

TECHNICAL NOTE

SH5037-11PD

Re: Land to the East of Tilstock Road, Tilstock (APP/L3245/W/25/3362414)
Date: July 2025
Subject: Response to Appendix 8 'SC Local Highways Authority Consultee Comments' of the Appeal Statement of the Local Planning Authority
Client: Boningale Developments Ltd

1.0 Introduction

- 1.1 This Highways Technical Note (TN 01) relates to an appeal (APP/L3245/W/25/3362414) against Shropshire Council's (SC) non-determination of planning application (reference 24/04176/FUL), for residential development on land to the east of Tilstock Road in Tilstock, Shropshire. The proposals consist of 70 dwellings, with a proposed vehicular access point provided off Tilstock Road and a pedestrian link onto Tilstock Lane.
- 1.2 As part of the planning application, a Transport Statement (TS) was prepared by the Transport and Infrastructure (TAI) team at DLP Planning Ltd, dated October 2024. Despite the fact that no consultation comments were received from SC Highways (acting as the Local Highway Authority) during the consultation period, the TAI team instructed an independent Stage 1 Road Safety Audit to be undertaken in January 2025. A subsequent Designer's Response was prepared and both documents were issued to Shropshire Council, and uploaded onto the Council's Application Portal on 11th February 2025.
- 1.3 An appeal was submitted by the Appellant in March 2025 against non-determination. During the time period between submission of the planning application and the appeal being lodged, there were still no consultation comments provided by SC Highways.
- 1.4 Subsequently on 23rd June 2025, SC submitted their 'Statement of Case' in relation to the appeal site, which at Appendix 8 included SC Highways consultee comments. A copy of these comments are contained at **Appendix A**, noting it is accepted by SC Highways that *"This formal response will focus on the key areas already addressed and will not seek to add any new matters, recognising that formal comments have not been produced until now."*
- 1.5 On the basis that SC failed in their duty to provide statutory consultee comments in response to the application, the Planning Inspectorate have invited additional evidence from the Appellant in respect of matters including highways, with specific reference to the only comments received by the Appellant from the LHA on the 23rd June 2025, some 7 months and 23 days after the application was validated.
- 1.6 In light of the above, the purpose of this Technical Note is to provide additional information in relation to existing matters only, that would seek to address SC Highways comments raised on 23rd June 2025. There are two key topics that were raised by SC as follows:

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- Vehicular access and visibility splays at Tilstock Road; and,
- Pedestrian access route to Tilstock Lane.

1.7 For clarity, the following section sets out the outstanding SC Highways comment in '*italics*' with Tai's response provided below to address them, providing sufficient additional information where required.

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2.0 Response to the Shropshire Highways Comments (23rd June 2025)

Visibility Splays

“A speed survey was undertaken in the vicinity of the proposed access point where the existing speed limit change is sited.

The measured data fails to provide speeds at the end point of visibility splays and there can be little argument that speeds in the 30 mph section will be lower and speeds in the national speed limit section will be higher.

At a proposed point of access measured speeds should be taken at the anticipated extent of the visibility envelope. For example, to the north where speeds beyond the village can legally be up to 60 mph, then speeds should first be measured roughly 210m from the access point. To the south within the 30mph this should be 43m from the access point. Factors of highway geometry would add further influence on the need for further ATC points to understand accelerating and decelerating behaviour on the existing road where no access is currently present.”

- 2.1 Firstly before seeking to address the comments on speed data and visibility splay requirements, it is important to note that there is no local adopted design guidance published or consistently relied upon by SC Highways or national design guidance that guides designers on where speed surveys should be located to calculate visibility splays for a new access junction. The most relevant design guidance when recording vehicle speeds is deemed to be DMRB ‘CA185 – Vehicle Speed Measurement’ (November 2019). Whilst this does not state where a survey should be located, it does state all speed readings should obtain free flow conditions, with Paragraph 2.5 stating:

“All speed measurements (spot and journey speed) shall be undertaken in free flow conditions where vehicles are unlikely to be accelerating or braking, unless the measurements are to be taken in connection with changes to an existing feature that naturally impacts the free flow of traffic.

Note 1: Examples of where the road geometry can cause vehicles to slow down and speed up (or accelerate/brake) include isolated sharp bends, gradients and road narrowings.

Note 2: Improvements to an existing junction is an example of where speed measurements can be taken in conditions that are not entirely free flow.

Note 3: In urban environments such as residential streets where persistent parking is typical, it would not be possible to undertake speed measurements in entirely free-flow conditions. In this particular scenario, the persistent parking can be considered a feature that naturally impacts the free flow of traffic and therefore equivalent to free-flow conditions.”

- 2.2 Based on the above guidance, it is considered that the close proximity of the existing change in

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speed limit and isolated sharp bends on approach to the site would constitute exception rule one as these are constants which do not change with or without the development (given drivers typically accelerate beyond the speed limit change as they head north and slow down on approach to the speed limit change as they head south on Tilstock Road).

- 2.3 Considering the above and as set out in the October 2024 Transport Statement, a 7-day ATC was initially undertaken in proximity of the proposed site access location on Tilstock Road, between Saturday 16th and Friday 22nd March 2024. The results of the survey are summarised in **Table 1**, with the location of the survey shown in **Figure 1**, noting the raw data of the survey is contained at Appendix C of the Transport Statement.
- 2.4 Additionally, in order to address the above only comment from SC Highways, four additional 7-day ATC's have now been undertaken along Tilstock Road, between Tuesday 1st and Monday 7th July 2025. The results of the survey are summarised in **Table 1**, with the location of the survey shown in **Figure 1**, noting the raw data of the surveys are contained at **Appendix B** of this Technical Note. It should also be noted that ATC 3 is located at the existing change in the speed limit.

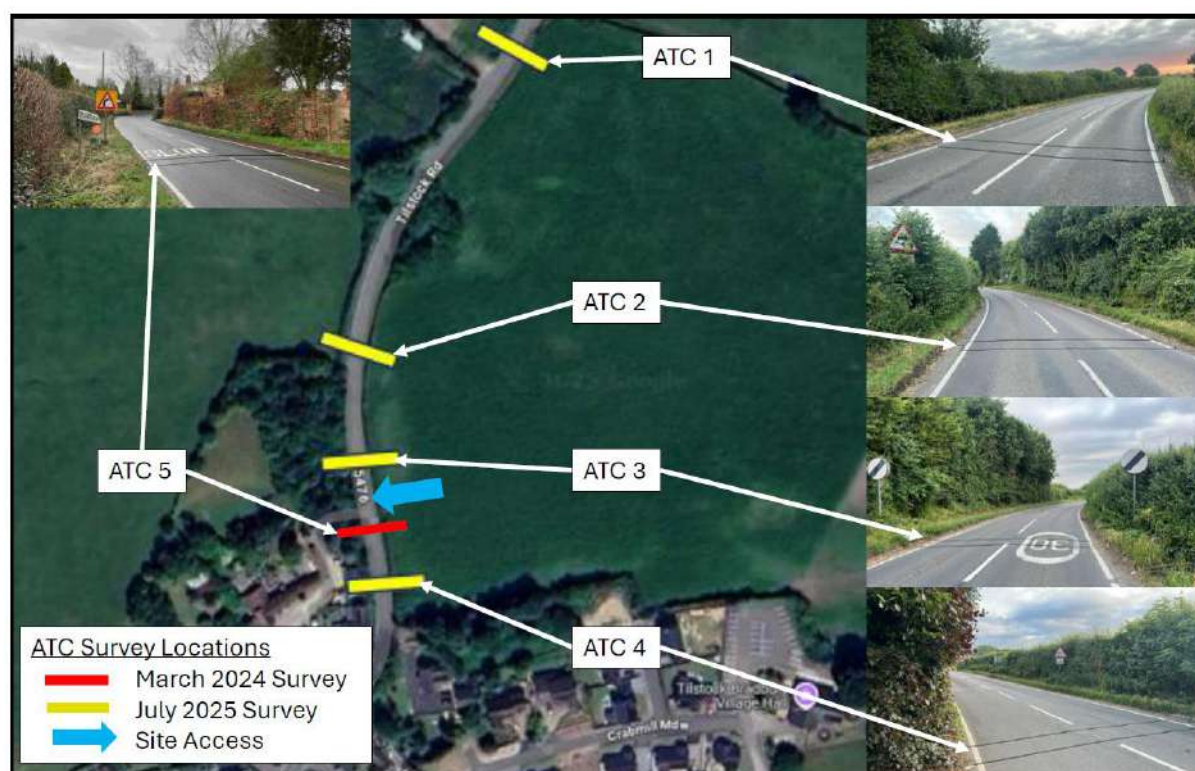


Figure 1. ATC Locations on Tilstock Road

ATC No.	Year of Data	Northbound (mph)	Southbound (mph)
1	2025	48.8mph	45.1mph
2	2025	39.3mph	40.0mph

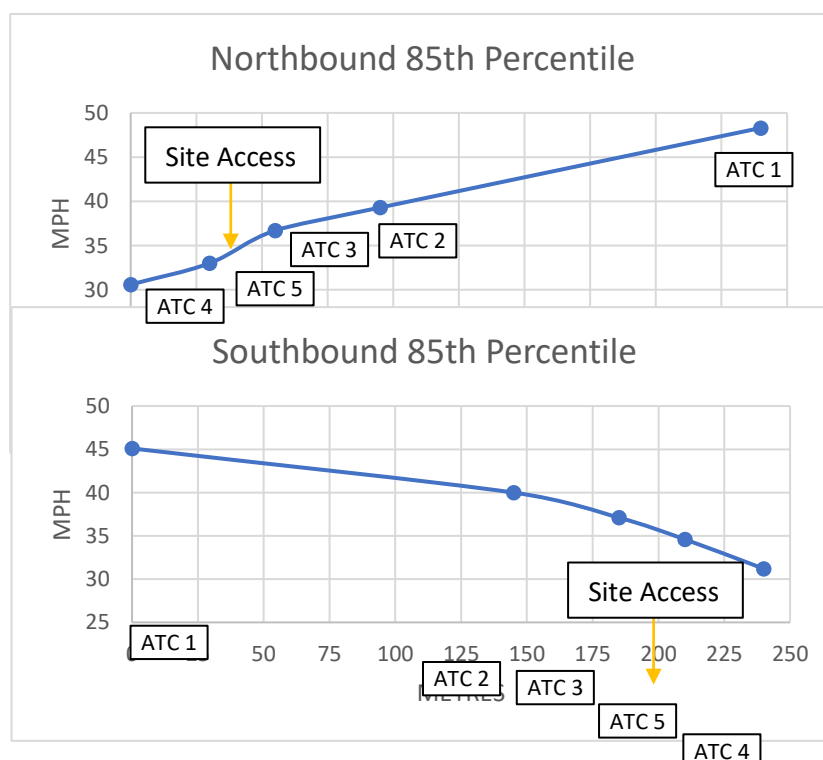
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3	2025	36.7mph	37.1mph
5	2024	33.0mph	34.6mph
4	2025	30.6mph	31.2mph

Table 1. 85th Percentile Speed Survey Summary

- 2.5 On review of the data set out in **Table 1**, it confirms that vehicles in both directions are currently travelling in excess of 30mph (circa 37mph) through the existing change in speed limit point (ATC 3), but at a point 55m south of the change in speed limit (ATC 4) vehicles are travelling just above the posted 30mph speed limit (31mph).
- 2.6 Approximately 40m north of the speed limit change (ATC 2) vehicles in both directions are currently travelling well below the national speed limit (circa 40mph), whilst at a point 185m north of the speed limit change (ATC 1) they are slightly higher (circa 46.5mph) but again significantly less than the national speed limit.
- 2.7 **Figure 2** below provides a graph which considers the distance between the ATCs and the recorded 85th percentile speeds in each direction. This demonstrates that northbound vehicles are accelerating whilst southbound vehicles are constantly slowing down which is reflective of vehicles speeding up when exiting the village, and slowing down on entry. The data does however show that for the southbound direction, vehicles are slowing at a constant rate between ATC 1 & 2, reducing speed more significantly thereafter. At the point of ATC 2, drivers see the speed limit change for the first time, and thus reduce speed even further after this point. The data also shows that for the northbound direction, vehicles accelerate at a constant rate between ATC 4 and ATC 5, accelerating more significantly thereafter.



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Figure 2. 85th Percentile Speeds

- 2.8 Based on the above evidence, the current highway conditions and recorded 85th percentile speeds of 45.1mph at a point 210m north of the access, it is not considered that SC Highways request to calculate visibility splays to a point 210m north of the access (i.e 60mph speeds) is relevant or good practice. Considering this, it is considered robust to adopt the 85th percentile approach speeds at ATC 2 for southbound speeds, and ATC 5 for northbound speeds, given they represent a realistic point before vehicles reduce speed or accelerate more significantly.
- 2.9 In terms of calculating visibility splay requirements, this is set out in Paragraph 3.6 of the October 2024 Transport Statement. It states that in accordance with 85th percentile speeds of 33.0mph taken from ATC 5, using the detailed formula contained at Chapter 10 of the Department for Transport (DfT) Manual for Streets 2 (MfS2) document, applying a 0.45g deceleration rate and 1.5 seconds driver perception reaction time, a visibility splay of 49m to the south would be required. It is important to note that the percentage of HGVs on Tilstock Road recorded in March 2024 were 2.2% hence a deceleration rate of 0.45g is acceptable when vehicle speeds are below 37.5mph (60kph).
- 2.10 When applying the same methodology as above, in accordance with 85th percentile speeds of 40.0mph taken from ATC 2, applying a 0.375g deceleration rate and 2.0 seconds driver perception reaction time, a visibility splay of 82m to the north would be required. Again, the percentage of HGVs on Tilstock Road recorded in July 2025 from ATC 2 were 1.7% hence a deceleration rate of 0.375g is acceptable.
- 2.11 Considering the above, **Drawing Number SH5037-11PD-002** (contained at **Appendix C**) demonstrates that the visibility splays of 49m to the south and 82m to the north can be achieved within the land controlled by the appellant or adopted highway, when taken from a 2.4m setback distance to the nearside carriageway edge, with the existing site frontage hedgerow that conflicts with visibility to be removed and replanted to the rear.

Vehicular Access Design

“The overall geometry of the proposed junction radii is acceptable.

The introduction of a sign to Diagram 516 has not been sufficiently investigated to find the use acceptable especially given that the highway is not changing in this location.

The Road Safety Audit (RSA) CD7.2 has recommended a relocation of the speed limit. The RSA is not a design check or verification that a scheme meets design standards. It has not been adequately presented that the RSA recommendation has been achieved by applying the correct standards for setting a local speed limit.

The extension of the speed limit to the point proposed has not been sufficiently investigated in the context of Setting Local Speed Limits (DfT March 2024). Existing speeds at the proposed speed limit change point could be as high as 60mph in both directions. With no other change or engineering basis instructing a 30mph speed limit on highway that is not designed any differently and otherwise currently operates at much

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higher speeds is wholly inappropriate.

Any speed limit change of the type proposed could not guarantee behavioural change in speed and setting visibility based on the existing speed limit change over is a poor evidence base.”

- 2.12 A Stage 1 Road Safety Audit (January 2025) was commissioned by the appellant, based on the access proposals shown on **Drawing Number SH5037-10PD-001 Revision C** contained within the October 2024 Transport Statement. Subsequently, a Designers Response (February 2025) was prepared and uploaded to the planning portal with suggested ‘Design Team Responses’ and included **Drawing Number SH5037-10PD-001 Revision D**.
- 2.13 Notwithstanding the fact that SC Highways has confirmed that the access geometry and radii is acceptable, there is an outstanding issue relating to the Stage 1 Road Safety Audit; the recommendation for relocating the 30mph speed limit and the road signage that was proposed. It is important to note that we maintain our position (as set out in the Highways Hearing Statement May 2025) that the proposed development does not rely on a change of speed limit, given we can achieve required visibility splays based upon recorded 85th percentile speeds, and there should be no requirement to amend the speed limit to allow for a safe and suitable access to be delivered. Nor does the scheme rely upon additional highway signage (Diagram 516) to come forward as previously set out in **Drawing Number SH5037-10PD-001 Rev D**).
- 2.14 In accordance with Figure 1.3 of DMRB GG119, the Designers Response should have been reviewed by SC Highways and confirmed if the measures were acceptable or needed addressing differently, hence the drawing contained within the Designers Response (**Drawing Number SH5037-10PD-001 Rev D**) is only a suggested design until agreed. As set out in the Hearing Statement, no communication was ever provided by SC Highways during the application, either on the October 2024 Transport Statement, or the Designers Response.
- 2.15 Therefore given that regrettably only now have SC Highways raised a concern on the extension of the 30mph speed limit proposals, there should be opportunity at this stage to address these comments which are set out below, in order to not prejudice the Appellant's opportunity to respond to the very late comments received.
- 2.16 Problem 1 of the Stage 1 Road Safety Audit recommended that as part of any future detailed design (i.e. part of S278 works and Technical Approval), due to the presence of the site boundary hedge, the 30mph speed limit is extended north, alongside the relocation of the village gateway signage, to encourage greater awareness that drivers are entering a residential area alongside lower speeds. The T&I Designer's Response to this (as shown at **Drawing Number SH5037-10PD-001 Rev D**) was simply to present the recommendation of extending the 30mph speed limit to SC highways as a scheme that ‘could’ be delivered as part of the development proposals. It was at no point accepted that the development proposals were dependent on the delivery of the change in speed limit. Instead, the removal of additional hedgerow now means that required visibility can indeed be achieved based upon recorded speeds, and thus no change to speed limit is required.

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- 2.17 As set out in the current **Drawing Number SH5037-11PD-002** (contained at **Appendix C**), the site access remains unchanged, whilst the visibility splay to the north has increased to 82m (based upon the revised ATC survey as set out earlier in the Technical Note). The increased visibility splay requirement to the north results in circa 10m of additional hedgerow to be removed and replanted to the north, subsequently also increasing the distance approaching drivers can see the change in speed limit signs which are currently obscured beyond the bend.
- 2.18 **Drawing Number SH5037-11PD-003** also shows additional traffic calming that the LHA could introduce should perceived vehicle speeds be an issue. However such measures should be implemented outside of this appeal process and are not deemed to be the subject of this appeal. Such measures may include the addition of dragons teeth road markings on approach to the speed limit change, and amending the existing '30mph' change in speed limit signs to comprise larger yellow backed roundel signs.
- 2.19 It should be reiterated that the additional ATC surveys undertaken have demonstrated that 85th percentile vehicle speed on Tilstock Road in the vicinity of the site do not reach 60mph as suggested by the LHA. The removal of further hedgerow would afford greater visibility of the proposed access, advanced awareness of the speed limit change and would even further aid to reduce the speed on approach to the access junction.

Vehicular Access Capacity

"There is nothing within the submissions to satisfy that northbound right-hand turns will not queue, and that the absence of a right-hand turn lane is appropriate. The overall decision would fall wholly under expertise and discretion."

- 2.20 Whilst the proposed development does not trigger the need for capacity assessments, In order to address the above concern, a PICARDY 9 model was created to confirm how the proposed residential site access would operate once the site was fully occupied. The standard measurement of capacity at a non-signalised junction is the Ratio of Flow to Capacity (RFC). Typically, a value of 0.85 is seen to represent a practical operational capacity with results higher than this more likely to experience congestion and delay.
- 2.21 Noting the proposed development trip generation was accepted by SC Highways, these have been utilised for the purpose of this modelling exercise. A total of 35 and 34 vehicular trips are forecast in the AM and PM peak hours respectively. To obtain the existing flows adjacent to the site on the B5476 Tilstock Road, ATC Survey 3 and ATC Survey 5, undertaken in July 2025 and March 2024 respectively have been utilised. **Table 2** shows the average weekday northbound and southbound flows for both the ATC surveys, in both the AM and PM peak hours.

ATC No.	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Northbound	Southbound	Total	Northbound	Southbound	Total
3	174	148	322	135	183	318
5	171	154	325	128	145	273

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Table 2. Tilstock Road Two-way Vehicle Flow Summary

- 2.22 **Table 2** shows that ATC number 3, undertaken in July 2025, has the greatest total vehicular flow along the B5476 Tilstock Road. As such, these flows are utilised within the modelling work undertaken within this report.
- 2.23 As previously set out within the TS, distribution of the development traffic has been undertaken based on the existing flows along B5476 Tilstock Road. This finds that in the AM peak hour, 54% of vehicular flow is northbound. Therefore, in the AM peak, 54% of vehicles leaving the site would route to the north, and 54% of vehicles arriving from the north would route from the north. **Figure 3** shows a traffic flow diagram of the site access, showing both the 2025 surveyed flows and the distributed development traffic.

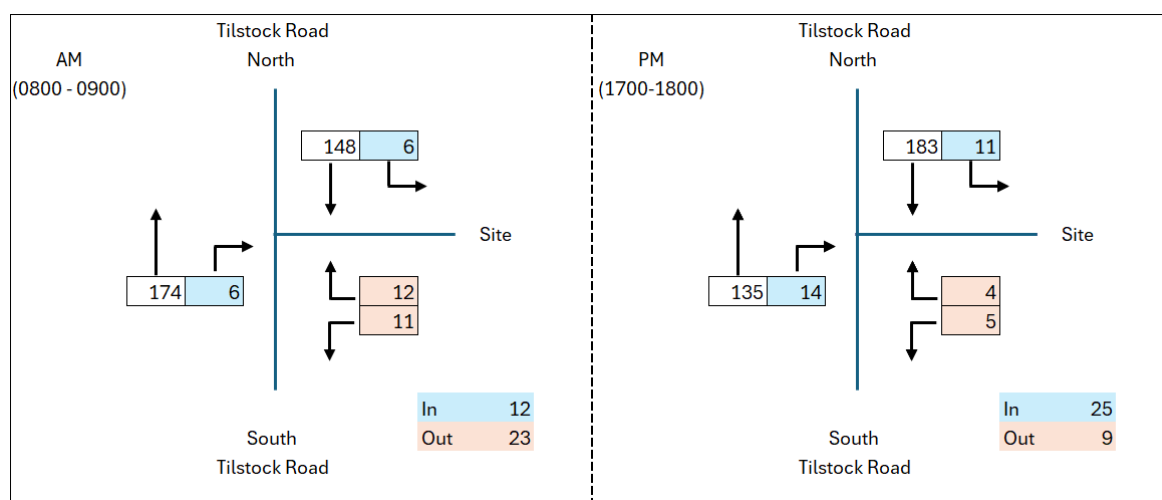


Figure 3. 2025 Traffic Flow Diagram

- 2.24 TEMPro growth factors have been utilised to forecast the volume of existing vehicular flow along the B5476, in a forecast year of 2030, which is five years after the submission of this report. TEMPro 8.1 Core scenario was utilised for minor roads in Output Area Shropshire 002, in which the site is located. TEMPro 7.2 factors were investigated for the same period, but were found to be lower. As such, the assessment undertaken is robust. The TEMPro growth factors used are:
- 2025 => 2030 AM 1.0420
 - 2025 => 2030 PM 1.0439
- 2.25 **Figure 4** shows a traffic flow diagram of the site access, showing both the 2030 forecast flows and the distributed development traffic.

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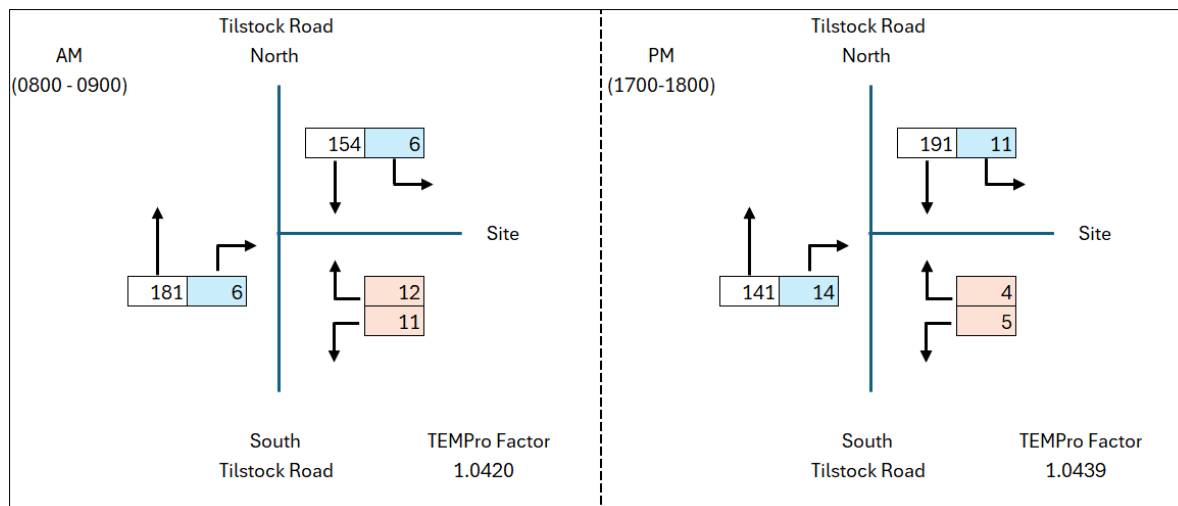


Figure 4. 2030 Traffic Flow Diagram

- 2.26 The results of the PICADY assessment are summarised in **Table 3**, with full copies of the output data contained at **Appendix D**. The PICADY model demonstrated that the junction would operate with no forecast queuing in any scenario.

2030 + Proposed Development	AM Peak			PM Peak		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Site Access to Tilstock Road	0.1	8.01	0.05	0.0	7.66	0.02
Right Turners into Site	0.0	5.33	0.01	0.0	5.61	0.03

Table 3. PICADY Modelling Results

- 2.27 **Table 3** shows that there is no queue forecast for right turners on Tilstock Road, into the site. An insignificant queue of 0.1 vehicle is forecast within the site access, for vehicles departing the site.
- 2.28 This section has demonstrated there is no forecast queuing vehicles on Tilstock Road, turning right into the site. As such, the proposed access design, as a simple priority junction, is deemed appropriate.

Pedestrian Access to Tilstock Lane

“There is insufficient information relating the PROW, the available width, the introduction of an acceptable lighting solution and acceptance of the change in character to the PROW that would result from making this a direct means of access for pedestrians.

A S106 contribution that is unquantified and unqualified would carry extraordinary risk and burden on the council to deliver the direct means of access to this site for a fixed sum for works that may be undeliverable in principle and in cost terms.

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This access matter should be placed directly on the applicant to agree and deliver at their own costs.

A number of decision notices relating to sites with alternative pedestrian access have been provided. The highway authority does not have a negative position on the provision of active travel direct access that differs from vehicle access points, in principle.

Therefore, we do not expect the principle to be matter for consideration as part of any appeal.

The PROW route cannot cater for cyclists. Cyclists will have no option but to make use of the carriageway offer from the proposed vehicle access point. The lack of dedicated infrastructure for cyclists will not convey a genuine choice for users of all abilities.

The best rational argument would be a school child that could not ride to school via the PROW and would otherwise have to leave the site via Tilstock Road and ride on carriageway to the school entrance. There can be little argument that the genuine choice has been removed except for the accomplished and confident cyclist.

The element of genuine choice has already been partially addressed.”

2.29 In order to address the wider concern from SC Highways relating to the pedestrian access route via Tilstock Lane to the south of the site, **Drawing Number SH5037-11PD-004** (contained at **Appendix C**) has now been prepared, which shows the route between the proposed residential development and Tilstock Lane in more detail as requested by SC Highways. A summary of the route is:

- A new 160m continuous hard, all-weather surface path measuring 2.5m wide would be proposed between the internal access road to the existing fence boundary with the Tilstock C of E Primary School / PROW Footpath 0233/28/1 (contained within the redline and appellants land ownership). The northeastern edge of the footpath would feature fencing.
- At the Tilstock C of E Primary School boundary the existing field gate and stile would be removed, with a new stile created at the northeastern edge of the footpath.
- A 8m grass verge section of PROW 0233/28/1 (between the stile and the start of hard bound surface) would be hand dug and resurfaced with a hard, all-weather surface path, with existing trees to be retained.
- The remaining 55m hard bound section of PROW 0233/28/1 would be resurfaced as a hard, all-weather surface path, that is able to suitably accommodate pushchairs, wheelchairs etc.
- The entire route would be lit, details of lighting will be provided at detailed design and subject to a lighting assessment to inform this.
- Option for any areas of grass verge between Tilstock C of E Primary School fencing (PROW 0233/28/1) to become part of the hard, all-weather surface path, subject to consultation with Tilstock C of E Primary School at detailed design.

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- 2.30 As part of SC Highways response, concern was raised that the 2.5m path and use of PRoW 0233/28/1 could not accommodate future cyclists along the route, with particular reference to children cycling to Tilstock C of E Primary School.
- 2.31 In terms of confident cyclists, it is considered that using the proposed vehicular access at Tilstock Road is suitable to accommodate future cycle trips, given that the most likely desire line for cyclists would be north to Whitchurch.
- 2.32 In terms of children living at the proposed development wishing to cycle to the Tilstock C of E Primary School, it is accepted that in the UK, it is generally illegal for cyclists, including children, to cycle on footways / footpaths unless it's designated as a shared facility / cycle track (Section 72 of the Highways Act 1834). However, children under the age of 10 are not criminally liable for cycling on the pavement or footpath, as they are below the age of criminal responsibility. As such, it is standard and acceptable practice across the UK that children are accompanied by an adult whilst using a scooter or cycle on a footway / footpath. Considering the excellent desire line between the site and the school via PROW Footpath 0233/28/1, it is considered that all future children will use this route, whether that be walking, scootering or cycling.
- 2.33 To accompany the assessment of the pedestrian access via Tilstock Lane, a Walking, Cycling & Horse-Riding Assessment (WCHA) has been undertaken by Sevenairs Consulting Ltd in June 2025 and contained at **Appendix E** This report highlighted potential opportunities including introduction of hard surfacing, lighting, wayfinding signs. These issues have been addressed in **Drawing Number SH5037-11PD-004**.

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Appendix A SC consultation comments



This response has been produced to be read as a formal highways position in relation to application 24/04176/FUL which is also at appeal under reference APP/L3245/W/25/3362414.

Prior to this no formal highway comments have been provided. Comments were made to the Planning Case officer, and these were summarised in an email to the inspectorate and applicant's agent on 11 April 2025. The summarised position is copied below:

'Regarding comments from the Highways Authority, while the LPA has not yet received a full response, the Highways Authority has provided some interim comments to assist the Inspectorate in outlining their likely position on the proposed development:

- *Concerns raised in regard to the level of information provided as part of the planning application in relation to vehicular access arrangements and the in-combination speed limit change which is not supported as contrary to good practice advice.*
- *There is an overall insufficient provision of sustainable modes of travel and lack of connectivity with the settlement and any facilities/services.*
- *The appeal site is in an unsustainable location, in transport terms, that will lead to a high reliance on private car use for retail, employment, health and secondary education.*
- *Concerns in regard to the overall design of the layout in regard to street hierarchy, parking and servicing provision.*

The LPA can confirm that the proposed development's access arrangements and sustainability (in transport terms) will form part of the reasons for refusal. However, as outlined above, this is unlikely to result in large amounts of highly technical data. Instead, the reasons listed above are objectively determined based on the appellant's own submission and the location of the appeal site. We will seek to provide the appeal and the Inspector with the full comments made by the Highways Authority at the earliest opportunity.'

This formal response will focus on the key areas already addressed and will not seek to add any new matters, recognising that formal comments have not been produced until now.

As such, comments are based on the current position of the application and for that reason any documents or drawings will be referenced so that they can be clearly drawn out as documents that may be viewed as part of the appeal process.

The application submissions and appeal submissions do not include copies of all documents and each section will be written in chronological order reflecting the elements that are being responded to.

Vehicular Access Point

24/04176/OUT

SH5037-10PD-001 REV D – 11 Feb 2025

Designers Response – 11 Feb 2025 (CD7.2)

Transport Statement

Highway Authority response

A speed survey was undertaken in the vicinity of the proposed access point where the existing speed limit change is sited.

The measured data fails to provide speeds at the end point of visibility splays and there can be little argument that speeds in the 30mph section will be lower and speeds in the national speed limit section will be higher.

At a proposed point of access measured speeds should be taken at the anticipated extent of the visibility envelope. For example, to the north where speeds beyond the village can legally be up to 60mph, then speeds should first be measured roughly 210m from the access point. To the south within the 30mph this should be 43m from the access point. Factors of highway geometry would add further influence on the need for further ATC points to understand accelerating and decelerating behaviour on the existing road where no access is currently present.

Taking the assessment work and drawing SH5037-10PD-001 Rev D there are a number of elements that can be agreed:

- The forward visibility travelling north through the bend to the car waiting to turn into the proposed access is acceptable at 59m.
- The overall geometry of the proposed junction radii is acceptable.

The following matters are not agreed

- The introduction of a sign to Diagram 516 has not been sufficiently investigated to find the use acceptable especially given that the highway is not changing in this location.

- The Road Safety Audit (RSA) CD7.2 has recommended a relocation of the speed limit. The RSA is not a design check or verification that a scheme meets design standards. It has not been adequately presented that the RSA recommendation has been achieved by applying the correct standards for setting a local speed limit.
- The extension of the speed limit to the point proposed has not been sufficiently investigated in the context of Setting Local Speed Limits (Dft March 2024). Existing speeds at the proposed speed limit change point could be as high as 60mph in both directions. With no other change or engineering basis instructing a 30mph speed limit on highway that is not designed any differently and otherwise currently operates at much higher speeds is wholly inappropriate.
- Any speed limit change of the type proposed could not guarantee behavioural change in speed and setting visibility based on the existing speed limit change over is a poor evidence base.
- There is nothing within the submissions to satisfy that northbound right-hand turns will not queue, and that the absence of a right-hand turn lane is appropriate. The overall decision would fall wholly under expertise and discretion.
- Given the presence of 'Slippery Road' signs to Diagram 557 on the southbound approach to Tilstock and that these signs are applied when the risk of skidding is greater than normal placing the proposed speed limit change on a bend on this section of road with insufficient forward visibility to the signing, could further increase the risk of sudden braking on a road that has already been identified with this issue. This matter was not addressed in the RSA as it did not form part of the access proposals at that time.
- In that regard the RSA relates to a version of access that is not under consideration.

Highways Appeal Statement

The highways appeal statement CD X.X in paragraphs 3.13-3.14 furthers the access points and visibility positions from the appellants perspective.

To be accepted this requires the reliance on a single data set for measured speeds.

What is agreed is that if measured speeds show that visibility can be achieved within existing speed limits there is no justification, or evidence that relocating the speed limit is necessary. The highway authority would add that there is also no evidence that it would be appropriate or safe.

If, to achieve a safe and suitable access it was absolutely necessary to reduce vehicle speeds and achieve this by design and also make a traffic order then it should be a

requirement of the development. A contribution would impart that there is no necessity to the works.

Other factors to consider are the existing system of street lighting, how this terminates in proximity to the existing speed limit change. How a rural national speed limit and street-lit 30mph are self-enforcing without the requirement to promote a traffic order.

Nothing has been presented to enhance the existing rural section of highway with street lighting within the proposed 30mph and in that regard the night time operation of the new access is also a concern.

Active Travel – Connectivity

The highways appeal statement has provided a walking audit.

The application walking strategy requires works to a public right of way (PROW) 0233/28/1. Alterations to the PROW are proposed in the form of surfacing, lighting by way of a planning contribution.

This would be the only safe and direct means of access for pedestrians to wider facilities. It should be for the applicant to deliver by agreement with works undertaken by the applicant, if the development is allowed.

There is insufficient information relating the PROW, the available width, the introduction of an acceptable lighting solution and acceptance of the change in character to the PROW that would result from making this a direct means of access for pedestrians.

A S106 contribution that is unquantified and unqualified would carry extraordinary risk and burden on the council to deliver the direct means of access to this site for a fixed sum for works that may be undeliverable in principle and in cost terms.

This access matter should be placed directly on the applicant to agree and deliver at their own costs.

A number of decision notices relating to sites with alternative pedestrian access have been provided. The highway authority does not have a negative position on the provision of active travel direct access that differs from vehicle access points, in principle.

Therefore, we do not expect the principle to be matter for consideration as part of any appeal.

The PROW route cannot cater for cyclists. Cyclists will have no option but to make use of the carriageway offer from the proposed vehicle access point. The lack of dedicated infrastructure for cyclists will not convey a genuine choice for users of all abilities.

The best rational argument would be a school child that could not ride to school via the PROW and would otherwise have to leave the site via Tilstock Road and ride on

carriageway to the school entrance. There can be little argument that the genuine choice has been removed except for the accomplished and confident cyclist.

The element of genuine choice has already been partially addressed.

The village of Tilstock has limited facilities within the settlement boundary. The quality of infrastructure provision for walking and cycling is low and the development by design inhibits genuine choice for all modes.

Further to that point of genuine choice, the proposed PROW route for pedestrians takes walking away from some local destinations to the west. Whilst this is not necessarily unacceptable it demonstrates the application strategy only achieves what it intends to and does not seek to improve any other connectivity within the confines of the village.

The proposed improvements drawing with the Highways Appeal Statement CDX.X SH5037-11PD-001 offers a very small enhancement and it is not commensurate to a development of this scale adding further pressure to the infrastructure that is Tilstock village.

Sustainable Location

The local facilities have been considered within the Transport Assessment and are provided here as agreed:

Amenity / Facility	Tilstock Road Route	Pedestrian Access Connection Route
Nearest Bus Stops (Tilstock Lane)	475m	445m
Tilstock Bradbury Village Hall & Play Park	670m	400m
Tilstock Christ Church	530m	400m
Tilstock Primary C of E Primary School	680m	280m
Tilstock Bowling and Tennis Club	590m	330m
Horseshoes Public House	520m	610m

Table 1. Comparison of Approximate Walking Distances to Local Facilities

Once this limited number of facilities is taken the need for other journeys with purpose becomes reliant on private car use, if public transport is not taken up.

For the RTPI key facilities of work place, health centres, secondary education and retail including food shops there are no facilities locally and the over-riding outcome will be car reliance for all other lifestyle travel choice.

The lack of a convenience shop is notable and for almost all facilities travel to Whitchurch is required and the most likely mode of travel for all times of day, at a distance of roughly 4km will be the private car.

The location will require development to be car-reliant and no travel plan could successfully achieve walking and cycling modal shift due to the cut-off nature, lack of quality walking and cycling infrastructure provision and journey times, from Tilstock to key facilities.

Internal Layout

There is not a significant difference between the primary street and shared streets. They do lack any contextual relationship with the B5476 and the principle of a hierarchy of streets is not created from the B road. It would be expected that the internal streets would be 20mph, however there are level changes proposed and visibility across gardens which raise concerns as to the layout and whether it constitutes a high-quality design.

The shared streets are shown at a 15 mph design speed which is not an enforceable speed limit. Design must reflect speeds that can be appropriately set which is 20mph

The internal streets have very limited public utility, and the majority of new streets are proposed for adoption. The layout requires the refuse collection vehicle to travel across all the proposed adopted streets.

Parking is proposed in tandem for the majority of dwellings and no consideration of on-street parking which is likely to occur has been carried out.

Given the reliance of this proposal on safe and suitable access for pedestrians via the PROW the internal layout does not resonate that these movements are the focus of the layout and there is an over-reliance on the creation of new carriageway which dominates the internal movement strategy.

