

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

18 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	7	0	0	2	5	0	0	0	0	0	0	0	30.1	-
0100	3	0	0	0	3	0	0	0	0	0	0	0	26.6	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	29.3	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	34.3	-
0400	10	0	0	4	3	1	0	0	2	0	0	0	37.6	-
0500	30	0	0	12	18	0	0	0	0	0	0	0	37.9	45.2
0600	135	0	2	46	80	5	1	0	1	0	0	0	34.4	41.1
0700	280	2	4	99	155	13	0	5	1	0	0	1	31.9	39.1
0800	368	0	0	122	232	11	0	2	1	0	0	0	30.7	36.9
0900	266	1	2	75	164	19	0	2	1	0	1	1	30.2	36
1000	221	2	2	86	105	16	2	1	5	0	1	1	30.8	36.8
1100	226	3	2	78	125	12	0	4	1	0	1	0	31	36.9
1200	227	4	2	67	135	14	1	0	2	0	0	2	30.8	36.9
1300	224	1	1	82	123	8	1	4	1	0	2	1	31.8	37.3
1400	264	2	1	96	128	24	0	1	6	0	5	1	30.5	37.2
1500	333	1	0	101	205	20	3	0	2	0	1	0	30	36.2
1600	426	1	1	173	229	17	1	0	2	0	1	1	28.9	36.6
1700	373	0	4	153	205	8	0	0	3	0	0	0	30.6	36.9
1800	249	0	0	90	156	2	1	0	0	0	0	0	31.4	37.4
1900	127	0	0	63	60	3	0	1	0	0	0	0	32.3	38.5
2000	102	0	0	31	68	3	0	0	0	0	0	0	33.3	38.6
2100	59	0	1	23	35	0	0	0	0	0	0	0	31.9	37.1
2200	32	0	0	14	18	0	0	0	0	0	0	0	34.9	40.2
2300	15	0	0	6	9	0	0	0	0	0	0	0	33	41.7
<b>07-19</b>	<b>3457</b>	<b>17</b>	<b>19</b>	<b>1222</b>	<b>1962</b>	<b>164</b>	<b>9</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>30.6</b>	<b>37</b>
<b>06-22</b>	<b>3880</b>	<b>17</b>	<b>22</b>	<b>1385</b>	<b>2205</b>	<b>175</b>	<b>10</b>	<b>20</b>	<b>26</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>30.9</b>	<b>37.2</b>
<b>06-00</b>	<b>3927</b>	<b>17</b>	<b>22</b>	<b>1405</b>	<b>2232</b>	<b>175</b>	<b>10</b>	<b>20</b>	<b>26</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>30.9</b>	<b>37.2</b>
<b>00-00</b>	<b>3981</b>	<b>17</b>	<b>22</b>	<b>1423</b>	<b>2264</b>	<b>177</b>	<b>10</b>	<b>20</b>	<b>28</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>31</b>	<b>37.5</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

