113	2	0	4	0	0	0	0	0	0	26	0	687

Direction : WESTBOUND

Monday 25/11/2024	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	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5	3	1	0	0	0	0	0	0	0	0	0	0	0	4
6	14	0	0	0	0	0	0	0	0	0	0	0	0	14
7	29	10	0	0	0	0	0	0	0	0	0	1	0	40
8	56	14	0	0	0	0	0	0	0	0	0	1	0	71
9	86	15	0	0	0	0	0	0	0	0	0	3	0	104
10	64	14	0	0	0	0	0	0	0	0	0	1	0	79
11	46	9	3	1	0	0	0	0	0	0	0	4	0	63
12	59	11	0	0	0	0	0	0	0	0	0	6	0	76
13	63	7	2	0	1	0	0	0	0	0	0	2	0	75
14	46	11	0	0	2	0	0	0	0	0	0	3	0	62
15	54	12	0	0	1	0	0	0	0	0	0	4	0	71
16	50	9	1	0	0	0	0	0	0	0	0	6	0	66
17	46	10	0	0	0	0	1	0	0	0	0	3	0	60
18	63	13	0	0	0	0	0	0	0	0	0	2	0	78
19	48	9	0	0	0	0	0	0	0	0	0	2	0	59
20	35	4	0	0	0	0	0	0	0	0	0	0	0	39
21	25	2	0	0	0	0	0	0	0	0	0	0	0	27
22	7	1	0	0	0	0	0	0	0	0	0	1	0	9
23	9	2	0	0	0	0	0	0	0	0	0	1	0	12
24	1	1	0	0	0	0	0	0	0	0	0	1	0	3
7-19	681	134	6	1	4	0	1	0	0	0	0	37	0	864
6-22	777	151	6	1	4	0	1	0	0	0	0	39	0	979
6-24	787	154	6	1	4	0	1	0	0	0	0	41	0	994
0-24	809	155	6	1	4	0	1	0	0	0	0	41	0	1017

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Monday 25/11/2024	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	3	0	0	0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	1	1	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	0	1	0	0	0	0	0	0	0	0	0	1
6	0	1	2	0	0	0	0	0	0	0	0	0	3
7	0	2	4	0	0	0	0	0	0	0	0	0	6
8	0	5	11	1	0	0	0	0	0	0	0	0	17
9	0	15	29	0	0	1	0	0	0	0	0	0	45
10	1	11	25	1	1	0	0	0	0	0	0	0	39
11	0	11	29	1	0	0	0	0	0	0	0	0	41
12	0	11	28	2	0	0	0	0	0	0	0	0	41
13	0	16	30	4	0	0	0	0	0	0	0	0	50
14	1	12	31	5	1	0	0	0	0	0	0	0	50
15	1	17	27	1	0	0	0	0	0	0	0	0	46
16	0	14	50	3	0	0	0	0	0	0	0	0	67
17	0	14	43	3	2	0	0	0	0	0	0	0	62
18	0	16	65	3	0	0	0	0	0	0	0	0	84
19	0	8	34	0	0	0	0	0	0	0	0	0	42
20	0	6	22	2	1	0	0	0	0	0	0	0	31
21	0	9	20	3	0	0	0	0	0	0	0	0	32
22	0	2	11	0	0	0	0	0	0	0	0	0	13
23	0	4	3	1	0	0	0	0	0	0	0	0	8
24	0	1	0	1	0	0	0	0	0	0	0	0	2
7-19	3	150	402	24	4	1	0	0	0	0	0	0	584
6-22	3	169	459	29	5	1	0	0	0	0	0	0	666
6-24	3	174	462	31	5	1	0	0	0	0	0	0	676
0-24	3	177	469	32	5	1	0	0	0	0	0	0	687

Direction : WESTBOUND

Monday 25/11/2024	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	1	0	0	0	0	0	0	0	2
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	0	0	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	0	3	1	0	0	0	0	0	0	0	0	4
6	0	1	11	2	0	0	0	0	0	0	0	0	14
7	0	7	27	6	0	0	0	0	0	0	0	0	40
8	0	19	49	3	0	0	0	0	0	0	0	0	71
9	0	36	67	1	0	0	0	0	0	0	0	0	104
10	2	30	46	1	0	0	0	0	0	0	0	0	79
11	0	28	35	0	0	0	0	0	0	0	0	0	63
12	0	24	51	1	0	0	0	0	0	0	0	0	76
13	0	28	46	1	0	0	0	0	0	0	0	0	75
14	0	23	39	0	0	0	0	0	0	0	0	0	62
15	0	29	40	2	0	0	0	0	0	0	0	0	71
16	0	23	42	1	0	0	0	0	0	0	0	0	66
17	0	16	43	1	0	0	0	0	0	0	0	0	60
18	1	26	50	1	0	0	0	0	0	0	0	0	78
19	0	21	37	1	0	0	0	0	0	0	0	0	59
20	0	9	30	0	0	0	0	0	0	0	0	0	39
21	0	7	18	2	0	0	0	0	0	0	0	0	27
22	0	4	4	1	0	0	0	0	0	0	0	0	9
23	0	5	5	2	0	0	0	0	0	0	0	0	12
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	3	303	545	13	0	0	0	0	0	0	0	0	864
6-22	3	330	624	22	0	0	0	0	0	0	0	0	979
6-24	3	336	631	24	0	0	0	0	0	0	0	0	994
0-24	3	338	648	27	1	0	0	0	0	0	0	0	1017

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Tuesday 26/11/2024	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	2	1	0	0	0	0	0	0	0	0	0	0	0	3
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	6	0	0	0	0	0	0	0	0	0	0	0	0	6
7	4	3	0	0	0	0	0	0	0	0	0	1	0	8
8	7	6	0	0	0	0	0	0	0	0	0	1	0	14
9	18	8	0	0	0	0	0	0	0	0	0	3	0	29
10	32	5	1	0	0	0	0	0	0	0	0	3	0	41
11	29	7	0	0	0	0	0	0	0	0	0	2	0	38
12	52	6	1	0	0	0	0	0	0	0	0	2	0	61
13	49	13	0	0	0	0	0	0	0	0	0	4	0	66
14	46	5	0	0	0	0	0	0	0	0	0	1	0	52
15	30	4	0	0	0	0	0	0	0	0	0	2	0	36
16	59	10	0	0	0	0	0	0	0	0	0	3	0	72
17	57	9	0	0	0	0	0	0	0	0	0	1	0	67
18	58	15	0	0	0	0	0	0	0	0	0	2	0	75
19	47	3	0	0	0	0	0	0	0	0	0	0	0	50
20	32	3	0	0	0	0	0	0	0	0	0	1	0	36
21	25	3	0	0	0	0	0	0	0	0	0	0	0	28
22	11	1	0	0	0	0	0	0	0	0	0	1	0	13
23	9	0	0	0	0	0	0	0	0	0	0	1	0	10
24	9	0	0	0	0	0	0	0	0	0	0	0	0	9
7-19	484	91	2	0	0	0	0	0	0	0	0	24	0	601
6-22	556	101	2	0	0	0	0	0	0	0	0	27	0	686
6-24	574	101	2	0	0	0	0	0	0	0	0	28	0	705
0-24	587	102	2	0	0	0	0	0	0	0	0	28	0	719

Direction : WESTBOUND

Tuesday 26/11/2024	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	1	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	7	1	0	0	0	0	0	0	0	0	0	0	0	8
6	14	3	0	0	0	0	0	0	0	0	0	0	0	17
7	29	8	0	0	0	0	0	0	0	0	0	1	0	38
8	59	13	0	0	0	0	0	0	0	0	0	0	0	72
9	79	17	0	0	0	0	0	0	0	0	0	5	0	101
10	67	12	1	0	0	0	0	0	0	0	0	2	0	82
11	68	8	0	0	0	0	0	1	0	0	0	4	0	81
12	57	11	0	0	0	0	0	0	0	0	0	3	0	71
13	64	11	0	0	0	0	0	0	0	0	0	2	0	77
14	46	18	0	0	0	0	0	0	0	0	0	4	0	68
15	42	5	0	0	0	0	0	0	0	0	0	2	0	49
16	47	7	0	0	0	0	0	0	0	0	0	4	0	58
17	45	10	1	0	0	0	0	0	0	0	0	1	0	57
18	55	12	0	0	0	0	0	0	0	0	0	2	0	69
19	57	10	0	0	0	0	0	0	0	0	0	3	0	70
20	36	4	0	0	0	0	0	0	0	0	0	1	0	41
21	15	1	0	0	0	0	0	0	0	0	0	1	0	17
22	4	0	0	0	0	0	0	0	0	0	0	1	0	5
23	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24	2	0	0	0	0	0	0	0	0	0	0	1	0	3
7-19	686	134	2	0	0	0	0	1	0	0	0	32	0	855
6-22	770	147	2	0	0	0	0	1	0	0	0	36	0	956
6-24	783	148	2	0	0	0	0	1	0	0	0	37	0	971
0-24	806	152	3	0	0	0	0	1	0	0	0	37	0	999