Conclusion

The Highway Authority position is that it recommends refusal for the following reasons:

- Insufficient information has been provided to satisfy that safe and suitable highways access for vehicles to the site can be achieved.
- The site is in an unsustainable location in relation to access to key facilities with a reliance on private car use, due to the limitations including frequency and times of day to public transport services and lack of wider walking and cycling connectivity.
- The impacts of the proposals in walking terms have not been acceptably demonstrated in terms of impacts on an existing Public Right of Way.(117a, 117c)

- The internal layout does not sufficient respond to the vehicle access, pedestrian access and street hierarchy to demonstrate priority first for sustainable modes (117a, 117c)

TECHNICAL NOTE

SH5037-11PD

Appendix B ATC Surveys



ATC1 VRX + Classification

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& \> } axles=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& \> } axles=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& \> } axles=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& \> } groups=2$		
5	T4	>3	2	Four axle truck	$axles > 3 \text{ \& \> } groups=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& \> } groups=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& \> } axles = 4 \text{ \& \> } groups > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& \> } axles = 5 \text{ \& \> } groups > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& \> } groups > 2 \text{ or } axles > 6 \text{ \& \> } groups=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& \> } axles > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& \> } axles > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& \> } axles > 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& \> } axles=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& \> } axles=2$		

	Northbound	Southbound
Total	12308	12812
Mean Speed	42.6	39.9
85%	48.3	45.1

ATC1 Northbound Class & Totals

 SITE: A1C 1 - Hilstock Road

LOCATION: Attached to tree

GRID REFERENCE: 52.939405, -2.682424

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-		
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-		
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	49.1	-		
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-		
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-		
0500	28	21	0	4	1	0	0	0	1	0	0	0	0	0	1	1	47.8	60.3		
0600	71	57	0	11	0	2	0	0	0	0	0	0	0	0	1	0	45.2	52.8		
0700	133	106	2	23	0	0	0	1	0	0	0	0	0	0	1	0	44.5	49.8		
0800	183	147	2	30	1	1	0	1	1	0	0	0	0	0	0	0	41.3	47		
0900	151	124	0	20	3	0	0	1	0	2	0	0	0	0	1	0	41.6	48.6		
1000	129	101	1	22	2	0	0	0	1	0	0	0	0	0	2	0	40.9	45.6		
1100	105	90	0	13	1	0	0	0	1	0	0	0	0	0	0	0	40.4	44.5		
1200	109	83	0	16	4	2	0	1	0	0	0	0	0	0	3	0	41.9	48.4		
1300	125	102	3	15	3	0	0	1	0	1	0	0	0	0	0	0	40.8	46.7		
1400	121	103	0	11	2	1	0	0	0	0	0	0	0	0	2	2	37.4	45.7		
1500	162	138	0	16	4	0	0	1	0	0	0	0	0	0	2	1	41.3	47.1		
1600	131	115	0	12	1	0	0	0	0	0	0	0	0	0	3	0	42.3	47		
1700	140	119	1	16	0	0	0	0	1	0	0	0	0	0	2	1	43.4	47.9		
1800	110	95	1	12	0	0	0	0	0	0	0	0	0	0	2	0	42.9	47.6		
1900	62	54	1	5	1	0	0	0	0	0	0	0	0	0	1	0	46	51.6		
2000	35	30	0	4	0	0	0	0	0	0	0	0	0	0	1	0	43.6	47.5		
2100	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	0	44.6	52		
2200	12	11	0	0	0	1	0	0	0	0	0	0	0	0	0	0	41.7	49.5		
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48.4	-		
07-19	1599	1323	10	206	21	4	0	6	4	3	0	0	0	0	18	4	41.6	47.3		
06-22	1805	1499	11	229	22	6	0	6	4	3	0	0	0	0	21	4	42	47.8		
06-00	1823	1515	11	230	22	7	0	6	4	3	0	0	0	0	21	4	42	47.9		
00-00	1875	1552	11	242	23	7	0	6	5	3	0	0	0	0	21	5	42.1	48		

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	50.4	-			
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	47.7	-			
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	45.4	-			
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	-			
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	46.2	-			
0500	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	47.8	53.1			
0600	77	60	0	14	2	0	0	0	0	0	0	0	0	1	0	45.9	53.5			
0700	116	95	1	13	4	1	0	0	0	0	0	0	0	0	2	45.9	52.7			
0800	173	139	0	29	3	0	0	1	0	1	0	0	0	0	0	43.4	47.9			
0900	143	118	2	22	0	0	0	0	0	0	0	0	0	1	0	43	47.3			
1000	134	116	0	13	2	1	0	1	0	0	0	0	0	1	0	41.1	46.1			
1100	119	93	2	21	2	0	0	0	0	0	0	0	0	1	0	40.7	45.1			
1200	118	99	2	13	2	0	0	0	0	0	0	0	0	2	0	41.8	47.3			
1300	103	88	0	12	1	0	1	0	0	0	0	0	0	1	0	43.7	48.7			
1400	117	101	1	12	1	0	0	0	0	0	0	0	0	2	0	41.3	46.6			
1500	143	124	0	16	1	0	0	1	1	0	0	0	0	0	0	42.9	48.8			
1600	145	124	0	17	1	1	0	1	0	0	0	0	0	0	1	42.7	48			
1700	125	97	0	24	1	0	0	1	1	0	0	0	0	1	0	43.4	50.2			
1800	106	92	0	12	1	0	0	0	0	0	0	0	0	1	0	43.9	49.4			
1900	66	54	0	10	1	0	0	0	0	0	0	0	0	1	0	45.5	52.4			
2000	39	29	1	7	0	0	0	0	0	0	0	0	0	2	0	45.8	52.7			
2100	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	44.1	50.6			
2200	22	18	0	3	1	0	0	0	0	0	0	0	0	0	0	43.2	47.3			
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46	-			
07-19	1542	1286	8	204	19	3	1	5	2	1	0	0	0	10	3	42.8	48.4			
06-22	1755	1458	9	237	22	3	1	5	2	1	0	0	0	14	3	43.1	48.9			
06-00	1780	1479	9	240	23	3	1	5	2	1	0	0	0	14	3	43.1	48.9			
00-00	1820	1507	9	252	23	3	1	5	2	1	0	0	0	14	3	43.2	49			

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-		
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.1	-		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-		
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-		
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	46.8	55.1		
0500	26	19	0	7	0	0	0	0	0	0	0	0	0	0	0	0	45.4	49.5		
0600	66	44	1	18	1	1	0	0	0	0	0	0	0	0	1	0	45.4	50.7		
0700	137	110	0	21	4	0	0	1	0	1	0	0	0	0	0	0	44.9	50.6		
0800	185	157	2	23	3	0	0	0	0	0	0	0	0	0	0	0	42.9	49.2		
0900	141	118	0	17	2	1	0	1	1	1	0	0	0	0	0	0	42.3	47.2		
1000	116	97	0	18	0	0	0	0	1	0	0	0	0	0	0	0	41.5	47.4		
1100	119	97	0	17	0	0	1	1	1	1	0	0	0	0	1	0	41.7	46.2		
1200	119	91	0	25	0	0	0	1	0	1	0	0	0	0	1	0	42.6	47.9		
1300	126	99	2	15	2	1	0	2	0	1	0	0	0	0	3	1	37.6	44.8		
1400	125	97	2	15	1	1	0	3	0	1	0	0	0	0	4	1	39	46.7		
1500	141	122	1	14	1	0	0	0	1	1	0	0	0	0	1	0	42.7	49.2		
1600	172	144	0	22	1	0	0	0	0	2	0	0	0	0	3	0	40.3	47.8		
1700	162	136	2	17	1	0	0	0	0	1	0	0	0	0	5	0	40.6	47.6		
1800	118	105	0	9	1	0	0	0	1	0	0	0	0	0	2	0	42.6	48.4		
1900	70	59	0	7	0	0	0	0	0	1	0	0	0	0	3	0	41.6	49.4		
2000	44	41	0	1	0	0	0	0	0	1	0	0	0	0	1	0	45.5	53.5		
2100	59	49	0	5	2	0	0	1	1	1	0	0	0	0	0	0	42.7	49		
2200	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	46.3	56.1		
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	48.2	-		
07-19	1661	1373	9	213	16	3	1	9	5	10	0	0	0	0	20	2	41.6	47.6		
06-22	1900	1566	10	244	19	4	1	10	6	13	0	0	0	0	25	2	41.8	48.1		
06-00	1927	1591	10	246	19	4	1	10	6	13	0	0	0	0	25	2	41.9	48.2		
00-00	1977	1631	10	256	19	4	1	10	6	13	0	0	0	0	25	2	42	48.2		

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-		
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-		
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	48	-		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-		
0400	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	48.2	58.4		
0500	25	18	0	5	0	1	0	1	0	0	0	0	0	0	0	0	43.7	50.7		
0600	57	42	0	12	1	0	0	0	0	1	0	0	0	0	1	0	45.8	52.3		
0700	123	88	0	28	2	2	0	0	2	0	0	0	0	0	0	1	44.9	50.9		
0800	176	146	0	23	6	0	0	0	0	0	0	0	0	0	1	0	43.6	49.4		
0900	140	119	1	18	0	1	0	0	0	0	1	0	0	0	0	0	41.3	46.6		
1000	126	101	0	19	0	1	0	0	2	1	0	0	0	0	2	0	40.6	46.1		
1100	129	99	1	25	0	1	0	1	1	1	0	0	0	0	0	0	40.6	45.2		
1200	133	107	1	21	2	0	0	1	0	0	0	0	0	0	1	0	42.4	47		
1300	136	116	1	18	1	0	0	0	0	0	0	0	0	0	0	0	41.3	46.1		
1400	130	105	1	18	1	0	0	2	0	1	0	0	0	0	2	0	42.4	48		
1500	157	131	1	22	1	0	0	0	0	1	0	0	0	0	0	1	42.7	48.2		
1600	171	149	0	18	1	0	0	1	0	0	0	0	0	0	2	0	43.2	49.1		
1700	166	138	0	20	2	0	0	0	0	0	0	0	0	0	5	1	42.2	48.1		
1800	104	86	1	15	0	0	0	0	0	0	0	0	0	0	1	1	42.1	46.5		
1900	53	46	0	5	0	0	1	1	0	0	0	0	0	0	0	0	44.3	50.1		
2000	25	19	0	6	0	0	0	0	0	0	0	0	0	0	0	0	43.1	48.3		
2100	38	34	0	4	0	0	0	0	0	0	0	0	0	0	0	0	45.3	53.7		
2200	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	0	41.1	49		
2300	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	45.5	55.4		
07-19	1691	1385	7	245	16	5	0	5	5	4	1	0	0	14	4	42.3	47.9			
06-22	1864	1526	7	272	17	5	1	6	5	5	1	0	0	15	4	42.6	48.2			
06-00	1923	1581	7	276	17	5	1	6	5	5	1	0	0	15	4	42.6	48.3			
00-00	1971	1616	7	287	17	6	1	7	5	5	1	0	0	15	4	42.6	48.3			

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-		
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-		
0300	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-		
0400	4	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	43.4	-		
0500	13	11	0	1	0	0	0	1	0	0	0	0	0	0	0	0	45.3	52.6		
0600	27	20	0	6	1	0	0	0	0	0	0	0	0	0	0	0	45.2	49.5		
0700	53	38	0	14	1	0	0	0	0	0	0	0	0	0	0	0	45.8	52.8		
0800	106	83	3	13	1	0	0	0	0	1	0	0	0	0	3	2	42.1	48.1		
0900	125	108	0	16	1	0	0	0	0	0	0	0	0	0	0	0	42	46.8		
1000	132	115	0	14	1	0	0	0	0	0	0	0	0	0	2	0	42.3	47.4		
1100	155	147	1	6	0	0	0	0	0	0	0	0	0	0	1	0	41.6	46.7		
1200	132	111	0	16	0	1	0	0	0	0	0	0	0	0	2	2	40.7	45.5		
1300	130	110	0	18	1	1	0	0	0	0	0	0	0	0	0	0	42.3	47.1		
1400	132	117	0	13	1	0	0	0	0	0	0	0	0	0	1	0	40.9	45.9		
1500	115	103	1	7	0	0	0	0	0	0	0	0	0	0	3	1	42.5	48.3		
1600	110	94	0	12	2	0	0	1	0	1	0	0	0	0	0	0	42.9	48.6		
1700	97	86	0	11	0	0	0	0	0	0	0	0	0	0	0	0	41.5	44.8		
1800	79	67	0	8	1	0	0	0	0	0	0	0	0	0	3	0	43.2	48.4		
1900	59	54	0	5	0	0	0	0	0	0	0	0	0	0	0	0	43.9	50		
2000	41	37	0	3	1	0	0	0	0	0	0	0	0	0	0	0	44.2	52.4		
2100	36	32	0	4	0	0	0	0	0	0	0	0	0	0	0	0	43.2	48.4		
2200	41	36	0	5	0	0	0	0	0	0	0	0	0	0	0	0	39.5	48.5		
2300	32	28	0	4	0	0	0	0	0	0	0	0	0	0	0	0	44.3	50		
07-19	1366	1179	5	148	9	2	0	1	1	1	0	0	0	15	5	42.1	47.4			
06-22	1529	1322	5	166	11	2	0	1	1	1	0	0	0	15	5	42.3	47.8			
06-00	1602	1386	5	175	11	2	0	1	1	1	0	0	0	15	5	42.3	47.8			
00-00	1628	1408	6	176	11	2	0	2	2	1	0	0	0	15	5	42.3	47.8			

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6 -			
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9 -			
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	51.9 -			
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47.6 -			
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.4 -			
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	40.5 -			
0600	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40.7	45.3		
0700	20	14	0	6	0	0	0	0	0	0	0	0	0	0	0	0	44.4	51.4		
0800	48	35	0	8	0	0	0	2	0	0	0	0	0	0	3	0	43.6	49.7		
0900	91	76	2	12	0	1	0	0	0	0	0	0	0	0	0	0	42	46.8		
1000	126	113	0	13	0	0	0	0	0	0	0	0	0	0	0	0	43.2	47.4		
1100	123	113	0	9	0	0	0	1	0	0	0	0	0	0	0	0	41.2	46.9		
1200	138	115	1	19	0	0	1	1	0	0	0	0	0	0	1	0	42	48		
1300	127	109	1	14	0	0	0	0	1	0	0	0	0	0	2	0	42.7	47.2		
1400	120	106	1	9	0	0	1	0	0	0	0	0	0	0	2	1	41.8	47.9		
1500	81	67	1	11	0	0	1	0	0	0	0	0	0	0	1	0	42.8	49		
1600	66	56	0	6	0	0	1	0	0	0	0	0	0	0	2	1	42.5	47.6		
1700	70	57	2	9	0	0	0	0	0	0	0	0	0	0	1	1	43.5	50.6		
1800	67	57	2	6	0	0	1	0	0	0	0	0	0	0	1	0	44.4	49.9		
1900	34	25	0	7	0	0	0	2	0	0	0	0	0	0	0	0	42.8	49		
2000	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	43.9	49.7		
2100	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	43.4	51.2		
2200	7	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	49.7 -			
2300	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	49.5 -			
07-19	1077	918	10	122	0	1	5	4	1	0	0	0	0	13	3	42.6	48			
06-22	1174	1000	10	135	0	1	5	6	1	0	0	0	0	13	3	42.6	48.1			
06-00	1185	1008	11	136	1	1	5	6	1	0	0	0	0	13	3	42.7	48.2			
00-00	1209	1028	11	140	1	1	5	6	1	0	0	0	0	13	3	42.7	48.3			

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85			
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.1	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	-		
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-		
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	49.5	-		
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	47.1	57.7		
0500	32	25	0	6	0	0	0	0	0	0	0	0	0	0	0	1	44.5	50.6		
0600	68	52	0	14	0	0	0	0	1	0	0	0	0	0	1	0	45.5	50.9		
0700	137	107	0	23	2	1	0	4	0	0	0	0	0	0	0	0	44.7	49.5		
0800	166	149	0	16	0	0	0	1	0	0	0	0	0	0	0	0	43.7	48.3		
0900	164	131	3	24	1	0	3	0	1	0	0	0	0	0	0	1	42.7	47.8		
1000	119	94	1	23	0	0	0	0	1	0	0	0	0	0	0	0	40.9	47.5		
1100	130	109	0	18	1	0	0	1	0	0	0	0	0	0	0	1	40.6	46.4		
1200	112	91	0	16	1	0	1	1	0	0	0	0	0	0	1	1	41.8	46		
1300	118	95	1	21	0	0	0	0	0	1	0	0	0	0	0	0	41.1	46.7		
1400	140	119	1	16	0	0	0	1	2	0	0	0	0	0	1	0	42.6	48.3		
1500	144	126	0	17	0	0	0	1	0	0	0	0	0	0	0	0	42	46.6		
1600	127	104	1	19	1	0	0	1	0	0	0	0	0	0	1	0	43.2	48.5		
1700	99	82	0	12	1	0	0	1	0	0	0	0	0	0	3	0	44.7	50.3		
1800	96	86	0	8	0	0	0	0	0	0	0	0	0	0	2	0	44.3	49.5		
1900	59	49	1	8	1	0	0	0	0	0	0	0	0	0	0	0	45	49.7		
2000	36	29	0	7	0	0	0	0	0	0	0	0	0	0	0	0	46.4	56.2		
2100	38	34	1	3	0	0	0	0	0	0	0	0	0	0	0	0	43.3	50.1		
2200	14	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	44.1	50.2		
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-		
07-19	1552	1293	7	213	7	1	4	11	4	1	0	0	0	0	8	3	42.7	47.9		
06-22	1753	1457	9	245	8	1	4	11	5	1	0	0	0	0	9	3	42.9	48.2		
06-00	1770	1470	10	248	8	1	4	11	5	1	0	0	0	0	9	3	42.9	48.2		
00-00	1828	1516	10	259	8	1	4	11	5	1	0	0	0	0	9	4	43.1	48.3		

ATC1 Northbound Speeds

SITE: ATC 1 - Tilstock Road

LOCATION: Attached to tree

GRID REFERENCE: 52.939405, -2.682424

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	41.5	-	
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	40.4	-	
0200	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	49.1	-	
0300	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	43.7	-	
0400	10	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	43.4	-	
0500	28	0	1	0	0	1	7	6	8	2	3	0	0	0	0	0	47.8	60.3	
0600	71	0	0	0	0	8	23	23	15	1	1	0	0	0	0	0	45.2	52.8	
0700	133	0	0	0	3	8	38	63	18	3	0	0	0	0	0	0	44.5	49.8	
0800	183	0	0	0	4	36	90	41	10	2	0	0	0	0	0	0	41.3	47	
0900	151	0	0	3	7	19	70	38	12	2	0	0	0	0	0	0	41.6	48.6	
1000	129	0	0	1	0	27	66	28	6	1	0	0	0	0	0	0	40.9	45.6	
1100	105	0	0	0	0	23	61	19	2	0	0	0	0	0	0	0	40.4	44.5	
1200	109	0	0	0	3	20	50	29	5	2	0	0	0	0	0	0	41.9	48.4	
1300	125	0	0	0	8	24	56	29	6	1	0	0	1	0	0	0	40.8	46.7	
1400	121	0	2	12	3	40	38	23	3	0	0	0	0	0	0	0	37.4	45.7	
1500	162	0	0	1	2	32	76	40	11	0	0	0	0	0	0	0	41.3	47.1	
1600	131	0	0	0	1	15	62	45	7	1	0	0	0	0	0	0	42.3	47	
1700	140	0	1	0	0	9	66	51	13	0	0	0	0	0	0	0	43.4	47.9	
1800	110	0	0	0	2	12	49	40	6	1	0	0	0	0	0	0	42.9	47.6	
1900	62	0	0	0	0	3	20	27	8	2	2	0	0	0	0	0	46	51.6	
2000	35	0	0	0	0	5	12	16	0	2	0	0	0	0	0	0	43.6	47.5	
2100	38	0	0	0	0	2	18	12	3	3	0	0	0	0	0	0	44.6	52	
2200	12	0	0	1	0	1	3	6	1	0	0	0	0	0	0	0	41.7	49.5	
2300	6	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	48.4	-	
07-19	1599	0	3	17	33	265	722	446	99	13	0	0	1	0	0	0	41.6	47.3	
06-22	1805	0	3	17	33	283	795	524	125	21	3	0	1	0	0	0	42	47.8	
06-00	1823	0	3	18	33	284	801	530	128	22	3	0	1	0	0	0	42	47.9	
00-00	1875	0	4	18	33	287	818	546	138	24	6	0	1	0	0	0	42.1	48	

02 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	50.4	-	
0100	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	47.7	-	
0200	5	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	45.4	-	
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40.6	-	
0400	10	0	0	0	0	0	4	5	0	1	0	0	0	0	0	0	46.2	-	
0500	16	0	0	0	0	0	2	10	3	1	0	0	0	0	0	0	47.8	53.1	
0600	77	0	0	0	0	5	28	26	12	5	0	1	0	0	0	0	45.9	53.5	
0700	116	0	0	2	2	5	26	49	24	6	1	0	1	0	0	0	45.9	52.7	
0800	173	0	0	0	6	12	68	71	13	1	2	0	0	0	0	0	43.4	47.9	
0900	143	0	0	0	1	12	62	58	9	1	0	0	0	0	0	0	43	47.3	
1000	134	0	0	0	0	25	74	26	8	1	0	0	0	0	0	0	41.1	46.1	
1100	119	0	0	0	1	31	57	26	3	1	0	0	0	0	0	0	40.7	45.1	
1200	118	0	0	0	0	26	54	28	8	1	1	0	0	0	0	0	41.8	47.3	
1300	103	0	0	0	1	12	34	46	6	4	0	0	0	0	0	0	43.7	48.7	
1400	117	0	0	1	8	12	57	32	4	3	0	0	0	0	0	0	41.3	46.6	
1500	143	0	0	0	1	21	59	45	14	3	0	0	0	0	0	0	42.9	48.8	
1600	145	0	3	0	0	26	47	56	7	3	2	1	0	0	0	0	42.7	48	
1700	125	0	0	0	8	14	42	39	17	5	0	0	0	0	0	0	43.4	50.2	
1800	106	0	0	0	0	11	46	35	11	2	1	0	0	0	0	0	43.9	49.4	
1900	66	0	0	0	2	3	23	23	11	4	0	0	0	0	0	0	45.5	52.4	
2000	39	0	0	0	0	7	10	12	6	0	2	2	0	0	0	0	45.8	52.7	
2100	31	0	0	0	1	3	11	9	5	2	0	0	0	0	0	0	44.1	50.6	
2200	22	0	0	0	0	3	9	9	0	1	0	0	0	0	0	0	43.2	47.3	
2300	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	46	-	
07-19	1542	0	3	3	28	207	626	511	124	31	7	1	1	0	0	0	42.8	48.4	
06-22	1755	0	3	3	31	225	698	581	158	42	9	4	1	0	0	0	43.1	48.9	
06-00	1780	0	3	3	31	229	707	591	158	44	9	4	1	0	0	0	43.1	48.9	
00-00	1820	0	3	3	31	229	719	609	165	47	9	4	1	0	0	0	43.2	49	

03 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.7	-	
0100	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	42.1	-	
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	41.7	-	
0300	5	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	43.7	-	
0400	11	0	0	0	0	0	5	4	1	0	1	0	0	0	0	0	46.8	55.1	
0500	26	0	0	0	0	1	7	15	3	0	0	0	0	0	0	0	45.4	49.5	
0600	66	0	0	0	0	3	21	28	12	2	0	0	0	0	0	0	45.4	50.7	
0700	137	0	0	0	0	9	40	62	23	3	0	0	0	0	0	0	44.9	50.6	
0800	185	0	0	0	2	27	71	64	17	4	0	0	0	0	0	0	42.9	49.2	
0900	141	0	0	0	5	17	63	47	5	3	1	0	0	0	0	0	42.3	47.2	
1000	116	0	1	0	2	14	63	32	3	1	0	0	0	0	0	0	41.5	47.4	
1100	119	0	0	0	1	17	66	27	6	2	0	0	0	0	0	0	41.7	46.2	
1200	119	0	0	0	1	15	54	39	9	1	0	0	0	0	0	0	42.6	47.9	
1300	126	0	1	5	19	34	41	20	4	2	0	0	0	0	0	0	37.6	44.8	
1400	125	0	0	6	16	21	48	30	3	1	0	0	0	0	0	0	39	46.7	
1500	141	0	0	0	9	21	39	52	19	1	0	0	0	0	0	0	42.7	49.2	
1600	172	0	0	1	22	37	54	44	11	3	0	0	0	0	0	0	40.3	47.8	
1700	162	0	2	2	20	20	49	54	14	1	0	0	0	0	0	0	40.6	47.6	
1800	118	0	0	0	3	17	49	39	8	2	0	0	0	0	0	0	42.6	48.4	
1900	70	0	0	0	4	15	27	15	6	2	1	0	0	0	0	0	41.6	49.4	
2000	44	0	0	0	0	6	12	15	8	2	0	1	0	0	0	0	45.5	53.5	
2100	59	0	0	1	2	13	11	26	5	1	0	0	0	0	0	0	42.7	49	
2200	21	0	0	0	0	1	7	8	2	2	1	0	0	0	0	0	46.3	56.1	
2300	6	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	48.2	-	
07-19	1661	0	4	14	100	249	637	510	122	24	1	0	0	0	0	0	41.6	47.6	
06-22	1900	0	4	15	106	286	708	594	153	31	2	1	0	0	0	0	41.8	48.1	
06-00	1927	0	4	15	106	287	716	605	156	34	3	1	0	0	0	0	41.9	48.2	
00-00	1977	0	4	15	106	289	735	627	161	35	4	1	0	0	0	0	42	48.2	

04 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	6	0	0	0	0	0	1	4	0	1	0	0	0	0	0	0	46.5	-	
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41.8	-	
0200	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	48	-	
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.2	-	
0400	11	0	0	0	0	0	4	3	1	3	0	0	0	0	0	0	48.2	58.4	
0500	25	0	0	0	0	2	10	9	4	0	0	0	0	0	0	0	43.7	50.7	
0600	57	0	0	0	0	5	17	20	11	4	0	0	0	0	0	0	45.8	52.3	
0700	123	0	0	1	0	4	49	44	21	3	1	0	0	0	0	0	44.9	50.9	
0800	176	0	0	0	1	21	74	59	17	2	1	0	0	1	0	0	43.6	49.4	
0900	140	0	0	1	1	26	68	35	8	1	0	0	0	0	0	0	41.3	46.6	
1000	126	0	0	0	5	34	50	30	6	1	0	0	0	0	0	0	40.6	46.1	
1100	129	0	0	0	0	30	65	28	6	0	0	0	0	0	0	0	40.6	45.2	
1200	133	0	0	0	0	21	59	41	11	0	0	1	0	0	0	0	42.4	47	
1300	136	0	0	0	0	28	72	30	4	0	1	1	0	0	0	0	41.3	46.1	
1400	130	0	0	0	0	24	55	38	11	2	0	0	0	0	0	0	42.4	48	
1500	157	0	1	1	3	11	72	55	12	2	0	0	0	0	0	0	42.7	48.2	
1600	171	0	0	0	1	23	72	55	16	3	0	1	0	0	0	0	43.2	49.1	
1700	166	0	0	3	6	25	65	49	13	4	0	1	0	0	0	0	42.2	48.1	
1800	104	0	1	0	1	12	53	31	3	2	0	1	0	0	0	0	42.1	46.5	
1900	53	0	0	0	0	5	22	17	6	3	0	0	0	0	0	0	44.3	50.1	
2000	25	0	0	0	0	8	4	11	1	1	0	0	0	0	0	0	43.1	48.3	
2100	38	0	0	0	1	7	8	12	7	1	2	0	0	0	0	0	45.3	53.7	
2200	41	0	0	0	3	8	14	12	4	0	0	0	0	0	0	0	41.1	49	
2300	18	0	0	0	0	3	4	7	2	2	0	0	0	0	0	0	45.5	55.4	
07-19	1691	0	2	6	18	259	754	495	128	20	3	5	0	1	0	0	42.3	47.9	
06-22	1864	0	2	6	19	284	805	555	153	29	5	5	0	1	0	0	42.6	48.2	
06-00	1923	0	2	6	22	295	823	574	159	31	5	5	0	1	0	0	42.6	48.3	
00-00	1971	0	2	6	22	297	841	592	165	35	5	5	0	1	0	0	42.6	48.3	

05 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	48.8	-	
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.7	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-	
0300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	41.3	-	
0400	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	43.4	-	
0500	13	0	0	0	0	1	4	6	1	0	1	0	0	0	0	0	45.3	52.6	
0600	27	0	0	0	0	3	5	17	2	0	0	0	0	0	0	0	45.2	49.5	
0700	53	0	0	0	0	4	18	19	9	3	0	0	0	0	0	0	45.8	52.8	
0800	106	0	0	4	1	13	45	32	8	3	0	0	0	0	0	0	42.1	48.1	
0900	125	0	0	0	1	20	57	38	9	0	0	0	0	0	0	0	42	46.8	
1000	132	0	0	0	0	22	59	42	7	1	1	0	0	0	0	0	42.3	47.4	
1100	155	0	0	0	1	27	79	40	8	0	0	0	0	0	0	0	41.6	46.7	
1200	132	0	1	1	4	25	60	31	9	1	0	0	0	0	0	0	40.7	45.5	
1300	130	0	0	0	1	20	59	40	7	3	0	0	0	0	0	0	42.3	47.1	
1400	132	0	0	0	3	28	63	32	6	0	0	0	0	0	0	0	40.9	45.9	
1500	115	0	0	1	0	26	43	33	8	2	2	0	0	0	0	0	42.5	48.3	
1600	110	0	0	0	1	13	53	33	8	2	0	0	0	0	0	0	42.9	48.6	
1700	97	0	0	0	2	16	52	23	2	0	0	2	0	0	0	0	41.5	44.8	
1800	79	0	0	0	0	9	32	31	6	1	0	0	0	0	0	0	43.2	48.4	
1900	59	0	0	0	0	4	31	14	8	2	0	0	0	0	0	0	43.9	50	
2000	41	0	0	0	1	4	17	9	9	1	0	0	0	0	0	0	44.2	52.4	
2100	36	0	0	0	1	3	12	17	3	0	0	0	0	0	0	0	43.2	48.4	
2200	41	0	0	0	0	20	11	6	3	1	0	0	0	0	0	0	39.5	48.5	
2300	32	0	0	0	0	2	17	8	3	1	1	0	0	0	0	0	44.3	50	
07-19	1366	0	1	6	14	223	620	394	87	16	3	2	0	0	0	0	42.1	47.4	
06-22	1529	0	1	6	16	237	685	451	109	19	3	2	0	0	0	0	42.3	47.8	
06-00	1602	0	1	6	16	259	713	465	115	21	4	2	0	0	0	0	42.3	47.8	
00-00	1628	0	1	6	16	261	722	477	117	21	5	2	0	0	0	0	42.3	47.8	

06 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	8	0	0	0	0	3	3	0	2	0	0	0	0	0	0	0	41.6	-	
0100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.9	-	
0200	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	51.9	-	
0300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	47.6	-	
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.4	-	
0500	7	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	40.5	-	
0600	17	0	0	0	0	4	7	5	1	0	0	0	0	0	0	0	40.7	45.3	
0700	20	0	0	0	0	2	6	9	3	0	0	0	0	0	0	0	44.4	51.4	
0800	48	0	0	0	1	5	18	17	5	2	0	0	0	0	0	0	43.6	49.7	
0900	91	0	0	0	2	8	48	30	3	0	0	0	0	0	0	0	42	46.8	
1000	126	0	0	0	2	11	69	31	6	6	0	0	1	0	0	0	43.2	47.4	
1100	123	0	0	3	4	21	49	37	9	0	0	0	0	0	0	0	41.2	46.9	
1200	138	0	0	1	1	26	65	30	11	3	1	0	0	0	0	0	42	48	
1300	127	0	0	0	0	11	69	37	8	1	1	0	0	0	0	0	42.7	47.2	
1400	120	0	1	0	1	22	50	35	10	1	0	0	0	0	0	0	41.8	47.9	
1500	81	0	0	0	0	17	25	30	6	3	0	0	0	0	0	0	42.8	49	
1600	66	0	0	1	1	6	30	23	5	0	0	0	0	0	0	0	42.5	47.6	
1700	70	0	0	1	2	7	29	18	10	2	1	0	0	0	0	0	43.5	50.6	
1800	67	0	0	0	0	6	27	24	6	3	0	0	1	0	0	0	44.4	49.9	
1900	34	0	0	0	2	3	14	11	2	2	0	0	0	0	0	0	42.8	49	
2000	27	0	0	0	0	3	11	9	2	2	0	0	0	0	0	0	43.9	49.7	
2100	19	0	0	0	1	0	10	4	4	0	0	0	0	0	0	0	43.4	51.2	
2200	7	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	49.7	-	
2300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	49.5	-	
07-19	1077	0	1	6	14	142	485	321	82	21	3	0	2	0	0	0	42.6	48	
06-22	1174	0	1	6	17	152	527	350	91	25	3	0	2	0	0	0	42.6	48.1	
06-00	1185	0	1	6	17	152	528	355	95	26	3	0	2	0	0	0	42.7	48.2	
00-00	1209	0	1	6	18	157	536	361	99	26	3	0	2	0	0	0	42.7	48.3	

07 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	4	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	53.1	-	
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46.6	-	
0200	6	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	49.4	-	
0300	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	49.5	-	
0400	11	0	0	0	0	0	4	4	1	2	0	0	0	0	0	0	47.1	57.7	
0500	32	0	1	0	0	5	3	17	5	1	0	0	0	0	0	0	44.5	50.6	
0600	68	0	0	0	0	4	16	36	9	3	0	0	0	0	0	0	45.5	50.9	
0700	137	0	0	0	1	5	56	55	16	4	0	0	0	0	0	0	44.7	49.5	
0800	166	0	0	0	0	18	64	69	11	4	0	0	0	0	0	0	43.7	48.3	
0900	164	0	0	1	0	22	72	55	14	0	0	0	0	0	0	0	42.7	47.8	
1000	119	0	0	0	5	28	47	27	11	1	0	0	0	0	0	0	40.9	47.5	
1100	130	0	0	5	3	29	54	30	8	1	0	0	0	0	0	0	40.6	46.4	
1200	112	0	0	1	0	13	61	35	1	1	0	0	0	0	0	0	41.8	46	
1300	118	0	0	0	4	21	57	29	7	0	0	0	0	0	0	0	41.1	46.7	
1400	140	0	0	0	1	18	63	46	11	1	0	0	0	0	0	0	42.6	48.3	
1500	144	0	0	0	2	26	57	50	8	1	0	0	0	0	0	0	42	46.6	
1600	127	0	0	0	0	10	59	48	8	1	1	0	0	0	0	0	43.2	48.5	
1700	99	0	0	0	0	11	33	37	13	4	0	1	0	0	0	0	44.7	50.3	
1800	96	0	0	0	0	10	29	44	11	2	0	0	0	0	0	0	44.3	49.5	
1900	59	0	0	0	0	3	24	24	5	2	1	0	0	0	0	0	45	49.7	
2000	36	0	0	0	1	4	8	13	5	2	1	2	0	0	0	0	46.4	56.2	
2100	38	0	0	0	1	6	14	11	5	0	1	0	0	0	0	0	43.3	50.1	
2200	14	0	0	0	0	0	8	3	2	1	0	0	0	0	0	0	44.1	50.2	
2300	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	38.6	-	
07-19	1552	0	0	7	16	211	652	525	119	20	1	1	0	0	0	0	42.7	47.9	
06-22	1753	0	0	7	18	228	714	609	143	27	4	3	0	0	0	0	42.9	48.2	
06-00	1770	0	0	7	18	230	723	612	145	28	4	3	0	0	0	0	42.9	48.2	
00-00	1828	0	1	7	18	235	732	639	154	35	4	3	0	0	0	0	43.1	48.3	

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	12308	0	16	61	244	1755	5103	3851	999	223	36	15	4	1	0	0	42.6	48.3	

ATC1 Northbound Totals

SITE: ATC 1 - Tilstock Road

LOCATION: Attached to tree

GRID REFERENCE: 52.939405, -2.682424

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul	1-5.	1-7.
Hour									
0000-0100	5	5	2	6	3	8	4	4.4	4.7
0100-0200	3	2	3	2	1	2	2	2.4	2.1
0200-0300	3	5	3	3	1	3	6	4	3.4
0300-0400	3	2	5	1	4	2	3	2.8	2.9
0400-0500	10	10	11	11	4	2	11	10.6	8.4
0500-0600	28	16	26	25	13	7	32	25.4	21
0600-0700	71	77	66	57	27	17	68	67.8	54.7
0700-0800	133	116	137	123	53	20	137	129.2	102.7
0800-0900	183	173	185	176	106	48	166	177	148.1
0900-1000	151	143	141	140	125	91	164	147.8	136.4
1000-1100	129	134	116	126	132	126	119	124.8	126
1100-1200	105	119	119	129	155	123	130	120.4	125.7
1200-1300	109	118	119	133	132	138	112	118.2	123
1300-1400	125	103	126	136	130	127	118	121.6	123.6
1400-1500	121	117	125	130	132	120	140	126.6	126.4
1500-1600	162	143	141	157	115	81	144	149.4	134.7
1600-1700	131	145	172	171	110	66	127	149.2	131.7
1700-1800	140	125	162	166	97	70	99	138	122.7
1800-1900	110	106	118	104	79	67	96	106.8	97.1
1900-2000	62	66	70	53	59	34	59	62	57.6
2000-2100	35	39	44	25	41	27	36	35.8	35.3
2100-2200	38	31	59	38	36	19	38	40.8	37
2200-2300	12	22	21	41	41	7	14	22	22.6
2300-2400	6	3	6	18	32	4	3	7.2	10.3
Totals									
0700-1900	1599	1542	1661	1691	1366	1077	1552	1609	1498.3
0600-2200	1805	1755	1900	1864	1529	1174	1753	1815.4	1682.9
0600-0000	1823	1780	1927	1923	1602	1185	1770	1844.6	1715.7
0000-0000	1875	1820	1977	1971	1628	1209	1828	1894.2	1758.3
AM Peak	800	800	800	800	1100	1000	800		
	183	173	185	176	155	126	166		
PM Peak	1500	1600	1600	1600	1400	1200	1500		
	162	145	172	171	132	138	144		

ATC1 Southbound Class & Totals

SITE: ATC 1 - Tilstock Road

LOCATION: Attached to tree

GRID REFERENCE: 52.939405, -2.682424

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.9	-	
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	-	
0400	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	45.3	-	
0500	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	46.1	-	
0600	33	24	0	7	0	0	0	0	0	1	0	0	0	0	1	42.7	48.4	
0700	86	65	1	13	3	1	0	0	0	0	1	0	0	1	1	39.7	46.8	
0800	174	156	4	13	0	1	0	0	0	0	0	0	0	0	0	39.3	43.9	
0900	102	83	1	16	0	0	0	0	0	1	0	0	0	0	1	39.7	44.7	
1000	106	85	2	15	1	1	0	1	0	0	0	0	0	1	0	38	42.9	
1100	121	109	1	6	1	0	0	0	2	0	0	0	0	2	0	37.5	41.9	
1200	115	95	2	15	0	0	0	0	0	0	0	0	0	3	0	38.3	42.9	
1300	132	115	1	13	1	0	0	1	1	0	0	0	0	0	0	39.5	45.3	
1400	158	145	3	7	1	0	0	0	0	1	0	0	0	1	0	38.5	43	
1500	149	133	2	12	0	0	0	0	1	0	0	0	0	1	0	39.1	43.3	
1600	185	170	0	13	1	0	0	0	0	0	0	0	0	1	0	39.3	44.3	
1700	173	159	1	11	0	0	0	0	0	0	0	0	0	2	0	40.4	44.4	
1800	144	131	1	8	1	0	0	0	0	0	0	0	0	2	1	39.9	45.2	
1900	74	68	0	5	0	0	0	1	0	0	0	0	0	0	0	41.3	46.8	
2000	37	36	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	47.2	
2100	43	39	0	2	0	1	0	0	0	1	0	0	0	0	0	38.2	43.9	
2200	44	42	0	1	0	0	0	0	0	0	0	0	0	1	0	39.4	46.2	
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	49.7	
07-19	1645	1446	19	142	9	3	0	2	4	2	1	0	0	14	3	39.1	44	
06-22	1832	1613	19	157	9	4	0	3	4	4	1	0	0	14	4	39.3	44.2	
06-00	1887	1666	19	158	9	4	0	3	4	4	1	0	0	15	4	39.3	44.3	
00-00	1910	1684	19	163	9	4	0	3	4	4	1	0	0	15	4	39.4	44.4	

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	-	
0100	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	43.8	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	46.4	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8	-	
0400	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-	
0500	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	43.8	-	
0600	23	18	0	4	0	0	0	0	0	0	0	0	0	1	0	42.7	47.6	
0700	96	76	0	18	0	0	0	1	0	1	0	0	0	0	0	41	46	
0800	149	129	0	19	0	0	0	0	0	0	0	0	0	1	0	40.6	44.8	
0900	98	83	0	14	1	0	0	0	0	0	0	0	0	0	0	39.7	44	
1000	122	96	0	17	0	0	0	1	0	0	0	0	0	8	0	39.3	43.4	
1100	123	105	4	10	0	1	0	1	1	0	0	0	0	1	0	38.6	43.7	
1200	136	115	2	16	1	0	0	0	0	0	0	0	0	1	1	38.9	43.4	
1300	130	108	1	17	0	1	1	1	1	0	0	0	0	0	0	38.8	44.1	
1400	142	120	1	16	0	1	0	1	0	2	0	0	0	1	0	38.8	44	
1500	168	143	4	17	1	0	0	0	0	2	0	0	0	1	0	40	44.2	
1600	176	152	1	20	1	0	0	1	0	0	0	0	0	0	1	39.1	43.7	
1700	197	182	0	11	0	0	0	0	0	2	0	0	0	1	1	41.3	46.1	
1800	133	120	0	9	0	0	0	0	0	0	0	0	0	2	2	40.7	48.2	
1900	95	85	0	8	1	0	0	0	1	0	0	0	0	0	0	40.1	46.1	
2000	62	52	0	7	0	0	0	0	0	0	0	0	0	3	0	42	47	
2100	44	42	0	2	0	0	0	0	0	0	0	0	0	0	0	43.1	55.8	
2200	28	26	1	0	0	0	0	0	0	0	0	0	0	1	0	40.4	44.9	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-	
07-19	1670	1429	13	184	4	3	1	6	2	7	0	0	0	16	5	39.8	44.6	
06-22	1894	1626	13	205	5	3	1	6	3	7	0	0	0	20	5	40	45	
06-00	1932	1662	14	205	5	3	1	6	3	7	0	0	0	21	5	40	45	
00-00	1959	1681	14	212	5	3	1	6	3	7	0	0	0	22	5	40	45	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45 -		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4 -		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8 -		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.9 -		
0400	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	44 -		
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	44 -		
0600	31	19	0	8	0	0	0	0	0	2	0	0	0	1	1	41.7	48	
0700	108	88	0	17	0	0	0	1	0	1	0	0	0	0	1	41	46.4	
0800	171	150	2	18	0	0	0	0	0	0	0	0	0	1	0	39.8	45.5	
0900	95	76	1	14	1	0	0	0	1	1	0	0	0	1	0	39.9	43.8	
1000	119	97	2	7	0	1	1	0	1	2	0	0	0	7	1	38.7	43.8	
1100	117	99	0	14	0	1	0	0	0	0	0	0	0	2	1	38.8	45.6	
1200	129	112	1	12	1	0	0	0	0	0	0	0	0	3	0	40	44.4	
1300	146	119	1	18	1	2	1	0	0	1	0	0	0	2	1	36.9	43.4	
1400	146	126	1	11	0	1	1	0	1	1	0	0	0	2	2	36	42.3	
1500	148	127	1	11	1	0	1	0	3	1	0	0	0	2	1	38.9	43.7	
1600	175	143	0	18	0	1	0	3	4	2	0	0	0	4	0	38.6	43.9	
1700	213	191	1	14	0	0	0	1	1	1	0	0	0	4	0	40.4	45.3	
1800	152	137	1	8	1	0	0	0	0	0	0	0	0	5	0	40	44.7	
1900	103	91	1	6	0	0	0	0	3	0	0	0	0	2	0	38.9	44.7	
2000	73	56	4	7	1	0	0	0	0	1	0	0	0	3	1	40.7	45.6	
2100	61	54	0	5	0	0	0	0	1	1	0	0	0	0	0	39.7	44.9	
2200	40	37	0	2	0	0	0	0	0	0	0	0	0	1	0	39.7	43.7	
2300	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	48.5	
07-19	1719	1465	11	162	5	6	4	5	11	10	0	0	0	33	7	39.1	44.5	
06-22	1987	1685	16	188	6	6	4	5	15	14	0	0	0	39	9	39.2	44.6	
06-00	2046	1741	16	190	6	6	4	5	15	14	0	0	0	40	9	39.2	44.6	
00-00	2063	1755	16	193	6	6	4	5	15	14	0	0	0	40	9	39.3	44.7	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	49.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.6	-	
0400	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	38.7	-	
0500	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	44.6	
0600	20	14	0	6	0	0	0	0	0	0	0	0	0	0	0	43.6	48.4	
0700	90	68	2	18	0	0	0	0	0	1	0	0	0	1	0	42.2	47	
0800	140	118	3	16	0	0	0	0	0	1	0	0	0	1	1	41.1	46.2	
0900	139	107	1	24	1	0	1	3	0	0	0	0	0	1	1	38.9	43.7	
1000	109	89	1	12	1	0	0	0	1	1	0	0	0	4	0	39.6	44.1	
1100	135	103	2	21	0	0	0	2	0	0	0	0	0	7	0	38.1	43.7	
1200	136	119	2	10	0	0	0	1	0	1	0	0	0	3	0	39.1	42.7	
1300	167	136	4	16	0	0	1	3	0	1	0	0	0	6	0	39.7	44.5	
1400	189	157	1	24	2	0	0	2	0	2	0	0	0	0	1	38.8	44.8	
1500	172	151	2	17	0	0	0	1	0	0	0	0	0	1	0	39.5	45	
1600	154	136	2	14	0	0	0	1	0	0	0	0	0	1	0	40.9	46.1	
1700	181	161	2	15	0	0	0	0	0	0	0	0	0	2	1	40.6	46.2	
1800	136	119	0	12	2	1	0	1	1	0	0	0	0	0	0	41.2	46.5	
1900	75	73	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	45.7	
2000	70	63	0	3	0	0	2	1	0	0	0	0	0	1	0	38	42.5	
2100	41	34	1	4	0	0	2	0	0	0	0	0	0	0	0	39.6	46.4	
2200	71	64	0	5	1	0	0	0	0	0	0	0	0	0	1	37.6	41.8	
2300	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	40.2	45.9	
07-19	1748	1464	22	199	6	1	2	14	2	7	0	0	0	27	4	39.9	45.1	
06-22	1954	1648	23	214	6	1	6	15	2	7	0	0	0	28	4	39.9	45.2	
06-00	2081	1765	23	222	7	1	6	15	2	7	0	0	0	28	5	39.8	45.1	
00-00	2104	1785	23	223	7	1	6	15	2	8	0	0	0	29	5	39.8	45.1	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	57.6	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	44.7	-	
0600	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	44.1	48.2	
0700	23	16	0	6	0	0	0	0	0	0	0	0	0	1	0	43	50.2	
0800	62	48	1	10	1	0	0	0	0	0	0	0	0	1	1	40.2	45.6	
0900	100	87	1	10	0	0	0	0	1	1	0	0	0	0	0	38.7	43.2	
1000	134	117	1	15	0	0	0	0	0	1	0	0	0	0	0	39.7	44.3	
1100	138	126	0	7	0	0	0	1	0	0	0	0	0	4	0	40	44.2	
1200	136	124	1	8	1	0	0	0	1	0	0	0	0	0	1	39.4	44	
1300	126	116	1	7	0	0	0	0	0	0	0	0	0	2	0	40.1	44.8	
1400	146	126	1	17	0	0	0	0	0	0	0	0	0	1	1	40.4	45	
1500	120	111	1	5	2	1	0	0	0	0	0	0	0	0	0	39.9	44.5	
1600	118	110	0	6	0	0	0	0	0	0	0	0	0	1	1	40	45.5	
1700	116	105	0	9	0	0	0	0	0	1	0	0	0	1	0	40.1	45.1	
1800	96	87	0	4	1	0	0	0	0	0	0	0	0	3	1	41.7	47	
1900	66	64	0	2	0	0	0	0	0	0	0	0	0	0	0	42.1	47.5	
2000	61	50	0	9	0	0	0	1	0	0	0	0	0	0	1	39.4	44.6	
2100	63	59	0	4	0	0	0	0	0	0	0	0	0	0	0	39.4	44.7	
2200	66	61	0	4	0	1	0	0	0	0	0	0	0	0	0	38.1	41.9	
2300	73	71	1	1	0	0	0	0	0	0	0	0	0	0	0	39.7	44.2	
07-19	1315	1173	7	104	5	1	0	1	2	3	0	0	0	14	5	40	45	
06-22	1516	1356	7	120	5	1	0	2	2	3	0	0	0	14	6	40.1	45	
06-00	1655	1488	8	125	5	2	0	2	2	3	0	0	0	14	6	40	44.9	
00-00	1680	1511	8	127	5	2	0	2	2	3	0	0	0	14	6	40.1	44.9	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	49.4	
0100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	50.2	
0200	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	37.9 -		
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7 -		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3 -		
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1 -		
0600	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6 -		
0700	19	15	0	2	0	0	0	0	0	1	0	0	0	1	0	39.6	44.7	
0800	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	39.2	45.7	
0900	62	49	1	6	0	0	0	0	1	0	0	0	0	4	1	39.8	44.4	
1000	77	69	0	8	0	0	0	0	0	0	0	0	0	0	0	40.8	45.4	
1100	107	95	1	10	0	0	0	0	0	0	0	0	0	0	1	40	45.1	
1200	123	116	0	5	0	1	0	0	0	0	0	0	0	0	1	38.8	44.3	
1300	121	114	0	5	0	0	0	0	0	0	0	0	0	2	0	40.1	45.2	
1400	112	104	1	4	0	0	0	0	0	0	0	0	0	2	1	40.6	46.1	
1500	132	118	2	8	1	0	0	0	0	0	0	0	0	2	1	39.8	44.1	
1600	99	89	2	6	0	0	0	0	1	1	0	0	0	0	0	39.6	45.7	
1700	66	58	0	7	1	0	0	0	0	0	0	0	0	0	0	42.6	48.1	
1800	59	55	0	3	0	0	0	0	0	0	0	0	0	1	0	43.4	49.4	
1900	51	43	0	6	0	0	0	0	1	0	0	0	0	1	0	41.7	47.1	
2000	37	33	1	2	0	0	0	0	0	0	0	0	0	1	0	42.8	48.1	
2100	34	32	0	2	0	0	0	0	0	0	0	0	0	0	0	41.6	48.7	
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3 -		
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	45.2 -		
07-19	1004	906	7	67	2	1	0	0	2	2	0	0	0	12	5	40.3	45.4	
06-22	1132	1019	8	78	2	1	0	0	3	2	0	0	0	14	5	40.4	45.7	
06-00	1149	1035	8	78	2	1	0	0	3	2	0	0	0	15	5	40.5	45.7	
00-00	1194	1077	8	80	2	1	0	0	3	2	0	0	0	16	5	40.5	45.9	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	47.2	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51.9	-	
0200	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	50	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.5	-	
0500	11	9	1	1	0	0	0	0	0	0	0	0	0	0	0	43.3	53.6	
0600	28	22	0	4	0	0	0	1	0	0	0	0	0	1	0	42	47.4	
0700	84	67	1	15	0	0	0	0	0	0	0	0	0	1	0	41.2	45.9	
0800	145	122	1	17	2	0	0	0	2	0	0	0	0	1	0	40.9	45.8	
0900	121	95	1	19	0	0	0	0	2	1	0	0	0	3	0	39.5	44.7	
1000	117	101	0	13	0	1	0	1	0	1	0	0	0	0	0	38.9	43.7	
1100	104	82	1	13	0	1	0	0	1	0	0	0	0	4	2	39.7	44	
1200	126	106	1	15	1	1	0	2	0	0	0	0	0	0	0	39.2	44.5	
1300	140	128	0	9	0	0	0	1	0	1	0	0	0	1	0	39.5	43.9	
1400	181	162	2	16	0	0	1	0	0	0	0	0	0	0	0	40	45.5	
1500	166	145	1	18	0	1	0	0	0	0	0	0	0	1	0	39.5	43.5	
1600	177	152	0	21	0	2	0	0	1	1	0	0	0	0	0	40.6	45	
1700	172	157	0	11	0	0	0	2	0	0	0	0	0	1	1	42.1	47	
1800	130	116	0	11	0	0	0	2	0	0	0	0	0	0	1	41.8	46.6	
1900	64	56	1	5	1	0	0	1	0	0	0	0	0	0	0	43	47.8	
2000	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	46.9	
2100	41	40	0	0	0	0	0	0	0	0	0	0	0	1	0	41.2	47.2	
2200	24	21	0	2	0	0	0	1	0	0	0	0	0	0	0	41.5	50	
2300	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-	
07-19	1663	1433	8	178	3	6	1	8	6	4	0	0	0	12	4	40.3	45.1	
06-22	1853	1605	9	190	4	6	1	10	6	4	0	0	0	14	4	40.4	45.3	
06-00	1883	1631	10	192	4	6	1	11	6	4	0	0	0	14	4	40.5	45.4	
00-00	1902	1647	11	193	4	6	1	11	6	4	0	0	0	15	4	40.5	45.5	

