

acstro

August 2024

**Transport
Statement**

Residential Development

Dol y Dintir

New Mill Road

Cardigan

Ceredigion

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Revision History

A	15 th August 2023	First Issue
B	28 th August 2024	Policy Context Update

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Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street,
Llandeilo SA19 6BJ

www.acstro.com



1 Introduction

- 1.1 Acstro has been appointed by Wales and West Housing Association to produce a Transport Statement to support a planning application for the construction of 51 dwellings on land north adjacent to New Mill Road, Cardigan, Ceredigion. The site is currently undeveloped and in agricultural use.
- 1.2 The site's general location is shown in Figure 1 below.



Figure 1 Location Plan

- 1.3 This document considers the transport implications of the proposed development. Its content has been informed by pre-application comments received from the Highway Authority. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.4 The structure of the Transport Statement is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;

- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

2 Policy Context

[Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

[Planning Policy Wales \(12th Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
 - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
 - Walking and Cycling
 - Public Transport
 - Ultra Low Emission Vehicles
 - Other Private Motor Vehicles
- 2.8 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 the private motor vehicles.

- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

TAN18 Transportation

- 2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

- 2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.



- | | | | |
|---|-------------------------------------|---|-----------------------------------|
|  | Existing walking routes |  | Future walking routes |
|  | Existing cycling routes |  | Future cycling routes |
|  | Existing walking and cycling routes |  | Future walking and cycling routes |

Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

2.15 There are a number of existing and future active travel routes in the vicinity of the site including the existing walking and cycling route CCC CAR12 SUP and the existing walking route CCC CAR08 FW. The site's accessibility for active travel modes is discussed in more detail in the following chapter.

3 Existing Conditions

- 3.1 The site is located at the eastern edge of Cardigan, approximately 1.4km from the town centre.
- 3.2 The site is currently undeveloped and in agricultural use. Along its eastern and southern boundaries is New Mill Road, Immediately to the west there is residential development (Heol y Wern).

Proximity to Services and Amenities

- 3.3 The application site is well-placed to offer future residents access to a range of services and amenities within a short walk. A selection of these is summarised in the table below.

Amenity	Walk Distance / Time
B&M Store / Garden Centre	190m / 2Minutes
Bus Stop (Aberystwyth Road)	260m / 3 Minutes
Tesco Store	400m / 5 Minutes
Aldi Store	650m / 7 Minutes
Cardigan RFC / Gwbert Road Playing Field / Playground	1000m / 11 Minutes
Ysgol Uwchradd Aberteifi (Secondary School)	1100m / 12 Minutes
Ysgol Gynradd Aberteifi (Primary School)	1300m / 15 Minutes
Cardigan Town Centre	1400m / 16 Minutes

Table 1 Local Amenities

Active Travel

- 3.4 The range of amenities listed in the table above are all within less than 20 minutes’ walk of the site. The entire town is within no more than a 30 minute walk of the site. The day-to-day needs of residents of the proposed development are therefore all within walking distance to the site. This increases the probability that those services will be accessed by foot, reducing reliance on the car. It also means that residents of the development without access to a car are not disadvantaged and socially excluded.
- 3.5 There are good quality footways located throughout the town providing for safe pedestrian movement. The existing footway network terminates near the New Mill Road / Aberystwyth Road junction, some 120m to the west of the application site. A new length of footway will be required therefore to link the development to the existing pedestrian network.

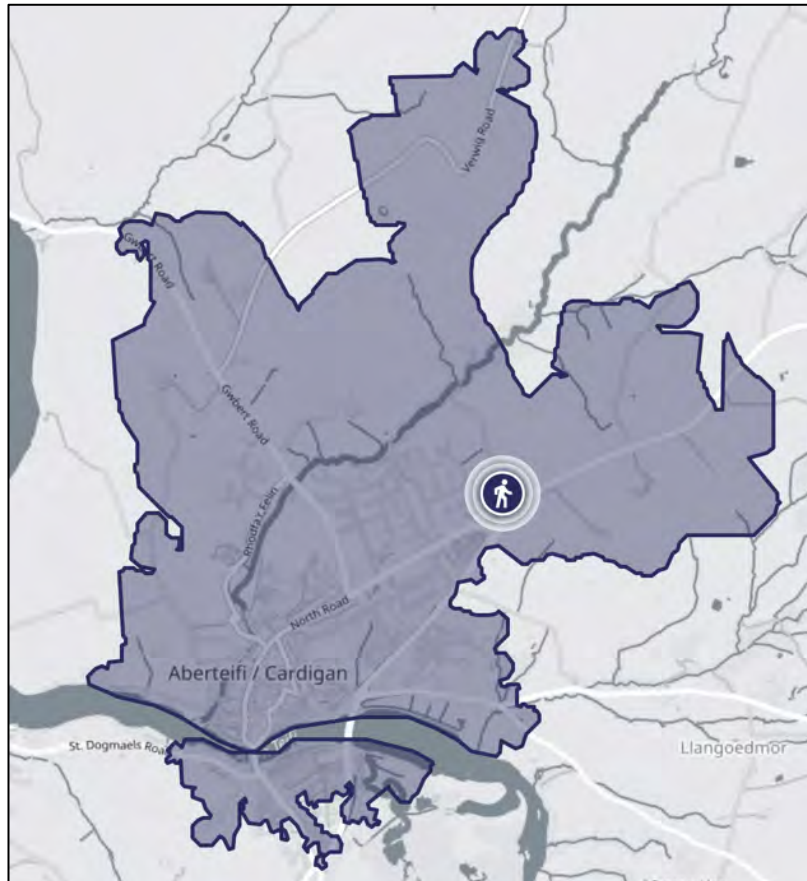


Figure 3 30-Minute Walk Catchment

- 3.6 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'
- 3.7 The town centre is a 5-minute cycle ride from the application site. There is a shared cycle / footway alongside the A487 that passes within some 200m of the application site. This provides a link to Pont-y-Cleifion and the Parc Teifi Business Park to the south and east of the town centre.
- 3.8 National Cycle Network Route 82, a long distance cycle route that links Fishguard and Bangor, passes through Cardigan, along the southern bank of the Teifi.

Public Transport

- 3.9 The nearest bus stops to the site are located on Aberystwyth Road, some 260m to the west of the site. They provide access to the 552 and X50 bus services, which are summarised in the following table.

Service No.	Route	General Frequency
408	Cardigan – St Dogmael’s – Poppet Sands	4 Journeys per day (Mon – Fri)
460	Cardigan – Carmarthen	Approximately Hourly (Mon – Sat)
552	Cardigan – Quay West via Aberporth	2 Journeys per day (Tues – Sun)
T5	Haverfordwest – Cardigan – Aberystwyth	Approximately Hourly (Mon – Fri) Every 2 Hours (Sat) Every 3 Hours (Sun)
X50	Cardigan - Aberaeron	1 Journey per day (Mon – Sat)

Table 2 Local Bus Services

Highway Access

- 3.10 The site is located adjacent to and will be accessed from New Mill Road, which passes along the site’s southern and eastern boundaries. New Mill Road has a 6m wide carriageway along the site’s southern boundary, which narrows to around 3m wide along the site’s eastern boundary. There are grass verges on both sides of the road. There are no footways and national speed limits apply.
- 3.11 A 7-day traffic speed survey was undertaken on New Mill Road, adjacent to the site’s southern boundary, commencing 14th March 2023. The survey results are included in full as Appendix 1 and summarised in the table below.

