

Transport Assessment.

Land at Gate Farm, High Street, Sutton Benger.

On behalf of Gleeson Land Limited.

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1. Introduction

- 1.1. This Transport Assessment (TA) has been prepared by Pegasus Group on behalf of Gleeson Land Limited (the Applicant) in order to address the transportation issues associated with the proposed development of up to 90 residential dwellings on land at Gate Farm, High Street, Sutton Benger. The scheme is the subject of an outline application.
- 1.2. The site is located directly to the north of the B4069 High Street and is bound by existing dwellings to the east and open land to the north and west. Access is currently taken from the existing track to the southeast of the site, which also serves an existing residential dwelling.
- 1.3. The full development description is as follows:

'Outline planning application (with all matters reserved except means of access, from the B4069) for up to 90 no. (class C3) residential dwellings (including 40% affordable dwellings) including the creation of new vehicular access (from the B4069), pedestrian and cycle paths, parking spaces, public open space, biodiversity enhancement, landscape planting, surface water attenuation, associated infrastructure and other associated works.'
- 1.4. A new vehicular access is proposed from the B4069 High Street at the southern site boundary, in the location the agricultural access within under planning permission PL/2022/01518 (allowed at appeal APP/Y3940/W/23/3314906).
- 1.5. A pre-application enquiry was undertaken in September 2025. The following key transportation principles are addressed within this TA:
 - i. A review of relevant local and national transport policy and guidance.
 - ii. A review of the existing site context, including the nature of the local highway network within the vicinity of the site.
 - iii. The relative accessibility of the site in terms of pedestrian, cycle, and public transport users.
 - iv. The development proposals, including access, parking, and servicing arrangements.
 - v. Forecast trips generated by the development proposals.
 - vi. Traffic impact on the local highway network.
- 1.6. This TA concludes that the proposed development site is suitably located and provides the opportunity for future residents to use sustainable modes as a realistic alternative to single occupancy vehicular travel.
- 1.7. This TA also concludes that the proposed access arrangements are suitable to serve the residential development, and that the vehicular trips associated with the scheme proposals will not have a material impact on the operation and safety of the local highway network.



- 1.8. It is concluded that there are no valid highway or transportation reasons that should prevent the proposed development of the site.

2. Relevant Transport Policy and Guidance

2.1. Relevant transportation policies and guidance are set out in the following documents:

- i. National Planning Policy Framework (NPPF) (2024).
- ii. Planning Practice Guidance (first published 2014).
- iii. Highways England: Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022).
- iv. Manual for Streets (2007) and Manual for Streets 2 (2010).
- v. LTN 1/20 Cycle Infrastructure Design (2020).
- vi. Better Planning, Better Transport, Better Places (CIHT, 2019).
- vii. Vision Led Planning: How to Plan Development and Transport Infrastructure More Sustainably (endorsed by CIHT and Transport Planning Society, 2025).
- viii. Wiltshire Core Strategy (2015).
- ix. Wiltshire Council Local Transport Plan 4 (2025).
- x. Wiltshire Local Transport Plan 2011–2026 Car Parking Strategy (2011); and
- xi. Wiltshire Local Transport Plan 2011–2026 Cycling Strategy (2014).

National Planning Policy Framework (2024)

2.2. The current NPPF was published in December 2024.

2.3. Paragraph 109 states that transport issues should be considered from the earliest stages of development proposals using a vision led approach to identify transport solutions that deliver well designed, sustainable and popular places, and that this should involve realising opportunities from existing and proposed transport infrastructure and changing transport technology and usage.

2.4. Paragraph 110 recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 115 suggests that sustainable transport modes are to be prioritised and that any significant impacts on the transport network can be effectively mitigated to an acceptable degree through a vision led approach. Paragraph 115 states that development should only be refused on transport grounds where the residual cumulative impacts, following mitigation, would be severe, taking into account all reasonable future scenarios. At paragraph 118 it states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a vision led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.5. The accompanying 'Consultation Outcome' document also dated December 2024 states that updated guidance will be provided alongside the NPPF in due course. It is understood that this accompanying document is still not available at the time of writing.

- 2.6. It is Pegasus Group's view that the NPPF policy requirement for a vision led approach is in place to ensure that proposals consider ambitious masterplanning and sustainable travel measures together, in combination and at the outset, in order to both minimise vehicular travel and encourage sustainable travel associated with new development.

Planning Practice Guidance (first published 2014)

- 2.7. Planning Practice Guidance provides advice on when Transport Assessments and Transport Statements are required and what they should contain. The PPG confirms that these types of documents can positively contribute to:
- i. Encouraging sustainable travel.
 - ii. Lessening traffic generation and its detrimental impacts.
 - iii. Reducing carbon emissions and climate impacts.
 - iv. Creating accessible, connected, inclusive communities.
 - v. Improving health outcomes and quality of life.
 - vi. Improving road safety; and
 - vii. Reducing the need for new development to increase existing road capacity or provide new roads.

Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development

- 2.8. The Department for Transport (DfT) Circular 01/2022 sets out the way in which National Highways will engage with the relevant bodies to assist the delivery of sustainable development, and confirms that new development should be located in areas that '*are or can be made sustainable*' (paragraph 12) in order to reduce the need for single occupancy vehicular travel. Paragraph 19 confirms that the potential impacts of strategic growth is assessed at the plan-making stage. Paragraph 48 confirms that a Transport Assessment supporting a development proposal should set out a vision for what a development seeks to achieve. Paragraph 49 confirms that a Transport Assessment should also consider committed, existing and forecast traffic levels on the Strategic Road Network (SRN).

Manual for Streets (2007) and Manual for Streets 2 (2010)

- 2.9. Manual for Streets is a Department for Transport (DfT) document that presents highway guidance on how to apply the policy, technical and legal framework. The focus of the document is confirmed at paragraph 1.1.3 to be on the design of new residential streets.
- 2.10. Manual for Streets 2 builds on the guidance set out in Manual for Streets and explores in greater detail where its key principles can be applied to busier streets and non-trunk roads.

LTN 1/20 Cycle Infrastructure Design (2020)

- 2.11. LTN 1/20 provides guidance for local Councils on both planning for and providing high quality cycling infrastructure. This includes specific guidance on desirable geometries and the importance of linked infrastructure.

Better Planning, Better Transport, Better Places (2019)

- 2.12. The Better Planning, Better Transport, Better Places document is prepared by the Chartered Institute of Highways and Transport (CIHT) and provides advice on how best to integrate sustainable transport into new developments, supporting a vision led approach.

Vision Led Planning: How to Plan Development and Transport Infrastructure More Sustainably (2025)

- 2.13. The Vision Led Planning document is endorsed by CIHT and the Transport Planning Society. It sets out an approach that aims to limit the construction of roads and car travel, through the adoption of a 'vision-led approach'. The document suggests that, in some instances, alternative approaches for development can reduce car dependency, such as investment in non-motorised user travel instead of road capacity, and car-free or car-light developments (i.e. with reduced parking provision).

Wiltshire Core Strategy (2015)

- 2.14. The Wiltshire Core Strategy was adopted in 2015 and identifies Sutton Benger as a 'large village', with some employment opportunities, services and facilities.
- 2.15. Core Policy 60 relates to sustainable transport and aims to reduce the need to travel particularly by private car as well as supporting the sustainable movement of people and goods. Core Policy 61 relates to transport and new development, suggesting that new development is to be designed and located to reduce the need to travel by private car and should promote sustainable travel. It also suggests out that Transport Assessments are to consider all transport users. Core Policy 62 suggests that any adverse impacts on the local highway network as a result of a new development should be appropriately mitigated.

Wiltshire Local Transport Plan 4 (2025)

- 2.16. The Wiltshire Local Transport Plan (LTP) 4 was adopted in March 2025 sets out transport related aims and objectives for the Wiltshire area between 2025 and 2038. The objectives include improving multi-modal connectivity, provide a safe transport network, providing a resilient transport network that maximises economic growth, reducing total carbon emissions and ensuring that the transport network protects and enhances natural and built environments. It also suggests four broad policy areas to encourage less unnecessary travel, modal shift towards sustainable modes of transport, improve vehicle, fuel and network efficiency, and supporting these policy areas into the future.

Summary of Relevant Transport Policy

- 2.17. The main objectives within the national and local policy guidance are to reduce the need to travel, reduce car dependency and to encourage sustainable travel. The thrust of policy is towards a vision led approach for new developments, which is addressed in further detail at **Chapter 6** of this TA.

3. Site Context and Local Highway Network

- 3.1. The site is located in Sutton Benger, around 6.4 kilometres northeast of Chippenham. It currently comprises open land bound by the B4069 High Street to the south, existing dwellings to the east and open land to the north and west. The site in its wider geographical context is indicatively shown in **Figure 3.1**.

Planning Context

- 3.2. The site has previously been the subject of planning application PL/2022/01518 for a new agricultural access from the B4069 High Street on the southern site boundary. The application was submitted in February 2022 and comprised a vehicular footway crossover measuring around five metres wide, located approximately 150 metres to the west of the existing access road at the southeast of the site. The local highway authority objected to the application on the basis that adequate visibility was not demonstrated, and the application was subsequently refused in November 2022. A subsequent appeal (ref: APP/Y3940/W/23/3314906) was allowed in September 2023. The Inspector's Decision states at paragraph 14 that appropriate visibility would be achievable from this location, potentially subject to removal of vegetation and/or reprofiling of embankments within the splays. Paragraph 16 of the Decision also states that *'drivers will be well-used to people exiting driveways in the area'*. The permitted access arrangement is included at **Appendix A**.

Local Highway Network

B4069 High Street

- 3.3. The B4069 High Street comprises an unlit single carriageway that is subject to a 30mph speed limit, changing to 50mph near the southwest corner of the site. The carriageway measures around 5.5 metres wide and serves existing residential dwellings, as well as providing a route through the village. The B4069 High Street provides a connection between the centre of Sutton Benger in the east and the B4122 to the west. Beyond this, it also provides connection with Chippenham to the southwest of the site.
- 3.4. A continuous footway between the site boundary and the centre of the village is provided on the northern side of the carriageway, measuring between around one to two metres wide within the immediate vicinity of the site. Between the site and the village centre, the footway varies in width between 0.6 metres and two metres. Dropped kerbs are provided at crossing points.
- 3.5. It is observed that there are parts of the existing highway network that are already used by existing school children (and that could be used by school children associated with the proposed development) with geometries that accord with modern guidelines and some that don't because they are more historic, yet still function well. A review of the online crashmap database shows that there have been no recorded incidents between the site and the primary school within the most recent three year period (2022 to 2024 inclusive).

Baseline Traffic Conditions

- 3.6. Two Automatic Traffic Count (ATC) surveys have been undertaken on the B4069 High Street, located each side of the proposed site access. The surveys were undertaken between 04th July 2025 and 10th July 2025 and the data is contained at **Appendix B**.
- 3.7. The weekday average 85th percentile speeds have been calculated in line with Design Manual for Roads and Bridges (DMRB) document CA185 'Vehicle Speed Measurement' and are summarised in **Table 3.1** below. The weather was dry throughout the period of assessment¹.

Table 3.1 – Recorded 85th Percentile Vehicle Speeds

Direction of Flow	10:00 – 12:00 (mph)	14:00 – 16:00 (mph)	Average (mph)
Eastbound	37.18	37.20	37.19
Westbound	32.18	32.45	32.42

- 3.8. The ATC surveys also recorded vehicle flows on B4069 High Street. The five-day average for both directions of travel during the AM and PM peak hours are summarised in **Table 3.2** below and the data is also contained in **Appendix B**.

Table 3.2 – Recorded 5-day Average Total Vehicle Flows

Direction of Flow	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Eastbound	240	336
Westbound	383	260

B4122

- 3.9. The B4122 comprises an unlit single carriageway that is subject to the National Speed Limit (NSL) (60mph). The carriageway measures around six metres wide and currently serves existing industrial units. The B4122 provides a link between the B4069 in the south and Junction 17 of the M4 to the northwest.

Highway Safety

- 3.10. Personal Injury Collision (PIC) data was requested from Wiltshire Council for the most recent three-year period between 01 December 2022 and 21 November 2025. The study area comprises around 250 metres either side of the site boundary on the B4069 High Street. The data confirms that one incident was recorded during this period and study area. The incident is summarised below, and the full record and location is contained at **Appendix C**.
- 3.11. The recorded incident occurred on the 19 August 2025 at 10:52 in light and dry conditions at the Gate Court/B4069 High Street junction. It appears to have occurred when one vehicle turning out of Gate Court collided with an oncoming vehicle on the B4069 travelling in the opposite direction, resulting in one serious injury.

¹ <https://www.timeanddate.com/weather/@2636490/historic?month=7&year=2025>

- 3.12. The recorded incident appears to have occurred due to temporary driver misjudgement or error. The PIC data indicates that there is no existing highway safety cluster or pattern within the vicinity of the site. It is therefore concluded that there is no existing highway safety pattern or problem that would be exacerbated by the proposed development within the vicinity of the site.

4. Accessibility

Existing Pedestrian and Cyclist Facilities

- 4.1. A continuous footway that measures between around 0.6 and two metres wide is provided on the northern side of B4069 High Street. A footway is provided on the southern side of the carriageway from the junction with Arms Gardens around 200 metres to the east of the site boundary. It measures between around one and two metres wide. Dropped kerbs and tactile paving is generally provided at junctions.
- 4.2. Public Right of Way (PRoW) route SBEN22 is a bridleway located on the southern side of the B4069 High Street at Gate Court. It provides a connection between the B4069 High Street in the north and the wider PRoW network to the south, and facilitates access to Kington Langley and Chippenham to the southwest. The local PRoW network is indicatively shown at **Figure 3.1**.
- 4.3. There are no dedicated cycle facilities on the B4069 High Street, however the local topography is relatively flat and it is considered that it is suitable for confident cyclists.

Guidance on Walking, Cycling and Public Transport

Walking

- 4.4. The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25 minute walk based upon an average walking speed of 80 metres per minute². It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 4.5. The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) document states that around 80% of journeys under one mile are made on foot, and around 26% of journeys between one and two miles are made on foot. This indicates that walking up to two miles is a realistic choice for most people.
- 4.6. The Department for Education (DfE) 'Travel to School for Children of Compulsory School Age' document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.
- 4.7. The National Travel Survey 2024 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' for 2024 suggests that on average, 81% of trips under one mile (1.6km) are made by foot and 36% of trips between one and two miles (1.6–3.2 kilometres) are made on foot. This indicates that walking trips up to two miles are a realistic choice for many members of the public.

² 'Providing for Journeys on Foot' IHT (2000)

Cycling

- 4.8. The DfT Local Transport Note 1/20 Cycle Infrastructure (July 2020) states at paragraph 2.2.2 that *'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'*. This distance equates to approximately a 30 minute cycle journey, based upon an average cycling speed of 270 metres a minute³.
- 4.9. The CIHT 'Planning for Cycling' document sets out that the bicycle is a potential mode of transport for all journeys under five miles. The majority of cycling trips are for shorter distances, with 80% of all cycle trips being less than five miles. However, this is broadly reflective of trip lengths by all modes, with 67% of all trips being under five miles. It is considered that this should not be taken as a maximum, as some will choose to cycle further to facilities, work or for leisure.

Public Transport

- 4.10. The Bus Services & New Residential Developments document (2025) suggests that where there are a significant number of homes over 500 metres from an existing bus service, cycle access to local bus stops can be *'more appropriate'* than diverting an existing bus route (page 21). The document also suggests that the 'largest developments' should ensure that all dwellings are located within 500 metres of bus stops where possible, with a maximum distance of 800 metres.
- 4.11. The National Travel Survey 2024 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' suggests that on average, 64% of local bus trips outside London are up to five miles (eight kilometres) and that 88% of local bus trips are under 10 miles (16 kilometres). This indicates that the majority of local bus journeys are contained within a 10 mile radius, on average.

Proximity to Local Facilities and Amenities

- 4.12. There is a mix of local facilities and amenities that are typically required on a daily basis located within the proximity of the site. A summary of the facilities and amenities with associated walking and cycling times is provided in **Table 4.1**. The distances are measured using existing pedestrian and cyclist facilities from the approximate site centre, and the journey times are calculated with reference to typical walking and cycling speeds set out in national guidance (as referenced above). It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.

³ Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020).

Table 4.1 – Local Facilities and Amenities

Service / Facility	Distance (kilometres)	Walking Time (minutes)	Cycling Time (minutes)
Employment			
Wessex water	1.4	18	5
Indurent Park Chippenham (Business Park)	3.2	-	12
Langley Park Industrial Estate	5.3	-	20
Greenways Business Park	5.7	-	21
Bumpers Farm Industrial Estate	7.3	-	27
Education			
Sutton Benger C of E Primary School	0.7	9	3
Benger Bears Pre-School	0.8	9	3
Silverwood School – Chippenham Campus	5.9	-	22
Silverwood School Sixth Form College	6.2	-	23
Hardenhuish School	6.3	-	23
Sheldon School	6.5	-	24
Personal Business			
The Surgery	0.8	9	3
Morrisons Pharmacy	5.5	-	20
Hale Veterinary Group	5.5	-	20
Brignall Opticians	5.7	-	21
Chippenham Community Hospital	7.3	-	27
Leisure/Retail			
The Wellesley Arms	0.3	3	1
All Saints' Church	0.7	9	3
Sutton Benger Village Hall	0.8	9	3
Sutton Benger Park & Recreation Grounds	0.8	10	3
La Flambé restaurant	0.8	10	3
Langley Nurseries	1.5	19	6
National Trust – Sutton Lane Meadows	1.9	24	7
Christian Malford Stores	2.4	-	9
Nisa Local	2.6	-	10
M&S Simply Food	5.2	-	19
Chippenham Golf Club	5.5	-	20
Morrisons	5.5	-	20
Chippenham Town Centre	5.9	-	22
Chippenham Town Football Club	6.7	-	25
Public Transport			
Manor Farm Drive Bus Stops	0.3	4	1
Heath Avenue Bus Stops	0.5	6	2
Chippenham Train Station	6.3	-	23

Public Transport Opportunities

Bus

- 4.13. The closest bus stop to the site is the Manor Farm Drive stop, located approximately 300 metres east on the B4059 High Street. This equates to around a four minute walk from the approximate centre of the site. The bus stop is provided with a raised kerb, flag and pole, covered seating and shelter, and timetable information. This stop only serves eastbound bus services.
- 4.14. Additional bus stops are provided approximately 500 metres east of the approximate site centre on the B4059 High Street, named the 'Heath Avenue' bus stops. The eastbound stop is provided with a flag and timetable, and the westbound bus stop is provided with a flag and pole.
- 4.15. All local bus stops are served by bus route 91, which provides a connection between Chippenham and Little Somerford. There are services available Monday to Saturday with a frequency of every one to two hours on weekdays and every two to three hours on Saturdays.
- 4.16. The first service towards Chippenham departs from the Manor Farm Drive bus stop at 07:53 and arrives in Chippenham at 08:30. The final returning service departs Chippenham at 17:55 and arrives at the Heath Avenue bus stop at 18:14.

Rail

- 4.17. Chippenham Railway Station is the closest railway station to the site, located approximately 6.3 kilometres to the south. It is provided with a 24 hour car park with 640 car parking spaces as well as 106 secure and sheltered cycle parking spaces. The station provides direct services to destinations including Bristol Temple Meads, London Paddington, Swindon and Taunton approximately twice an hour.
- 4.18. Bus route 91 provides a connection between Sutton Benger and Chippenham Railway Station. The journey between the Manor Farm Drive bus stop and the Rail Station Forecourt bus stops is approximately 13 minutes. It is therefore considered that future residents would be able combine travel by bus and rail services as part of multi-modal journeys to and from key destinations and settlements.

Community Transport

- 4.19. Chippenham LINK Transport is a local community transport service that covers Chippenham and surrounding areas. It is led by volunteers and facilitates travel for reasons such as shopping, personal business and doctors/hospital appointments, providing travel options for those who cannot access public or private transport.

Conclusion on Accessibility

- 4.20. The site is located within walking and cycling distance of existing services and amenities that may be required by future residents on a daily and weekly basis. Sutton Benger is like any established settlement, in that there will be some parts of the existing highway network with geometries that accord with modern guidelines and some that don't because they are more historic yet still function well. The existing highway network is considered to operate safely within the vicinity of the site for all users including pedestrians, cyclists and motor vehicle users and there is no material existing highway accident pattern or recorded problem.
- 4.21. It is concluded that the site's position and relative distance to these services will provide the opportunity for both trips by non-car modes and relatively short trips using car journeys.

5. Development Proposals

5.1. The description of the development proposals is as follows:

'Outline planning application (with all matters reserved except means of access, from the B4069) for up to 90 no. (class C3) residential dwellings (including 40% affordable dwellings) including the creation of new vehicular access (from the B4069), pedestrian and cycle paths, parking spaces, public open space, biodiversity enhancement, landscape planting, surface water attenuation, associated infrastructure and other associated works.'

5.2. The site is bound by the B4069 High Street to the south, existing dwellings to the east and open land to the north and west. The site layout is provided within the wider planning application submission.

Proposed Access Arrangements

5.3. The site is currently accessed via the existing access to the southwest of the site. This is provided in the form of a vehicular footway crossover and measures around five metres wide. It is surfaced with uncompacted stone and currently serves both the site and an existing dwelling.

5.4. As set out at **paragraph 3.2**, the site benefits from planning permission PL/2022/01518 (allowed at appeal APP/Y3940/W/23/3314906) for a new agricultural access from the B4069. It is currently anticipated that the proposed development will be served by a new wider access point in this location, improved in order to accommodate residential development.

5.5. It is proposed that the site access to serve the proposed development would comprise a 5.5 metre carriageway with six metre radii on both sides, aligned perpendicular to the B4069 High Street. The indicative access arrangement is shown at **Appendix D**. Visibility splays have been calculated based on recorded weekday average 85th percentile speeds, as set out at **Table 3.1**. The calculated visibility splays equate to 2.4 x 58.05 metres to the south, and 2.4 x 48.47 metres to the north. This is shown to be achievable in the horizontal plane and the vertical plane (with associated earthworks), as indicatively shown at **Appendix D**.

5.6. Footways would be provided on both sides of the access, which then tie into the existing footway provisions on the B4069 High Street. Dropped kerbs and tactile paving will be provided to cross the access road.

5.7. It is not considered that dedicated cyclist facilities are required on the basis of the relatively low forecast number of cyclist movements generated by the proposed development (set out at **Table 6.1**).

5.8. It is currently anticipated that the existing site access to the southwest of the site would be retained in its current form.

Internal Layout

- 5.9. The internal site layout will be approved under a future Reserved Matters application. However, the Illustrative Masterplan within the wider planning submission has anticipated that the internal layout would be designed with a 20mph design speed and would measure 5.5 metres wide within the site. Footways will be provided on both sides of the carriageway measuring around two metres wide.
- 5.10. The internal carriageway will be constructed to an adoptable standard and offered for adoption to the local highway authority via a Section 38 agreement in due course.

Parking Arrangements

Vehicle Parking

- 5.11. The minimum vehicle parking guidance is set out in Wiltshire Council's Local Transport Plan Car Parking Strategy 2011 – 2026 (March 2015), as set out in **Table 5.1** below.

Table 5.1 – Minimum Car Parking Guidance

Number of Bedrooms	Minimum Number of Car Parking Spaces
1	1
2 – 3	2
4+	3

- 5.12. The guidance suggests that garages will be able to count towards the allocated parking provision where the minimum internal dimensions of six metres by three metres are met, to ensure that there is sufficient space for a car, a cycle and storage.
- 5.13. Local guidance also suggests that visitor parking is to be provided at a ratio of 0.2 spaces per dwelling (unallocated).
- 5.14. It is anticipated that the level of car parking provided on site will be in accordance with the ratios set out above, or the prevailing guidance at the time of a reserved matters application.

Cycle Parking

- 5.15. Cycle parking guidance is provided in the Wiltshire Council Local Transport Plan Cycling Strategy 2011– 2026 (March 2014), and the typical ratios are set out in **Table 5.2** below.

Table 5.2 – Cycle Parking Guidance

Number of Bedrooms	Minimum Number of Cycle Parking Spaces
Up to 3	1
4	3
5	4

- 5.16. The guidance also suggests that additional visitor cycle parking is to be provided at a ratio of one space per 20 bedrooms.

- 5.17. It is anticipated that the level of cycle parking provided on site will be in accordance with the ratios set out above, or the prevailing guidance at the time of a reserved matters application.

Travel Plan

- 5.18. A Framework Residential Travel Plan is submitted as a separate document within the wider planning submission. The Travel Plan sets out measures to minimise single occupancy vehicle use by future residents, and to promote sustainable travel for access to local and wider facilities and amenities. As part of the Travel Plan process, appropriate targets and initiatives relating to sustainable travel will be developed, monitored, and measured by a dedicated Travel Plan Co-ordinator.

6. Forecast Trip Generation

- 6.1. As set out at **Chapter 2**, the current NPPF was published in December 2024. Paragraph 109 states that transport issues should be considered from the earliest stages of development proposals using a vision led approach to identify transport solutions that deliver well designed, sustainable and popular places, and that this should involve realising opportunities from existing and proposed transport infrastructure and changing transport technology and usage.
- 6.2. In light of the above, this TA considers two trip scenarios. The first comprises a 'core' scenario that uses trip rates derived from the TRICS database, essentially representing an unrestrained trip dataset that takes no account of how new development will encourage sustainable travel. The second scenario comprises a 'vision' scenario that reduces the number of car driver trips by 10% and increases the proportion of sustainable travel modes.
- 6.3. The 'core' scenario is considered to be appropriate to determine the 'worst case' impact of the proposed scheme in terms of vehicular traffic generation and the residual capacity of the access junction. The 'preferred vision' scenario is considered to reflect the anticipated effects of an FTP in due course. This approach is considered to mean that the trip impacts are forecast at relatively higher levels than expected as a result of FTP measures.