ATC1 Southbound Speeds

SITE: ATC 1 - Tilstock Road

LOCATION: Attached to tree

GRID REFERENCE: 52.939405, -2.682424

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	45.7	-	
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55.9	-	
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.9	-	
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	53.9	-	
0400	6	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	45.3	-	
0500	8	0	0	0	0	0	3	3	2	0	0	0	0	0	0	0	46.1	-	
0600	33	0	0	0	2	4	13	11	3	0	0	0	0	0	0	0	42.7	48.4	
0700	86	0	1	0	5	24	37	16	3	0	0	0	0	0	0	0	39.7	46.8	
0800	174	0	0	0	7	55	84	25	2	1	0	0	0	0	0	0	39.3	43.9	
0900	102	0	2	0	3	22	55	20	0	0	0	0	0	0	0	0	39.7	44.7	
1000	106	0	3	0	2	43	46	10	2	0	0	0	0	0	0	0	38	42.9	
1100	121	0	0	0	5	60	45	11	0	0	0	0	0	0	0	0	37.5	41.9	
1200	115	0	0	0	3	48	52	12	0	0	0	0	0	0	0	0	38.3	42.9	
1300	132	0	0	0	7	42	51	24	6	2	0	0	0	0	0	0	39.5	45.3	
1400	158	0	0	0	5	62	69	18	3	0	0	0	1	0	0	0	38.5	43	
1500	149	0	0	0	6	41	82	19	1	0	0	0	0	0	0	0	39.1	43.3	
1600	185	0	0	0	8	53	89	31	4	0	0	0	0	0	0	0	39.3	44.3	
1700	173	0	0	0	9	31	97	30	4	2	0	0	0	0	0	0	40.4	44.4	
1800	144	1	0	0	6	40	61	32	4	0	0	0	0	0	0	0	39.9	45.2	
1900	74	0	0	0	0	15	38	15	6	0	0	0	0	0	0	0	41.3	46.8	
2000	37	0	0	0	0	8	21	7	1	0	0	0	0	0	0	0	41.1	47.2	
2100	43	0	2	1	0	12	20	8	0	0	0	0	0	0	0	0	38.2	43.9	
2200	44	0	0	3	1	9	20	10	1	0	0	0	0	0	0	0	39.4	46.2	
2300	11	0	0	0	0	3	3	4	0	1	0	0	0	0	0	0	42.5	49.7	
07-19	1645	1	6	0	66	521	768	248	29	5	0	0	1	0	0	0	39.1	44	
06-22	1832	1	8	1	68	560	860	289	39	5	0	0	1	0	0	0	39.3	44.2	
06-00	1887	1	8	4	69	572	883	303	40	6	0	0	1	0	0	0	39.3	44.3	
00-00	1910	1	8	4	69	573	891	311	45	7	0	0	1	0	0	0	39.4	44.4	

02 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	40.2	-	
0100	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	43.8	-	
0200	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	46.4	-	
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.8	-	
0400	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.9	-	
0500	9	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	43.8	-	
0600	23	0	0	0	3	0	9	10	0	0	1	0	0	0	0	0	42.7	47.6	
0700	96	0	0	0	3	20	41	26	6	0	0	0	0	0	0	0	41	46	
0800	149	0	0	0	2	29	82	32	4	0	0	0	0	0	0	0	40.6	44.8	
0900	98	0	0	0	3	28	51	16	0	0	0	0	0	0	0	0	39.7	44	
1000	122	0	0	0	5	30	70	15	2	0	0	0	0	0	0	0	39.3	43.4	
1100	123	0	1	2	6	36	59	17	2	0	0	0	0	0	0	0	38.6	43.7	
1200	136	0	1	0	3	46	67	18	1	0	0	0	0	0	0	0	38.9	43.4	
1300	130	0	0	0	7	42	58	22	1	0	0	0	0	0	0	0	38.8	44.1	
1400	142	0	0	0	5	47	68	20	2	0	0	0	0	0	0	0	38.8	44	
1500	168	0	0	0	3	38	101	22	4	0	0	0	0	0	0	0	40	44.2	
1600	176	0	1	0	12	46	86	27	3	1	0	0	0	0	0	0	39.1	43.7	
1700	197	0	2	1	1	44	86	51	10	2	0	0	0	0	0	0	41.3	46.1	
1800	133	0	2	4	6	20	59	31	8	3	0	0	0	0	0	0	40.7	48.2	
1900	95	0	0	4	5	16	45	17	8	0	0	0	0	0	0	0	40.1	46.1	
2000	62	0	0	0	1	13	24	20	3	0	1	0	0	0	0	0	42	47	
2100	44	0	0	0	0	10	18	9	1	5	1	0	0	0	0	0	43.1	55.8	
2200	28	0	0	0	0	8	15	4	0	1	0	0	0	0	0	0	40.4	44.9	
2300	10	0	0	0	0	3	5	0	1	0	1	0	0	0	0	0	42.9	-	
07-19	1670	0	7	7	56	426	828	297	43	6	0	0	0	0	0	0	39.8	44.6	
06-22	1894	0	7	11	65	465	924	353	55	11	3	0	0	0	0	0	40	45	
06-00	1932	0	7	11	65	476	944	357	56	12	4	0	0	0	0	0	40	45	
00-00	1959	0	7	11	65	478	958	365	59	12	4	0	0	0	0	0	40	45	

03 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45	-	
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.4	-	
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	44.8	-	
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	55.9	-	
0400	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	44	-	
0500	6	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	44	-	
0600	31	0	0	1	1	4	14	8	2	1	0	0	0	0	0	0	41.7	48	
0700	108	0	0	0	3	22	49	32	2	0	0	0	0	0	0	0	41	46.4	
0800	171	0	0	1	2	48	82	34	3	0	0	1	0	0	0	0	39.8	45.5	
0900	95	0	0	0	1	23	55	13	3	0	0	0	0	0	0	0	39.9	43.8	
1000	119	0	4	0	5	36	54	11	8	1	0	0	0	0	0	0	38.7	43.8	
1100	117	0	2	2	1	44	41	25	1	1	0	0	0	0	0	0	38.8	45.6	
1200	129	0	0	0	4	29	69	25	2	0	0	0	0	0	0	0	40	44.4	
1300	146	0	0	3	15	61	49	15	2	1	0	0	0	0	0	0	36.9	43.4	
1400	146	2	5	1	12	53	60	12	1	0	0	0	0	0	0	0	36	42.3	
1500	148	0	1	0	11	48	62	22	3	1	0	0	0	0	0	0	38.9	43.7	
1600	175	0	0	0	24	44	77	26	4	0	0	0	0	0	0	0	38.6	43.9	
1700	213	0	0	0	11	41	111	39	11	0	0	0	0	0	0	0	40.4	45.3	
1800	152	0	0	0	4	34	84	26	4	0	0	0	0	0	0	0	40	44.7	
1900	103	0	0	0	5	35	43	18	2	0	0	0	0	0	0	0	38.9	44.7	
2000	73	0	1	0	3	15	31	20	1	2	0	0	0	0	0	0	40.7	45.6	
2100	61	0	0	0	2	16	29	13	1	0	0	0	0	0	0	0	39.7	44.9	
2200	40	0	0	0	2	8	24	5	1	0	0	0	0	0	0	0	39.7	43.7	
2300	19	0	0	0	1	5	7	4	0	2	0	0	0	0	0	0	41.6	48.5	
07-19	1719	2	12	7	93	483	793	280	44	4	0	1	0	0	0	0	39.1	44.5	
06-22	1987	2	13	8	104	553	910	339	50	7	0	1	0	0	0	0	39.2	44.6	
06-00	2046	2	13	8	107	566	941	348	51	9	0	1	0	0	0	0	39.2	44.6	
00-00	2063	2	13	8	107	567	948	354	53	10	0	1	0	0	0	0	39.3	44.7	

04 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	41.6	-	
0100	4	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	49.5	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	49.6	-	
0400	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	38.7	-	
0500	11	0	0	0	0	2	7	2	0	0	0	0	0	0	0	0	40.8	44.6	
0600	20	0	0	0	0	2	8	9	1	0	0	0	0	0	0	0	43.6	48.4	
0700	90	0	0	0	3	11	38	34	3	1	0	0	0	0	0	0	42.2	47	
0800	140	0	1	0	2	28	69	33	4	2	1	0	0	0	0	0	41.1	46.2	
0900	139	0	1	2	3	38	72	22	1	0	0	0	0	0	0	0	38.9	43.7	
1000	109	0	0	0	4	33	48	21	2	1	0	0	0	0	0	0	39.6	44.1	
1100	135	0	0	1	7	52	53	21	1	0	0	0	0	0	0	0	38.1	43.7	
1200	136	0	0	0	2	52	65	12	4	1	0	0	0	0	0	0	39.1	42.7	
1300	167	0	0	0	5	50	82	21	7	2	0	0	0	0	0	0	39.7	44.5	
1400	189	0	1	1	11	62	80	28	6	0	0	0	0	0	0	0	38.8	44.8	
1500	172	0	0	1	7	52	78	26	7	1	0	0	0	0	0	0	39.5	45	
1600	154	0	0	1	4	26	85	30	6	2	0	0	0	0	0	0	40.9	46.1	
1700	181	0	0	2	0	45	82	42	6	4	0	0	0	0	0	0	40.6	46.2	
1800	136	0	0	0	1	25	76	26	7	1	0	0	0	0	0	0	41.2	46.5	
1900	75	0	0	0	0	19	37	17	2	0	0	0	0	0	0	0	40.3	45.7	
2000	70	0	0	0	4	29	29	8	0	0	0	0	0	0	0	0	38	42.5	
2100	41	0	0	0	3	13	15	8	2	0	0	0	0	0	0	0	39.6	46.4	
2200	71	1	0	0	1	30	34	5	0	0	0	0	0	0	0	0	37.6	41.8	
2300	56	0	0	0	1	13	30	8	4	0	0	0	0	0	0	0	40.2	45.9	
07-19	1748	0	3	8	49	474	828	316	54	15	1	0	0	0	0	0	39.9	45.1	
06-22	1954	0	3	8	56	537	917	358	59	15	1	0	0	0	0	0	39.9	45.2	
06-00	2081	1	3	8	58	580	981	371	63	15	1	0	0	0	0	0	39.8	45.1	
00-00	2104	1	3	8	58	582	994	377	63	17	1	0	0	0	0	0	39.8	45.1	

05 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	11	0	0	0	0	3	5	1	0	2	0	0	0	0	0	0	43.2	57.6	
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.2	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	-	
0300	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	45.1	-	
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.6	-	
0500	6	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	44.7	-	
0600	11	0	0	0	0	1	3	7	0	0	0	0	0	0	0	0	44.1	48.2	
0700	23	0	0	0	1	3	8	7	2	2	0	0	0	0	0	0	43	50.2	
0800	62	0	1	2	1	14	27	14	2	1	0	0	0	0	0	0	40.2	45.6	
0900	100	1	1	0	3	26	56	13	0	0	0	0	0	0	0	0	38.7	43.2	
1000	134	0	0	0	5	39	63	23	4	0	0	0	0	0	0	0	39.7	44.3	
1100	138	0	0	0	1	39	73	22	2	1	0	0	0	0	0	0	40	44.2	
1200	136	0	1	0	4	35	72	22	2	0	0	0	0	0	0	0	39.4	44	
1300	126	0	0	0	4	33	62	20	6	0	1	0	0	0	0	0	40.1	44.8	
1400	146	0	0	0	4	32	77	27	5	1	0	0	0	0	0	0	40.4	45	
1500	120	0	0	0	6	25	67	16	5	1	0	0	0	0	0	0	39.9	44.5	
1600	118	0	2	0	4	25	60	24	2	0	1	0	0	0	0	0	40	45.5	
1700	116	0	0	0	0	35	56	22	3	0	0	0	0	0	0	0	40.1	45.1	
1800	96	0	1	0	1	15	48	28	1	1	1	0	0	0	0	0	41.7	47	
1900	66	0	0	0	0	7	36	22	0	1	0	0	0	0	0	0	42.1	47.5	
2000	61	0	1	0	2	18	25	13	2	0	0	0	0	0	0	0	39.4	44.6	
2100	63	0	0	0	1	22	29	7	4	0	0	0	0	0	0	0	39.4	44.7	
2200	66	0	0	0	3	26	33	3	1	0	0	0	0	0	0	0	38.1	41.9	
2300	73	0	0	0	0	24	35	11	2	0	0	1	0	0	0	0	39.7	44.2	
07-19	1315	1	6	2	34	321	669	238	34	7	3	0	0	0	0	0	40	45	
06-22	1516	1	7	2	37	369	762	287	40	8	3	0	0	0	0	0	40.1	45	
06-00	1655	1	7	2	40	419	830	301	43	8	3	1	0	0	0	0	40	44.9	
00-00	1680	1	7	2	40	424	842	305	43	12	3	1	0	0	0	0	40.1	44.9	

07 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	47.2	-	
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51.9	-	
0200	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	50	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.5	-	
0500	11	0	0	0	0	3	3	3	1	1	0	0	0	0	0	0	43.3	53.6	
0600	28	0	0	0	2	1	14	10	1	0	0	0	0	0	0	0	42	47.4	
0700	84	0	0	0	0	14	46	22	2	0	0	0	0	0	0	0	41.2	45.9	
0800	145	0	0	0	6	28	68	38	4	1	0	0	0	0	0	0	40.9	45.8	
0900	121	0	0	6	3	21	67	23	1	0	0	0	0	0	0	0	39.5	44.7	
1000	117	0	0	3	7	24	64	18	1	0	0	0	0	0	0	0	38.9	43.7	
1100	104	1	1	0	2	21	57	20	2	0	0	0	0	0	0	0	39.7	44	
1200	126	0	1	3	4	32	62	20	4	0	0	0	0	0	0	0	39.2	44.5	
1300	140	1	0	0	6	39	72	18	3	0	1	0	0	0	0	0	39.5	43.9	
1400	181	0	0	1	9	41	88	35	7	0	0	0	0	0	0	0	40	45.5	
1500	166	0	0	0	7	33	101	23	2	0	0	0	0	0	0	0	39.5	43.5	
1600	177	0	0	3	2	27	99	42	3	1	0	0	0	0	0	0	40.6	45	
1700	172	1	0	0	0	15	95	54	7	0	0	0	0	0	0	0	42.1	47	
1800	130	0	0	1	4	13	64	45	3	0	0	0	0	0	0	0	41.8	46.6	
1900	64	0	0	0	0	7	28	25	4	0	0	0	0	0	0	0	43	47.8	
2000	57	0	0	0	0	17	23	14	1	0	2	0	0	0	0	0	41.3	46.9	
2100	41	0	0	0	1	8	20	10	2	0	0	0	0	0	0	0	41.2	47.2	
2200	24	0	0	0	0	10	5	6	2	0	1	0	0	0	0	0	41.5	50	
2300	6	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	41.3	-	
07-19	1663	3	2	17	50	308	883	358	39	2	1	0	0	0	0	0	40.3	45.1	
06-22	1853	3	2	17	53	341	968	417	47	2	3	0	0	0	0	0	40.4	45.3	
06-00	1883	3	2	17	54	352	974	426	49	2	4	0	0	0	0	0	40.5	45.4	
00-00	1902	3	2	17	54	355	978	433	53	3	4	0	0	0	0	0	40.5	45.5	

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	12812	8	47	56	425	3227	6193	2416	356	69	12	2	1	0	0	0	39.9	45.1	

ATC1 Southbound Totals

SITE: ATC 1 - Tilstock Road

LOCATION: Attached to tree

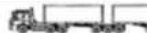
GRID REFERENCE: 52.939405, -2.682424

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul	1-5.	1-7.
Hour									
0000-0100	5	5	1	4	11	19	2	3.4	6.7
0100-0200	1	6	2	4	2	12	1	2.8	4
0200-0300	2	3	3	0	1	7	4	2.4	2.9
0300-0400	1	1	1	2	3	3	0	1	1.6
0400-0500	6	3	4	2	2	1	1	3.2	2.7
0500-0600	8	9	6	11	6	3	11	9	7.7
0600-0700	33	23	31	20	11	6	28	27	21.7
0700-0800	86	96	108	90	23	19	84	92.8	72.3
0800-0900	174	149	171	140	62	27	145	156	124
0900-1000	102	98	95	139	100	62	121	111	102.4
1000-1100	106	122	119	109	134	77	117	114.6	112
1100-1200	121	123	117	135	138	107	104	120	120.7
1200-1300	115	136	129	136	136	123	126	128.4	128.7
1300-1400	132	130	146	167	126	121	140	143	137.4
1400-1500	158	142	146	189	146	112	181	163.2	153.4
1500-1600	149	168	148	172	120	132	166	160.6	150.7
1600-1700	185	176	175	154	118	99	177	173.4	154.9
1700-1800	173	197	213	181	116	66	172	187	159.7
1800-1900	144	133	152	136	96	59	130	139	121.4
1900-2000	74	95	103	75	66	51	64	82.2	75.4
2000-2100	37	62	73	70	61	37	57	59.8	56.7
2100-2200	43	44	61	41	63	34	41	46	46.7
2200-2300	44	28	40	71	66	10	24	41.4	40.4
2300-2400	11	10	19	56	73	7	6	20.4	26
Totals									
0700-1900	1645	1670	1719	1748	1315	1004	1663	1689	1537.7
0600-2200	1832	1894	1987	1954	1516	1132	1853	1904	1738.3
0600-0000	1887	1932	2046	2081	1655	1149	1883	1965.8	1804.7
0000-0000	1910	1959	2063	2104	1680	1194	1902	1987.6	1830.3
AM Peak	800	800	800	800	1100	1100	800		
	174	149	171	140	138	107	145		
PM Peak	1600	1700	1700	1400	1400	1500	1400		
	185	197	213	189	146	132	181		

ATC2 VRX + Classification

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& \& axles}=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& \& axles}=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& \& axles}=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axles=3 \text{ \& \& groups}=2$		
5	T4	>3	2	Four axle truck	$axles > 3 \text{ \& \& groups}=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axles=3 \text{ \& \& groups}=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& \& axles} = 4 \text{ \& \& groups} > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& \& axles} = 5 \text{ \& \& groups} > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axles=6 \text{ \& \& groups} > 2 \text{ or } axles > 6 \text{ \& \& groups} = 3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& \& axles} > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& \& axles} > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& \& axles} > 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& \& axles}=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& \& axles}=2$		

	Northbound	Southbound
Total	12160	12535
Mean Speed	34.6	35.3
85%	39.3	40

ATC2 Northbound Class & Totals



SITE: ATC 2 - Tilstock Road

LOCATION: Attached to signpost

GRID REFERENCE: 52.938328, -2.683387

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7 -		
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1 -		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6 -		
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5 -		
0400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	36 -		
0500	28	23	0	3	0	0	0	0	1	0	0	0	0	0	1	37.8	44.8	
0600	71	62	0	6	2	0	0	0	0	0	0	0	0	1	0	34.9	39.9	
0700	131	114	1	12	0	0	0	3	0	0	0	0	0	1	0	35.8	40	
0800	179	148	3	23	2	1	0	0	1	1	0	0	0	0	0	32.9	37.8	
0900	147	127	3	11	0	1	0	0	1	2	0	0	0	2	0	33.4	38.3	
1000	128	104	1	20	0	0	0	0	1	0	0	0	0	2	0	32.8	36.4	
1100	106	90	1	13	0	0	0	1	1	0	0	0	0	0	0	33.1	37.4	
1200	108	85	0	19	0	0	0	1	0	0	0	0	0	3	0	33.3	38.4	
1300	124	106	5	11	0	1	0	0	1	0	0	0	0	0	0	32.7	36.7	
1400	120	95	3	15	2	0	0	0	1	0	0	0	0	2	2	31	37.1	
1500	160	139	1	18	0	0	0	0	0	0	0	0	0	2	0	33.4	37.2	
1600	130	113	2	12	0	0	0	0	0	0	0	0	0	3	0	34.6	38.6	
1700	140	122	1	14	0	0	0	0	0	0	0	0	0	2	1	34.9	39.4	
1800	112	102	2	5	1	0	0	0	0	0	0	0	0	2	0	34.3	38.3	
1900	58	54	1	2	0	0	0	0	0	0	0	0	0	1	0	36.8	41.7	
2000	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	35	40.6	
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	42.8	
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	39.8	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3 -		
07-19	1585	1345	23	173	5	3	0	5	6	3	0	0	0	19	3	33.5	38.1	
06-22	1787	1530	24	184	7	3	0	5	6	3	0	0	0	22	3	33.8	38.3	
06-00	1804	1547	24	184	7	3	0	5	6	3	0	0	0	22	3	33.8	38.4	

00-00	1856	1591	24	190	7	3	0	5	7	3	0	0	0	22	4	33.9	38.5
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02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34	-	
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	36	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	36	-	
0500	15	11	0	3	0	0	0	0	1	0	0	0	0	0	0	37.2	41.1	
0600	75	66	0	7	0	0	0	0	0	1	0	0	0	1	0	36.4	40.4	
0700	116	104	1	9	0	0	0	0	0	0	0	0	0	0	2	36.4	41.6	
0800	172	146	0	23	1	0	0	1	1	0	0	0	0	0	0	35.4	39.4	
0900	145	127	3	14	0	0	0	0	0	0	0	0	0	1	0	35	38.7	
1000	128	108	1	17	0	0	0	0	0	1	0	0	0	1	0	34.3	38.7	
1100	122	99	2	20	0	0	0	0	0	0	0	0	0	1	0	33.6	37.1	
1200	118	101	2	11	1	1	0	0	0	0	0	0	0	2	0	34.5	39.3	
1300	104	96	2	4	0	1	0	0	0	0	0	0	0	1	0	35.6	40.2	
1400	113	92	3	13	1	0	0	1	0	0	0	0	0	3	0	34	37.5	
1500	140	126	3	8	0	1	0	1	1	0	0	0	0	0	0	34.9	39.1	
1600	142	128	0	10	0	1	0	2	0	0	0	0	0	0	1	34.4	38.8	
1700	123	103	0	16	0	0	0	1	1	0	0	0	0	2	0	35.5	41.5	
1800	103	95	0	7	0	0	0	0	0	0	0	0	0	1	0	35.2	39.9	
1900	66	59	0	5	0	0	0	0	0	0	0	0	0	2	0	37	42.3	
2000	41	33	1	4	0	0	0	0	0	0	0	0	0	2	1	36	39.6	
2100	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	41.5	
2200	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	34.4	39.6	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	
07-19	1526	1325	17	152	3	4	0	6	3	1	0	0	0	12	3	34.9	39.4	
06-22	1739	1512	18	170	3	4	0	6	3	2	0	0	0	17	4	35.1	39.6	
06-00	1765	1536	18	172	3	4	0	6	3	2	0	0	0	17	4	35.1	39.6	
00-00	1804	1565	18	181	3	4	0	6	4	2	0	0	0	17	4	35.1	39.6	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	
0200	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	34	-	
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	-	
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	35.8	40.8	
0500	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	35.5	39.6	
0600	66	57	0	7	0	1	0	0	0	0	0	0	0	1	0	36.3	41	
0700	135	113	0	18	1	0	0	2	0	1	0	0	0	0	0	35.6	40.8	
0800	178	150	3	24	0	0	0	0	0	1	0	0	0	0	0	35.8	40.2	
0900	141	116	0	21	1	1	0	0	1	1	0	0	0	0	0	33.9	38.5	
1000	113	94	1	13	1	0	0	0	2	0	0	0	0	2	0	33.8	38.1	
1100	118	100	0	14	1	0	0	1	0	1	0	0	0	1	0	33.6	37.5	
1200	120	104	2	10	1	0	0	1	0	1	0	0	0	1	0	34.4	38.6	
1300	116	89	5	12	0	1	0	1	4	0	0	0	0	3	1	30.9	37.4	
1400	119	93	4	13	1	0	0	1	3	1	0	0	0	2	1	31.5	38.4	
1500	141	124	2	9	0	1	0	0	2	0	0	0	0	3	0	34.1	39.9	
1600	169	146	3	14	0	0	0	0	1	0	1	0	0	4	0	33.2	38.9	
1700	152	123	6	10	0	0	0	1	6	1	0	0	0	5	0	32.5	38.5	
1800	112	100	0	8	0	0	0	0	2	0	0	0	0	2	0	34.6	40	
1900	62	48	4	4	0	2	0	0	2	0	0	0	0	2	0	32.9	40.9	
2000	46	42	1	1	0	0	0	0	0	0	0	0	0	2	0	35.9	41.9	
2100	54	46	2	2	0	0	0	1	1	0	0	0	0	2	0	34.4	41.6	
2200	19	16	0	1	0	1	0	0	0	0	0	0	0	1	0	37	45	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-	
07-19	1614	1352	26	166	6	3	0	7	21	7	1	0	0	23	2	33.7	39.1	
06-22	1842	1545	33	180	6	6	0	8	24	7	1	0	0	30	2	33.9	39.4	
06-00	1867	1567	33	181	6	7	0	8	24	7	1	0	0	31	2	33.9	39.5	
00-00	1915	1607	33	188	6	8	0	8	24	7	1	0	0	31	2	34	39.5	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8 -		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1 -		
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3 -		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41 -		
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	38.8	44.2	
0500	24	17	2	4	0	0	0	0	1	0	0	0	0	0	0	34.4	39	
0600	57	46	0	8	1	0	0	1	0	0	0	0	0	1	0	36.4	41.7	
0700	127	104	1	18	1	1	0	0	1	0	0	0	0	0	1	35.8	40.3	
0800	173	150	1	19	1	1	0	0	0	0	0	0	0	1	0	35.6	40.2	
0900	136	111	3	18	0	1	0	0	0	1	0	0	0	1	1	33.4	37.7	
1000	119	93	1	16	0	2	0	1	1	3	0	0	0	2	0	33.3	38.1	
1100	128	104	1	18	1	1	1	0	1	1	0	0	0	0	0	33.1	36.6	
1200	133	112	3	16	1	0	0	0	0	0	0	0	0	1	0	34.2	38.9	
1300	133	108	1	21	0	1	0	1	1	0	0	0	0	0	0	33.6	38	
1400	129	102	1	21	0	0	0	2	0	1	0	0	0	2	0	34.2	39.3	
1500	154	133	4	15	0	0	0	0	0	0	0	0	0	0	2	34.4	38.7	
1600	167	152	2	11	0	0	0	0	0	0	0	0	0	2	0	35	39.8	
1700	160	138	1	14	0	0	0	0	0	0	0	0	0	6	1	34.7	39.7	
1800	106	92	1	11	0	0	0	0	0	0	0	0	0	1	1	34.7	39.2	
1900	52	46	2	3	0	0	0	0	1	0	0	0	0	0	0	34.8	40.8	
2000	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	35	39.2	
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	42.8	
2200	43	42	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	39.1	
2300	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	41.8	
07-19	1665	1399	20	198	4	7	1	4	4	6	0	0	0	16	6	34.4	38.9	
06-22	1837	1549	22	214	5	7	1	5	5	6	0	0	0	17	6	34.5	39.1	
06-00	1897	1608	22	215	5	7	1	5	5	6	0	0	0	17	6	34.5	39.1	
00-00	1944	1645	24	222	5	7	1	5	6	6	0	0	0	17	6	34.5	39.1	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	
0300	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	33.6	-	
0400	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	37.6	-	
0500	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	36.5	40.4	
0600	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	35.7	39.5	
0700	53	44	0	9	0	0	0	0	0	0	0	0	0	0	0	36.1	40.1	
0800	107	90	3	7	1	0	0	0	1	0	0	0	0	3	2	34.7	40.7	
0900	125	113	1	11	0	0	0	0	0	0	0	0	0	0	0	33.9	38.2	
1000	133	119	1	9	0	0	0	0	0	1	0	0	0	3	0	34.8	39	
1100	151	143	1	6	0	0	0	0	0	0	0	0	0	1	0	34	38.3	
1200	133	119	1	9	0	1	0	0	0	0	0	0	0	1	2	33	37.3	
1300	130	117	1	9	0	0	0	0	0	0	0	0	0	2	1	34.2	37.4	
1400	130	117	1	10	0	0	0	0	0	1	0	0	0	1	0	33.2	37.2	
1500	114	102	1	7	0	0	0	0	0	0	0	0	0	4	0	34.8	40.3	
1600	110	100	0	7	0	0	0	1	0	1	0	0	0	1	0	35.4	39.9	
1700	99	90	0	9	0	0	0	0	0	0	0	0	0	0	0	33.9	36.8	
1800	78	69	0	6	0	0	0	0	0	0	0	0	0	3	0	35.8	40	
1900	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	35.2	39.6	
2000	41	38	0	3	0	0	0	0	0	0	0	0	0	0	0	35.2	40.4	
2100	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	34	39	
2200	41	36	0	4	0	1	0	0	0	0	0	0	0	0	0	33	39.2	
2300	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	42	
07-19	1363	1223	10	99	1	1	0	1	1	3	0	0	0	19	5	34.3	38.6	
06-22	1524	1374	10	109	1	1	0	1	1	3	0	0	0	19	5	34.4	38.7	
06-00	1596	1440	10	114	1	2	0	1	1	3	0	0	0	19	5	34.4	38.7	
00-00	1622	1462	11	115	1	3	0	1	2	3	0	0	0	19	5	34.4	38.8	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	-	
0600	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	34.9	38.4	
0700	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	40.5	
0800	48	39	2	4	0	0	0	0	0	0	0	0	0	3	0	36	40.8	
0900	89	80	2	4	1	1	0	0	0	1	0	0	0	0	0	34.3	38.1	
1000	127	117	0	10	0	0	0	0	0	0	0	0	0	0	0	35.5	39.2	
1100	123	114	1	8	0	0	0	0	0	0	0	0	0	0	0	34.6	39.4	
1200	137	123	1	11	0	0	1	0	0	0	0	0	0	1	0	34.2	38.8	
1300	124	108	2	11	0	0	1	0	0	0	0	0	0	2	0	34.8	39.3	
1400	118	108	1	5	0	1	1	0	0	0	0	0	0	2	0	34.6	39.1	
1500	81	71	1	7	0	0	1	0	0	0	0	0	0	1	0	35	39.4	
1600	66	56	0	6	0	0	1	0	0	0	0	0	0	2	1	35	38.9	
1700	70	60	2	6	0	0	0	0	0	0	0	0	0	1	1	34.6	40.5	
1800	67	59	2	4	0	0	1	0	0	0	0	0	0	1	0	35.9	39.8	
1900	34	29	0	3	0	1	0	1	0	0	0	0	0	0	0	35.2	39.7	
2000	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	41.8	
2100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5	
2200	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.9	-	
07-19	1071	954	14	78	1	2	6	0	0	1	0	0	0	13	2	34.9	39.3	
06-22	1168	1041	14	86	1	3	6	1	0	1	0	0	0	13	2	34.9	39.3	
06-00	1179	1051	15	86	1	3	6	1	0	1	0	0	0	13	2	34.9	39.4	
00-00	1203	1075	15	86	1	3	6	1	0	1	0	0	0	13	2	35	39.4	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	-	
0200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-	
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	40.5	-	
0400	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	35		41.9
0500	31	25	0	4	0	0	0	1	0	0	0	0	0	0	1	34.7		40.1
0600	69	59	0	8	0	0	0	0	1	0	0	0	0	1	0	37.2		40.2
0700	136	114	1	17	1	0	0	3	0	0	0	0	0	0	0	36.8		40.3
0800	170	155	0	14	0	0	0	1	0	0	0	0	0	0	0	36.5		40.5
0900	160	130	4	20	0	1	2	0	1	1	0	0	0	0	1	34.4		38.5
1000	117	96	2	19	0	0	0	0	0	0	0	0	0	0	0	33.8		38.3
1100	129	113	0	12	0	0	0	3	1	0	0	0	0	0	0	33		38.9
1200	110	91	1	11	1	0	0	2	0	1	0	0	0	2	1	34.5		38.3
1300	117	97	1	16	1	0	0	0	1	1	0	0	0	0	0	34		39.1
1400	137	119	3	11	0	1	0	1	1	0	0	0	0	1	0	34.9		39.7
1500	145	130	0	13	0	1	0	1	0	0	0	0	0	0	0	35.1		38.7
1600	130	110	2	17	0	0	0	0	0	0	0	0	0	1	0	36.3		40.3
1700	99	86	0	9	0	0	0	1	0	0	0	0	0	3	0	36.7		41.5
1800	94	86	0	5	0	0	0	0	0	0	0	0	0	3	0	36.5		41.7
1900	58	51	1	6	0	0	0	0	0	0	0	0	0	0	0	35.8		39.8
2000	36	29	0	7	0	0	0	0	0	0	0	0	0	0	0	37.2		45.4
2100	35	28	2	4	0	0	0	0	1	0	0	0	0	0	0	34.2		41.3
2200	14	12	0	1	0	1	0	0	0	0	0	0	0	0	0	36.9		42.3
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-	
07-19	1544	1327	14	164	3	3	2	12	4	3	0	0	0	10	2	35.2		39.6
06-22	1742	1494	17	189	3	3	2	12	6	3	0	0	0	11	2	35.3		39.7
06-00	1759	1508	17	191	3	4	2	12	6	3	0	0	0	11	2	35.3		39.7
00-00	1816	1554	17	200	3	4	2	13	6	3	0	0	0	11	3	35.3		39.8

Total

Cls
1

Cls
2

Cls
3

Cls
4

Cls
5

Cls
6

Cls
7

Cls
8

Cls
9

Cls
10

Cls
11

Cls
12

Cls
14

Cls
15

Northbound

Weekday	1700	1468.6	20	162.2	3.2	5	1.8	5.6	7.6	4	0.2	0	0	18.2	3.6
7-Day	1737.1	1499.9	20.286	168.86	3.7143	4.5714	1.2857	5.5714	7	3.5714	0.1429	0	0	18.571	3.7143
Southbound															
Weekday	1765.4	1573.2	20.6	122.8	12.4	3.8	1.2	2.6	3	11	0	0	0.2	11.4	3.2
7-Day	1626.1	1458.7	17.571	101.14	10.571	4.2857	1	2.5714	2.7143	8.5714	0	0	0.1429	13.714	5.1429
All		Lights		Heavies								M/C		HGV %	
Weekday Two-way	3465.4	3367.4			61.6							36.4		1.8%	
7-Day Two-way	3363.3	3266.4			55.714							41.143		1.7%	

ATC2 Northbound Speeds



SITE: ATC 2 - Tilstock Road

LOCATION: Attached to signpost

GRID REFERENCE: 52.938328, -2.683387

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	33.7	-	
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	33.1	-	
0200	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.6	-	
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	37.5	-	
0400	10	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	36	-	
0500	28	1	0	0	3	7	12	3	2	0	0	0	0	0	0	0	37.8	44.8	
0600	71	0	0	0	14	36	20	0	1	0	0	0	0	0	0	0	34.9	39.9	
0700	131	0	0	0	15	73	41	2	0	0	0	0	0	0	0	0	35.8	40	
0800	179	0	0	5	60	84	27	3	0	0	0	0	0	0	0	0	32.9	37.8	
0900	147	0	0	7	42	66	29	3	0	0	0	0	0	0	0	0	33.4	38.3	
1000	128	0	0	4	39	68	16	1	0	0	0	0	0	0	0	0	32.8	36.4	
1100	106	0	0	2	30	57	15	1	1	0	0	0	0	0	0	0	33.1	37.4	
1200	108	0	0	2	33	52	20	1	0	0	0	0	0	0	0	0	33.3	38.4	
1300	124	0	0	8	33	67	15	1	0	0	0	0	0	0	0	0	32.7	36.7	
1400	120	0	5	13	41	47	10	4	0	0	0	0	0	0	0	0	31	37.1	
1500	160	0	0	1	42	93	24	0	0	0	0	0	0	0	0	0	33.4	37.2	
1600	130	0	0	0	23	77	27	3	0	0	0	0	0	0	0	0	34.6	38.6	
1700	140	0	1	0	16	84	39	0	0	0	0	0	0	0	0	0	34.9	39.4	
1800	112	0	0	3	16	64	27	1	1	0	0	0	0	0	0	0	34.3	38.3	
1900	58	0	1	1	6	28	16	3	2	1	0	0	0	0	0	0	36.8	41.7	
2000	35	0	0	0	4	22	9	0	0	0	0	0	0	0	0	0	35	40.6	
2100	38	0	0	1	4	18	12	0	2	1	0	0	0	0	0	0	36.6	42.8	
2200	11	0	0	1	4	3	3	0	0	0	0	0	0	0	0	0	33.4	39.8	
2300	6	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	38.3	-	
07-19	1585	0	6	45	390	832	290	20	2	0	0	0	0	0	0	0	33.5	38.1	
06-22	1787	0	7	47	418	936	347	23	7	2	0	0	0	0	0	0	33.8	38.3	
06-00	1804	0	7	48	422	942	352	23	8	2	0	0	0	0	0	0	33.8	38.4	
00-00	1856	1	7	48	427	963	372	26	10	2	0	0	0	0	0	0	33.9	38.5	

03 July 2025

[illegible]

06 July 2025

[illegible]

07 July 2025

[illegible]

Grand Total

[illegible]

ATC2 Northbound Totals



SITE: ATC 2 - Tilstock Road

LOCATION: Attached to signpost

GRID REFERENCE: 52.938328, -2.683387

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Jun	02-Jun	03-Jun	04-Jun	05-Jun	06-Jun	07-Jun	1-5.	1-7.
Hour									
0000-0100	5	5	1	6	3	8	4	4.2	4.6
0100-0200	3	2	3	2	1	2	2	2.4	2.1
0200-0300	3	5	2	3	1	3	5	3.6	3.1
0300-0400	3	2	5	1	4	2	3	2.8	2.9
0400-0500	10	10	11	11	4	2	12	10.8	8.6
0500-0600	28	15	26	24	13	7	31	24.8	20.6
0600-0700	71	75	66	57	25	17	69	67.6	54.3
0700-0800	131	116	135	127	53	21	136	129	102.7
0800-0900	179	172	178	173	107	48	170	174.4	146.7
0900-1000	147	145	141	136	125	89	160	145.8	134.7
1000-1100	128	128	113	119	133	127	117	121	123.6
1100-1200	106	122	118	128	151	123	129	120.6	125.3
1200-1300	108	118	120	133	133	137	110	117.8	122.7
1300-1400	124	104	116	133	130	124	117	118.8	121.1
1400-1500	120	113	119	129	130	118	137	123.6	123.7
1500-1600	160	140	141	154	114	81	145	148	133.6
1600-1700	130	142	169	167	110	66	130	147.6	130.6
1700-1800	140	123	152	160	99	70	99	134.8	120.4
1800-1900	112	103	112	106	78	67	94	105.4	96
1900-2000	58	66	62	52	59	34	58	59.2	55.6
2000-2100	35	41	46	25	41	27	36	36.6	35.9
2100-2200	38	31	54	38	36	19	35	39.2	35.9
2200-2300	11	22	19	43	41	7	14	21.8	22.4
2300-2400	6	4	6	17	31	4	3	7.2	10.1
Totals									
0700-1900	1585	1526	1614	1665	1363	1071	1544	1586.8	1481.1
0600-2200	1787	1739	1842	1837	1524	1168	1742	1789.4	1662.7
0600-0000	1804	1765	1867	1897	1596	1179	1759	1818.4	1695.3
0000-0000	1856	1804	1915	1944	1622	1203	1816	1867	1737.1
AM Peak	800	800	800	800	1100	1000	800		
	179	172	178	173	151	127	170		
PM Peak	1500	1600	1600	1600	1200	1200	1500		
	160	142	169	167	133	137	145		

ATC2 Southbound Class & Totals



SITE: ATC 2 - Tilstock Road

LOCATION: Attached to signpost

GRID REFERENCE: 52.938328, -2.683387

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	57.9	-	
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-	
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-	
0600	33	25	0	5	0	0	0	0	0	2	0	0	0	1	0	37.1	40.7	
0700	83	65	0	14	0	1	0	0	0	1	0	0	0	1	1	35.3	40	
0800	165	145	2	15	1	0	0	0	0	1	0	0	0	0	1	35	39.8	
0900	92	77	1	12	0	2	0	0	0	0	0	0	0	0	0	35.4	40.3	
1000	105	85	1	15	0	1	0	1	1	0	0	0	0	1	0	33.4	39.1	
1100	115	102	1	8	0	0	0	0	2	0	0	0	0	2	0	33.5	38.2	
1200	114	93	2	15	0	0	0	0	0	1	0	0	0	3	0	33.7	38.6	
1300	124	106	1	15	0	0	0	1	1	0	0	0	0	0	0	35.1	42.1	
1400	153	140	1	9	0	0	0	0	1	0	0	0	0	2	0	34.4	39.1	
1500	150	132	1	14	0	1	0	0	1	0	0	0	0	1	0	33.6	37.4	
1600	177	160	0	15	0	1	0	0	0	0	0	0	0	1	0	34.2	38.7	
1700	174	159	1	11	0	0	0	0	0	0	0	0	0	3	0	35.5	40.1	
1800	140	125	2	9	1	0	0	0	0	0	0	0	0	2	1	35	40.4	
1900	73	69	0	3	0	0	0	1	0	0	0	0	0	0	0	35.7	40.2	
2000	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	35.8	40.4	
2100	43	40	0	2	0	0	0	0	0	1	0	0	0	0	0	33.7	38.2	
2200	44	38	0	4	0	1	0	0	0	0	0	0	0	1	0	35.6	41.6	
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	42.1	
07-19	1592	1389	13	152	2	6	0	2	6	3	0	0	0	16	3	34.5	39.5	
06-22	1777	1558	13	163	2	6	0	3	6	6	0	0	0	17	3	34.6	39.6	
06-00	1832	1607	13	167	2	7	0	3	6	6	0	0	0	18	3	34.7	39.6	
00-00	1854	1627	13	169	2	7	0	3	6	6	0	0	0	18	3	34.7	39.7	