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Tuesday 26/11/2024	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	0	1	1	0	0	0	0	0	0	0	2
2	0	0	2	1	0	0	0	0	0	0	0	0	3
3	0	1	1	0	0	0	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	4	2	0	0	0	0	0	0	0	0	6
7	1	1	3	2	1	0	0	0	0	0	0	0	8
8	0	3	9	1	1	0	0	0	0	0	0	0	14
9	0	10	15	4	0	0	0	0	0	0	0	0	29
10	1	7	28	5	0	0	0	0	0	0	0	0	41
11	0	8	27	3	0	0	0	0	0	0	0	0	38
12	0	20	39	2	0	0	0	0	0	0	0	0	61
13	1	24	41	0	0	0	0	0	0	0	0	0	66
14	0	22	28	2	0	0	0	0	0	0	0	0	52
15	0	13	21	2	0	0	0	0	0	0	0	0	36
16	0	27	44	0	1	0	0	0	0	0	0	0	72
17	0	13	51	3	0	0	0	0	0	0	0	0	67
18	0	25	49	1	0	0	0	0	0	0	0	0	75
19	0	12	36	2	0	0	0	0	0	0	0	0	50
20	0	3	26	5	2	0	0	0	0	0	0	0	36
21	0	2	24	2	0	0	0	0	0	0	0	0	28
22	0	3	9	1	0	0	0	0	0	0	0	0	13
23	0	0	9	1	0	0	0	0	0	0	0	0	10
24	0	1	5	3	0	0	0	0	0	0	0	0	9
7-19	2	184	388	25	2	0	0	0	0	0	0	0	601
6-22	3	193	450	35	5	0	0	0	0	0	0	0	686
6-24	3	194	464	39	5	0	0	0	0	0	0	0	705
0-24	3	195	471	44	6	0	0	0	0	0	0	0	719

Direction : WESTBOUND

Tuesday 26/11/2024	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	1	1	0	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	8	0	0	0	0	0	0	0	0	0	8
6	0	3	11	3	0	0	0	0	0	0	0	0	17
7	0	8	27	3	0	0	0	0	0	0	0	0	38
8	2	12	55	2	1	0	0	0	0	0	0	0	72
9	0	29	70	2	0	0	0	0	0	0	0	0	101
10	0	29	48	5	0	0	0	0	0	0	0	0	82
11	0	29	51	1	0	0	0	0	0	0	0	0	81
12	0	33	36	2	0	0	0	0	0	0	0	0	71
13	1	33	42	1	0	0	0	0	0	0	0	0	77
14	0	32	35	1	0	0	0	0	0	0	0	0	68
15	1	17	31	0	0	0	0	0	0	0	0	0	49
16	1	20	36	1	0	0	0	0	0	0	0	0	58
17	0	20	37	0	0	0	0	0	0	0	0	0	57
18	0	21	48	0	0	0	0	0	0	0	0	0	69
19	0	26	41	3	0	0	0	0	0	0	0	0	70
20	0	14	27	0	0	0	0	0	0	0	0	0	41
21	0	8	9	0	0	0	0	0	0	0	0	0	17
22	0	0	5	0	0	0	0	0	0	0	0	0	5
23	0	4	7	1	0	0	0	0	0	0	0	0	12
24	0	1	2	0	0	0	0	0	0	0	0	0	3
7-19	5	301	530	18	1	0	0	0	0	0	0	0	855
6-22	5	331	598	21	1	0	0	0	0	0	0	0	956
6-24	5	336	607	22	1	0	0	0	0	0	0	0	971
0-24	5	339	628	26	1	0	0	0	0	0	0	0	999

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Wednesday 27/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	2	0	0	0	1	0	0	0	0	0	0	0	0	3
2	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	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	4	0	0	0	0	0	0	0	0	0	0	0	0	4
7	7	1	0	0	0	0	0	0	0	0	0	1	0	9
8	15	5	0	0	0	0	0	0	0	0	0	2	0	22
9	36	10	0	0	0	0	0	0	0	0	0	3	0	49
10	48	6	0	0	0	0	0	0	0	0	0	2	0	56
11	30	9	0	0	0	0	0	0	0	0	0	2	0	41
12	32	6	0	0	0	0	0	0	0	0	0	3	0	41
13	33	9	0	0	0	0	0	0	0	0	0	3	0	45
14	35	10	0	0	0	0	0	0	0	0	0	3	0	48
15	42	7	0	0	0	0	0	0	0	0	0	2	0	51
16	62	3	0	0	0	0	0	0	0	0	0	2	0	67
17	66	6	0	0	1	0	0	0	0	0	0	1	0	74
18	55	9	0	0	0	0	0	0	0	0	0	2	0	66
19	48	5	0	0	0	0	0	0	0	0	0	2	0	55
20	31	5	0	0	0	0	0	0	0	0	0	1	0	37
21	23	1	0	0	0	0	0	0	0	0	0	0	0	24
22	16	1	0	0	0	0	0	0	0	0	0	1	0	18
23	14	0	0	0	0	0	0	0	0	0	0	1	0	15
24	7	0	0	0	1	0	0	0	0	0	0	0	0	8
7-19	502	85	0	0	1	0	0	0	0	0	0	27	0	615
6-22	579	93	0	0	1	0	0	0	0	0	0	30	0	703
6-24	600	93	0	0	2	0	0	0	0	0	0	31	0	726
0-24	609	94	0	0	3	0	0	0	0	0	0	31	0	737

Direction : WESTBOUND

Wednesday 27/11/2024	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	1	0	0	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	2	1	0	0	0	0	0	0	0	0	0	0	0	3
6	16	4	0	0	0	0	0	0	0	0	0	0	0	20
7	26	9	0	0	0	0	0	0	0	0	0	1	0	36
8	62	13	0	0	0	0	0	1	0	0	0	1	0	77
9	92	18	0	0	0	0	0	0	0	0	0	3	0	113
10	72	17	0	0	0	0	0	0	0	0	0	5	0	94
11	63	12	0	0	0	0	0	0	0	0	0	3	0	78
12	56	10	0	0	2	0	0	0	0	0	0	1	0	69
13	45	9	0	0	0	0	0	0	0	0	0	3	0	57
14	48	14	0	0	0	0	0	0	0	0	0	2	0	64
15	55	5	0	0	0	0	0	1	0	0	0	2	0	63
16	56	8	0	0	0	0	0	0	0	0	0	5	0	69
17	68	10	0	0	0	0	0	0	0	0	0	1	0	79
18	55	9	0	0	0	0	0	0	0	0	0	3	0	67
19	75	4	0	0	0	0	0	0	0	0	0	2	0	81
20	27	2	0	0	0	0	0	0	0	0	0	0	0	29
21	19	4	0	0	0	0	0	0	0	0	0	0	0	23
22	14	3	0	0	0	0	0	0	0	0	0	1	0	18
23	9	1	0	0	0	0	0	0	0	0	0	1	0	11
24	2	1	0	0	0	0	0	0	0	0	0	1	0	4
7-19	747	129	0	0	2	0	0	2	0	0	0	31	0	911
6-22	833	147	0	0	2	0	0	2	0	0	0	33	0	1017
6-24	844	149	0	0	2	0	0	2	0	0	0	35	0	1032
0-24	864	154	1	0	2	0	0	2	0	0	0	35	0	1058

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

Wednesday 27/11/2024	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	3	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	1
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	1	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	1	6	1	1	0	0	0	0	0	0	0	9
8	0	2	18	1	1	0	0	0	0	0	0	0	22
9	2	14	33	0	0	0	0	0	0	0	0	0	49
10	0	17	39	0	0	0	0	0	0	0	0	0	56
11	0	15	22	4	0	0	0	0	0	0	0	0	41
12	0	15	25	1	0	0	0	0	0	0	0	0	41
13	0	10	33	2	0	0	0	0	0	0	0	0	45
14	0	13	33	2	0	0	0	0	0	0	0	0	48
15	0	16	35	0	0	0	0	0	0	0	0	0	51
16	0	20	44	3	0	0	0	0	0	0	0	0	67
17	0	21	53	0	0	0	0	0	0	0	0	0	74
18	0	19	45	2	0	0	0	0	0	0	0	0	66
19	0	16	39	0	0	0	0	0	0	0	0	0	55
20	0	5	29	3	0	0	0	0	0	0	0	0	37
21	0	7	17	0	0	0	0	0	0	0	0	0	24
22	0	5	11	1	1	0	0	0	0	0	0	0	18
23	0	1	12	1	0	1	0	0	0	0	0	0	15
24	0	3	5	0	0	0	0	0	0	0	0	0	8
7-19	2	178	419	15	1	0	0	0	0	0	0	0	615
6-22	2	196	482	20	3	0	0	0	0	0	0	0	703
6-24	2	200	499	21	3	1	0	0	0	0	0	0	726
0-24	2	201	508	22	3	1	0	0	0	0	0	0	737