'Core' Scenario

- 6.4. A trip assessment exercise has been carried out using the TRICS online database (version 8.25.6) to forecast the multi-modal trip generation associated with the proposed development of up to 90 residential dwellings. This has been carried out using the following selection criteria
 - i. Residential, Houses Privately Owned.
 - ii. Neighbourhood Centre – Village Locations.
 - iii. England, Scotland, and Wales excluding Greater London.
 - iv. Sites comprising up to 100 dwellings.
 - v. Weekday trips only; and
 - vi. No Travel Plans.
- 6.5. Any surveys undertaken during the Covid19 pandemic have been manually removed due to atypical travel patterns at that time.
- 6.6. The forecast multimodal trips associated with the proposed development are summarised in **Table 6.1** below, and the full TRICS report is included at **Appendix E**.

Table 6.1 – Forecast Trip Generation – ‘Core’ Scenario

90 Dwellings	Trip Rate			Trip Number		
	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles						
AM Peak (0800 – 0900)	0.176	0.319	0.495	16	29	45
PM Peak (1700 – 1800)	0.314	0.143	0.457	28	13	41
Pedestrians						
AM Peak (0800 – 0900)	0.084	0.219	0.303	8	20	27
PM Peak (1700 – 1800)	0.065	0.057	0.122	6	5	11
Cyclists						
AM Peak (0800 – 0900)	0.008	0.024	0.032	1	2	3
PM Peak (1700 – 1800)	0.014	0.027	0.041	1	2	4
Bus Passengers						
AM Peak (0800 – 0900)	0.000	0.016	0.016	0	1	1
PM Peak (1700 – 1800)	0.008	0.005	0.013	1	0	1

- 6.7. **Table 6.1** shows that the proposed development could generate around 45 two-way vehicular movements in the AM peak hour, and around 41 two-way vehicular movements in the PM peak hour. This equates to an average of around two vehicular movements every three minutes associated with the site during the peak hours. This is not considered to be material in real terms, and is considered robust as the forecast trip rates do not account for the trip-suppressing effects of the Travel Plan.
- 6.8. Additionally, **Table 6.1** forecasts that there could be around 27 two-way pedestrian trips in the AM peak and 11 two-way pedestrian trips in PM peak hours, and one bus passenger trip in both peak hours. It is also forecast that there could be around three two-way cyclist movements in the AM peak hour, and around four two-way cyclist movements in the PM peak hour.

‘Vision’ Scenario

- 6.9. The ‘vision’ trip generation scenario has also been prepared to allow for the effects of the Framework Travel Plan to increase sustainable travel. For the purposes of this assessment, it is assumed that this will affect a 10% modal share transfer from car driver trips as set out at **Table 6.1** to pedestrian, cyclist and bus modes of transport. The forecast ‘vision’ trips are summarised in **Table 6.2** below.

Table 6.2 – Forecast Trip Generation – ‘Preferred Vision’ Scenario

90 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Total Vehicles						
‘Core’ Scenario Trips	16	29	45	28	13	41
Modal Shift	–10%					
Change Affected (trip number)	–2	–3	–5	–3	–1	–4
‘Vision’ Scenario Trips	14	26	40	25	12	37
Pedestrians						
‘Core’ Scenario Trips	8	20	27	6	5	11
Change Affected (trip number)	+1	+2	+3	+1	–	+1
‘Vision’ Scenario Trips	9	22	30	7	5	12
Cyclists						
‘Core’ Scenario Trips	1	2	3	1	2	4
Change Affected (trip number)	–	–	–	+1	–	+1
‘Vision’ Scenario Trips	1	2	3	2	2	5
Bus Passengers						
‘Core’ Scenario Trips	0	1	1	1	0	1
Change Affected (trip number)	+1	+2	+3	+1	+1	+2
‘Vision’ Scenario Trips	1	3	4	2	1	3

- 6.10. **Table 6.2** demonstrates that the ‘vision’ for the site affects a reduction of a maximum of five two-way vehicular movements in the AM peak hour and four two-way vehicular movements in the PM peak hour. The trips have been shifted to walking, cycling and bus passenger trips, resulting in up to three additional two-way pedestrian and bus passenger trips in the AM peak and up to two two-way bus passenger trips in the PM peak when compared to the trips forecast at **Table 6.1**.
- 6.11. The existing and proposed routes and facilities for pedestrians, cyclists and public transport users within the vicinity of the site are considered to be appropriate to accommodate the forecast trips.

M4 Junction 17

- 6.12. The number of trips that are forecast to use Junction 17 of the M4 have been broadly quantified at this stage, using the 2011 census data set WU03EW – Location of Usual Residence and Place of Work by Method of Travel to Work dataset. Middle Super Output Area (MSOA) E02006651: Wiltshire 008 has been used as the place of usual residence, and the top 20 workplace destinations have been assessed. This is considered to represent a robust approach on the basis that commuting trips are distributed longer distances, whereas in reality there will be a large portion of peak hour trips associated with other journey purposes, such as education, that would typically be distributed to more local destinations.
- 6.13. Vehicular trip assignment has been carried out with reference to the MSOA centroids reported on the DataShine: Commute database. The routes to each centroid have been calculated using the Google Maps direction tool and judgement about the available direct routes to confirm the most likely travel routes in the peak hours. The calculations are included at **Appendix F**.
- 6.14. Using the Census data, it is considered that around 23.6% of trips would route to Junction 17 from the site, 4.2% of which would route east and 19.4% of which would route west on the M4. As set out at **Table 6.1**, the scheme is forecast to be associated with around 45 two-way vehicular trips in the AM peak and around 41 two-way vehicular trips in the PM peak. It is therefore estimated that a total of up to around 11 two-way vehicular trips could route via Junction 17 in the AM peak hour, and around 10 two-way vehicular trips could route via Junction 17 in the PM peak hour. This is not considered to be material in real terms, and no further assessment of this junction is made on this basis.

7. Traffic Impact Assessment

'Core' Scenario

- 7.1. It is considered that the 'core' scenario represents the proposed development's maximum trip generation potential and as such, it is considered the most appropriate scenario to test the likely impact in traffic terms. The 'vision' scenario forecasts a lower number of car trips, and it has therefore not been assessed further.

Vehicular Trip Distribution and Assignment

- 7.2. All forecast vehicular trips have been distributed from the site using the 2011 census data set WU03EW – Location of Usual Residence and Place of Work by Method of Travel to Work dataset. Middle Super Output Area (MSOA) E02006651: Wiltshire 008 has been used as the place of usual residence, and the top 20 workplace destinations have been assessed.
- 7.3. Vehicular trip assignment has been carried out with reference to the MSOA centroids reported on the DataShine: Commute database. The routes to each centroid have been calculated using the Google Maps direction tool and judgement about the available direct routes to confirm the most likely travel routes in the peak hours. The calculations are included at **Appendix F**.

Future Assessment Years

- 7.4. The assessment of the development has been carried out for the following scenarios for a weekday AM peak period (08:00 – 09:00) and PM peak period (17:00 – 18:00).
- i. 2025 Base – Year of planning submission.
 - ii. 2030 Future Year – Forecast opening year plus proposed development.

Background Growth and Committed Development

TEMPro Growth Rates

- 7.5. In order to assess the impact of the development in the application year of 2025 and a future year of 2030, the base traffic data detailed in **Chapter 3** on the B4069 High Street has been growthed using TEMPro (Version 8.1) National Transport Model growth factors. The following parameters have been applied:
- Middle Super Output Area (MSOA) E02006651: Wiltshire 008.
 - Car driver.
 - Trip end type: origin/destination.
 - Minor Road type; and
 - N RTP 2022 Core dataset (Dataset Version 80).
- 7.6. The growth factors are summarised at **Table 7.1**.

Table 7.1 – Future Year Growth Factors

E02006651: Wiltshire 008		
Time Period	Weekday AM Peak Period (07:00–09:59)	Weekday PM Peak Period (16:00–18:59)
2025–2030	1.0351	1.0361

Definition of Modelling Terms

Queue Length

- 7.7. The queue length stated in the capacity assessment results represents the average maximum queue lengths in vehicles on each arm across the peak hour. They are therefore indicative of queuing extent at the busiest times within the peak hour.

RFC – Ratio Flow to Capacity

- 7.8. The ratio of flow to capacity provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e. 85% capacity utilised) are considered to be approaching capacity at times. Junction arms exceeding a ratio of 1.00 (i.e. 100% capacity utilised) are considered to be over capacity and are characterised as typically having heavy volumes of queueing traffic at peak times.
- 7.9. Results that exceed RFCs of 1.00 are associated with queue lengths that are subject to exponential growth. However, the instability of flows through over-capacity approach arms results in an inherent difficulty in calibrating modelled outputs to observed conditions. For this reason, queue lengths attributed to overcapacity approach arms should be seen as indicative rather than representative.

Junction Capacity Assessment Results

- 7.10. The industry standard Junctions 11 PICADY modelling software has been used to assess the capacity of the site access junction.
- 7.11. The full modelling results are included at **Appendix G** and summarised in **Table 7.2**.

Table 7.2 – Site Access junction with B4069 High Street Modelling Results

Arm	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Queue (Veh)	Delay (seconds)	RFC	Queue (Veh)	Delay (seconds)	RFC
	2030 Future Year plus Development					
Site Access to B4069 High Street E	0.0	5.29	0.01	0.0	5.46	0.00
Site Access to B4069 High Street W	0.1	8.46	0.06	0.0	8.20	0.03
B4069 High Street E (to Site access and B4069 High Street W)	0.0	4.46	0.00	0.0	4.94	0.01

- 7.12. **Table 7.2** confirms that the junction is forecast to operate well within capacity in a future year of 2030, with a highest RFC of 0.06 forecast on the site access arm in the AM peak hour with a delay of around 8.46 seconds.

Conclusions on Traffic Impact

- 7.13. It is concluded that the traffic numbers generated by the development proposal will not have a material effect in real terms on the safety or operation of the local or strategic highway network.

8. Conclusion

- 8.1. This Transport Assessment has been prepared by Pegasus Group on behalf of Gleeson Land Limited (the Applicant), in order to address the transportation issues associated with the proposed development of up to 90 residential dwellings on land at Gate Farm, High Street, Sutton Benger.
- 8.2. The site is located directly to the north of the B4069 High Street and is bound by existing dwellings to the east and open land to the north and west. Access is currently taken from the existing track to the southeast of the site, which also serves an existing residential dwelling.
- 8.3. The development proposal is for the development of up to 90 dwellings. A new vehicular access is proposed from the B4069 High Street at the southern site boundary, in the location the agricultural access within under planning permission PL/2022/01518 (allowed at appeal APP/Y3940/W/23/3314906).
- 8.4. The TA concludes that the development site is suitably located with appropriate walking, cycling and public transport facilities available within the vicinity of the site that provide opportunities for residents to travel to and from the site by sustainable travel modes as a genuine alternative to single occupancy travel.
- 8.5. It is concluded that suitable access to the site can be provided and that the trip impact associated with the development proposal will not have a material effect on the existing safety or operation of the local highway network.
- 8.6. It is finally concluded that there are no valid highway or transportation reasons which should prevent the proposed development.

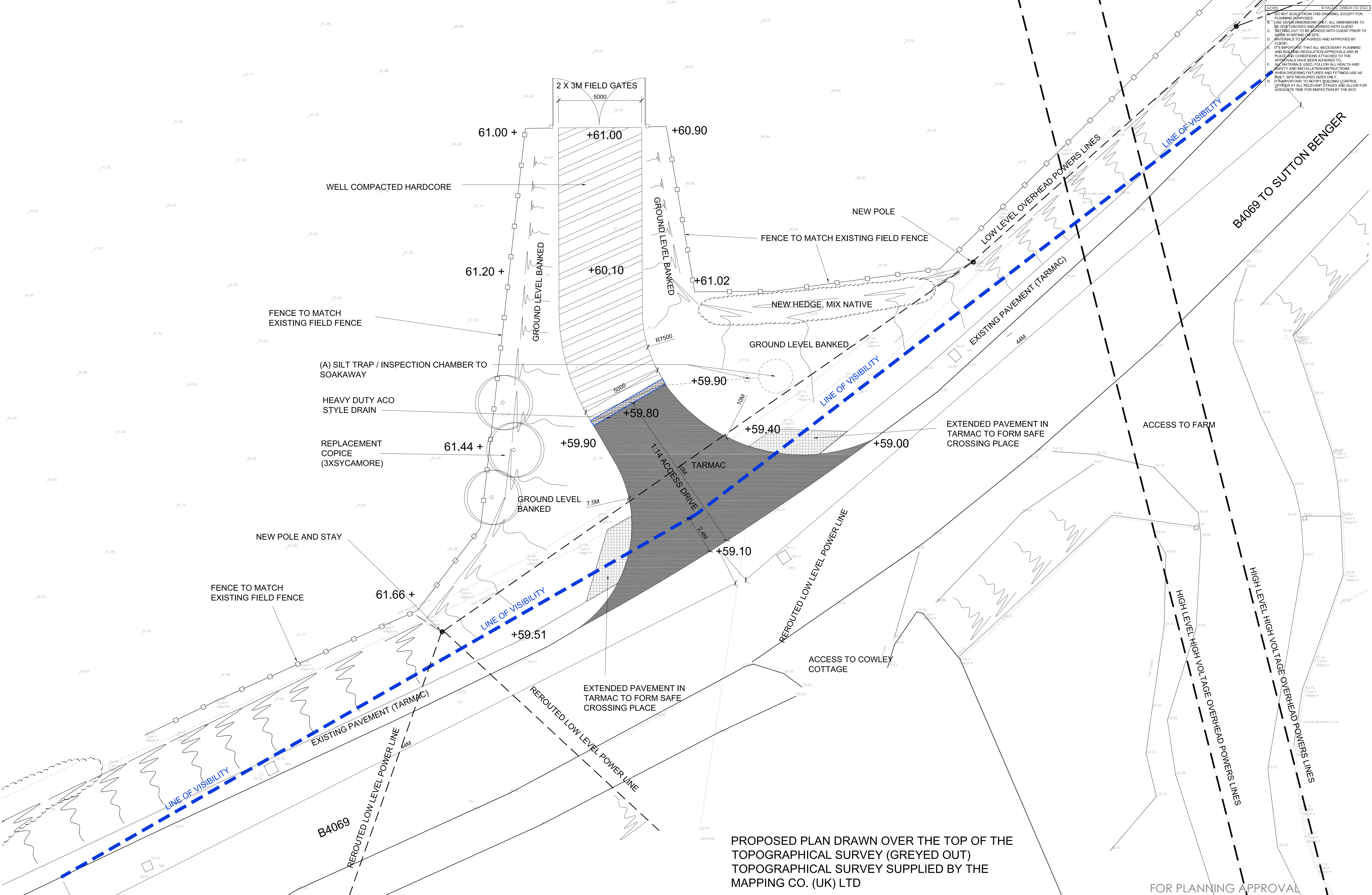


Figure



Appendix A

NOTES:
A. DO NOT SCALE FROM THIS DRAWING. EXCEPT FOR PLANNING PURPOSES.
B. USE GIVEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE SITE CHECKED AND AGREED WITH CLIENT.
C. SETTING OUT TO BE AGREED WITH CLIENT PRIOR TO WORK STARTING ON SITE.
D. MATERIALS TO BE AGREED AND APPROVED BY CLIENT.
E. IT'S IMPORTANT THAT ALL NECESSARY PLANNING AND BUILDING REGULATION APPROVALS ARE IN PLACE AND CONDITIONS ATTACHED TO THE APPROVALS HAVE BEEN ADHERED TO.
F. WHEN ORDERING FIXTURES AND FITTINGS USE AS BUILT SITE MEASURED SIZES ONLY.
G. IT'S IMPORTANT TO NOTIFY BUILDING CONTROL OFFICES AT ALL RELEVANT STAGES AND ALLOW FOR ADEQUATE TIME FOR INSPECTION BY THE BCO.



SITE LAYOUT - AS PROPOSED 1:100 @A1
1:100 Scale 1 0 1 2 3 4 5 6 7 8 9 10 11 12
In metres

PROPOSED PLAN DRAWN OVER THE TOP OF THE TOPOGRAPHICAL SURVEY (GREYED OUT)
TOPOGRAPHICAL SURVEY SUPPLIED BY THE MAPPING CO. (UK) LTD

FOR PLANNING APPROVAL

TITLE: New Access to Gate Farm, Sutton Benger		HALZAC DESIGN LTD ARCHITECTURAL DESIGN AND TECHNICAL SERVICES e: colin@halzacdesign.com w: halzacdesign.com t: 01793 951631 m: 07801 070166	
DRAWING: Proposed Access Plan		JOB NUMBER: DWG NUMBER: REV:	
SCALE: @ A1 1:100		21-229 / PL20	
DRAWN: CR	CHECKED:	DATE: Feb'22	

REVISIONS (up to the last 4 revisions shown only)



Appendix B



	Site / Location:	High St, B4069	Project No:	17007	Site No:	1
	Survey Date:	26 June 2025 to 02 July 2025	Project Name:	Sutton Benget		
	Survey Times:	24 hours	Drawing Title:	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	High St, B4069	Northbound	30	26 June 2025	02 July 2025	24121	3757	3446	5229	21.7	1114	4.6	244	1.0	27.8	31.0
		Southbound	30	26 June 2025	02 July 2025	24253	3798	3465	10721	44.2	2177	9.0	415	1.7	29.8	33.4
		Two Way	30	26 June 2025	02 July 2025	48374	7555	6911	15950	33.0	3291	6.8	659	1.4	28.8	32.4

Site
Location
Direction

1
High St, B4069
Northbound
26 June 2025
Thursday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound
26 June 2025
Thursday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																					
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140										
0000	9	0	8	0	0	1	0	0	0	0	0	0	0	4	44.4	3	33.3	1	11.1	33.4	-	0	0	0	0	0	5	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	3	60.0	3	60.0	1	20.0	34	-	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	4	0	2	0	2	0	0	0	0	0	0	0	0	4	100.0	3	75.0	1	25.0	37.7	-	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.5	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60.0	2	40.0	0	0.0	32.5	-	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	19	0	16	0	2	1	0	0	0	0	0	0	0	12	63.2	8	42.1	3	15.8	33.6	41.2	0	0	0	0	1	6	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0600	72	1	63	1	5	2	0	0	0	0	0	0	0	37	51.4	15	20.8	3	4.2	31.1	36.7	0	0	0	0	2	33	22	12	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	220	2	184	0	28	3	1	0	1	0	1	0	0	58	26.4	14	6.4	2	0.9	28.5	32	0	0	0	1	27	134	44	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	277	2	223	10	38	1	0	0	0	1	0	2	0	31	11.2	2	0.7	0	0.0	26.2	29.4	0	0	3	11	61	171	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	207	1	167	4	29	1	2	0	2	0	1	0	0	17	8.2	1	0.5	0	0.0	25.4	29	0	0	6	8	71	105	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	180	2	144	3	26	0	1	0	0	0	0	4	0	16	8.9	3	1.7	0	0.0	26.3	28.6	0	0	0	4	54	106	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	206	0	181	3	20	1	1	0	0	0	0	0	0	25	12.1	5	2.4	0	0.0	27.4	29.6	0	0	0	2	32	147	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	207	0	185	4	16	0	0	0	0	0	0	2	0	32	15.5	6	2.9	2	1.0	27.6	30.1	0	0	1	1	32	141	26	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	210	0	185	2	20	0	0	0	0	1	0	2	0	42	20.0	6	2.9	2	1.0	28.3	30.6	0	0	0	0	18	150	36	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	223	2	197	0	20	1	2	0	1	0	0	0	0	45	20.2	4	1.8	1	0.4	28	30.6	0	0	1	9	11	157	41	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	203	2	269	4	24	1	0	0	0	0	0	2	1	50	16.5	10	3.3	2	0.7	27.7	30.3	0	0	0	3	41	209	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	243	5	312	6	16	1	1	0	1	1	0	0	0	68	19.8	11	3.2	1	0.3	27.6	30.6	0	0	1	6	64	204	57	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	270	7	336	5	22	0	0	0	0	0	0	0	0	59	16.0	18	4.9	2	0.5	27.4	30.2	0	0	0	13	52	246	41	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	299	3	280	2	13	0	0	0	1	0	0	0	0	45	15.1	8	2.7	3	1.0	26.8	30	0	3	6	4	54	187	37	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	211	1	199	0	9	0	0	0	1	0	1	0	0	48	22.8	7	3.3	0	0.0	28.1	30.7	0	0	1	0	30	132	41	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	146	6	137	1	2	0	0	0	0	0	0	0	0	19	13.0	1	0.7	0	0.0	25.8	29.6	0	2	1	9	37	78	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	113	2	106	1	4	0	0	0	0	0	0	0	0	15	13.3	6	5.3	2	1.8	27.6	29.9	0	0	0	3	20	75	9	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	70	0	66	0	3	0	0	0	1	0	0	0	0	11	15.7	4	5.7	2	2.9	27	30.3	0	0	0	2	24	33	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	53	0	51	0	2	0	0	0	0	0	0	0	0	21	39.6	3	5.7	2	3.8	29.2	32.8	0	0	0	0	10	22	18	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	3045	26	2663	43	272	9	8	0	8	1	14	1	0	488	16.0	88	2.9	15	0.5	27.3	30.1	0	3	18	62	517	1957	400	73	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3587	36	3168	46	292	11	8	0	9	1	15	1	0	607	16.9	117	3.3	20	0.6	27.4	30.3	0	5	20	74	606	2275	490	97	13	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3710	36	3285	46	297	11	8	0	10	1	15	1	0	639	17.2	124	3.3	24	0.6	27.4	30.3	0	5	20	76	640	2330	515	100	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3753	36	3319	46	303	14	8	0	10	1	15	1	0	666	17.8	144	3.8	30	0.8	27.5	30.4	0	5	5	20	76	641	2345	522	114	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

1
High St, B4069
Northbound
27 June 2025 Friday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound
27 June 2025 Friday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
0000	16	0	16	0	0	0	0	0	0	0	0	0	0	8	50.0	1	6.3	0	0.0	29.1	32.5	0	0	0	1	2	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

1
High St, B4069
Northbound
28 June 2025 Saturday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound
28 June 2025 Saturday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
0000	23	0	20	0	3	0	0	0	0	0	0	0	0	16	69.6	7	30.4	0	0.0	32.5	37.2	0	0	0	0	0	7	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

Site
Location
Direction

1
High St, B4069
Northbound
30 June 2025

Monday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound

30 June 2025 Monday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	13	0	13	0	0	0	0	0	0	0	0	0	0	8	61.5	3	23.1	2	15.4	32.3	43.5	0	0	0	0	2	3	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	12	0	12	0	0	0	0	0	0	0	0	0	0	7	58.3	6	50.0	2	16.7	33.4	40.5	0	0	0	0	1	4	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	9	0	7	0	2	0	0	0	0	0	0	0	0	7	77.8	2	22.2	2	22.2	38.6	-	0	0	0	0	0	2	5	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	9	0	8	0	1	0	0	0	0	0	0	0	0	6	66.7	4	44.4	0	0.0	33.4	-	0	0	0	0	0	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	0	0.0	0	0.0	30.3	-	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	20	1	16	0	3	0	0	0	0	0	0	0	0	9	45.0	3	15.0	0	0.0	29.7	35	0	0	0	1	0	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	86	0	75	0	9	2	0	0	0	0	0	0	0	46	53.5	10	11.6	4	4.7	30.9	34.8	0	0	0	0	4	36	36	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	231	2	202	1	25	1	0	0	0	0	0	0	0	41	17.8	5	2.2	3	1.3	28	30.4	0	0	0	0	28	162	36	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	265	2	223	3	36	0	1	0	0	0	0	0	0	42	15.9	6	2.3	0	0.0	27.4	30.1	0	0	0	2	45	176	36	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	191	2	162	1	25	0	0	0	0	1	0	0	0	41	21.5	6	3.1	0	0.0	27.7	31	0	0	0	5	31	114	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	215	3	182	3	24	0	2	0	1	0	0	0	0	39	18.1	9	4.2	1	0.5	27.8	31.2	0	0	0	5	33	138	30	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	193	2	171	1	17	0	2	0	0	0	0	0	0	37	19.2	1	0.5	0	0.0	27.7	30.5	0	0	0	5	18	133	36	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	186	2	160	1	16	2	2	0	1	0	2	0	0	34	18.3	6	3.2	1	0.5	27.9	30.5	0	0	0	0	20	132	28	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	186	1	159	4	22	0	0	0	0	0	0	0	0	60	32.3	14	7.5	1	0.5	29.3	32.5	0	0	0	0	7	119	46	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	217	2	195	1	16	1	0	0	1	1	0	0	0	48	22.1	13	6.0	3	1.4	28.4	31.5	0	0	0	0	29	140	35	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	334	4	291	4	32	0	1	0	1	1	0	0	0	61	18.3	12	3.6	2	0.6	27.6	30.4	0	0	0	3	62	208	49	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	290	1	270	3	14	1	1	0	0	0	0	0	0	59	20.3	12	4.1	3	1.0	28.2	31	0	0	2	4	34	191	47	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	344	6	320	7	11	0	0	0	0	0	0	0	0	72	20.9	11	3.2	1	0.3	27.8	30.6	0	0	2	2	48	220	61	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	221	3	200	2	15	0	0	0	0	0	1	0	0	61	27.6	17	7.7	3	1.4	28.8	32.5	0	0	0	1	26	133	44	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	197	2	191	3	1	0	0	0	0	0	0	0	0	57	28.9	13	6.6	2	1.0	28.7	32.1	0	0	0	0	26	114	44	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	140	3	129	1	6	0	0	0	1	0	0	0	0	42	30.0	12	8.6	2	1.4	29.3	32.8	0	0	0	0	7	91	30	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	101	0	99	0	1	0	0	0	1	0	0	0	0	23	22.8	4	4.0	1	1.0	28.2	30.6	0	0	0	0	13	65	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	69	0	66	0	3	0	0	0	0	0	0	0	0	28	40.6	10	14.5	0	0.0	29.7	35	0	0	0	0	7	34	18	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	30	1	24	1	3	1	0	0	0	0	0	0	0	16	53.3	5	16.7	1	3.3	30.8	36.2	0	0	0	0	1	13	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	2873	30	2535	31	253	5	9	0	5	2	3	0	0	595	20.7	112	3.9	18	0.6	28	30.9	0	0	4	27	381	1866	483	94	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3397	35	3029	35	270	7	9	0	7	2	3	0	0	763	22.5	151	4.4	27	0.8	28.2	31.1	0	0	4	27	431	2172	612	124	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3496	36	3119	36	276	8	9	0	7	2	3	0	0	807	23.1	166	4.7	28	0.8	28.2	31.3	0	0	4	27	439	2219	641	138	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3562	37	3178	36	282	8	9	0	7	2	3	0	0	846	23.8	184	5.2	34	1.0	28.3	31.4	0	0	4	28	442	2242	662	150	28	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