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-	
0100	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	38.8	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
0600	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	36.3	41.5	
0700	94	79	1	12	0	0	0	1	0	1	0	0	0	0	0	36.2	41.6	
0800	144	127	0	16	0	0	0	0	0	0	0	0	0	1	0	35.7	40.2	
0900	95	76	0	17	1	1	0	0	0	0	0	0	0	0	0	35.5	40.2	
1000	118	93	0	15	0	1	0	1	0	0	0	0	0	8	0	36.3	40.4	
1100	123	101	3	14	0	0	1	1	1	0	0	0	0	1	1	34.8	41	
1200	134	115	2	14	0	0	0	0	0	0	0	0	0	2	1	34.7	39.1	
1300	129	110	2	14	1	0	1	0	1	0	0	0	0	0	0	34.3	38.8	
1400	137	118	1	14	0	1	0	1	0	1	0	0	0	1	0	34.8	40	
1500	166	141	2	19	1	1	0	0	0	1	0	0	0	1	0	35.1	39.3	
1600	171	144	2	22	0	1	0	1	0	0	0	0	0	0	1	34.9	40.2	
1700	193	176	1	11	0	0	0	0	0	3	0	0	0	1	1	36.1	40.8	
1800	131	120	0	8	0	1	0	0	0	0	0	0	0	1	1	36.1	42.3	
1900	95	89	1	5	0	0	0	0	0	0	0	0	0	0	0	35.7	40.6	
2000	62	56	0	3	0	0	0	0	0	0	0	0	0	3	0	36.8	41.5	
2100	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	38.3	45.5	
2200	28	26	1	0	0	0	0	0	0	0	0	0	0	1	0	36.4	41.4	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-	
07-19	1635	1400	14	176	3	6	2	5	2	6	0	0	0	16	5	35.4	40.2	
06-22	1857	1603	15	190	3	6	2	5	2	6	0	0	0	20	5	35.5	40.3	
06-00	1895	1639	16	190	3	6	2	5	2	6	0	0	0	21	5	35.5	40.4	
00-00	1921	1660	16	194	3	6	2	5	2	6	0	0	0	22	5	35.6	40.4	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.8	-	
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-	
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-	
0600	29	18	0	7	0	0	0	0	0	2	0	0	0	2	0	37.1	42.5	
0700	99	80	1	15	0	0	0	1	0	2	0	0	0	0	0	36	41.3	
0800	164	145	2	15	0	0	0	0	0	1	0	0	0	1	0	35.9	40	
0900	93	74	0	14	1	1	0	1	0	1	0	0	0	1	0	35.9	39.6	
1000	116	93	2	10	0	1	1	0	1	2	0	0	0	5	1	35.6	42.9	
1100	117	98	1	13	1	1	0	0	0	0	0	0	0	2	1	35.7	40.4	
1200	124	111	1	10	0	0	0	0	0	0	0	0	0	2	0	35.3	39.9	
1300	136	107	2	19	1	1	1	0	0	0	1	0	0	3	1	33.3	38.7	
1400	146	123	3	13	1	0	1	0	0	0	0	0	0	3	2	31.6	37.6	
1500	145	124	3	13	0	0	1	0	0	1	0	0	0	2	1	34.8	39.2	
1600	172	139	4	19	0	1	0	4	1	0	0	0	0	4	0	35.3	40.5	
1700	200	172	4	17	0	0	0	1	1	0	0	0	0	5	0	35.3	39.7	
1800	145	130	2	7	0	0	0	0	0	1	0	0	0	5	0	34.4	38.9	
1900	96	83	3	7	0	0	0	1	0	0	0	0	0	2	0	35.2	40.5	
2000	75	61	2	7	0	0	0	0	0	0	0	0	0	4	1	35.4	41.2	
2100	57	50	3	3	0	0	0	1	0	0	0	0	0	0	0	33.8	39.5	
2200	39	36	1	1	0	0	0	0	0	0	0	0	0	1	0	34.1	38.8	
2300	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	43.8	
07-19	1657	1396	25	165	4	5	4	7	3	8	1	0	0	33	6	34.9	39.7	
06-22	1914	1608	33	189	4	5	4	9	3	10	1	0	0	41	7	34.9	39.9	
06-00	1972	1662	34	191	4	5	4	9	3	10	1	0	0	42	7	34.9	39.9	
00-00	1988	1677	34	192	4	5	4	9	3	10	1	0	0	42	7	34.9	39.9	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-	
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	42.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-	
0400	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	35.8	-	
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-	
0600	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	37.4	42.9	
0700	89	71	2	14	0	0	0	0	0	1	0	0	0	1	0	36	41.2	
0800	132	110	3	16	0	0	0	0	0	1	0	0	0	1	1	36	40.3	
0900	135	104	1	22	2	1	1	1	0	1	0	0	0	1	1	35.1	39.5	
1000	104	82	2	13	1	1	0	0	0	1	0	0	0	4	0	35	39.9	
1100	131	101	3	18	1	0	0	1	0	0	0	0	0	7	0	34	38.9	
1200	134	119	2	8	0	0	0	1	0	1	0	0	0	3	0	34	37.6	
1300	161	132	3	13	1	0	1	4	0	1	0	0	0	6	0	35.2	40.1	
1400	185	157	2	23	0	1	0	1	0	1	0	0	0	0	0	33.8	38.5	
1500	172	151	4	16	0	0	0	0	0	0	0	0	0	1	0	34.6	39	
1600	150	134	1	11	0	0	0	2	0	0	0	0	0	1	1	35.2	39.3	
1700	178	158	3	11	0	0	0	0	0	1	0	0	0	3	2	36	41	
1800	132	119	0	11	1	0	0	1	0	0	0	0	0	0	0	36.2	40.7	
1900	76	74	0	2	0	0	0	0	0	0	0	0	0	0	0	35.4	40.3	
2000	69	63	0	2	0	0	2	1	0	0	0	0	0	1	0	34.4	40.3	
2100	41	35	1	3	0	0	2	0	0	0	0	0	0	0	0	34.9	40	
2200	72	67	0	4	0	0	0	0	0	0	0	0	0	0	1	33.7	37.6	
2300	56	55	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	40.9	
07-19	1703	1438	26	176	6	3	2	11	0	8	0	0	0	28	5	35	39.6	
06-22	1908	1625	27	187	6	3	6	12	0	8	0	0	0	29	5	35.1	39.7	
06-00	2036	1747	27	192	6	3	6	12	0	8	0	0	0	29	6	35	39.7	
00-00	2058	1766	27	193	6	3	6	12	0	9	0	0	0	30	6	35.1	39.7	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	46.6	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-	
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
0600	8	6	1	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-	
0700	23	17	0	5	0	0	0	0	0	0	0	0	0	1	0	37	45.6	
0800	59	44	1	12	0	0	0	0	1	0	0	0	0	0	1	35.5	41.4	
0900	100	90	1	8	0	0	0	0	0	1	0	0	0	0	0	34.2	38.7	
1000	129	114	1	13	0	0	0	0	0	1	0	0	0	0	0	34.9	39.8	
1100	136	125	0	6	0	0	0	1	0	0	0	0	0	4	0	35.6	39.8	
1200	136	125	1	8	0	0	0	0	1	0	0	0	0	0	1	33.7	37.8	
1300	127	119	1	6	0	0	0	0	0	0	0	0	0	1	0	35.3	40.6	
1400	142	128	3	10	0	0	0	0	0	0	0	0	0	1	0	34.9	38.9	
1500	123	114	1	6	1	1	0	0	0	0	0	0	0	0	0	35.1	39.3	
1600	117	109	0	6	0	0	0	0	0	0	0	0	0	1	1	35.3	39.6	
1700	118	108	0	9	0	0	0	0	0	0	0	0	0	1	0	35.1	40	
1800	95	87	0	4	0	0	0	0	0	0	0	0	0	3	1	36.8	42	
1900	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	41.9	
2000	60	50	0	8	0	0	0	1	0	0	0	0	0	0	1	33.6	38.6	
2100	63	59	0	4	0	0	0	0	0	0	0	0	0	0	0	35	39.3	
2200	64	59	0	4	0	1	0	0	0	0	0	0	0	0	0	34.2	38.6	
2300	74	73	1	0	0	0	0	0	0	0	0	0	0	0	0	35.4	39.6	
07-19	1305	1180	9	93	1	1	0	1	2	2	0	0	0	12	4	35.1	39.6	
06-22	1502	1360	10	107	1	1	0	2	2	2	0	0	0	12	5	35.1	39.6	
06-00	1640	1492	11	111	1	2	0	2	2	2	0	0	0	12	5	35.1	39.6	
00-00	1665	1516	11	112	1	2	0	2	2	2	0	0	0	12	5	35.2	39.6	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	37.7	47.8	
0100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	48.9	
0200	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	35.7	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-	
0700	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	36.1	41.8	
0800	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	41.4	
0900	58	47	0	6	0	0	0	0	1	0	0	0	0	4	0	36.1	40.3	
1000	76	70	0	6	0	0	0	0	0	0	0	0	0	0	0	36	40.5	
1100	107	97	1	8	0	0	0	0	0	0	0	0	0	0	1	35.6	40.5	
1200	126	118	0	6	0	1	0	0	0	0	0	0	0	0	1	34.6	39.6	
1300	120	113	0	4	0	1	0	0	0	0	0	0	0	2	0	35.5	39.5	
1400	111	105	1	2	0	0	0	0	0	0	0	0	0	2	1	35.2	40.2	
1500	132	119	2	7	1	0	0	0	0	0	0	0	0	2	1	34.7	40	
1600	100	90	2	6	0	0	0	0	1	1	0	0	0	0	0	35.2	40.3	
1700	66	59	0	7	0	0	0	0	0	0	0	0	0	0	0	37.3	41.9	
1800	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	37.8	43.8	
1900	50	42	0	5	0	0	0	0	0	1	0	0	0	2	0	37	41.2	
2000	37	34	1	1	0	0	0	0	0	0	0	0	0	1	0	37.9	42.5	
2100	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	36	41.1	
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	38.8	-	
07-19	1000	915	6	58	1	2	0	0	2	1	0	0	0	11	4	35.6	40.3	
06-22	1126	1027	7	67	1	2	0	0	2	2	0	0	0	14	4	35.7	40.6	
06-00	1143	1043	7	67	1	2	0	0	2	2	0	0	0	15	4	35.7	40.6	
00-00	1188	1086	7	68	1	2	0	0	2	2	0	0	0	16	4	35.8	40.7	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-	
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	41.6	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-	
0500	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	37.7	-	
0600	28	22	1	4	0	0	0	0	0	0	0	0	0	1	0	36.5	40.9	
0700	84	67	1	15	0	0	0	0	0	0	0	0	0	1	0	36.3	40.2	
0800	140	119	2	16	1	0	0	0	1	0	0	0	0	1	0	36.6	40.8	
0900	116	97	1	14	0	2	0	0	0	1	0	0	0	1	0	35.1	40.2	
1000	113	98	2	12	0	0	0	1	0	0	0	0	0	0	0	34.3	39.5	
1100	101	81	1	12	0	0	0	0	1	0	0	0	0	4	2	34.5	39.7	
1200	118	98	2	14	1	0	0	1	0	2	0	0	0	0	0	35.9	40.8	
1300	133	120	0	11	0	0	0	0	0	1	0	0	0	1	0	35.2	40.4	
1400	179	161	1	16	0	0	1	0	0	0	0	0	0	0	0	35.4	40	
1500	163	147	1	14	0	0	0	0	0	0	0	0	0	1	0	35.1	39.6	
1600	177	154	0	21	0	1	0	0	0	1	0	0	0	0	0	35.8	40.4	
1700	173	160	0	10	0	0	0	2	0	0	0	0	0	1	0	36.2	40.1	
1800	130	118	0	8	0	0	0	2	1	0	0	0	0	0	1	36.4	41.3	
1900	65	55	1	8	0	0	0	0	1	0	0	0	0	0	0	37.6	42.3	
2000	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	35.7	39.7	
2100	37	35	1	0	0	0	0	0	0	0	0	0	0	1	0	37.6	44.9	
2200	25	22	0	2	0	0	0	1	0	0	0	0	0	0	0	35.7	41.5	
2300	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-	
07-19	1627	1420	11	163	2	3	1	6	3	5	0	0	0	10	3	35.6	40.2	
06-22	1813	1585	14	178	2	3	1	6	4	5	0	0	0	12	3	35.7	40.3	
06-00	1844	1612	15	180	2	3	1	7	4	5	0	0	0	12	3	35.7	40.4	
00-00	1861	1626	16	181	2	3	1	7	4	5	0	0	0	13	3	35.8	40.4	

ATC2 Southbound Speeds

[illegible]

03 July 2025

[illegible]

04 July 2025

[illegible]

05 July 2025

[illegible]

06 July 2025

[illegible]

07 July 2025

[illegible]

Grand Total

[illegible]

ATC2 Southbound Totals



SITE: ATC 2 - Tilstock Road

LOCATION: Attached to signpost

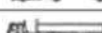
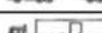
GRID REFERENCE: 52.938328, -2.683387

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon		Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul		1-5.	1-7.
Hour										
0000-0100	5	5	1	4	11	19	2		3.4	6.7
0100-0200	1	6	2	4	2	12	1		2.8	4
0200-0300	2	3	2	0	1	7	3		2	2.6
0300-0400	1	1	1	2	3	3	0		1	1.6
0400-0500	6	3	4	2	2	1	1		3.2	2.7
0500-0600	7	8	6	10	6	3	10		8.2	7.1
0600-0700	33	21	29	19	8	5	28		26	20.4
0700-0800	83	94	99	89	23	21	84		89.8	70.4
0800-0900	165	144	164	132	59	27	140		149	118.7
0900-1000	92	95	93	135	100	58	116		106.2	98.4
1000-1100	105	118	116	104	129	76	113		111.2	108.7
1100-1200	115	123	117	131	136	107	101		117.4	118.6
1200-1300	114	134	124	134	136	126	118		124.8	126.6
1300-1400	124	129	136	161	127	120	133		136.6	132.9
1400-1500	153	137	146	185	142	111	179		160	150.4
1500-1600	150	166	145	172	123	132	163		159.2	150.1
1600-1700	177	171	172	150	117	100	177		169.4	152
1700-1800	174	193	200	178	118	66	173		183.6	157.4
1800-1900	140	131	145	132	95	56	130		135.6	118.4
1900-2000	73	95	96	76	66	50	65		81	74.4
2000-2100	36	62	75	69	60	37	56		59.6	56.4
2100-2200	43	44	57	41	63	34	37		44.4	45.6
2200-2300	44	28	39	72	64	10	25		41.6	40.3
2300-2400	11	10	19	56	74	7	6		20.4	26.1
Totals										
0700-1900	1592	1635	1657	1703	1305	1000	1627		1642.8	1502.7
0600-2200	1777	1857	1914	1908	1502	1126	1813		1853.8	1699.6
0600-0000	1832	1895	1972	2036	1640	1143	1844		1915.8	1766
0000-0000	1854	1921	1988	2058	1665	1188	1861		1936.4	1790.7
AM Peak	800	800	800	900	1100	1100	800			
	165	144	164	135	136	107	140			
PM Peak	1600	1700	1700	1400	1400	1500	1400			
	177	193	200	185	142	132	179			

ATC3 VRX + Classification

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	12175	12549
Mean Speed	32.3	32.1
85%	36.7	37.1

ATC3 Northbound Class & Totals



SITE: ATC 3 - Tilstock Road

LOCATION: Attached to speed gate

GRID REFERENCE: 52.937874, -2.683430

DIRECTION: NORTHBOUND

SPEED LIMIT: 30 / NSL

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4 -		
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6 -		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9 -		
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3 -		
0400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	34.1 -		
0500	28	23	0	3	0	0	0	0	1	0	0	0	0	0	1	35.1	42	
0600	71	63	0	5	2	0	0	0	0	0	0	0	0	1	0	32.4	37.8	
0700	132	116	1	11	0	0	0	3	0	0	0	0	0	1	0	33.1	37.5	
0800	179	146	1	26	1	1	0	0	2	2	0	0	0	0	0	30.7	35.2	
0900	145	124	2	11	1	2	0	0	1	2	0	0	0	2	0	31	35.2	
1000	129	105	2	20	0	0	0	0	0	0	0	0	0	2	0	30.8	34.9	
1100	105	91	0	11	0	0	0	1	2	0	0	0	0	0	0	31.1	35.3	
1200	108	84	0	20	0	0	0	1	0	0	0	0	0	3	0	31.3	36.5	
1300	123	106	5	10	0	1	0	0	1	0	0	0	0	0	0	30.5	34.4	
1400	117	94	1	15	1	1	0	0	1	1	0	0	0	2	1	29.5	35.2	
1500	162	142	1	16	0	0	0	0	0	0	0	0	0	2	1	31.1	34.8	
1600	131	113	1	13	0	1	0	0	0	0	0	0	0	3	0	32.5	36.2	
1700	137	118	1	14	0	0	0	0	1	0	0	0	0	2	1	32.4	36.4	
1800	113	103	2	6	0	0	0	0	0	0	0	0	0	2	0	32	35.7	
1900	57	52	1	3	0	0	0	0	0	0	0	0	0	1	0	34.6	39.1	
2000	35	32	0	2	0	0	0	0	0	0	0	0	0	1	0	33.4	38.9	
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	38.7	
2200	11	9	0	0	1	1	0	0	0	0	0	0	0	0	0	30.9	37.5	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8 -		
07-19	1581	1342	17	173	3	6	0	5	8	5	0	0	0	19	3	31.3	35.6	
06-22	1782	1526	18	184	5	6	0	5	8	5	0	0	0	22	3	31.6	35.8	
06-00	1799	1541	18	184	6	7	0	5	8	5	0	0	0	22	3	31.6	35.8	

00-00	1851	1585	18	190	6	7	0	5	9	5	0	0	0	22	4	31.7	36
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02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-	
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	33.6	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0500	15	11	0	3	0	0	0	0	1	0	0	0	0	0	0	34.2	39	
0600	75	67	0	6	0	0	0	0	0	1	0	0	0	1	0	33.7	37.8	
0700	117	104	1	10	0	0	0	0	0	0	0	0	0	0	2	34.2	38.9	
0800	173	145	0	25	1	0	0	1	1	0	0	0	0	0	0	32.5	36.2	
0900	144	122	2	17	1	1	0	0	0	0	0	0	0	1	0	32.7	36.8	
1000	129	110	1	16	0	0	0	0	0	1	0	0	0	1	0	31.9	35.8	
1100	120	96	2	21	0	0	0	0	0	0	0	0	0	1	0	31.7	34.9	
1200	117	102	2	10	1	0	0	0	0	0	0	0	0	2	0	32.3	36.8	
1300	104	96	0	5	0	1	1	0	0	0	0	0	0	1	0	33.2	37.2	
1400	112	91	3	14	0	0	0	1	0	0	0	0	0	3	0	31.8	35.9	
1500	140	123	3	11	0	1	0	1	1	0	0	0	0	0	0	32.3	36.4	
1600	142	127	0	11	0	1	0	2	0	0	0	0	0	0	1	32.4	35.9	
1700	124	104	2	15	0	0	0	1	0	0	0	0	0	2	0	32.9	38.5	
1800	105	98	0	6	0	0	0	0	0	0	0	0	0	1	0	33	37.1	
1900	69	63	0	4	0	0	0	0	0	0	0	0	0	2	0	34.7	38.9	
2000	41	33	1	4	0	0	0	0	0	0	0	0	0	2	1	33.7	36.9	
2100	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	38.7	
2200	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	32.6	36.9	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	
07-19	1527	1318	16	161	3	4	1	6	2	1	0	0	0	12	3	32.6	36.6	
06-22	1743	1511	17	176	3	4	1	6	2	2	0	0	0	17	4	32.7	36.9	
06-00	1769	1535	17	178	3	4	1	6	2	2	0	0	0	17	4	32.7	36.9	
00-00	1808	1564	17	187	3	4	1	6	3	2	0	0	0	17	4	32.8	36.9	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-	
0200	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	30.4	-	
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	34	37.7	
0500	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	33.1	37.1	
0600	68	58	0	8	0	1	0	0	0	0	0	0	0	1	0	34	38.6	
0700	134	111	1	19	0	0	0	2	1	0	0	0	0	0	0	33.4	38.6	
0800	178	151	2	23	0	0	0	0	0	1	0	0	0	1	0	33.3	38.3	
0900	140	115	1	21	1	0	0	0	1	1	0	0	0	0	0	31.3	35.1	
1000	114	96	0	12	1	0	0	1	2	0	0	0	0	2	0	31.7	36.1	
1100	117	100	0	14	0	0	0	1	1	0	0	0	0	1	0	31.2	34.5	
1200	120	103	2	10	1	1	0	1	0	1	0	0	0	1	0	32.4	37.1	
1300	119	97	5	10	1	1	0	1	1	0	0	0	0	2	1	28.8	35	
1400	123	98	3	14	2	1	0	1	0	1	0	0	0	2	1	29.7	35.9	
1500	142	125	2	10	0	1	0	0	1	0	0	0	0	3	0	31.7	37.8	
1600	172	145	2	19	0	0	0	0	1	1	0	0	0	4	0	31	36.5	
1700	151	124	7	11	0	0	0	0	4	1	0	0	0	4	0	30.6	36.1	
1800	111	99	0	7	0	0	0	0	3	0	0	0	0	2	0	32.2	37	
1900	62	49	4	4	0	1	0	0	2	0	0	0	0	2	0	30.1	37.6	
2000	46	43	0	0	0	0	0	0	1	0	0	0	0	2	0	33.7	39.8	
2100	57	49	0	3	0	0	0	0	3	0	0	0	0	2	0	32.7	38.6	
2200	19	16	0	1	0	1	0	0	0	0	0	0	0	1	0	33.7	39.1	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	
07-19	1621	1364	25	170	6	4	0	7	15	6	0	0	0	22	2	31.5	36.6	
06-22	1854	1563	29	185	6	6	0	7	21	6	0	0	0	29	2	31.6	36.8	
06-00	1879	1585	29	186	6	7	0	7	21	6	0	0	0	30	2	31.7	36.8	
00-00	1928	1626	29	193	6	8	0	7	21	6	0	0	0	30	2	31.7	36.8	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-	
0400	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	42.1	
0500	24	18	2	3	0	0	0	0	1	0	0	0	0	0	0	32.8	37.4	
0600	57	46	0	8	1	0	0	1	0	0	0	0	0	1	0	34.2	39.3	
0700	124	103	1	16	1	1	0	0	1	0	0	0	0	0	1	33.5	37.5	
0800	172	150	1	19	0	1	0	0	0	0	0	0	0	1	0	32.9	37.4	
0900	137	114	1	16	1	2	0	0	0	1	0	0	0	1	1	31.1	34.9	
1000	121	95	1	15	0	2	0	1	1	3	0	0	0	3	0	31.2	36.4	
1100	127	103	2	17	1	1	1	0	1	1	0	0	0	0	0	31.1	35.4	
1200	134	117	2	14	0	0	0	0	0	0	0	0	0	1	0	31.8	36.1	
1300	133	112	1	17	0	1	0	1	1	0	0	0	0	0	0	31	35.2	
1400	128	107	0	15	0	1	0	2	0	0	0	1	0	2	0	32.3	36.6	
1500	157	140	3	12	0	0	0	0	0	0	0	0	0	0	2	32.3	36.4	
1600	166	149	2	12	1	0	0	0	0	0	0	0	0	2	0	32.7	36.7	
1700	163	143	0	12	0	0	0	0	0	0	0	0	0	7	1	32.4	37.4	
1800	104	90	1	11	0	0	0	0	0	0	0	0	0	1	1	32.4	36.3	
1900	53	47	1	3	1	0	1	0	0	0	0	0	0	0	0	32.6	37.7	
2000	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	31.8	37.1	
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	39.4	
2200	43	41	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	38.1	
2300	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	39.1	
07-19	1666	1423	15	176	4	9	1	4	4	5	0	1	0	18	6	32.1	36.5	
06-22	1839	1576	16	190	6	9	2	5	4	5	0	1	0	19	6	32.2	36.7	
06-00	1898	1633	16	192	6	9	2	5	4	5	0	1	0	19	6	32.2	36.7	
00-00	1946	1672	18	198	6	9	2	5	5	5	0	1	0	19	6	32.2	36.8	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
0300	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	32	-	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.1	-	
0500	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	33.6	38.1	
0600	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	34	38.5	
0700	53	44	0	8	1	0	0	0	0	0	0	0	0	0	0	33.2	37.4	
0800	108	95	2	4	1	0	0	0	1	0	0	0	0	3	2	32.6	37.6	
0900	126	117	0	8	0	1	0	0	0	0	0	0	0	0	0	31.6	35.8	
1000	132	120	0	8	0	0	0	0	0	1	0	0	0	3	0	32.7	36.4	
1100	151	142	1	7	0	0	0	0	0	0	0	0	0	1	0	31.7	35.9	
1200	131	120	0	8	0	0	0	0	0	0	0	0	0	1	2	31.2	35.8	
1300	130	117	1	10	0	0	0	0	0	0	0	0	0	2	0	32	36	
1400	130	119	1	8	0	0	0	0	0	1	0	0	0	1	0	31.1	34.2	
1500	113	101	1	7	0	1	0	0	0	0	0	0	0	2	1	32.1	36.8	
1600	111	106	0	3	0	0	0	1	0	0	0	0	0	1	0	33.4	36.7	
1700	97	90	0	7	0	0	0	0	0	0	0	0	0	0	0	31.7	34.4	
1800	78	69	0	6	0	0	0	0	0	0	0	0	0	3	0	33.4	37.6	
1900	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	33.4	38.5	
2000	41	39	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	37.5	
2100	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	32	36.3	
2200	41	38	0	2	0	1	0	0	0	0	0	0	0	0	0	30.8	36.1	
2300	31	30	0	1	0	0	0	0	0	0	0	0	0	0	0	32.7	36.9	
07-19	1360	1240	6	84	2	2	0	1	1	2	0	0	0	17	5	32.1	36	
06-22	1521	1392	6	93	2	2	0	1	1	2	0	0	0	17	5	32.2	36.2	
06-00	1593	1460	6	96	2	3	0	1	1	2	0	0	0	17	5	32.2	36.2	
00-00	1620	1484	7	97	2	4	0	1	1	2	0	0	0	17	5	32.2	36.2	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9 -		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5 -		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3 -		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6 -		
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5 -		
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4 -		
0600	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	37	
0700	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	37.1	
0800	48	39	2	4	0	0	0	0	0	0	0	0	0	3	0	34	37.8	
0900	91	82	2	5	0	1	0	0	0	1	0	0	0	0	0	31.8	35.6	
1000	127	117	0	10	0	0	0	0	0	0	0	0	0	0	0	33.1	36.3	
1100	123	113	1	9	0	0	0	0	0	0	0	0	0	0	0	31.9	36.5	
1200	137	123	1	11	0	0	1	0	0	0	0	0	0	1	0	31.9	36.1	
1300	125	110	1	10	0	1	1	0	0	0	0	0	0	2	0	32.3	35.6	
1400	117	106	1	6	0	1	1	0	0	0	0	0	0	2	0	32.3	36.6	
1500	81	71	1	8	0	0	0	0	0	0	0	0	0	1	0	32.8	36.4	
1600	65	58	0	3	0	0	1	0	0	0	0	0	0	2	1	32.7	36.5	
1700	70	59	2	6	1	0	0	0	0	0	0	0	0	1	1	32.1	36.8	
1800	67	59	2	4	0	0	1	0	0	0	0	0	0	1	0	33.1	37.3	
1900	34	27	1	5	0	0	1	0	0	0	0	0	0	0	0	33.1	36.5	
2000	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	38.9	
2100	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	36.9	
2200	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	38 -		
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5 -		
07-19	1071	956	13	77	1	3	5	0	0	1	0	0	0	13	2	32.4	36.5	
06-22	1169	1043	14	86	1	3	6	0	0	1	0	0	0	13	2	32.5	36.6	
06-00	1180	1053	15	86	1	3	6	0	0	1	0	0	0	13	2	32.5	36.6	
00-00	1204	1076	15	87	1	3	6	0	0	1	0	0	0	13	2	32.6	36.6	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
0200	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	35.8	-	
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	37.4	-	
0400	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	33.1	38.7	
0500	31	25	0	4	0	0	0	1	0	0	0	0	0	0	1	33.3	37.7	
0600	70	59	0	9	0	0	0	0	1	0	0	0	0	1	0	34.9	38.3	
0700	135	115	2	15	1	0	0	2	0	0	0	0	0	0	0	33.9	37.5	
0800	170	153	0	15	0	0	0	0	2	0	0	0	0	0	0	33.9	37.5	
0900	160	133	4	18	0	0	2	0	1	1	0	0	0	0	1	31.9	36	
1000	120	98	1	20	0	0	0	0	1	0	0	0	0	0	0	31.1	35	
1100	128	112	0	13	0	0	0	3	0	0	0	0	0	0	0	31.3	35.9	
1200	111	95	1	9	1	0	0	1	0	1	0	0	0	2	1	32.1	35.5	
1300	116	96	1	17	0	1	0	0	0	1	0	0	0	0	0	31.1	37	
1400	137	120	3	11	0	0	0	1	1	0	0	0	0	1	0	32.7	36.8	
1500	145	133	0	11	0	0	0	0	0	0	0	0	0	1	0	32.7	36.1	
1600	128	110	2	15	0	0	0	0	0	0	0	0	0	1	0	33.6	37.7	
1700	99	86	0	9	0	0	0	1	0	0	0	0	0	3	0	33.6	37.5	
1800	95	88	1	4	0	0	0	0	0	0	0	0	0	2	0	33.9	37.7	
1900	60	56	1	3	0	0	0	0	0	0	0	0	0	0	0	33	36.6	
2000	36	29	0	7	0	0	0	0	0	0	0	0	0	0	0	34.3	38.1	
2100	35	28	3	3	0	1	0	0	0	0	0	0	0	0	0	32.3	38.1	
2200	14	12	0	1	0	1	0	0	0	0	0	0	0	0	0	33.8	38.4	
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
07-19	1544	1339	15	157	2	1	2	8	5	3	0	0	0	10	2	32.7	36.9	
06-22	1745	1511	19	179	2	2	2	8	6	3	0	0	0	11	2	32.8	36.9	
06-00	1762	1525	19	181	2	3	2	8	6	3	0	0	0	11	2	32.8	36.9	
00-00	1818	1569	19	190	2	4	2	9	6	3	0	0	0	11	3	32.8	37	

Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15
Northbound														

Weekday	1703	1485	18	153	3	6	2	4	7	3	0	0	0	18	4
7-Day	1739	1511	18	163	4	6	2	5	6	3	0	0	0	18	4
Southbound															
Weekday	1765	1573	21	123	12	4	1	3	3	11	0	0	0	11	3
7-Day	1626	1459	18	101	11	4	1	3	3	9	0	0	0	14	5
	All	Lights			Heavies									M/C	HGV %
Weekday Two-way	3469		3373						60					36	2%
7-Day Two-way	3365		3269						55					41	2%

ATC3 Northbound Speeds

[illegible]

02 July 2025

[illegible]

03 July 2025

[illegible]

04 July 2025

[illegible]

05 July 2025

[illegible]

06 July 2025

[illegible]

07 July 2025

[illegible]

Grand Total

[illegible]

ATC3 Northbound Totals



SITE: ATC 3 - Tilstock Road

LOCATION: Attached to speed gate

GRID REFERENCE: 52.937874, -2.683430

DIRECTION: NORTHBOUND

SPEED LIMIT: 30 / NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon		Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul		1-5.	1-7.
Hour										
0000-0100	5	5	1	6	3	8	4		4.2	4.6
0100-0200	3	2	3	2	1	2	2		2.4	2.1
0200-0300	3	5	3	3	1	3	4		3.6	3.1
0300-0400	3	2	5	1	4	2	3		2.8	2.9
0400-0500	10	10	11	12	5	2	12		11	8.9
0500-0600	28	15	26	24	13	7	31		24.8	20.6
0600-0700	71	75	68	57	25	17	70		68.2	54.7
0700-0800	132	117	134	124	53	20	135		128.4	102.1
0800-0900	179	173	178	172	108	48	170		174	146.9
0900-1000	145	144	140	137	126	91	160		145.2	134.7
1000-1100	129	129	114	121	132	127	120		122.6	124.6
1100-1200	105	120	117	127	151	123	128		119.4	124.4
1200-1300	108	117	120	134	131	137	111		118	122.6
1300-1400	123	104	119	133	130	125	116		119	121.4
1400-1500	117	112	123	128	130	117	137		123.4	123.4
1500-1600	162	140	142	157	113	81	145		149.2	134.3
1600-1700	131	142	172	166	111	65	128		147.8	130.7
1700-1800	137	124	151	163	97	70	99		135	120.1
1800-1900	113	105	111	104	78	67	95		105.6	96.1
1900-2000	57	69	62	53	59	34	60		60.2	56.3
2000-2100	35	41	46	25	41	27	36		36.6	35.9
2100-2200	38	31	57	38	36	20	35		39.8	36.4
2200-2300	11	22	19	43	41	7	14		21.8	22.4
2300-2400	6	4	6	16	31	4	3		7	10
Totals										
0700-1900	1581	1527	1621	1666	1360	1071	1544		1587.8	1481.4
0600-2200	1782	1743	1854	1839	1521	1169	1745		1792.6	1664.7
0600-0000	1799	1769	1879	1898	1593	1180	1762		1821.4	1697.1
0000-0000	1851	1808	1928	1946	1620	1204	1818		1870.2	1739.3
AM Peak	800	800	800	800	1100	1000	800			
	179	173	178	172	151	127	170			
PM Peak	1500	1600	1600	1600	1200	1200	1500			
	162	142	172	166	131	137	145			

ATC3 Southbound Class & Totals



SITE: ATC 3 - Tilstock Road

LOCATION: Attached to speed gate

GRID REFERENCE: 52.937874, -2.683430

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30 / NSL

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	53.7	-		
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-		
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-		
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	33	-		
0600	33	25	0	5	0	0	0	0	0	2	0	0	0	1	0	33.9	39		
0700	82	66	0	12	0	1	0	0	0	1	0	0	0	1	1	31.9	37		
0800	164	145	3	14	1	0	0	0	0	1	0	0	0	0	0	31.8	36.1		
0900	91	76	1	12	0	2	0	0	0	0	0	0	0	0	0	31.5	36.9		
1000	106	86	1	15	0	1	0	1	0	0	0	0	0	2	0	29.7	36.2		
1100	115	102	1	8	0	0	0	0	2	0	0	0	0	2	0	30.4	34.1		
1200	112	93	2	15	0	0	0	0	0	1	0	0	0	1	0	30.8	35.5		
1300	122	104	1	15	0	0	0	1	1	0	0	0	0	0	0	31.5	38.7		
1400	154	140	2	9	0	0	0	0	0	2	0	0	0	1	0	31.3	36.9		
1500	149	131	1	14	0	1	0	0	1	0	0	0	0	1	0	30.6	34.6		
1600	177	159	0	16	0	1	0	0	0	0	0	0	0	1	0	31	35.6		
1700	173	158	1	11	0	0	0	0	0	0	0	0	0	3	0	31.9	37.1		
1800	140	127	2	8	1	0	0	0	0	0	0	0	0	2	0	31.9	37.1		
1900	73	69	0	3	0	0	0	1	0	0	0	0	0	0	0	32.9	37.3		
2000	35	34	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	38.6		
2100	44	41	0	2	0	0	0	0	0	1	0	0	0	0	0	30.3	35.3		
2200	43	39	0	2	0	1	0	0	0	0	0	0	0	1	0	33.1	38.3		
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	38.3		
07-19	1585	1387	15	149	2	6	0	2	4	5	0	0	0	14	1	31.2	36.4		
06-22	1770	1556	15	160	2	6	0	3	4	8	0	0	0	15	1	31.3	36.4		
06-00	1824	1606	15	162	2	7	0	3	4	8	0	0	0	16	1	31.4	36.6		
00-00	1846	1626	15	164	2	7	0	3	4	8	0	0	0	16	1	31.4	36.7		

02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-		
0100	6	3	0	2	0	0	0	0	0	0	0	0	0	1	0	34.5	-		
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	40.6	-		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-		
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-		
0500	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-		
0600	21	17	0	3	0	0	0	0	0	0	0	0	0	1	0	33.5	39.5		
0700	95	79	0	14	0	0	0	1	0	1	0	0	0	0	0	33.3	38.1		
0800	143	125	0	16	1	0	0	0	0	0	0	0	0	1	0	32.4	38.2		
0900	94	75	0	17	1	1	0	0	0	0	0	0	0	0	0	32.5	37.6		
1000	117	92	1	15	0	0	0	1	0	0	0	0	0	8	0	33.3	37.5		
1100	121	100	4	13	0	1	0	1	1	0	0	0	0	1	0	32.4	39		
1200	135	118	2	11	0	0	0	1	0	0	0	0	0	2	1	31.8	36.2		
1300	128	107	2	16	1	0	1	0	1	0	0	0	0	0	0	31.4	36.5		
1400	135	115	1	13	0	1	0	1	0	3	0	0	0	1	0	31.3	36.6		
1500	164	140	2	18	0	1	0	0	0	2	0	0	0	1	0	32	36.8		
1600	171	147	0	19	0	1	0	1	1	1	0	0	0	0	1	31.8	37.2		
1700	193	176	1	11	0	0	0	0	0	3	0	0	0	1	1	33	37.5		
1800	132	120	0	8	0	0	0	0	0	0	0	0	0	2	2	33.6	38.9		
1900	96	90	1	5	0	0	0	0	0	0	0	0	0	0	0	32.9	38.1		
2000	62	57	0	2	0	0	0	0	0	0	0	0	0	3	0	33.3	38.7		
2100	44	41	0	3	0	0	0	0	0	0	0	0	0	0	0	33.9	41		
2200	28	26	1	0	0	0	0	0	0	0	0	0	0	1	0	34	37.9		
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-		
07-19	1628	1394	13	171	3	5	1	6	3	10	0	0	0	17	5	32.4	37.5		
06-22	1851	1599	14	184	3	5	1	6	3	10	0	0	0	21	5	32.5	37.7		
06-00	1889	1635	15	184	3	5	1	6	3	10	0	0	0	22	5	32.5	37.7		
00-00	1915	1656	15	188	3	5	1	6	3	10	0	0	0	23	5	32.6	37.8		

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-		
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.2	-		
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-		
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	34.5	-		
0600	32	23	0	6	0	0	0	0	0	1	0	0	0	2	0	34.7	39.9		
0700	100	82	1	14	0	0	0	1	0	2	0	0	0	0	0	33.4	38		
0800	164	143	3	16	0	0	0	0	0	1	0	0	0	1	0	33.3	38.5		
0900	90	72	0	13	0	2	0	0	0	1	0	0	0	2	0	33.2	37.1		
1000	119	91	3	12	0	0	1	1	0	2	0	0	0	8	1	31.6	36.9		
1100	120	101	0	13	1	1	0	0	0	0	0	0	0	3	1	31.9	36.8		
1200	126	110	1	11	1	0	0	0	0	0	0	0	0	3	0	32.5	37.6		
1300	138	111	2	18	1	0	1	0	1	0	0	1	0	2	1	29.8	35.6		
1400	148	128	1	10	2	0	1	1	0	0	0	0	0	3	2	28.7	34.2		
1500	146	125	2	13	0	0	1	0	1	1	0	0	0	2	1	31.2	36.9		
1600	176	142	3	20	1	0	0	2	2	0	0	0	0	5	1	32.2	37.2		
1700	200	176	4	13	0	0	0	1	2	0	0	0	0	4	0	32.2	36.8		
1800	145	128	2	8	0	0	0	0	1	1	0	0	0	5	0	31.7	36		
1900	96	83	2	6	0	0	0	0	3	0	0	0	0	2	0	31.9	37.2		
2000	73	61	2	6	0	0	0	0	0	0	0	0	0	3	1	31.8	37.2		
2100	59	53	2	4	0	0	0	0	0	0	0	0	0	0	0	31.6	36.5		
2200	39	37	0	0	0	0	0	0	1	0	0	0	0	1	0	31.3	35		
2300	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	39.5		
07-19	1672	1409	22	161	6	3	4	6	7	8	0	1	0	38	7	31.8	36.8		
06-22	1932	1629	28	183	6	3	4	6	10	9	0	1	0	45	8	31.8	36.9		
06-00	1990	1684	28	184	6	3	4	6	11	9	0	1	0	46	8	31.8	36.9		
00-00	2006	1699	28	185	6	3	4	6	11	9	0	1	0	46	8	31.8	36.9		

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-		
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	38	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-		
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-		
0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-		
0600	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	35.1	40.5		
0700	89	71	2	14	0	0	0	0	0	1	0	0	0	1	0	33.6	39.1		
0800	132	110	3	15	1	0	0	0	0	1	0	0	0	1	1	32.9	37.5		
0900	135	108	1	19	1	1	1	1	0	1	0	0	0	1	1	32.7	37.1		
1000	101	83	1	12	1	1	0	0	0	1	0	0	0	1	1	31.9	36.5		
1100	134	102	2	19	1	0	0	1	0	0	0	0	0	9	0	31.4	35.9		
1200	133	118	2	8	0	0	0	1	0	1	0	0	0	3	0	30.3	34.8		
1300	161	131	3	14	1	1	0	4	0	1	0	0	0	6	0	31.4	36.2		
1400	182	153	3	23	0	1	0	1	0	1	0	0	0	0	0	30.4	35.2		
1500	172	155	4	13	0	0	0	0	0	0	0	0	0	0	0	31.7	36.4		
1600	150	134	2	11	0	0	0	1	0	0	0	0	0	1	1	31.3	36.8		
1700	178	158	2	12	0	0	0	0	0	1	0	0	0	3	2	31.8	36.7		
1800	132	119	0	11	1	0	0	1	0	0	0	0	0	0	0	32.9	38.4		
1900	77	75	0	2	0	0	0	0	0	0	0	0	0	0	0	32	37.9		
2000	67	61	0	2	0	0	2	1	0	0	0	0	0	1	0	31.6	37.1		
2100	43	37	1	4	0	0	1	0	0	0	0	0	0	0	0	29.5	36.1		
2200	72	67	0	4	0	0	0	0	0	0	0	0	0	0	1	31.4	35.4		
2300	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	33	37.5		
07-19	1699	1442	25	171	6	4	1	10	0	8	0	0	0	26	6	31.8	36.6		
06-22	1905	1630	26	183	6	4	4	11	0	8	0	0	0	27	6	31.7	36.7		
06-00	2033	1751	26	189	6	4	4	11	0	8	0	0	0	27	7	31.8	36.7		
00-00	2056	1773	26	189	6	4	4	11	0	8	0	0	0	28	7	31.8	36.8		

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	42.6		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-		
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-		
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-		
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-		
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-		
0600	8	6	0	1	0	0	0	0	0	1	0	0	0	0	0	35.1	-		
0700	22	17	0	4	0	0	0	0	0	0	0	0	0	1	0	33	39.9		
0800	61	46	1	11	0	1	0	0	0	0	0	0	0	1	1	32.2	37.8		
0900	100	88	1	8	0	2	0	0	0	1	0	0	0	0	0	30.6	35.7		
1000	129	115	1	12	0	0	0	0	0	1	0	0	0	0	0	31.3	37.1		
1100	138	129	0	5	0	0	0	0	0	0	0	0	0	4	0	32	37.2		
1200	136	125	1	8	0	0	0	0	1	0	0	0	0	0	1	30.3	34.7		
1300	127	116	1	8	0	0	0	0	0	0	0	0	0	2	0	32.3	36.7		
1400	142	128	2	11	0	0	0	0	0	0	0	0	0	1	0	31.5	36.4		
1500	122	112	1	7	1	1	0	0	0	0	0	0	0	0	0	31.9	36.4		
1600	118	109	1	6	0	0	0	0	0	0	0	0	0	1	1	31.9	36.1		
1700	117	107	0	7	0	0	0	1	0	1	0	0	0	1	0	31.8	35.8		
1800	96	88	0	4	0	0	0	0	0	0	0	0	0	3	1	33.4	39.1		
1900	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	38.8		
2000	60	51	0	7	0	0	0	1	0	0	0	0	0	0	1	30.3	35.2		
2100	62	58	0	4	0	0	0	0	0	0	0	0	0	0	0	32.2	36.9		
2200	65	60	0	4	0	1	0	0	0	0	0	0	0	0	0	31.3	35.1		
2300	74	72	1	1	0	0	0	0	0	0	0	0	0	0	0	32.6	36.7		
07-19	1308	1180	9	91	1	4	0	1	1	3	0	0	0	14	4	31.7	36.5		
06-22	1504	1360	9	104	1	4	0	2	1	4	0	0	0	14	5	31.8	36.7		
06-00	1643	1492	10	109	1	5	0	2	1	4	0	0	0	14	5	31.8	36.6		
00-00	1669	1518	10	109	1	5	0	2	1	4	0	0	0	14	5	31.9	36.7		