Appendix 1 New Mill Road Traffic Speed Survey

Direction	Weekday Daily Traffic Volume (Vehicles)	85 th Percentile Speed (mph)
North / East Bound	100	31
South / West Bound	99	30
Two-Way	200	30

Table 3 New Mill Road Traffic Speed Survey

- 3.12 Approximately 100m to the south west of the site is the beginning of Cardigan’s 20mph speed limit area.
- 3.13 At its souther end, New Mill Road joins Aberystwyth Road (B4548), which links with the town centre to the West. Thje New Mill Road / Aberystwyth Road is located some 40m to the west of the Aberystwyth Road / A487 signal controlled junction. The A487 links Cardigan with Aberaeron and Aberystwyth to the north and Fishguard to the south.
- 3.14 Peak hour traffic surveys of the adjacent New Mill Road and A487 junctions with Aberystwyth Road were undertaken on Tuesday 28th March 2023. The survey results are included in full as Appendix 2 and summarised in the following figure.

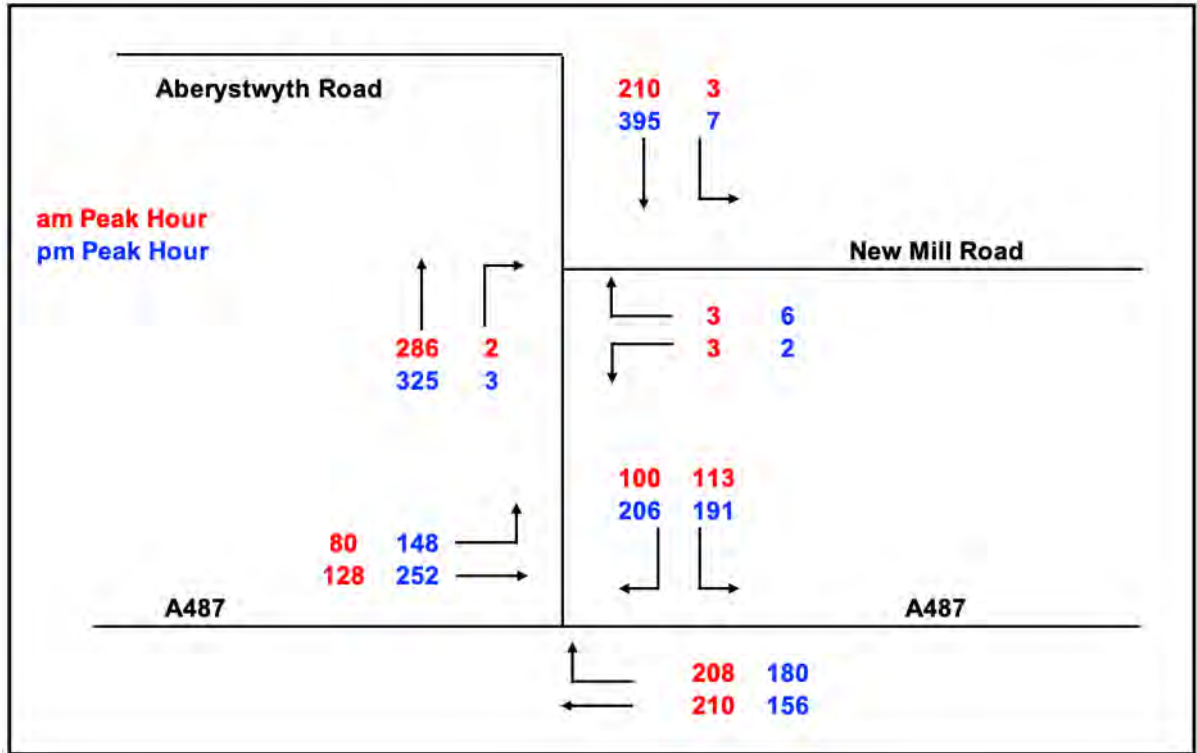


Figure 4 Observed Peak Hour Traffic Flows

- 3.15 A review of the injury accident records for the roads in the vicinity of the site over the latest five-year period for which data is available (2017 to 2021 inclusive) has been undertaken.
- 3.16 There are no recorded injury accidents on New Mill Road nor at its junction with Aberystwyth Road.
- 3.17 One serious severity accident occurred at the B&M Store access to the west on 01/10/2018. This appears to be an isolated incident at this location and the absence of clusters of other accidents suggests that there is no intrinsic safety problem.
- 3.18 Two injury accidents occurred at the Trunk Road signalised junction with one further accident occurring a short distance to the north on the Trunk Road. Two of these accidents were classified as slight with the third classified as serious. Whilst it is considered that these three records do not constitute a significant cluster of accidents, the impact of the proposed development on the junction and its safety will be considered in the following chapter.