Site
Location
Direction

1
High St, B4069
Northbound
02 July 2025

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Northbound

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

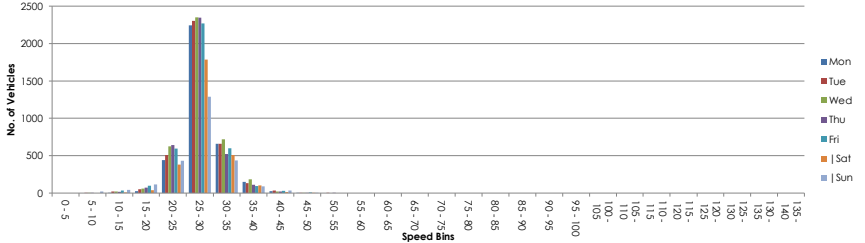
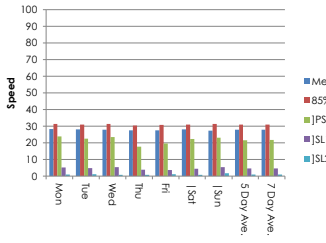
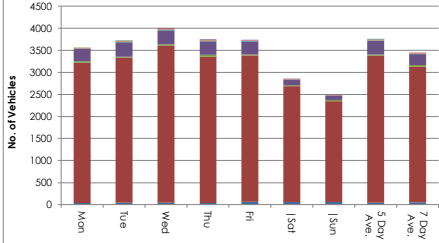
		Wednesday														Wednesday												Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	02 July 2025										Wednesday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		MCL	SV	SVT	TB2	5 TB3	T4	ART3	ART4	ART5	ART6	BD	DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
0000	13	0	10	0	3	0	0	0	0	0	0	0	9	69.2	3	23.1	2	15.4	32.7	39.9	0	0	0	0	1	3	6	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 DirA - Results

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Mon	3562	37	3178	36	282	8	9	0	7	2	3	0	0	846	23.8	184	5.2	34	1.0	28.3	31.4	0	0	4	28	442	2242	662	150	28	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs



Site
Location
Direction

1
High St, B4069
Southbound
26 June 2025
Thursday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
26 June 2025
Thursday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	4	0	2	0	2	0	0	0	0	0	0	0	0	1	25.0	1	25.0	0	0.0	31	-	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	1	33.3	37.8	-	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	4	66.7	1	16.7	0	0.0	32.1	-	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	30.8	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	17	1	14	1	1	0	0	0	0	0	0	0	0	10	58.8	3	17.7	3	17.7	32.7	41.9	0	0	0	0	0	7	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	41	1	36	0	3	0	0	0	0	0	0	0	1	27	65.9	13	31.7	5	12.2	32.7	38.6	0	0	1	0	2	11	14	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	125	0	113	1	6	0	2	0	0	0	0	2	1	90	72.0	26	20.8	11	8.8	32.6	36	0	0	0	0	0	35	64	15	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	330	4	301	2	23	0	0	0	0	0	0	0	0	161	48.8	19	5.8	4	1.2	30.1	33	0	1	0	0	9	159	142	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	394	1	367	3	22	1	0	0	0	0	0	0	0	140	35.5	12	3.0	1	0.3	28.8	31.9	0	0	0	7	36	211	128	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	267	2	237	5	36	2	1	0	1	2	1	0	0	63	22.0	7	2.4	2	0.7	27.7	30.6	0	0	2	5	48	169	56	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	247	0	217	4	21	0	0	0	1	1	3	0	0	46	18.6	1	0.4	0	0.0	27	30.4	0	2	3	3	54	139	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	254	0	217	5	28	2	1	0	1	0	0	0	0	75	29.5	3	1.2	1	0.4	28.2	31.4	0	1	1	7	30	140	72	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	218	0	183	2	30	1	1	0	1	0	0	0	0	93	42.7	20	9.2	3	1.4	29.9	33.2	0	0	0	0	11	114	73	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	212	1	187	1	19	1	0	0	0	2	1	0	0	76	35.9	17	8.0	3	1.4	29.3	32.8	0	0	1	0	17	118	59	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	240	5	211	4	19	0	0	0	0	0	0	1	0	77	32.1	15	6.3	1	0.4	29	32.1	0	0	3	2	16	142	62	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	288	3	250	1	33	0	0	0	0	0	0	1	0	107	37.2	14	4.9	2	0.7	29.3	32.8	0	0	2	8	11	160	93	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	305	3	273	3	23	1	0	0	0	1	0	1	0	146	47.9	27	8.9	1	0.3	30.4	34.1	0	0	0	0	6	153	119	26	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	269	5	269	3	12	0	0	0	0	0	0	0	0	169	58.5	30	10.4	1	0.3	30.6	34.1	1	0	1	3	3	112	139	29	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	216	7	201	1	6	1	0	0	0	0	0	0	0	105	48.6	22	10.2	3	1.4	30.1	33.9	0	0	1	3	14	93	83	19	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	122	3	114	1	4	0	0	0	0	0	0	0	0	62	50.8	19	15.6	1	0.8	30.1	35.1	0	0	3	0	6	51	43	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	75	2	69	0	3	0	1	0	0	0	0	0	0	26	34.7	6	8.0	2	2.7	28	33	0	0	1	7	8	33	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	70	1	65	1	3	0	0	0	0	0	0	0	0	35	50.0	17	24.3	2	2.9	30.4	35.7	0	0	0	1	13	21	18	15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	55	0	55	0	0	0	0	0	0	0	0	0	0	20	36.4	6	10.9	3	5.5	29.2	34.3	0	0	0	1	7	27	14	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	31	0	29	0	2	0	0	0	0	0	0	0	0	17	54.8	6	19.4	3	9.7	30.8	36	0	0	0	1	3	10	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3280	31	2913	34	272	9	3	0	7	4	7	0	0	1258	38.4	187	5.7	22	0.7	29.2	32.7	1	4	14	38	255	1710	1071	165	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3672	37	3274	37	288	9	6	0	7	4	9	1	0	1471	40.1	255	6.9	38	1.0	29.3	33	1	4	18	46	282	1850	1216	217	30	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3758	37	3358	37	290	9	6	0	7	4	9	1	0	1508	40.1	267	7.1	44	1.2	29.4	33	1	4	18	48	292	1887	1241	223	36	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3831	39	3420	38	297	9	6	0	7	4	10	1	0	1554	40.6	287	7.5	53	1.4	29.4	33.1	1	4	19	48	294	1911	1267	234	43	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site
Location
Direction

1
High St, B4069
Southbound
27 June 2025 Friday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Friday												Friday																				Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
0000	7	0	7	0	0	0	0	0	0	0	0	0	5	71.4	4	57.1	1	14.3	33.4	-	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</

Site
Location
Direction

1
High St, B4069
Southbound
28 June 2025

Saturday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

28 June 2025 Saturday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																					
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140										
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	10	90.9	6	54.6	3	27.3	36.8	44.9	0	0	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0100	10	0	6	0	4	0	0	0	0	0	0	0	0	7	70.0	4	40.0	1	10.0	32.9	-	0	0	0	0	2	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50.0	0	0.0	0	0.0	31.2	-	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100.0	1	50.0	0	0.0	36.7	-	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50.0	1	12.5	0	0.0	30.9	-	0	0	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500	19	0	18	0	1	0	0	0	0	0	0	0	0	14	73.7	4	21.1	2	10.5	32.7	39.2	0	0	0	0	0	5	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0600	48	1	44	0	3	0	0	0	0	0	0	0	0	29	60.4	12	25.0	4	8.3	31.4	38.3	0	0	0	0	4	15	17	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0700	101	1	94	1	5	0	0	0	0	0	0	0	0	51	50.5	21	20.8	9	8.9	31.6	37.5	0	0	2	0	1	47	30	12	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0800	174	3	158	2	9	0	1	0	1	0	0	0	0	88	50.6	11	6.3	2	1.1	30.3	33.8	0	0	0	2	6	78	77	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0900	218	5	206	1	6	0	0	0	0	0	0	0	0	86	39.5	20	9.2	2	0.9	29.6	32.7	0	0	0	2	8	122	66	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	276	3	260	3	10	0	0	0	0	0	0	0	0	118	42.8	23	8.3	3	1.1	29.4	32.9	0	0	3	5	15	135	95	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	285	2	262	1	19	0	0	0	0	0	0	0	1	127	44.6	13	4.6	2	0.7	29.9	33.1	0	0	0	3	9	146	114	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	257	6	234	1	15	0	0	0	0	1	0	0	0	119	46.3	21	8.2	4	1.6	29.7	32.8	0	0	4	3	13	118	98	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	249	6	230	1	12	0	0	0	0	0	0	0	0	140	56.2	19	7.6	3	1.2	30.3	33.1	0	0	0	1	17	91	121	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	231	3	218	2	7	0	0	0	0	1	0	0	0	122	52.8	27	11.7	4	1.7	30.6	34.3	0	0	0	0	12	97	95	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	169	5	158	0	5	0	1	0	0	0	0	0	0	93	55.0	26	15.4	5	3.0	30.7	35	0	0	1	1	10	64	67	21	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	164	7	149	2	5	0	0	0	0	0	0	1	0	94	57.3	25	15.2	4	2.4	30.7	35.2	0	1	1	1	9	58	69	21	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	164	4	149	1	9	0	1	0	0	0	0	0	0	91	55.5	26	15.9	5	3.0	30.5	35.4	0	1	1	7	6	58	65	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	143	2	136	2	3	0	0	0	0	0	0	0	0	86	60.1	23	16.1	6	4.2	31.5	35.2	0	0	0	1	3	53	63	17	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	99	1	93	0	5	0	0	0	0	0	0	0	0	45	45.5	17	17.2	1	1.0	29.9	35.3	0	0	1	1	6	46	28	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	95	3	85	0	7	0	0	0	0	0	0	0	0	48	50.5	19	20.0	1	1.1	30.3	36.1	0	1	1	1	5	39	29	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	49	0	49	0	0	0	0	0	0	0	0	0	0	23	46.9	8	16.3	3	6.1	30.1	35.2	0	0	0	1	7	18	15	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	47	2	43	0	2	0	0	0	0	0	0	0	0	20	42.6	5	10.6	4	8.5	29.6	33.2	0	0	0	2	6	19	15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	39	0	38	0	1	0	0	0	0	0	0	0	0	18	46.2	5	12.8	2	5.1	29.3	33.6	0	0	0	3	5	13	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	2431	47	2254	17	105	0	3	0	3	0	0	1	1	1215	50.0	255	10.5	49	2.0	30.2	34	0	2	12	26	109	1067	960	206	41	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	2722	52	2525	17	120	0	3	0	3	0	1	1	0	1360	50.0	311	11.4	58	2.1	30.2	34.1	0	3	14	29	131	1185	1049	253	50	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	2808	54	2606	17	123	0	3	0	3	0	1	1	0	1398	49.8	321	11.4	64	2.3	30.2	34.1	0	3	14	34	142	1217	1077	257	56	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2860	54	2651	17	130	0	3	0	3	0	1	1	0	1436	50.2	337	11.8	70	2.4	30.3	34.2	0	3	14	34	144	1229	1099	267	61	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

1
High St, B4069
Southbound
29 June 2025

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
29 June 2025

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

29 June 2025														29 June 2025																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Sunday														Sunday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
		MCL	SV	3 SVT	TB2	5 TB3	6 T4	ART3	ART4	ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	7	87.5	2	25.0	1	12.5	35.9	-	0	0	0	0	0	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

1
High St, B4069
Southbound
30 June 2025
Monday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
30 June 2025
Monday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	9	1	8	0	0	0	0	0	0	0	0	0	0	7	77.8	4	44.4	2	22.2	35.5	-	0	0	0	0	0	2	3	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	30.1	-	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	10	0	9	0	1	0	0	0	0	0	0	0	0	7	70.0	4	40.0	1	10.0	33.6	-	0	0	1	0	0	2	3	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	9	0	7	0	1	1	0	0	0	0	0	0	0	4	44.4	2	22.2	0	0.0	31.1	-	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	18	0	17	0	1	0	0	0	0	0	0	0	0	11	61.1	7	38.9	3	16.7	34.5	46.6	0	0	0	0	1	6	4	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	48	1	39	1	5	0	0	0	0	2	0	0	0	34	70.8	14	29.2	4	8.3	33.1	39.2	0	0	1	0	0	13	20	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	148	1	139	2	5	0	0	0	0	0	1	0	0	100	67.6	41	27.7	12	8.1	32.9	38.2	0	0	0	0	1	47	59	29	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	346	6	317	2	19	0	1	0	1	0	0	0	0	161	46.5	28	8.1	2	0.6	30.1	32.8	0	0	0	1	15	169	133	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	353	4	322	2	21	1	1	0	1	1	0	0	0	98	27.8	13	3.7	1	0.3	28.4	31.5	0	0	0	2	51	202	85	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	262	0	236	1	23	2	0	0	0	0	0	0	0	106	40.5	14	5.3	2	0.8	29.2	32.6	0	0	0	2	30	124	92	12	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	243	2	220	2	17	0	2	0	0	0	0	0	0	94	38.7	20	8.2	1	0.4	29.5	33.5	0	0	1	0	17	131	74	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	231	1	200	1	25	0	4	0	0	0	0	0	0	117	50.7	30	13.0	8	3.5	30.4	34.2	0	0	0	0	15	99	87	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	193	1	168	1	17	1	3	0	1	0	1	0	0	90	46.6	11	5.7	1	0.5	29.5	33.5	0	0	0	9	12	82	79	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	215	1	190	1	20	1	0	0	1	0	1	0	0	119	55.4	25	11.6	5	2.3	30.7	34.2	0	0	0	0	10	86	94	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	242	2	205	4	30	0	0	1	0	0	0	0	0	107	44.2	15	6.2	2	0.8	30	33.1	0	1	0	1	11	122	92	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	240	1	205	2	29	1	0	0	2	0	0	0	0	134	55.8	25	10.4	7	2.9	30.8	33.9	0	0	0	0	7	99	109	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	238	5	215	3	14	0	1	0	0	0	0	0	0	149	62.6	26	10.9	4	1.7	30.9	34	0	1	0	2	6	80	123	22	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	221	4	201	1	14	1	0	0	0	0	0	0	0	139	62.9	46	20.8	10	4.5	31.8	36.3	0	0	1	0	10	71	93	36	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	159	5	143	1	9	0	0	0	1	0	0	0	0	97	61.0	23	14.5	5	3.1	31.1	35	0	1	2	2	3	54	74	18	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	110	2	103	0	4	0	1	0	0	0	0	0	0	67	60.9	20	18.2	5	4.5	31.2	36.1	0	0	0	2	6	35	47	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	81	3	73	1	3	0	0	0	0	0	1	0	0	40	49.4	17	21.0	5	6.2	30.9	36.6	0	0	0	1	5	35	23	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	63	0	61	1	1	0	0	0	0	0	0	0	0	31	49.2	12	19.1	5	7.9	31.1	35.9	0	0	0	1	3	28	19	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	31	2	27	0	1	0	0	0	1	0	0	0	0	22	71.0	8	25.8	5	16.1	33	40.4	0	0	0	0	1	8	14	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	16	1	15	0	0	0	0	0	0	0	0	0	0	13	81.3	9	56.3	2	12.5	34.8	40.5	0	0	0	0	1	2	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	2943	32	2622	21	238	7	12	1	7	1	2	0	0	1411	47.9	276	9.4	48	1.6	30.1	33.6	0	3	4	19	187	1319	1135	228	36	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3345	38	2998	25	251	7	13	1	7	1	4	0	0	1649	49.3	366	10.9	75	2.2	30.3	33.9	0	3	4	23	202	1464	1283	291	59	12	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3392	41	3040	25	252	7	13	1	8	1	4	0	0	1684	49.7	383	11.3	82	2.4	30.3	34	0	3	4	23	204	1474	1301	301	63	15	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3490	43	3124	26	260	8	13	1	8	3	4	0	0	1749	50.1	415	11.9	93	2.7	30.4	34.2	0	3	6	23	206	1503	1334	322	68	19	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

1
High St, B4069
Southbound
01 July 2025

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	01 July 2025												01 July 2025																																							
		Tuesday												Tuesday																																							
		Classification												Speed Bins (mph)																																							
	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	8	0	5	0	2	0	1	0	0	0	0	0	0	6	75.0	3	37.5	1	12.5	34.4	-	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	1	14.3	0	0.0	31	-	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	6	1	5	0	0	0	0	0	0	0	0	0	0	6	100.0	2	33.3	1	16.7	34.8	-	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	14	0	13	0	1	0	0	0	0	0	0	0	0	11	78.6	6	42.9	5	35.7	36	45.5	0	0	0	0	0	3	5	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	18	1	15	1	1	0	0	0	0	0	0	0	0	14	77.8	7	38.9	6	33.3	35.6	45.7	0	0	0	0	1	3	7	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	40	1	34	0	5	0	0	0	0	0	0	0	0	21	52.5	8	20.0	3	7.5	31	35.8	0	0	1	0	2	16	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	143	2	130	0	9	2	0	0	0	0	0	0	0	93	65.0	30	21.0	9	6.3	31.8	36.7	1	0	0	0	5	44	63	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	383	4	352	0	23	0	1	0	1	1	1	0	0	181	47.3	33	8.6	3	0.8	30.2	33.5	0	0	0	0	15	187	148	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	414	2	383	6	18	2	0	0	3	0	0	0	0	147	35.5	21	5.1	1	0.2	29.1	32.5	0	1	0	2	34	230	126	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	259	0	234	2	18	1	3	0	0	0	1	0	0	82	31.7	14	5.4	2	0.8	27.7	32.4	2	5	3	13	25	129	68	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	250	5	220	2	22	0	0	0	0	1	0	0	0	87	34.8	11	4.4	2	0.8	28.7	32.1	0	0	4	5	18	136	76	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	222	1	196	1	20	2	1	0	1	0	0	0	0	81	36.5	11	5.0	1	0.5	29	32.5	0	0	1	6	15	119	70	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	220	2	186	0	24	3	0	0	1	1	3	0	0	95	43.2	16	7.3	5	2.3	29.6	33.4	0	0	1	2	19	103	79	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	235	3	201	1	27	0	2	0	1	0	0	0	0	122	51.9	27	11.5	4	1.7	30.5	34.4	0	0	1	1	9	102	95	23	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	201	2	167	2	30	0	0	0	0	0	0	0	0	93	46.3	18	9.0	1	0.5	30.2	34	0	0	1	0	3	104	75	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	293	0	256	0	34	1	0	1	1	0	0	0	0	93	31.7	10	3.4	0	0.0	29.3	32.3	0	0	0	0	13	187	83	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	319	4	287	3	25	0	0	0	0	0	0	0	0	120	37.6	11	3.4	2	0.6	28	32.2	0	2	12	16	30	139	109	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	302	4	277	3	16	0	0	0	1	1	0	0	0	118	39.1	17	5.6	1	0.3	29.3	32.6	0	0	2	0	21	161	101	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	175	6	148	2	17	0	1	0	0	0	1	0	0	90	51.4	19	10.9	5	2.9	30.4	34.3	0	0	0	3	9	73	71	14	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	106	3	98	2	3	0	0	0	0	0	0	0	0	63	59.4	8	7.5	2	1.9	30.7	33.7	0	0	1	0	4	38	55	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	83	2	72	2	7	0	0	0	0	0	0	0	0	42	50.6	9	10.8	3	3.6	30.2	33.9	0	1	0	1	2	37	33	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	52	6	42	0	4	0	0	0	0	0	0	0	0	32	61.5	14	26.9	1	1.9	31.3	37.3	0	0	1	0	4	15	18	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	42	1	41	0	0	0	0	0	0	0	0	0	0	22	52.4	4	9.5	3	7.1	31	32.9	0	0	0	0	0	20	18	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	14	0	14	0	0	0	0	0	0	0	0	0	0	8	57.1	2	14.3	0	0.0	30.3	34.4	0	0	0	0	1	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3273	33	2907	22	274	9	8	1	9	4	6	0	0	1309	40.0	208	6.4	27	0.8	29.3	32.9	2	8	25	48	211	1670	1101	181	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3657	46	3249	26	297	11	8	1	9	4	6	0	0	1539	42.1	269	7.4	42	1.1	29.5	33.2	3	9	27	49	226	1804	1270	227	31	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3713	47	3304	26	297	11	8	1	9	4	6	0	0	1569	42.3	275	7.4	45	1.2	29.5	33.2	3	9	27	49	227	1829	1294	230	33	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3806	50	3382	27	307	11	9	1	9	4	6	0	0	1632	42.9	302	7.9	61	1.6	29.6	33.3	3	9	28	49	231	1854	1330	241	44	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site
Location
Direction

1
High St, B4069
Southbound
02 July 2025

Wednesday

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound

02 July 2025

Wednesday

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	9	0	7	0	2	0	0	0	0	0	0	0	0	2	22.2	1	11.1	1	11.1	31.3	-	0	0	0	0	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	7	1	6	0	0	0	0	0	0	0	0	0	0	6	85.7	3	42.9	1	14.3	34.2	-	0	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20.0	1	20.0	0	0.0	29.4	-	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	7	0	5	0	1	1	0	0	0	0	0	0	0	6	85.7	4	57.1	3	42.9	37.2	-	0	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	16	1	13	0	1	0	0	0	0	0	0	1	0	14	87.5	8	50.0	5	31.3	37.1	45.8	0	0	0	0	0	2	6	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	49	2	42	1	4	0	0	0	0	0	0	0	0	21	42.9	8	16.3	2	4.1	30.5	36.6	0	0	0	1	1	2	24	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	142	0	125	2	11	1	1	0	1	0	1	0	0	71	50.0	8	5.6	3	2.1	30.4	33.2	0	0	0	0	6	65	63	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	370	6	327	0	27	4	4	0	1	1	0	0	0	104	28.1	8	2.2	2	0.5	28.5	31.1	0	0	0	2	30	234	96	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	407	0	377	3	20	2	2	0	2	0	1	0	0	93	22.9	10	2.5	2	0.5	28.4	30.7	0	0	0	9	27	278	83	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	270	1	248	1	16	2	2	0	0	0	0	0	0	65	24.1	9	3.3	1	0.4	28.7	30.8	0	0	0	2	23	180	56	8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	261	5	221	1	30	1	2	0	0	0	1	0	0	73	28.0	7	2.7	0	0.0	28.4	31	0	0	0	2	26	160	66	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	249	3	213	1	30	0	2	0	0	0	0	0	0	78	31.3	7	2.8	0	0.0	28.7	31.3	0	0	1	2	16	152	71	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	250	5	213	1	26	0	0	1	3	0	1	0	0	88	35.2	11	4.4	1	0.4	29.3	31.8	0	0	0	2	9	151	77	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	234	6	199	0	22	0	6	0	1	0	0	0	0	66	28.2	9	3.8	3	1.3	28.7	31.3	0	0	1	1	25	141	57	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	254	2	223	5	19	0	2	1	1	1	0	0	0	93	36.6	8	3.2	0	0.0	29	31.4	0	0	1	6	11	143	85	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	292	0	254	4	31	0	1	1	1	0	0	0	0	96	32.9	9	3.1	2	0.7	29	31.9	0	0	1	0	19	176	87	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	297	4	262	1	28	0	0	0	0	1	1	0	0	123	41.4	27	9.1	4	1.3	29.7	32.6	0	0	0	1	18	155	96	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	287	4	263	1	16	1	0	0	0	0	1	1	0	119	41.5	12	4.2	5	1.7	29.6	31.9	0	0	3	1	12	152	107	7	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	205	6	191	2	6	0	0	0	0	0	0	0	0	93	45.4	17	8.3	2	1.0	29.8	33.3	0	0	2	0	19	91	76	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	143	2	132	1	7	0	1	0	0	0	0	0	0	60	42.0	14	9.8	4	2.8	29.9	33.5	0	0	0	0	12	71	46	10	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	126	2	105	3	14	0	1	0	1	0	0	0	0	50	39.7	12	9.5	1	0.8	29.6	33.8	0	1	0	0	10	65	38	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	92	1	89	0	2	0	0	0	0	0	0	0	0	36	39.1	6	6.5	0	0.0	28.4	32.4	0	0	1	3	9	43	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	38	2	35	0	1	0	0	0	0	0	0	0	0	13	34.2	3	7.9	1	2.6	29.5	32.9	0	0	0	1	2	22	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	23	0	22	0	1	0	0	0	0	0	0	0	0	12	52.2	7	30.4	2	8.7	32.3	37.5	0	0	0	0	3	8	5	5	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3376	42	2991	20	271	10	21	3	9	4	5	0	0	1091	32.3	134	4.0	22	0.7	28.9	31.6	0	0	9	28	235	2013	957	112	17	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3879	47	3442	26	305	11	24	3	11	4	6	0	0	1308	33.7	174	4.5	30	0.8	29	31.8	0	1	10	31	272	2257	1134	144	20	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3940	49	3499	26	307	11	24	3	11	4	6	0	0	1333	33.8	184	4.7	33	0.8	29.1	31.8	0	1	10	32	277	2287	1149	151	21	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	4033	53	3577	27	315	12	24	3	11	4	7	0	0	1383	34.3	209	5.2	45	1.1	29.1	31.9	0	1	11	33	281	2324	1174	164	28	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site
Location
Direction