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	34.6	41.6		
0100	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	44.9		
0200	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	32.7	-		
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-		
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-		
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-		
0700	20	16	0	2	0	0	0	0	0	1	0	0	0	1	0	33.5	40.6		
0800	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	32.8	37.4		
0900	61	49	0	6	0	0	0	0	1	0	0	0	0	4	1	31.8	36.6		
1000	76	69	0	7	0	0	0	0	0	0	0	0	0	0	0	32.6	37.3		
1100	107	98	1	7	0	0	0	0	0	0	0	0	0	0	1	32.2	36.3		
1200	127	120	0	5	0	0	0	0	0	0	0	0	0	0	2	31.1	36.6		
1300	121	114	0	4	0	1	0	0	0	0	0	0	0	2	0	31.8	36.2		
1400	110	103	1	3	0	0	0	0	0	0	0	0	0	2	1	31.5	36.8		
1500	131	120	2	7	1	1	0	0	0	0	0	0	0	0	0	31.8	37.7		
1600	99	89	2	5	0	1	0	0	1	1	0	0	0	0	0	31.9	37.2		
1700	65	59	0	6	0	0	0	0	0	0	0	0	0	0	0	34.8	39.6		
1800	56	54	0	2	0	0	0	0	0	0	0	0	0	0	0	34.2	40.6		
1900	51	44	0	4	0	0	0	0	1	0	0	0	0	2	0	33.9	39.5		
2000	37	34	1	1	0	0	0	0	0	0	0	0	0	1	0	34.2	40.3		
2100	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	38		
2200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-		
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	35.3	-		
07-19	1000	916	6	56	1	3	0	0	2	2	0	0	0	9	5	32.2	37.4		
06-22	1127	1032	7	62	1	3	0	0	3	2	0	0	0	12	5	32.4	37.6		
06-00	1144	1048	7	62	1	3	0	0	3	2	0	0	0	13	5	32.4	37.6		
00-00	1189	1091	7	63	1	3	0	0	3	2	0	0	0	14	5	32.5	37.8		

07 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85		
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-		
0200	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	38.5	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-		
0500	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-		
0600	28	22	1	4	0	0	0	0	0	0	0	0	0	1	0	34.2	39.8		
0700	83	66	1	15	0	0	0	0	0	0	0	0	0	1	0	33.7	38.1		
0800	139	120	1	14	1	0	0	0	1	0	0	1	0	1	0	33.9	38.5		
0900	118	97	1	16	0	0	0	0	0	1	0	0	0	3	0	31.9	38.2		
1000	114	100	1	11	1	0	0	0	0	1	0	0	0	0	0	31.5	36.5		
1100	101	81	1	12	0	0	0	0	1	0	0	0	0	4	2	31.3	36.6		
1200	119	99	2	14	1	1	0	1	0	1	0	0	0	0	0	32.5	36.8		
1300	134	120	0	11	0	1	0	0	0	1	0	0	0	1	0	31.9	36.7		
1400	182	166	1	14	0	0	1	0	0	0	0	0	0	0	0	32.1	36.7		
1500	165	150	1	12	1	0	0	0	0	0	0	0	0	1	0	32	36.6		
1600	176	152	1	22	0	1	0	0	0	0	0	0	0	0	0	32.7	38.3		
1700	173	162	0	8	0	0	0	2	0	0	0	0	0	1	0	32.9	37.6		
1800	130	117	0	9	0	0	0	2	0	0	0	0	0	0	2	33.1	37.5		
1900	66	61	1	4	0	0	0	0	0	0	0	0	0	0	0	33.2	38.9		
2000	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	36.8		
2100	37	36	0	0	0	0	0	0	0	0	0	0	0	1	0	34.7	41.6		
2200	25	22	0	2	0	0	0	1	0	0	0	0	0	0	0	33.1	38.6		
2300	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	37	-		
07-19	1634	1430	10	158	4	3	1	5	2	4	0	1	0	12	4	32.5	37.4		
06-22	1821	1602	12	169	4	3	1	5	2	4	0	1	0	14	4	32.5	37.5		
06-00	1852	1629	13	171	4	3	1	6	2	4	0	1	0	14	4	32.6	37.5		
00-00	1868	1643	14	171	4	3	1	6	2	4	0	1	0	15	4	32.6	37.5		

[illegible]

Weekday	1758	1545	17	143	4	4	2	5	3	5	0	0	0	23	6	
7-Day	1793	1572	16	153	3	4	1	5	3	6	0	0	0	22	5	
	Southbound															
Weekday	1765	1573	21	123	12	4	1	3	3	11	0	0	0	11	3	
7-Day	1626	1459	18	101	11	4	1	3	3	9	0	0	0	14	5	
	All	Lights			Heavies									M/C	HGV %	
Weekday Two-way	3523		3422			57									44	2%
7-Day Two-way	3419		3319			54									46	2%

ATC3 Southbound Speeds



SITE: ATC 3 - Tilstock Road

LOCATION: Attached to speed gate

GRID REFERENCE: 52.937874, -2.683430

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30 / NSL

01 July 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	35.6	-	
0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	53.7	-	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.4	-	
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.5	-	
0400	6	0	0	0	3	1	1	1	0	0	0	0	0	0	0	0	34.2	-	
0500	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	33	-	
0600	33	0	0	1	7	18	6	1	0	0	0	0	0	0	0	0	33.9	39	
0700	82	0	2	2	32	36	8	2	0	0	0	0	0	0	0	0	31.9	37	
0800	164	0	0	6	73	66	18	1	0	0	0	0	0	0	0	0	31.8	36.1	
0900	91	0	1	3	42	32	13	0	0	0	0	0	0	0	0	0	31.5	36.9	
1000	106	1	4	14	46	30	9	2	0	0	0	0	0	0	0	0	29.7	36.2	
1100	115	0	0	10	61	30	13	1	0	0	0	0	0	0	0	0	30.4	34.1	
1200	112	0	1	5	53	45	8	0	0	0	0	0	0	0	0	0	30.8	35.5	
1300	122	0	1	6	53	43	18	1	0	0	0	0	0	0	0	0	31.5	38.7	
1400	154	0	3	13	58	59	17	3	1	0	0	0	0	0	0	0	31.3	36.9	
1500	149	0	0	13	67	60	8	1	0	0	0	0	0	0	0	0	30.6	34.6	
1600	177	0	0	10	86	65	16	0	0	0	0	0	0	0	0	0	31	35.6	
1700	173	0	3	11	64	70	18	7	0	0	0	0	0	0	0	0	31.9	37.1	
1800	140	1	1	5	56	58	18	1	0	0	0	0	0	0	0	0	31.9	37.1	
1900	73	0	0	1	25	35	10	2	0	0	0	0	0	0	0	0	32.9	37.3	
2000	35	0	0	2	10	17	6	0	0	0	0	0	0	0	0	0	32.6	38.6	
2100	44	1	2	3	17	17	3	1	0	0	0	0	0	0	0	0	30.3	35.3	
2200	43	0	0	2	14	16	11	0	0	0	0	0	0	0	0	0	33.1	38.3	
2300	11	0	0	0	2	6	3	0	0	0	0	0	0	0	0	0	33.6	38.3	
07-19	1585	2	16	98	691	594	164	19	1	0	0	0	0	0	0	0	31.2	36.4	
06-22	1770	3	18	105	750	681	189	23	1	0	0	0	0	0	0	0	31.3	36.4	
06-00	1824	3	18	107	766	703	203	23	1	0	0	0	0	0	0	0	31.4	36.6	
00-00	1846	3	18	107	773	712	207	24	2	0	0	0	0	0	0	0	31.4	36.7	

02 July 2025

[illegible]

03 July 2025

[illegible]

04 July 2025

[illegible]

06 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	19	0	0	0	2	14	1	2	0	0	0	0	0	0	0	0	34.6	41.6	
0100	12	0	0	0	1	2	7	2	0	0	0	0	0	0	0	0	38.6	44.9	
0200	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	32.7	-	
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	38.7	-	
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.1	-	
0500	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	30.5	-	
0600	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	33.3	-	
0700	20	0	0	0	8	8	3	1	0	0	0	0	0	0	0	0	33.5	40.6	
0800	27	0	0	1	9	13	4	0	0	0	0	0	0	0	0	0	32.8	37.4	
0900	61	0	1	4	19	30	7	0	0	0	0	0	0	0	0	0	31.8	36.6	
1000	76	0	1	4	21	38	12	0	0	0	0	0	0	0	0	0	32.6	37.3	
1100	107	0	0	6	32	55	14	0	0	0	0	0	0	0	0	0	32.2	36.3	
1200	127	1	1	8	53	49	15	0	0	0	0	0	0	0	0	0	31.1	36.6	
1300	121	0	1	3	49	56	10	1	0	0	1	0	0	0	0	0	31.8	36.2	
1400	110	0	2	7	43	44	11	2	1	0	0	0	0	0	0	0	31.5	36.8	
1500	131	0	2	7	52	48	21	1	0	0	0	0	0	0	0	0	31.8	37.7	
1600	99	0	4	1	35	45	12	2	0	0	0	0	0	0	0	0	31.9	37.2	
1700	65	0	0	2	13	32	15	3	0	0	0	0	0	0	0	0	34.8	39.6	
1800	56	0	2	0	14	22	16	2	0	0	0	0	0	0	0	0	34.2	40.6	
1900	51	0	0	2	14	22	11	2	0	0	0	0	0	0	0	0	33.9	39.5	
2000	37	1	0	1	8	16	9	2	0	0	0	0	0	0	0	0	34.2	40.3	
2100	34	0	0	2	10	15	6	1	0	0	0	0	0	0	0	0	33.4	38	
2200	10	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	32	-	
2300	7	0	0	0	1	4	1	1	0	0	0	0	0	0	0	0	35.3	-	
07-19	1000	1	14	43	348	440	140	12	1	0	1	0	0	0	0	0	32.2	37.4	
06-22	1127	2	14	48	382	495	167	17	1	0	1	0	0	0	0	0	32.4	37.6	
06-00	1144	2	14	48	388	504	168	18	1	0	1	0	0	0	0	0	32.4	37.6	
00-00	1189	2	14	48	395	526	180	22	1	0	1	0	0	0	0	0	32.5	37.8	

07 July 2025

[illegible]

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
--	12549	18	141	621	4514	5450	1611	173	18	2	1	0	0	0	0	0	32.1	37.1	

ATC3 Southbound Totals



SITE: ATC 3 - Tilstock Road

LOCATION: Attached to speed gate

GRID REFERENCE: 52.937874, -2.683430

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30 / NSL

	Tue	Wed	Thu	Fri	Sat	Sun	Mon		Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul		1-5.	1-7.
Hour										
0000-0100	5	5	1	4	11	19	2		3.4	6.7
0100-0200	1	6	2	4	2	12	1		2.8	4
0200-0300	2	3	2	0	1	7	2		1.8	2.4
0300-0400	1	1	1	2	3	3	0		1	1.6
0400-0500	6	3	4	3	3	1	1		3.4	3
0500-0600	7	8	6	10	6	3	10		8.2	7.1
0600-0700	33	21	32	19	8	5	28		26.6	20.9
0700-0800	82	95	100	89	22	20	83		89.8	70.1
0800-0900	164	143	164	132	61	27	139		148	118.6
0900-1000	91	94	90	135	100	61	118		105.6	98.4
1000-1100	106	117	119	101	129	76	114		111.4	108.9
1100-1200	115	121	120	134	138	107	101		118.2	119.4
1200-1300	112	135	126	133	136	127	119		125	126.9
1300-1400	122	128	138	161	127	121	134		136.6	133
1400-1500	154	135	148	182	142	110	182		160.2	150.4
1500-1600	149	164	146	172	122	131	165		159.2	149.9
1600-1700	177	171	176	150	118	99	176		170	152.4
1700-1800	173	193	200	178	117	65	173		183	157
1800-1900	140	132	145	132	96	56	130		135.8	118.7
1900-2000	73	96	96	77	66	51	66		81.6	75
2000-2100	35	62	73	67	60	37	56		58.6	55.7
2100-2200	44	44	59	43	62	34	37		45.4	46.1
2200-2300	43	28	39	72	65	10	25		41.4	40.3
2300-2400	11	10	19	56	74	7	6		20.4	26.1
Totals										
0700-1900	1585	1628	1672	1699	1308	1000	1634		1643.6	1503.7
0600-2200	1770	1851	1932	1905	1504	1127	1821		1855.8	1701.4
0600-0000	1824	1889	1990	2033	1643	1144	1852		1917.6	1767.9
0000-0000	1846	1915	2006	2056	1669	1189	1868		1938.2	1792.7
AM Peak	800	800	800	900	1100	1100	800			
	164	143	164	135	138	107	139			
PM Peak	1600	1700	1700	1400	1400	1500	1400			
	177	193	200	182	142	131	182			

ATC4 VRX + Classification

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& \; axes}=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$groups=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& \; axes}=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& \; axes}=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$axes=3 \text{ \& \; groups}=2$		
5	T4	>3	2	Four axle truck	$axes > 3 \text{ \& \; groups}=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, axes=3 \text{ \& \; groups}=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ axes} = 4 \text{ \& \; groups} > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ axes} = 5 \text{ \& \; groups} > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$axes=6 \text{ \& \; groups} > 2 \text{ or } axes > 6 \text{ \& \; groups}=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$groups=4 \text{ \& \; axes} > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$groups=5,6 \text{ \& \; axes} > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$groups > 6 \text{ \& \; axes} > 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& \; axes}=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& \; axes}=2$		

	Northbound	Southbound
Total	12311	12655
Mean Speed	27.2	27.6
85%	30.6	31.2

ATC4 Northbound Class & Totals



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-	
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-	
0400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	28.9	-	
0500	28	23	1	3	0	0	0	0	0	0	0	0	0	0	1	29.5	34.7	
0600	72	65	0	5	1	0	0	0	0	0	0	0	0	1	0	27.7	30.9	
0700	137	122	0	11	1	0	0	2	0	0	0	0	0	1	0	27.9	31.1	
0800	183	157	1	21	1	1	0	0	1	1	0	0	0	0	0	26.1	29.3	
0900	146	128	1	9	1	2	0	0	1	2	0	0	0	2	0	26.5	29.6	
1000	130	108	2	19	0	0	0	0	0	0	0	0	0	1	0	26.2	29.4	
1100	105	91	2	11	0	0	0	1	0	0	0	0	0	0	0	26.4	29.9	
1200	107	83	0	20	0	0	0	1	0	0	0	0	0	3	0	26.7	29.9	
1300	124	108	4	10	0	1	0	0	1	0	0	0	0	0	0	25.7	28.9	
1400	121	103	0	11	1	2	0	0	1	0	0	0	0	2	1	24.9	29.2	
1500	164	144	1	16	0	0	0	0	0	0	0	0	0	2	1	26.2	29	
1600	134	118	1	11	0	1	0	0	0	0	0	0	0	3	0	27.2	30	
1700	138	121	2	12	0	0	0	0	0	0	0	0	0	2	1	27.3	30.1	
1800	115	106	2	4	0	1	0	0	0	0	0	0	0	2	0	27.6	31.1	
1900	57	54	1	1	0	0	0	0	0	0	0	0	0	1	0	28.8	32.4	
2000	36	33	0	1	1	0	0	0	0	0	0	0	0	1	0	27.8	32.2	
2100	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.6	
2200	13	12	0	0	0	1	0	0	0	0	0	0	0	0	0	27.6	32.1	
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	-	
07-19	1604	1389	16	155	4	8	0	4	4	3	0	0	0	18	3	26.5	29.9	
06-22	1808	1580	17	162	6	8	0	4	4	3	0	0	0	21	3	26.7	30.1	
06-00	1828	1599	17	162	6	9	0	4	4	3	0	0	0	21	3	26.8	30.1	

00-00	1880	1643	18	168	6	9	0	4	4	3	0	0	0	21	4	26.8	30.2
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02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	31.8 -		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6 -		
0200	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3 -		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5 -		
0400	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7 -		
0500	15	11	0	3	0	0	0	0	1	0	0	0	0	0	0	28.3	33	
0600	75	69	0	5	0	0	0	0	0	0	0	0	0	1	0	28.6	31.6	
0700	117	105	1	9	0	0	0	0	0	0	0	0	0	0	2	28.9	32	
0800	179	164	0	13	0	0	0	1	0	1	0	0	0	0	0	27.3	30.2	
0900	145	127	2	14	0	1	0	0	0	0	0	0	0	1	0	27.4	30.4	
1000	129	111	1	15	0	0	0	0	0	1	0	0	0	1	0	26.4	29.6	
1100	122	104	2	14	0	1	0	0	0	0	0	0	0	1	0	26.2	28.9	
1200	119	108	1	7	1	0	0	0	0	0	0	0	0	2	0	26.5	29.8	
1300	103	96	1	4	0	1	0	0	0	0	0	0	0	1	0	27.3	30.8	
1400	109	92	0	12	1	1	0	1	1	1	0	0	0	0	0	26.5	29.6	
1500	142	127	1	10	0	2	0	1	1	0	0	0	0	0	0	27.3	30.3	
1600	143	129	0	10	0	1	0	1	0	0	0	0	0	1	1	27.5	31.3	
1700	133	117	1	12	1	0	0	0	0	0	0	0	0	1	1	28.2	32.1	
1800	106	98	1	6	0	0	0	0	0	0	0	0	0	1	0	27.5	31.2	
1900	69	64	0	3	0	0	0	0	0	0	0	0	0	2	0	29.4	32.7	
2000	41	34	1	4	0	0	0	0	0	0	0	0	0	2	0	29	31.7	
2100	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	33.2	
2200	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	31.7	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9 -		
07-19	1547	1378	11	126	3	7	0	4	2	3	0	0	0	9	4	27.3	30.6	
06-22	1763	1574	12	140	3	7	0	4	2	3	0	0	0	14	4	27.5	30.8	
06-00	1789	1598	12	142	3	7	0	4	2	3	0	0	0	14	4	27.5	30.8	
00-00	1828	1627	12	151	3	7	0	4	3	3	0	0	0	14	4	27.5	30.9	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.7	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-	
0400	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	28.8	31.7	
0500	26	22	0	4	0	0	0	0	0	0	0	0	0	0	0	28.4	32.2	
0600	67	60	0	5	1	1	0	0	0	0	0	0	0	0	0	29.1	32.6	
0700	138	120	0	13	1	0	0	2	0	2	0	0	0	0	0	28.5	32.1	
0800	187	165	0	19	0	1	0	0	0	1	0	0	0	1	0	27.6	30.8	
0900	141	118	1	20	0	1	0	0	0	0	0	0	0	0	1	26.7	30.1	
1000	114	97	2	11	1	0	0	1	0	0	0	0	0	2	0	26.5	29.6	
1100	116	97	1	14	0	0	0	1	1	1	0	0	0	1	0	26	28.8	
1200	120	104	1	10	1	0	0	1	1	1	0	0	0	1	0	27.1	30.7	
1300	120	97	4	11	1	2	0	0	1	0	0	0	0	3	1	24.4	29.1	
1400	129	108	1	11	2	2	0	1	0	0	0	0	0	3	1	25.7	30.1	
1500	139	124	2	8	0	1	0	0	0	1	0	0	0	3	0	27	31	
1600	172	149	0	17	0	2	0	0	0	1	0	0	0	3	0	25.9	29.9	
1700	160	136	2	11	0	3	0	0	1	1	0	0	0	6	0	26.1	30.6	
1800	117	108	0	6	0	0	0	0	0	1	0	0	0	2	0	27.3	30.7	
1900	69	60	1	4	0	1	0	0	0	1	0	0	0	2	0	26.1	31.8	
2000	49	47	0	0	0	0	0	0	0	0	0	0	0	2	0	29.3	33.8	
2100	60	53	0	2	0	2	0	1	0	0	0	0	0	2	0	27.9	32.3	
2200	20	18	0	0	0	1	0	0	0	0	0	0	0	1	0	29.2	33.9	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
07-19	1653	1423	14	151	6	12	0	6	4	9	0	0	0	25	3	26.6	30.4	
06-22	1898	1643	15	162	7	16	0	7	4	10	0	0	0	31	3	26.8	30.6	
06-00	1924	1667	15	162	7	17	0	7	4	10	0	0	0	32	3	26.8	30.8	
00-00	1973	1709	15	169	7	17	0	7	4	10	0	0	0	32	3	26.9	30.8	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-	
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0400	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	30.3	33.3	
0500	24	18	3	3	0	0	0	0	0	0	0	0	0	0	0	27.6	31.4	
0600	58	49	0	5	1	1	0	1	0	0	0	0	0	1	0	29	32.8	
0700	128	108	1	16	1	1	0	0	0	0	0	0	0	0	1	28.5	31.7	
0800	175	153	0	18	1	2	0	0	0	0	0	0	0	1	0	27.4	31.2	
0900	135	112	1	15	1	2	0	0	0	2	0	0	0	1	1	26	29.1	
1000	122	99	1	15	0	2	0	0	0	2	0	0	0	3	0	26	29.8	
1100	130	109	2	15	1	1	0	0	1	1	0	0	0	0	0	25.9	29	
1200	132	114	2	14	1	0	0	0	0	0	0	0	0	1	0	27.1	30.5	
1300	133	115	1	15	0	0	0	1	1	0	0	0	0	0	0	26.3	29.6	
1400	127	106	2	16	0	0	0	1	0	1	0	0	0	1	0	27.2	30.7	
1500	157	138	4	13	0	0	0	0	0	0	0	0	0	0	2	27.5	30.8	
1600	168	153	2	11	0	0	0	0	0	0	0	0	0	2	0	27.5	30.4	
1700	159	145	0	7	0	0	0	0	1	0	0	0	0	5	1	27.6	31.1	
1800	106	93	0	11	0	0	0	0	0	0	0	0	0	1	1	27.7	30.9	
1900	54	49	2	3	0	0	0	0	0	0	0	0	0	0	0	27.9	32.2	
2000	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	27.4	30.3	
2100	38	37	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	33	
2200	45	44	0	1	0	0	0	0	0	0	0	0	0	0	0	26.6	30.9	
2300	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.7	
07-19	1672	1445	16	166	5	8	0	2	3	6	0	0	0	15	6	27.1	30.5	
06-22	1848	1603	18	178	6	9	0	3	3	6	0	0	0	16	6	27.2	30.6	
06-00	1909	1663	18	179	6	9	0	3	3	6	0	0	0	16	6	27.2	30.6	
00-00	1958	1703	21	185	6	9	0	3	3	6	0	0	0	16	6	27.3	30.8	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0300	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	28	-	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	
0500	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	27.2	31.6	
0600	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	33.3	
0700	54	46	0	8	0	0	0	0	0	0	0	0	0	0	0	27.9	31.4	
0800	108	95	3	5	0	0	0	0	0	0	0	0	0	3	2	27.5	31	
0900	129	123	0	6	0	0	0	0	0	0	0	0	0	0	0	26.7	29.9	
1000	131	122	0	5	0	0	0	0	0	1	0	0	0	3	0	28	31.1	
1100	149	141	1	6	0	0	0	0	0	0	0	0	0	1	0	26.3	30.1	
1200	133	121	0	7	0	1	0	0	0	0	0	0	0	2	2	26.4	30.3	
1300	131	119	0	9	0	1	0	0	0	0	0	0	0	2	0	27	30	
1400	131	122	0	7	0	1	0	0	0	1	0	0	0	0	0	25.9	28.9	
1500	115	103	1	6	0	0	0	0	0	0	0	0	0	4	1	27.1	30.5	
1600	113	107	1	3	0	0	0	0	0	1	0	0	0	1	0	27.7	30.3	
1700	99	92	0	7	0	0	0	0	0	0	0	0	0	0	0	27	29.3	
1800	78	69	0	6	0	0	0	0	0	0	0	0	0	3	0	27.9	31.4	
1900	60	58	0	2	0	0	0	0	0	0	0	0	0	0	0	28.1	31.8	
2000	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	28	32.5	
2100	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	27	29.9	
2200	43	41	0	1	0	1	0	0	0	0	0	0	0	0	0	25.9	30.1	
2300	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	33.8	
07-19	1371	1260	6	75	0	3	0	0	0	3	0	0	0	19	5	27	30.3	
06-22	1533	1414	6	83	0	3	0	0	0	3	0	0	0	19	5	27.1	30.3	
06-00	1608	1486	6	85	0	4	0	0	0	3	0	0	0	19	5	27.1	30.4	
00-00	1635	1510	7	86	0	5	0	0	0	3	0	0	0	19	5	27.1	30.4	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6 -		
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1 -		
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6 -		
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9 -		
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7 -		
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26.7 -		
0600	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	27.5	30.8	
0700	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	31.8	
0800	48	40	2	3	0	0	0	0	0	0	0	0	0	3	0	28	31.4	
0900	93	84	2	5	0	1	0	0	0	1	0	0	0	0	0	27	30.1	
1000	126	120	0	6	0	0	0	0	0	0	0	0	0	0	0	27.6	30	
1100	119	110	1	8	0	0	0	0	0	0	0	0	0	0	0	26.8	30.3	
1200	136	125	1	8	0	0	1	0	0	0	0	0	0	1	0	27	30.3	
1300	125	111	1	10	0	1	0	0	0	0	0	0	0	2	0	27	29.9	
1400	118	109	1	4	0	1	1	0	0	0	0	0	0	2	0	27.1	30.3	
1500	83	73	0	8	0	1	0	0	0	0	0	0	0	1	0	27.1	30.6	
1600	65	59	0	4	0	0	0	0	0	0	0	0	0	1	1	26.8	30.3	
1700	72	61	2	6	0	0	0	0	0	0	0	0	0	2	1	27	30.7	
1800	66	62	1	3	0	0	0	0	0	0	0	0	0	0	0	27.8	31.5	
1900	34	31	1	2	0	0	0	0	0	0	0	0	0	0	0	27.8	32.3	
2000	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	31.9	
2100	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	30.3	
2200	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	32 -		
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2 -		
07-19	1071	973	11	66	0	4	2	0	0	1	0	0	0	12	2	27.2	30.3	
06-22	1169	1066	12	70	0	4	2	0	0	1	0	0	0	12	2	27.2	30.4	
06-00	1181	1077	13	70	0	4	2	0	0	1	0	0	0	12	2	27.3	30.5	
00-00	1205	1101	13	70	0	4	2	0	0	1	0	0	0	12	2	27.3	30.5	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0400	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	28.9	33.7	
0500	31	25	0	4	0	0	0	1	0	0	0	0	0	0	1	28.6	32.1	
0600	69	59	0	7	1	0	0	0	2	0	0	0	0	0	0	29.1	31.8	
0700	137	119	3	13	1	0	0	1	0	0	0	0	0	0	0	28.1	31	
0800	175	160	0	13	0	0	0	1	1	0	0	0	0	0	0	28.3	31	
0900	164	142	4	14	0	1	1	0	0	1	0	0	0	0	1	26.8	29.9	
1000	117	99	1	16	1	0	0	0	0	0	0	0	0	0	0	26.5	29.6	
1100	132	116	0	13	0	0	0	2	0	0	0	0	0	0	1	26.2	29.8	
1200	109	92	2	9	1	0	0	1	0	1	0	0	0	2	1	27.1	29.2	
1300	118	102	0	14	0	1	0	0	0	1	0	0	0	0	0	26.1	29.9	
1400	136	123	3	7	0	1	0	0	1	0	0	0	0	1	0	27	30	
1500	145	132	0	12	0	0	0	0	0	0	0	0	0	1	0	27.2	30.1	
1600	129	114	2	12	0	0	0	0	0	0	0	0	0	1	0	27.8	31.1	
1700	100	90	1	5	0	0	0	1	0	0	0	0	0	3	0	28.5	31.6	
1800	97	92	0	3	0	0	0	0	0	0	0	0	0	2	0	27.9	30.9	
1900	59	54	1	4	0	0	0	0	0	0	0	0	0	0	0	27.8	31	
2000	36	31	0	5	0	0	0	0	0	0	0	0	0	0	0	27.9	31.1	
2100	34	27	1	3	0	1	0	0	1	1	0	0	0	0	0	27.4	32.2	
2200	15	14	0	0	0	1	0	0	0	0	0	0	0	0	0	28.1	33.5	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-	
07-19	1559	1381	16	131	3	3	1	6	2	3	0	0	0	10	3	27.3	30.5	
06-22	1757	1552	18	150	4	4	1	6	5	4	0	0	0	10	3	27.4	30.5	
06-00	1776	1570	18	150	4	5	1	6	5	4	0	0	0	10	3	27.4	30.5	
00-00	1832	1615	18	159	4	5	1	7	5	4	0	0	0	10	4	27.5	30.6	

ATC4 Northbound Speeds



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

01 July 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	28.1	-	
0100	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	26.9	-	
0200	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	32	-	
0300	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	29.2	-	
0400	10	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	28.9	-	
0500	28	1	0	1	15	10	0	1	0	0	0	0	0	0	0	0	29.5	34.7	
0600	72	0	1	7	57	7	0	0	0	0	0	0	0	0	0	0	27.7	30.9	
0700	137	0	4	14	98	21	0	0	0	0	0	0	0	0	0	0	27.9	31.1	
0800	183	0	8	46	119	10	0	0	0	0	0	0	0	0	0	0	26.1	29.3	
0900	146	0	3	39	94	10	0	0	0	0	0	0	0	0	0	0	26.5	29.6	
1000	130	0	2	42	75	10	1	0	0	0	0	0	0	0	0	0	26.2	29.4	
1100	105	0	0	34	60	11	0	0	0	0	0	0	0	0	0	0	26.4	29.9	
1200	107	0	0	28	72	7	0	0	0	0	0	0	0	0	0	0	26.7	29.9	
1300	124	0	4	37	82	1	0	0	0	0	0	0	0	0	0	0	25.7	28.9	
1400	121	1	10	46	57	7	0	0	0	0	0	0	0	0	0	0	24.9	29.2	
1500	164	0	2	48	107	7	0	0	0	0	0	0	0	0	0	0	26.2	29	
1600	134	0	1	25	93	14	1	0	0	0	0	0	0	0	0	0	27.2	30	
1700	138	1	0	26	96	15	0	0	0	0	0	0	0	0	0	0	27.3	30.1	
1800	115	0	2	18	74	21	0	0	0	0	0	0	0	0	0	0	27.6	31.1	
1900	57	0	0	8	36	11	2	0	0	0	0	0	0	0	0	0	28.8	32.4	
2000	36	0	0	7	23	6	0	0	0	0	0	0	0	0	0	0	27.8	32.2	
2100	39	0	0	3	25	9	2	0	0	0	0	0	0	0	0	0	29.6	33.6	
2200	13	0	0	4	6	3	0	0	0	0	0	0	0	0	0	0	27.6	32.1	
2300	7	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	28.2	-	
07-19	1604	2	36	403	1027	134	2	0	0	0	0	0	0	0	0	0	26.5	29.9	
06-22	1808	2	37	428	1168	167	6	0	0	0	0	0	0	0	0	0	26.7	30.1	
06-00	1828	2	37	434	1177	171	7	0	0	0	0	0	0	0	0	0	26.8	30.1	
00-00	1880	3	37	438	1208	186	7	1	0	0	0	0	0	0	0	0	26.8	30.2	

02 July 2025

03 July 2025

04 July 2025

05 July 2025

06 July 2025

07 July 2025

ATC4 Northbound Totals



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul	1-5.	1-7.
Hour									
0000-0100	5	5	1	6	3	8	4	4.2	4.6
0100-0200	3	2	4	2	1	2	2	2.6	2.3
0200-0300	3	5	2	3	1	3	4	3.4	3
0300-0400	3	2	5	1	4	2	3	2.8	2.9
0400-0500	10	10	11	13	5	2	12	11.2	9
0500-0600	28	15	26	24	13	7	31	24.8	20.6
0600-0700	72	75	67	58	26	17	69	68.2	54.9
0700-0800	137	117	138	128	54	20	137	131.4	104.4
0800-0900	183	179	187	175	108	48	175	179.8	150.7
0900-1000	146	145	141	135	129	93	164	146.2	136.1
1000-1100	130	129	114	122	131	126	117	122.4	124.1
1100-1200	105	122	116	130	149	119	132	121	124.7
1200-1300	107	119	120	132	133	136	109	117.4	122.3
1300-1400	124	103	120	133	131	125	118	119.6	122
1400-1500	121	109	129	127	131	118	136	124.4	124.4
1500-1600	164	142	139	157	115	83	145	149.4	135
1600-1700	134	143	172	168	113	65	129	149.2	132
1700-1800	138	133	160	159	99	72	100	138	123
1800-1900	115	106	117	106	78	66	97	108.2	97.9
1900-2000	57	69	69	54	60	34	59	61.6	57.4
2000-2100	36	41	49	26	40	28	36	37.6	36.6
2100-2200	39	31	60	38	36	19	34	40.4	36.7
2200-2300	13	22	20	45	43	7	15	23	23.6
2300-2400	7	4	6	16	32	5	4	7.4	10.6
Totals									
0700-1900	1604	1547	1653	1672	1371	1071	1559	1607	1496.7
0600-2200	1808	1763	1898	1848	1533	1169	1757	1814.8	1682.3
0600-0000	1828	1789	1924	1909	1608	1181	1776	1845.2	1716.4
0000-0000	1880	1828	1973	1958	1635	1205	1832	1894.2	1758.7
AM Peak	800	800	800	800	1100	1000	800		
	183	179	187	175	149	126	175		
PM Peak	1500	1600	1600	1600	1200	1200	1500		
	164	143	172	168	133	136	145		

ATC4 Southbound Class & Totals



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

01 July 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29 -		
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4 -		
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	27.8 -		
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -		
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27 -		
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3 -		
0600	35	25	0	8	0	0	0	0	0	1	0	0	0	1	0	28.1	32.4	
0700	88	69	0	14	1	1	0	0	0	0	0	0	0	2	1	27.3	31.4	
0800	169	143	1	19	4	1	0	1	0	0	0	0	0	0	0	27	30.4	
0900	94	79	0	13	0	2	0	0	0	0	0	0	0	0	0	27.2	30.5	
1000	106	83	0	18	1	1	0	1	0	0	0	0	0	2	0	26.1	29.5	
1100	117	103	1	9	1	0	0	0	2	0	0	0	0	1	0	26.4	29.7	
1200	111	87	2	19	1	1	0	0	0	0	0	0	0	1	0	26.5	29.5	
1300	121	101	0	17	0	0	0	1	2	0	0	0	0	0	0	27.1	31.1	
1400	156	137	2	14	0	0	0	0	1	0	0	0	0	2	0	26.8	30.9	
1500	150	130	2	16	0	0	0	0	1	0	0	0	0	1	0	26.3	29	
1600	176	157	0	17	0	1	0	0	0	0	0	0	0	1	0	27.1	31	
1700	172	152	1	12	4	0	0	0	1	0	0	0	0	2	0	28	31.2	
1800	141	123	0	10	3	0	0	1	1	0	0	0	0	2	1	27.6	30.6	
1900	72	64	0	7	0	0	0	1	0	0	0	0	0	0	0	28	31.9	
2000	36	34	0	2	0	0	0	0	0	0	0	0	0	0	0	28.1	30.9	
2100	43	41	0	1	0	0	0	0	0	1	0	0	0	0	0	26.5	29.8	
2200	45	40	0	3	0	1	0	0	0	0	0	0	0	1	0	27.6	31.1	
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	28	31.2	
07-19	1601	1364	9	178	15	7	0	4	8	0	0	0	0	14	2	27	30.5	
06-22	1787	1528	9	196	15	7	0	5	8	2	0	0	0	15	2	27.1	30.5	
06-00	1843	1579	9	199	15	8	0	5	8	2	0	0	0	16	2	27.1	30.6	

00-00	1865	1599	9	201	15	8	0	5	8	2	0	0	0	16	2	27.1	30.6	
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02 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	31.6	-	
0100	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	27.7	-	
0200	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0500	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-	
0600	24	19	0	4	0	0	0	0	0	0	0	0	0	1	0	28.6	33	
0700	94	77	0	12	3	0	0	1	0	1	0	0	0	0	0	28.3	32	
0800	150	129	0	16	4	0	0	0	0	0	0	0	0	1	0	27.5	31.7	
0900	94	76	0	16	0	2	0	0	0	0	0	0	0	0	0	27.9	31.5	
1000	117	88	0	18	1	0	0	1	0	0	0	0	0	9	0	27.8	31.2	
1100	121	100	2	14	0	0	0	1	1	2	0	0	0	1	0	27.6	31.3	
1200	135	115	2	16	0	0	0	0	0	0	0	0	0	1	1	27.2	30.2	
1300	129	108	1	17	1	0	1	0	0	1	0	0	0	0	0	27.1	30.9	
1400	136	112	1	17	0	1	0	1	0	3	0	0	0	1	0	27.8	31.8	
1500	167	138	2	24	1	0	0	0	1	0	0	0	0	1	0	27.7	31.3	
1600	172	140	3	27	0	0	0	1	0	0	0	0	0	0	1	27.7	31.3	
1700	199	176	0	19	2	0	0	0	0	0	0	0	0	1	1	28.5	31.7	
1800	131	117	0	9	0	0	0	0	0	0	0	0	0	2	3	28.2	31.7	
1900	96	86	0	8	1	0	0	0	1	0	0	0	0	0	0	28	31.6	
2000	62	55	0	4	0	0	0	0	0	0	0	0	0	3	0	28.1	31.9	
2100	45	39	1	5	0	0	0	0	0	0	0	0	0	0	0	28.2	35.1	
2200	28	26	1	0	0	0	0	0	0	0	0	0	0	1	0	28.8	32.9	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
07-19	1645	1376	11	205	12	3	1	5	2	7	0	0	0	17	6	27.8	31.3	
06-22	1872	1575	12	226	13	3	1	5	3	7	0	0	0	21	6	27.8	31.4	
06-00	1910	1611	13	226	13	3	1	5	3	7	0	0	0	22	6	27.9	31.4	
00-00	1936	1631	13	230	14	3	1	5	3	7	0	0	0	23	6	27.9	31.5	

03 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.3	-	
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-	
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
0600	32	21	0	6	1	0	0	0	0	1	0	0	0	2	1	28.6	33.2	
0700	102	87	1	10	2	0	0	1	0	1	0	0	0	0	0	28.4	32.8	
0800	169	140	1	21	5	0	0	0	1	0	0	0	0	1	0	28.9	32.2	
0900	94	72	0	13	3	2	0	0	0	0	0	0	0	4	0	28.4	31.5	
1000	117	85	1	18	0	0	1	2	1	3	0	0	0	5	1	26.5	30.6	
1100	116	94	0	16	1	1	0	0	0	0	0	0	0	3	1	27.6	31.7	
1200	126	105	0	17	1	0	0	0	0	0	0	0	0	3	0	27.6	31.2	
1300	139	103	0	24	4	1	1	0	0	0	0	0	0	5	1	25.4	30	
1400	155	134	0	12	1	0	1	0	0	0	0	0	0	5	2	25.6	29.7	
1500	146	120	0	18	1	0	0	1	2	1	0	0	0	2	1	27.2	31.3	
1600	179	144	0	22	1	1	0	2	2	2	0	0	0	5	0	27.6	31.3	
1700	206	177	1	20	1	0	0	1	0	0	0	0	0	6	0	27.4	31.4	
1800	147	130	1	8	1	0	0	0	0	0	0	0	0	7	0	27.4	30.8	
1900	104	89	0	9	1	0	0	0	0	0	0	0	0	5	0	26.4	31.5	
2000	75	61	1	6	1	0	0	0	0	1	0	0	0	4	1	27.5	31.9	
2100	62	54	0	5	2	0	0	0	0	0	0	0	0	1	0	27.3	30.9	
2200	39	36	0	1	0	1	0	0	0	0	0	0	0	1	0	26.2	29.2	
2300	19	16	0	0	3	0	0	0	0	0	0	0	0	0	0	28.6	31.2	
07-19	1696	1391	5	199	21	5	3	7	6	7	0	0	0	46	6	27.3	31.1	
06-22	1969	1616	6	225	26	5	3	7	6	9	0	0	0	58	8	27.3	31.2	
06-00	2027	1668	6	226	29	6	3	7	6	9	0	0	0	59	8	27.3	31.2	
00-00	2044	1683	6	228	29	6	3	7	6	9	0	0	0	59	8	27.3	31.2	

04 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
0100	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	31.3	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
0400	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-	
0500	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	28.4	-	
0600	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	30	33.4	
0700	94	72	2	18	1	0	0	0	0	0	0	0	0	1	0	29.1	31.8	
0800	136	113	0	14	2	2	0	1	0	0	0	0	0	3	1	27.9	31.1	
0900	133	103	2	22	1	0	1	1	0	1	0	0	0	1	1	27.5	30.9	
1000	104	84	1	13	1	2	0	0	1	0	0	0	0	2	0	27.3	30.6	
1100	135	101	1	23	1	0	0	0	0	0	0	0	0	9	0	26.9	30.2	
1200	134	118	2	9	0	0	0	1	0	1	0	0	0	3	0	26.6	29.8	
1300	169	138	0	21	0	1	0	1	0	1	0	0	0	7	0	26.8	30.7	
1400	184	155	0	25	0	1	0	2	0	1	0	0	0	0	0	26.8	30.2	
1500	173	145	2	23	0	0	0	2	0	0	0	0	0	1	0	27.3	30.3	
1600	150	129	0	14	3	1	0	1	0	0	0	0	0	1	1	27.1	30.7	
1700	173	152	1	11	3	0	0	0	0	1	0	0	0	3	2	27.4	30.9	
1800	134	119	0	11	3	0	0	1	0	0	0	0	0	0	0	28.4	31.7	
1900	78	74	0	3	1	0	0	0	0	0	0	0	0	0	0	28.1	31.9	
2000	66	58	0	3	0	1	1	1	0	1	0	0	0	1	0	26.1	30.2	
2100	42	37	0	3	1	0	1	0	0	0	0	0	0	0	0	26.8	29.8	
2200	73	66	0	4	1	1	0	0	0	0	0	0	0	0	1	27.4	30.8	
2300	56	54	0	1	1	0	0	0	0	0	0	0	0	0	0	28.4	31.1	
07-19	1719	1429	11	204	15	7	1	10	1	5	0	0	0	31	5	27.4	30.6	
06-22	1924	1614	11	215	18	8	3	11	1	6	0	0	0	32	5	27.4	30.7	
06-00	2053	1734	11	220	20	9	3	11	1	6	0	0	0	32	6	27.4	30.8	
00-00	2077	1755	11	222	20	9	3	11	1	6	0	0	0	33	6	27.4	30.8	

05 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	11	10	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	32.8	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8 -		
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 -		
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2 -		
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32 -		
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9 -		
0600	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3 -		
0700	25	19	0	5	0	0	0	0	0	0	0	0	0	1	0	29.1	33.2	
0800	61	42	1	13	3	0	0	0	0	0	0	0	0	1	1	27.6	32	
0900	102	95	1	3	2	1	0	0	0	0	0	0	0	0	0	26.6	30.4	
1000	130	114	0	13	2	0	0	0	0	1	0	0	0	0	0	27.7	30.5	
1100	136	123	0	8	0	0	1	0	0	0	0	0	0	4	0	27.5	31.3	
1200	135	122	0	10	0	0	0	0	1	0	0	1	0	0	1	27	30.2	
1300	125	117	1	6	0	0	0	0	0	0	0	0	0	1	0	27.4	31.2	
1400	143	126	1	13	1	0	0	1	0	0	0	0	0	1	0	27.4	31.1	
1500	123	110	1	9	1	1	0	0	0	0	0	0	0	1	0	27.7	31	
1600	117	109	0	6	0	0	0	0	0	0	0	0	0	1	1	27.7	30.8	
1700	116	103	0	11	0	0	0	0	0	1	0	0	0	1	0	27.5	30.1	
1800	96	86	0	7	0	0	0	0	0	0	0	0	0	3	0	28.8	32	
1900	65	62	0	3	0	0	0	0	0	0	0	0	0	0	0	28.7	32.6	
2000	59	48	0	9	0	0	0	1	0	0	0	0	0	0	1	26.5	30	
2100	62	56	0	5	1	0	0	0	0	0	0	0	0	0	0	28	31.2	
2200	66	62	0	4	0	0	0	0	0	0	0	0	0	0	0	27.7	30.3	
2300	73	71	1	0	1	0	0	0	0	0	0	0	0	0	0	28.3	32.1	
07-19	1309	1166	5	104	9	2	1	1	1	2	0	1	0	14	3	27.5	30.8	
06-22	1504	1340	5	122	10	2	1	2	1	2	0	1	0	14	4	27.6	30.9	
06-00	1643	1473	6	126	11	2	1	2	1	2	0	1	0	14	4	27.6	30.9	
00-00	1669	1497	6	128	11	2	1	2	1	2	0	1	0	14	4	27.7	31	