Direction : WESTBOUND

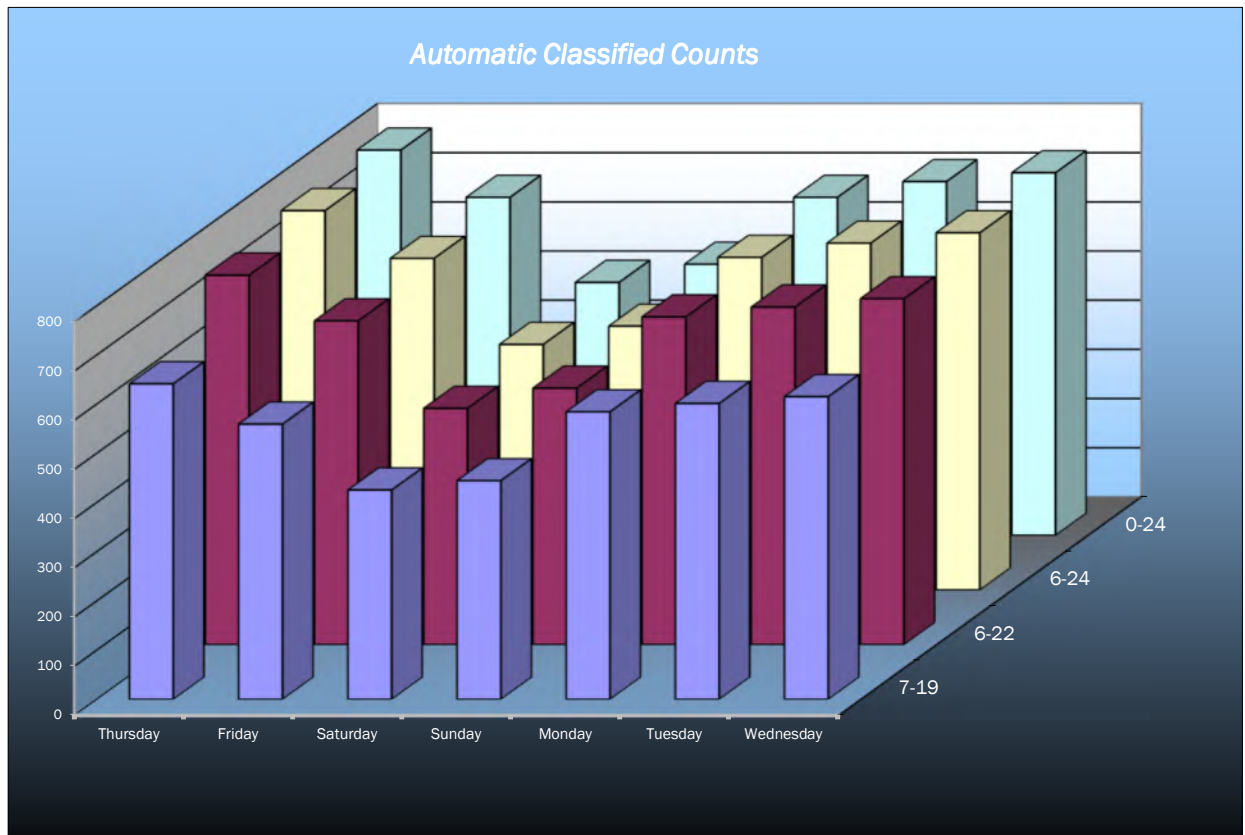
Wednesday 27/11/2024	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	2	0	1	0	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	2	1	0	0	0	0	0	0	0	0	3
6	0	3	15	2	0	0	0	0	0	0	0	0	20
7	0	6	27	3	0	0	0	0	0	0	0	0	36
8	0	16	58	3	0	0	0	0	0	0	0	0	77
9	2	35	71	5	0	0	0	0	0	0	0	0	113
10	0	31	62	1	0	0	0	0	0	0	0	0	94
11	0	20	57	1	0	0	0	0	0	0	0	0	78
12	0	23	46	0	0	0	0	0	0	0	0	0	69
13	2	21	31	3	0	0	0	0	0	0	0	0	57
14	0	16	48	0	0	0	0	0	0	0	0	0	64
15	0	22	40	1	0	0	0	0	0	0	0	0	63
16	0	23	45	1	0	0	0	0	0	0	0	0	69
17	0	22	56	1	0	0	0	0	0	0	0	0	79
18	0	20	47	0	0	0	0	0	0	0	0	0	67
19	0	32	47	2	0	0	0	0	0	0	0	0	81
20	0	11	17	1	0	0	0	0	0	0	0	0	29
21	0	7	16	0	0	0	0	0	0	0	0	0	23
22	0	5	13	0	0	0	0	0	0	0	0	0	18
23	0	5	6	0	0	0	0	0	0	0	0	0	11
24	0	2	2	0	0	0	0	0	0	0	0	0	4
7-19	4	281	608	18	0	0	0	0	0	0	0	0	911
6-22	4	310	681	22	0	0	0	0	0	0	0	0	1017
6-24	4	317	689	22	0	0	0	0	0	0	0	0	1032
0-24	4	322	706	26	0	0	0	0	0	0	0	0	1058

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	4	5	6	7	4	2	3	4	4
2	1	3	1	3	0	3	1	2	2
3	4	0	3	2	3	2	1	2	2
4	1	1	3	0	0	0	1	1	1
5	1	2	1	0	1	1	1	1	1
6	1	2	1	3	3	6	4	3	3
7	7	9	5	3	6	8	9	8	7
8	17	22	11	5	17	14	22	18	15
9	50	37	18	12	45	29	49	42	34
10	51	31	20	17	39	41	56	44	36
11	30	54	41	32	41	38	41	41	40
12	39	33	44	42	41	61	41	43	43
13	44	42	41	64	50	66	45	49	50
14	47	46	33	59	50	52	48	49	48
15	47	45	27	44	46	36	51	45	42
16	78	67	44	50	67	72	67	70	64
17	99	60	66	50	62	67	74	72	68
18	85	71	37	32	84	75	66	76	64
19	54	51	43	37	42	50	55	50	47
20	51	43	18	37	31	36	37	40	36
21	34	31	17	21	32	28	24	30	27
22	18	16	15	16	13	13	18	16	16
23	11	11	13	8	8	10	15	11	11
24	9	5	6	7	2	9	8	7	7
7-19	641	559	425	444	584	601	615	600	553
6-22	751	658	480	521	666	686	703	693	638
6-24	771	674	499	536	676	705	726	710	655
0-24	783	687	514	551	687	719	737	723	668

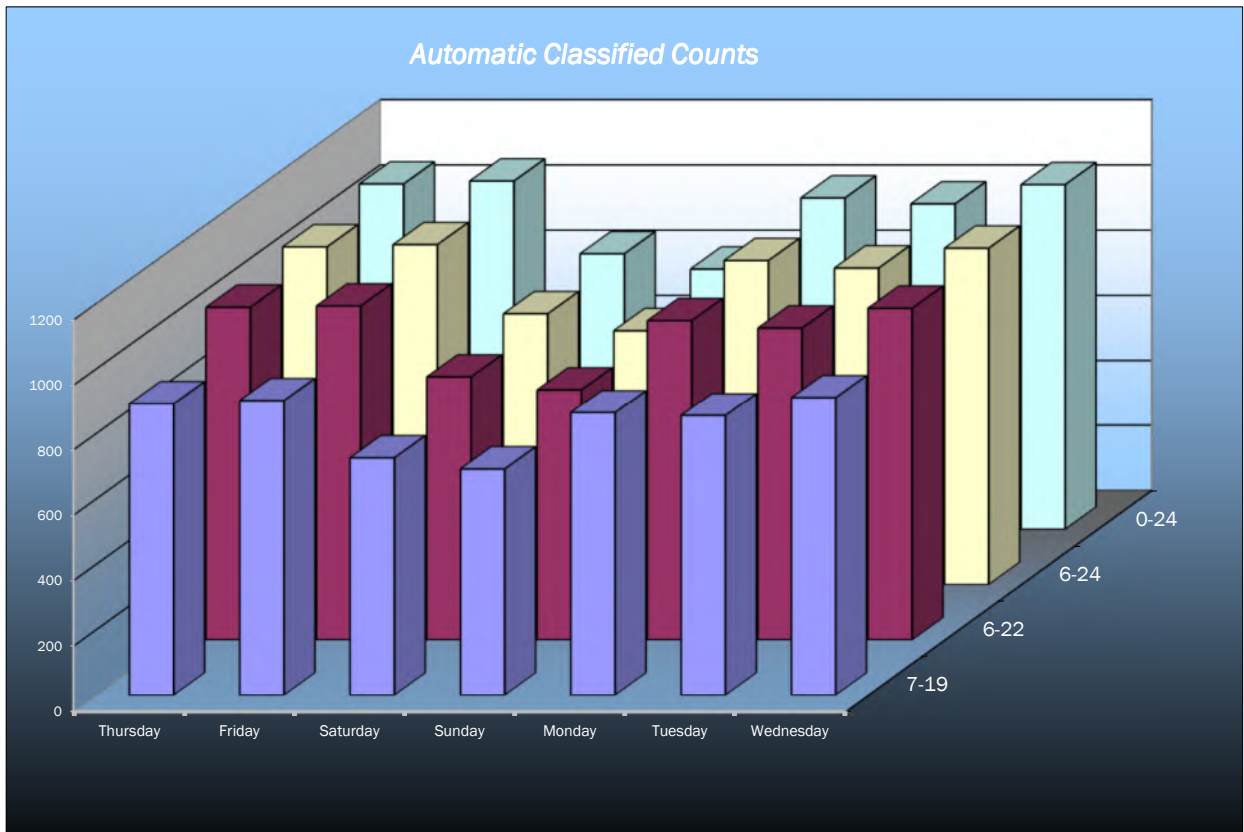


LOCATION: YSGUBORWEN ROAD

Direction : WESTBOUND

WESTBOUND									
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24	WEEKDAY AVERAGE	WEEK AVERAGE
1	2	2	2	7	2	1	0	1	2
2	2	5	3	4	1	2	3	3	3
3	0	0	2	1	0	0	0	0	0
4	1	1	1	1	2	0	0	1	1
5	3	7	1	3	4	8	3	5	4
6	16	11	6	4	14	17	20	16	13
7	39	32	10	7	40	38	36	37	29
8	73	80	24	16	71	72	77	75	59
9	129	97	53	32	104	101	113	109	90
10	67	85	61	56	79	82	94	81	75
11	65	66	73	79	63	81	78	71	72
12	71	65	89	75	76	71	69	70	74
13	67	82	66	85	75	77	57	72	73
14	60	59	64	71	62	68	64	63	64
15	75	64	66	63	71	49	63	64	64
16	76	93	55	64	66	58	69	72	69
17	69	71	67	61	60	57	79	67	66
18	79	73	55	43	78	69	67	73	66
19	61	67	52	46	59	70	81	68	62
20	42	47	30	41	39	41	29	40	38
21	28	25	25	19	27	17	23	24	23
22	19	18	16	8	9	5	18	14	13
23	8	11	16	10	12	12	11	11	11
24	8	8	9	3	3	3	4	5	5

7-19	892	902	725	691	864	855	911	885	834
6-22	1020	1024	806	766	979	956	1017	999	938
6-24	1036	1043	831	779	994	971	1032	1015	955
0-24	1060	1069	846	799	1017	999	1058	1041	978



Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
1	26.1	23.5	28.4	24.1	23.0	35.5	25.5
2	25.5	25.5	15.5	22.2	-	28.0	25.5
3	27.4	-	25.5	15.5	24.7	20.5	15.5
4	25.5	15.5	24.7	-	-	-	25.5
5	33.0	25.5	25.5	-	25.5	33.0	33.0
6	25.5	25.5	25.5	28.0	22.2	28.0	25.5
7	25.5	28.6	24.0	24.7	22.2	25.2	26.6
8	25.1	25.2	22.8	21.5	23.0	24.8	25.5
9	21.7	21.7	24.1	21.3	22.6	23.1	21.8
10	22.6	21.9	22.9	24.5	22.7	24.2	22.5
11	21.1	23.0	23.3	23.4	23.0	24.0	22.6
12	22.7	24.3	22.3	23.7	23.2	22.5	22.0
13	22.7	22.3	23.7	22.9	22.9	21.6	23.6
14	23.1	23.5	21.9	24.2	23.7	21.6	23.1
15	21.2	23.4	22.9	23.3	21.5	22.3	22.4
16	20.9	23.4	22.3	21.9	23.7	21.9	22.9
17	22.8	23.0	21.8	23.1	24.0	23.9	22.7
18	23.4	22.8	22.5	26.8	23.9	22.3	22.8
19	23.9	23.4	22.8	23.7	23.6	23.4	22.6
20	24.0	24.5	24.9	23.4	24.5	26.4	24.8
21	25.8	25.2	23.1	25.7	23.4	25.3	22.6
22	26.5	23.6	25.7	26.4	24.0	23.8	23.8
23	24.4	24.4	24.5	25.2	21.4	26.3	26.5
24	23.8	25.0	27.6	22.6	24.3	26.9	21.8
10-12	21.9	23.7	22.8	23.5	23.1	23.2	22.3
14-16	21.1	23.4	22.6	22.6	22.6	22.1	22.6
0-24	24.3	23.7	23.7	23.6	23.3	25.0	23.8

85TH PERCENTILE							
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
1	35.3	28.0	36.4	27.9	28.0	39.0	25.5
2	-	25.5	-	27.9	-	32.3	-
3	31.1	-	25.5	15.5	33.4	27.6	-
4	-	-	33.4	-	-	-	-
5	-	25.5	-	-	-	-	-
6	-	25.5	-	32.3	27.9	31.9	25.5
7	33.8	36.3	33.3	40.5	27.3	35.7	32.7
8	32.5	29.9	27.4	27.0	28.3	31.0	29.9
9	26.8	26.6	29.4	26.5	28.2	29.2	27.5
10	27.2	27.2	28.1	30.3	28.8	30.0	27.1
11	26.6	27.7	28.8	28.9	27.7	28.9	28.4
12	28.3	27.6	27.0	28.7	28.2	27.6	27.2
13	27.6	27.4	28.3	28.1	28.4	26.8	28.3
14	28.4	27.9	26.7	29.2	29.9	27.0	28.0
15	26.2	27.9	29.5	28.2	27.2	27.8	27.0
16	26.3	27.5	27.3	27.0	28.3	27.1	27.9
17	27.4	28.1	26.9	27.7	29.4	28.3	27.2
18	28.5	28.3	28.3	31.3	28.2	27.2	27.7
19	28.5	28.5	28.0	28.5	27.6	28.1	27.2
20	29.2	29.5	30.4	28.7	29.7	31.4	29.0
21	29.4	29.7	27.5	29.0	28.9	28.7	27.2
22	34.3	27.7	30.8	29.0	27.7	28.9	30.1
23	29.3	29.3	29.0	29.9	28.2	28.6	32.2
24	30.8	31.2	32.7	27.5	36.6	32.5	26.9
10-12	27.4	27.6	27.9	28.8	28.0	28.2	27.8
14-16	26.3	27.7	28.4	27.6	27.7	27.5	27.5
0-24	29.4	28.3	29.3	28.6	28.9	29.8	28.1

7 DAY AVERAGE SPEED	23.9
7 DAY AVERAGE 85th PERCENTILE	28.9

5 DAY OFF PEAK AVERAGE SPEED	22.6
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	27.6

LOCATION: YSGUBORWEN ROAD

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
1	15.5	15.5	25.5	25.5	31.8	25.5	-
2	25.5	26.5	25.5	27.4	25.5	29.3	21.3
3	-	-	20.5	25.5	-	-	-
4	15.5	15.5	25.5	38.0	20.5	-	-
5	28.0	25.5	33.0	28.0	27.4	25.5	28.0
6	24.9	25.7	25.5	25.5	25.9	25.1	24.8
7	24.0	24.3	23.5	25.5	24.9	24.0	24.5
8	22.8	23.7	23.6	24.3	23.1	23.7	23.7
9	21.8	22.5	23.5	24.3	22.1	22.8	22.4
10	22.0	22.4	23.0	21.9	21.3	22.4	22.3
11	22.1	23.5	22.9	21.8	21.1	22.0	23.0
12	21.7	22.1	21.5	22.0	22.4	21.1	22.2
13	22.8	22.0	21.6	22.3	21.9	21.1	21.5
14	22.3	22.1	21.8	22.3	21.8	20.9	23.0
15	21.1	22.8	21.5	22.9	21.6	21.6	22.1
16	20.8	21.7	21.7	20.8	22.1	21.8	22.3
17	21.7	22.3	21.5	22.4	23.0	22.0	22.8
18	22.3	22.0	22.2	22.2	22.0	22.5	22.5
19	21.0	23.0	23.1	24.6	22.1	22.1	21.7
20	24.6	23.0	23.1	22.6	23.2	22.1	22.0
21	24.0	24.3	23.6	23.4	23.5	20.8	22.5
22	23.4	22.0	22.5	23.9	21.9	25.5	22.7
23	21.8	22.8	24.4	24.0	22.6	22.8	21.0
24	21.8	21.8	23.0	18.8	22.2	22.2	20.5
10-12	21.9	22.8	22.2	21.9	21.7	21.5	22.6
14-16	20.9	22.2	21.6	21.8	21.9	21.7	22.2
0-24	22.2	22.5	23.5	24.2	23.2	23.0	22.7

85TH PERCENTILE							
Hr Ending	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
1	15.5	15.5	25.5	25.5	40.6	-	-
2	25.5	33.7	25.5	31.1	-	34.6	31.4
3	-	-	27.6	-	-	-	-
4	-	-	-	-	27.6	-	-
5	32.3	25.5	-	32.3	31.1	25.5	32.3
6	27.4	31.8	25.5	25.5	29.9	30.5	29.3
7	28.8	29.6	27.7	25.5	30.0	28.9	29.0
8	27.7	28.5	28.9	27.7	28.0	29.0	28.2
9	26.9	27.3	28.1	29.6	27.0	27.5	28.0
10	27.0	27.7	27.6	27.0	26.9	27.9	27.1
11	26.9	28.0	27.3	27.5	26.1	27.0	27.6
12	26.6	27.1	26.6	27.1	27.3	26.4	26.9
13	27.5	27.3	26.5	27.0	26.9	26.5	27.7
14	27.0	27.1	26.6	27.0	26.7	26.1	27.4
15	26.5	27.7	26.8	28.1	26.9	27.0	27.1
16	26.2	26.7	26.6	25.8	27.1	27.3	27.2
17	26.8	27.0	26.4	27.1	27.6	26.8	27.5
18	27.4	27.2	27.0	27.3	27.2	27.1	27.1
19	26.3	28.2	27.7	29.1	27.1	27.4	26.9
20	28.8	28.3	29.2	27.2	27.5	26.9	27.3
21	28.2	27.6	29.3	27.6	28.7	25.9	27.2
22	27.6	27.7	29.5	29.8	28.4	25.5	27.3
23	26.9	27.4	29.8	30.6	29.4	28.6	26.2
24	26.9	26.9	29.1	24.6	27.9	27.9	26.3
10-12	26.7	27.5	27.0	27.3	26.7	26.7	27.2
14-16	26.3	27.2	26.7	27.0	27.0	27.1	27.1
0-24	26.9	27.4	27.5	27.7	28.4	27.6	27.9

7 DAY AVERAGE SPEED	23.1
7 DAY AVERAGE 85th PERCENTILE	27.6

5 DAY OFF PEAK AVERAGE SPEED	22.0
5 DAY OFF PEAK AVERAGE 85th PERCENTILE	27.0

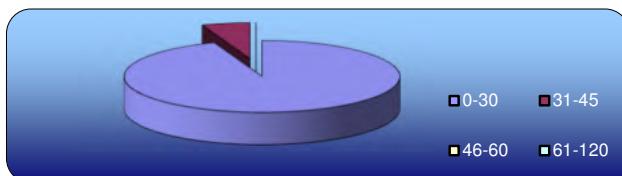
Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

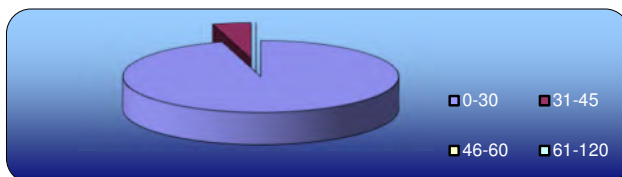
Direction : EASTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
0-30	739	656	485	513	649	669	711
31-45	44	31	29	38	38	50	26
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	783	687	514	551	687	719	737