1
High St, B4069
Southbound
Virtual Day (7)

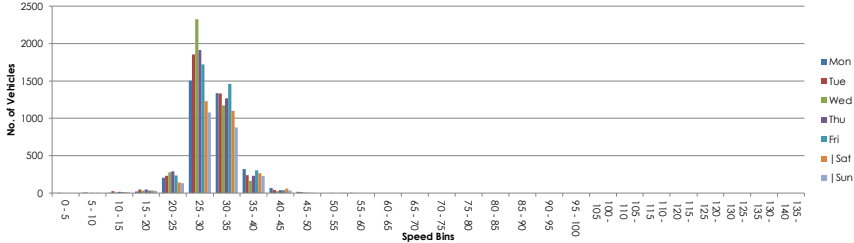
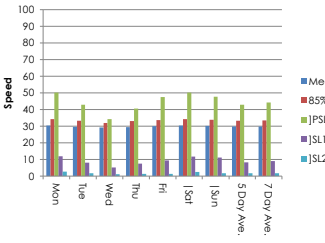
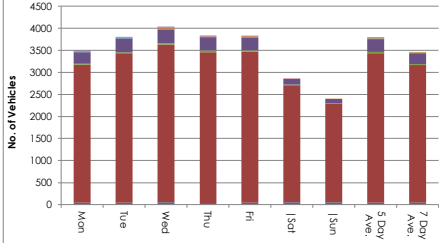
17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Southbound
Virtual Day (7)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Summary Graphs



Site 1
Location High St, B4069
Direction Two Way

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Two Way

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

26 June 2025														26 June 2025																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DHT	JSL2% 40 DHT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		MCL 1	SV 2	SVT 3	TB2 4	TB3 5	T4 6	ART3 7	ART4 8	ART5 9	ART6 10	BD 11	DRT 12									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
0000	13	0	10	0	2	1	0	0	0	0	0	0	0	5	38.5	4	30.8	1	7.7	32.6	38.1	0	0	0	0	0	8	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

[illegible]

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

Site
Location
Direction

1
High St, B4069
Two Way
01 July 2025

17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Two Way
01 July 2025

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	01 July 2025 Tuesday												01 July 2025 Tuesday												Speed Bins (mph)																											
		Classification																																																			
		MCL	SV	SVT	TB2	5 TB3	6 T4	ART3	ART4	ART5	ART6	BD	12 DRT	JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DHT	JSL2% 40 DHT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	19	0	14	0	4	0	1	0	0	0	0	0	0	10	52.6	4	21.1	1	5.3	31.3	36.6	0	0	0	0	2	7	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	15	0	12	0	3	0	0	0	0	0	0	0	0	11	73.3	4	26.7	1	6.7	32.6	38.3	0	0	0	0	1	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	9	1	8	0	0	0	0	0	0	0	0	0	0	9	100.0	2	22.2	1	11.1	33.5	-	0	0	0	0	0	0	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	19	0	18	0	1	0	0	0	0	0	0	0	0	15	79.0	6	31.6	5	26.3	34.8	44.8	0	0	0	0	0	4	9	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	26	1	23	1	1	0	0	0	0	0	0	0	0	19	73.1	9	34.6	6	23.1	34.3	44.8	0	0	0	0	1	6	10	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	64	2	52	0	9	1	0	0	0	0	0	0	0	37	57.8	14	21.9	5	7.8	31.4	37.4	0	0	0	1	1	2	23	23	9	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	229	3	200	0	20	3	1	0	1	0	1	0	0	128	55.9	47	20.5	18	7.9	31.4	36.6	1	0	0	0	12	88	81	29	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	590	10	520	1	54	1	1	0	1	1	1	0	0	233	39.5	42	7.1	7	1.2	29.7	33.2	0	0	0	1	2	29	325	191	35	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	702	4	640	7	45	3	0	0	3	0	0	0	0	188	26.8	30	4.3	2	0.3	28.1	31.7	0	4	14	8	76	412	158	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	476	0	416	3	50	1	5	0	0	0	1	0	0	107	22.5	16	3.4	2	0.4	27.5	30.9	2	5	3	17	54	288	91	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	436	7	375	4	44	1	2	0	0	1	2	0	0	112	25.7	13	3.0	2	0.5	28.1	31.3	0	0	6	10	47	261	99	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	432	2	366	2	54	3	2	0	2	0	0	0	1	119	27.6	16	3.7	1	0.2	28.2	31.8	0	0	2	10	52	249	103	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	447	3	385	1	49	3	0	0	1	1	4	0	0	132	29.5	21	4.7	8	1.8	28.7	31.8	0	0	1	4	48	262	111	13	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	454	7	389	4	49	1	2	0	1	0	1	0	0	161	35.5	31	6.8	6	1.3	29.2	32.7	0	0	1	3	45	244	130	25	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	446	4	387	3	49	1	1	0	1	0	0	0	0	132	29.6	27	6.1	3	0.7	28.8	32.1	0	0	1	3	47	263	105	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	611	4	535	5	58	2	3	1	3	0	0	0	0	156	25.5	16	2.6	3	0.5	28.4	31.4	0	0	4	6	65	380	140	13	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	661	5	602	3	48	0	1	0	2	0	0	0	0	196	29.7	19	2.9	3	0.5	27.9	31.7	0	2	12	26	76	349	177	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	653	8	587	7	42	1	2	0	2	3	1	0	0	192	29.4	35	5.4	5	0.8	28.6	31.8	0	0	2	6	80	373	157	30	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	434	12	384	3	32	0	0	0	1	1	0	0	0	162	37.3	30	6.9	8	1.8	29.2	32.6	0	0	0	4	49	219	132	22	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	287	8	267	3	9	0	0	0	0	0	0	0	0	122	42.5	25	8.7	5	1.7	29.7	33.6	0	0	1	2	19	143	97	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	212	4	195	3	10	0	0	0	0	0	0	0	0	80	37.7	23	10.9	4	1.9	29.5	33.7	0	1	0	1	13	117	57	19	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	136	6	120	1	8	1	0	0	0	0	0	0	0	58	42.7	23	16.9	2	1.5	29.9	35.3	0	0	1	0	15	62	35	21	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	119	1	117	1	0	0	0	0	0	0	0	0	0	63	52.9	19	16.0	3	2.5	31	35.9	0	0	0	0	3	53	44	16	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	55	1	54	0	0	0	0	0	0	0	0	0	0	27	49.1	5	9.1	3	5.5	30.3	34.5	0	0	0	0	4	24	22	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	6342	66	5586	43	574	17	20	1	16	7	11	1	0	1890	29.8	296	4.7	50	0.8	28.5	31.9	2	11	47	99	668	3625	1594	246	41	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	7206	87	6368	50	621	21	21	1	17	7	12	1	0	2278	31.6	414	5.7	79	1.1	28.7	32.2	3	12	49	102	727	4035	1864	335	63	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	7380	89	6539	51	621	21	21	1	17	7	12	1	0	2368	32.1	438	5.9	85	1.2	28.7	32.3	3	12	49	102	734	4112	1930	353	68	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	7532	93	6666	52	639	22	22	1	17	7	12	1	0	2469	32.8	477	6.3	104	1.4	28.8	32.4	3	12	50	103	740	4155	1992	373	81	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 1 Two-Way - Results

Site
Location
Direction

1
High St, B4069
Two Way
Virtual Day (7)

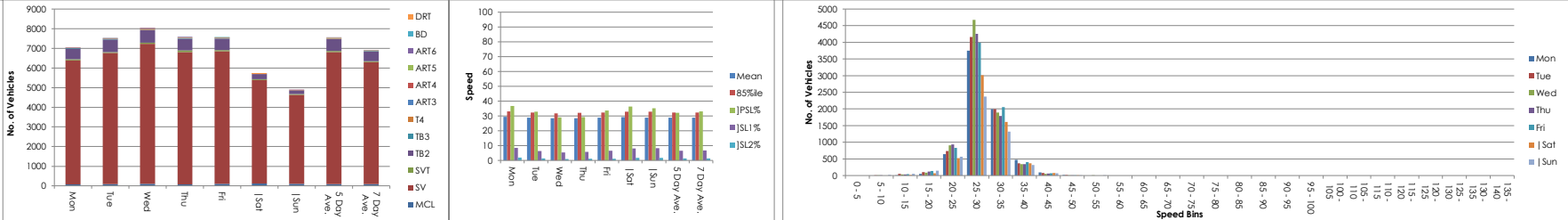
17007 / SUTTON BEMGER 1
JUNE 2025 High St, B4069
AUTOMATIC TRAFFIC COUNT Two Way
Virtual Day (7)

17007 / SUTTON BEMGER
JUNE 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Summary Graphs





ATC VEHICLE CATEGORIES

Axes	Groups	Description	Class	Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2		
3, 4 or 5	3	Short towing - Trailer, Caravan, Boat, etc.	SVT	3		
2	2	Two axle truck or Bus	TB2	4		2 (Medium)
3	2	Three axle truck or Bus	TB3	5		
>3	2	Four axle truck	T4	6		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8		
		Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9		3 (Heavy)
5	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10		
>6	>2	8, Double or Heavy truck and trailer	BD	11		
>6	>5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12		

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard, ACPO is PSL x 105+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard, DfT is PSL plus 19mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



	Site / Location:	High St, B4070	Project No:	17007	Site No:	2
	Survey Date:	04 July 2025 to 10 July 2025	Project Name:	Sutton Benger		
	Survey Times:	24 hours	Drawing Title:	Installation Photo		

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
2	High St, B4070	Northbound	30	04 July 2025	10 July 2025	24692	3845	3527	17886	72.4	8397	34.0	2186	8.9	33.2	38.3
		Southbound	30	04 July 2025	10 July 2025	25004	3904	3572	22215	88.9	12931	51.7	4015	16.1	35.5	40.3
		Two Way	30	04 July 2025	10 July 2025	49696	7749	7099	40101	80.7	21328	42.9	6201	12.5	34.3	39.4

Site
Location
Direction

2
High St, B4070
Northbound
04 July 2025 Friday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

04 July 2025														04 July 2025																																						
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	18	0	16	0	2	0	0	0	0	0	0	0	0	17	94.4	12	66.7	6	33.3	37.9	43.5	0	0	0	0	0	1	5	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	13	0	13	0	0	0	0	0	0	0	0	0	0	11	84.6	8	61.5	5	38.5	37.8	47.6	0	0	0	0	2	0	3	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	40.5	-	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	1	100.0	1	100.0	40.9	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100.0	3	50.0	2	33.3	36.7	-	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	24	0	17	0	6	1	0	0	0	0	0	0	0	24	100.0	19	79.2	7	29.2	38.7	44.3	0	0	0	0	0	0	5	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	67	1	54	1	9	1	0	0	0	1	0	0	0	59	88.1	41	61.2	14	20.9	36.1	41.5	0	0	0	0	2	6	18	27	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	199	2	173	4	18	2	0	0	0	0	0	0	0	169	84.9	96	48.2	24	12.1	34.9	39.5	0	0	0	0	1	29	73	72	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	240	4	209	4	19	2	0	0	2	0	0	0	0	172	71.7	77	32.1	21	8.8	33	38.8	0	0	0	1	7	60	95	56	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	208	0	177	3	23	2	0	0	2	0	1	0	0	145	69.7	63	30.3	16	7.7	32.7	37.1	0	0	0	0	9	54	82	47	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	215	1	192	3	16	1	1	0	0	0	1	0	0	129	60.0	55	25.6	5	2.3	31.6	36.8	0	0	0	0	19	67	74	50	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	205	4	180	2	17	1	1	0	0	0	0	0	0	138	67.3	46	22.4	11	5.4	32.2	37.3	0	0	0	3	4	60	92	35	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	274	2	246	0	19	1	2	1	1	1	1	0	0	195	71.2	80	29.2	21	7.7	32.8	37.2	0	0	0	0	6	73	115	59	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	253	1	236	2	12	0	1	0	0	1	0	0	0	188	74.3	98	38.7	31	12.3	33.7	39.5	0	0	0	0	1	64	90	67	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	318	8	291	4	12	1	1	1	0	0	0	0	0	223	70.1	78	24.5	15	4.7	32.5	37	0	0	0	0	8	87	145	63	14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	348	5	314	7	19	1	1	0	0	0	1	0	0	255	73.3	99	28.5	23	6.6	32.8	37.4	0	0	0	0	9	84	156	76	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	359	6	330	4	17	0	0	0	0	0	2	0	0	261	72.7	124	34.5	30	8.4	33.1	38.2	0	0	1	1	10	86	137	94	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	306	2	284	8	11	0	0	0	1	0	0	0	0	253	82.7	133	43.5	29	9.5	34.3	38.7	0	0	0	0	2	51	120	104	22	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	234	1	226	2	5	0	0	0	0	0	0	0	0	169	72.2	78	33.3	21	9.0	33.4	37.6	0	0	0	0	6	59	91	57	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	191	2	171	2	13	2	1	0	0	0	0	0	0	148	77.5	84	44.0	22	11.5	34.2	39.3	0	0	0	0	2	41	64	62	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	145	4	128	1	10	1	0	0	0	1	0	0	0	117	80.7	60	41.4	18	12.4	34.3	39.5	0	0	0	0	4	24	57	42	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	98	2	94	0	1	0	0	1	0	0	0	0	0	70	71.4	35	35.7	15	15.3	33.5	40.3	0	0	0	0	4	24	35	20	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	80	2	76	0	2	0	0	0	0	0	0	0	0	60	75.0	37	46.3	16	20.0	35.3	41.9	0	0	0	0	1	19	23	21	7	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	45	2	41	0	2	0	0	0	0	0	0	0	0	34	75.6	21	46.7	3	6.7	34.1	38.7	0	0	0	0	1	10	13	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3159	36	2858	43	188	11	7	2	6	2	6	0	0	2297	72.7	1027	32.5	247	7.8	33.1	38	0	0	1	5	82	774	1270	780	221	24	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3660	45	3305	47	221	15	8	3	6	4	6	0	0	2691	73.5	1247	34.1	316	8.6	33.2	38.4	0	0	1	5	94	869	1444	931	273	40	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3785	49	3422	47	225	15	8	3	6	4	6	0	0	2785	73.6	1305	34.5	335	8.9	33.3	38.5	0	0	1	5	96	898	1480	970	283	45	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3849	49	3476	47	234	16	8	3	6	4	6	0	0	2846	73.9	1350	35.1	357	9.3	33.4	38.6	0	0	1	5	98	899	1496	993	296	52	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

Site
Location
Direction

2
High St, B4070
Northbound
06 July 2025

Sunday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

06 July 2025

Sunday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
0000	33	0	31	0	2	0	0	0	0	0	0	0	0	25	75.8	14	42.4	4	12.1	34.1	39.2	0	0	0	0	0	8	11	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Northbound
07 July 2025

Monday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

07 July 2025

Monday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	13	0	12	0	1	0	0	0	0	0	0	0	0	12	92.3	11	84.6	5	38.5	40.5	50.7	0	0	0	0	0	1	1	6	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	6	0	1	0	0	0	0	0	0	0	0	6	85.7	5	71.4	3	42.9	38.4	-	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	2	50.0	1	25.0	1	25.0	32.7	-	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	2	66.7	40.2	-	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	3	75.0	2	50.0	39.4	-	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	19	1	16	0	1	1	0	0	0	0	0	0	0	16	84.2	16	84.2	6	31.6	38.6	47.3	0	0	0	0	1	2	0	10	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	77	1	64	1	11	0	0	0	0	0	0	0	0	65	84.4	38	49.4	13	16.9	35.1	40.4	0	0	0	1	0	11	27	25	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	217	2	191	3	19	1	1	0	0	0	0	0	0	169	77.9	89	41.0	25	11.5	34.1	39.3	0	0	0	0	2	46	80	64	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	271	2	244	2	17	0	1	3	1	1	0	0	0	201	74.2	85	31.4	16	5.9	33.1	37.2	0	0	0	0	1	69	116	69	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	194	1	161	1	30	0	0	0	0	0	1	0	0	151	77.8	70	36.1	10	5.2	33.2	37.8	0	0	0	0	0	43	81	60	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	196	3	172	1	17	1	2	0	0	0	0	0	0	147	75.0	62	31.6	22	11.2	33.2	38.6	0	0	0	1	4	44	85	40	18	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	214	2	189	2	19	1	0	0	1	0	0	0	0	149	69.6	48	22.4	10	4.7	32.8	36.7	0	0	0	0	1	64	101	38	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1200	231	4	209	1	10	3	3	1	0	0	0	0	0	160	69.3	65	28.1	9	3.9	32.5	37.3	0	0	1	0	2	68	95	56	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	220	1	192	1	19	2	1	0	0	2	2	0	0	124	56.4	42	19.1	11	5.0	30.9	35.7	0	0	0	0	23	73	82	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	233	1	214	1	14	2	0	0	0	0	0	1	0	181	77.7	77	33.1	20	8.6	33.3	37.7	0	0	0	1	6	45	104	57	17	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	293	1	270	6	14	1	1	0	0	0	0	0	0	219	74.7	83	28.3	17	5.8	32.7	37.4	0	0	0	0	9	65	136	66	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	368	1	342	2	16	2	0	1	4	0	0	0	0	253	68.8	110	29.9	26	7.1	32.9	37.7	0	0	0	0	4	111	143	84	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	360	3	342	4	10	1	0	0	0	0	0	0	0	262	72.8	130	36.1	30	8.3	33.5	38.5	0	0	0	1	8	89	132	100	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	258	3	246	1	5	1	2	0	0	0	0	0	0	203	78.7	99	38.4	27	10.5	33.8	38.9	0	0	0	0	5	50	104	72	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	156	2	146	2	4	0	0	0	1	1	0	0	0	128	82.1	75	48.1	25	16.0	34.6	40.6	0	0	1	1	2	24	53	50	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	138	1	131	0	6	0	0	0	0	0	0	0	0	110	79.7	64	46.4	26	18.8	35	41.1	0	0	0	0	0	28	46	38	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	93	0	92	0	1	0	0	0	0	0	0	0	0	67	72.0	27	29.0	8	8.6	33	38.5	0	0	0	0	2	24	40	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	57	0	55	0	2	0	0	0	0	0	0	0	0	41	71.9	21	36.8	10	17.5	33.8	40.6	0	0	0	0	2	14	20	11	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	27	2	23	0	2	0	0	0	0	0	0	0	0	22	81.5	16	59.3	3	11.1	34.8	39.9	0	0	0	1	0	4	6	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	3055	24	2772	25	190	15	11	5	6	3	4	0	0	2219	72.6	960	31.4	223	7.3	33	37.8	0	0	1	3	65	767	1259	737	190	26	3	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3519	28	3205	28	212	15	11	6	7	3	4	0	0	2589	73.6	1164	33.1	295	8.4	33.2	38.1	0	0	2	5	69	854	1425	869	251	36	4	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3603	30	3283	28	216	15	11	6	7	3	4	0	0	2652	73.6	1201	33.3	308	8.5	33.2	38.1	0	0	2	6	71	872	1451	893	262	37	5	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3653	31	3326	28	221	16	11	6	7	3	4	0	0	2695	73.8	1240	33.9	327	9.0	33.3	38.3	0	0	2	6	72	878	1455	913	273	42	8	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Northbound
08 July 2025

Tuesday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

08 July 2025

Tuesday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0- 5	5- 10	10- 15	15- 20	20- 25	25- 30	30- 35	35- 40	40- 45	45- 50	50- 55	55- 60	60- 65	65- 70	70- 75	75- 80	80- 85	85- 90	90- 95	95- 100	100- 105	105- 110	110- 115	115- 120	120- 125	125- 130	130- 135	135- 140			
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	6	75.0	5	62.5	2	25.0	36.1	-	0	0	0	0	0	2	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100.0	0	0.0	0	0.0	32.3	-	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100.0	4	100.0	1	25.0	37.6	-	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	2	100.0	1	50.0	40.2	-	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	10	0	7	1	2	0	0	0	0	0	0	0	0	10	100.0	8	80.0	4	40.0	39.1	-	0	0	0	0	0	0	2	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	25	0	21	0	2	0	0	0	0	0	0	2	0	16	64.0	9	36.0	4	16.0	34.4	40.5	0	0	0	0	0	9	7	5	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	81	0	65	0	15	1	0	0	0	0	0	0	0	69	85.2	51	63.0	18	22.2	36.2	41.5	0	0	0	0	0	12	18	33	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	223	2	200	0	19	2	0	0	0	0	0	0	0	183	82.1	116	52.0	38	17.0	35	40.5	0	0	0	0	2	38	67	78	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	277	1	245	4	25	0	1	0	1	0	0	0	0	192	69.3	82	29.6	20	7.2	32.7	37.4	0	0	0	1	9	75	110	62	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	215	1	188	3	20	2	0	0	1	0	0	0	0	140	65.1	61	28.4	16	7.4	32.3	37.4	0	0	0	0	10	65	79	45	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	209	2	177	3	19	2	3	0	0	1	2	0	0	132	63.2	47	22.5	6	2.9	31.6	36.1	0	0	0	1	12	64	85	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	234	2	211	4	14	2	0	0	0	0	0	1	0	142	60.7	50	21.4	8	3.4	31.6	36.6	0	0	0	0	12	80	92	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	252	3	220	3	22	1	1	0	0	0	1	1	0	171	67.9	65	25.8	13	5.2	31.2	37.4	0	2	15	3	2	59	106	52	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	237	2	211	2	18	1	2	0	1	0	0	0	0	165	69.6	59	24.9	14	5.9	32.4	36.9	0	0	0	0	12	60	106	45	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	269	6	233	1	24	2	1	1	1	0	0	0	0	189	70.3	76	28.3	22	8.2	32.7	37.8	0	0	0	1	4	75	113	54	18	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	325	2	292	4	22	2	3	0	0	0	0	0	0	218	67.1	70	21.5	10	3.1	31.8	35.7	0	0	0	0	7	100	148	60	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	340	6	309	4	20	0	0	0	0	0	0	1	0	243	71.5	89	26.2	13	3.8	32.4	37	0	0	0	1	5	91	154	76	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	397	5	376	7	8	0	0	0	0	0	0	1	0	276	69.5	131	33.0	28	7.1	32.9	38	0	0	0	0	11	110	145	103	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	254	4	245	0	4	0	1	0	0	0	0	0	0	182	71.7	93	36.6	22	8.7	33.2	38.5	0	0	0	0	5	67	89	71	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	186	2	176	2	3	1	1	0	0	1	0	0	0	130	69.9	65	35.0	15	8.1	32.9	38.1	0	0	0	1	3	52	65	50	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	151	1	145	1	3	0	1	0	0	0	0	0	0	100	66.2	46	30.5	11	7.3	32.5	38	0	0	0	0	7	44	54	35	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	111	1	105	2	3	0	0	0	0	0	0	0	0	80	72.1	32	28.8	12	10.8	33.1	37.7	0	0	0	0	0	31	48	20	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	61	0	60	0	1	0	0	0	0	0	0	0	0	43	70.5	24	39.3	12	19.7	34.5	42	0	0	0	0	1	17	19	12	8	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	27	2	25	0	0	0	0	0	0	0	0	0	0	23	85.2	16	59.3	8	29.6	36	40.9	0	0	0	0	0	4	7	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3232	36	2907	35	215	14	12	1	4	2	6	0	0	2233	69.1	939	29.1	210	6.5	32.5	37.5	0	2	15	7	91	884	1294	729	193	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3761	40	3398	40	239	16	14	1	4	3	6	0	0	2612	69.5	1133	30.1	266	7.1	32.6	37.6	0	2	15	8	101	1023	1479	867	241	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3849	42	3483	40	240	16	14	1	4	3	6	0	0	2678	69.6	1173	30.5	286	7.4	32.7	37.7	0	2	15	8	102	1044	1505	887	256	23	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3899	42	3524	41	246	16	14	1	4	3	8	0	0	2717	69.7	1201	30.8	298	7.6	32.7	37.8	0	2	15	8	102	1055	1516	903	265	24	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirA - Results