19 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	0	5	0	0	0	0	0	0	0	32.2	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	29.4	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	29.7	-
0300	2	0	0	1	0	1	0	0	0	0	0	0	43.3	-
0400	10	0	0	2	5	1	0	0	2	0	0	0	39.1	-
0500	31	0	0	12	16	1	2	0	0	0	0	0	34.8	41.8
0600	142	0	2	45	84	7	0	0	4	0	0	0	33.9	40.4
0700	284	0	3	100	161	13	1	2	2	0	1	1	31.5	38.2
0800	389	0	1	115	255	12	0	1	4	0	0	1	29.4	35.8
0900	226	0	0	68	136	18	1	2	0	0	1	0	31.1	37.1
1000	228	0	1	74	127	19	2	2	0	0	2	1	29.8	36.4
1100	205	0	1	67	108	23	2	2	0	0	0	2	31.2	36.5
1200	235	0	2	83	136	11	0	0	0	0	3	0	31.5	38.4
1300	196	0	0	60	124	6	0	3	2	0	1	0	32	38.4
1400	260	0	1	92	143	14	1	2	5	0	1	1	31.5	37.2
1500	334	1	3	116	192	18	0	0	3	0	0	1	31.1	36.8
1600	431	0	1	145	252	28	0	0	2	0	1	2	31.3	38.3
1700	361	0	5	149	200	6	0	1	0	0	0	0	32	38.1
1800	227	0	1	91	131	3	0	0	0	0	0	1	30.9	38.1
1900	163	0	1	73	85	4	0	0	0	0	0	0	31.3	37.1
2000	85	0	0	32	52	1	0	0	0	0	0	0	31.8	36.7
2100	61	0	0	27	34	0	0	0	0	0	0	0	32.9	38.9
2200	39	0	0	14	25	0	0	0	0	0	0	0	34.6	38.1
2300	22	0	1	10	11	0	0	0	0	0	0	0	36.2	43
<b>07-19</b>	<b>3376</b>	<b>1</b>	<b>19</b>	<b>1160</b>	<b>1965</b>	<b>171</b>	<b>7</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>31.1</b>	<b>37.5</b>
<b>06-22</b>	<b>3827</b>	<b>1</b>	<b>22</b>	<b>1337</b>	<b>2220</b>	<b>183</b>	<b>7</b>	<b>15</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>31.2</b>	<b>37.6</b>
<b>06-00</b>	<b>3888</b>	<b>1</b>	<b>23</b>	<b>1361</b>	<b>2256</b>	<b>183</b>	<b>7</b>	<b>15</b>	<b>22</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>31.3</b>	<b>37.7</b>
<b>00-00</b>	<b>3941</b>	<b>1</b>	<b>23</b>	<b>1378</b>	<b>2285</b>	<b>186</b>	<b>9</b>	<b>15</b>	<b>24</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>31.3</b>	<b>37.8</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

20 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	1	5	0	0	0	0	0	0	0	29.3	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	45.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	0	0	1	2	1	0	0	0	0	0	0	36.1	-
0400	17	0	1	7	7	1	0	0	1	0	0	0	36	41.1
0500	26	0	0	9	15	2	0	0	0	0	0	0	34.6	42.5
0600	113	0	2	40	65	5	1	0	0	0	0	0	33.8	39.9
0700	247	0	3	85	138	14	1	3	2	0	1	0	31.6	37.4
0800	330	1	1	92	219	10	0	1	4	0	0	2	30.4	36.4
0900	236	0	3	78	124	25	1	3	1	0	0	1	31.1	36.5
1000	241	0	1	92	125	17	1	3	2	0	0	0	31.2	36.7
1100	215	0	0	78	120	8	2	2	4	0	0	1	30.1	37.2
1200	221	0	0	87	113	13	2	1	4	0	1	0	31.6	38.7
1300	267	0	1	103	142	13	1	6	1	0	0	0	30.5	37.4
1400	230	0	3	90	119	14	2	2	0	0	0	0	31.4	38
1500	326	0	2	115	194	8	1	2	3	0	1	0	30.9	37.2
1600	451	1	3	174	241	28	1	1	0	0	1	1	29.7	36.5
1700	267	0	1	111	146	8	0	0	1	0	0	0	33.1	39.9
1800	205	0	3	78	119	5	0	0	0	0	0	0	31.9	37.6
1900	123	0	3	54	64	2	0	0	0	0	0	0	31.7	38.2
2000	63	0	1	28	34	0	0	0	0	0	0	0	34	40.4
2100	53	0	0	23	30	0	0	0	0	0	0	0	31.1	36.9
2200	50	0	0	20	30	0	0	0	0	0	0	0	34	39.9
2300	33	0	1	7	25	0	0	0	0	0	0	0	31.6	38.2
<b>07-19</b>	<b>3236</b>	<b>2</b>	<b>21</b>	<b>1183</b>	<b>1800</b>	<b>163</b>	<b>12</b>	<b>24</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>31</b>	<b>37.5</b>
<b>06-22</b>	<b>3588</b>	<b>2</b>	<b>27</b>	<b>1328</b>	<b>1993</b>	<b>170</b>	<b>13</b>	<b>24</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>31.2</b>	<b>37.7</b>
<b>06-00</b>	<b>3671</b>	<b>2</b>	<b>28</b>	<b>1355</b>	<b>2048</b>	<b>170</b>	<b>13</b>	<b>24</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>31.2</b>	<b>37.7</b>
<b>00-00</b>	<b>3726</b>	<b>2</b>	<b>29</b>	<b>1373</b>	<b>2079</b>	<b>174</b>	<b>13</b>	<b>24</b>	<b>23</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>31.3</b>	<b>37.7</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