06 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	19	17	0	0	2	0	0	0	0	0	0	0	0	0	0	29.1	32.2	
0100	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	32.1	39.6	
0200	7	5	0	0	0	1	0	0	0	0	0	0	0	1	0	27.3 -		
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32 -		
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6 -		
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9 -		
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1 -		
0700	21	18	0	2	0	0	0	0	0	0	0	0	0	1	0	29	34.2	
0800	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	28.8	31.5	
0900	61	49	0	5	3	1	0	0	0	0	0	0	0	2	1	27.4	31.5	
1000	75	69	0	5	1	0	0	0	0	0	0	0	0	0	0	27.9	30.3	
1100	107	97	1	7	1	0	0	0	0	0	0	0	0	0	1	27.9	31.2	
1200	126	118	0	6	0	1	0	0	0	0	0	0	0	0	1	27.1	30.8	
1300	121	112	0	7	0	0	0	0	0	0	0	0	0	2	0	27.7	30.7	
1400	110	103	0	4	0	0	0	0	0	0	0	0	0	2	1	27.4	30.8	
1500	130	117	0	8	2	0	0	1	0	1	0	0	0	0	1	27.6	31.4	
1600	99	90	2	5	0	0	0	0	1	1	0	0	0	0	0	27.6	31.8	
1700	67	60	0	6	1	0	0	0	0	0	0	0	0	0	0	28.7	31.5	
1800	54	51	0	3	0	0	0	0	0	0	0	0	0	0	0	29.3	33.7	
1900	51	42	0	7	0	0	0	0	0	0	0	0	0	2	0	28.6	33.6	
2000	37	34	0	1	0	0	0	1	0	0	0	0	0	1	0	29.5	33	
2100	34	29	0	4	0	1	0	0	0	0	0	0	0	0	0	28.7	31.5	
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3	30.6	
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	28.7 -		
07-19	998	908	3	61	8	2	0	1	1	2	0	0	0	7	5	27.8	31.4	
06-22	1124	1017	3	73	8	3	0	2	1	2	0	0	0	10	5	27.9	31.5	
06-00	1142	1034	3	73	8	3	0	2	1	2	0	0	0	11	5	27.9	31.5	
00-00	1187	1074	3	74	10	4	0	2	1	2	0	0	0	12	5	28	31.5	

07 July 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.8	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	28.8	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0500	10	8	1	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-	
0600	29	23	0	2	2	0	0	1	0	0	0	0	0	1	0	29.8	33.9	
0700	83	67	1	13	1	0	0	0	0	0	0	0	0	1	0	29	32	
0800	144	127	0	14	1	0	0	0	1	0	0	0	0	1	0	28.4	32.4	
0900	120	95	0	19	1	0	1	0	1	0	0	0	0	3	0	27.6	31.2	
1000	117	99	0	15	0	0	0	1	0	0	0	0	0	0	2	27	30.1	
1100	99	75	1	15	0	1	0	0	1	0	0	0	0	4	2	27.1	31.2	
1200	119	93	1	19	2	0	0	2	0	2	0	0	0	0	0	27.1	30.2	
1300	135	120	0	14	0	0	0	0	0	0	0	0	0	1	0	27.7	31.7	
1400	182	162	1	17	0	0	1	0	0	1	0	0	0	0	0	28.1	31.8	
1500	163	143	1	18	0	0	0	0	0	0	0	0	0	1	0	27.3	30.8	
1600	179	153	1	22	1	1	0	0	1	0	0	0	0	0	0	28.1	31.7	
1700	172	155	0	14	0	0	0	2	0	0	0	0	0	1	0	28.1	31	
1800	131	114	0	13	0	0	0	2	0	0	0	0	0	0	2	28.2	30.9	
1900	64	54	1	8	0	0	0	0	1	0	0	0	0	0	0	28.1	32.2	
2000	56	51	0	4	1	0	0	0	0	0	0	0	0	0	0	28	31.9	
2100	36	34	0	0	0	1	0	0	0	0	0	0	0	1	0	28.8	34	
2200	24	22	0	1	0	0	0	1	0	0	0	0	0	0	0	28.8	31.5	
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.1	-	
07-19	1644	1403	6	193	6	2	2	7	4	3	0	0	0	12	6	27.8	31.2	
06-22	1829	1565	7	207	9	3	2	8	5	3	0	0	0	14	6	27.9	31.4	
06-00	1860	1594	7	208	9	3	2	9	5	3	0	0	0	14	6	27.9	31.4	
00-00	1877	1608	8	209	9	3	2	9	5	3	0	0	0	15	6	27.9	31.4	

ATC4 Southbound Speeds



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

01 July 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	29	-	
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.4	-	
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.8	-	
0300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
0400	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	27	-	
0500	7	0	0	1	3	3	0	0	0	0	0	0	0	0	0	0	28.3	-	
0600	35	0	0	5	22	8	0	0	0	0	0	0	0	0	0	0	28.1	32.4	
0700	88	0	1	22	48	17	0	0	0	0	0	0	0	0	0	0	27.3	31.4	
0800	169	1	1	36	119	12	0	0	0	0	0	0	0	0	0	0	27	30.4	
0900	94	0	0	24	60	10	0	0	0	0	0	0	0	0	0	0	27.2	30.5	
1000	106	0	0	37	59	9	1	0	0	0	0	0	0	0	0	0	26.1	29.5	
1100	117	0	0	41	65	10	1	0	0	0	0	0	0	0	0	0	26.4	29.7	
1200	111	0	2	24	74	11	0	0	0	0	0	0	0	0	0	0	26.5	29.5	
1300	121	0	0	34	69	17	1	0	0	0	0	0	0	0	0	0	27.1	31.1	
1400	156	0	11	32	91	21	1	0	0	0	0	0	0	0	0	0	26.8	30.9	
1500	150	0	0	47	94	8	1	0	0	0	0	0	0	0	0	0	26.3	29	
1600	176	0	0	42	109	24	1	0	0	0	0	0	0	0	0	0	27.1	31	
1700	172	0	0	35	108	26	3	0	0	0	0	0	0	0	0	0	28	31.2	
1800	141	0	2	23	100	15	1	0	0	0	0	0	0	0	0	0	27.6	30.6	
1900	72	0	0	11	46	15	0	0	0	0	0	0	0	0	0	0	28	31.9	
2000	36	0	0	3	28	5	0	0	0	0	0	0	0	0	0	0	28.1	30.9	
2100	43	0	2	11	27	2	1	0	0	0	0	0	0	0	0	0	26.5	29.8	
2200	45	0	0	11	28	6	0	0	0	0	0	0	0	0	0	0	27.6	31.1	
2300	11	0	0	1	8	2	0	0	0	0	0	0	0	0	0	0	28	31.2	
07-19	1601	1	17	397	996	180	10	0	0	0	0	0	0	0	0	0	27	30.5	
06-22	1787	1	19	427	1119	210	11	0	0	0	0	0	0	0	0	0	27.1	30.5	
06-00	1843	1	19	439	1155	218	11	0	0	0	0	0	0	0	0	0	27.1	30.6	
00-00	1865	1	19	444	1167	222	12	0	0	0	0	0	0	0	0	0	27.1	30.6	

02 July 2025

[illegible]

03 July 2025

[illegible]

04 July 2025

[illegible]

05 July 2025

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	11	0	0	1	7	3	0	0	0	0	0	0	0	0	0	0	28.8	32.8
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.8	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0300	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	33.2	-
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32	-
0500	6	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	29.9	-
0600	9	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	30.3	-
0700	25	0	0	4	12	8	1	0	0	0	0	0	0	0	0	0	29.1	33.2
0800	61	0	2	12	36	10	1	0	0	0	0	0	0	0	0	0	27.6	32
0900	102	0	0	35	59	8	0	0	0	0	0	0	0	0	0	0	26.6	30.4
1000	130	0	0	28	85	15	1	0	0	1	0	0	0	0	0	0	27.7	30.5
1100	136	0	2	36	76	22	0	0	0	0	0	0	0	0	0	0	27.5	31.3
1200	135	0	0	33	90	12	0	0	0	0	0	0	0	0	0	0	27	30.2
1300	125	1	3	25	77	19	0	0	0	0	0	0	0	0	0	0	27.4	31.2
1400	143	1	1	23	97	19	2	0	0	0	0	0	0	0	0	0	27.4	31.1
1500	123	0	0	17	90	14	2	0	0	0	0	0	0	0	0	0	27.7	31
1600	117	0	1	17	84	15	0	0	0	0	0	0	0	0	0	0	27.7	30.8
1700	116	0	0	21	86	9	0	0	0	0	0	0	0	0	0	0	27.5	30.1
1800	96	0	0	10	68	16	1	1	0	0	0	0	0	0	0	0	28.8	32
1900	65	0	0	4	45	14	2	0	0	0	0	0	0	0	0	0	28.7	32.6
2000	59	0	1	14	40	4	0	0	0	0	0	0	0	0	0	0	26.5	30
2100	62	0	0	10	42	9	1	0	0	0	0	0	0	0	0	0	28	31.2
2200	66	0	1	7	51	7	0	0	0	0	0	0	0	0	0	0	27.7	30.3
2300	73	0	0	10	48	13	2	0	0	0	0	0	0	0	0	0	28.3	32.1
07-19	1309	2	9	261	860	167	8	1	0	1	0	0	0	0	0	0	27.5	30.8
06-22	1504	2	10	290	991	198	11	1	0	1	0	0	0	0	0	0	27.6	30.9
06-00	1643	2	11	307	1090	218	13	1	0	1	0	0	0	0	0	0	27.6	30.9
00-00	1669	2	11	308	1107	225	14	1	0	1	0	0	0	0	0	0	27.7	31

06 July 2025

[illegible]

07 July 2025

[illegible]

Grand Total

[illegible]

ATC4 Southbound Totals



SITE: ATC 4 - Tilstock Road

LOCATION: Attached to telegraph pole

GRID REFERENCE: 52.937385, -2.683283

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

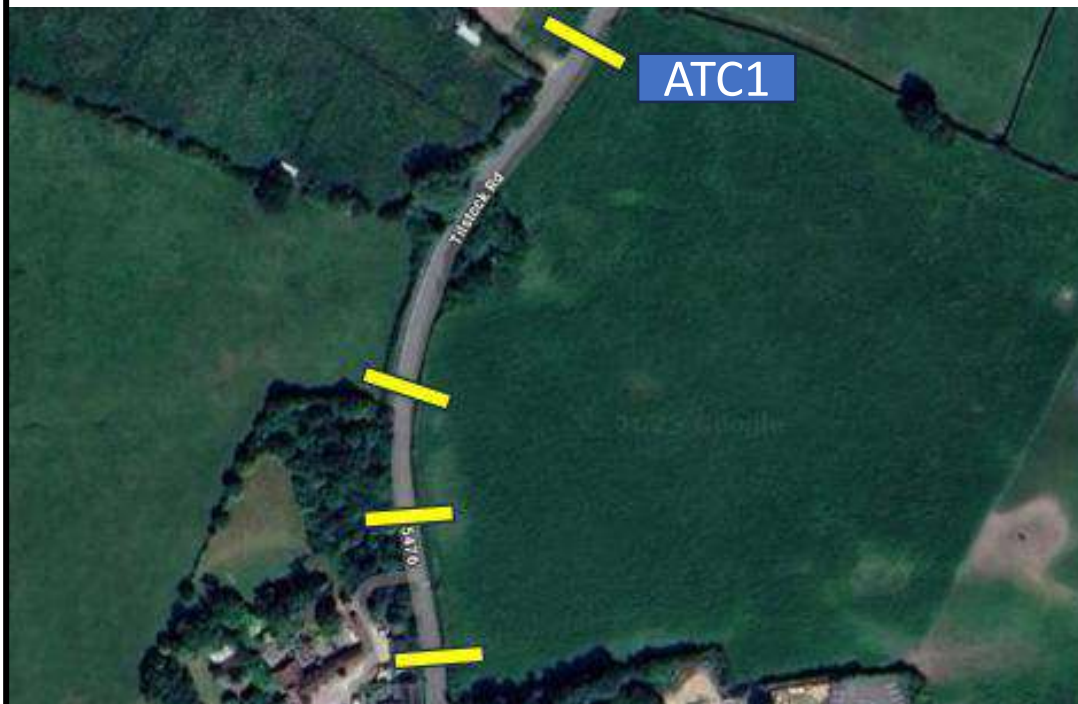
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Jul	02-Jul	03-Jul	04-Jul	05-Jul	06-Jul	07-Jul	1-5.	1-7.
Hour									
0000-0100	5	5	1	4	11	19	2	3.4	6.7
0100-0200	1	6	2	4	2	12	1	2.8	4
0200-0300	2	3	3	0	1	7	3	2.2	2.7
0300-0400	1	1	1	2	3	3	0	1	1.6
0400-0500	6	3	4	4	3	1	1	3.6	3.1
0500-0600	7	8	6	10	6	3	10	8.2	7.1
0600-0700	35	24	32	19	9	4	29	27.8	21.7
0700-0800	88	94	102	94	25	21	83	92.2	72.4
0800-0900	169	150	169	136	61	27	144	153.6	122.3
0900-1000	94	94	94	133	102	61	120	107	99.7
1000-1100	106	117	117	104	130	75	117	112.2	109.4
1100-1200	117	121	116	135	136	107	99	117.6	118.7
1200-1300	111	135	126	134	135	126	119	125	126.6
1300-1400	121	129	139	169	125	121	135	138.6	134.1
1400-1500	156	136	155	184	143	110	182	162.6	152.3
1500-1600	150	167	146	173	123	130	163	159.8	150.3
1600-1700	176	172	179	150	117	99	179	171.2	153.1
1700-1800	172	199	206	173	116	67	172	184.4	157.9
1800-1900	141	131	147	134	96	54	131	136.8	119.1
1900-2000	72	96	104	78	65	51	64	82.8	75.7
2000-2100	36	62	75	66	59	37	56	59	55.9
2100-2200	43	45	62	42	62	34	36	45.6	46.3
2200-2300	45	28	39	73	66	11	24	41.8	40.9
2300-2400	11	10	19	56	73	7	7	20.6	26.1
Totals									
0700-1900	1601	1645	1696	1719	1309	998	1644	1661	1516
0600-2200	1787	1872	1969	1924	1504	1124	1829	1876.2	1715.6
0600-0000	1843	1910	2027	2053	1643	1142	1860	1938.6	1782.6
0000-0000	1865	1936	2044	2077	1669	1187	1877	1959.8	1807.9
AM Peak	800	800	800	800	1100	1100	800		
	169	150	169	136	136	107	144		
PM Peak	1600	1700	1700	1400	1400	1500	1400		
	176	199	206	184	143	130	182		

ATC1 Maps and Photos



Survey Type: Automatic Traffic Counter

Location: Tilstock Road





**CHARGE
SURVEYS**

Survey Type: Automatic Traffic Counter

Location: Tilstock Road



Charge Surveys Ltd

chargesurveys.co.uk





Survey Type: Automatic Traffic Counter

Location: Tilstock Road



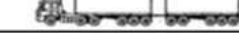


Survey Type: Automatic Traffic Counter

Location: Tilstock Road



ATC5 VRX + Classification

Class		Axes	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m \text{ \& } \text{axes}=2$		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	$\text{groups}=3, d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m \text{ \& } \text{axes}=3,4,5$		
3	TB2	2	2	Two axle truck or Bus	$d(1) > 3.2m \text{ \& } \text{axes}=2$		Medium
4	TB3	3	2	Three axle truck or Bus	$\text{axes}=3 \text{ \& } \text{groups}=2$		
5	T4	>3	2	Four axle truck	$\text{axes} > 3 \text{ \& } \text{groups}=2$		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	$d(1) > 3.2m, \text{axes}=3 \text{ \& } \text{groups}=3$		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } \text{axes} = 4 \text{ \& } \text{groups} > 2$		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	$d(2) < 2.1m \text{ or } d(1) < 2.1m \text{ or } d(1) > 3.2m \text{ \& } \text{axes} = 5 \text{ \& } \text{groups} > 2$		
9	ART6	≥ 6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	$\text{axes}=6 \text{ \& } \text{groups} > 2 \text{ or } \text{axes} > 6 \text{ \& } \text{groups}=3$		
10	BD	>6	4	B-Double or Heavy truck and trailer	$\text{groups}=4 \text{ \& } \text{axes} > 6$		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	$\text{groups}=5,6 \text{ \& } \text{axes} > 6$		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	$\text{groups} > 6 \text{ \& } \text{axes} > 6$		
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m \text{ \& } \text{axes}=2$		Light
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18 \text{ \& } \text{axes}=2$		

	Northbound	Southbound
Total	11289	11383
Mean Speed	29.4	30
85%	33	34.6

ATC5 Northbound Class & Totals



SITE: Tilstock Road

LOCATION: Attached to sign

GRID REFERENCE: 52.937605, -2.683285

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

16 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	-	
0300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	33.3	-	
0400	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	31.2	-	
0500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-	
0600	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	30.9	35.3	
0700	56	48	1	6	0	0	0	0	0	0	0	0	0	1	0	31.6	35.2	
0800	92	84	2	3	2	0	0	0	0	0	0	0	0	0	1	29.8	34.2	
0900	113	101	1	6	2	0	0	0	1	0	0	0	0	2	0	29.9	33	
1000	150	136	3	4	5	0	0	0	0	0	0	0	0	2	0	29.3	32.4	
1100	144	135	0	0	2	1	0	0	0	0	0	0	0	4	2	28.2	32	
1200	110	103	0	3	3	0	0	0	0	1	0	0	0	0	0	29	31.4	
1300	121	113	1	1	3	0	0	1	0	0	0	0	0	0	2	28.9	32.5	
1400	103	100	0	2	0	1	0	0	0	0	0	0	0	0	0	29.8	33.6	
1500	101	98	0	2	0	0	0	0	0	0	0	0	0	1	0	30	33.9	
1600	80	76	0	2	1	0	0	0	0	1	0	0	0	0	0	29.5	31.9	
1700	101	98	1	2	0	0	0	0	0	0	0	0	0	0	0	30	33.6	
1800	45	43	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	33.1	
1900	45	43	1	1	0	0	0	0	0	0	0	0	0	0	0	28.8	33	
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	33.5	
2100	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	37.5	
2200	21	20	0	0	0	1	0	0	0	0	0	0	0	0	0	30.5	33.5	
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-	
07-19	1216	1135	9	33	18	2	0	1	1	2	0	0	0	10	5	29.5	33	
06-22	1312	1225	10	38	18	2	0	1	1	2	0	0	0	10	5	29.5	33.1	
06-00	1342	1254	10	38	18	3	0	1	1	2	0	0	0	10	5	29.5	33.1	
00-00	1373	1281	10	42	18	3	0	1	1	2	0	0	0	10	5	29.6	33.2	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	29.8	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	
0400	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	32.5	-	
0500	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	-	
0600	18	15	1	1	0	0	0	0	1	0	0	0	0	0	0	30	32.7	
0700	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	32	36.3	
0800	47	45	0	1	0	1	0	0	0	0	0	0	0	0	0	29.7	33.6	
0900	93	88	0	3	1	0	0	0	0	0	0	0	0	0	1	30.4	33.7	
1000	120	104	3	8	2	0	0	0	0	0	0	0	0	1	2	28.8	32.8	
1100	117	113	1	1	1	0	0	0	0	0	0	0	0	1	0	29	32.5	
1200	117	113	0	4	0	0	0	0	0	0	0	0	0	0	0	29.1	32	
1300	115	112	1	0	0	1	0	0	0	0	0	0	0	1	0	29.3	32.9	
1400	83	73	0	5	0	1	0	0	0	0	0	0	0	4	0	29.1	32.8	
1500	87	81	1	2	0	0	0	0	0	0	0	0	0	0	3	28.6	33.6	
1600	69	65	0	3	1	0	0	0	0	0	0	0	0	0	0	30.1	33.6	
1700	61	59	0	1	0	0	0	0	0	0	0	0	0	1	0	30.1	34	
1800	50	48	1	1	0	0	0	0	0	0	0	0	0	0	0	30.2	33.5	
1900	38	34	0	3	0	1	0	0	0	0	0	0	0	0	0	30.6	33.6	
2000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	39.1	
2100	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
2200	10	8	0	0	1	1	0	0	0	0	0	0	0	0	0	31.1	-	
2300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-	
07-19	980	920	7	31	5	3	0	0	0	0	0	0	0	8	6	29.4	33.1	
06-22	1065	998	8	35	5	4	0	0	1	0	0	0	0	8	6	29.6	33.2	
06-00	1078	1009	8	35	6	5	0	0	1	0	0	0	0	8	6	29.6	33.2	
00-00	1103	1032	8	36	6	6	0	0	1	0	0	0	0	8	6	29.6	33.3	

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[illegible]

0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0400	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0500	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	33.4	38.7
0600	63	56	0	5	0	1	0	1	0	0	0	0	0	0	0	0	31.6	36
0700	159	147	0	10	1	0	0	0	0	1	0	0	0	0	0	0	30.6	34.2
0800	169	151	4	10	3	0	0	1	0	0	0	0	0	0	0	0	30.3	33.6
0900	131	119	4	7	0	0	0	0	0	0	0	0	0	0	0	1	29.1	32.1
1000	120	100	0	15	2	0	1	1	0	0	0	0	0	0	1	0	29.1	32.5
1100	132	108	4	18	1	0	1	0	0	0	0	0	0	0	0	0	29.4	32.3
1200	127	112	4	8	0	0	0	0	1	0	0	0	0	0	1	1	29.7	33.1
1300	119	107	0	7	1	0	0	1	0	1	0	0	0	0	1	1	29.6	33.1
1400	120	103	0	11	3	0	0	0	1	0	0	0	0	0	1	1	29.4	32.5
1500	142	130	1	6	3	0	0	1	0	0	0	0	0	0	0	1	28.8	32.1
1600	124	111	2	9	1	0	0	0	0	0	0	0	0	0	1	0	30.6	33.2
1700	146	136	1	4	2	0	1	1	0	0	0	0	0	0	1	0	29.6	32.9
1800	99	92	0	3	3	0	0	0	0	0	0	0	0	0	1	0	30.1	33.8
1900	52	50	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.5	33.9
2000	22	21	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.6	36.7
2100	9	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.7	-
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
07-19	1588	1416	20	108	20	0	3	5	2	2	0	0	0	7	5		29.7	32.9
06-22	1734	1550	22	114	21	2	3	6	2	2	0	0	0	7	5		29.8	33.1
06-00	1746	1562	22	114	21	2	3	6	2	2	0	0	0	7	5		29.9	33.1
00-00	1793	1603	22	120	21	2	3	6	2	2	0	0	0	7	5		29.9	33.3

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	-	
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-	
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-	
0400	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	
0500	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	31.3	35.3	
0600	81	73	0	7	0	0	0	0	1	0	0	0	0	0	0	31.7	35.2	
0700	107	102	0	4	1	0	0	0	0	0	0	0	0	0	0	30.8	34.3	

0800	149	138	2	5	2	0	0	1	1	0	0	0	0	0	0	29.8	32.9	
0900	136	121	2	11	0	0	0	0	1	1	0	0	0	0	0	29.7	33	
1000	105	87	2	13	0	0	0	1	2	0	0	0	0	0	0	29.1	33.2	
1100	90	82	0	7	0	0	0	0	0	0	0	0	0	0	1	29.1	32.6	
1200	113	100	1	11	0	0	1	0	0	0	0	0	0	0	0	28.7	32.1	
1300	96	82	1	9	1	0	0	0	0	1	0	0	0	0	2	27.6	32.2	
1400	95	83	1	8	2	0	0	0	0	1	0	0	0	0	0	28.6	31.9	
1500	146	135	2	7	0	0	0	0	0	0	0	0	0	2	0	29.3	32.9	
1600	120	111	0	7	2	0	0	0	0	0	0	0	0	0	0	29.8	32.3	
1700	127	119	1	1	4	0	0	1	0	0	0	0	0	1	0	30	32.9	
1800	73	68	1	1	1	0	0	0	0	0	0	0	0	2	0	30.1	34.9	
1900	48	45	2	1	0	0	0	0	0	0	0	0	0	0	0	30.5	34.1	
2000	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	29.7	34.1	
2100	25	24	0	0	0	1	0	0	0	0	0	0	0	0	0	28.5	35.9	
2200	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.6	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
07-19	1357	1228	13	84	13	0	1	3	4	3	0	0	0	5	3	29.4	32.9	
06-22	1538	1396	15	93	13	1	1	3	5	3	0	0	0	5	3	29.6	33.1	
06-00	1553	1411	15	93	13	1	1	3	5	3	0	0	0	5	3	29.6	33.2	
00-00	1594	1448	15	97	13	1	1	3	5	3	0	0	0	5	3	29.6	33.2	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	29.9	-	
0100	4	3	0	0	1	0	0	0	0	0	0	0	0	0	0	30.2	-	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	-	
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	29.3	-	
0400	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	32	-	
0500	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	34.2	
0600	76	69	0	7	0	0	0	0	0	0	0	0	0	0	0	30.7	34.9	
0700	116	111	0	5	0	0	0	0	0	0	0	0	0	0	0	30.3	33.7	
0800	192	178	1	9	2	0	0	0	1	1	0	0	0	0	0	29	31.5	
0900	145	134	0	5	4	0	0	0	1	0	0	0	0	1	0	28.6	32.4	
1000	143	132	1	5	3	1	0	0	0	1	0	0	0	0	0	29.3	32	
1100	107	97	0	5	4	0	0	0	0	1	0	0	0	0	0	28.5	31.2	
1200	132	116	4	8	3	0	0	1	0	0	0	0	0	0	0	28.2	31.4	
1300	110	102	0	3	4	1	0	0	0	0	0	0	0	0	0	28.4	31.2	
1400	119	108	1	7	2	0	0	0	0	1	0	0	0	0	0	27.9	31.9	

1500	157	146	1	5	4	0	0	0	0	0	0	0	0	1	0	29.1	31.5	
1600	102	93	0	6	3	0	0	0	0	0	0	0	0	0	0	30	32.6	
1700	106	94	0	5	5	0	0	0	1	0	0	0	0	1	0	30.2	33.3	
1800	84	78	1	3	1	0	0	0	0	0	0	0	0	1	0	30.3	33.9	
1900	45	41	1	2	1	0	0	0	0	0	0	0	0	0	0	30.6	33.9	
2000	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31.9	36	
2100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	34.7	
2200	6	5	0	0	0	1	0	0	0	0	0	0	0	0	0	32	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-	
07-19	1513	1389	9	66	35	2	0	1	3	4	0	0	0	4	0	29.1	32.1	
06-22	1687	1552	10	75	36	2	0	1	3	4	0	0	0	4	0	29.3	32.3	
06-00	1697	1561	10	75	36	3	0	1	3	4	0	0	0	4	0	29.3	32.4	
00-00	1740	1598	10	79	38	3	0	1	3	4	0	0	0	4	0	29.3	32.4	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-	
0100	4	2	0	1	0	1	0	0	0	0	0	0	0	0	0	27.3	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	-	
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-	
0500	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	35	
0600	58	49	0	8	0	0	0	0	0	1	0	0	0	0	0	31.4	36.1	
0700	120	105	3	7	3	0	0	0	1	0	0	0	0	1	0	30.5	33.9	
0800	177	167	1	2	3	0	0	1	1	1	0	0	0	0	1	30.3	33.2	
0900	153	135	0	4	10	1	0	0	0	3	0	0	0	0	0	29.7	32.4	
1000	132	120	0	3	5	1	1	0	0	0	0	0	0	1	1	29.1	31.8	
1100	118	106	0	6	5	0	0	1	0	0	0	0	0	0	0	29.3	31.9	
1200	111	100	3	2	3	0	0	0	0	3	0	0	0	0	0	28.3	31.8	
1300	111	102	0	5	3	0	0	0	0	1	0	0	0	0	0	28.5	31.3	
1400	114	103	1	6	2	1	0	0	0	0	0	0	0	0	1	27.9	30.9	
1500	167	148	1	10	5	0	0	0	0	1	0	0	0	1	1	28.8	31.6	
1600	136	126	1	5	2	0	0	0	0	0	0	0	0	2	0	30	32.6	
1700	132	122	0	8	1	0	0	0	0	0	0	0	0	1	0	30.2	33.1	
1800	108	98	0	5	4	0	0	0	0	0	0	0	0	1	0	29.4	32.8	
1900	56	53	0	3	0	0	0	0	0	0	0	0	0	0	0	31.3	35.8	
2000	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	35.5	
2100	33	30	1	1	0	1	0	0	0	0	0	0	0	0	0	29.7	35.3	

2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1 -	
2300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3 -	
07-19	1579	1432	10	63	46	3	1	2	2	9	0	0	0	7	4	29.4	32.4
06-22	1751	1589	11	75	46	4	1	2	2	10	0	0	0	7	4	29.5	32.8
06-00	1767	1605	11	75	46	4	1	2	2	10	0	0	0	7	4	29.6	32.8
00-00	1809	1644	11	77	46	5	1	2	2	10	0	0	0	7	4	29.6	32.8

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	30.9 -		
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6 -		
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8 -		
0300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8 -		
0400	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	36.6	
0500	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	30.5	35.6	
0600	54	48	0	5	0	0	0	1	0	0	0	0	0	0	0	31.7	36.7	
0700	104	92	1	9	1	0	0	0	0	0	0	0	0	1	0	30.8	34.4	
0800	166	157	0	6	1	0	0	0	0	2	0	0	0	0	0	29.8	33	
0900	162	151	3	4	4	0	0	0	0	0	0	0	0	0	0	24.6	28.9	
1000	136	126	1	5	1	0	0	1	0	0	0	0	0	2	0	22.9	26.5	
1100	144	124	5	13	1	0	0	0	0	1	0	0	0	0	0	26.7	31.4	
1200	113	100	3	7	0	0	0	0	0	3	0	0	0	0	0	28.7	32.9	
1300	144	122	3	10	2	1	0	0	1	3	0	0	0	2	0	27.3	31.1	
1400	130	116	1	3	5	0	0	0	0	0	0	0	0	4	1	27.7	31.1	
1500	185	167	3	5	3	1	0	0	0	1	0	0	0	4	1	28.6	31.9	
1600	137	126	2	3	3	0	0	0	0	0	0	0	0	2	1	30	33.8	
1700	129	121	1	1	6	0	0	0	0	0	0	0	0	0	0	30.7	34.3	
1800	89	78	1	2	4	0	1	0	0	0	0	0	0	2	1	29.5	33.8	
1900	54	52	1	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.8	
2000	25	24	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	35.5	
2100	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	30.4	36.4	
2200	17	15	0	1	0	1	0	0	0	0	0	0	0	0	0	31.2	35.8	
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6 -		
07-19	1639	1480	24	68	31	2	1	1	1	10	0	0	0	17	4	28	32.3	
06-22	1804	1631	25	80	31	2	1	2	1	10	0	0	0	17	4	28.3	32.7	
06-00	1831	1656	25	81	31	3	1	2	1	10	0	0	0	17	4	28.3	32.7	
00-00	1877	1696	25	85	32	3	1	2	1	10	0	0	0	17	5	28.4	32.8	

ATC5 Northbound Speeds

SITE: Tilstock Road

LOCATION: Attached to sign

GRID REFERENCE: 52.937605, -2.683285

DIRECTION: NORTHBOUND SPEED LIMIT: 30

16 March 2024

[illegible]

17 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	29.8	-	
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.2	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.5	-	
0400	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	32.5	-	
0500	9	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	30.3	-	
0600	18	0	0	1	11	6	0	0	0	0	0	0	0	0	0	0	30	32.7	
0700	21	0	0	0	11	8	2	0	0	0	0	0	0	0	0	0	32	36.3	
0800	47	0	0	5	23	17	2	0	0	0	0	0	0	0	0	0	29.7	33.6	
0900	93	1	1	2	51	34	4	0	0	0	0	0	0	0	0	0	30.4	33.7	
1000	120	3	0	10	72	33	2	0	0	0	0	0	0	0	0	0	28.8	32.8	
1100	117	0	1	12	70	33	1	0	0	0	0	0	0	0	0	0	29	32.5	
1200	117	0	0	6	83	28	0	0	0	0	0	0	0	0	0	0	29.1	32	
1300	115	0	0	8	76	28	3	0	0	0	0	0	0	0	0	0	29.3	32.9	
1400	83	0	2	7	51	21	2	0	0	0	0	0	0	0	0	0	29.1	32.8	
1500	87	0	7	9	44	24	3	0	0	0	0	0	0	0	0	0	28.6	33.6	
1600	69	0	0	3	42	22	2	0	0	0	0	0	0	0	0	0	30.1	33.6	
1700	61	0	0	4	38	18	1	0	0	0	0	0	0	0	0	0	30.1	34	
1800	50	0	0	2	28	20	0	0	0	0	0	0	0	0	0	0	30.2	33.5	
1900	38	0	0	4	14	19	1	0	0	0	0	0	0	0	0	0	30.6	33.6	
2000	20	0	0	0	8	9	3	0	0	0	0	0	0	0	0	0	32.4	39.1	
2100	9	0	0	1	1	5	2	0	0	0	0	0	0	0	0	0	33.7	-	
2200	10	0	0	2	5	1	1	0	1	0	0	0	0	0	0	0	31.1	-	
2300	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.6	-	
07-19	980	4	11	68	589	286	22	0	0	0	0	0	0	0	0	0	29.4	33.1	
06-22	1065	4	11	74	623	325	28	0	0	0	0	0	0	0	0	0	29.6	33.2	
06-00	1078	4	11	76	629	327	30	0	1	0	0	0	0	0	0	0	29.6	33.2	
00-00	1103	4	11	78	639	338	32	0	1	0	0	0	0	0	0	0	29.6	33.3	

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
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0000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
0100	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-	
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	34.5	-	
0300	8	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	30.5	-	
0400	8	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	0	34.2	-	
0500	23	0	0	1	6	11	4	1	0	0	0	0	0	0	0	0	0	33.4	38.7	
0600	63	0	0	2	27	28	6	0	0	0	0	0	0	0	0	0	0	31.6	36	
0700	159	0	0	8	77	71	3	0	0	0	0	0	0	0	0	0	0	30.6	34.2	
0800	169	0	0	8	85	72	4	0	0	0	0	0	0	0	0	0	0	30.3	33.6	
0900	131	1	0	10	85	34	1	0	0	0	0	0	0	0	0	0	0	29.1	32.1	
1000	120	0	4	8	72	35	1	0	0	0	0	0	0	0	0	0	0	29.1	32.5	
1100	132	0	0	14	82	34	2	0	0	0	0	0	0	0	0	0	0	29.4	32.3	
1200	127	0	1	14	59	52	1	0	0	0	0	0	0	0	0	0	0	29.7	33.1	
1300	119	0	1	8	74	32	3	1	0	0	0	0	0	0	0	0	0	29.6	33.1	
1400	120	0	1	11	71	36	1	0	0	0	0	0	0	0	0	0	0	29.4	32.5	
1500	142	0	6	14	86	36	0	0	0	0	0	0	0	0	0	0	0	28.8	32.1	
1600	124	0	0	3	70	50	1	0	0	0	0	0	0	0	0	0	0	30.6	33.2	
1700	146	0	0	11	85	48	2	0	0	0	0	0	0	0	0	0	0	29.6	32.9	
1800	99	0	0	7	57	32	3	0	0	0	0	0	0	0	0	0	0	30.1	33.8	
1900	52	1	0	0	31	17	2	1	0	0	0	0	0	0	0	0	0	30.5	33.9	
2000	22	0	0	1	11	7	3	0	0	0	0	0	0	0	0	0	0	31.6	36.7	
2100	9	0	0	2	2	5	0	0	0	0	0	0	0	0	0	0	0	30.7	-	
2200	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
2300	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	31.4	-	
07-19	1588	1	13	116	903	532	22	1	0	0	0	0	0	0	0	0	0	29.7	32.9	
06-22	1734	2	13	121	974	589	33	2	0	0	0	0	0	0	0	0	0	29.8	33.1	
06-00	1746	2	13	123	979	593	34	2	0	0	0	0	0	0	0	0	0	29.9	33.1	
00-00	1793	2	13	126	995	615	39	3	0	0	0	0	0	0	0	0	0	29.9	33.3	

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	27.4	-	
0100	3	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	30.2	-	
0200	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.9	-	
0300	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	29.2	-	
0400	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	32.2	-	
0500	21	0	0	1	10	8	2	0	0	0	0	0	0	0	0	0	31.3	35.3	

0600	81	0	0	2	32	45	2	0	0	0	0	0	0	0	0	0	0	31.7	35.2	
0700	107	0	0	6	55	44	2	0	0	0	0	0	0	0	0	0	0	30.8	34.3	
0800	149	0	0	7	96	45	1	0	0	0	0	0	0	0	0	0	0	29.8	32.9	
0900	136	0	0	13	71	51	1	0	0	0	0	0	0	0	0	0	0	29.7	33	
1000	105	0	2	13	56	33	1	0	0	0	0	0	0	0	0	0	0	29.1	33.2	
1100	90	1	2	6	52	27	2	0	0	0	0	0	0	0	0	0	0	29.1	32.6	
1200	113	1	1	11	70	29	1	0	0	0	0	0	0	0	0	0	0	28.7	32.1	
1300	96	1	7	15	47	26	0	0	0	0	0	0	0	0	0	0	0	27.6	32.2	
1400	95	0	1	6	65	23	0	0	0	0	0	0	0	0	0	0	0	28.6	31.9	
1500	146	0	0	11	98	34	3	0	0	0	0	0	0	0	0	0	0	29.3	32.9	
1600	120	0	0	6	75	37	2	0	0	0	0	0	0	0	0	0	0	29.8	32.3	
1700	127	1	0	2	85	35	4	0	0	0	0	0	0	0	0	0	0	30	32.9	
1800	73	1	0	6	39	23	4	0	0	0	0	0	0	0	0	0	0	30.1	34.9	
1900	48	1	0	1	27	18	1	0	0	0	0	0	0	0	0	0	0	30.5	34.1	
2000	27	0	0	2	16	8	1	0	0	0	0	0	0	0	0	0	0	29.7	34.1	
2100	25	0	0	6	14	3	2	0	0	0	0	0	0	0	0	0	0	28.5	35.9	
2200	11	0	0	1	1	9	0	0	0	0	0	0	0	0	0	0	0	32.3	36.6	
2300	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	31	-	
07-19	1357	5	13	102	809	407	21	0	0	0	0	0	0	0	0	0	0	29.4	32.9	
06-22	1538	6	13	113	898	481	27	0	0	0	0	0	0	0	0	0	0	29.6	33.1	
06-00	1553	6	13	114	902	490	28	0	0	0	0	0	0	0	0	0	0	29.6	33.2	
00-00	1594	6	13	117	921	507	30	0	0	0	0	0	0	0	0	0	0	29.6	33.2	

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	29.9	-	
0100	4	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	30.2	-	
0200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	30.4	-	
0300	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	29.3	-	
0400	9	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	32	-	
0500	22	0	0	0	10	11	1	0	0	0	0	0	0	0	0	0	31.2	34.2	
0600	76	0	0	6	36	31	3	0	0	0	0	0	0	0	0	0	30.7	34.9	
0700	116	0	0	9	58	47	2	0	0	0	0	0	0	0	0	0	30.3	33.7	
0800	192	0	0	16	140	35	1	0	0	0	0	0	0	0	0	0	29	31.5	
0900	145	5	1	11	90	36	2	0	0	0	0	0	0	0	0	0	28.6	32.4	
1000	143	0	1	12	95	32	3	0	0	0	0	0	0	0	0	0	29.3	32	
1100	107	0	1	10	80	16	0	0	0	0	0	0	0	0	0	0	28.5	31.2	

1200	132	0	1	16	94	21	0	0	0	0	0	0	0	0	0	0	28.2	31.4
1300	110	0	1	12	80	16	1	0	0	0	0	0	0	0	0	0	28.4	31.2
1400	119	0	0	19	78	22	0	0	0	0	0	0	0	0	0	0	27.9	31.9
1500	157	0	0	7	122	27	1	0	0	0	0	0	0	0	0	0	29.1	31.5
1600	102	0	0	2	70	30	0	0	0	0	0	0	0	0	0	0	30	32.6
1700	106	0	0	6	68	27	5	0	0	0	0	0	0	0	0	0	30.2	33.3
1800	84	0	0	5	48	28	3	0	0	0	0	0	0	0	0	0	30.3	33.9
1900	45	0	0	1	26	16	2	0	0	0	0	0	0	0	0	0	30.6	33.9
2000	31	0	0	0	13	16	2	0	0	0	0	0	0	0	0	0	31.9	36
2100	22	0	0	3	13	5	1	0	0	0	0	0	0	0	0	0	29.8	34.7
2200	6	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	32	-
2300	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	33.4	-
07-19	1513	5	5	125	1023	337	18	0	0	0	0	0	0	0	0	0	29.1	32.1
06-22	1687	5	5	135	1111	405	26	0	0	0	0	0	0	0	0	0	29.3	32.3
06-00	1697	5	5	136	1114	409	27	1	0	0	0	0	0	0	0	0	29.3	32.4
00-00	1740	5	5	139	1130	432	28	1	0	0	0	0	0	0	0	0	29.3	32.4

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	35	-	
0100	4	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	27.3	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.6	-	
0300	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	30.1	-	
0400	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	35.5	-	
0500	26	0	0	0	11	13	2	0	0	0	0	0	0	0	0	0	32.4		35
0600	58	0	0	8	20	24	6	0	0	0	0	0	0	0	0	0	31.4		36.1
0700	120	0	0	10	52	54	4	0	0	0	0	0	0	0	0	0	30.5		33.9
0800	177	1	0	7	90	79	0	0	0	0	0	0	0	0	0	0	30.3		33.2
0900	153	0	0	8	100	45	0	0	0	0	0	0	0	0	0	0	29.7		32.4
1000	132	0	2	6	97	24	3	0	0	0	0	0	0	0	0	0	29.1		31.8
1100	118	0	0	6	86	25	1	0	0	0	0	0	0	0	0	0	29.3		31.9
1200	111	0	2	17	69	22	1	0	0	0	0	0	0	0	0	0	28.3		31.8
1300	111	0	0	11	80	20	0	0	0	0	0	0	0	0	0	0	28.5		31.3
1400	114	0	2	9	87	16	0	0	0	0	0	0	0	0	0	0	27.9		30.9
1500	167	0	1	9	123	34	0	0	0	0	0	0	0	0	0	0	28.8		31.6
1600	136	0	1	5	85	43	1	1	0	0	0	0	0	0	0	0	30		32.6
1700	132	0	0	8	77	46	1	0	0	0	0	0	0	0	0	0	30.2		33.1

[illegible]

22 March 2024

[illegible]

ATC5 Northbound Totals



SITE: Tilstock Road

LOCATION: Attached to sign

GRID REFERENCE: 52.937605, -2.683285

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	16-Mar	17-Mar	18-Mar	19-Mar	20-Mar	21-Mar	22-Mar	1-5.	1-7.
Hour									
0000-0100	5	5	2	3	2	2	3	2.4	3.1
0100-0200	5	1	4	3	4	4	4	3.8	3.6
0200-0300	1	0	2	2	2	1	4	2.2	1.7
0300-0400	6	3	8	5	4	3	4	4.8	4.7
0400-0500	5	7	8	7	9	6	12	8.4	7.7
0500-0600	9	9	23	21	22	26	19	22.2	18.4
0600-0700	24	18	63	81	76	58	54	66.4	53.4
0700-0800	56	21	159	107	116	120	104	121.2	97.6
0800-0900	92	47	169	149	192	177	166	170.6	141.7
0900-1000	113	93	131	136	145	153	162	145.4	133.3
1000-1100	150	120	120	105	143	132	136	127.2	129.4
1100-1200	144	117	132	90	107	118	144	118.2	121.7
1200-1300	110	117	127	113	132	111	113	119.2	117.6
1300-1400	121	115	119	96	110	111	144	116	116.6
1400-1500	103	83	120	95	119	114	130	115.6	109.1
1500-1600	101	87	142	146	157	167	185	159.4	140.7
1600-1700	80	69	124	120	102	136	137	123.8	109.7
1700-1800	101	61	146	127	106	132	129	128	114.6
1800-1900	45	50	99	73	84	108	89	90.6	78.3
1900-2000	45	38	52	48	45	56	54	51	48.3
2000-2100	14	20	22	27	31	25	25	26	23.4
2100-2200	13	9	9	25	22	33	32	24.2	20.4
2200-2300	21	10	7	11	6	9	17	10	11.6
2300-2400	9	3	5	4	4	7	10	6	6
Totals									
0700-1900	1216	980	1588	1357	1513	1579	1639	1535.2	1410.3
0600-2200	1312	1065	1734	1538	1687	1751	1804	1702.8	1555.9
0600-0000	1342	1078	1746	1553	1697	1767	1831	1718.8	1573.4
0000-0000	1373	1103	1793	1594	1740	1809	1877	1762.6	1612.7
AM Peak	1000 150	1000 120	800 169	800 149	800 192	800 177	800 166		
PM Peak	1300 121	1200 117	1700 146	1500 146	1500 157	1500 167	1500 185		