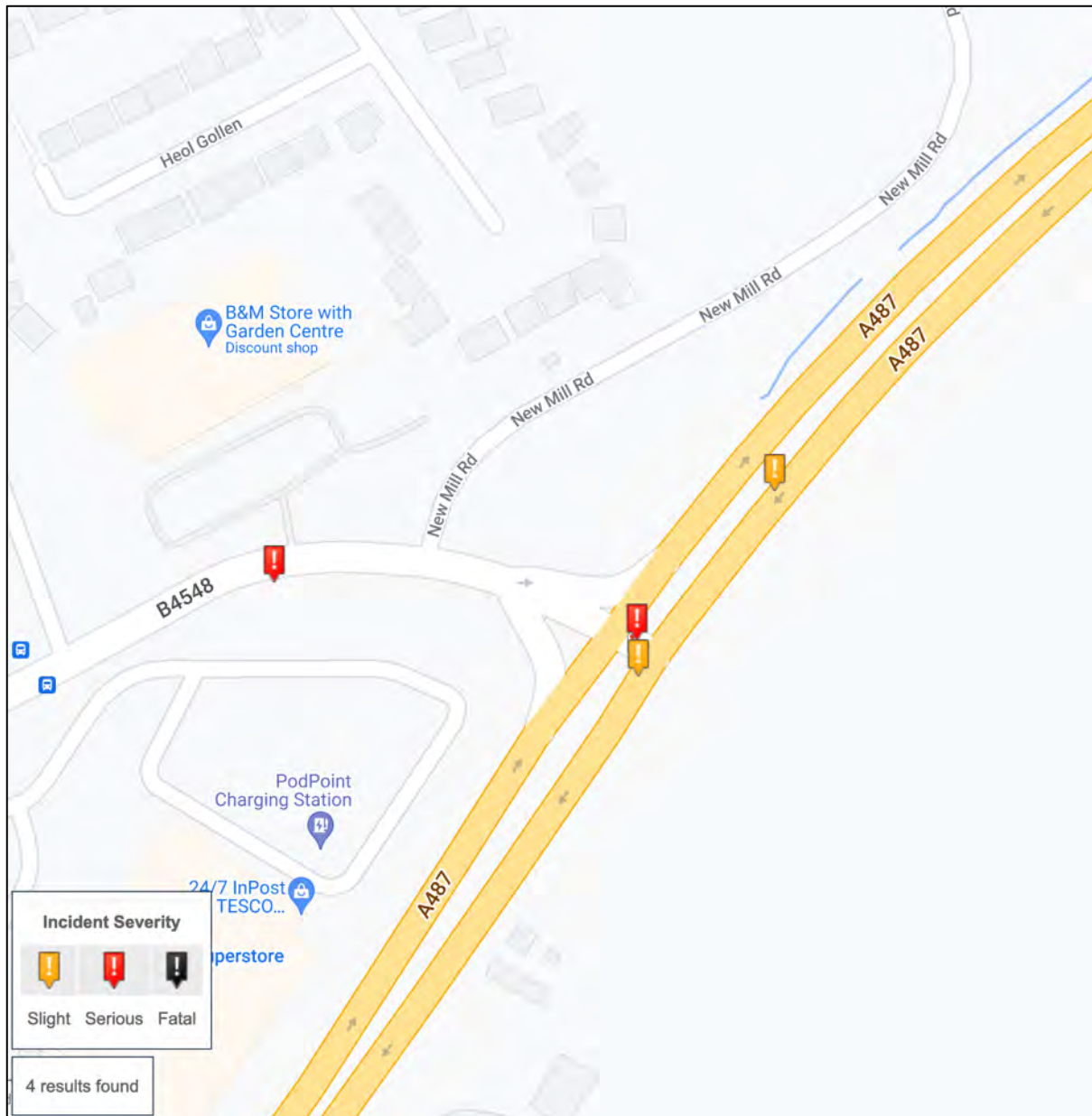


Figure 5 Injury Accident Location & Severity 2017 – 2021

Summary

- 3.19 The site is in a sustainable and accessible location. The site is, or can be made, accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- 3.20 There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- 3.21 The highway network in the vicinity of the site has a good safety record.

4 Proposed Development

4.1 The planning application is for the construction of 51 dwellings.



Figure 6 Proposed Development

4.2 The site's access arrangements are shown in Appendix 2.

Appendix 2 Proposed Access Arrangement

4.3 The site will be served by an adoptable estate road that has a 5.5m wide carriageway and 2m footways on both sides. Turning heads capable of accommodating refuse vehicles will be provided at the northern ends of the two cul-de-sacs.

- 4.4 The access to the development will be from New Mill Road. A new, 2m wide footway, will be constructed along the northern verge of New Mill Road to connect the development to the existing footway that currently terminates near the Aberystwyth Road junction.
- 4.5 Visibility splays of at least 2.4m x 43m are available from the site’s access, which are appropriate for recorded 85th percentile speed of traffic at this location (see 3.11).
- 4.6 A pedestrian access to and from New Mill Road is also provided at the site’s north eastern corner. This will benefit existing pedestrians using New Mill Road allowing them to walk through the development site, along segregated footways rather than along the existing unsegregated route along New Mill Road. The walking route through the development also reduces the walk distance compared to the route around the perimeter of the site.

Trip Generation

- 4.7 The potential trip generation of the proposed development of the sites has been estimated by reference to the TRICS trip rate database, a database of over 8,000 traffic surveys of various types of development throughout the UK and Ireland.
- 4.8 From the TRICS database evidence of the trip rates of privately owned housing developments in suburban and edge of town locations in mainland Britain (excluding Greater London) have been analysed.
- 4.9 The use of trip rates for privately owned homes ensures a robust appraisal as it makes no allowance for the lower car ownership and trip generation rates typically associated with affordable housing.
- 4.10 The detailed TRICS output is provided as Appendix 3 and summarised in the following tables.

Appendix 3 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (67 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.137	0.37	0.507	7	19	26
pm Peak Hour 17:00-18:00	0.341	0.16	0.501	17	8	26

Table 4 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.11 The TRICS data suggests that the site has the potential to generate around 26 peak hour vehicle movements.

4.12 It is reasonable to expect that all of the developments traffic will turn to and from the west, in the direction of Aberystwyth Road. At the Aberystwyth Road junction it is assumed that the development traffic will split fairly equally with similar numbers turning to / from the A487 and the town centre respectively. The assumed distribution of development traffic is shown in the following figure, which illustrates the insignificant volume of development generated traffic at these junctions. For example, the development might be expected to introduce an additional 14 peak hour vehicle movements at the A487 junction during the morning peak hour. Compared to the observed 839 morning peak hour movements at this junction the additional 14 movements equates to less than a 2% increase. This is not a material increase in traffic and as such it can be concluded that the development will have no discernible impact on the operation and safety of the junction and the wider highway network.

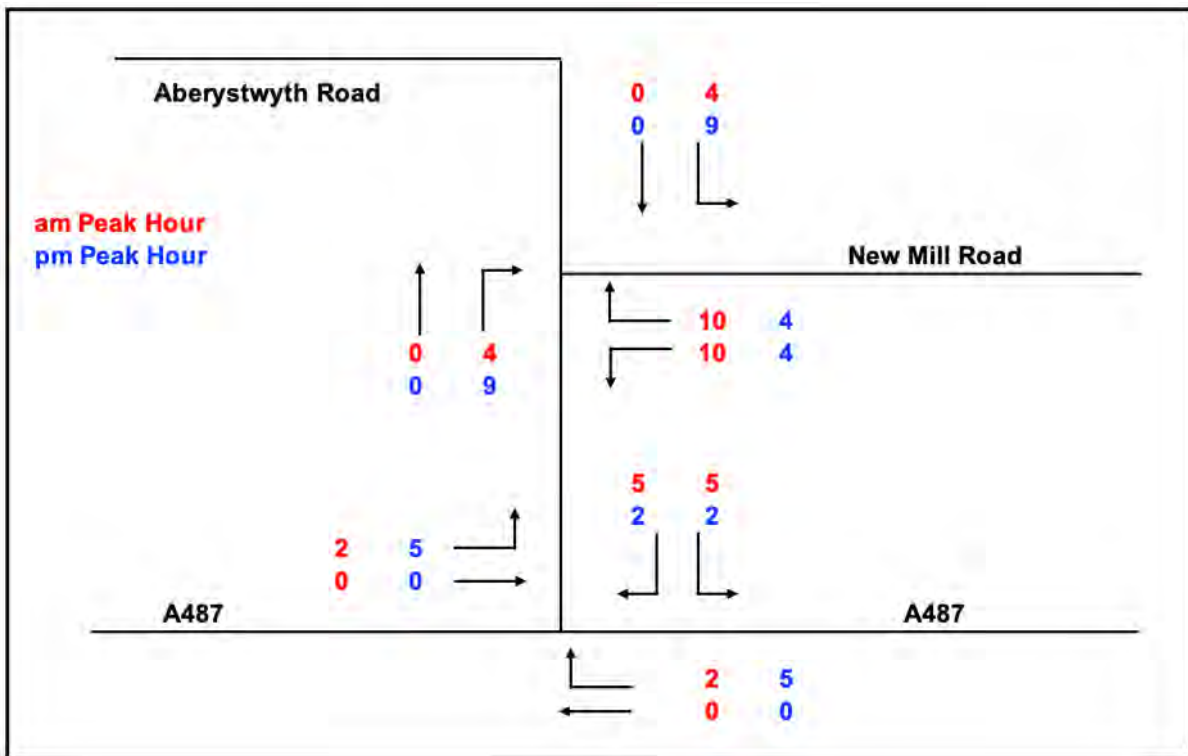


Figure 7 Development Traffic Distribution

5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location that is, or can be made, accessible to pedestrians, cyclists and public transport users.
- The amenities available within the town are accessible on foot, by bike or public transport. Users of the development could therefore access essential day-to-day services by sustainable modes of transport and would not be reliant on the car.
- A safe and appropriate access to the site can be provided from New Mill Road, including a new section of footway that links the site to the town's active travel network.
- It is estimated that the site has the potential to generate around 26 peak hour vehicle movements. This is not a significant volume of traffic and as such it can be concluded that the development will have no discernible impact on the operation and safety of the junction and the wider highway network.