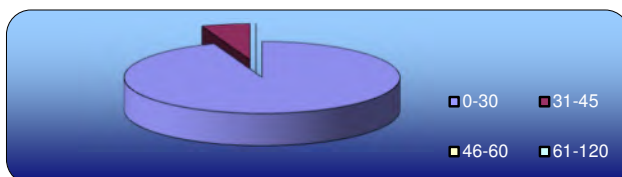
Thursday
21-Nov-24



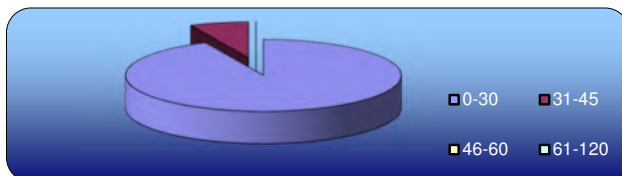
Friday
22-Nov-24



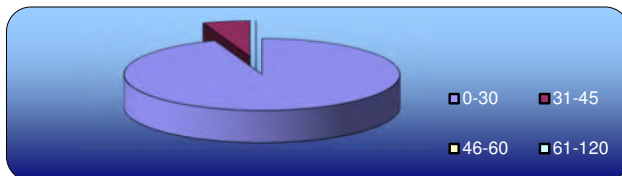
Saturday
23-Nov-24



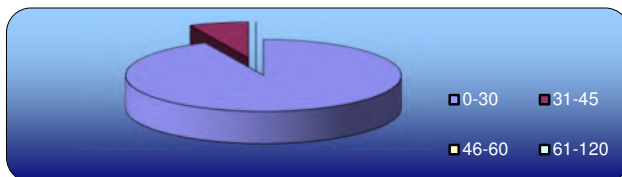
Sunday
24-Nov-24



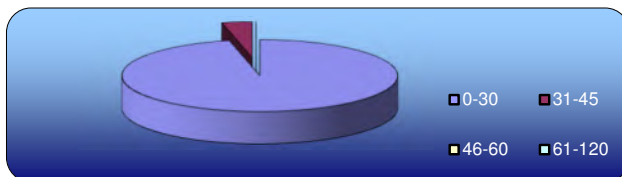
Monday
25-Nov-24



Tuesday
26-Nov-24



Wednesday
27-Nov-24

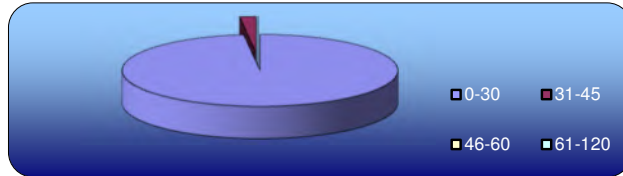


LOCATION: YSGUBORWEN ROAD

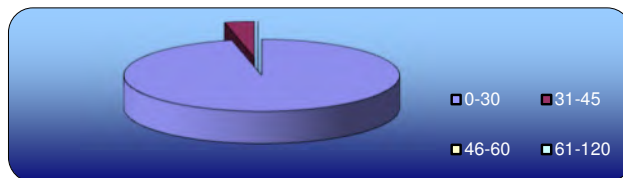
Direction : WESTBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 21-Nov-24	Friday 22-Nov-24	Saturday 23-Nov-24	Sunday 24-Nov-24	Monday 25-Nov-24	Tuesday 26-Nov-24	Wednesday 27-Nov-24
0-30	1040	1032	826	779	989	972	1032
31-45	20	37	20	20	28	27	26
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	1060	1069	846	799	1017	999	1058

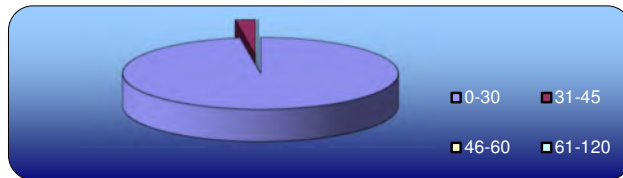
Thursday
21-Nov-24



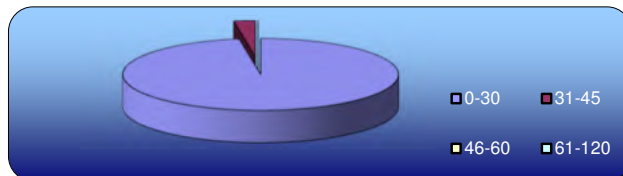
Friday
22-Nov-24



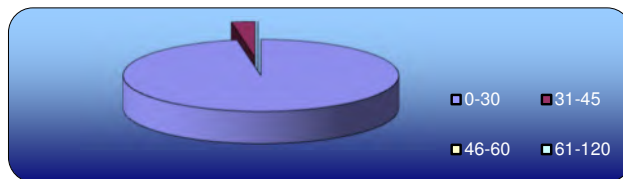
Saturday
23-Nov-24



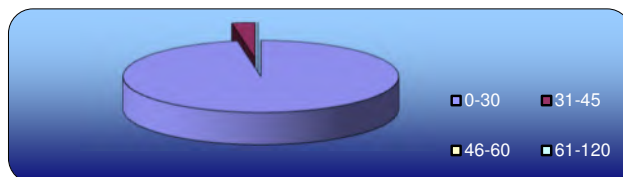
Sunday
24-Nov-24



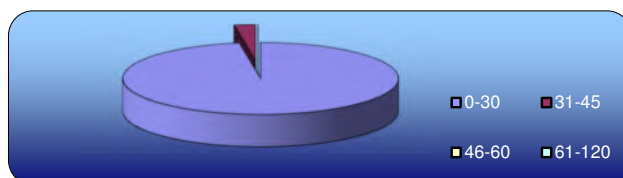
Monday
25-Nov-24



Tuesday
26-Nov-24



Wednesday
27-Nov-24

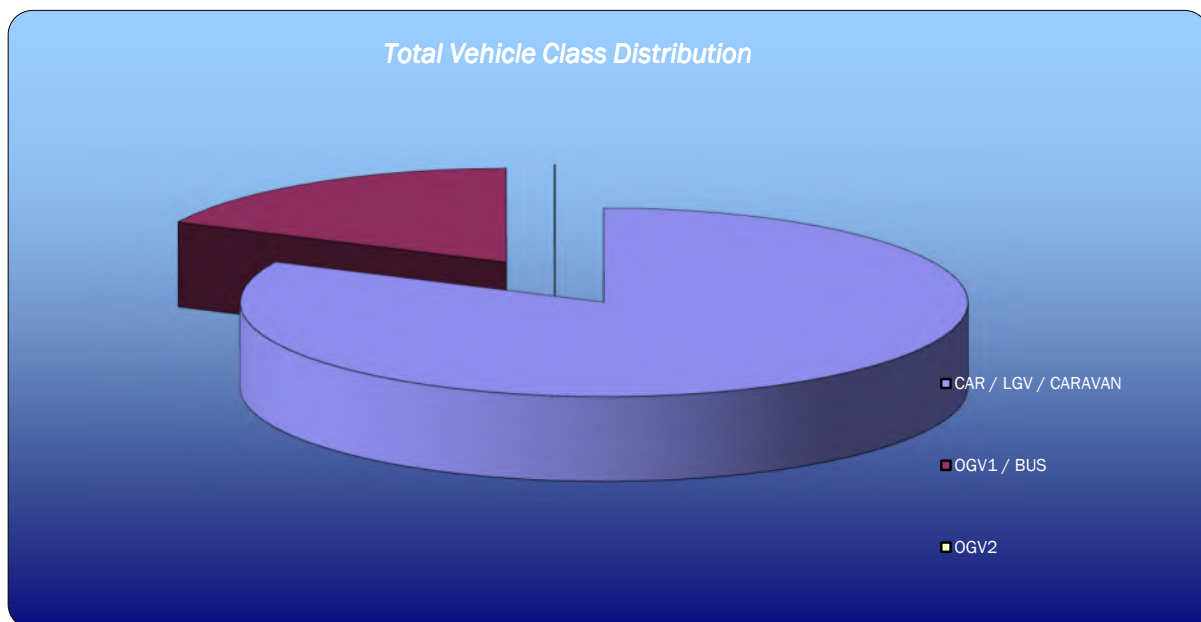


Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : EASTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
21-Nov-24				
7-19	522	119	0	641
6-22	617	134	0	751
6-24	635	136	0	771
0-24	644	139	0	783
22-Nov-24				
7-19	456	102	1	559
6-22	540	117	1	658
6-24	552	121	1	674
0-24	564	122	1	687
23-Nov-24				
7-19	364	61	0	425
6-22	409	71	0	480
6-24	427	72	0	499
0-24	441	73	0	514
24-Nov-24				
7-19	392	52	0	444
6-22	462	59	0	521
6-24	474	62	0	536
0-24	489	62	0	551
25-Nov-24				
7-19	454	130	0	584
6-22	526	140	0	666
6-24	533	143	0	676
0-24	542	145	0	687
26-Nov-24				
7-19	484	117	0	601
6-22	556	130	0	686
6-24	574	131	0	705
0-24	587	132	0	719
27-Nov-24				
7-19	502	113	0	615
6-22	579	124	0	703
6-24	600	126	0	726
0-24	609	128	0	737
AVERAGE				
7-19	453	99	0	553
6-22	527	111	0	638
6-24	542	113	0	655
0-24	554	114	0	668



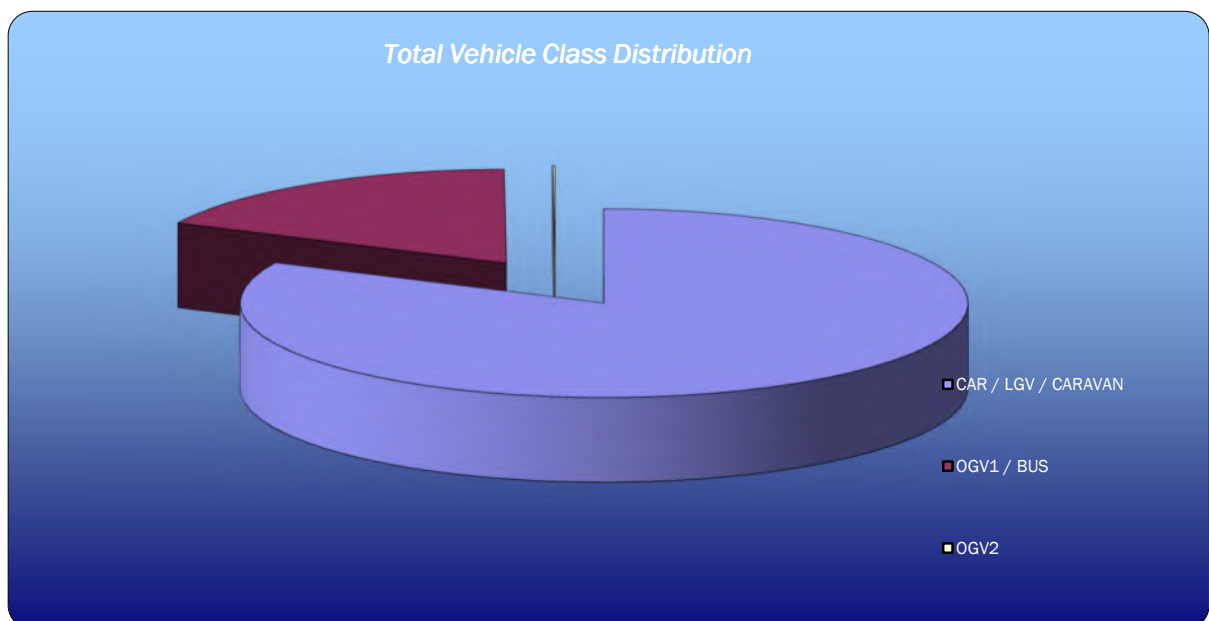
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Dwygyfylchi