21 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	19	0	0	7	12	0	0	0	0	0	0	0	31.6	39.6
0100	5	0	0	1	4	0	0	0	0	0	0	0	34.1	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	39.5	-
0300	3	0	0	2	1	0	0	0	0	0	0	0	40	-
0400	5	0	0	3	2	0	0	0	0	0	0	0	38.1	-
0500	5	0	0	2	2	1	0	0	0	0	0	0	37.4	-
0600	36	0	0	10	25	1	0	0	0	0	0	0	35.5	43
0700	92	0	0	26	54	9	0	2	1	0	0	0	33.2	41.3
0800	129	1	1	41	79	5	1	0	1	0	0	0	32.5	40.2
0900	185	2	1	67	101	13	1	0	0	0	0	0	31.4	37.9
1000	217	4	2	89	108	9	0	1	4	0	0	0	31.7	38.2
1100	233	1	2	90	135	4	0	0	1	0	0	0	32.8	38.9
1200	228	1	1	92	129	4	0	1	0	0	0	0	31.2	38.2
1300	237	0	0	98	129	9	0	0	0	0	0	1	32.2	38.3
1400	200	1	1	87	102	8	0	0	1	0	0	0	33	38.5
1500	231	0	1	103	121	6	0	0	0	0	0	0	32.7	39.7
1600	218	0	0	85	130	2	0	0	1	0	0	0	31.5	37.8
1700	185	0	1	79	99	2	0	0	3	0	0	1	32.5	38.4
1800	128	0	0	56	69	3	0	0	0	0	0	0	31.2	36.9
1900	62	0	0	26	32	4	0	0	0	0	0	0	33.2	40
2000	46	0	0	26	20	0	0	0	0	0	0	0	33.3	39.4
2100	34	0	0	13	21	0	0	0	0	0	0	0	32.8	38
2200	46	0	1	13	32	0	0	0	0	0	0	0	33.5	40.4
2300	41	0	2	14	24	1	0	0	0	0	0	0	33.8	38.3
<b>07-19</b>	<b>2283</b>	<b>10</b>	<b>10</b>	<b>913</b>	<b>1256</b>	<b>74</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32.1</b>	<b>38.5</b>
<b>06-22</b>	<b>2461</b>	<b>10</b>	<b>10</b>	<b>988</b>	<b>1354</b>	<b>79</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32.2</b>	<b>38.5</b>
<b>06-00</b>	<b>2548</b>	<b>10</b>	<b>13</b>	<b>1015</b>	<b>1410</b>	<b>80</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32.3</b>	<b>38.6</b>
<b>00-00</b>	<b>2586</b>	<b>10</b>	<b>13</b>	<b>1030</b>	<b>1432</b>	<b>81</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>32.3</b>	<b>38.6</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