Site
Location
Direction

2
High St, B4070
Northbound
10 July 2025

Thursday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound

10 July 2025

Thursday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		1 MCL	2 SV	3 SVI	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
0000	14	1	13	0	0	0	0	0	0	0	0	0	0	12	85.7	10	71.4	7	50.0	38.8	45.7	0	0	0	0	0	2	2	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Northbound
Virtual Day (7)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound
Virtual Day (7)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	19	0	18	0	1	0	0	0	0	0	0	0	0	16	82.8	12	60.5	5	27.6	36.5	43.4	0	0	0	0	0	3	4	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	9	85.7	7	62.3	3	28.6	36.6	43.8	0	0	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	4	79.4	3	67.7	1	29.4	36.4	-	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	3	0	3	0	1	0	0	0	0	0	0	0	0	3	95.7	2	73.9	1	34.8	37.7	-	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	8	0	7	0	1	0	0	0	0	0	0	0	0	7	87.0	5	63.0	2	31.5	37.3	-	0	0	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	17	0	13	0	3	1	0	0	0	0	0	0	0	15	88.2	12	68.1	5	26.9	37.3	42.7	0	0	0	0	0	2	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	60	1	51	0	7	0	0	0	0	0	0	0	0	51	86.1	36	60.0	15	24.7	36.2	41.6	0	0	0	0	1	7	16	21	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	179	2	155	2	17	1	0	0	0	0	0	0	0	147	82.3	87	48.9	26	14.6	34.9	39.9	0	0	0	0	1	31	60	61	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	221	3	192	4	19	0	1	1	1	0	0	0	0	160	72.5	72	32.5	18	8.0	33.1	37.9	0	0	0	1	4	55	88	54	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	187	1	162	3	20	1	0	0	0	0	0	0	0	130	69.5	59	31.4	13	7.2	32.8	37.7	0	0	0	0	6	51	71	45	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	197	2	175	3	14	1	1	0	0	0	1	0	0	133	67.3	59	29.9	15	7.6	32.6	37.9	0	0	0	0	10	54	74	44	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	221	2	201	3	13	1	0	0	1	0	0	0	0	149	67.5	55	24.8	10	4.5	32.2	36.7	0	0	0	1	7	63	94	45	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	252	4	226	3	16	1	1	1	0	0	0	0	0	168	66.4	65	25.8	13	5.2	32.2	37.1	0	0	2	1	6	76	102	52	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	236	1	214	3	15	1	1	0	0	0	1	0	0	164	69.6	71	29.9	17	7.0	32.7	37.6	0	0	0	0	8	64	94	54	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	258	4	234	3	14	1	0	1	0	0	0	0	0	183	71.0	75	29.2	17	6.6	32.8	37.5	0	0	0	1	7	67	108	58	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	299	3	272	4	17	1	1	0	0	0	0	0	0	209	69.8	86	28.7	18	6.0	32.5	37.2	0	1	0	1	9	79	123	68	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	311	3	288	3	15	0	0	0	1	0	1	0	0	219	70.5	97	31.2	21	6.7	32.8	37.7	0	0	0	0	8	83	122	76	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	319	3	303	4	8	0	0	0	0	0	0	0	0	241	75.6	121	38.1	27	8.3	33.6	38.3	0	0	0	0	5	73	120	95	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	227	3	217	1	5	1	1	0	0	0	0	0	0	172	75.6	84	36.8	23	9.9	33.6	38.6	0	0	0	0	3	52	88	61	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	169	3	156	2	6	1	0	0	0	0	0	0	0	128	76.1	65	38.6	20	12.1	33.7	39.1	0	0	0	0	3	35	63	45	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	134	2	126	1	5	0	0	0	0	0	0	0	0	101	75.3	51	37.7	15	10.9	33.8	38.8	0	0	0	0	3	30	50	36	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2100	94	1	91	0	1	0	0	0	0	0	0	0	0	68	72.6	32	33.6	11	11.9	33.4	39.1	0	0	0	0	3	23	37	20	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	66	1	64	0	2	0	0	0	0	0	0	0	0	50	75.4	29	44.5	12	17.5	34.8	40.5	0	0	0	0	1	15	20	18	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	34	2	31	0	1	0	0	0	0	0	0	0	0	27	79.8	16	46.0	5	15.2	34.5	40	0	0	0	0	0	6	11	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	2908	31	2638	35	173	9	8	4	4	2	4	0	0	2076	71.4	931	32.0	217	7.5	32.9	37.9	0	1	4	6	74	747	1144	714	186	26	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3364	38	3062	39	192	11	9	4	4	2	4	0	0	2424	72.1	1114	33.1	278	8.3	33.1	38.1	0	1	4	9	83	843	1310	836	234	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3464	40	3157	39	194	11	9	4	4	2	4	0	0	2501	72.2	1159	33.5	294	8.5	33.1	38.1	0	1	4	9	84	864	1342	865	245	41	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3527	41	3212	39	200	11	9	4	4	2	4	0	0	2555	72.4	1200	34.0	312	8.9	33.2	38.3	0	1	4	9	85	872	1356	887	258	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

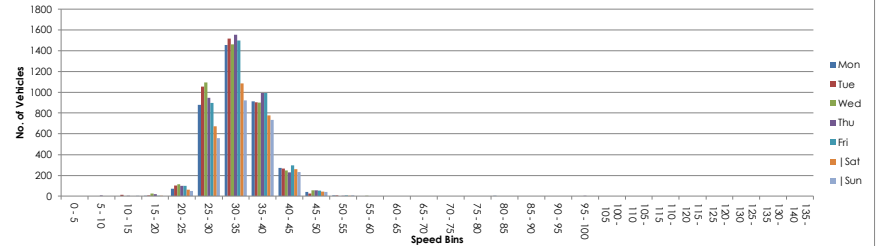
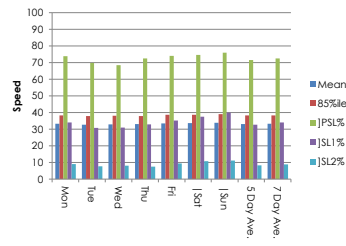
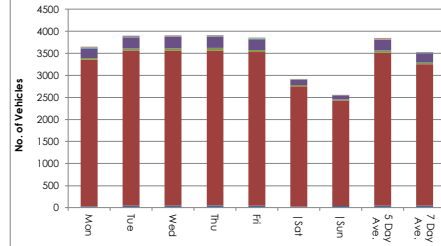
Site 2
Location High St, B4070
Direction Northbound
Virtual Week (1)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Northbound
Virtual Week (1)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
Mon	3653	31	3326	28	221	16	11	6	7	3	4	0	0	2695	73.8	1240	33.9	327	9.0	33.3	38.3	0	0	2	6	72	878	1455	913	273	42	8	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0		
Tue	3699	42	3524	41	246	16	14	1	4	3	8	0	0	2717	69.7	1201	30.8	298	7.6	32.7	37.8	0	2	15	8	102	1055	1516	903	265	24	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Wed	3908	49	3518	49	257	7	9	7	5	3	4	0	0	2674	68.4	1212	31.0	312	8.0	32.8	38	0	0	1	24	114	1095	1462	900	249	57	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Thu	3914	55	3513	58	244	11	18	4	3	1	7	0	0	2836	72.5	1283	32.8	292	7.5	33	37.9	0	8	5	20	98	947	1553	991	230	56	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Fri	3849	49	3476	47	234	16	8	3	6	4	6	0	0	2846	73.9	1350	35.1	357	9.3	33.4	38.6	0	0	0	1	5	98	899	1496	993	296	52	7	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat	2916	23	2730	31	115	5	2	4	3	2	0	0	1	2178	74.7	1092	37.5	314	10.8	33.6	38.7	0	0	0	3	63	672	1086	778	259	45	6	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
Sun	2553	37	2397	21	86	7	1	2	1	0	1	0	0	1940	76.0	1019	39.9	286	11.2	33.9	39	0	0	3	0	50	560	921	733	232	42	9	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
5 Day Ave.	3845	45	3471	45	240	13	12	4	5	3	6	0	0	2754	71.6	1257	32.7	317	8.2	33.0	38.1	0	2	5	13	97	975	1496	940	263	46	5	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
7 Day Ave.	3527	41	3212	39	200	11	9	4	4	2	4	0	0	2555	72.4	1200	34.0	312	8.9	33.2	38.3	0	1	4	9	85	872	1356	887	258	45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
--	24692	286	22484	275	1403	78	63	27	29	16	30	0	1	17886	72.4	8397	34.0	2186	8.9	33.2	38.3	0	10	27	66	597	6106	9489	6211	1804	318	42	10	0	3	0	1	3	2	0	3	0	0	0	0	0	0	0	0	0	0	0

Summary Graphs



Site
Location
Direction

2
High St, B4070
Southbound
04 July 2025 Friday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound
04 July 2025 Friday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	12	0	11	0	1	0	0	0	0	0	0	0	0	10	83.3	7	58.3	3	25.0	37.2	45.8	0	0	0	0	0	2	3	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	5	100.0	3	60.0	2	40.0	38	-	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	6	75.0	6	75.0	2	25.0	37.3	-	0	0	0	0	0	2	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	13	0	11	0	2	0	0	0	0	0	0	0	0	13	100.0	11	84.6	6	46.2	40.9	49.2	0	0	0	0	0	0	2	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	11	0	9	1	1	0	0	0	0	0	0	0	0	11	100.0	8	72.7	4	36.4	39	45.5	0	0	0	0	0	0	3	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	35	0	31	1	3	0	0	0	0	0	0	0	0	32	91.4	28	80.0	12	34.3	38.8	45.7	0	0	0	0	0	3	4	16	5	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	128	2	111	3	10	0	1	0	0	0	1	0	0	119	93.0	95	74.2	39	30.5	37.9	43.7	0	0	0	0	0	9	24	56	25	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	285	4	251	2	26	0	0	0	0	0	2	0	0	253	88.8	161	56.5	39	13.7	35.6	39.8	0	0	0	1	1	30	92	122	33	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	347	1	328	1	16	0	0	0	0	0	1	0	0	307	88.5	170	49.0	39	11.2	35.1	39.1	0	0	0	0	0	40	137	131	32	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	264	2	234	3	20	0	3	0	1	0	1	0	0	231	87.5	116	43.9	34	12.9	34.7	39.7	0	0	1	0	1	31	115	82	29	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	257	2	238	0	15	1	0	0	1	0	0	0	0	221	86.0	119	46.3	36	14.0	35	39.8	0	0	0	0	6	30	102	83	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	304	1	269	1	31	0	1	0	0	0	1	0	0	268	88.2	150	49.3	41	13.5	35.1	39.6	0	0	0	0	0	36	118	109	37	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	301	0	265	6	25	0	3	1	0	0	1	0	0	236	78.4	136	45.2	35	11.6	34.4	39.2	0	0	0	0	11	54	100	101	26	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	269	3	237	3	19	1	1	0	4	1	0	0	0	242	90.0	129	48.0	36	13.4	35.1	39.6	0	0	1	1	0	25	113	93	32	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	260	1	243	1	14	0	0	0	0	1	0	0	0	234	90.0	125	48.1	42	16.2	35.3	40.5	0	0	0	1	4	21	109	83	33	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	280	5	251	3	19	0	0	1	1	0	0	0	0	244	87.1	127	45.4	39	13.9	35	39.6	0	0	0	0	1	35	117	88	28	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	304	5	268	6	25	0	0	0	0	0	0	0	0	263	86.5	146	48.0	49	16.1	35.2	40.3	0	0	2	0	2	37	117	97	41	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	237	3	217	3	12	0	1	0	0	1	0	0	0	217	91.6	132	55.7	49	20.7	36.1	41.3	0	0	2	0	2	16	85	83	38	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	219	4	205	3	6	0	0	0	0	0	1	0	0	194	88.6	127	58.0	38	17.4	35.8	40.5	0	0	2	0	1	22	67	89	30	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	132	1	116	2	13	0	0	0	0	0	0	0	0	127	96.2	72	54.6	27	20.5	36.5	41.5	0	0	1	0	0	4	55	45	14	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	92	2	83	1	6	0	0	0	0	0	0	0	0	83	90.2	49	53.3	20	21.7	36	42.1	0	0	0	0	0	9	34	29	16	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	71	2	68	0	1	0	0	0	0	0	0	0	0	67	94.4	43	60.6	14	19.7	37	42.6	0	0	0	0	0	4	24	29	8	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	54	1	49	0	4	0	0	0	0	0	0	0	0	44	81.5	24	44.4	10	18.5	35.4	41.1	0	0	0	0	0	10	20	14	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	32	0	31	0	1	0	0	0	0	0	0	0	0	26	81.3	15	46.9	10	31.3	36.3	42.5	0	0	0	0	0	6	11	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3327	31	3006	32	228	2	9	2	7	3	7	0	0	2910	87.5	1638	49.2	477	14.3	35.2	39.8	0	0	8	3	29	377	1272	1161	386	68	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3750	38	3384	38	258	2	10	2	7	3	8	0	0	3306	88.2	1897	50.6	577	15.4	35.4	40.1	0	0	9	3	29	403	1409	1320	449	95	24	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3836	39	3464	38	263	2	10	2	7	3	8	0	0	3376	88.0	1936	50.5	597	15.6	35.4	40.1	0	0	9	3	29	419	1440	1339	463	99	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3920	39	3536	41	272	2	10	2	7	3	8	0	0	3453	88.1	1999	51.0	626	16.0	35.5	40.2	0	0	9	3	29	426	1454	1373	476	113	27	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Southbound
05 July 2025

Saturday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

05 July 2025

Saturday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	11	0	10	0	1	0	0	0	0	0	0	0	0	10	90.9	8	72.7	3	27.3	36.9	41.8	0	0	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	8	0	5	0	3	0	0	0	0	0	0	0	0	8	100.0	6	75.0	3	37.5	39.7	-	0	0	0	0	0	0	2	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	2	33.3	0	0.0	34.3	-	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	4	100.0	2	50.0	42.5	-	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50.0	2	50.0	2	50.0	32.5	-	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	15	0	13	1	1	0	0	0	0	0	0	0	0	14	93.3	10	66.7	8	53.3	39.8	49.3	0	0	0	0	0	1	4	2	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	45	2	37	1	4	0	0	0	0	1	0	0	0	40	88.9	27	60.0	14	31.1	36.9	43.6	0	0	1	0	0	4	13	13	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	90	0	82	1	6	0	1	0	0	0	0	0	0	85	94.4	65	72.2	25	27.8	37.8	43.8	0	0	0	0	0	5	20	40	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	188	0	179	0	8	0	0	0	0	1	0	0	0	166	88.3	105	55.9	26	13.8	35.8	39.8	0	0	0	0	1	21	61	79	17	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	262	4	248	5	4	0	1	0	0	0	0	0	0	227	86.6	119	45.4	39	14.9	34.9	39.9	0	0	1	0	3	31	108	80	33	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	270	4	253	2	8	0	0	1	1	0	1	0	0	247	91.5	146	54.1	39	14.4	35.6	39.9	0	0	1	0	1	21	101	107	34	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	262	0	251	1	9	0	0	1	0	0	0	0	0	231	88.2	119	45.4	31	11.8	34.9	39.5	0	0	0	0	0	1	30	112	88	27	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	252	2	235	4	10	0	0	1	0	0	0	0	0	221	87.7	112	44.4	27	10.7	34.7	39.2	0	0	0	0	0	0	0	0	31	109	85	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	238	2	217	1	15	0	1	0	1	0	1	0	0	197	82.8	102	42.9	32	13.5	34.6	39.8	0	0	0	0	6	35	95	70	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	232	2	214	2	14	0	0	0	0	0	0	0	0	211	91.0	111	47.8	29	12.5	35.2	39.5	0	0	0	0	1	20	100	82	22	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	199	2	191	2	2	0	1	0	0	0	0	1	0	181	91.0	108	54.3	32	16.1	35.4	40.3	0	0	1	0	5	12	73	76	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	191	3	178	1	9	0	0	0	0	0	0	0	0	173	90.6	105	55.0	37	19.4	35.9	40.8	0	1	0	0	1	16	68	68	33	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	175	0	163	4	7	0	1	0	0	0	0	0	0	159	90.9	92	52.6	37	21.1	35.8	41.3	0	1	0	1	3	11	67	55	27	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1800	146	2	141	0	3	0	0	0	0	0	0	0	0	133	91.1	86	58.9	32	21.9	36.4	41.1	0	0	0	0	0	13	47	54	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1900	104	2	100	1	1	0	0	0	0	0	0	0	0	96	92.3	70	67.3	20	19.2	37	41.6	0	0	0	0	1	7	26	50	15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	85	1	79	0	5	0	0	0	0	0	0	0	0	77	90.6	48	56.5	23	27.1	37.2	42.7	0	0	0	0	1	7	29	25	12	5	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	85	0	83	0	2	0	0	0	0	0	0	0	0	73	85.9	49	57.7	26	30.6	36.8	44.6	0	0	0	1	1	10	24	23	15	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2200	54	1	50	0	3	0	0	0	0	0	0	0	0	41	75.9	20	37.0	5	9.3	33.7	38.4	0	0	0	0	3	10	21	15	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	51	0	48	0	2	0	1	0	0	0	0	0	0	31	60.8	13	25.5	7	13.7	32.6	39.7	0	0	0	0	2	16	18	6	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	2505	21	2352	23	95	0	5	3	3	0	3	0	0	2231	89.1	1270	50.7	386	15.4	35.4	40.1	0	2	3	1	22	246	961	884	307	60	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	2824	26	2651	25	107	0	5	3	4	0	3	0	0	2517	89.1	1464	51.8	469	16.6	35.6	40.4	0	2	4	2	25	274	1053	995	359	79	24	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	2929	27	2749	25	112	0	6	3	4	0	3	0	0	2589	88.4	1497	51.1	481	16.4	35.5	40.4	0	2	4	4	30	300	1092	1016	364	84	24	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	2977	27	2791	26	117	0	6	3	4	0	3	0	0	2632	88.4	1529	51.4	499	16.8	35.5	40.5	0	2	4	4	32	303	1103	1030	374	89	27	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 DirB - Results

Site
Location
Direction

2
High St, B4070
Southbound
07 July 2025

Monday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

07 July 2025

Monday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	7	0	6	0	1	0	0	0	0	0	0	0	0	5	71.4	3	42.9	3	42.9	35.2	-	0	0	0	0	0	2	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	5	0	3	0	2	0	0	0	0	0	0	0	0	4	80.0	4	80.0	3	60.0	43.1	-	0	0	0	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100.0	3	75.0	1	25.0	38.3	-	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	2	40.0	1	20.0	37.9	-	0	0	0	0	0	0	3	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	16	0	12	2	2	0	0	0	0	0	0	0	0	15	93.8	11	68.8	3	18.8	36.6	40.2	0	0	0	0	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	52	0	46	1	4	0	0	0	0	0	1	0	0	47	90.4	38	73.1	22	42.3	38.5	45	0	0	0	0	0	5	9	16	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	142	2	123	1	13	0	1	0	1	0	1	0	0	134	94.4	82	57.8	33	23.2	36.5	42.2	0	0	0	0	0	8	52	49	25	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	927	2	299	2	14	3	2	0	1	2	2	0	0	292	89.3	189	57.8	66	20.2	36.1	41	0	1	0	0	1	33	103	123	53	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	373	0	336	6	29	0	0	1	0	0	0	1	0	329	88.2	179	48.0	39	10.5	35.1	39	0	0	0	0	1	43	150	140	27	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	988	0	261	1	25	0	1	0	0	0	0	0	0	265	92.0	129	44.8	31	10.8	35	38.8	0	0	0	0	0	23	136	98	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	266	1	239	2	19	0	1	2	2	0	0	0	0	233	87.6	107	40.2	26	9.8	34.4	38.2	0	0	0	0	1	32	126	81	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	249	3	213	0	26	1	3	1	0	1	1	0	0	223	89.6	120	48.2	32	12.9	34.7	39.3	0	0	3	2	1	20	103	88	29	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	234	6	200	2	23	2	0	0	0	0	0	1	0	194	82.9	106	45.3	34	14.5	34.5	40	0	2	0	5	1	32	88	72	30	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	234	1	197	3	27	2	3	0	1	0	0	0	0	195	83.3	104	44.4	21	9.0	34.3	38.7	0	0	0	0	9	30	91	83	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	244	1	210	2	25	3	0	0	1	1	1	0	0	205	84.0	119	48.8	41	16.8	34.8	40.5	0	0	1	0	6	32	86	78	35	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	272	3	240	1	28	0	0	0	0	0	0	0	0	238	87.5	127	46.7	25	9.2	34.7	38.7	0	1	1	0	4	28	111	102	22	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	303	4	269	4	26	0	0	0	0	0	0	0	0	273	90.1	143	47.2	40	13.2	35	39.6	0	2	0	1	2	25	130	103	32	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	243	7	222	1	12	0	1	0	0	0	0	0	0	224	92.2	144	59.3	53	21.8	36.3	41.6	0	0	0	3	3	13	80	91	41	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	193	3	179	2	9	0	0	0	0	0	0	0	0	170	88.1	128	66.3	54	28.0	36.5	42	0	1	0	5	0	17	42	74	45	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	113	1	105	1	6	0	0	0	0	0	0	0	0	106	93.8	81	71.7	34	30.1	37.7	44.3	0	0	0	0	1	6	25	47	19	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	74	0	66	1	5	0	1	0	0	0	0	1	0	68	91.9	47	63.5	13	17.6	36.5	40.9	0	0	0	0	1	5	21	34	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	49	0	49	0	0	0	0	0	0	0	0	0	0	39	79.6	23	46.9	9	18.4	34.9	40.8	0	0	0	1	3	6	16	14	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2200	34	0	31	0	3	0	0	0	0	0	0	0	0	33	97.1	17	50.0	6	17.7	35.9	40.7	0	0	0	0	0	1	16	11	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	8	0	7	0	1	0	0	0	0	0	0	0	0	4	50.0	0	0.0	0	0.0	29.5	-	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	3226	31	2865	26	263	11	11	4	5	4	6	0	0	2841	88.1	1595	49.4	462	14.3	35.1	39.8	0	7	5	16	29	328	1246	1133	383	62	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3604	34	3208	29	287	11	13	4	6	4	8	0	0	3188	88.5	1828	50.7	551	15.3	35.3	40.1	0	7	5	17	34	353	1360	1277	441	89	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3646	34	3246	29	291	11	13	4	6	4	8	0	0	3225	88.5	1845	50.6	557	15.3	35.3	40.1	0	7	5	17	36	356	1380	1288	445	91	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3735	34	3321	32	301	11	13	4	6	5	8	0	0	3305	88.5	1906	51.0	590	15.8	35.3	40.2	0	7	5	17	36	365	1399	1316	466	100	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Southbound
08 July 2025

Tuesday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

08 July 2025

Tuesday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	34.8	-	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100.0	1	50.0	1	50.0	36.7	-	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	1	33.3	0	0.0	35	-	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	6	85.7	5	71.4	3	42.9	38.5	-	0	0	0	0	0	1	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	18	0	13	1	3	1	0	0	0	0	0	0	0	18	100.0	13	72.2	5	27.8	38.5	44.9	0	0	0	0	0	0	5	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	51	0	46	0	4	0	0	0	0	0	0	1	0	50	98.0	38	74.5	22	43.1	39.5	45.4	0	0	0	0	0	1	12	16	14	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	149	1	135	0	9	0	3	1	0	0	0	0	0	142	95.3	114	76.5	57	38.3	38.4	43.1	0	0	1	0	0	6	28	57	43	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	382	7	347	1	24	1	0	0	2	0	0	0	0	353	92.4	218	57.1	51	13.4	35.5	39.8	0	0	0	1	0	28	135	167	45	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	391	2	355	2	27	1	2	0	2	0	0	0	0	352	90.0	213	54.5	62	15.9	35.5	40.2	0	0	1	3	0	35	139	151	50	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	999	2	267	1	27	0	2	0	0	0	0	0	0	250	83.6	108	36.1	24	8.0	33.5	38.2	0	1	1	4	4	39	142	84	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	244	1	217	3	21	1	1	0	0	0	0	0	0	219	89.8	78	32.0	13	5.3	34	37.8	0	0	0	0	1	24	141	65	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	224	5	186	4	26	0	1	0	2	0	0	0	0	190	84.8	93	41.5	26	11.6	34.1	38.5	0	1	0	7	2	24	97	67	20	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	231	2	203	2	20	2	1	0	0	0	1	0	0	204	88.3	114	49.4	29	12.6	34.4	39.4	1	5	1	0	0	20	90	85	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	240	4	208	2	23	1	0	0	2	0	0	0	0	227	94.6	118	49.2	40	16.7	35.7	40.4	0	0	0	0	1	12	109	78	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	242	3	200	2	33	0	2	1	1	0	0	0	0	220	90.9	111	45.9	25	10.3	34.9	39.3	0	0	1	0	4	17	109	86	18	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	293	5	250	2	35	0	0	0	0	0	1	0	0	258	88.1	136	46.4	42	14.3	35.1	39.8	0	0	0	2	0	33	122	94	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	308	2	276	1	27	0	1	0	1	0	0	0	0	276	89.6	177	57.5	50	16.2	35.8	40.3	0	0	1	0	0	31	99	127	42	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	275	4	254	3	13	0	0	0	0	0	1	0	0	241	87.6	153	55.6	50	18.2	35.7	40.8	0	0	0	0	5	29	88	103	40	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	176	0	165	0	10	0	0	0	0	0	0	1	0	158	89.8	104	59.1	29	16.5	36.1	40.7	0	0	0	0	0	0	18	54	75	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1900	126	1	121	2	2	0	0	0	0	0	0	0	0	117	92.9	79	62.7	30	23.8	36.8	42.2	0	0	0	0	1	8	38	49	20	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	81	1	73	1	6	0	0	0	0	0	0	0	0	69	85.2	38	46.9	14	17.3	35.6	41.7	0	0	0	0	0	12	31	24	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	62	3	57	0	2	0	0	0	0	0	0	0	0	56	90.3	31	50.0	13	21.0	35.6	41.9	0	0	1	1	0	4	25	18	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	44	1	42	0	1	0	0	0	0	0	0	0	0	36	81.8	26	59.1	7	15.9	36	40.5	0	0	0	0	0	8	10	19	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	2	66.7	1	33.3	39.5	-	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3305	37	2928	23	286	6	10	1	10	1	1	3	0	2948	89.2	1623	49.1	441	13.3	35.1	39.6	1	7	5	17	17	310	1325	1182	363	64	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3723	43	3314	26	305	6	13	2	10	1	3	0	0	3332	89.5	1885	50.6	555	14.9	35.3	40	1	7	7	18	18	340	1447	1330	443	92	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3770	44	3359	26	306	6	13	2	10	1	3	0	0	3371	89.4	1913	50.7	563	14.9	35.3	40	1	7	7	18	18	348	1458	1350	447	94	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3855	44	3432	27	315	7	13	2	10	2	3	0	0	3453	89.6	1973	51.2	595	15.4	35.4	40.1	1	7	7	18	19	350	1480	1378	468	101	20	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Southbound
09 July 2025