LOCATION: YSGUBORWEN ROAD

Direction : WESTBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
21-Nov-24				
7-19	727	164	1	892
6-22	830	189	1	1020
6-24	843	192	1	1036
0-24	863	196	1	1060
22-Nov-24				
7-19	735	166	1	902
6-22	832	191	1	1024
6-24	846	196	1	1043
0-24	868	200	1	1069
23-Nov-24				
7-19	606	119	0	725
6-22	680	126	0	806
6-24	702	129	0	831
0-24	712	134	0	846
24-Nov-24				
7-19	609	82	0	691
6-22	674	92	0	766
6-24	685	94	0	779
0-24	703	96	0	799
25-Nov-24				
7-19	681	182	1	864
6-22	777	201	1	979
6-24	787	206	1	994
0-24	809	207	1	1017
26-Nov-24				
7-19	686	168	1	855
6-22	770	185	1	956
6-24	783	187	1	971
0-24	806	192	1	999
27-Nov-24				
7-19	747	162	2	911
6-22	833	182	2	1017
6-24	844	186	2	1032
0-24	864	192	2	1058
AVERAGE				
7-19	684	149	1	834
6-22	771	167	1	938
6-24	784	170	1	955
0-24	804	174	1	978



Calculation Reference: AUDIT-733101-241203-1200

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	HI HIGHLAND	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:

10 to 40 (units:)

Range Selected by User:

6 to 40 (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 05/06/23

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

Selected survey days:

Wednesday

3 days

Thursday

1 days

Friday

1 days

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

Selected survey types:

Manual count

5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)

2

Edge of Town

2

Neighbourhood Centre (PPS6 Local Centre)

1

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

Selected Location Sub Categories:

Residential Zone

4

Village

1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included

9 days - Selected

Servicing vehicles Excluded

15 days - Selected

Secondary Filtering selection:

Use Class:

C3

5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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	2 days
No	3 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES	DORSET
	Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22		Survey Type: MANUAL
2	HI -03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	SEMI -DETACHED & TERRACED	HIGHLAND
3	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: THURSDAY 19/09/19		Survey Type: MANUAL
4	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE
5	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17		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
AC-03-A-04	Zero trips in PM
AC-03-A-05	Covid survey
CA-03-A-07	Covid survey

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): 1.80

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	5	31	0.091	5	31	0.383	5	31	0.474
08:00 - 09:00	5	31	0.195	5	31	0.403	5	31	0.598
09:00 - 10:00	5	31	0.156	5	31	0.169	5	31	0.325
10:00 - 11:00	5	31	0.117	5	31	0.162	5	31	0.279
11:00 - 12:00	5	31	0.149	5	31	0.182	5	31	0.331
12:00 - 13:00	5	31	0.169	5	31	0.188	5	31	0.357
13:00 - 14:00	5	31	0.130	5	31	0.097	5	31	0.227
14:00 - 15:00	5	31	0.136	5	31	0.175	5	31	0.311
15:00 - 16:00	5	31	0.247	5	31	0.110	5	31	0.357
16:00 - 17:00	5	31	0.221	5	31	0.169	5	31	0.390
17:00 - 18:00	5	31	0.351	5	31	0.149	5	31	0.500
18:00 - 19:00	5	31	0.227	5	31	0.162	5	31	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.189			2.349			4.538

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:

10 - 40 (units:)

Survey date date range:

01/01/16 - 05/06/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

3

Surveys manually removed from selection:

3

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	5	31	0.013	5	31	0.006	5	31	0.019
08:00 - 09:00	5	31	0.006	5	31	0.013	5	31	0.019
09:00 - 10:00	5	31	0.000	5	31	0.000	5	31	0.000
10:00 - 11:00	5	31	0.000	5	31	0.000	5	31	0.000
11:00 - 12:00	5	31	0.006	5	31	0.006	5	31	0.012
12:00 - 13:00	5	31	0.006	5	31	0.006	5	31	0.012
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.000	5	31	0.000	5	31	0.000
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.006	5	31	0.006	5	31	0.012
17:00 - 18:00	5	31	0.006	5	31	0.006	5	31	0.012
18:00 - 19:00	5	31	0.006	5	31	0.006	5	31	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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	5	31	0.000	5	31	0.000	5	31	0.000
08:00 - 09:00	5	31	0.006	5	31	0.000	5	31	0.006
09:00 - 10:00	5	31	0.013	5	31	0.013	5	31	0.026
10:00 - 11:00	5	31	0.000	5	31	0.000	5	31	0.000
11:00 - 12:00	5	31	0.006	5	31	0.019	5	31	0.025
12:00 - 13:00	5	31	0.000	5	31	0.000	5	31	0.000
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.000	5	31	0.000	5	31	0.000
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.000	5	31	0.000	5	31	0.000
17:00 - 18:00	5	31	0.006	5	31	0.006	5	31	0.012
18:00 - 19:00	5	31	0.000	5	31	0.000	5	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.038			0.069

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

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

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	5	31	0.000	5	31	0.000	5	31	0.000
08:00 - 09:00	5	31	0.006	5	31	0.006	5	31	0.012
09:00 - 10:00	5	31	0.000	5	31	0.000	5	31	0.000
10:00 - 11:00	5	31	0.000	5	31	0.000	5	31	0.000
11:00 - 12:00	5	31	0.000	5	31	0.000	5	31	0.000
12:00 - 13:00	5	31	0.000	5	31	0.000	5	31	0.000
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.006	5	31	0.006	5	31	0.012
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.000	5	31	0.000	5	31	0.000
17:00 - 18:00	5	31	0.000	5	31	0.000	5	31	0.000
18:00 - 19:00	5	31	0.000	5	31	0.000	5	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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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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	5	31	0.000	5	31	0.013	5	31	0.013
08:00 - 09:00	5	31	0.006	5	31	0.019	5	31	0.025
09:00 - 10:00	5	31	0.000	5	31	0.026	5	31	0.026
10:00 - 11:00	5	31	0.013	5	31	0.000	5	31	0.013
11:00 - 12:00	5	31	0.000	5	31	0.013	5	31	0.013
12:00 - 13:00	5	31	0.006	5	31	0.006	5	31	0.012
13:00 - 14:00	5	31	0.000	5	31	0.013	5	31	0.013
14:00 - 15:00	5	31	0.013	5	31	0.000	5	31	0.013
15:00 - 16:00	5	31	0.019	5	31	0.006	5	31	0.025
16:00 - 17:00	5	31	0.026	5	31	0.000	5	31	0.026
17:00 - 18:00	5	31	0.019	5	31	0.013	5	31	0.032
18:00 - 19:00	5	31	0.006	5	31	0.006	5	31	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.115			0.223

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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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	5	31	0.130	5	31	0.552	5	31	0.682
08:00 - 09:00	5	31	0.227	5	31	0.591	5	31	0.818
09:00 - 10:00	5	31	0.201	5	31	0.227	5	31	0.428
10:00 - 11:00	5	31	0.136	5	31	0.247	5	31	0.383
11:00 - 12:00	5	31	0.169	5	31	0.221	5	31	0.390
12:00 - 13:00	5	31	0.221	5	31	0.240	5	31	0.461
13:00 - 14:00	5	31	0.162	5	31	0.117	5	31	0.279
14:00 - 15:00	5	31	0.162	5	31	0.221	5	31	0.383
15:00 - 16:00	5	31	0.403	5	31	0.143	5	31	0.546
16:00 - 17:00	5	31	0.292	5	31	0.247	5	31	0.539
17:00 - 18:00	5	31	0.526	5	31	0.201	5	31	0.727
18:00 - 19:00	5	31	0.266	5	31	0.201	5	31	0.467
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.895			3.208			6.103

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	5	31	0.045	5	31	0.039	5	31	0.084
08:00 - 09:00	5	31	0.058	5	31	0.253	5	31	0.311
09:00 - 10:00	5	31	0.071	5	31	0.032	5	31	0.103
10:00 - 11:00	5	31	0.013	5	31	0.026	5	31	0.039
11:00 - 12:00	5	31	0.019	5	31	0.065	5	31	0.084
12:00 - 13:00	5	31	0.065	5	31	0.045	5	31	0.110
13:00 - 14:00	5	31	0.045	5	31	0.078	5	31	0.123
14:00 - 15:00	5	31	0.071	5	31	0.052	5	31	0.123
15:00 - 16:00	5	31	0.195	5	31	0.104	5	31	0.299
16:00 - 17:00	5	31	0.052	5	31	0.039	5	31	0.091
17:00 - 18:00	5	31	0.039	5	31	0.026	5	31	0.065
18:00 - 19:00	5	31	0.071	5	31	0.019	5	31	0.090
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.744			0.778			1.522