22 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	20	0	0	11	9	0	0	0	0	0	0	0	31.4	37.3
0100	6	0	0	1	5	0	0	0	0	0	0	0	34.3	-
0200	4	0	0	0	4	0	0	0	0	0	0	0	31.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	40.8	-
0500	6	0	0	0	5	1	0	0	0	0	0	0	36.6	-
0600	12	0	0	5	7	0	0	0	0	0	0	0	34.5	38.8
0700	41	1	0	15	23	2	0	0	0	0	0	0	30.4	36.9
0800	107	6	3	40	52	4	0	0	1	0	1	0	32	38.7
0900	164	14	4	66	75	3	0	0	0	0	2	0	30.4	38.4
1000	187	9	13	74	84	4	0	0	0	0	3	0	32.3	39.2
1100	249	8	15	80	141	1	0	2	1	0	1	0	31.3	38
1200	250	14	15	102	114	2	1	1	1	0	0	0	30.9	37.4
1300	286	10	19	94	153	3	0	2	4	0	1	0	31.1	38.2
1400	237	6	8	99	122	1	0	1	0	0	0	0	30.8	37.3
1500	227	3	7	97	114	6	0	0	0	0	0	0	30.7	37.8
1600	211	1	5	87	114	2	0	0	2	0	0	0	32.5	37.9
1700	198	0	7	75	113	3	0	0	0	0	0	0	34.2	41.2
1800	132	0	1	50	77	1	0	0	3	0	0	0	32.2	37.7
1900	72	1	2	22	47	0	0	0	0	0	0	0	34.5	41.5
2000	53	0	0	23	28	2	0	0	0	0	0	0	32.8	39.9
2100	36	0	0	18	18	0	0	0	0	0	0	0	34.1	40.2
2200	16	0	1	6	8	1	0	0	0	0	0	0	33.5	39.6
2300	7	0	0	1	6	0	0	0	0	0	0	0	35.1	-
<b>07-19</b>	<b>2289</b>	<b>72</b>	<b>97</b>	<b>879</b>	<b>1182</b>	<b>32</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31.6</b>	<b>38.3</b>
<b>06-22</b>	<b>2462</b>	<b>73</b>	<b>99</b>	<b>947</b>	<b>1282</b>	<b>34</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31.7</b>	<b>38.4</b>
<b>06-00</b>	<b>2485</b>	<b>73</b>	<b>100</b>	<b>954</b>	<b>1296</b>	<b>35</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31.7</b>	<b>38.4</b>
<b>00-00</b>	<b>2523</b>	<b>73</b>	<b>100</b>	<b>966</b>	<b>1321</b>	<b>36</b>	<b>1</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31.8</b>	<b>38.4</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

23 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	8	0	0	1	7	0	0	0	0	0	0	0	37.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	28.1	-
0300	5	0	0	2	3	0	0	0	0	0	0	0	29.8	-
0400	10	0	0	4	4	1	0	0	1	0	0	0	37.8	-
0500	26	0	0	11	13	2	0	0	0	0	0	0	33.2	39.6
0600	130	1	2	38	83	2	1	0	2	0	0	1	34.1	40.4
0700	252	0	1	84	150	12	0	2	2	0	0	1	31.6	38.7
0800	225	0	2	83	120	17	0	0	3	0	0	0	32.4	39
0900	241	0	2	77	136	19	2	3	2	0	0	0	30.2	36.4
1000	203	1	0	72	110	17	1	1	1	0	0	0	31.6	37.3
1100	235	1	2	93	113	22	1	1	0	0	1	1	30.2	37
1200	236	1	3	90	120	14	2	3	0	0	1	2	31.3	37.9
1300	255	1	5	84	142	17	0	3	3	0	0	0	29.8	36.7
1400	207	1	1	85	94	15	2	3	4	0	1	1	31.2	37.3
1500	244	1	3	106	119	12	1	0	2	0	0	0	30.5	36.9
1600	324	2	5	130	175	9	0	2	1	0	0	0	31.6	38.2
1700	322	0	5	147	165	4	0	0	1	0	0	0	31.5	38.6
1800	179	2	0	78	95	4	0	0	0	0	0	0	32	39
1900	143	0	0	51	89	3	0	0	0	0	0	0	31.8	38.4
2000	60	0	2	29	28	1	0	0	0	0	0	0	33.6	39.6
2100	39	0	0	17	21	1	0	0	0	0	0	0	30.4	37.1
2200	33	0	0	18	15	0	0	0	0	0	0	0	32.4	39
2300	25	0	0	13	12	0	0	0	0	0	0	0	35.5	40
<b>07-19</b>	<b>2923</b>	<b>10</b>	<b>29</b>	<b>1129</b>	<b>1539</b>	<b>162</b>	<b>9</b>	<b>18</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>31.2</b>	<b>37.7</b>
<b>06-22</b>	<b>3295</b>	<b>11</b>	<b>33</b>	<b>1264</b>	<b>1760</b>	<b>169</b>	<b>10</b>	<b>18</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>31.3</b>	<b>37.9</b>
<b>06-00</b>	<b>3353</b>	<b>11</b>	<b>33</b>	<b>1295</b>	<b>1787</b>	<b>169</b>	<b>10</b>	<b>18</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>31.4</b>	<b>38</b>
<b>00-00</b>	<b>3405</b>	<b>11</b>	<b>33</b>	<b>1314</b>	<b>1816</b>	<b>172</b>	<b>10</b>	<b>18</b>	<b>22</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>31.4</b>	<b>38.1</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North East South West