5.2 It is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 New Mill Road Traffic Speed Survey

SS1041 Cardigan																	
Site	Location	Lat / Long	Direction	Mar-23		Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
				Start Date	End Date					>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	New Mill Road	52.09076, -4.64389	Northbound	14 March 2023	20 March 2023	60	626	100	89	0	0.0	0	0.0	0	0.0	25.3	31.0
			Southbound	14 March 2023	20 March 2023		623	99	89	0	0.0	0	0.0	0	0.0	23.2	29.9
			Two-Way	14 March 2023	20 March 2023		1249	200	178	0	0	0	0	0	0	24	30



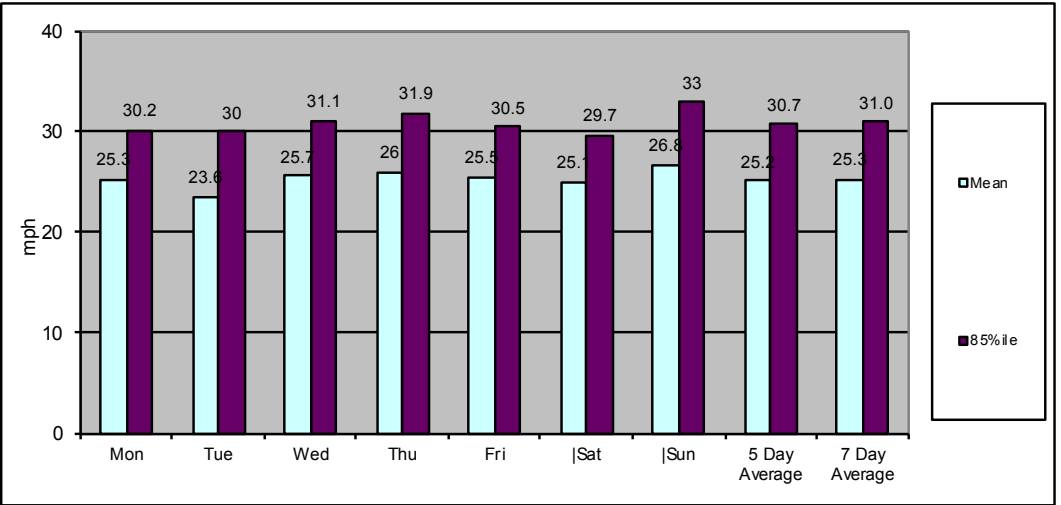
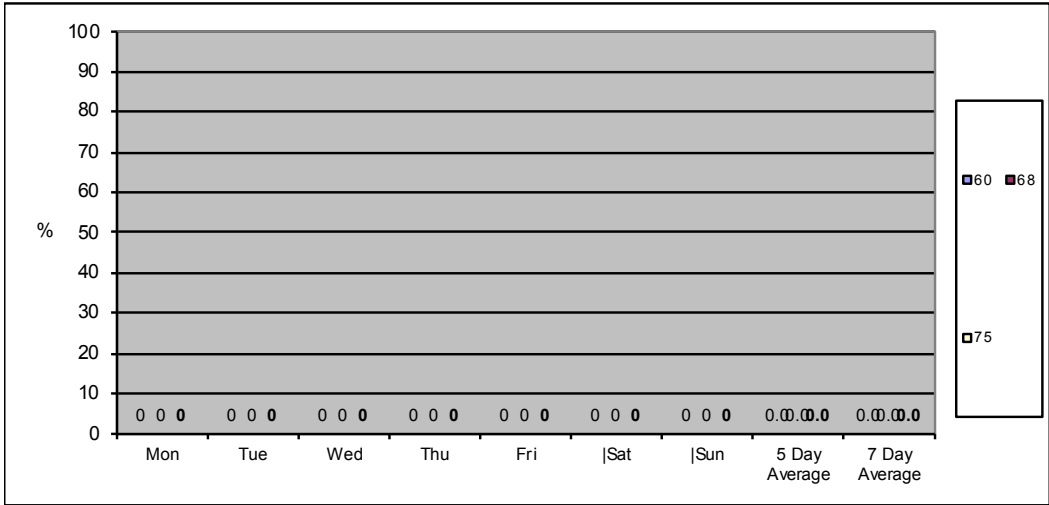
SS1041 Cardigan										Site	1	Location										New Mill Road (52.09076, -4.64389)										
14 March 2023										to	20 March 2023										Direction		Northbound		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Mean Speed	85%ile Speed										
15 March 2023																																
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-										
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-										
0800	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-										
0900	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-										
1000	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-										
1100	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-										
1200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.5	-										
1300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-										
1400	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-										
1500	6	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-										
1600	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-										
1700	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-										
1800	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-										
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-										
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-										
2100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-										
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-										
07-19	79	64	12	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	31.1										
06-22	88	72	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	31.1										
06-00	88	72	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	31.1										
00-00	89	73	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	31.1										

SS1041 Cardigan		Site 1													Location New Mill Road (52.09076, -4.64389)							
14 March 2023		to													20 March 2023							
		Direction Northbound													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Mean Speed	85%ile Speed
17 March 2023																						
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
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0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0800	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0900	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
1100	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
1200	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
1300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
1400	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.4	-
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
1700	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-
1800	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
2000	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
2100	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
2300	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
07-19	74	66	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	29.5
06-22	88	75	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	30
06-00	96	80	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	30.5
00-00	97	81	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	30.5

SS1041 Cardigan		Site 1													Location New Mill Road (52.09076, -4.64389)							
14 March 2023		to													20 March 2023							
		Direction Northbound													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Mean Speed	85%ile Speed
18 March 2023																						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-
0800	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0900	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
1200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
1300	11	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	31.1
1400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1500	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
1600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1700	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	63	55	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	29.7
06-22	67	58	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.7
06-00	68	59	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.7
00-00	68	59	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.7

SS1041 Cardigan		Site 1													Location New Mill Road (52.09076, -4.64389)							
14 March 2023		to													20 March 2023							
		Direction Northbound													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Mean Speed	85%ile Speed
20 March 2023																						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0800	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
1000	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1100	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1200	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	34.6
1300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
1400	16	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	30.6
1500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	25.8
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1800	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7	-
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
07-19	93	79	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	30.3
06-22	100	85	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	30.3
06-00	101	86	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	30.2
00-00	101	86	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	30.2

SS1041 Cardigan											Site	1	Location																			
14 March 2023											to											20 March 2023										
											Direction											Northbound										
											Speed Bins					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)									
Time Period	Total Vehicles	0	30	35	40	45	50	55	60	65	70	75	80	85	60	60	68	68	75	75	Mean Speed	85%ile Speed										
		30	35	40	45	50	55	60	65	70	75	80	85	130			ACPO	ACPO	DFT	DFT												
Virtual Week																																
Mon	101	86	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	30.2										
Tue	110	94	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	30										
Wed	89	73	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	31.1										
Thu	104	80	17	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	31.9										
Fri	97	81	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	30.5										
Sat	68	59	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	29.7										
Sun	57	41	10	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	33										
5 Day Average																																
[--]	100	83	13	3	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	25.2	30.7									
7 Day Average																																
[--]	89	73	12	3	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0.0	25.3	31.0									
Total Vehicles																																
[--]	626	514	83	21	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	31										



SS1041 Cardigan											Site	1	Location New Mill Road (52.09076, -4.64389)											
0/1/00											Direction	Southbound	Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			Mean	85%ile
to 20 March 2023													60	60	68	68	75	75	Mean	85%ile				
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Speed	Speed		
Saturday, 0 January 1900																								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-		
0700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-		
0800	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-		
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-		
1000	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-		
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-		
1200	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-		
1300	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-		
1400	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	26.4		
1500	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-		
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-		
1700	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-		
1800	14	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	31.5		
1900	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-		
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-		
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
07-19	95	86	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	27.3		
06-22	102	92	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	27.8		
06-00	104	94	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.6		
00-00	105	95	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.6		