ATC5 Southbound Class & Totals



SITE: Tilstock Road

LOCATION: Attached to sign

GRID REFERENCE: 52.937605, -2.683285

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

16 March 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-	
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-	
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-	
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	
0600	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	31.5	-	
0700	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	32.4	35.9	
0800	55	50	0	4	0	0	0	0	1	0	0	0	0	0	0	31.8	36	
0900	99	92	0	4	0	0	0	0	0	0	0	0	0	2	1	29.8	34.7	
1000	109	93	3	5	0	2	0	1	1	0	0	0	0	1	3	28.6	33.1	
1100	129	116	2	3	1	0	0	1	0	0	0	0	0	6	0	29.2	33.1	
1200	159	149	1	6	2	0	0	0	0	0	0	0	0	0	1	29.5	34.3	
1300	117	109	1	2	2	0	0	0	0	0	0	0	0	1	2	29.8	35.3	
1400	105	100	1	3	0	0	0	0	0	0	0	0	0	0	1	29.2	34.1	
1500	105	95	1	6	0	0	0	0	0	1	0	0	0	2	0	29.8	33.9	
1600	114	109	0	4	0	0	0	0	0	0	0	0	0	1	0	30	35.2	
1700	93	87	0	5	0	0	0	0	0	1	0	0	0	0	0	30.4	34.2	
1800	80	75	1	4	0	0	0	0	0	0	0	0	0	0	0	29.7	33.8	
1900	55	53	1	0	0	0	0	1	0	0	0	0	0	0	0	30.9	34.9	
2000	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.6	
2100	25	22	1	2	0	0	0	0	0	0	0	0	0	0	0	28.8	33.3	
2200	18	16	0	0	0	1	0	0	1	0	0	0	0	0	0	31.4	36.4	
2300	20	19	0	0	1	0	0	0	0	0	0	0	0	0	0	31	34.4	
07-19	1188	1095	10	49	5	2	0	2	2	2	0	0	0	13	8	29.7	34.2	
06-22	1311	1212	12	52	5	2	0	3	2	2	0	0	0	13	8	29.8	34.2	
06-00	1349	1247	12	52	6	3	0	3	3	2	0	0	0	13	8	29.9	34.3	
00-00	1377	1275	12	52	6	3	0	3	3	2	0	0	0	13	8	29.9	34.4	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	36.2	
0100	5	3	0	1	0	0	0	0	0	0	0	0	0	1	0	32.8	-	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-	
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.6	-	
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.8	-	
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	31.7	34.4	
0700	27	20	0	4	0	1	0	0	0	0	0	0	0	0	2	30.2	37.1	
0800	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	33	38.4	
0900	67	54	0	2	0	3	0	0	0	0	0	0	0	8	0	31.8	35.7	
1000	77	63	2	5	0	1	0	0	0	1	0	0	0	0	5	27.2	33.2	
1100	82	73	0	4	0	1	0	1	0	0	0	0	0	1	2	29.5	34.1	
1200	143	125	2	4	2	2	0	0	0	2	0	0	0	5	1	28.3	33.3	
1300	134	121	0	4	2	0	1	1	0	0	0	0	0	5	0	29	33.2	
1400	122	116	0	3	0	0	0	0	0	0	0	0	0	3	0	30.6	34.1	
1500	122	112	2	5	0	0	0	0	0	0	0	0	0	2	1	30.1	34.3	
1600	91	89	1	0	0	0	0	0	0	0	0	0	0	0	1	31.2	36.6	
1700	60	56	1	2	0	0	0	0	1	0	0	0	0	0	0	31.6	36.2	
1800	55	51	0	4	0	0	0	0	0	0	0	0	0	0	0	31.8	37	
1900	48	45	0	1	1	0	0	0	0	0	0	0	0	1	0	32.3	36.2	
2000	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	37.1	
2100	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	37.7	
2200	17	16	0	0	1	0	0	0	0	0	0	0	0	0	0	32.7	36.5	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	
07-19	1002	902	8	37	4	8	1	2	1	3	0	0	0	24	12	30	34.7	
06-22	1123	1017	8	41	5	8	1	2	1	3	0	0	0	25	12	30.2	34.7	
06-00	1144	1037	8	41	6	8	1	2	1	3	0	0	0	25	12	30.2	34.7	
00-00	1179	1070	8	42	6	8	1	2	1	3	0	0	0	26	12	30.3	34.8	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
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0500	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	37.7
0600	34	29	1	1	1	0	0	0	0	2	0	0	0	0	0	29.9	35.2
0700	76	65	1	8	1	0	0	0	0	0	0	0	0	0	1	32.5	36.7
0800	150	131	0	14	1	0	1	0	2	0	0	0	0	1	0	30.4	35.4
0900	96	76	2	13	2	0	0	0	1	2	0	0	0	0	0	31.4	35.9
1000	88	72	3	9	2	1	0	0	0	1	0	0	0	0	0	30.4	34.1
1100	107	91	3	10	0	0	0	2	0	1	0	0	0	0	0	28.2	34.7
1200	96	82	1	6	1	0	0	0	1	1	0	0	0	4	0	29.3	32.8
1300	141	127	1	12	1	0	0	0	0	0	0	0	0	0	0	30	34.1
1400	139	117	3	17	0	0	0	0	1	0	0	0	0	0	1	30.4	34.6
1500	128	116	2	7	0	0	0	0	0	1	0	0	0	2	0	29.8	33.9
1600	167	156	2	8	0	0	0	0	0	0	0	0	0	1	0	30.4	34.3
1700	126	113	3	7	3	0	0	0	0	0	0	0	0	0	0	30.5	34.6
1800	119	112	2	4	0	0	0	1	0	0	0	0	0	0	0	30.1	34.6
1900	73	71	1	1	0	0	0	0	0	0	0	0	0	0	0	32	36
2000	50	46	0	3	1	0	0	0	0	0	0	0	0	0	0	32	36.4
2100	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	30.9	36.7
2200	22	20	0	2	0	0	0	0	0	0	0	0	0	0	0	29.4	33.8
2300	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-
07-19	1433	1258	23	115	11	1	1	3	5	6	0	0	0	8	2	30.2	34.6
06-22	1620	1432	25	122	13	1	1	3	5	8	0	0	0	8	2	30.4	34.8
06-00	1651	1461	25	124	13	1	1	3	5	8	0	0	0	8	2	30.4	34.8
00-00	1674	1481	25	127	13	1	1	3	5	8	0	0	0	8	2	30.4	34.8

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	30.9	-	
0100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-	
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-	
0500	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	38.3	
0600	28	24	1	2	0	0	0	0	0	1	0	0	0	0	0	31	37.3	
0700	85	72	1	9	0	0	0	1	0	1	0	0	0	1	0	30.3	35.7	
0800	147	133	0	10	2	0	0	0	1	1	0	0	0	0	0	30	33.9	
0900	98	83	0	14	0	1	0	0	0	0	0	0	0	0	0	31	35.3	
1000	106	93	1	8	1	0	0	0	0	3	0	0	0	0	0	29.1	33.7	

1100	103	90	3	7	0	0	2	0	1	0	0	0	0	0	0	29.7	33.6	
1200	114	105	0	6	0	0	0	0	0	3	0	0	0	0	0	29.2	33.6	
1300	113	102	0	9	0	1	0	0	1	0	0	0	0	0	0	28.4	33.1	
1400	124	111	0	6	2	1	0	0	0	4	0	0	0	0	0	29.2	34	
1500	145	127	3	8	2	0	0	0	1	3	0	0	0	0	1	29.8	34.3	
1600	178	165	3	7	0	0	0	0	0	1	0	0	0	0	1	30.7	34.3	
1700	157	146	1	8	1	1	0	0	0	0	0	0	0	0	0	30.6	34.8	
1800	103	96	3	3	0	0	0	0	0	1	0	0	0	0	0	29.6	34.5	
1900	51	49	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	35.5	
2000	49	46	0	3	0	0	0	0	0	0	0	0	0	0	0	32.1	36.2	
2100	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	35.9	
2200	28	27	0	0	0	1	0	0	0	0	0	0	0	0	0	32.4	35.3	
2300	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	36.1	
07-19	1473	1323	15	95	8	4	2	1	4	17	0	0	0	3	1	29.8	34.2	
06-22	1625	1465	16	103	8	4	2	1	4	18	0	0	0	3	1	30	34.3	
06-00	1664	1503	16	103	8	5	2	1	4	18	0	0	0	3	1	30	34.3	
00-00	1689	1524	16	106	9	5	2	1	4	18	0	0	0	3	1	30.1	34.3	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	1	0	0	1	0	0	0	0	0	0	0	0	1	0	29.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
0500	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1	38.8	
0600	39	31	0	5	1	0	0	0	1	1	0	0	0	0	0	31.7	37.9	
0700	84	64	3	11	1	1	1	0	0	1	0	0	0	1	1	31.3	36.8	
0800	169	147	3	11	3	0	1	0	0	3	0	0	0	1	0	29.2	33	
0900	111	94	5	9	3	0	0	0	0	0	0	0	0	0	0	29.5	33.6	
1000	94	80	1	10	0	0	0	1	0	1	0	0	0	1	0	29.7	34.2	
1100	100	83	2	9	1	1	0	0	0	3	0	0	0	1	0	28.3	32.4	
1200	119	110	1	6	0	1	0	0	0	1	0	0	0	0	0	29	33.7	
1300	100	89	1	5	3	0	0	1	0	1	0	0	0	0	0	29.7	34.3	
1400	163	150	0	8	2	2	0	0	0	0	0	0	0	0	1	29.3	32.4	
1500	146	131	0	9	0	1	0	0	0	1	0	0	0	2	2	29	34	
1600	180	162	2	12	2	1	0	0	0	0	0	0	0	1	0	30.4	34.7	

1700	167	154	0	11	0	0	0	0	0	1	0	0	0	1	0	30.1	34.1	
1800	117	113	0	3	1	0	0	0	0	0	0	0	0	0	0	29.9	33.4	
1900	87	85	1	1	0	0	0	0	0	0	0	0	0	0	0	30.7	35.1	
2000	41	39	1	1	0	0	0	0	0	0	0	0	0	0	0	31.1	35.9	
2100	39	37	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	33.9	
2200	24	23	0	0	1	0	0	0	0	0	0	0	0	0	0	30.8	36	
2300	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	40.8	
07-19	1550	1377	18	104	16	7	2	2	0	12	0	0	0	8	4	29.6	33.7	
06-22	1756	1569	20	112	18	7	2	2	1	13	0	0	0	8	4	29.8	33.9	
06-00	1793	1604	20	113	19	7	2	2	1	13	0	0	0	8	4	29.8	34	
00-00	1815	1622	20	115	20	7	2	2	1	13	0	0	0	9	4	29.9	34.1	

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Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	5	4	0	0	1	0	0	0	0	0	0	0	0	0	0	31	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-	
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-	
0500	14	12	0	1	0	0	0	0	0	1	0	0	0	0	0	33	40.5	
0600	30	25	0	5	0	0	0	0	0	0	0	0	0	0	0	33.6	37	
0700	77	63	2	10	0	0	0	0	0	1	0	0	0	1	0	30.4	35.8	
0800	140	120	1	16	1	0	0	1	0	1	0	0	0	0	0	30.1	35.4	
0900	122	103	1	13	3	0	0	1	0	0	0	0	0	1	0	25.2	32.6	
1000	107	84	2	10	1	0	0	0	0	1	0	0	0	7	2	21.8	26.6	
1100	119	94	1	17	0	0	0	0	0	3	0	0	0	4	0	28.2	33.4	
1200	132	117	5	8	0	0	0	0	0	1	0	0	0	1	0	30.5	35	
1300	142	129	4	6	0	1	0	0	1	0	0	0	0	1	0	30	34.2	
1400	177	163	2	9	1	0	0	0	0	0	0	0	0	2	0	30.7	34.7	
1500	170	147	1	16	0	1	0	0	0	2	0	0	0	3	0	29.9	34	
1600	166	155	1	7	0	0	0	0	0	0	0	0	0	3	0	30.5	35.6	
1700	135	124	0	9	1	0	0	0	0	0	0	0	0	1	0	30.6	36.3	
1800	97	92	0	4	0	0	0	0	0	0	0	0	0	0	1	29.5	34.4	
1900	73	71	0	1	0	0	0	0	0	0	0	0	0	1	0	31.3	35.8	
2000	53	51	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	34	
2100	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	35.9	
2200	33	30	1	1	0	1	0	0	0	0	0	0	0	0	0	31.2	36.6	

2300	14	12	0	1	1	0	0	0	0	0	0	0	0	0	0	31.6	35.8	
07-19	1584	1391	20	125	7	2	0	2	1	9	0	0	0	0	24	3	29.1	34.3
06-22	1774	1572	20	133	7	2	0	2	1	9	0	0	0	0	25	3	29.4	34.6
06-00	1821	1614	21	135	8	3	0	2	1	9	0	0	0	0	25	3	29.4	34.6
00-00	1844	1634	21	136	9	3	0	2	1	10	0	0	0	0	25	3	29.5	34.7

ATC5 Southbound Speeds

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	14	0	0	0	11	2	1	0	0	0	0	0	0	0	0	0	30.2	36.2	
0100	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	32.8	-	
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	33.7	-	
0300	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.1	-	
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.6	-	
0500	7	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	32.8	-	
0600	11	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	31.7	34.4	
0700	27	0	2	1	14	7	3	0	0	0	0	0	0	0	0	0	30.2	37.1	
0800	22	0	0	0	9	9	4	0	0	0	0	0	0	0	0	0	33	38.4	
0900	67	0	0	1	29	34	3	0	0	0	0	0	0	0	0	0	31.8	35.7	
1000	77	0	11	15	29	22	0	0	0	0	0	0	0	0	0	0	27.2	33.2	
1100	82	1	2	7	41	28	3	0	0	0	0	0	0	0	0	0	29.5	34.1	
1200	143	1	9	12	81	37	3	0	0	0	0	0	0	0	0	0	28.3	33.3	
1300	134	0	2	16	70	42	4	0	0	0	0	0	0	0	0	0	29	33.2	
1400	122	0	0	5	63	51	3	0	0	0	0	0	0	0	0	0	30.6	34.1	
1500	122	1	0	8	67	39	6	1	0	0	0	0	0	0	0	0	30.1	34.3	
1600	91	0	2	5	36	39	8	1	0	0	0	0	0	0	0	0	31.2	36.6	
1700	60	0	0	6	21	28	4	1	0	0	0	0	0	0	0	0	31.6	36.2	
1800	55	0	1	1	21	24	8	0	0	0	0	0	0	0	0	0	31.8	37	
1900	48	0	0	1	20	21	6	0	0	0	0	0	0	0	0	0	32.3	36.2	
2000	38	0	0	2	18	13	5	0	0	0	0	0	0	0	0	0	31.4	37.1	
2100	24	0	0	0	6	14	4	0	0	0	0	0	0	0	0	0	32.5	37.7	
2200	17	0	0	0	3	14	0	0	0	0	0	0	0	0	0	0	32.7	36.5	
2300	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	31.3	-	
07-19	1002	3	29	77	481	360	49	3	0	0	0	0	0	0	0	0	30	34.7	
06-22	1123	3	29	80	528	416	64	3	0	0	0	0	0	0	0	0	30.2	34.7	
06-00	1144	3	29	80	533	431	65	3	0	0	0	0	0	0	0	0	30.2	34.7	
00-00	1179	3	29	81	548	446	69	3	0	0	0	0	0	0	0	0	30.3	34.8	

18 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
-------------	-------	-----------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------------------	------	-----------	--

0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	-	
0100	4	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	32	-	
0200	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	36.7	-	
0300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33.2	-	
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	34.1	-	
0500	10	0	0	1	3	5	1	0	0	0	0	0	0	0	0	0	0	31.6	-	
0600	27	1	0	1	8	12	5	0	0	0	0	0	0	0	0	0	0	32.1	37.9	
0700	88	1	0	0	36	38	12	1	0	0	0	0	0	0	0	0	0	32.4	37.6	
0800	162	0	0	18	75	63	6	0	0	0	0	0	0	0	0	0	0	30.3	34.6	
0900	100	0	0	11	33	49	7	0	0	0	0	0	0	0	0	0	0	31.1	35.3	
1000	91	1	3	7	35	38	7	0	0	0	0	0	0	0	0	0	0	30.9	36.7	
1100	128	0	4	14	56	51	3	0	0	0	0	0	0	0	0	0	0	29.9	35	
1200	136	0	1	10	65	56	4	0	0	0	0	0	0	0	0	0	0	30	33.6	
1300	132	0	0	16	79	30	7	0	0	0	0	0	0	0	0	0	0	29.2	33.2	
1400	167	0	6	15	98	45	3	0	0	0	0	0	0	0	0	0	0	28.9	33.1	
1500	131	0	0	14	69	44	3	1	0	0	0	0	0	0	0	0	0	29.8	33.9	
1600	155	0	0	16	70	65	4	0	0	0	0	0	0	0	0	0	0	30.2	33.9	
1700	138	0	0	8	63	62	5	0	0	0	0	0	0	0	0	0	0	31	34.9	
1800	132	0	2	11	53	62	4	0	0	0	0	0	0	0	0	0	0	30.3	34.3	
1900	81	1	0	8	40	28	4	0	0	0	0	0	0	0	0	0	0	30.1	35.1	
2000	55	0	0	0	26	28	1	0	0	0	0	0	0	0	0	0	0	31.1	34.1	
2100	35	1	2	1	16	15	0	0	0	0	0	0	0	0	0	0	0	28.5	32.6	
2200	21	0	0	1	11	6	3	0	0	0	0	0	0	0	0	0	0	30.8	38.2	
2300	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	32.9	-	
07-19	1560	2	16	140	732	603	65	2	0	0	0	0	0	0	0	0	0	30.2	34.4	
06-22	1758	5	18	150	822	686	75	2	0	0	0	0	0	0	0	0	0	30.2	34.4	
06-00	1784	5	18	151	835	694	79	2	0	0	0	0	0	0	0	0	0	30.3	34.5	
00-00	1805	5	18	153	840	704	82	3	0	0	0	0	0	0	0	0	0	30.3	34.6	

19 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26	-	
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.4	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.5	-	
0300	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	31.8	-	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-	
0500	16	0	0	2	4	7	3	0	0	0	0	0	0	0	0	0	32.1	37.7	

0600	34	1	0	1	17	13	2	0	0	0	0	0	0	0	0	0	29.9	35.2
0700	76	1	0	4	21	40	10	0	0	0	0	0	0	0	0	0	32.5	36.7
0800	150	0	0	14	69	57	10	0	0	0	0	0	0	0	0	0	30.4	35.4
0900	96	0	0	3	47	38	8	0	0	0	0	0	0	0	0	0	31.4	35.9
1000	88	0	0	6	42	37	3	0	0	0	0	0	0	0	0	0	30.4	34.1
1100	107	2	6	16	52	23	7	1	0	0	0	0	0	0	0	0	28.2	34.7
1200	96	0	0	9	60	26	1	0	0	0	0	0	0	0	0	0	29.3	32.8
1300	141	0	0	15	74	47	5	0	0	0	0	0	0	0	0	0	30	34.1
1400	139	0	1	11	68	53	6	0	0	0	0	0	0	0	0	0	30.4	34.6
1500	128	0	0	10	78	37	3	0	0	0	0	0	0	0	0	0	29.8	33.9
1600	167	0	0	14	81	67	5	0	0	0	0	0	0	0	0	0	30.4	34.3
1700	126	0	0	12	54	55	4	1	0	0	0	0	0	0	0	0	30.5	34.6
1800	119	1	1	9	57	45	5	1	0	0	0	0	0	0	0	0	30.1	34.6
1900	73	0	0	1	31	38	3	0	0	0	0	0	0	0	0	0	32	36
2000	50	0	0	2	21	24	2	1	0	0	0	0	0	0	0	0	32	36.4
2100	30	0	0	2	14	11	2	1	0	0	0	0	0	0	0	0	30.9	36.7
2200	22	0	0	2	11	9	0	0	0	0	0	0	0	0	0	0	29.4	33.8
2300	9	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	30	-
07-19	1433	4	8	123	703	525	67	3	0	0	0	0	0	0	0	0	30.2	34.6
06-22	1620	5	8	129	786	611	76	5	0	0	0	0	0	0	0	0	30.4	34.8
06-00	1651	5	8	132	802	623	76	5	0	0	0	0	0	0	0	0	30.4	34.8
00-00	1674	5	8	135	809	632	80	5	0	0	0	0	0	0	0	0	30.4	34.8

20 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.9	-	
0100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	30.9	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	-	
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31	-	
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.2	-	
0500	14	0	0	3	1	8	2	0	0	0	0	0	0	0	0	0	32.7	38.3	
0600	28	1	0	3	9	11	3	1	0	0	0	0	0	0	0	0	31	37.3	
0700	85	2	0	7	35	33	8	0	0	0	0	0	0	0	0	0	30.3	35.7	
0800	147	0	1	11	77	51	7	0	0	0	0	0	0	0	0	0	30	33.9	
0900	98	0	0	10	38	42	8	0	0	0	0	0	0	0	0	0	31	35.3	
1000	106	1	0	11	65	25	4	0	0	0	0	0	0	0	0	0	29.1	33.7	
1100	103	0	0	10	56	34	3	0	0	0	0	0	0	0	0	0	29.7	33.6	

1200	114	0	0	16	64	30	3	1	0	0	0	0	0	0	0	0	29.2	33.6
1300	113	0	0	25	62	23	3	0	0	0	0	0	0	0	0	0	28.4	33.1
1400	124	0	0	11	71	40	2	0	0	0	0	0	0	0	0	0	29.2	34
1500	145	0	0	16	74	50	5	0	0	0	0	0	0	0	0	0	29.8	34.3
1600	178	0	2	9	73	93	1	0	0	0	0	0	0	0	0	0	30.7	34.3
1700	157	0	3	10	73	62	9	0	0	0	0	0	0	0	0	0	30.6	34.8
1800	103	0	4	8	42	49	0	0	0	0	0	0	0	0	0	0	29.6	34.5
1900	51	0	0	7	23	18	3	0	0	0	0	0	0	0	0	0	30.5	35.5
2000	49	0	0	0	25	19	4	1	0	0	0	0	0	0	0	0	32.1	36.2
2100	24	0	0	1	12	10	1	0	0	0	0	0	0	0	0	0	31.1	35.9
2200	28	0	0	1	10	14	3	0	0	0	0	0	0	0	0	0	32.4	35.3
2300	11	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	32.3	36.1
07-19	1473	3	10	144	730	532	53	1	0	0	0	0	0	0	0	0	29.8	34.2
06-22	1625	4	10	155	799	590	64	3	0	0	0	0	0	0	0	0	30	34.3
06-00	1664	4	10	156	813	611	67	3	0	0	0	0	0	0	0	0	30	34.3
00-00	1689	4	10	159	818	626	69	3	0	0	0	0	0	0	0	0	30.1	34.3

21 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	29.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	-	
0500	18	0	0	1	6	6	5	0	0	0	0	0	0	0	0	0	33.1	38.8	
0600	39	1	0	2	17	13	5	1	0	0	0	0	0	0	0	0	31.7	37.9	
0700	84	1	1	4	33	37	7	1	0	0	0	0	0	0	0	0	31.3	36.8	
0800	169	3	0	17	86	58	5	0	0	0	0	0	0	0	0	0	29.2	33	
0900	111	0	1	10	63	34	3	0	0	0	0	0	0	0	0	0	29.5	33.6	
1000	94	1	0	6	48	33	6	0	0	0	0	0	0	0	0	0	29.7	34.2	
1100	100	0	1	19	56	23	1	0	0	0	0	0	0	0	0	0	28.3	32.4	
1200	119	0	4	12	62	39	2	0	0	0	0	0	0	0	0	0	29	33.7	
1300	100	0	1	14	47	31	6	1	0	0	0	0	0	0	0	0	29.7	34.3	
1400	163	0	1	10	109	39	3	1	0	0	0	0	0	0	0	0	29.3	32.4	
1500	146	2	1	20	76	38	9	0	0	0	0	0	0	0	0	0	29	34	
1600	180	0	0	9	101	65	5	0	0	0	0	0	0	0	0	0	30.4	34.7	
1700	167	0	0	19	79	61	8	0	0	0	0	0	0	0	0	0	30.1	34.1	

1800	117	0	0	8	65	42	2	0	0	0	0	0	0	0	0	0	29.9	33.4	
1900	87	0	0	3	42	35	7	0	0	0	0	0	0	0	0	0	30.7	35.1	
2000	41	0	0	0	19	19	3	0	0	0	0	0	0	0	0	0	31.1	35.9	
2100	39	0	0	2	16	21	0	0	0	0	0	0	0	0	0	0	30.9	33.9	
2200	24	0	0	3	11	8	2	0	0	0	0	0	0	0	0	0	30.8	36	
2300	13	0	0	0	3	7	2	1	0	0	0	0	0	0	0	0	34.9	40.8	
07-19	1550	7	10	148	825	500	57	3	0	0	0	0	0	0	0	0	29.6	33.7	
06-22	1756	8	10	155	919	588	72	4	0	0	0	0	0	0	0	0	29.8	33.9	
06-00	1793	8	10	158	933	603	76	5	0	0	0	0	0	0	0	0	29.8	34	
00-00	1815	8	10	159	942	610	81	5	0	0	0	0	0	0	0	0	29.9	34.1	

22 March 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	31	-	
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.9	-	
0200	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	0	0	0	33.1	-	
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-	
0500	14	0	0	1	3	8	1	1	0	0	0	0	0	0	0	0	33	40.5	
0600	30	0	0	0	9	18	2	0	1	0	0	0	0	0	0	0	33.6	37	
0700	77	1	0	12	28	29	7	0	0	0	0	0	0	0	0	0	30.4	35.8	
0800	140	0	1	9	80	41	9	0	0	0	0	0	0	0	0	0	30.1	35.4	
0900	122	0	22	39	39	21	1	0	0	0	0	0	0	0	0	0	25.2	32.6	
1000	107	0	30	50	23	4	0	0	0	0	0	0	0	0	0	0	21.8	26.6	
1100	119	0	4	21	64	28	2	0	0	0	0	0	0	0	0	0	28.2	33.4	
1200	132	0	1	9	73	38	10	1	0	0	0	0	0	0	0	0	30.5	35	
1300	142	0	1	11	69	59	2	0	0	0	0	0	0	0	0	0	30	34.2	
1400	177	0	0	7	89	75	6	0	0	0	0	0	0	0	0	0	30.7	34.7	
1500	170	0	1	13	93	58	5	0	0	0	0	0	0	0	0	0	29.9	34	
1600	166	0	4	8	83	62	9	0	0	0	0	0	0	0	0	0	30.5	35.6	
1700	135	1	0	9	62	55	8	0	0	0	0	0	0	0	0	0	30.6	36.3	
1800	97	2	0	11	45	37	2	0	0	0	0	0	0	0	0	0	29.5	34.4	
1900	73	0	0	2	33	33	5	0	0	0	0	0	0	0	0	0	31.3	35.8	
2000	53	0	0	2	32	16	3	0	0	0	0	0	0	0	0	0	30.5	34	
2100	34	0	0	3	16	11	4	0	0	0	0	0	0	0	0	0	31.1	35.9	
2200	33	0	0	4	12	13	4	0	0	0	0	0	0	0	0	0	31.2	36.6	
2300	14	0	0	0	6	7	1	0	0	0	0	0	0	0	0	0	31.6	35.8	

ATC5 Southbound Totals



SITE: Tilstock Road

LOCATION: Attached to sign

GRID REFERENCE: 52.937605, -2.683285

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	16-Mar	17-Mar	18-Mar	19-Mar	20-Mar	21-Mar	22-Mar	1-5.	1-7.
Hour									
0000-0100	7	14	1	2	2	3	5	2.6	4.9
0100-0200	5	5	4	1	3	0	1	1.8	2.7
0200-0300	6	3	2	1	1	0	0	0.8	1.9
0300-0400	3	3	2	2	2	0	1	1.4	1.9
0400-0500	1	3	2	1	3	1	2	1.8	1.9
0500-0600	6	7	10	16	14	18	14	14.4	12.1
0600-0700	8	11	27	34	28	39	30	31.6	25.3
0700-0800	23	27	88	76	85	84	77	82	65.7
0800-0900	55	22	162	150	147	169	140	153.6	120.7
0900-1000	99	67	100	96	98	111	122	105.4	99
1000-1100	109	77	91	88	106	94	107	97.2	96
1100-1200	129	82	128	107	103	100	119	111.4	109.7
1200-1300	159	143	136	96	114	119	132	119.4	128.4
1300-1400	117	134	132	141	113	100	142	125.6	125.6
1400-1500	105	122	167	139	124	163	177	154	142.4
1500-1600	105	122	131	128	145	146	170	144	135.3
1600-1700	114	91	155	167	178	180	166	169.2	150.1
1700-1800	93	60	138	126	157	167	135	144.6	125.1
1800-1900	80	55	132	119	103	117	97	113.6	100.4
1900-2000	55	48	81	73	51	87	73	73	66.9
2000-2100	35	38	55	50	49	41	53	49.6	45.9
2100-2200	25	24	35	30	24	39	34	32.4	30.1
2200-2300	18	17	21	22	28	24	33	25.6	23.3
2300-2400	20	4	5	9	11	13	14	10.4	10.9
Totals									
0700-1900	1188	1002	1560	1433	1473	1550	1584	1520	1398.6
0600-2200	1311	1123	1758	1620	1625	1756	1774	1706.6	1566.7
0600-0000	1349	1144	1784	1651	1664	1793	1821	1742.6	1600.9
0000-0000	1377	1179	1805	1674	1689	1815	1844	1765.4	1626.1
AM Peak	1100 129	1100 82	800 162	800 150	800 147	800 169	800 140		
PM Peak	1200 159	1200 143	1400 167	1600 167	1600 178	1600 180	1400 177		

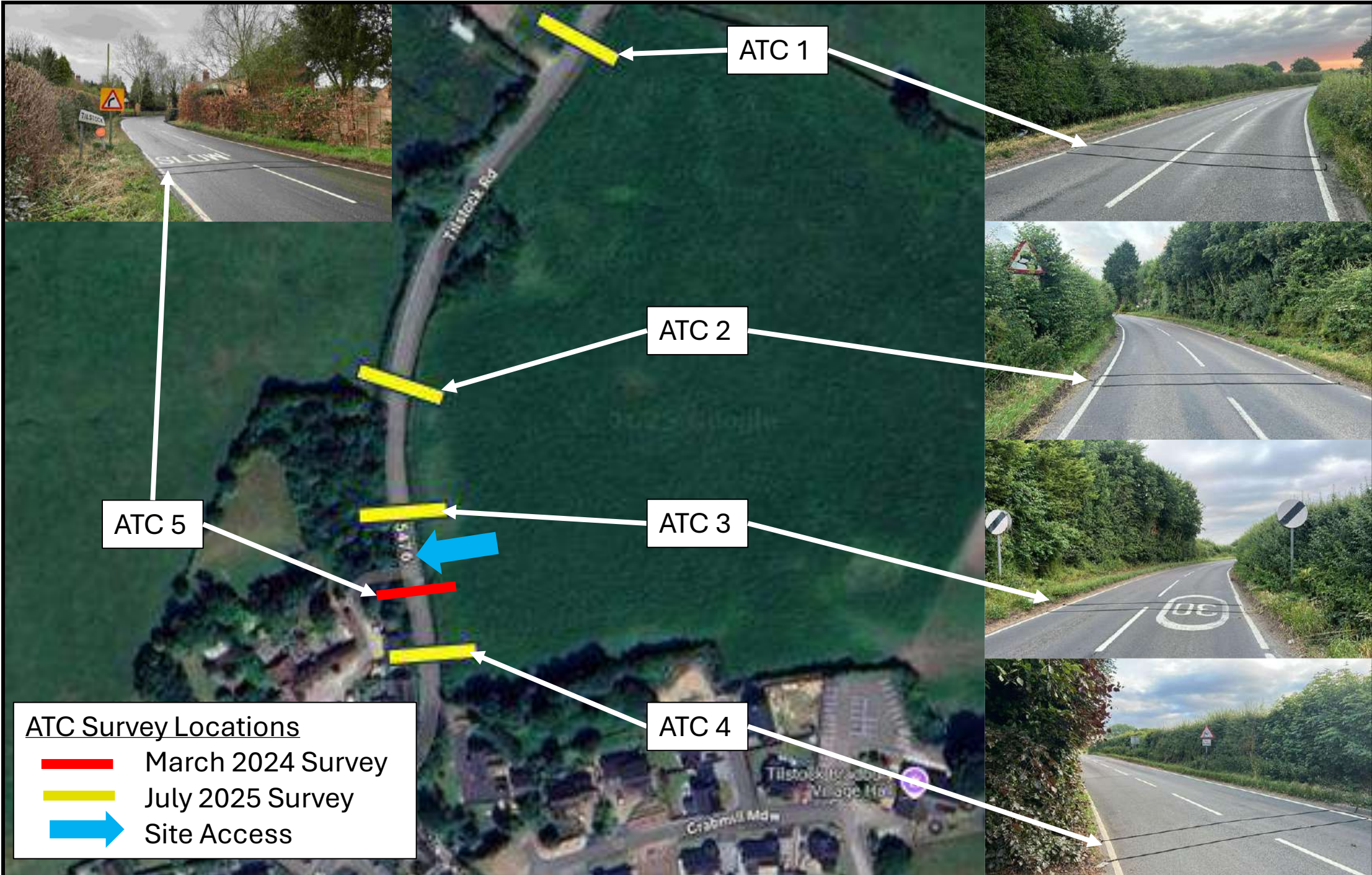
ATC5 Map and Photo



Survey Type: Automatic Traffic Counter

Location: Tilstock Road



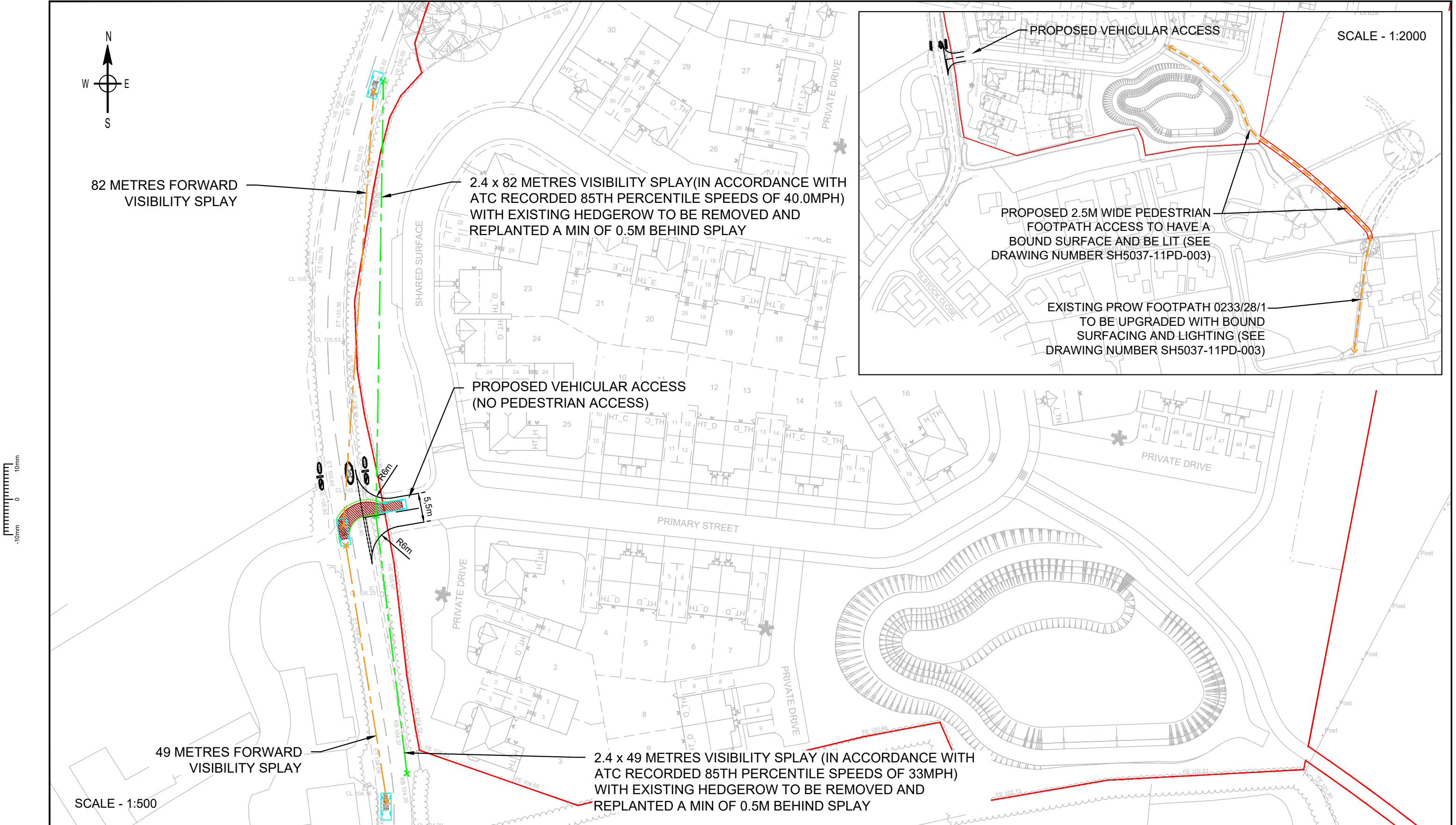


TECHNICAL NOTE

SH5037-11PD

Appendix C Drawings





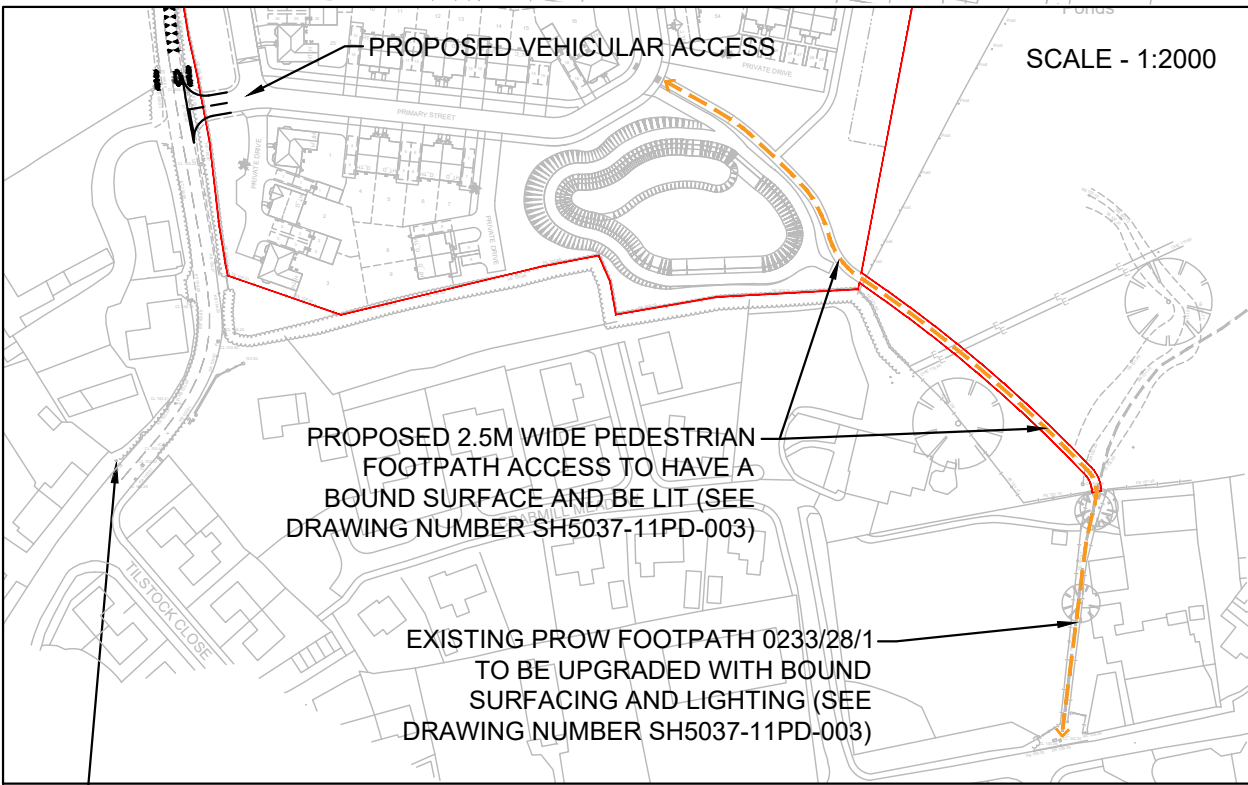
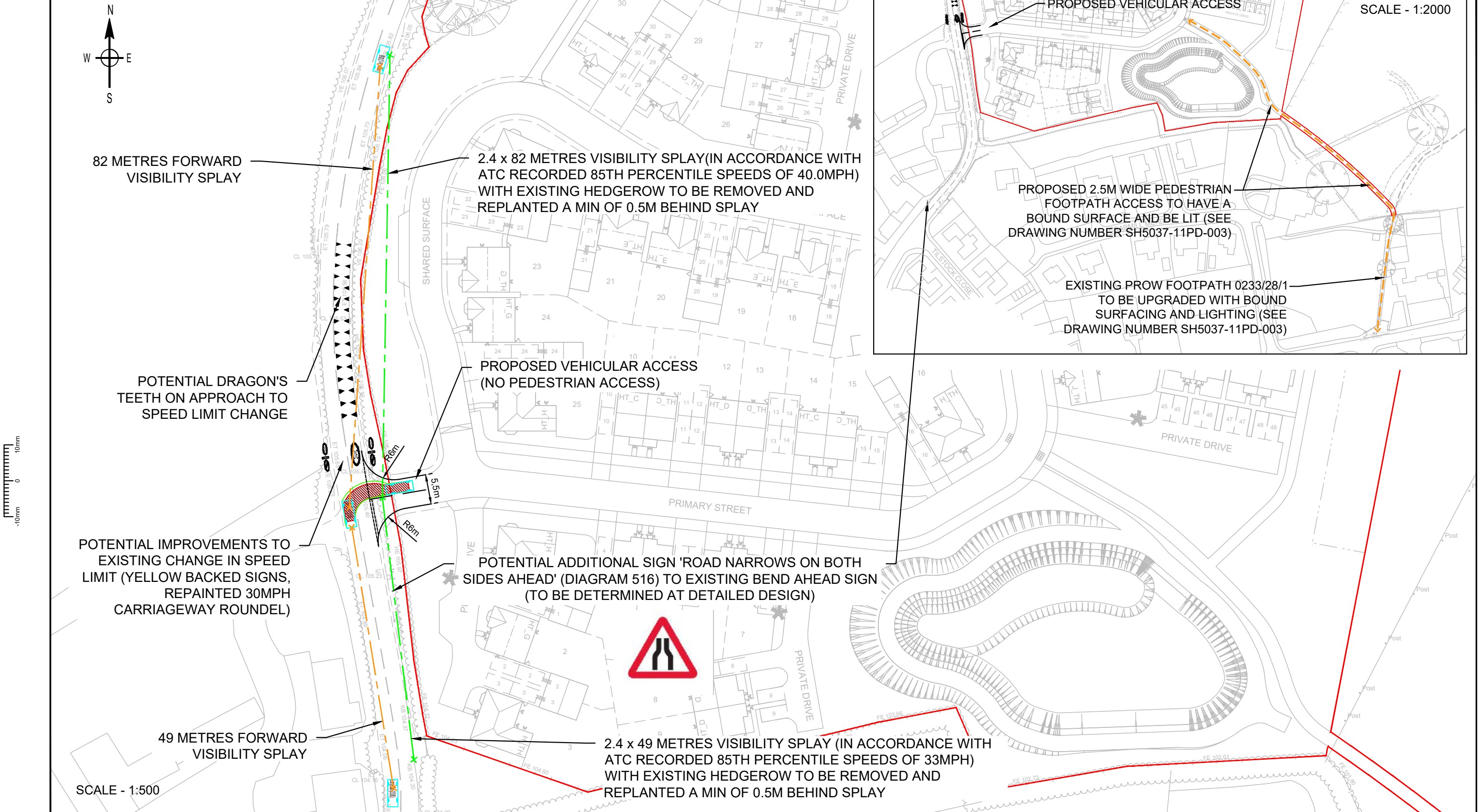
Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330					
REV		DR	CH	AP	DATE

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

PROJECT LAND AT TILSTOCK ROAD, TILSTOCK					
DRAWING TITLE PROPOSED VEHICLE SITE ACCESS ARRANGEMENT VIA TILSTOCK ROAD					
DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	AM	AM	31.07.25	AS SHOWN	PLANNING

CLIENT BONINGALE DEVELOPMENTS LTD	
DRAWING NUMBER	REV.
SH5037-11PD-002	

CAD FILE NAME : SH5037-11PD-002



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV	DR	CH	AP	DATE

Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

PROJECT LAND AT TILSTOCK ROAD, TILSTOCK					
DRAWING TITLE POTENTIAL HIGHWAY IMPROVEMENTS					
DRAWN BY KH	CHECKED BY AM	APPROVED BY DB	DATE 31.07.25	SCALES @ A3 SIZE AS SHOWN	ISSUE STATUS PLANNING

CLIENT BONINGALE DEVELOPMENTS LTD	
DRAWING NUMBER SH5037-11PD-003	REV.