24 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	9	0	0	5	4	0	0	0	0	0	0	0	34.4	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	28.7	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	35	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	29.8	-
0400	8	0	0	5	0	1	1	0	1	0	0	0	35.3	-
0500	33	0	2	17	14	0	0	0	0	0	0	0	31.9	41.1
0600	113	1	2	42	61	5	1	0	1	0	0	0	34.6	41.2
0700	254	0	3	91	140	13	0	3	2	0	2	0	30.1	37
0800	233	0	2	65	144	10	0	1	10	0	0	1	31.4	37.4
0900	239	4	3	82	133	15	0	2	0	0	0	0	30.3	37.1
1000	251	0	0	90	134	22	2	2	1	0	0	0	30.7	36.6
1100	238	0	1	88	131	14	2	0	2	0	0	0	31.4	37.5
1200	256	2	1	100	135	10	2	2	4	0	0	0	30.8	37.5
1300	273	2	2	115	136	13	1	2	1	0	1	0	31	37.3
1400	248	0	4	87	130	19	2	0	5	0	1	0	31.5	38.4
1500	283	2	3	90	168	16	1	1	1	0	1	0	31.2	37.8
1600	325	0	3	119	187	11	0	2	1	0	1	1	31.7	37.7
1700	335	1	6	141	177	10	0	0	0	0	0	0	32.2	38.2
1800	263	1	3	95	158	5	0	0	1	0	0	0	30.9	38.4
1900	157	0	2	64	88	3	0	0	0	0	0	0	33.7	39.6
2000	71	0	0	33	38	0	0	0	0	0	0	0	35.2	43.1
2100	51	0	2	26	23	0	0	0	0	0	0	0	31.4	39.6
2200	26	0	0	13	13	0	0	0	0	0	0	0	34.7	40.4
2300	20	0	0	8	12	0	0	0	0	0	0	0	33.6	41.3
<b>07-19</b>	<b>3198</b>	<b>12</b>	<b>31</b>	<b>1163</b>	<b>1773</b>	<b>158</b>	<b>10</b>	<b>15</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>31.1</b>	<b>37.5</b>
<b>06-22</b>	<b>3590</b>	<b>13</b>	<b>37</b>	<b>1328</b>	<b>1983</b>	<b>166</b>	<b>11</b>	<b>15</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>31.4</b>	<b>37.9</b>
<b>06-00</b>	<b>3636</b>	<b>13</b>	<b>37</b>	<b>1349</b>	<b>2008</b>	<b>166</b>	<b>11</b>	<b>15</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>31.5</b>	<b>37.9</b>
<b>00-00</b>	<b>3692</b>	<b>13</b>	<b>39</b>	<b>1379</b>	<b>2028</b>	<b>168</b>	<b>12</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>31.5</b>	<b>38</b>

Half Term

Northbound

	Monday 23	Tuesday 24	Wednesday 18th	Thursday 19th	Friday 20th	Saturday 2	Sunday 22
24hr	1785	1925	2107	2075	1951	1370	1346
HGV	115	122	120	122	114	47	28
	6%	6%	6%	6%	6%	3%	2%



## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

18 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	2	3	0	0	0	0	0	0	0	32.1	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	29.3	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	35.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	0	2	1	1	0	0	0	0	0	0	40.5	-
0500	17	0	0	8	9	0	0	0	0	0	0	0	39.1	45.7
0600	63	0	2	21	38	2	0	0	0	0	0	0	36	41.2
0700	126	0	3	39	80	3	0	0	0	0	0	1	35.6	39.9
0800	158	0	0	49	104	4	0	1	0	0	0	0	34.4	38.8
0900	129	0	2	31	86	7	0	1	0	0	1	1	32.2	39.1
1000	122	1	1	45	60	9	1	0	3	0	1	1	33	37.6
1100	108	0	0	38	60	6	0	3	1	0	0	0	33.7	38.5
1200	121	2	0	38	71	8	0	0	1	0	0	1	32.7	38.4
1300	106	1	0	35	63	3	0	2	1	0	1	0	33.7	39.2
1400	138	0	1	52	65	12	0	1	5	0	1	1	31.8	37.5
1500	188	1	0	64	108	9	3	0	2	0	1	0	32.6	37.5
1600	232	0	0	95	129	8	0	0	0	0	0	0	33.2	38.6
1700	230	0	1	102	120	4	0	0	3	0	0	0	32.4	37.5
1800	167	0	0	61	105	1	0	0	0	0	0	0	33.1	37.9
1900	83	0	0	41	40	2	0	0	0	0	0	0	33.1	38.7
2000	44	0	0	15	26	3	0	0	0	0	0	0	33	37.8
2100	38	0	0	16	22	0	0	0	0	0	0	0	33.2	38.6
2200	18	0	0	9	9	0	0	0	0	0	0	0	34.3	39.3
2300	8	0	0	3	5	0	0	0	0	0	0	0	33.5	-
<b>07-19</b>	<b>1825</b>	<b>5</b>	<b>8</b>	<b>649</b>	<b>1051</b>	<b>74</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>33.1</b>	<b>38.1</b>
<b>06-22</b>	<b>2053</b>	<b>5</b>	<b>10</b>	<b>742</b>	<b>1177</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>33.2</b>	<b>38.3</b>
<b>06-00</b>	<b>2079</b>	<b>5</b>	<b>10</b>	<b>754</b>	<b>1191</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>33.2</b>	<b>38.3</b>
<b>00-00</b>	<b>2107</b>	<b>5</b>	<b>10</b>	<b>766</b>	<b>1206</b>	<b>82</b>	<b>4</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>33.3</b>	<b>38.5</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

19 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	39	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	31.6	-
0200	3	0	0	1	2	0	0	0	0	0	0	0	29.7	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	50.7	-
0400	5	0	0	2	2	1	0	0	0	0	0	0	41.8	-
0500	19	0	0	7	10	0	2	0	0	0	0	0	33.9	40.9
0600	65	0	2	22	40	1	0	0	0	0	0	0	35.6	41.6
0700	129	0	1	46	74	6	0	0	0	0	1	1	35	39.3
0800	168	0	0	51	108	6	0	1	2	0	0	0	32.8	37.3
0900	105	0	0	31	59	13	1	1	0	0	0	0	32.4	37.8
1000	117	0	0	35	68	9	2	1	0	0	2	0	31.8	37.5
1100	97	0	1	34	50	9	2	0	0	0	0	1	33.5	38.9
1200	116	0	1	36	72	6	0	0	0	0	1	0	33.9	39.2
1300	92	0	0	25	61	2	0	1	2	0	1	0	34	39.2
1400	156	0	0	59	83	7	1	2	4	0	0	0	33.4	37.8
1500	204	0	1	74	115	11	0	0	2	0	0	1	32.8	37.7
1600	232	0	0	82	137	10	0	0	2	0	1	0	34.4	39.3
1700	207	0	2	90	112	3	0	0	0	0	0	0	34.7	38.7
1800	132	0	0	54	76	2	0	0	0	0	0	0	33.5	38.6
1900	98	0	1	45	51	1	0	0	0	0	0	0	32.7	37.1
2000	46	0	0	15	31	0	0	0	0	0	0	0	32.8	37.4
2100	33	0	0	14	19	0	0	0	0	0	0	0	34.4	39.1
2200	32	0	0	12	20	0	0	0	0	0	0	0	34.2	38.1
2300	15	0	1	8	6	0	0	0	0	0	0	0	36.9	43.2
<b>07-19</b>	<b>1755</b>	<b>0</b>	<b>6</b>	<b>617</b>	<b>1015</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>33.6</b>	<b>38.5</b>
<b>06-22</b>	<b>1997</b>	<b>0</b>	<b>9</b>	<b>713</b>	<b>1156</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>33.6</b>	<b>38.5</b>
<b>06-00</b>	<b>2044</b>	<b>0</b>	<b>10</b>	<b>733</b>	<b>1182</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>33.6</b>	<b>38.5</b>
<b>00-00</b>	<b>2075</b>	<b>0</b>	<b>10</b>	<b>745</b>	<b>1198</b>	<b>87</b>	<b>8</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>33.7</b>	<b>38.6</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