SS1041 Cardigan										Site	1	Location New Mill Road (52.09076, -4.64389)											
0/1/00		to								20 March 2023		Direction		Southbound		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Speed	Speed	
15 March 2023																							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	
0800	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	
1000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-	
1100	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	28.7	
1200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
1300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-	
1400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	
1500	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-	
1600	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-	
1700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-	
1800	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
1900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-	
07-19	82	71	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	29.5	
06-22	88	77	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	29.3	
06-00	89	78	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	29.2	
00-00	90	78	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	29.5	

SS1041 Cardigan											Site	1	Location New Mill Road (52.09076, -4.64389)														
0/1/00		to									20 March 2023		Direction		Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Speed	Speed					
16 March 2023																											
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-					
0700	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-					
0800	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-					
0900	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-					
1000	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-					
1100	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-					
1200	11	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	30.4					
1300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-					
1400	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-					
1500	12	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	28.3					
1600	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-					
1700	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-					
1800	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-					
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-					
2100	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	31.3					
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-					
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
07-19	86	73	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	30					
06-22	102	87	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	29.7					
06-00	103	88	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29.6					
00-00	103	88	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29.6					

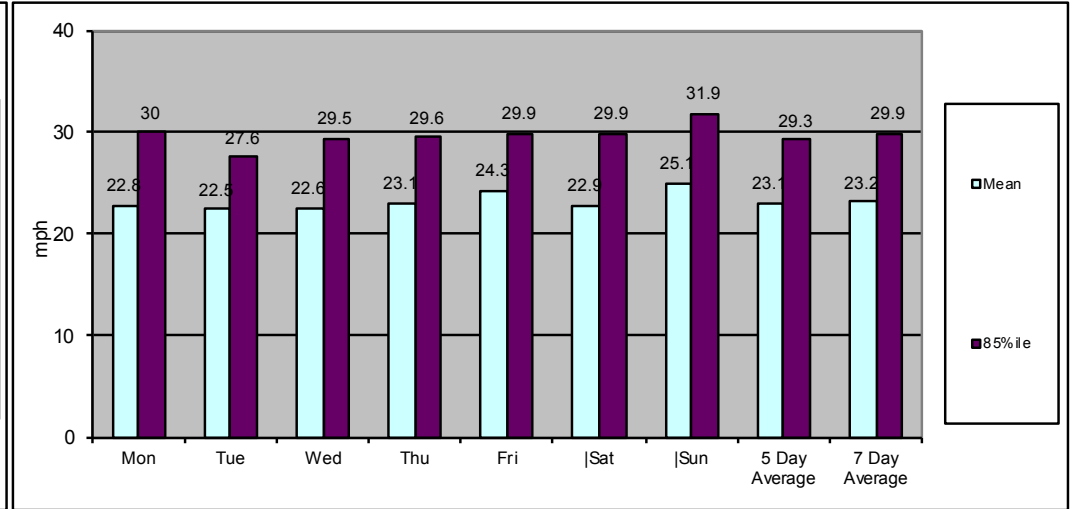
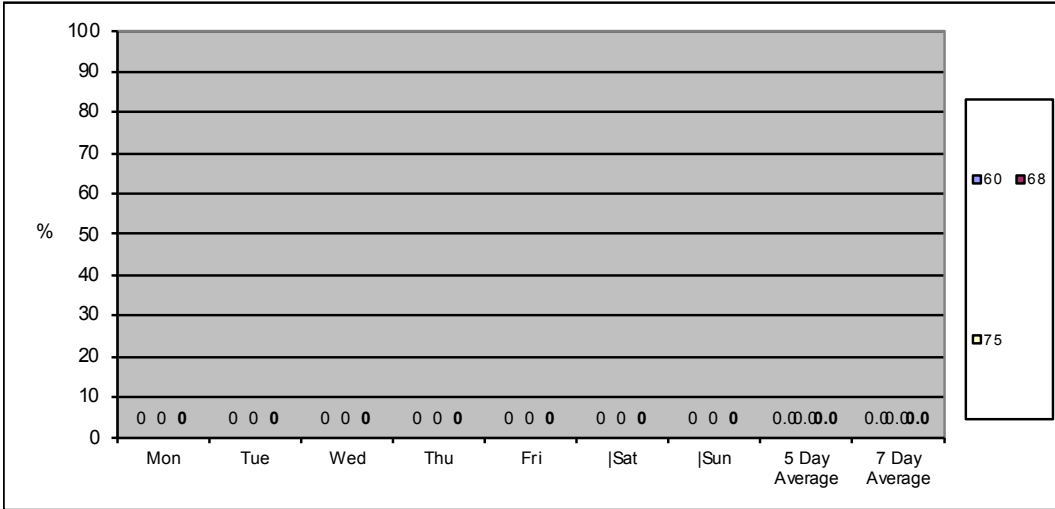
SS1041 Cardigan										Site	1	Location New Mill Road (52.09076, -4.64389)										
0/1/00		to								20 March 2023		Direction	Southbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68			68	75	75
		30	35	40	45	50	55	60	65	70	75	80	85	130	ACPO	ACPO	DFT	DFT				
17 March 2023																						
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-	
0700	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
0800	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
0900	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	27.1	
1000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	-	
1100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	
1200	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-	
1300	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-	
1400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	
1500	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
1700	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
1800	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	-	
2100	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	
2200	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	-	
2300	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
07-19	80	73	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	29.4	
06-22	91	81	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	29.6	
06-00	97	84	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	29.9	
00-00	98	85	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	29.9	

SS1041 Cardigan											Site	1	Location New Mill Road (52.09076, -4.64389)													
0/1/00		to									20 March 2023		Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Speed	Speed				
18 March 2023																										
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-				
0700	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-				
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-				
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-				
1000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	-				
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-				
1200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-				
1300	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-				
1400	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-				
1500	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-				
1600	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-				
1700	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-				
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-				
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-				
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-				
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
07-19	62	55	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	29.9				
06-22	66	59	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	29.8				
06-00	67	60	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	29.8				
00-00	68	60	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	29.9				

SS1041 Cardigan										Site	1	Location New Mill Road (52.09076, -4.64389)											
		0/1/00 to 20 March 2023								Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT	Speed	Speed	
19 March 2023																							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-	
0900	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	-	
1000	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	
1100	9	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
1200	8	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
1300	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
1400	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	
1500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	
1600	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
1700	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	
1800	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-	
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	51	34	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	32.1	
06-22	58	41	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	31.9	
06-00	58	41	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	31.9	
00-00	58	41	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	31.9	

SS1041 Cardigan										Site	1	Location New Mill Road (52.09076, -4.64389)											
0/1/00										Direction	Southbound	Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			Mean	85%ile
to 20 March 2023										60	70	75	80	85	60	60	68	68	75	75	Mean	85%ile	
Time Period	Total Vehicles	0	30	35	40	45	50	55	60	65	70	75	80	85	60	60	68	68	75	75	Mean	85%ile	
		30	35	40	45	50	55	60	65	70	75	80	85	130			ACPO	ACPO	DFT	DFT	Speed	Speed	
Average Day																							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	
0600	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	
0700	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
0800	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
0900	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-	
1000	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-	
1100	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-	
1200	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-	
1300	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-	
1400	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-	
1500	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-	
1600	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-	
1700	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-	
1800	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
1900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-	
2100	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
07-19	78	67	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	29.8	
06-22	87	74	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	29.8	
06-00	88	76	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	29.9	
00-00	89	76	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	29.9	