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	5	31	0.019	5	31	0.006	5	31	0.025
08:00 - 09:00	5	31	0.000	5	31	0.019	5	31	0.019
09:00 - 10:00	5	31	0.013	5	31	0.013	5	31	0.026
10:00 - 11:00	5	31	0.000	5	31	0.006	5	31	0.006
11:00 - 12:00	5	31	0.006	5	31	0.000	5	31	0.006
12:00 - 13:00	5	31	0.019	5	31	0.000	5	31	0.019
13:00 - 14:00	5	31	0.000	5	31	0.013	5	31	0.013
14:00 - 15:00	5	31	0.006	5	31	0.000	5	31	0.006
15:00 - 16:00	5	31	0.039	5	31	0.013	5	31	0.052
16:00 - 17:00	5	31	0.000	5	31	0.000	5	31	0.000
17:00 - 18:00	5	31	0.000	5	31	0.013	5	31	0.013
18:00 - 19:00	5	31	0.000	5	31	0.006	5	31	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.089			0.191

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	5	31	0.000	5	31	0.000	5	31	0.000
08:00 - 09:00	5	31	0.000	5	31	0.019	5	31	0.019
09:00 - 10:00	5	31	0.000	5	31	0.013	5	31	0.013
10:00 - 11:00	5	31	0.000	5	31	0.006	5	31	0.006
11:00 - 12:00	5	31	0.006	5	31	0.000	5	31	0.006
12:00 - 13:00	5	31	0.000	5	31	0.000	5	31	0.000
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.006	5	31	0.000	5	31	0.006
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.013	5	31	0.006	5	31	0.019
17:00 - 18:00	5	31	0.013	5	31	0.000	5	31	0.013
18:00 - 19:00	5	31	0.006	5	31	0.000	5	31	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.044			0.088

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	5	31	0.000	5	31	0.000	5	31	0.000
08:00 - 09:00	5	31	0.000	5	31	0.006	5	31	0.006
09:00 - 10:00	5	31	0.000	5	31	0.000	5	31	0.000
10:00 - 11:00	5	31	0.000	5	31	0.000	5	31	0.000
11:00 - 12:00	5	31	0.000	5	31	0.000	5	31	0.000
12:00 - 13:00	5	31	0.000	5	31	0.000	5	31	0.000
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.006	5	31	0.000	5	31	0.006
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.000	5	31	0.000	5	31	0.000
17:00 - 18:00	5	31	0.000	5	31	0.000	5	31	0.000
18:00 - 19:00	5	31	0.000	5	31	0.000	5	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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	5	31	0.019	5	31	0.006	5	31	0.025
08:00 - 09:00	5	31	0.000	5	31	0.045	5	31	0.045
09:00 - 10:00	5	31	0.013	5	31	0.026	5	31	0.039
10:00 - 11:00	5	31	0.000	5	31	0.013	5	31	0.013
11:00 - 12:00	5	31	0.013	5	31	0.000	5	31	0.013
12:00 - 13:00	5	31	0.019	5	31	0.000	5	31	0.019
13:00 - 14:00	5	31	0.000	5	31	0.013	5	31	0.013
14:00 - 15:00	5	31	0.019	5	31	0.000	5	31	0.019
15:00 - 16:00	5	31	0.039	5	31	0.013	5	31	0.052
16:00 - 17:00	5	31	0.013	5	31	0.006	5	31	0.019
17:00 - 18:00	5	31	0.013	5	31	0.013	5	31	0.026
18:00 - 19:00	5	31	0.006	5	31	0.006	5	31	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.141			0.295

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): 1.80

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	5	31	0.195	5	31	0.610	5	31	0.805
08:00 - 09:00	5	31	0.292	5	31	0.909	5	31	1.201
09:00 - 10:00	5	31	0.286	5	31	0.312	5	31	0.598
10:00 - 11:00	5	31	0.162	5	31	0.286	5	31	0.448
11:00 - 12:00	5	31	0.201	5	31	0.299	5	31	0.500
12:00 - 13:00	5	31	0.312	5	31	0.292	5	31	0.604
13:00 - 14:00	5	31	0.208	5	31	0.221	5	31	0.429
14:00 - 15:00	5	31	0.266	5	31	0.273	5	31	0.539
15:00 - 16:00	5	31	0.656	5	31	0.266	5	31	0.922
16:00 - 17:00	5	31	0.383	5	31	0.292	5	31	0.675
17:00 - 18:00	5	31	0.597	5	31	0.253	5	31	0.850
18:00 - 19:00	5	31	0.351	5	31	0.234	5	31	0.585
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.909			4.247			8.156

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	5	31	0.058	5	31	0.305	5	31	0.363
08:00 - 09:00	5	31	0.136	5	31	0.351	5	31	0.487
09:00 - 10:00	5	31	0.117	5	31	0.143	5	31	0.260
10:00 - 11:00	5	31	0.078	5	31	0.130	5	31	0.208
11:00 - 12:00	5	31	0.097	5	31	0.117	5	31	0.214
12:00 - 13:00	5	31	0.136	5	31	0.143	5	31	0.279
13:00 - 14:00	5	31	0.097	5	31	0.065	5	31	0.162
14:00 - 15:00	5	31	0.104	5	31	0.136	5	31	0.240
15:00 - 16:00	5	31	0.221	5	31	0.084	5	31	0.305
16:00 - 17:00	5	31	0.175	5	31	0.123	5	31	0.298
17:00 - 18:00	5	31	0.312	5	31	0.130	5	31	0.442
18:00 - 19:00	5	31	0.162	5	31	0.143	5	31	0.305
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.693			1.870			3.563

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	5	31	0.019	5	31	0.071	5	31	0.090
08:00 - 09:00	5	31	0.039	5	31	0.032	5	31	0.071
09:00 - 10:00	5	31	0.019	5	31	0.013	5	31	0.032
10:00 - 11:00	5	31	0.039	5	31	0.032	5	31	0.071
11:00 - 12:00	5	31	0.032	5	31	0.026	5	31	0.058
12:00 - 13:00	5	31	0.026	5	31	0.032	5	31	0.058
13:00 - 14:00	5	31	0.032	5	31	0.032	5	31	0.064
14:00 - 15:00	5	31	0.019	5	31	0.032	5	31	0.051
15:00 - 16:00	5	31	0.026	5	31	0.026	5	31	0.052
16:00 - 17:00	5	31	0.039	5	31	0.039	5	31	0.078
17:00 - 18:00	5	31	0.026	5	31	0.006	5	31	0.032
18:00 - 19:00	5	31	0.058	5	31	0.013	5	31	0.071
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.374			0.354			0.728

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.*

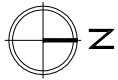
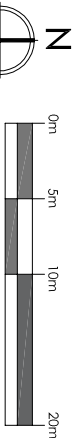
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	5	31	0.000	5	31	0.000	5	31	0.000
08:00 - 09:00	5	31	0.000	5	31	0.000	5	31	0.000
09:00 - 10:00	5	31	0.006	5	31	0.000	5	31	0.006
10:00 - 11:00	5	31	0.000	5	31	0.000	5	31	0.000
11:00 - 12:00	5	31	0.006	5	31	0.013	5	31	0.019
12:00 - 13:00	5	31	0.000	5	31	0.006	5	31	0.006
13:00 - 14:00	5	31	0.000	5	31	0.000	5	31	0.000
14:00 - 15:00	5	31	0.006	5	31	0.000	5	31	0.006
15:00 - 16:00	5	31	0.000	5	31	0.000	5	31	0.000
16:00 - 17:00	5	31	0.000	5	31	0.000	5	31	0.000
17:00 - 18:00	5	31	0.000	5	31	0.000	5	31	0.000
18:00 - 19:00	5	31	0.000	5	31	0.000	5	31	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

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.

Drawings



Play Area

Maes-y-Llan

Play Area

- Notes:
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 - Subject to detailed design
 - Based upon digitised OS plan, accuracy can not be guaranteed until checked with topographical survey

Relocate eastbound bus stop a short distance to the east of the existing position