Wednesday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

09 July 2025

Wednesday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100.0	3	100.0	3	100.0	42.3	-	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100.0	1	100.0	0	0.0	37.3	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	4	1	2	0	1	0	0	0	0	0	0	0	0	4	100.0	2	50.0	1	25.0	37.1	-	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100.0	3	60.0	0	0.0	35.5	-	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	12	0	10	1	1	0	0	0	0	0	0	0	0	12	100.0	7	58.3	5	41.7	39.7	48.6	0	0	0	0	0	0	5	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	48	1	39	1	6	0	0	0	0	0	1	0	0	46	95.8	37	77.1	24	50.0	38.8	45.5	0	0	1	0	0	1	9	13	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	137	2	124	0	9	1	0	0	0	0	0	1	0	136	99.3	102	74.5	47	34.3	38.6	44	0	0	0	0	0	1	34	55	34	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	371	2	341	2	18	2	2	1	1	1	1	1	0	333	89.8	198	53.4	64	17.3	35.8	40.6	0	0	0	0	0	38	135	134	52	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	412	1	385	4	19	0	1	0	1	1	0	0	0	366	88.8	205	49.8	50	12.1	35.3	39.2	0	0	0	0	4	42	161	155	36	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	990	4	258	3	23	1	0	0	1	0	0	0	0	222	76.6	99	34.1	18	6.2	33.3	37.2	0	0	1	0	7	60	123	81	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	243	1	215	6	19	0	1	0	0	0	0	1	0	223	91.8	114	46.9	28	11.5	34.8	39.4	0	0	0	1	0	19	109	86	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	241	4	214	4	19	0	0	0	0	0	0	0	0	201	83.4	98	40.7	26	10.8	34	39.1	0	0	0	2	3	35	103	72	23	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	230	4	197	4	21	2	0	0	0	0	1	1	0	194	84.4	97	42.2	31	13.5	34.8	39.7	0	1	0	0	0	35	97	66	22	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	237	9	197	3	25	0	2	0	1	0	0	0	0	223	94.1	124	52.3	19	8.0	35.1	38.8	0	1	1	0	1	11	99	105	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	277	6	241	1	27	1	1	0	0	0	0	0	0	224	80.9	118	42.6	22	7.9	33.6	38.3	0	1	0	2	16	34	106	96	20	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	293	5	253	2	31	0	0	2	0	0	0	0	0	266	90.8	133	45.4	31	10.6	34.9	39.1	0	0	1	0	0	26	133	102	25	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	274	3	237	2	30	0	0	1	1	0	0	0	0	252	92.0	158	57.7	43	15.7	35.9	40.1	0	0	0	0	1	21	94	115	33	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	277	8	253	1	12	1	0	1	1	0	0	0	0	243	87.7	167	60.3	53	19.1	35.9	40.7	0	0	3	0	1	30	76	114	42	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	166	3	153	1	8	0	0	0	0	0	0	0	0	145	87.4	97	58.4	39	23.5	36.3	42.3	0	1	1	0	2	17	48	58	25	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	147	3	130	1	11	1	0	0	0	0	0	1	0	139	94.6	100	68.0	44	29.9	37.7	43.4	0	1	0	0	1	6	39	56	28	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	128	5	106	1	15	0	0	0	0	1	0	0	0	116	90.6	76	59.4	32	25.0	36.6	42	0	0	1	2	0	9	40	44	22	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	87	1	82	0	3	0	0	0	0	0	0	1	0	79	90.8	46	52.9	19	21.8	36.8	42.1	0	0	0	0	0	8	33	27	9	6	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	45	2	41	0	2	0	0	0	0	0	0	0	0	43	95.6	30	66.7	17	37.8	37.9	42.8	0	0	0	0	0	2	13	13	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	7	0	5	0	2	0	0	0	0	0	0	0	0	7	100.0	5	71.4	2	28.6	39.1	-	0	0	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	3311	50	2944	33	252	7	7	5	7	3	3	0	0	2892	87.4	1608	48.6	424	12.8	35	39.5	0	4	7	5	35	368	1284	1184	332	68	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3810	61	3386	35	290	9	7	5	8	3	6	0	0	3362	88.2	1932	50.7	566	14.9	35.3	40	0	5	8	7	36	392	1430	1366	425	98	33	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3862	63	3432	35	294	9	7	5	8	3	6	0	0	3412	88.4	1967	50.9	585	15.2	35.3	40.1	0	5	8	7	36	394	1445	1382	438	103	34	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3935	65	3490	37	304	9	7	5	8	4	6	0	0	3483	88.5	2020	51.3	618	15.7	35.4	40.2	0	5	9	7	36	395	1463	1402	459	114	35	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site
Location
Direction

2
High St, B4070
Southbound
10 July 2025 Thursday

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound
10 July 2025 Thursday

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	5	83.3	3	50.0	1	16.7	35.6	-	0	0	0	0	0	1	2	2	1	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	0.0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	4	0	3	0	1	0	0	0	0	0	0	0	0	3	75.0	2	50.0	1	25.0	32.1	-	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	9	0	7	0	2	0	0	0	0	0	0	0	0	8	88.9	4	44.4	3	33.3	36.4	-	0	0	0	0	0	1	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	11	1	8	1	1	0	0	0	0	0	0	0	0	10	90.9	7	63.6	5	45.5	39.9	51.6	0	0	0	0	1	0	3	2	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	42	0	33	1	6	1	0	0	0	0	0	0	0	40	95.2	32	76.2	20	47.6	39.8	45.4	0	0	0	0	0	2	8	12	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	202	0	182	1	16	0	1	0	1	0	1	0	0	184	91.1	131	64.9	53	26.2	37	42.4	0	0	0	0	2	16	53	78	37	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	418	7	381	3	26	0	1	0	0	0	0	0	0	378	90.4	248	59.3	60	14.4	35.7	39.9	0	0	1	1	5	33	130	188	56	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	415	1	378	2	33	0	0	0	0	0	1	0	0	386	93.0	213	51.3	60	14.5	35.5	39.9	0	0	0	1	1	27	173	153	50	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	321	3	277	4	28	1	5	0	0	1	2	0	0	287	89.4	130	40.5	30	9.3	34.6	38.5	0	0	1	0	1	32	157	100	24	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	258	4	224	3	19	2	3	1	2	0	0	0	0	221	85.7	93	36.1	16	6.2	33.9	37.9	0	0	1	3	3	30	128	77	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	253	6	215	3	25	1	1	0	0	1	1	0	0	222	87.8	126	49.8	33	13.0	34.9	39.6	0	1	1	0	5	24	96	93	26	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	215	4	180	1	28	0	2	0	0	0	0	0	0	203	94.4	106	49.3	30	14.0	35.7	39.9	0	0	0	0	0	12	97	76	22	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	224	1	194	3	24	0	0	0	1	0	1	0	0	204	91.1	107	47.8	31	13.8	35.2	39.8	0	0	0	0	0	0	20	97	76	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	245	7	194	4	34	1	2	1	2	0	0	0	0	224	91.4	146	59.6	42	17.1	36	40.4	0	0	1	0	1	19	78	104	34	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	303	3	255	5	37	0	3	0	0	0	0	0	0	260	85.8	138	45.5	36	11.9	34.6	39.3	0	1	0	0	2	40	122	102	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	296	5	261	0	26	0	3	0	0	0	1	0	0	264	89.2	174	58.8	36	12.2	35.4	39.4	0	1	1	0	0	30	90	138	30	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	279	6	255	0	18	0	0	0	0	0	0	0	0	246	88.2	155	55.6	45	16.1	35.7	40.4	0	1	0	0	3	29	91	110	31	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	191	3	180	1	5	0	0	1	1	0	0	0	0	176	92.2	124	64.9	54	28.3	36.9	41.7	0	0	0	1	2	12	52	70	45	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	121	0	117	1	3	0	0	0	0	0	0	0	0	108	89.3	68	56.2	23	19.0	36.5	41.4	0	0	0	0	0	13	40	45	13	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	103	3	94	1	5	0	0	0	0	0	0	0	0	93	90.3	55	53.4	21	20.4	36.6	42.4	0	0	1	0	2	7	38	34	10	8	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	84	2	80	0	2	0	0	0	0	0	0	0	0	74	88.1	50	59.5	24	28.6	36.8	42.7	0	0	0	0	1	9	24	26	16	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	59	1	55	0	2	0	0	0	0	0	0	0	1	52	88.1	32	54.2	9	15.3	35.5	40.3	0	0	0	0	0	7	20	23	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	18	0	17	1	0	0	0	0	0	0	0	0	0	18	100.0	14	77.8	6	33.3	38.7	49.1	0	0	0	0	0	0	0	0	4	8	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	3418	50	2994	29	303	5	20	3	6	3	5	0	0	3071	89.9	1760	51.5	473	13.8	35.3	39.8	0	4	6	6	23	308	1311	1287	383	75	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3928	55	3467	32	329	5	21	3	7	3	6	0	0	3530	89.9	2064	52.6	594	15.1	35.5	40	0	4	7	6	28	353	1466	1470	459	107	19	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	4005	56	3539	33	331	5	21	3	7	3	6	1	0	3600	89.9	2110	52.7	609	15.2	35.5	40	0	4	7	6	28	360	1490	1501	469	110	21	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	4077	57	3596	35	341	6	21	3	7	4	6	1	0	3666	89.9	2158	52.9	639	15.7	35.6	40.2	0	4	7	7	29	364	1508	1519	488	116	24	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site
Location
Direction

2
High St, B4070
Southbound
Virtual Day (7)

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound
Virtual Day (7)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL30% 30	JSL1 35 ACPO	JSL135 35 ACPO	JSL2 40 DIT	JSL240% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVI	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	10	0	9	0	1	0	0	0	0	0	0	0	0	8	83.8	5	52.9	2	25.0	35.9	-	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	4	0	3	0	1	0	0	0	0	0	0	0	0	4	96.4	3	71.4	1	35.7	39	-	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	4	86.1	3	55.6	1	16.7	36.2	-	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	7	0	6	0	1	0	0	0	0	0	0	0	0	7	93.9	4	63.3	2	30.6	38.1	-	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	12	0	9	1	1	0	0	0	0	0	0	0	0	11	92.8	8	63.9	4	31.3	37.9	45.2	0	0	0	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	37	0	32	1	3	0	0	0	0	0	1	0	0	35	94.2	28	75.6	17	45.0	39.3	45.6	0	0	0	0	0	2	7	11	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0600	117	1	104	1	9	0	1	0	0	0	0	1	0	111	94.2	81	68.7	36	30.5	37.6	43.3	0	0	0	0	0	6	30	45	25	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	295	3	249	2	17	1	1	0	1	0	1	0	0	249	90.5	158	57.5	46	16.7	35.9	40.3	0	0	0	0	1	24	91	112	38	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	316	1	292	2	19	0	0	0	1	0	0	0	0	283	89.6	161	51.0	42	13.3	35.4	39.6	0	0	0	1	1	31	122	119	32	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	274	2	247	3	19	0	2	0	0	0	0	0	0	238	86.9	117	42.9	33	11.9	34.6	39.2	0	0	1	1	2	32	121	85	27	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1000	253	2	231	3	15	1	1	1	1	0	0	0	0	225	89.0	112	44.4	27	10.8	34.7	39	0	0	0	1	2	25	113	85	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1100	257	3	229	2	20	0	1	0	0	0	0	0	0	224	86.9	120	46.8	32	12.4	34.7	39.3	0	0	1	2	2	29	103	88	28	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	244	3	217	3	19	1	1	0	0	0	0	1	0	210	85.9	113	46.1	31	12.8	34.8	39.5	0	1	0	1	2	31	97	82	25	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	238	3	209	2	20	1	1	0	1	0	0	0	0	212	89.2	114	48.2	32	13.3	35.1	39.6	0	0	0	0	2	23	97	83	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	244	3	215	2	22	1	1	0	1	0	0	0	0	215	88.0	118	48.2	33	13.3	34.9	39.6	0	0	0	1	5	24	97	85	26	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	259	4	228	2	23	0	1	0	0	0	0	0	0	227	87.8	122	47.2	32	12.5	34.9	39.4	0	0	1	0	2	29	105	90	27	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	261	4	233	2	21	0	1	0	0	0	0	0	0	234	89.5	141	54.1	41	15.8	35.6	40.2	0	1	1	0	1	25	93	100	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1700	241	4	219	2	14	0	0	0	0	0	0	0	0	216	89.6	137	56.8	46	19.0	35.9	40.9	0	0	1	1	2	21	79	91	35	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	179	2	166	1	8	0	0	0	0	0	0	0	0	160	89.6	109	60.8	39	22.0	36.3	41.4	0	0	0	1	1	16	52	69	30	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	119	1	109	1	6	0	0	0	0	0	0	0	0	110	92.8	75	62.7	28	23.8	37	42.2	0	0	0	0	1	8	36	46	18	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	90	2	81	1	6	0	0	0	0	0	0	0	0	81	89.7	50	55.3	20	22.2	36.5	42.2	0	0	0	0	1	8	31	30	12	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	68	1	65	0	2	0	0	0	0	0	0	0	0	60	88.1	38	55.9	16	23.9	36.5	42.4	0	0	0	0	1	7	22	22	10	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	44	1	41	0	2	0	0	0	0	0	0	0	0	38	85.8	23	52.4	8	18.8	35.8	40.9	0	0	0	0	0	6	15	15	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	18	0	16	0	1	0	0	0	0	0	0	0	0	13	75.0	7	41.9	4	22.6	35	42.5	0	0	0	0	1	4	6	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	3041	35	2734	26	217	5	9	3	6	2	4	0	0	2692	88.5	1523	50.1	434	14.3	35.2	39.8	0	4	6	7	23	309	1169	1089	349	65	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	3436	41	3094	29	240	5	10	3	6	2	5	0	0	3054	88.9	1766	51.4	534	15.6	35.4	40.2	0	4	7	8	25	338	1288	1232	414	90	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	3497	41	3151	29	243	5	10	3	6	2	5	0	0	3105	88.8	1797	51.4	546	15.6	35.4	40.2	0	4	7	8	26	347	1308	1250	422	93	24	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3572	42	3215	31	251	5	10	3	6	3	5	0	0	3174	88.9	1847	51.7	574	16.1	35.5	40.3	0	4	7	9	27	352	1326	1274	437	101	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

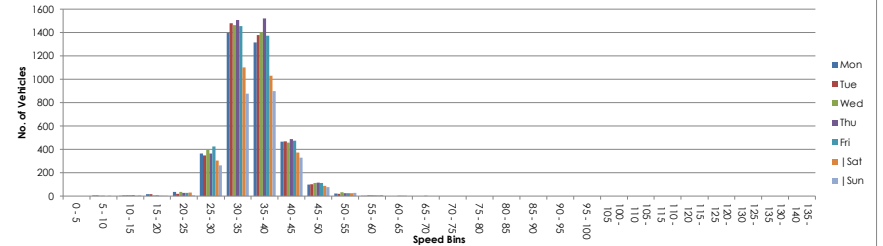
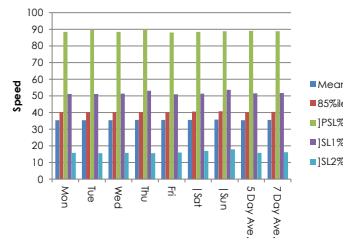
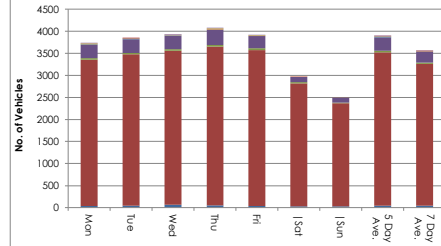
Site 2
Location High St, B4070
Direction Southbound

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Southbound

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Virtual Week (1)															Virtual Week (1)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Summary Graphs



Site 2
Location High St, B4070
Direction Two Way

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Two Way

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

04 July 2025														Friday														04 July 2025														Friday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

Site 2
Location High St, B4070
Direction Two Way

17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Two Way

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

07 July 2025																	Monday																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		MCL 1	SV 2	SVT 3	TB2 4	TB3 5	T4 6	ART3 7	ART4 8	ART5 9	ART6 10	BD 11	DRT 12									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
0000	20	0	18	0	2	0	0	0	0	0	0	0	0	17	85.0	14	70.0	8	40.0	38.6	48.2	0	0	0	0	0	3	3	6	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Bengier ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

17007 - Sutton Benger ATC 2 Two-Way - Results

Site 2
Location High St, B4070
Direction Two Way

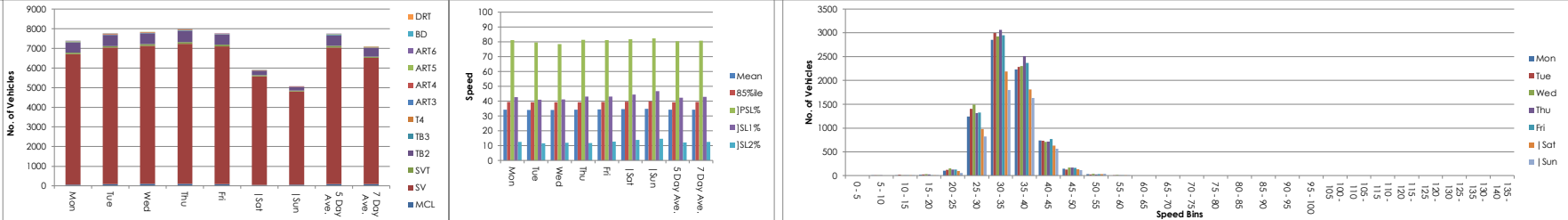
17007 / SUTTON BEMGER 2
JULY 2025 High St, B4070
AUTOMATIC TRAFFIC COUNT Two Way
Virtual Day (7)

17007 / SUTTON BEMGER
JULY 2025
AUTOMATIC TRAFFIC COUNT

Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
0000	29	0	27	0	2	0	0	0	0	0	0	0	0	24	83.2	17	57.9	8	26.7	36.3	42.9	0	0	0	0	0	4	7	9	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Virtual Week (1)														Virtual Week (1)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Total	Classification												JPSL 30	JPSL% 30	JSL1 35 ACPO	JSL1% 35 ACPO	JSL2 40 DIT	JSL2% 40 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Mon	7388	65	6647	60	522	27	24	10	13	8	12	0	0	6000	81.2	3146	42.6	917	12.4	34.3	39.3	0	7	7	23	108	1243	2854	2229	739	142	30	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Summary Graphs





ATC VEHICLE CATEGORIES

Axes	Groups	Description	Class	Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2		
3, 4 or 5	3	Short towing - Trailer, Caravan, Boat, etc.	SVT	3		
2	2	Two axle truck or Bus	TB2	4		2 (Medium)
3	2	Three axle truck or Bus	TB3	5		
>3	2	Four axle truck	T4	6		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8		
		Five axle articulated vehicle or Rigid vehicle and trailer				
5	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART5	9		
>=6	>2	Double or Heavy truck and trailer	ART6	10		
>6	4	Double or triple road train or Heavy truck and two (or more) trailers	BD	11		
>6	>=5		DRT	12		3 (Heavy)

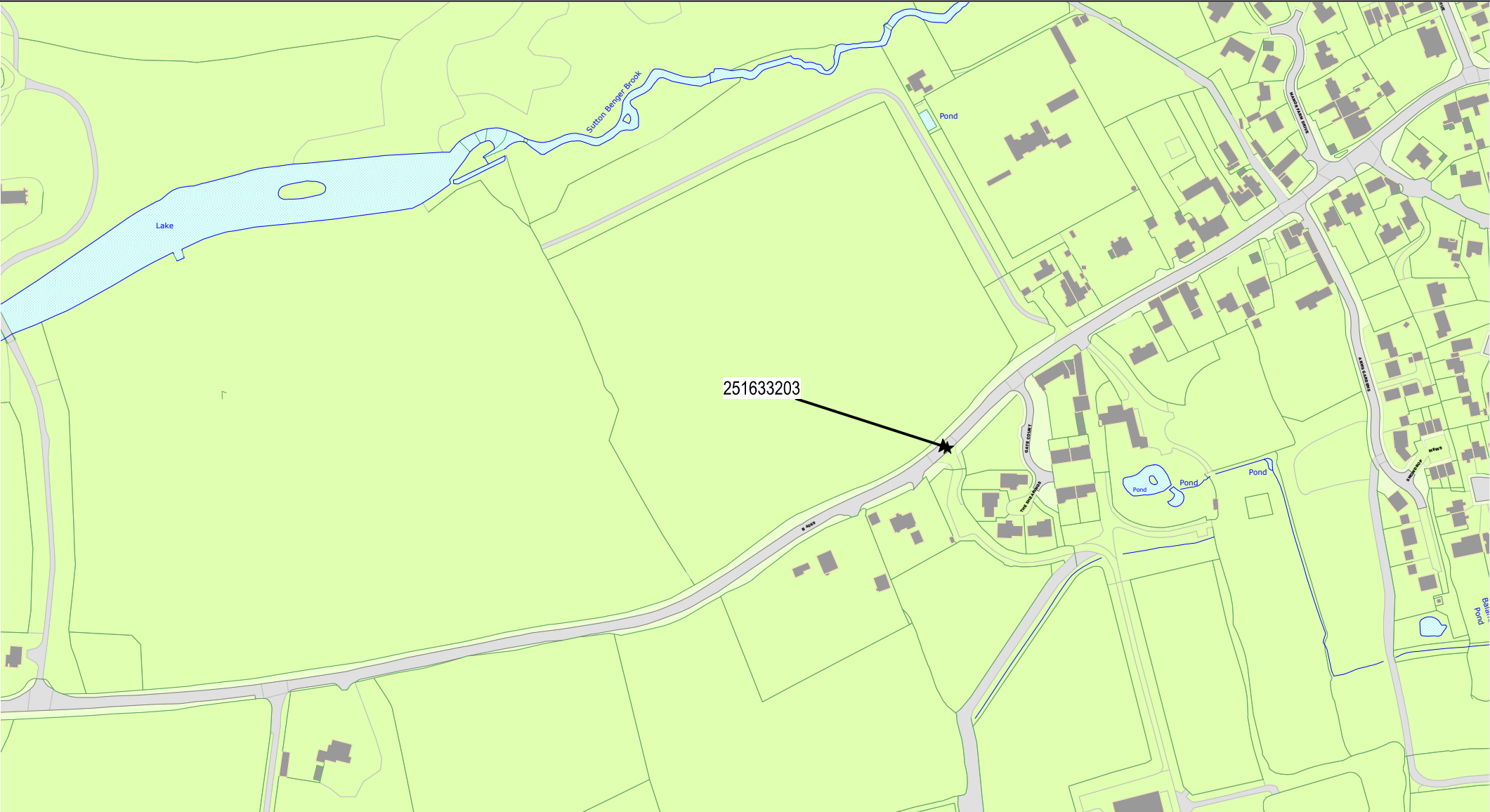
ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard, ACPO is PSL x 105+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DFT	Greater than DFT (Department For Transport) standard, DFT is PSL plus 19mph.
>SL2% DFT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed



Appendix C



Her Majesty's Office (c) Crown Copyright



Sutton Benger

SCALE	1 : 3280
DATE	27/11/2025
DRAWING No.	
DRAWN BY	



INTERPRETED LISTING REPORT

Run on: 27/11/2025 12:06:03

Accidents between dates: 01/12/2022 and 21/11/2025
Selection:

Notes: Sutton Benger

251633203	19/08/2025	Tuesday	1052	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Moderately serious	B 4069	Speed limit: 30		Single carriageway	Road surface Dry	E394094	N178429
Junction detail:	Using private drive or entrance				Crossing facilities:		
Junction Control:	Not applicable				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions:		

HIGH STREET (B4069) AT JUNCTION WITH UNCLASSIFIED ROAD, SUTTON BENDER, WILTSHIRE

VEH 1 WAS RIDING AROUND LEFT HAND BEND WHEN IT CONTINUED STRAIGHT OFF OF THE BEND INTO THE FRONT OFFSIDE OF VEH 2 TRAVELLING IN THE OPPOSITE CARRIAGEWAY

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Driver/rider travelling too fast for conditions (including loss of control)	Vehicle 1	Possible	Illness or disability
Vehicle 1	Possible	Vehicle defect (excluding tyres and light)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Driver / rider overshot junction or poor turn / manoeuvre	Not Coded	Not Coded	Not coded

Vehicle 1 : Motor Cycle over 50 cc and up to 125cc

Age: 61 Male

SN15

Going ahead

VRM:

Travelling SW - NE

Impact: Front

Breath test: Self-reported only

Location Lane: On main carriageway

Junction location: Approaching junction/Parked at approach
No tow / articulation

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Unknown

Casualty 1: Driver / Rider

Age: 61 Male

SN15

Moderately serious

Seatbelt: Not applicable

Deep penetrating wound

Vehicle 2 : Car

Age: 87 Male

SN4

Going ahead

VRM:

Travelling NE - SW

Impact: Offside

Breath test: Self-reported only

Location Lane: On main carriageway

Junction location: Approaching junction/Parked at approach
No tow / articulation

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Personal business or leisure



Accidents between dates: 01/12/2022 and 21/11/2025
Selection:

Notes: Sutton Benger

Accidents involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	0	0
2-wheeled motor vehicles	0	1	0	1
Pedal Cycles	0	0	0	0
Horses & Other	0	0	0	0