SS1041 Cardigan										Site	Location											
0/1/00										1	New Mill Road (52.09076, -4.64389)											
to										Direction	Southbound											
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
		0	30	35	40	45	50	55	60	65	70	75	80	85	60	60	68	68	75	75		
		30	35	40	45	50	55	60	65	70	75	80	85	130			ACPO	ACPO	DFT	DFT		
Virtual Week																						
Mon	101	86	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	30	
Tue	105	95	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	27.6	
Wed	90	78	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	29.5	
Thu	103	88	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29.6	
Fri	98	85	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	29.9	
Sat	68	60	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	29.9	
Sun	58	41	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	31.9	
5 Day Average																						
[--]	99	86	11	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	23.1	29.3	
7 Day Average																						
[--]	89	76	11	2	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	23.2	29.9	
Total Vehicles																						
[--]	623	533	75	14	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0.0	23.2	29.9	



SS1041 Cardigan										Site	1	Location New Mill Road (52.09076, -4.64389)													
0/1/00		to								20 March 2023		Direction	Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 75	75 80	80 85	85 130	60	60	68 ACPO	68 ACPO	75 DFT	75 DFT	Speed	Speed			
Saturday, 0 January 1900																									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-			
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-			
0700	13	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	29.4			
0800	15	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	30.6			
0900	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-			
1000	17	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	30.6			
1100	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-			
1200	16	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.8	30.8			
1300	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.9			
1400	21	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	27.2			
1500	24	21	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	29			
1600	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	27.4			
1700	21	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	32.1			
1800	29	25	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	29.6			
1900	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-			
2000	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-			
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
2200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
07-19	196	173	19	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	28.8			
06-22	206	181	21	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	28.9			
06-00	211	185	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	28.9			
00-00	215	189	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	28.8			

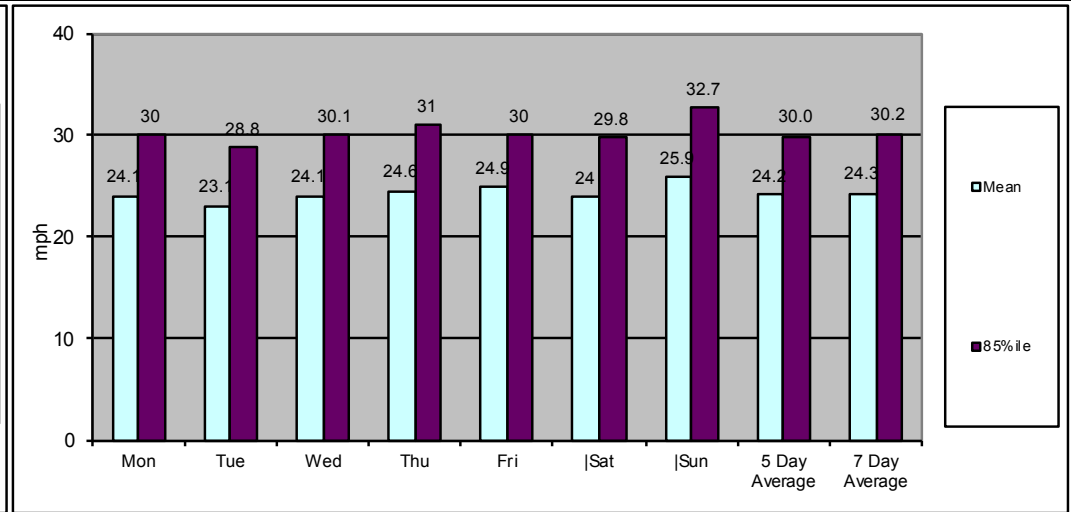
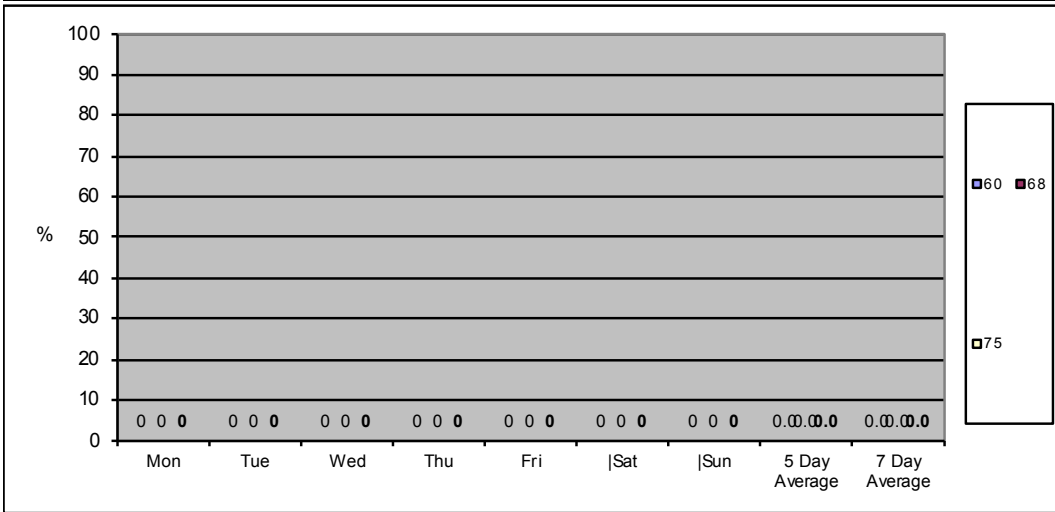
SS1041 Cardigan										Site	1	Location																	
0/1/00										to										20 March 2023									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed										
		0-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-130	60	60	68 ACPO			68 ACPO	75 DFT	75 DFT							
15 March 2023																													
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0500	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-							
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
0700	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-							
0800	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	31.1							
0900	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-							
1000	14	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	28.8							
1100	22	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	29.5							
1200	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-							
1300	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	28.2							
1400	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	26.3							
1500	16	12	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	34.7							
1600	14	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	33.9							
1700	10	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-							
1800	11	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	34.7							
1900	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-							
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-							
2100	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-							
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-							
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-							
07-19	161	135	20	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	30.2							
06-22	176	149	20	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30							
06-00	177	150	20	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	30							
00-00	179	151	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30.1							

SS1041 Cardigan										Site	Location											
0/1/00										1	New Mill Road (52.09076, -4.64389)											
to										Direction	Two-Way											
20 March 2023										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-130	60	60	68 ACPO	68 ACPO	75 DfT	75 DfT	Speed	Speed
19 March 2023																						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0900	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
1000	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-
1100	14	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	34.6
1200	16	11	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	37
1300	12	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	31.3
1400	9	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1500	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
1600	7	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	-
1700	6	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
1800	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.6	-
1900	7	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
2000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	99	69	20	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.2	32.9
06-22	115	82	22	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	32.7
06-00	115	82	22	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	32.7
00-00	115	82	22	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	32.7