El Sub Sta

SITE ACCESS

Ffynnon Wen

Bog-y-Don

YSGUBORWEN ROAD

Swyn-y-Mor

Gwynet

MONA DRIVE

MAES LLAN

Tyrola

Ael-y-

don

Bryn

Awelon

Morla


Hillcote

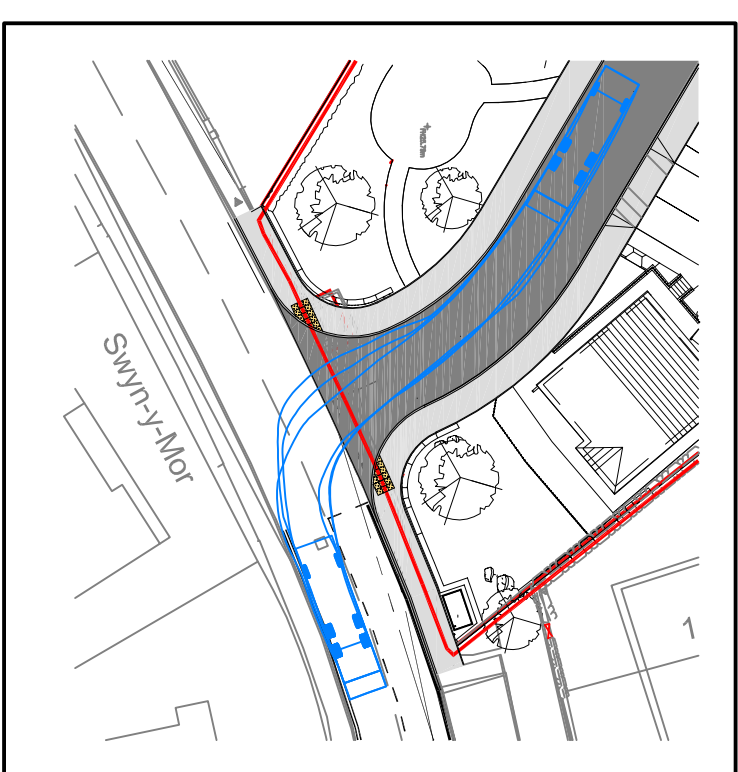
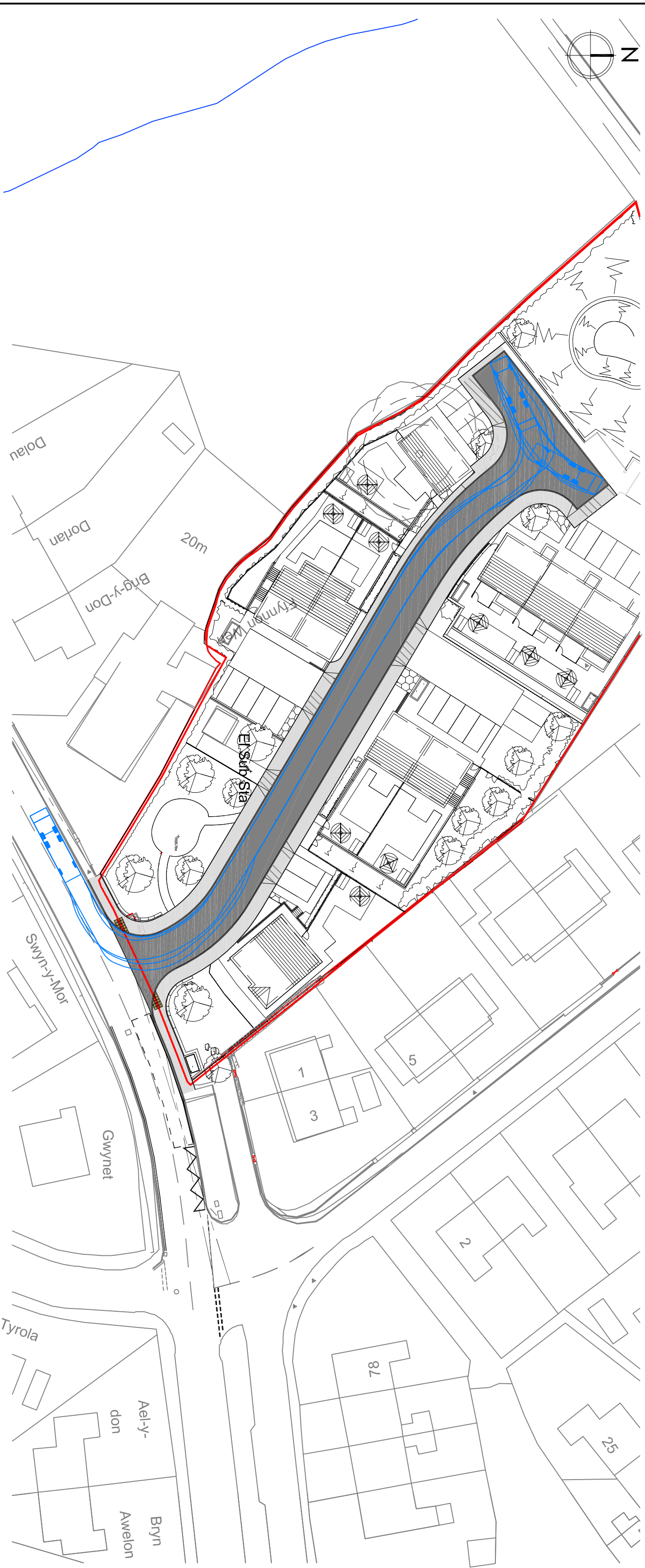
Berwyn

Key:

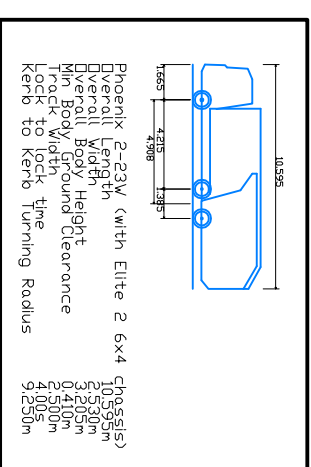
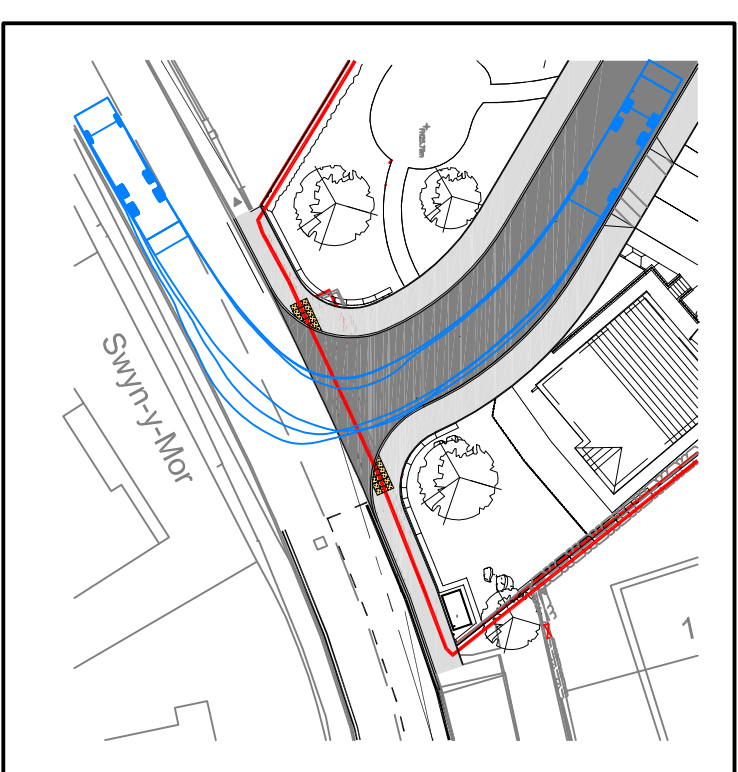
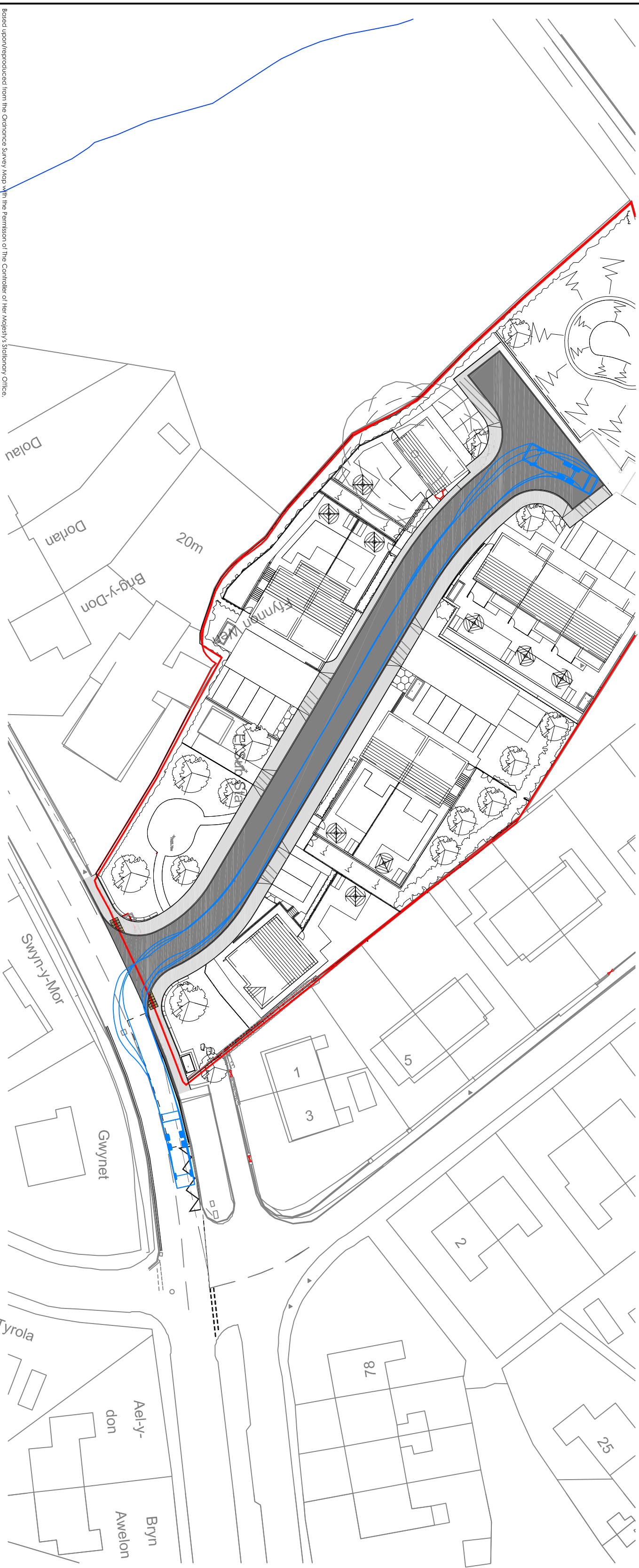
- 2.4m x 38m visibility splay
- 2.4m x 36m visibility splay
- 38m pedestrian inter-visibility
- 36m pedestrian inter-visibility
- Visibility to tangent
- Proposed kerbline
- Proposed road markings
- Existing road markings
- Proposed tactile paving

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Project	YSGUBORWEN ROAD, DWYGYFYLCHI	Title		Drawing No	1918/01	Rev	B		Telephone 01 61 972 0552 Email ahc@ashleyhelme.co.uk Website www.ashleyhelme.co.uk	Address 76 Washway Road, Sale, Manchester, M33 7RE
Client	CARTREFI CONWY	PROPOSED ACCESS ARRANGEMENTS		Date	DECEMBER 2024	Scale	1:500@A3			



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Project

YSGUBORWEN ROAD, DWYGYFYLCHI

Client

CARTREFI CONWY

Title

SWEPT PATH ANALYSIS: REFUSE VEHICLE

Dwg No

1918/SP/02

Rev

Scale

Date

1:500@A2

SEPTEMBER 2025



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