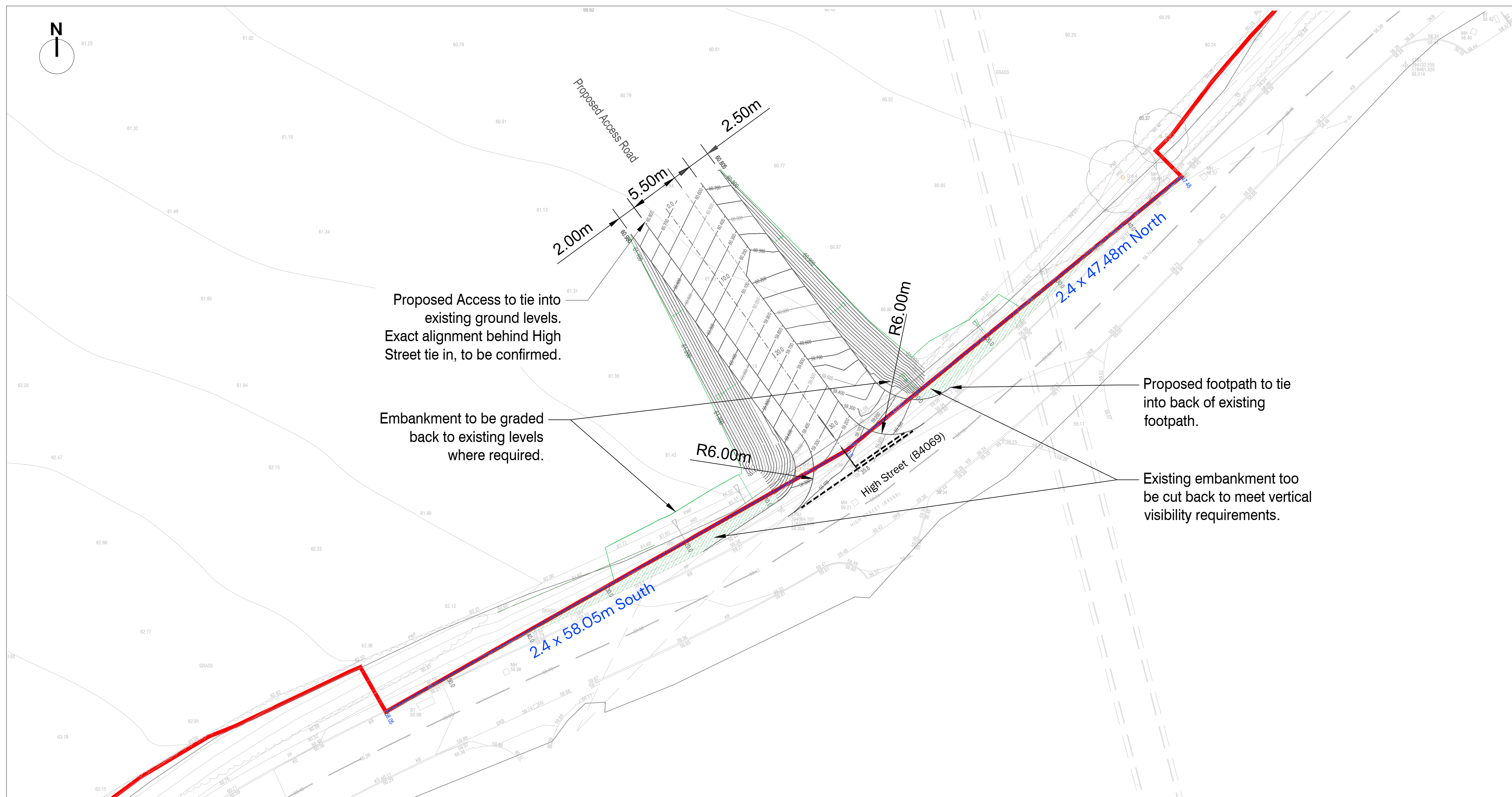
Total Accidents	0	1	0	1
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Casualties:

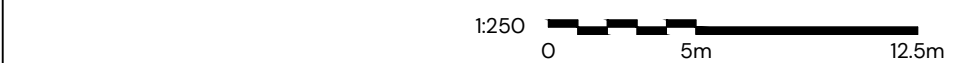
	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	0	0
Vehicle Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	1	0	1



Appendix D



Proposed Access Road						
Vertical Exaggeration: 2 Datum: 53.000M AOD						
CHAINAGE ON CENTRELINE (m)	0.000	10.000	20.000	31.151	31.507	35.777
LEVELS ON CENTRELINE OF CARRIAGEWAY (m)	60.737	60.251	59.765	59.223	59.207	59.029
VERTICAL DESIGN ON CARRIAGEWAY CENTRELINE	GRADIENT -4.9% (-1 in 21) LENGTH = 31.151m			GRADIENT 4.1% LENGTH = 35.777m		
HORIZONTAL DESIGN ON CARRIAGEWAY CENTRELINE	STRAIGHT LENGTH = 35.777m					
EXISTING LEVELS (m)	60.971	61.023	61.121	61.009	61.005	59.050



NOTES

KEY

- | | |
|---|---|
|  | Assumed site boundary contiguous with Highway Mainainable in Public Extent to be confirmed by the client. |
|  | Proposed Contour Levels |
|  | Junction Visibility |
|  | Proposed surface |
|  | Existing Surface |
|  | Existing embankment in area to be cut back for vertical visibility clearance |

P3	03.12.2025	Access Road alignment updated	JG	AT	AT
P2	31.07.2025	Updated to include proposed earthworks in visibility splays	JG	HC	HC
P1	30.07.2025	First Issue	JG	HC	SD

REV	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED
-----	------	-------------	---------	---------	----------

REV	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED
-----	------	-------------	---------	---------	----------

Site Access from High Street (B4069)
General Arrangement Plan Access

Land at Gate Farm
Sutton Bengar

CLIENT:
GLEESON LAND

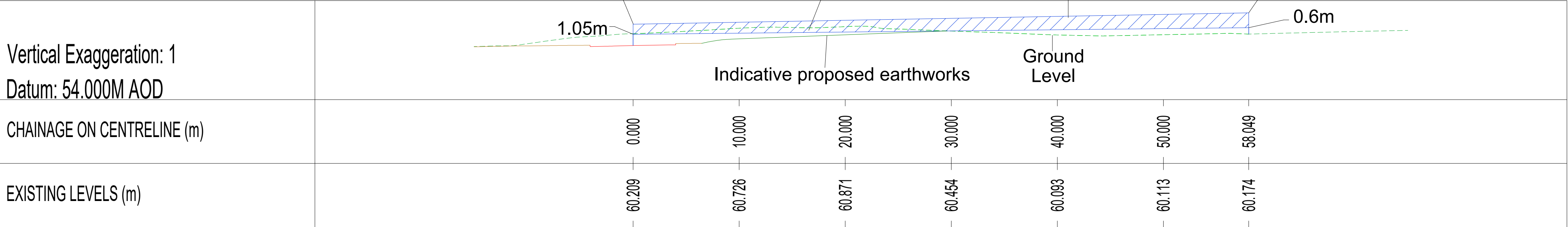
DATE: 30.07.2025 SCALE: 1:250 @ A1

DRAWING NUMBER: P25-0894 PEG-XX-XX-DR-C- 100 -P3 PG OFFICE / TEAM: BIR / INF

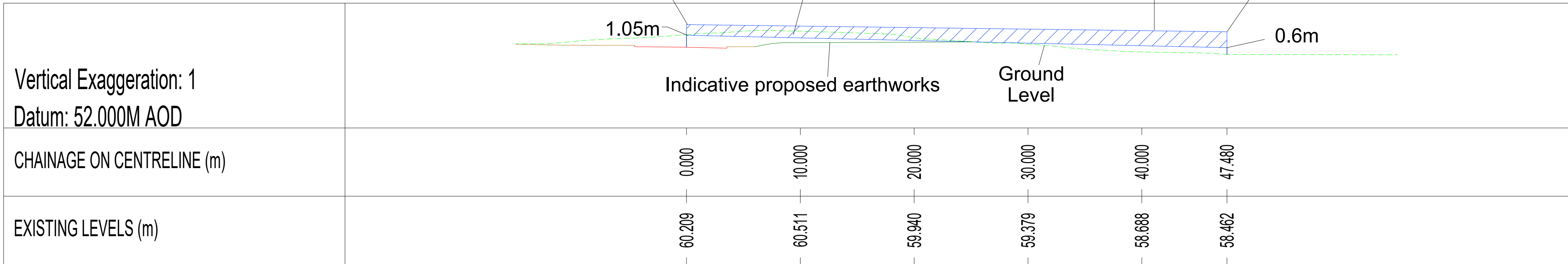
PEGASUS REF No: P25-0894



Junction visibility splay looking south 58.05m



Junction visibility splay looking north 47.48m



NOTES

- This drawing is based on the Topographical Survey provided by Corner Point Surveys Ltd.
- The works shown on this drawing could affect Statutory Undertaker's apparatus and the Contractor is required to verify the location and depth of all such apparatus prior to commencement of the works and to take any precautions necessary when working in the vicinity of any such apparatus.
 - All dimensions shown in metres (m) unless otherwise stated, and all levels relate to Ordnance Datum.
 - All vertical visibility splay requirements shown on this drawing have been derived in accordance with the guidance set out in Manual for Streets (DfT, 2007).
 - A standard X-distance of 2.4 metres has been applied for driver setback from the carriageway edge, with Y-distances determined according to the 85th percentile speed surveys.

P3	03.12.2025	Proposed Access Road alignment updated	JG	AT	AT
P2	30.07.2025	Updated to include proposed earthworks in visibility splays	JG	HC	HC
P1	30.07.2025	First issue	JG	HC	SD

Site Access from High Street (B4069)
Vertical Visibilty Splay Sections

Land at Gate Farm
Sutton Bengar

CLIENT:
GLEESON LAND

DATE:	SCALE:	DRAWN BY:
29.07.2025	1:250 @ A1	JG
		CHECKED BY:
		HC
		APPROVED BY:
		SD

DRAWING NUMBER:	PG OFFICE / TEAM:
P25-0894-PEG-XX-XX-DR-C- 101 -P3	BIR / INF

PEGASUS REF No:	DRAWING STATUS	PEGASUS GROUP
P25-0894	Information	



Appendix E

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 4 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 9/18/2014 Maximum: 9/17/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 200 1628

Days of the week selected:

Thursday	2
Tuesday	2

Main Location Types selected:

Neighbourhood Centre (PPS6 Local Centre)	4
--	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	3

Population <1 Mile ranges selected:

1,001 to 5,000	3
5,001 to 10,000	1

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Population <5 Mile ranges selected:

25,001 to 50,000	1
50,001 to 75,000	1
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	3
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	4
-----------------	---

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	MW	MEDWAY	1 day
	WS	WEST SUSSEX	1 day
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	0.2 to 6.8 (units:DWELLS)
Range Selected by User:	4 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/14 to 17/09/24

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

Selected survey days:

Friday	3 days
Thursday	2 days
Tuesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	7 days
--	--------

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

Selected Location Sub Categories:

Village	7 days
---------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	4 days

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Secondary Filtering Selection:

Use Class:

C3	7 surveys
----	-----------

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

Population within 500m Range:

72 - 3966

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	5 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	5 surveys
1.6 to 2.0	2 surveys

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



Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Petrol filling station:

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

Travel Plan:

No 7 surveys

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

PTAL Rating:

No PTAL Present 7 surveys

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

COVID-19 Restrictions:

No

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-06	Site area:	6.8 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	99 DWELLS
Location:	NEAR CHESTER	Housing density:	14.9546827794562
Postcode:	CH3 7QJ	Total Bedrooms:	311
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	29/04/2022
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 2:	LE-03-A-02	Site area:	3.297 hect
Development Name:	DETACHED & OTHERS	Number of dwellings:	85 DWELLS
Location:	IBSTOCK	Housing density:	39.5901257568701
Postcode:	LE67 6PG	Total Bedrooms:	308
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	28/06/2018
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	MW-03-A-01	Site area:	0.2 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	8 DWELLS
Location:	NEAR CHATHAM	Housing density:	50
Postcode:	ME1 3FE	Total Bedrooms:	32
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 4:	SF-03-A-06	Site area:	2.68 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	38 DWELLS
Location:	KENTFORD	Housing density:	14.1791044776119
Postcode:	CB8 7UU	Total Bedrooms:	129
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/2017
Sub Location Type:	Village	Survey Day:	Friday
PTAL:	n/a		
Site 5:	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	Number of dwellings:	42 DWELLS
Location:	NEAR TAUNTON	Housing density:	26.7515923566879
Postcode:	TA3 5FG	Total Bedrooms:	160
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 6:	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	Number of dwellings:	41 DWELLS
Location:	NEAR TAUNTON	Housing density:	41.8367346938776
Postcode:	TA3 5FB	Total Bedrooms:	137
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	WS-03-A-07	Site area:	3.25 hect
Development Name:	BUNGALOWS	Number of dwellings:	57 DWELLS
Location:	NEAR HORSHAM	Housing density:	27.1428571428571
Postcode:	RH13 0TR	Total Bedrooms:	118
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/2017
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CS-03-A-03	27-10-2016	Site Located in Ireland
CS-03-A-04	27-10-2016	Site Located in Ireland
IM-03-A-01	21-05-2024	Site Located in Isle of Man
IM-03-A-02	23-05-2024	Site Located in Isle of Man
WS-03-A-25	18-09-2024	Travel Plan at the site

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.084	0.316	0.400
08:00-09:00	7	53	0.176	0.319	0.495
09:00-10:00	7	53	0.151	0.230	0.381
10:00-11:00	7	53	0.151	0.186	0.337
11:00-12:00	7	53	0.132	0.154	0.286
12:00-13:00	7	53	0.176	0.200	0.376
13:00-14:00	7	53	0.159	0.143	0.302
14:00-15:00	7	53	0.192	0.197	0.389
15:00-16:00	7	53	0.219	0.157	0.376
16:00-17:00	7	53	0.295	0.176	0.471
17:00-18:00	7	53	0.314	0.143	0.457
18:00-19:00	7	53	0.232	0.127	0.359
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.281	2.348	4.629

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.138	0.470	0.608
08:00-09:00	7	53	0.300	0.749	1.049
09:00-10:00	7	53	0.278	0.365	0.643
10:00-11:00	7	53	0.251	0.292	0.543
11:00-12:00	7	53	0.184	0.243	0.427
12:00-13:00	7	53	0.305	0.324	0.629
13:00-14:00	7	53	0.230	0.211	0.441
14:00-15:00	7	53	0.300	0.327	0.627
15:00-16:00	7	53	0.578	0.341	0.919
16:00-17:00	7	53	0.497	0.292	0.789
17:00-18:00	7	53	0.527	0.300	0.827
18:00-19:00	7	53	0.411	0.241	0.652
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.999	4.155	8.154

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.003	0.011	0.014
08:00-09:00	7	53	0.008	0.024	0.032
09:00-10:00	7	53	0.003	0.014	0.017
10:00-11:00	7	53	0.011	0.000	0.011
11:00-12:00	7	53	0.000	0.011	0.011
12:00-13:00	7	53	0.011	0.000	0.011
13:00-14:00	7	53	0.000	0.003	0.003
14:00-15:00	7	53	0.011	0.003	0.014
15:00-16:00	7	53	0.014	0.008	0.022
16:00-17:00	7	53	0.016	0.003	0.019
17:00-18:00	7	53	0.014	0.027	0.041
18:00-19:00	7	53	0.014	0.005	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.105	0.109	0.214

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.003	0.003	0.006
08:00-09:00	7	53	0.000	0.000	0.000
09:00-10:00	7	53	0.000	0.000	0.000
10:00-11:00	7	53	0.000	0.000	0.000
11:00-12:00	7	53	0.000	0.000	0.000
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.000	0.000	0.000
14:00-15:00	7	53	0.000	0.000	0.000
15:00-16:00	7	53	0.003	0.003	0.006
16:00-17:00	7	53	0.000	0.000	0.000
17:00-18:00	7	53	0.003	0.003	0.006
18:00-19:00	7	53	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.009	0.018

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	25/09/2018 - 25/09/2018
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.005	0.000	0.005
08:00-09:00	7	53	0.003	0.003	0.006
09:00-10:00	7	53	0.000	0.005	0.005
10:00-11:00	7	53	0.003	0.003	0.006
11:00-12:00	7	53	0.005	0.000	0.005
12:00-13:00	7	53	0.005	0.008	0.013
13:00-14:00	7	53	0.003	0.005	0.008
14:00-15:00	7	53	0.000	0.000	0.000
15:00-16:00	7	53	0.000	0.000	0.000
16:00-17:00	7	53	0.000	0.000	0.000
17:00-18:00	7	53	0.000	0.000	0.000
18:00-19:00	7	53	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.024	0.024	0.048

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	19/10/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.005	0.003	0.008
08:00-09:00	7	53	0.003	0.005	0.008
09:00-10:00	7	53	0.003	0.003	0.006
10:00-11:00	7	53	0.000	0.003	0.003
11:00-12:00	7	53	0.000	0.000	0.000
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.003	0.003	0.006
14:00-15:00	7	53	0.003	0.003	0.006
15:00-16:00	7	53	0.005	0.005	0.010
16:00-17:00	7	53	0.003	0.003	0.006
17:00-18:00	7	53	0.005	0.003	0.008
18:00-19:00	7	53	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.031	0.061

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.054	0.281	0.335
08:00-09:00	7	53	0.141	0.281	0.422
09:00-10:00	7	53	0.124	0.197	0.321
10:00-11:00	7	53	0.122	0.151	0.273
11:00-12:00	7	53	0.092	0.124	0.216
12:00-13:00	7	53	0.138	0.149	0.287
13:00-14:00	7	53	0.141	0.122	0.263
14:00-15:00	7	53	0.157	0.162	0.319
15:00-16:00	7	53	0.181	0.132	0.313
16:00-17:00	7	53	0.254	0.138	0.392
17:00-18:00	7	53	0.270	0.119	0.389
18:00-19:00	7	53	0.222	0.114	0.336
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.896	1.970	3.866

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.016	0.027	0.043
08:00-09:00	7	53	0.030	0.030	0.060
09:00-10:00	7	53	0.022	0.022	0.044
10:00-11:00	7	53	0.027	0.030	0.057
11:00-12:00	7	53	0.035	0.027	0.062
12:00-13:00	7	53	0.032	0.041	0.073
13:00-14:00	7	53	0.014	0.014	0.028
14:00-15:00	7	53	0.027	0.030	0.057
15:00-16:00	7	53	0.030	0.016	0.046
16:00-17:00	7	53	0.035	0.035	0.070
17:00-18:00	7	53	0.035	0.019	0.054
18:00-19:00	7	53	0.008	0.014	0.022
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.311	0.305	0.616

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.000	0.003	0.003
08:00-09:00	7	53	0.000	0.000	0.000
09:00-10:00	7	53	0.003	0.003	0.006
10:00-11:00	7	53	0.000	0.000	0.000
11:00-12:00	7	53	0.000	0.003	0.003
12:00-13:00	7	53	0.000	0.003	0.003
13:00-14:00	7	53	0.000	0.000	0.000
14:00-15:00	7	53	0.005	0.003	0.008
15:00-16:00	7	53	0.000	0.000	0.000
16:00-17:00	7	53	0.003	0.000	0.003
17:00-18:00	7	53	0.000	0.000	0.000
18:00-19:00	7	53	0.003	0.000	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.015	0.029

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.097	0.381	0.478
08:00-09:00	7	53	0.208	0.481	0.689
09:00-10:00	7	53	0.181	0.286	0.467
10:00-11:00	7	53	0.181	0.238	0.419
11:00-12:00	7	53	0.157	0.184	0.341
12:00-13:00	7	53	0.238	0.268	0.506
13:00-14:00	7	53	0.189	0.170	0.359
14:00-15:00	7	53	0.238	0.268	0.506
15:00-16:00	7	53	0.322	0.203	0.525
16:00-17:00	7	53	0.403	0.227	0.630
17:00-18:00	7	53	0.430	0.200	0.630
18:00-19:00	7	53	0.324	0.189	0.513
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.968	3.095	6.063

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.038	0.059	0.097
08:00-09:00	7	53	0.084	0.219	0.303
09:00-10:00	7	53	0.095	0.059	0.154
10:00-11:00	7	53	0.049	0.046	0.095
11:00-12:00	7	53	0.024	0.043	0.067
12:00-13:00	7	53	0.057	0.057	0.114
13:00-14:00	7	53	0.038	0.038	0.076
14:00-15:00	7	53	0.043	0.051	0.094
15:00-16:00	7	53	0.203	0.116	0.319
16:00-17:00	7	53	0.068	0.059	0.127
17:00-18:00	7	53	0.065	0.057	0.122
18:00-19:00	7	53	0.054	0.046	0.100
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.818	0.850	1.668

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.000	0.019	0.019
08:00-09:00	7	53	0.000	0.024	0.024
09:00-10:00	7	53	0.000	0.005	0.005
10:00-11:00	7	53	0.011	0.008	0.019
11:00-12:00	7	53	0.003	0.005	0.008
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.003	0.000	0.003
14:00-15:00	7	53	0.008	0.005	0.013
15:00-16:00	7	53	0.041	0.014	0.055
16:00-17:00	7	53	0.011	0.003	0.014
17:00-18:00	7	53	0.019	0.016	0.035
18:00-19:00	7	53	0.019	0.000	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.115	0.099	0.214

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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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 29/04/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.000	0.016	0.016
08:00-09:00	7	53	0.000	0.016	0.016
09:00-10:00	7	53	0.000	0.005	0.005
10:00-11:00	7	53	0.011	0.005	0.016
11:00-12:00	7	53	0.000	0.005	0.005
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.003	0.000	0.003
14:00-15:00	7	53	0.005	0.005	0.010
15:00-16:00	7	53	0.030	0.003	0.033
16:00-17:00	7	53	0.005	0.000	0.005
17:00-18:00	7	53	0.008	0.005	0.013
18:00-19:00	7	53	0.016	0.000	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.078	0.060	0.138

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	28/06/2018 - 29/04/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.000	0.003	0.003
08:00-09:00	7	53	0.000	0.000	0.000
09:00-10:00	7	53	0.000	0.000	0.000
10:00-11:00	7	53	0.000	0.000	0.000
11:00-12:00	7	53	0.000	0.000	0.000
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.000	0.000	0.000
14:00-15:00	7	53	0.000	0.000	0.000
15:00-16:00	7	53	0.011	0.011	0.022
16:00-17:00	7	53	0.000	0.000	0.000
17:00-18:00	7	53	0.011	0.011	0.022
18:00-19:00	7	53	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.025	0.047

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	25/09/2018 - 25/09/2018
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

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

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	53	0.000	0.000	0.000
08:00-09:00	7	53	0.000	0.008	0.008
09:00-10:00	7	53	0.000	0.000	0.000
10:00-11:00	7	53	0.000	0.003	0.003
11:00-12:00	7	53	0.003	0.000	0.003
12:00-13:00	7	53	0.000	0.000	0.000
13:00-14:00	7	53	0.000	0.000	0.000
14:00-15:00	7	53	0.003	0.000	0.003
15:00-16:00	7	53	0.000	0.000	0.000
16:00-17:00	7	53	0.005	0.003	0.008
17:00-18:00	7	53	0.000	0.000	0.000
18:00-19:00	7	53	0.003	0.000	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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

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

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Audit Code: 432798db-1cbb-46b4-bba6-0c687bd2233e

Parameter Summary:

Trip rate parameter range selected:	4 - 100 (units: DWELLS)
Survey date date range:	22/09/2017 - 22/09/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

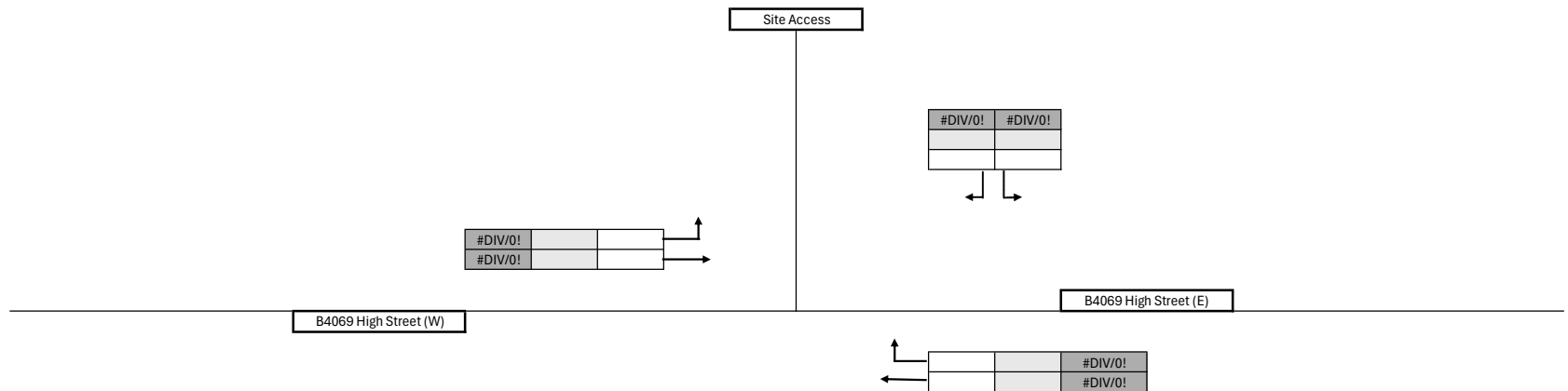


Appendix F



TITLE	Template		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs



90

Total Vehicle Trips

AM

PM

In

Out

Two-Way In

Out

Two-Way

Trip Rate

0.176

0.319

0.495

0.314

0.143

0.457

Trip Number

16

29

45

28

13

41

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 13 June 2025]

Population :

Units :

Date :

usual residence :