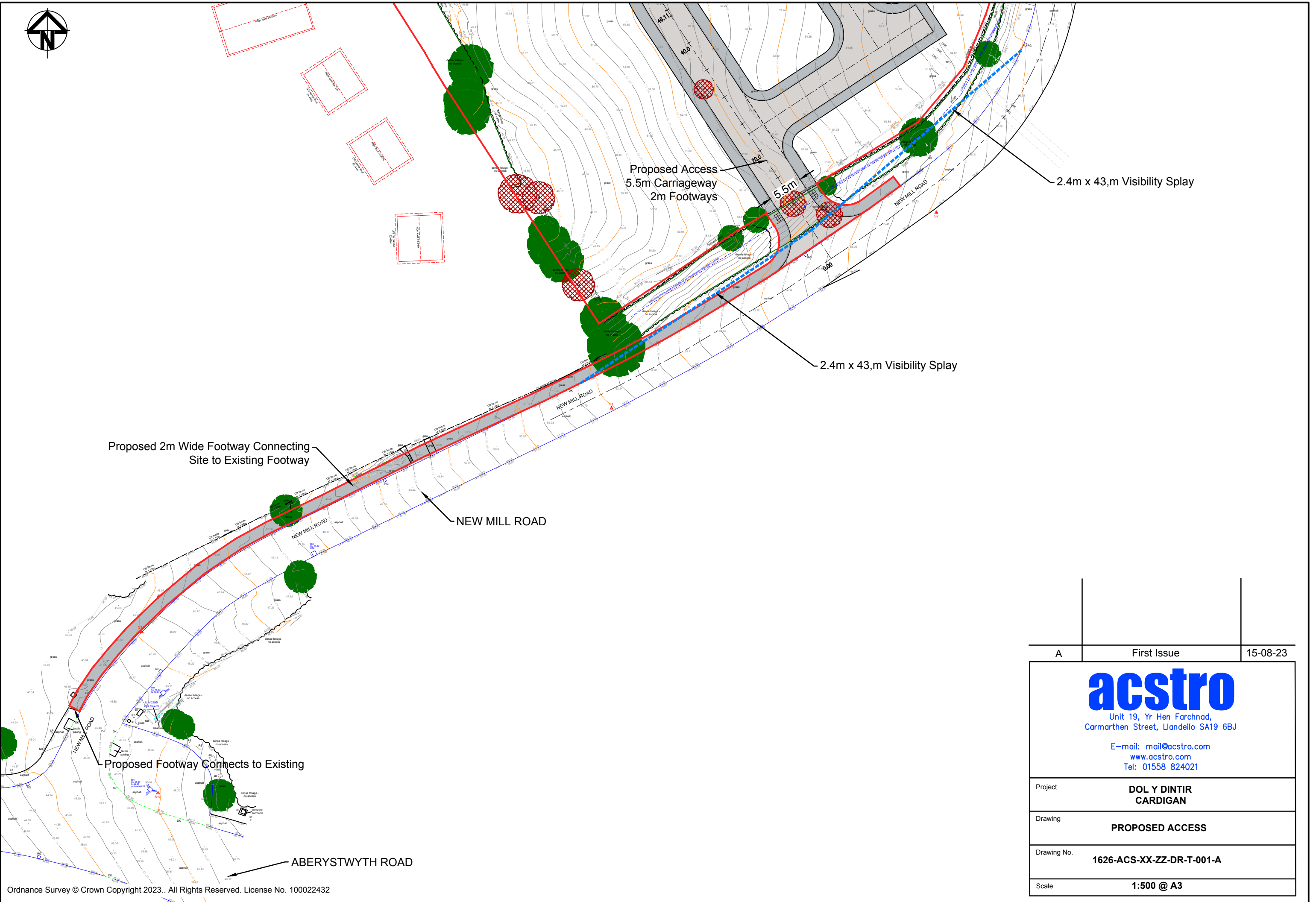
SS1041 Cardigan											Site	1	Location New Mill Road (52.09076, -4.64389)										
0/1/00		to									20 March 2023		Direction	Two-Way		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	30	35	40	45	50	55	60	65	70	75	80	85	60	60	68	68	75	75	Mean	85%ile	
		30	35	40	45	50	55	60	65	70	75	80	85	130			ACPO	ACPO	DFT	DFT	Speed	Speed	
Average Day																							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-	
0600	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-	
0700	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-	
0800	10	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	31.2	
0900	10	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
1000	12	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.6	
1100	15	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	30	
1200	17	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.1	31.2	
1300	16	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	29.3	
1400	16	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	28.4	
1500	18	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	29.6	
1600	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-	
1700	12	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	31.2	
1800	13	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	31.9	
1900	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-	
2000	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-	
2100	5	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-	
2300	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	
07-19	156	131	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30.1	
06-22	173	146	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.1	
06-00	177	149	22	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.2	
00-00	178	150	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	30.2	

SS1041 Cardigan										Site	Location											
0/1/00										1	New Mill Road (52.09076, -4.64389)											
to										Direction	Two-Way											
20 March 2023										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			Mean	85%ile	
Time Period	Total Vehicles	0	30	35	40	45	50	55	60	65	70	75	80	85	60	60	68	68	75	75	Mean Speed	85%ile Speed
		30	35	40	45	50	55	60	65	70	75	80	85	130			ACPO	ACPO	DFT	DFT		

Virtual Week																						
Mon	202	172	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30
Tue	215	189	21	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	28.8
Wed	179	151	21	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	30.1
Thu	207	168	31	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	31
Fri	195	166	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	30
Sat	136	119	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	29.8
Sun	115	82	22	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	32.7
5 Day Average																						
[--]	200	169	24	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.2	30.0
7 Day Average																						
[--]	178	150	23	5	1	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	30.2
Total Vehicles																						
[--]	1249	1047	158	35	6	2	1	0	0	0	0	0	0	0	0	0.0	0	0.0	0	0.0	24.3	30.2



Appendix 2 Proposed Access Arrangement



Proposed Access
5.5m Carriageway
2m Footways

2.4m x 43,m Visibility Splay


2.4m x 43,m Visibility Splay

Proposed 2m Wide Footway Connecting
Site to Existing Footway

NEW MILL ROAD

Proposed Footway Connects to Existing

ABERYSTWYTH ROAD

A	First Issue	15-08-23
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	DOL Y DINTIR CARDIGAN	
Drawing	PROPOSED ACCESS	
Drawing No.	1626-ACS-XX-ZZ-DR-T-001-A	
Scale	1:500 @ A3	

Appendix 3 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-221207-1248

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	8 days
	HF HERTFORDSHIRE	2 days
	KC KENT	5 days
	MW MEDWAY	1 days
	SC SURREY	3 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC DORSET	1 days
	DV DEVON	2 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	10 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	3 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	2 days
10	WALES	
	PS POWYS	2 days
	VG VALE OF GLAMORGAN	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: 8 to 371 (units:)
 Range Selected by User: 6 to 400 (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: 01/01/14 to 30/06/22

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

Selected survey days:

Monday	18 days
Tuesday	13 days
Wednesday	23 days
Thursday	15 days
Friday	9 days

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

Selected survey types:

Manual count	72 days
Directional ATC Count	6 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	14
Edge of Town	57

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	72
Village	1
Out of Town	3
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 78 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	18 days
10,001 to 15,000	26 days
15,001 to 20,000	10 days
20,001 to 25,000	10 days
25,001 to 50,000	8 days

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

Population within 5 miles:

5,001 to 25,000	14 days
25,001 to 50,000	7 days
50,001 to 75,000	9 days
75,001 to 100,000	12 days
100,001 to 125,000	2 days
125,001 to 250,000	25 days
250,001 to 500,000	9 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	21 days
1.1 to 1.5	53 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	32 days
No	46 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	77 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters (Cont.)