CAD FILE NAME : SH5037-11PD-003

TECHNICAL NOTE

SH5037-11PD

Appendix D PICADY output



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.2.1013 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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: SH5037(11)PD - Site Access Junction.j9

Path: \\10.7.0.9\Job Files\SDD\Shropshire\SH5037(11)PD Tilstock (Appeal)\z SDD\Project Data\Junction Modelling

Report generation date: 30/07/2025 10:40:12

»2025 Surveyed Flows + Development, AM

»2025 Surveyed Flows + Development, PM

»2030 Forecast Flows + Development, AM

»2030 Forecast Flows + Development, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Surveyed Flows + Development								
Stream B-AC	0.1	7.97	0.05	A	0.0	7.62	0.02	A
Stream C-AB	0.0	5.35	0.01	A	0.0	5.62	0.03	A
2030 Forecast Flows + Development								
Stream B-AC	0.1	8.01	0.05	A	0.0	7.66	0.02	A
Stream C-AB	0.0	5.33	0.01	A	0.0	5.61	0.03	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.

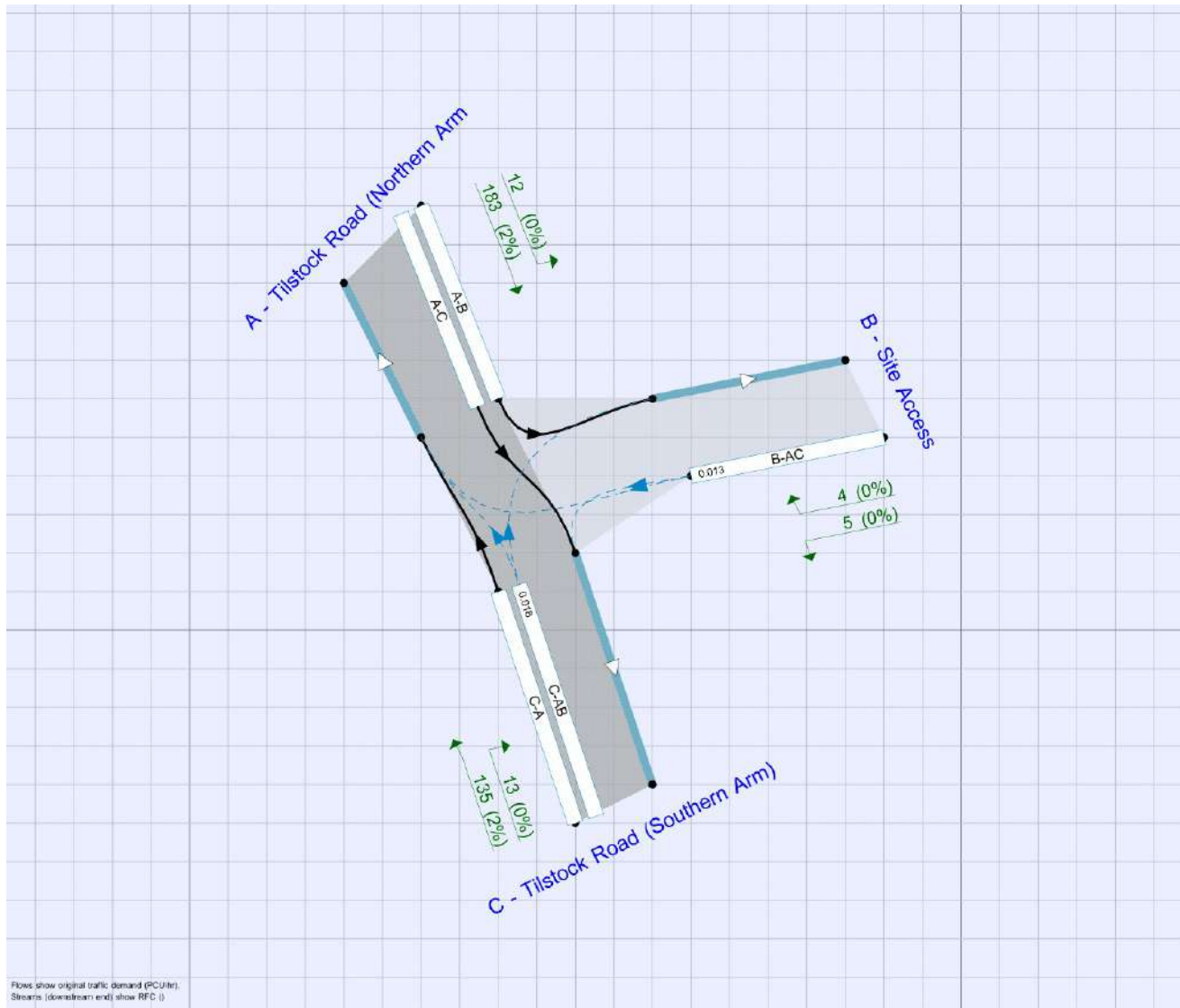
File summary

File Description

Title	
Location	
Site number	
Date	30/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DLPLAP-0262\Stan.Gruncell
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15			
D2	2025 Surveyed Flows	PM	ONE HOUR	16:45	18:15	15			
D3	Development	AM	ONE HOUR	07:45	09:15	15			
D4	Development	PM	ONE HOUR	16:45	18:15	15			
D5	2025 Surveyed Flows + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3
D6	2025 Surveyed Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4
D7	2030 Forecast Flows	AM	ONE HOUR	07:45	09:15	15		Simple	D1*GAM
D8	2030 Forecast Flows	PM	ONE HOUR	16:45	18:15	15		Simple	D2*GPM
D9	2030 Forecast Flows + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3
D10	2030 Forecast Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
GAM	2025 - 2030		1.0420
GPM	2025 - 2030		1.0439

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Surveyed Flows + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tilstock Road (Southern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D9 - 2030 Forecast Flows + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tilstock Road Site Access	T-Junction	Two-way		0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Tilstock Road (Northern Arm)		Major
B	Site Access		Minor
C	Tilstock Road (Southern Arm)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Tilstock Road (Southern Arm)	5.68			82.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	15	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	478	0.088	0.223	0.140	0.318
B-C	618	0.096	0.243	-	-
C-B	621	0.244	0.244	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2025 Surveyed Flows + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tilstock Road (Northern Arm)		ONE HOUR	✓	154	100.000
B - Site Access		ONE HOUR	✓	23	100.000
C - Tilstock Road (Southern Arm)		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
From	A - Tilstock Road (Northern Arm)	0	6	148
	B - Site Access	12	0	11
	C - Tilstock Road (Southern Arm)	174	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
From	A - Tilstock Road (Northern Arm)	0	0	2
	B - Site Access	0	0	0
	C - Tilstock Road (Southern Arm)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.97	0.1	0.5	A	21	32
C-AB	0.01	5.35	0.0	0.5	A	7	11
C-A						158	237
A-B						6	8
A-C						136	204

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	496	0.035	17	0.0	0.0	7.518	A
C-AB	6	1	681	0.008	6	0.0	0.0	5.349	A
C-A	130	32			130				
A-B	5	1			5				
A-C	111	28			111				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	488	0.042	21	0.0	0.0	7.702	A
C-AB	7	2	693	0.010	7	0.0	0.0	5.268	A
C-A	155	39			155				
A-B	5	1			5				
A-C	133	33			133				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	477	0.053	25	0.0	0.1	7.964	A
C-AB	9	2	710	0.013	9	0.0	0.0	5.161	A
C-A	189	47			189				
A-B	7	2			7				
A-C	163	41			163				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	477	0.053	25	0.1	0.1	7.966	A
C-AB	9	2	710	0.013	9	0.0	0.0	5.163	A
C-A	189	47			189				
A-B	7	2			7				
A-C	163	41			163				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	488	0.042	21	0.1	0.0	7.705	A
C-AB	7	2	693	0.010	7	0.0	0.0	5.275	A
C-A	155	39			155				
A-B	5	1			5				
A-C	133	33			133				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	496	0.035	17	0.0	0.0	7.525	A
C-AB	6	1	681	0.008	6	0.0	0.0	5.352	A
C-A	130	32			130				
A-B	5	1			5				
A-C	111	28			111				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2025 Surveyed Flows + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tilstock Road (Southern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D9 - 2030 Forecast Flows + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tilstock Road Site Access	T-Junction	Two-way		0.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2025 Surveyed Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tilstock Road (Northern Arm)		ONE HOUR	✓	195	100.000
B - Site Access		ONE HOUR	✓	9	100.000
C - Tilstock Road (Southern Arm)		ONE HOUR	✓	148	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
From	A - Tilstock Road (Northern Arm)	0	12	183
	B - Site Access	4	0	5
	C - Tilstock Road (Southern Arm)	135	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
	A - Tilstock Road (Northern Arm)	0	0	2
	B - Site Access	0	0	0
	C - Tilstock Road (Southern Arm)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.62	0.0	0.5	A	8	12
C-AB	0.03	5.62	0.0	0.5	A	15	22
C-A						121	182
A-B						11	17
A-C						168	252

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	503	0.013	7	0.0	0.0	7.257	A
C-AB	12	3	654	0.018	12	0.0	0.0	5.618	A
C-A	100	25			100				
A-B	9	2			9				
A-C	138	34			138				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	494	0.016	8	0.0	0.0	7.405	A
C-AB	14	4	661	0.022	14	0.0	0.0	5.585	A
C-A	119	30			119				
A-B	11	3			11				
A-C	165	41			165				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	482	0.021	10	0.0	0.0	7.620	A
C-AB	18	5	671	0.027	18	0.0	0.0	5.540	A
C-A	145	36			145				
A-B	13	3			13				
A-C	201	50			201				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	482	0.021	10	0.0	0.0	7.620	A
C-AB	18	5	671	0.027	18	0.0	0.0	5.543	A
C-A	145	36			145				
A-B	13	3			13				
A-C	201	50			201				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	494	0.016	8	0.0	0.0	7.409	A
C-AB	14	4	661	0.022	14	0.0	0.0	5.592	A
C-A	119	30			119				
A-B	11	3			11				
A-C	165	41			165				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	503	0.013	7	0.0	0.0	7.258	A
C-AB	12	3	654	0.018	12	0.0	0.0	5.621	A
C-A	100	25			100				
A-B	9	2			9				
A-C	138	34			138				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2030 Forecast Flows + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tilstock Road (Southern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D9 - 2030 Forecast Flows + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tilstock Road Site Access	T-Junction	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2030 Forecast Flows + Development	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D7+D3

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tilstock Road (Northern Arm)		ONE HOUR	✓	160	100.000
B - Site Access		ONE HOUR	✓	23	100.000
C - Tilstock Road (Southern Arm)		ONE HOUR	✓	187	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
From	A - Tilstock Road (Northern Arm)	0	6	154
	B - Site Access	12	0	11
	C - Tilstock Road (Southern Arm)	181	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
	A - Tilstock Road (Northern Arm)	0	0	2
	B - Site Access	0	0	0
	C - Tilstock Road (Southern Arm)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	8.01	0.1	0.5	A	21	32
C-AB	0.01	5.33	0.0	0.5	A	7	11
C-A						165	247
A-B						6	8
A-C						142	212

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	494	0.035	17	0.0	0.0	7.544	A
C-AB	6	1	684	0.008	6	0.0	0.0	5.330	A
C-A	135	34			135				
A-B	5	1			5				
A-C	116	29			116				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	486	0.043	21	0.0	0.0	7.734	A
C-AB	7	2	696	0.010	7	0.0	0.0	5.245	A
C-A	161	40			161				
A-B	5	1			5				
A-C	139	35			139				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	475	0.053	25	0.0	0.1	8.007	A
C-AB	9	2	714	0.013	9	0.0	0.0	5.134	A
C-A	197	49			197				
A-B	7	2			7				
A-C	170	42			170				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	475	0.053	25	0.1	0.1	8.009	A
C-AB	9	2	714	0.013	9	0.0	0.0	5.136	A
C-A	197	49			197				
A-B	7	2			7				
A-C	170	42			170				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	486	0.043	21	0.1	0.0	7.736	A
C-AB	7	2	696	0.010	7	0.0	0.0	5.250	A
C-A	161	40			161				
A-B	5	1			5				
A-C	139	35			139				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	494	0.035	17	0.0	0.0	7.548	A
C-AB	6	1	684	0.008	6	0.0	0.0	5.334	A
C-A	135	34			135				
A-B	5	1			5				
A-C	116	29			116				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2030 Forecast Flows + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Tilstock Road (Southern Arm) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Demand Set Relationship	D9 - 2030 Forecast Flows + Development, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Tilstock Road Site Access	T-Junction	Two-way		0.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2030 Forecast Flows + Development	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D8+D4

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Tilstock Road (Northern Arm)		ONE HOUR	✓	203	100.000
B - Site Access		ONE HOUR	✓	9	100.000
C - Tilstock Road (Southern Arm)		ONE HOUR	✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
From	A - Tilstock Road (Northern Arm)	0	12	191
	B - Site Access	4	0	5
	C - Tilstock Road (Southern Arm)	141	13	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Tilstock Road (Northern Arm)	B - Site Access	C - Tilstock Road (Southern Arm)
	A - Tilstock Road (Northern Arm)	0	0	2
	B - Site Access	0	0	0
	C - Tilstock Road (Southern Arm)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.66	0.0	0.5	A	8	12
C-AB	0.03	5.61	0.0	0.5	A	15	22
C-A						126	189
A-B						11	17
A-C						175	263

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	501	0.014	7	0.0	0.0	7.284	A
C-AB	12	3	656	0.018	12	0.0	0.0	5.606	A
C-A	104	26			104				
A-B	9	2			9				
A-C	144	36			144				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	492	0.016	8	0.0	0.0	7.438	A
C-AB	14	4	663	0.022	14	0.0	0.0	5.569	A
C-A	124	31			124				
A-B	11	3			11				
A-C	172	43			172				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	480	0.021	10	0.0	0.0	7.663	A
C-AB	19	5	673	0.028	19	0.0	0.0	5.522	A
C-A	151	38			151				
A-B	13	3			13				
A-C	210	53			210				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	2	480	0.021	10	0.0	0.0	7.663	A
C-AB	19	5	673	0.028	19	0.0	0.0	5.526	A
C-A	151	38			151				
A-B	13	3			13				
A-C	210	53			210				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	492	0.016	8	0.0	0.0	7.439	A
C-AB	14	4	663	0.022	15	0.0	0.0	5.574	A
C-A	124	31			124				
A-B	11	3			11				
A-C	172	43			172				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	501	0.014	7	0.0	0.0	7.285	A
C-AB	12	3	656	0.018	12	0.0	0.0	5.610	A
C-A	104	26			104				
A-B	9	2			9				
A-C	144	36			144				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

18:00 - 18:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

TECHNICAL NOTE

SH5037-11PD

Appendix E WCHAR





Sevenairs Consulting Ltd

Proposed Residential Development, Tilstock, Shropshire

Walking, Cycling & Horse-Riding Assessment

June 2025



Document Control

Report Title:

Proposed Residential Development, Tilstock, Shropshire – Walking, Cycling & Horse-Riding Assessment

Date of Site Visit

19th May 2025

Document Reference

2025-06 Tilstock WCHAR – Revision 1

Report Prepared By:

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Highway Authority / Overseeing Organisation

Shropshire County Council

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Document History:

Revision	Date	Description	By
0	03.06.2025	Draft for initial review	HV
1	06.06.2025	For Issue	HV

Introduction

Commissioning and Scope

Sevenairs Consulting Ltd. have been appointed by DLP Planning Ltd. on behalf of their client to undertake the Walking, Cycling and Horse-Riding Assessment to accompany a planning appeal for a proposed residential development off Tilstock Road in Tilstock, Shropshire.

This report is prepared in accordance with Design Manual for Roads and Bridges (DMRB) GG 142 Walking, Cycling and Horse-Riding Assessment and Review (WCHAR). A brief was supplied with detailed information including pedestrian, cycle and equestrian traffic count information.

The purpose of the report is to provide an assessment of the existing facilities and provision for pedestrians, cyclists and equestrians that will help inform decision making throughout the design process. Part of the process is also to identify where latent demand may exist which could be unlocked through scheme development. Where appropriate, opportunities for improvements have been identified with the intention that these should be considered through the design process and re-visited through the production of review reports at appropriate stages.

Background and highway scheme description

Process

The designer for this scheme is DLP Planning Ltd. Anna Meer, Director, DLP Planning is the design team leader for the preliminary design stage of the scheme and has appointed the following Lead Assessor to undertake the WCHAR process:

Haydn Vernals FCIHT FIHE CMILT MSORSA
Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield, S36 9QH

In accordance with GG 142, Haydn has determined the scheme to be a 'small scheme' in relation to the potential impact on walking, cycling and horse-riding facilities given the significance of the new road construction.

Background

A residential development is proposed in the village of Tilstock in Shropshire. The development is at appeal stage with proposals to deliver up to 70 new homes, including affordable dwellings, with access taken from Tilstock Road. The proposals also include public open space, landscaping and biodiversity habitats.

Key elements included in the proposals at this stage include a main access to the development from Tilstock Road with footway improvements for a route between the development and nearby primary school. The proposals indicate linkage to the public right of way that is routed to the east of the development.

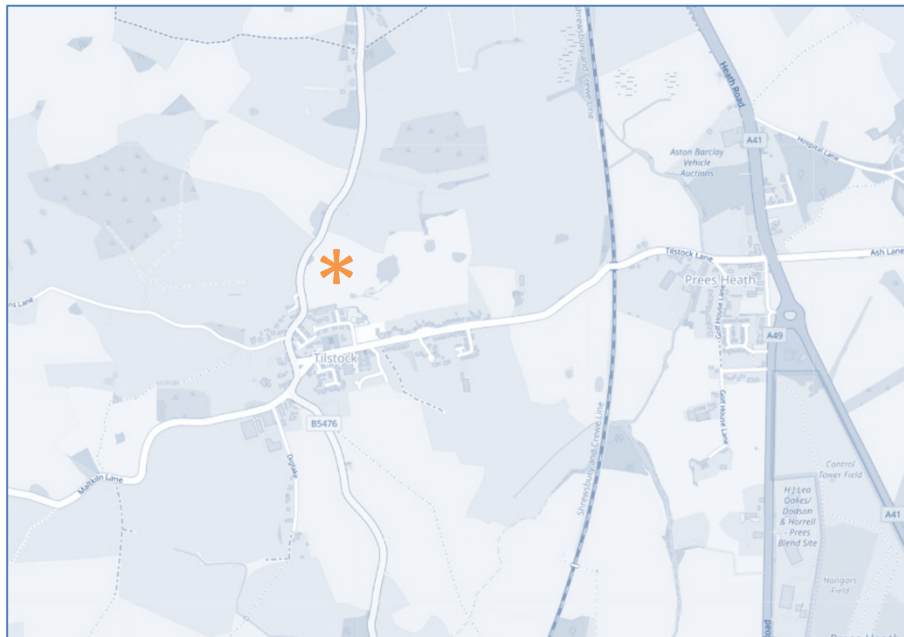


Figure 1 – Indicating the development site location.

© [OpenStreetMap contributors](#)



Figure 2 – Indicative development master plan.

Proposed Highway Scheme

A development access is provided from Tilstock Road with no provision for pedestrians or other active modes provided. A footway access point linking to an existing public right of way is indicated to the southwest corner of the site.

WCHAR Study Area

The proposals have been designated as a GG 142 ‘small scheme’ by the Lead Assessor and, after discussions with the client (DLP Planning), it has been decided that a buffer of approximately 1.0km radius from the development centre would cover the required study area. The 1.0km selected study area covers the village built-up area of Tilstock to the south. Local trip attractors and generators near the site include a primary school, village hall and a public house. The nearest National Rail facilities are at Whitchurch (3.5km) on the Transport for Wales network providing links north towards Crewe

and onwards to Manchester, Chester and the Welsh North Coast and south to Shrewsbury, with connections to Birmingham and the south of Wales.

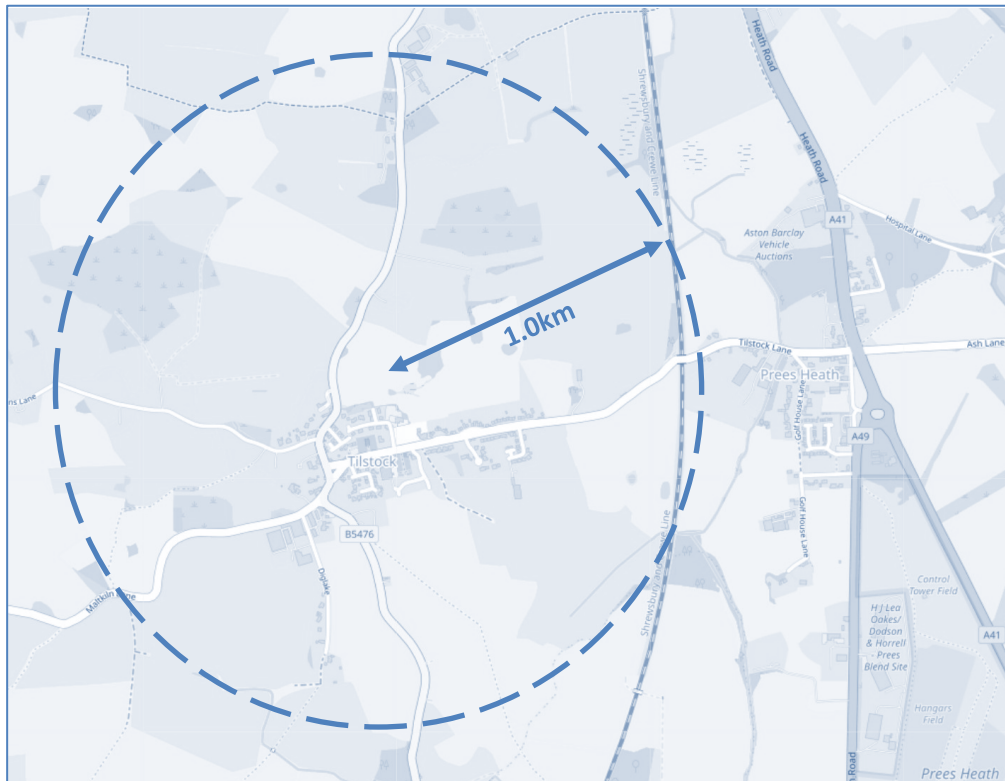


Figure 3 – Indicating the 1.0km WCHAR study area.

[© OpenStreetMap contributors](#)

Walking, Cycling & Horse-Riding Assessment

This section provides a review of relevant policies and strategies as part of this Assessment. The key points from each document relating to walking, cycling and horse-riding are provided.

Assessment of walking, cycling & horse-riding policies and strategies

The following national policies and strategies have been identified as relevant to this assessment:

- National Planning Policy Framework – December 2024
- Local Transport Note 1/20
- Inclusive Mobility – DfT – December 2021
- The Second Cycling and Walking Infrastructure Strategy (CWIS2) – March 2023
- Gear Change: A Bold Vision for Walking and Cycling – July 2020
- Multi-User Routes (British Horse Society)
- Relevant chapters of the Design Manual for Roads and Bridges (DMRB) including but not limited to CD 143 & CD 195

The following local policies and strategies have been identified as relevant to this assessment:

- Local Transport Plan (2011-2026) – Shropshire County Council
- Bus Service Improvement Plan (June 2024) – Shropshire County Council
- Draft Local Plan 2016-2038 (Submitted Sept 2021) – Shropshire County Council

The policies and strategies above are to be used to inform the opportunities for improvement of walking, cycling, and horse-riding facilities.

Collision data

Collision data 2019-2023 was obtained for the roads and streets adjacent to the proposed development. This focused on 1.0km walking distance along roads. Looking back five years highlighted a single slight collision involving a car and motorcycle. A cluster of three collisions were noted just on the northern edge of the search area, including one serious and two slights. These all involved cars with one listed involving an “other”.

Extending back over a longer period of ten years to the whole study area highlighted a further four slight collisions, one of these involved a 59yr old cyclist.

A single incident was recorded within or close to the study area by the British Horse Society. This involved fireworks to the northeast of the village in 2022.

Causation factors are not included in the open datasets used, making it difficult to establish any other trends here. The data range covers the period 1st January 2014 to 31st December 2023. Statistical comparisons here are unlikely to suggest anything of statistical significance.

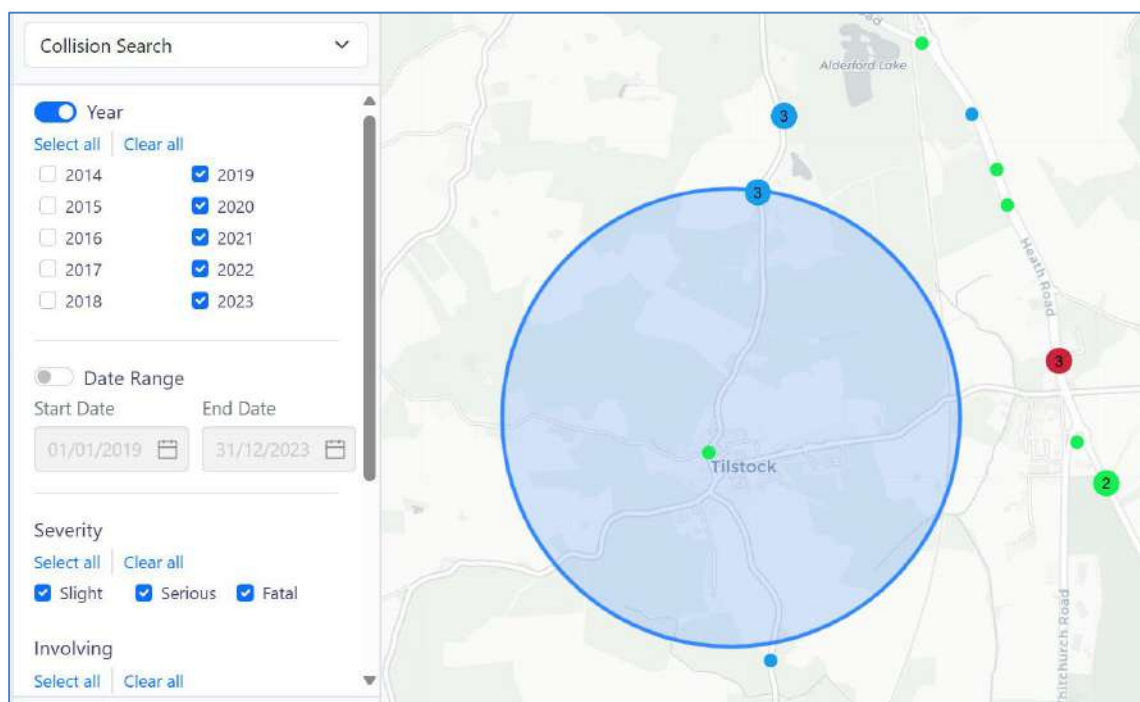


Figure 4 – Indicating all collisions within 1.0km of the development (5 years).

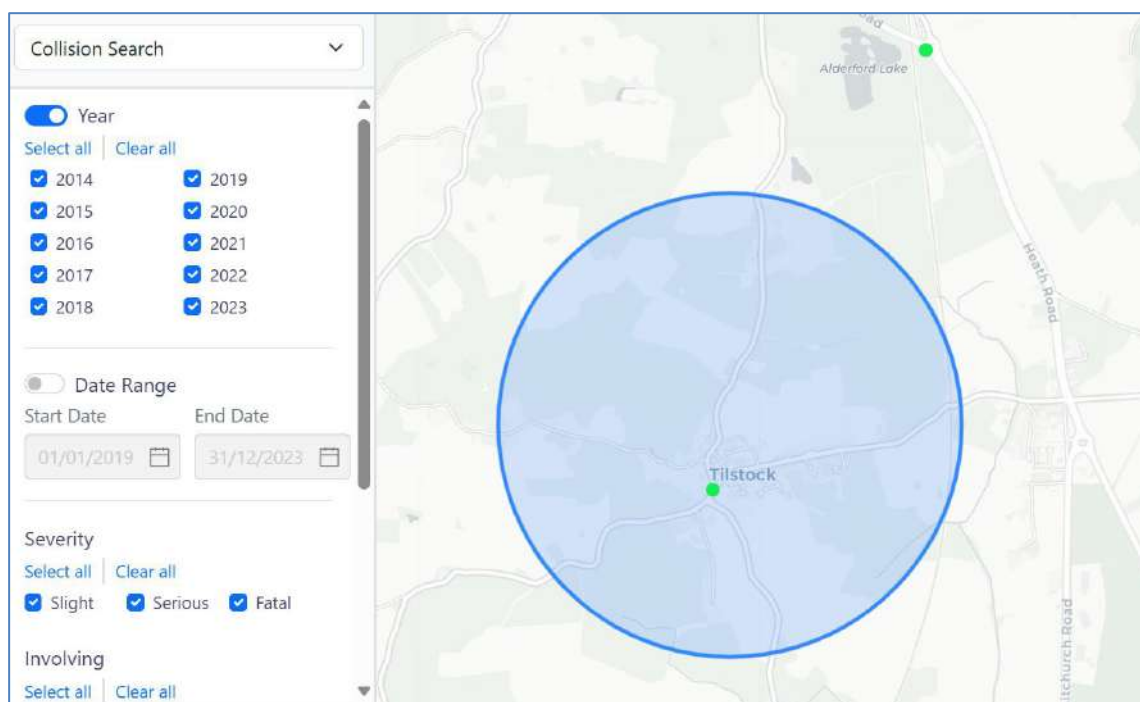


Figure 5 – Indicating pedestrian and cyclist collisions within 1.0km of the development (10 years).

Multi-modal transport services and interchange information

A review of the public transport services in the WCHAR study area indicates that a single bus service operates through Tilstock. This service is documented below.

Service	Route	Frequency
Arriva 511/512	Shrewsbury to Whitchurch – Shrewsbury, Battlefield, Astley Lodge, Preston Brockhurst, (Clive, Yorton, Alderton), Tilley, Wem, Weston, Prees, Tilstock, Whitchurch	Typically, an hourly service Mon-Sat 06:30-18:30hrs No Sunday Service

The closet railway station is beyond the WCHAR study area. However, the services called at are documented below.

Service	Route	Frequency
Whitchurch - (Transport for Wales)	Cardiff - Manchester / Chester / Llandudno Junction / Holyhead – Complex intertwined stopper and semi-fast services providing linkage between, north and south Wales plus Manchester and associated stops	Typically, a semi-fast and stopper every two hours 06:00-01:00hrs Mon-Fri. Typically, a semi-fast and stopper every two hours 06:00-24:00hrs Sat Typically, a 2hr frequency 09:00-24:00hrs Sun

Key trip generators and local amenities

There are a number of trip generators/amenities in and around Tilstock. These are indicated in Figure 6 for schools, retail, leisure etc. The generators are identified using a rational of walking or cycling trips that have the potential to pass through Tilstock. Bus stops are omitted for clarity but are also considered to be key trip generators.

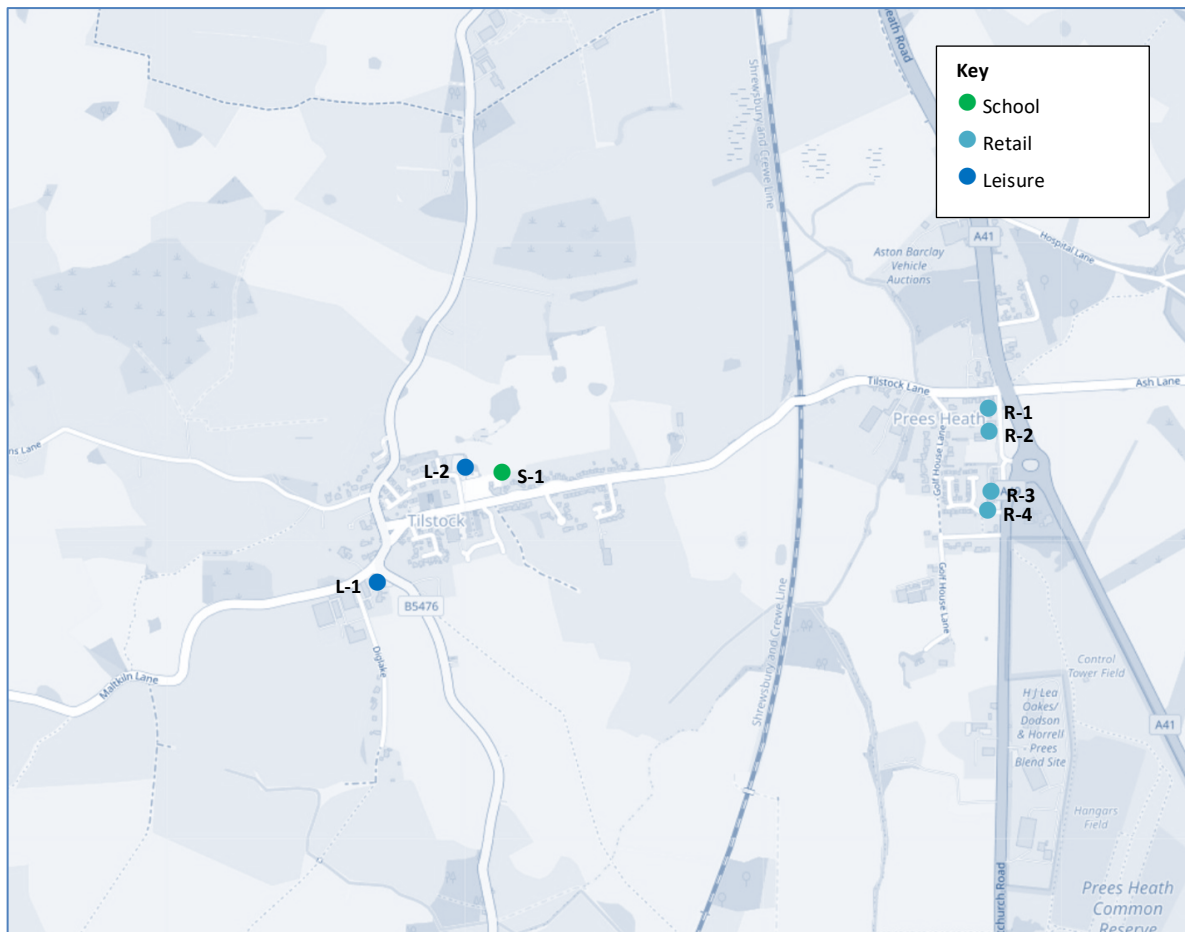


Figure 6 – Indicating the Key Trip Generators in and around Tilstock.

Key Trip Generators near Tilstock	
S-1 – Woodside Church of England Primary School	R-1 – Ma Bakers
L-1 – The Horseshoes Public House	R-2 – Raven Cafe
L-2 – The Village Hall	R-3 – Esso Shop n Drive
	R-4 – Prees Fish & Chips

Site visit

A site visit was undertaken by the assessment team (Haydn Vernals and Sarah Vernals) on Monday 19th May between 13:30hrs and 14:30hrs. The weather was sunny and the road surface dry. Wider observations were made around the WCHAR study area by car and later using Google Street View. Focused observations were made on foot around the village including Tilstock Road, Tilstock Lane and the PROW to the north of the primary school. This reflected proportionality to the scale of the highway improvements.

A walk around the local area during the hours of darkness was considered unlikely to bring any further insight into the local environment.

A number of issues were observed on the site visit. These are grouped into key themes.

Issue Theme	Example Photo
Location 01: Tilstock Road – Near Development Issue: Lack of footway. Although a hardened verge is provided in part here, just behind the photo, the hedgerow extends to the carriageway making walking in the carriageway necessary if pedestrians were to seek a walking route here. It is understood that third party land and carriageway width constraints would greatly impede any provision of a new footway here.	
Location 02: Tilstock Road – Near Development Issue: Lack of footway. Location 01 looking backwards where a hardened verge is provided in part with the hedgerow extending to the carriageway making walking in the carriageway necessary if pedestrians were to seek a walking route here. It is understood that third party land and carriageway width constraints would greatly impede any provision of a new footway here.	
Location 03: Tilstock Road – Near Development Issue: Lack of footway. Looking north from location 02, shows a lack of footway to the development access.	

Location 04: PROW from Tilstock Lane

Issue: Quality of surface

The existing PROW will form a key route from the development to the village, and particularly the primary school. The minibus service for secondary age children operates from the primary school. However, the gravel surface may not be useful for mobility aids with smaller wheels such as prams, scooters and wheelchairs.



Location 05: PROW from Tilstock Lane

Issue: Quality of surface

The gravel surface may not be useful for mobility aids with smaller wheels, such as prams, scooters and wheelchairs. Some tree roots were also exposed on the footway near the back of the school.



Location 06: PROW from Tilstock Lane

Issue: Obstructed route

A stile is currently provided as a means of passing over the fence. This would limit walking options for pedestrians with mobility aids such as prams, scooters, wheelchairs and would also prevent access for cyclists and e-mobility users (although unlawful currently). The stile is currently in a very poor state of repair rendering it unusable in its current state.

It was noted that beyond the stile there was an exposed inspection chamber in the field with no cover. There was also a wire cable fence which could prevent access to the PROW.



Liaison with key stakeholders

Discussions were held with the following key stakeholders either by telephone, e-mail or Teams Meetings.

Shropshire Country Council – Officers within the council were contacted, these discussions are summarised below;

Public Rights of Way Team – Short discussion with Richard Knight from the PROW team. He indicated his support for measures to improve access and wayfinding. Richard also highlighted concern around who would maintain the route and how the ongoing lighting costs would be met.

Road Safety Team – Given the relatively low collision history, no contact was made. The development does not have a direct significant impact on the local highway network and safe operation.

West Mercia Police – Despite reasonable efforts, no contact was made.

Equestrian Groups – A search of the local area indicated no equestrian related businesses within the 1km search area of the development. A livery yard was noted about 2km to the south. Despite a

number of attempts to contact the yard, no contact was made. It would not be unreasonable that an equestrian user from this yard would have a desire to use the currently obstructed PROW adjacent to the primary school. A search of the British Horse Society incident reporting map indicated no incidents involving equestrians linked the proposed development.

Existing pedestrian, cyclist and equestrian facilities

The development site has a direct influence on one public right of way, this being:

- 0233/28/1, footpath, which connects Tilstock Lane to the A41.

The southern end of 0233/28/1 near the school will have a significant increase in use by residents from the development accessing the school in particular as well as, potentially, public and school bus services or onwards for longer leisure walks. There is some scope for wayfinding improvements on this route.

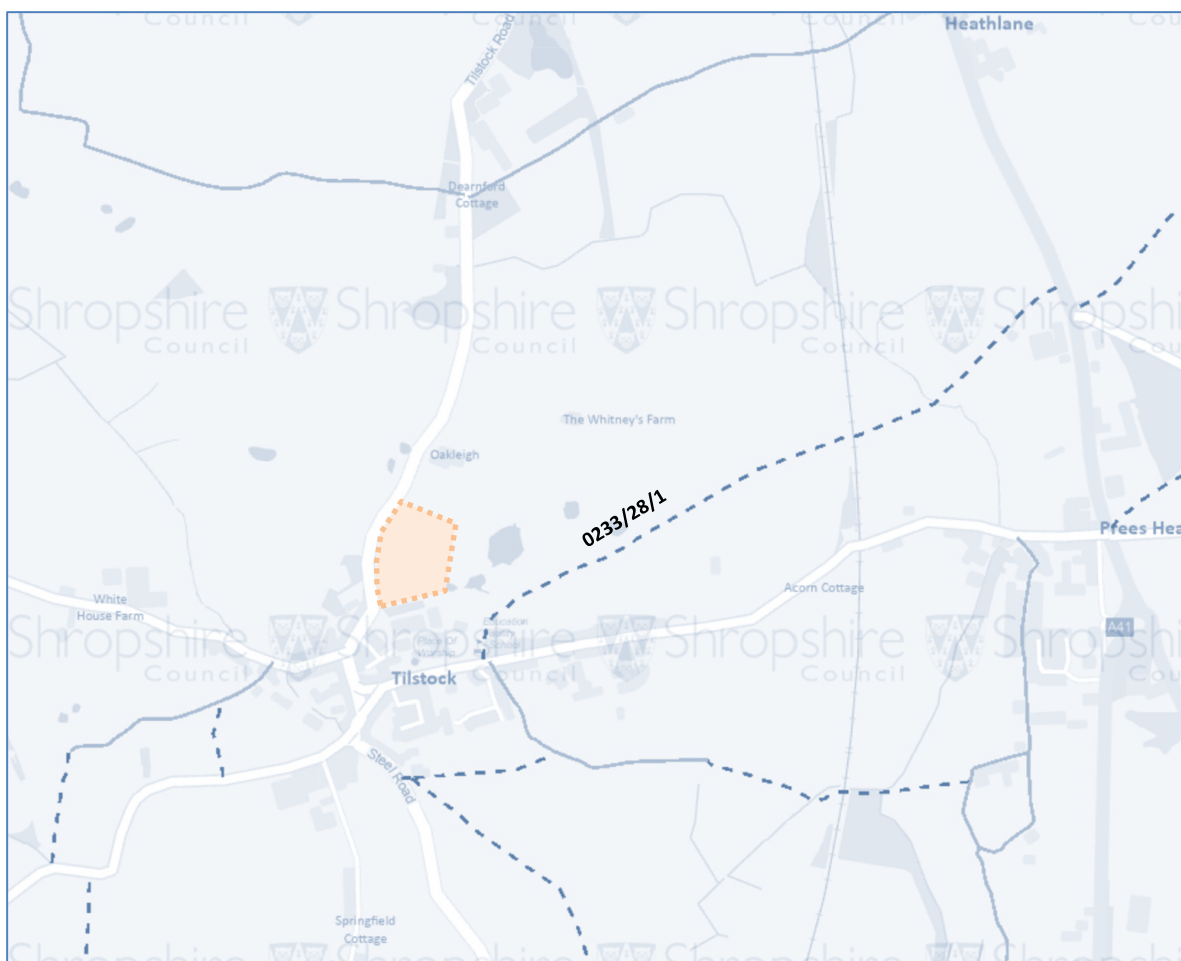


Figure 8 – Indicating the key public right of way and the proposed development site.

Liaison with local user groups and wider public

Whilst on site, an opportunity was taken to talk directly with the local school to establish use of the primary school by students as well as access to the secondary provision.

Local Schools

Tilstock Church of England Primary School – Walking distance via the new footway link and existing PROW is less than 0.25km which is easily walkable for all primary school aged children. Contact was made on the day of the site visit and the school office confirmed that the proposed development would be in their catchment. Children typically progress onwards to Sir John Talbot's for secondary provision. An estimated 90% of children from the primary have this as their onward choice, with travel to the secondary aided by a mini-bus that operates from outside the primary school. Other secondary schools have no specific travel option other than by scheduled bus services or private vehicle.

There are three secondary schools locally. These would attract walking to bus stops and onward trips by bus. These are;

Sir John Talbot's School – About 2 miles north, with no provision for walking. Cycling is possible for a confident cyclist which would involve riding along a mostly rural road with a speed limit of 60mph. No contact was made, as outlined above. Travel to this school would primarily be via mini-bus service, scheduled bus service or by private vehicle.

The Thomas Adams School – About 6.5 miles south. No contact was made. Travel to this school would primarily be via scheduled bus service or by private vehicle.

Bishop Heber High School – About 10 miles north. No contact was made. Travel to this school would primarily be via private vehicle.

User opportunities

The opportunities highlighted below are considered to be relevant to the proposals and should be considered by the wider design team throughout the progression of the scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

General

Opportunity 1. Work with Shopshire Council to establish ongoing maintenance liability of the new route, the improvements to the existing route and the ongoing maintenance costs of any new infrastructure such as fencing, hard surfaces and footway lighting. Solar powered studs have been used in other rural developments to highlight routes during the hours of darkness but, given the rural locale of the village, users during the hours of darkness are likely to be pre-equipped with torches, lamps or other devices to sufficiently illuminate footway hazards.

Strategic opportunities

Opportunity 2. Work with Shopshire Council Rights of Way Team to provide wayfinding improvements to adjacent public rights of way, specifically 0233/28/1, as well as connections to the south. This could extend to repairs to the existing provision as well as dealing with any gaps in the existing provision.

Pedestrian specific opportunities

Opportunity 3. Developer to provide a hard, all-weather surface between the development roads and the interface with the existing PROW 0233/28/1.

Opportunity 4. Work with Shopshire Council Rights of Way Team to identify key improvements to the 0233/28/1 specifically adjacent to the primary school. These could extend to surfacing improvements and replacement of the stile to facilitate access for pedestrians who rely on mobility aids and potentially cyclists.

Cyclist specific opportunities

Opportunity 5. Work with Shopshire Council Rights of Way Team to investigate provision for cyclists on the existing PROW 0233/28/1 adjacent to the primary school to provide a contiguous link between the development and Tilstock Lane.

Equestrian specific opportunities

Opportunity 6. Work with Shopshire Council Rights of Way Team to investigate provision for equestrians on the existing PROW 0233/28/1 particularly around the suitability of the stile and gate.

Walking, cycling and horse-riding assessment team statement

As Lead Assessor I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG 142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Walking, Cycling & Horse-Riding Lead Assessor

Haydn Vernals FCIHT FIHE CMILT MSoRSA

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 6th June 2025

Walking, Cycling & Horse-Riding Assessor

Sarah Vernals BAHonsQTS NPQH

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 6th June 2025

As the design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development. I confirm that, in my professional opinion, the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design team leader

Anna Meer, Director

Signed:

DLP Planning Ltd. – Ground Floor, V1 – Velocity,
Tenter Street, Sheffield, S1 4BY

Date:

Location Plan



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