All usual residents aged 16 and over in employment the week before the census

Persons

2011

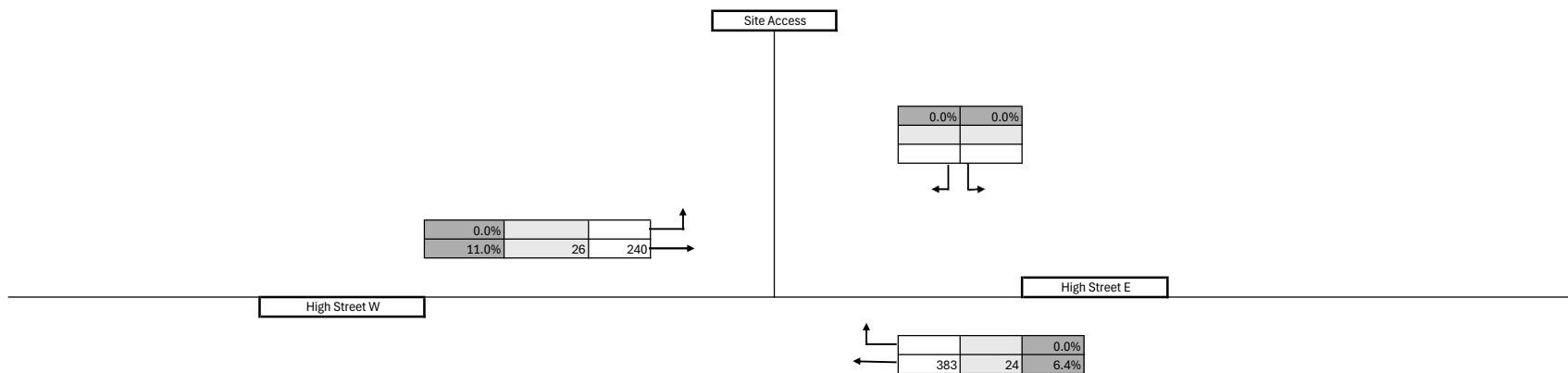
E02006651 : Wiltshire 008 (2011 super output area - middle layer)

					Site Access		J17				
					Driving a car or van	%age	East	West	J17 East		J17 West
place of work : 2011 super output area - middle layer					Route to J17?						
E02006651 : Wiltshire 008	177	15.4%		15.4%	N						
E02006654 : Wiltshire 011	137	11.9%		11.9%	N						
E02006660 : Wiltshire 018	125	10.9%		10.9%	N						
E02006652 : Wiltshire 009	94	8.2%		8.2%	N						
E02006653 : Wiltshire 010	76	6.6%		6.6%	N						
E02003106 : South Gloucestershire 017	66	5.7%		5.7%	Y						5.7%
E02002991 : Bath and North East Somerset 007	48	4.2%		4.2%	Y						4.2%
E02006645 : Wiltshire 002	48	4.2%	4.2%		N						
E02003113 : South Gloucestershire 024	45	3.9%		3.9%	Y						3.9%
E02003043 : Bristol 032	43	3.7%		3.7%	Y						3.7%
E02006655 : Wiltshire 013	41	3.6%	3.6%		N						
E02006648 : Wiltshire 005	32	2.8%		2.8%	N						
E02006659 : Wiltshire 017	32	2.8%	2.8%		N						
E02006657 : Wiltshire 015	31	2.7%	2.7%		N						
E02006684 : Wiltshire 031	31	2.7%		2.7%	N						
E02006679 : Wiltshire 021	30	2.6%		2.6%	N						
E02003223 : Swindon 012	26	2.3%		2.3%	Y					2.3%	
E02006650 : Wiltshire 007	26	2.3%	2.3%		N						
E02002996 : Bath and North East Somerset 012	22	1.9%		1.9%	Y						1.9%
E02003225 : Swindon 014	22	1.9%		1.9%	Y						
TOTAL					1152	100%	15%	85%	4.2%		19.4%
					100.0%				23.6%		



TITLE	2025 Base AM (08:00 - 09:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

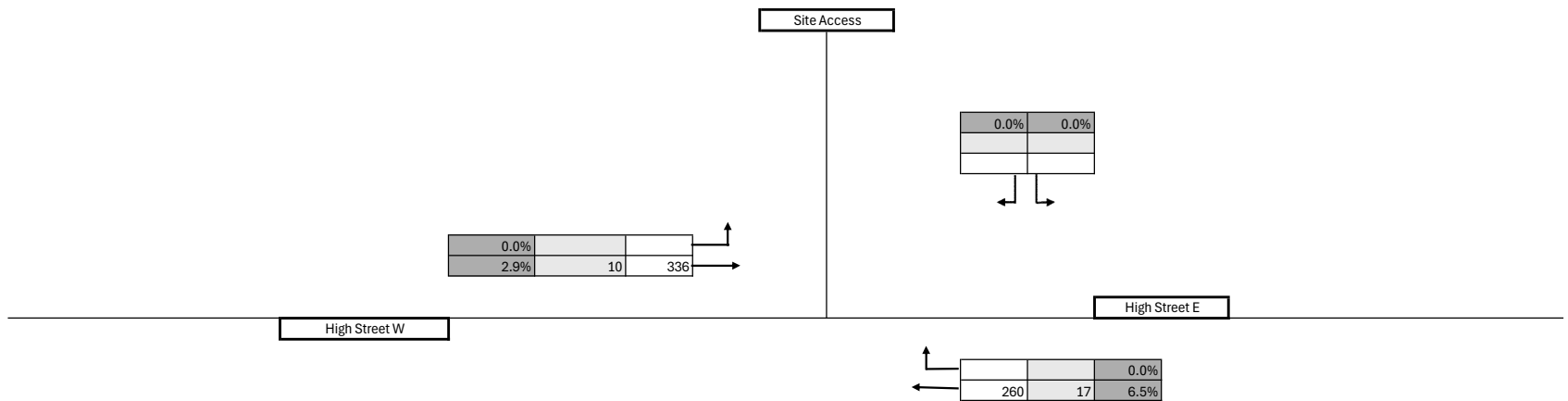
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	2025 Base PM (17:00 - 18:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	2030 Base AM (08:00 - 09:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

TEMPro Growthrates

AM 1.0351
PM 1.0361



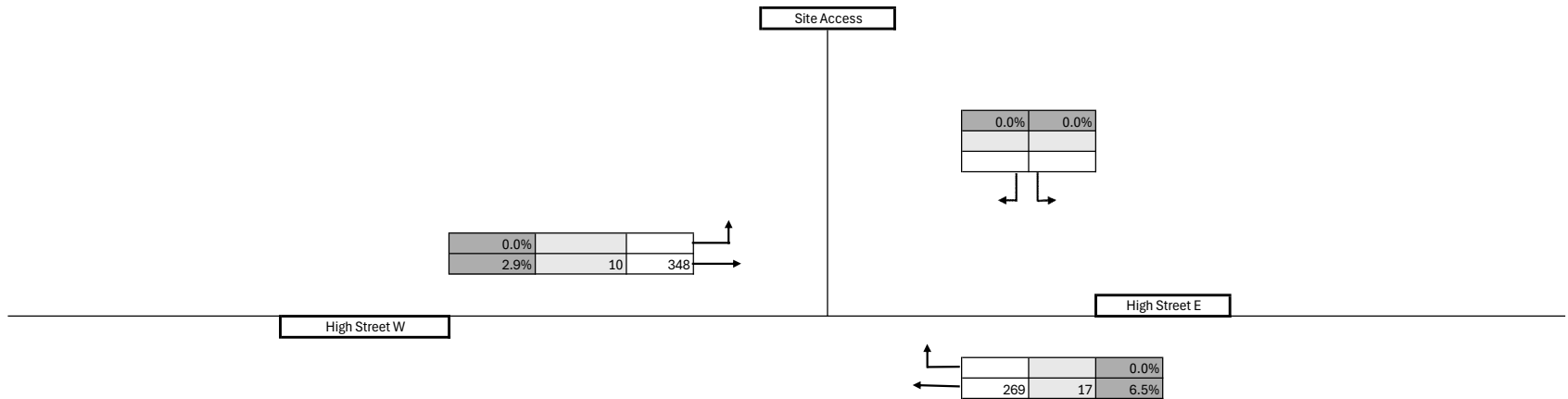


TITLE	2030 Base PM (17:00 - 18:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs

TEMPRO Growthrates

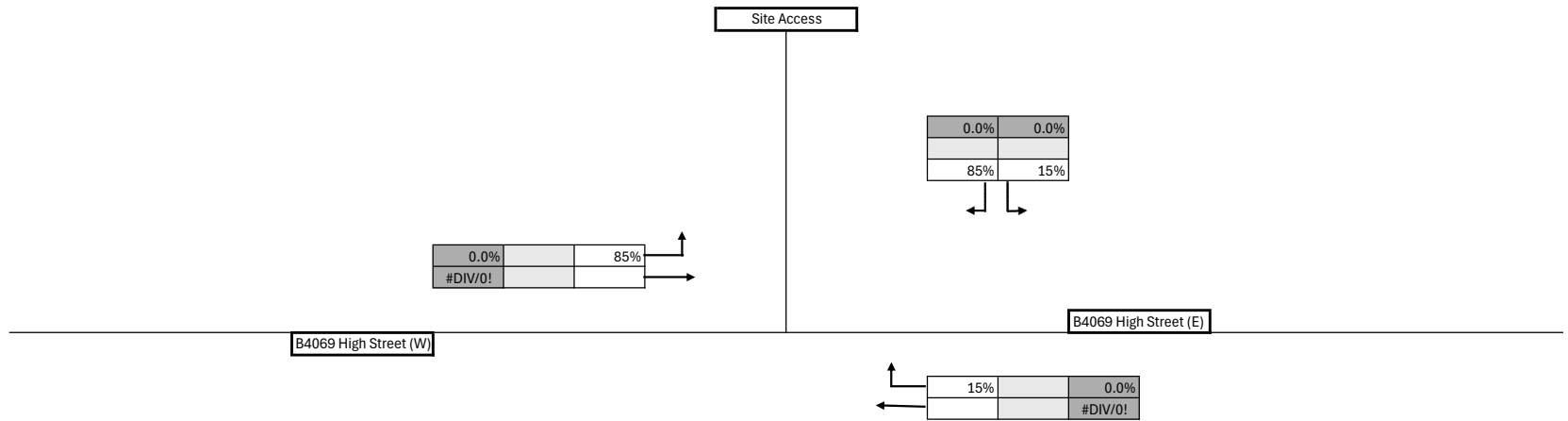
AM 1.0351
PM 1.0361





TITLE	Distribution		
DATE CREATED	#####		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

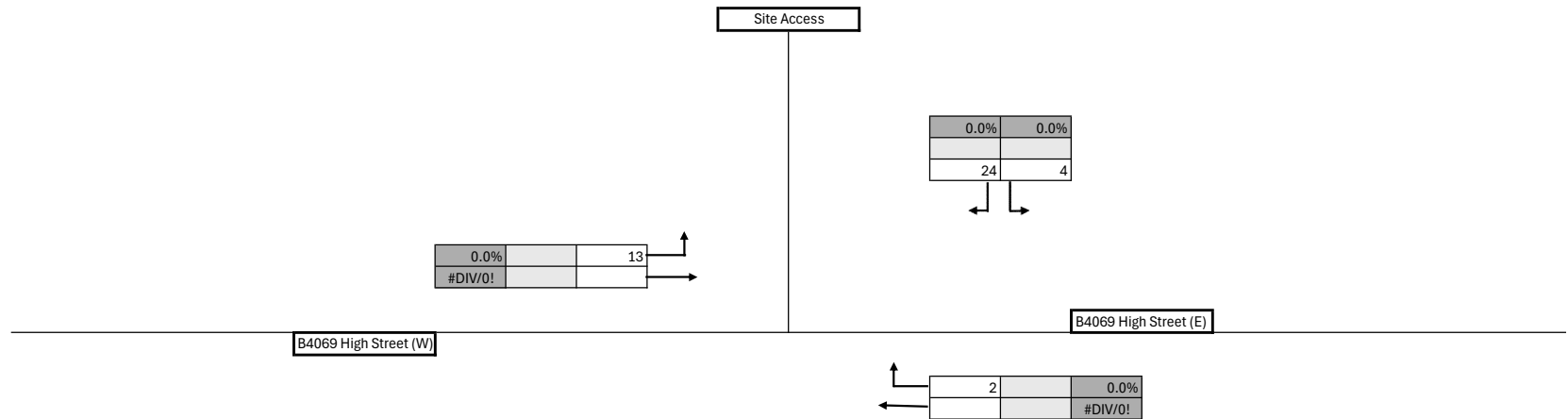
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	Development Trips AM (08:00 - 09:00)		
DATE CREATED	#####		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

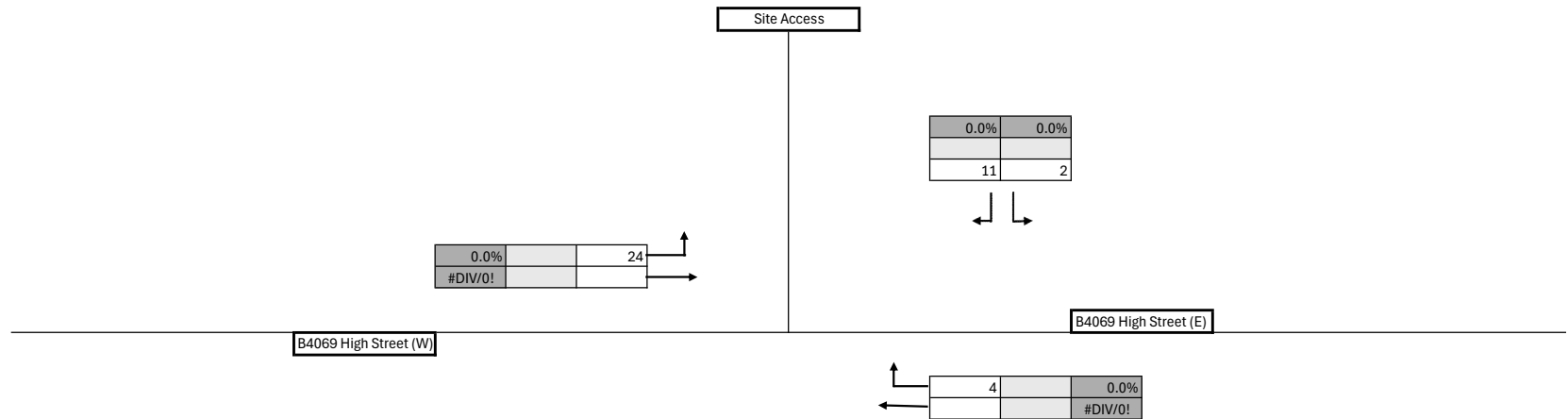
Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	Development Trips PM (17:00 - 18:00)		
DATE CREATED	#####		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key	
	Total Vehicles
	Number of HGVs
	% HGVs





TITLE	2030 Base plus Dev AM (08:00 - 09:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

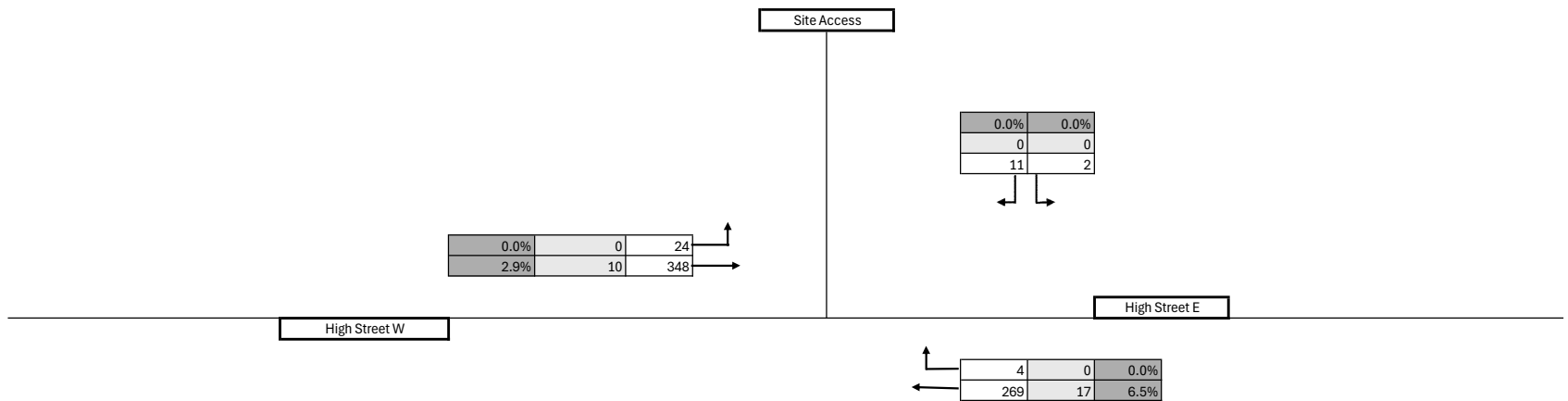
Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	





TITLE	2030 Base plus Dev PM (17:00 - 18:00)		
DATE CREATED	01-Nov-25		
CREATED BY	JC	CHECKED BY	LH
REVISION	-		

Key		
	Total Vehicles	
	Number of HGVs	
	% HGVs	





Appendix G

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.1.0.2307							
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Site Access.j11

Path: X:\Bristol Projects\Bristol - Live Projects\P25\P25-0801-0900\P25-0894 - GLEESON LAND - LAND AT GATE FARM, SUTTON BENDER\03 Research\09 TR\02 Base Data\Junction Modelling

Report generation date: 20/11/2025 11:58:57

»D1 - 2030 | Base+Development | AM

»D2 - 2030 | Base+Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2030 - Base+Development										
Stream B-C	D1	0.0	5.29	0.01	A	D2	0.0	5.46	0.00	A
Stream B-A		0.1	8.46	0.06	A		0.0	8.20	0.03	A
Stream C-AB		0.0	4.46	0.00	A		0.0	4.94	0.01	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

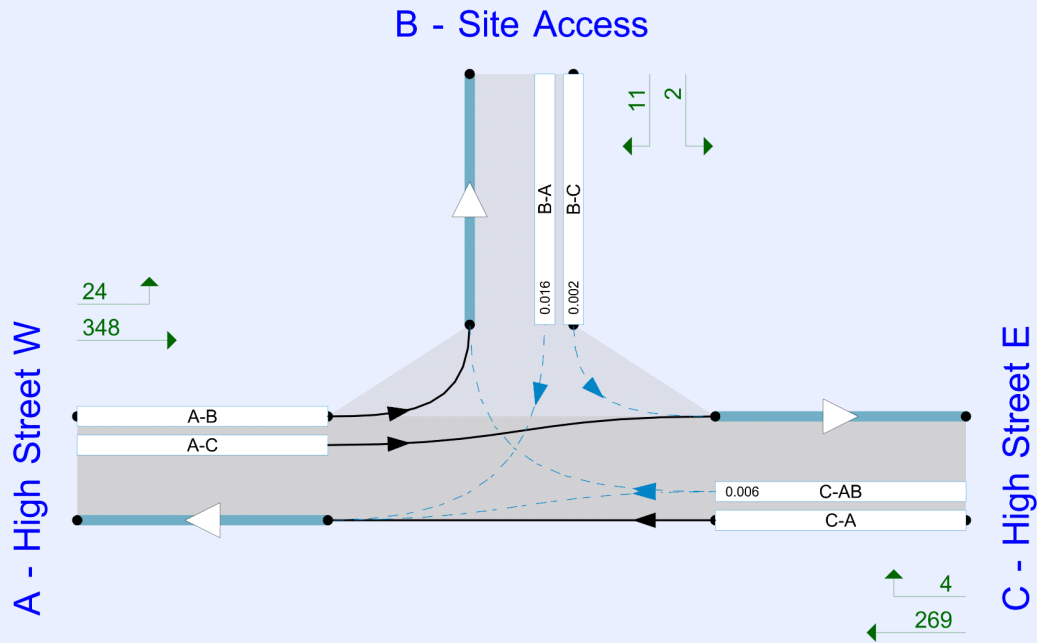
File summary

File Description

Title	
Location	
Site number	
Date	04/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\pg.transport
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Flows show original traffic demand (Veh/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base+Development	AM	ONE HOUR	07:45	09:15	15
D2	2030	Base+Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Base+Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street W		Major
B	Site Access		Minor
C	High Street E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street E	6.60			180.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	8.67	2.78	2.76	2.76	2.76	✓	1.00	96	187

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	621	0.110	0.279	0.176	0.399
B-C	786	0.117	0.296	-	-
C-B	678	0.256	0.256	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Base+Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		✓	261	100.000
B - Site Access		✓	28	100.000
C - High Street E		✓	398	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	13	248
	B - Site Access	24	0	4
	C - High Street E	396	2	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	0	11
	B - Site Access	0	0	0
	C - High Street E	6	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - High Street W	196	217
	B - Site Access	21	21
	C - High Street E	300	319
08:00-08:15	A - High Street W	235	259
	B - Site Access	25	25
	C - High Street E	358	381
08:15-08:30	A - High Street W	287	317
	B - Site Access	31	31
	C - High Street E	438	466
08:30-08:45	A - High Street W	287	317
	B - Site Access	31	31
	C - High Street E	438	466
08:45-09:00	A - High Street W	235	259
	B - Site Access	25	25
	C - High Street E	358	381
09:00-09:15	A - High Street W	196	217
	B - Site Access	21	21
	C - High Street E	300	319

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	5.29	0.0	A
B-A	0.06	8.46	0.1	A
C-AB	0.00	4.46	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	717	0.004	3	0.0	5.038	A
B-A	18	0.00	505	0.036	18	0.0	7.382	A
C-AB	2	0.00	811	0.003	2	0.0	4.451	A
C-A	297	0.00			297			
A-B	10	0.00			10			
A-C	187	0.00			187			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	704	0.005	4	0.0	5.141	A
B-A	22	0.00	483	0.045	22	0.0	7.800	A
C-AB	3	0.00	839	0.004	3	0.0	4.299	A
C-A	355	0.00			355			
A-B	12	0.00			12			
A-C	223	0.00			223			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	685	0.006	4	0.0	5.291	A
B-A	26	0.00	452	0.058	26	0.1	8.454	A
C-AB	4	0.00	879	0.005	4	0.0	4.107	A
C-A	434	0.00			434			
A-B	14	0.00			14			
A-C	273	0.00			273			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	685	0.006	4	0.0	5.291	A
B-A	26	0.00	452	0.058	26	0.1	8.455	A
C-AB	4	0.00	879	0.005	4	0.0	4.117	A
C-A	434	0.00			434			
A-B	14	0.00			14			
A-C	273	0.00			273			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	4	0.00	704	0.005	4	0.0	5.143	A
B-A	22	0.00	483	0.045	22	0.0	7.802	A
C-AB	3	0.00	839	0.004	3	0.0	4.319	A
C-A	355	0.00			355			
A-B	12	0.00			12			
A-C	223	0.00			223			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3	0.00	717	0.004	3	0.0	5.041	A
B-A	18	0.00	505	0.036	18	0.0	7.390	A
C-AB	2	0.00	811	0.003	2	0.0	4.462	A
C-A	297	0.00			297			
A-B	10	0.00			10			
A-C	187	0.00			187			

D2 - 2030 | Base+Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Site Access - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	Two-way	Two-way		0.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.19	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Base+Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street W		✓	372	100.000
B - Site Access		✓	13	100.000
C - High Street E		✓	273	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	24	348
	B - Site Access	11	0	2
	C - High Street E	269	4	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - High Street W	B - Site Access	C - High Street E
From	A - High Street W	0	0	3
	B - Site Access	0	0	0
	C - High Street E	6	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - High Street W	280	288
	B - Site Access	10	10
	C - High Street E	206	218
17:00-17:15	A - High Street W	334	343
	B - Site Access	12	12
	C - High Street E	245	260
17:15-17:30	A - High Street W	410	421
	B - Site Access	14	14
	C - High Street E	301	318
17:30-17:45	A - High Street W	410	421
	B - Site Access	14	14
	C - High Street E	301	318
17:45-18:00	A - High Street W	334	343
	B - Site Access	12	12
	C - High Street E	245	260
18:00-18:15	A - High Street W	280	288
	B - Site Access	10	10
	C - High Street E	206	218

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	5.46	0.0	A
B-A	0.03	8.20	0.0	A
C-AB	0.01	4.94	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	701	0.002	1	0.0	5.144	A
B-A	8	0.00	505	0.016	8	0.0	7.250	A
C-AB	4	0.00	735	0.006	4	0.0	4.925	A
C-A	201	0.00			201			
A-B	18	0.00			18			
A-C	262	0.00			262			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	685	0.003	2	0.0	5.271	A
B-A	10	0.00	482	0.021	10	0.0	7.620	A
C-AB	5	0.00	748	0.007	5	0.0	4.840	A
C-A	240	0.00			240			
A-B	22	0.00			22			
A-C	313	0.00			313			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	662	0.003	2	0.0	5.457	A
B-A	12	0.00	451	0.027	12	0.0	8.201	A
C-AB	7	0.00	767	0.009	7	0.0	4.729	A
C-A	293	0.00			293			
A-B	26	0.00			26			
A-C	383	0.00			383			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	662	0.003	2	0.0	5.457	A
B-A	12	0.00	451	0.027	12	0.0	8.201	A
C-AB	7	0.00	767	0.009	7	0.0	4.736	A
C-A	293	0.00			293			
A-B	26	0.00			26			
A-C	383	0.00			383			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	685	0.003	2	0.0	5.271	A
B-A	10	0.00	482	0.021	10	0.0	7.621	A
C-AB	5	0.00	748	0.007	5	0.0	4.857	A
C-A	240	0.00			240			
A-B	22	0.00			22			
A-C	313	0.00			313			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	2	0.00	701	0.002	2	0.0	5.144	A
B-A	8	0.00	505	0.016	8	0.0	7.253	A
C-AB	4	0.00	735	0.006	4	0.0	4.935	A
C-A	201	0.00			201			
A-B	18	0.00			18			
A-C	262	0.00			262			

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