8	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>
9	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 <i>Survey date: FRIDAY 25/09/15</i>		<i>Survey Type: MANUAL</i>
10	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		<i>Survey Type: MANUAL</i>
11	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 <i>Survey date: TUESDAY 10/07/18</i>		<i>Survey Type: MANUAL</i>
12	EC-03-A-06 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHIRE EAST
	Edge of Town Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		<i>Survey Type: MANUAL</i>
13	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: MONDAY 11/07/16</i>		<i>Survey Type: MANUAL</i>
14	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS	99 05/06/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>
16	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS	91 07/11/19	EAST SUSSEX	<i>Survey Type: MANUAL</i>
17	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED & SEMI-DETACHED	97 27/11/17	ESSEX	<i>Survey Type: MANUAL</i>
18	EX-03-A-03 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES	123 27/09/21	ESSEX	<i>Survey Type: MANUAL</i>
19	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED & SEMI-DETACHED	39 13/11/18	HAMPSHIRE	<i>Survey Type: MANUAL</i>
20	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES	40 31/10/18	HAMPSHIRE	<i>Survey Type: MANUAL</i>
21	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES & FLATS	62 19/11/19	HAMPSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

22	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		243	
	<i>Survey date: WEDNESDAY</i>		<i>10/11/21</i>	<i>Survey Type: MANUAL</i>
23	HC-03-A-26 BOTLEY ROAD WHITELEY	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings:		270	
	<i>Survey date: THURSDAY</i>		<i>24/06/21</i>	<i>Survey Type: MANUAL</i>
24	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
25	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		125	
	<i>Survey date: MONDAY</i>		<i>08/11/21</i>	<i>Survey Type: MANUAL</i>
26	HC-03-A-29 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		195	
	<i>Survey date: THURSDAY</i>		<i>30/06/22</i>	<i>Survey Type: MANUAL</i>
27	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
28	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		8	
	<i>Survey date: TUESDAY</i>		<i>08/06/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

29	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
30	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i>	SEMI -DETACHED & TERRACED	KENT	<i>Survey Type: MANUAL</i>
31	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
32	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total No of Dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>	MI XED HOUSES	KENT	<i>Survey Type: MANUAL</i>
33	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 <i>Survey date: WEDNESDAY 09/06/21</i>	MI XED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
34	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: FRIDAY 17/11/17</i>	DETACHED HOUSES	LANCASHIRE	<i>Survey Type: MANUAL</i>
35	LN-03-A-04 EGERTON ROAD LINCORN Edge of Town Centre Residential Zone Total No of Dwellings: 30 <i>Survey date: MONDAY 29/06/15</i>	DETACHED & SEMI -DETACHED	LINCOLNSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

36	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
37	NE-03-A-03	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	STATION ROAD			
	SCUNTHORPE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:		180	
	Survey date: TUESDAY		20/05/14	Survey Type: MANUAL
38	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
39	NF-03-A-06	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		275	
	Survey date: MONDAY		23/09/19	Survey Type: MANUAL
40	NF-03-A-07	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD			
	WYMONDHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:		297	
	Survey date: FRIDAY		20/09/19	Survey Type: DIRECTIONAL ATC COUNT
41	NF-03-A-10	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	Survey date: WEDNESDAY		12/09/18	Survey Type: DIRECTIONAL ATC COUNT
42	NF-03-A-16	MIXED HOUSES & FLATS		NORFOLK
	NORWICH COMMON			
	WYMONDHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		138	
	Survey date: TUESDAY		20/10/15	Survey Type: DIRECTIONAL ATC COUNT
43	NF-03-A-24	MIXED HOUSES & FLATS		NORFOLK
	HUNSTANTON ROAD			
	HUNSTANTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		127	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

44	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA			
	Edge of Town Residential Zone			
	Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>
45	NF-03-A-26	MIXED HOUSES		NORFOLK
	HEATH DRIVE HOLT			
	Edge of Town Residential Zone			
	Total No of Dwellings:		91	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
46	NF-03-A-28	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD NORTH WALSHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:		100	
	<i>Survey date: WEDNESDAY</i>		<i>22/09/21</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
47	NF-03-A-30	MIXED HOUSES		NORFOLK
	BRANDON ROAD SWAFFHAM			
	Edge of Town Residential Zone			
	Total No of Dwellings:		266	
	<i>Survey date: THURSDAY</i>		<i>23/09/21</i>	<i>Survey Type: MANUAL</i>
48	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD HUCKNALL			
	Edge of Town Residential Zone			
	Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
49	NY-03-A-12	TOWN HOUSES		NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON			
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		47	
	<i>Survey date: TUESDAY</i>		<i>27/09/16</i>	<i>Survey Type: MANUAL</i>
50	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

51	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
52	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
53	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES		POWYS
	Edge of Town Centre Residential Zone Total No of Dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
54	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>11/05/15</i>	<i>Survey Type: MANUAL</i>
55	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		71	
	<i>Survey date: THURSDAY</i>		<i>23/01/14</i>	<i>Survey Type: MANUAL</i>
56	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	<i>Survey date: MONDAY</i>		<i>01/04/19</i>	<i>Survey Type: MANUAL</i>
57	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

58	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		
59	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		
60	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 <i>Survey date: THURSDAY 24/06/21</i>		
61	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI-DETACHED	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 149 <i>Survey date: TUESDAY 22/06/21</i>		
62	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
63	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		
64	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i>		
65	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 17 <i>Survey date: FRIDAY 09/05/14</i>		

LIST OF SITES relevant to selection parameters (Cont.)

66	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED & SEMI -DETACHED 248 22/11/17	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
67	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 26 22/11/17	STAFFORDSHIRE	<i>Survey Type: MANUAL</i>
68	TB-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 37 30/09/15	TORBAY	<i>Survey Type: MANUAL</i>
69	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI -DETACHED & TERRACED 12 08/05/17	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>
70	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 25/09/19	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
71	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 49 27/09/19	WARWICKSHIRE	<i>Survey Type: MANUAL</i>
72	WM-03-A-05 COUNDON ROAD COVENTRY Edge of Town Centre Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED & DETACHED 89 21/11/16	WEST MIDLANDS	<i>Survey Type: MANUAL</i>
73	WO-03-A-07 RYE GRASS LANE REDDITCH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 47 01/10/20	WORCESTERSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

74	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		11/12/14	Survey Type: MANUAL
75	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
76	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		16/06/21	Survey Type: MANUAL
77	WS-03-A-13	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		197	
	Survey date: WEDNESDAY		23/06/21	Survey Type: MANUAL
78	WS-03-A-14	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	78	101	0.083	78	101	0.300	78	101	0.383
08:00 - 09:00	78	101	0.137	78	101	0.370	78	101	0.507
09:00 - 10:00	78	101	0.135	78	101	0.172	78	101	0.307
10:00 - 11:00	78	101	0.129	78	101	0.156	78	101	0.285
11:00 - 12:00	78	101	0.137	78	101	0.150	78	101	0.287
12:00 - 13:00	78	101	0.155	78	101	0.159	78	101	0.314
13:00 - 14:00	78	101	0.165	78	101	0.149	78	101	0.314
14:00 - 15:00	78	101	0.158	78	101	0.185	78	101	0.343
15:00 - 16:00	78	101	0.259	78	101	0.169	78	101	0.428
16:00 - 17:00	78	101	0.277	78	101	0.162	78	101	0.439
17:00 - 18:00	78	101	0.341	78	101	0.160	78	101	0.501
18:00 - 19:00	78	101	0.268	78	101	0.152	78	101	0.420
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.337			2.357			4.694

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: 8 - 371 (units:)
 Survey date range: 01/01/14 - 30/06/22
 Number of weekdays (Monday-Friday): 82
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 12
 Surveys manually removed from selection: 0

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

acstro

Acstro Ltd., Ty Penbryn, Salem, Llandeilo, Carmarthenshire SA19 7LT

(01558) 824021
www.acstro.com