20 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	1	3	0	0	0	0	0	0	0	31.8	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	45.6	-
0200	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	-	-
0400	8	0	0	5	2	1	0	0	0	0	0	0	38.5	-
0500	13	0	0	4	8	1	0	0	0	0	0	0	33.1	43.3
0600	56	0	2	24	29	1	0	0	0	0	0	0	35.9	39.9
0700	110	0	1	31	71	5	0	0	2	0	0	0	34.5	38.4
0800	139	0	1	36	95	5	0	0	1	0	0	1	33.8	37.9
0900	104	0	1	36	49	14	1	2	1	0	0	0	33.4	37.5
1000	122	0	1	43	66	8	0	2	2	0	0	0	33.3	38.1
1100	100	0	0	41	52	3	1	1	2	0	0	0	32.6	37.9
1200	125	0	0	52	65	5	2	0	1	0	0	0	34.4	39.9
1300	140	0	1	52	74	8	0	4	1	0	0	0	33.2	38.5
1400	129	0	2	53	66	7	1	0	0	0	0	0	34	38.5
1500	194	0	0	69	116	4	0	2	2	0	1	0	32.9	38.1
1600	225	1	0	89	122	10	1	1	0	0	1	0	33.5	38.5
1700	168	0	0	77	88	3	0	0	0	0	0	0	35.6	41
1800	121	0	1	48	68	4	0	0	0	0	0	0	34.1	38.6
1900	77	0	1	32	42	2	0	0	0	0	0	0	33	38.4
2000	32	0	1	15	16	0	0	0	0	0	0	0	36.6	41.6
2100	26	0	0	13	13	0	0	0	0	0	0	0	32.8	38.8
2200	34	0	0	14	20	0	0	0	0	0	0	0	34.7	40.6
2300	22	0	1	5	16	0	0	0	0	0	0	0	33.3	39.4
<b>07-19</b>	<b>1677</b>	<b>1</b>	<b>8</b>	<b>627</b>	<b>932</b>	<b>76</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>33.8</b>	<b>38.7</b>
<b>06-22</b>	<b>1868</b>	<b>1</b>	<b>12</b>	<b>711</b>	<b>1032</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>33.8</b>	<b>38.8</b>
<b>06-00</b>	<b>1924</b>	<b>1</b>	<b>13</b>	<b>730</b>	<b>1068</b>	<b>79</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>33.8</b>	<b>38.8</b>
<b>00-00</b>	<b>1951</b>	<b>1</b>	<b>13</b>	<b>740</b>	<b>1083</b>	<b>81</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>33.9</b>	<b>38.9</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

21 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	10	0	0	4	6	0	0	0	0	0	0	0	32.2	-
0100	5	0	0	1	4	0	0	0	0	0	0	0	34.1	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	39.5	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	40.7	-
0400	3	0	0	2	1	0	0	0	0	0	0	0	39.5	-
0500	3	0	0	1	1	1	0	0	0	0	0	0	34.5	-
0600	18	0	0	6	12	0	0	0	0	0	0	0	35.7	44.9
0700	37	0	0	13	18	5	0	0	1	0	0	0	34.3	40.7
0800	48	0	1	20	24	2	1	0	0	0	0	0	35	41.6
0900	82	1	1	31	41	8	0	0	0	0	0	0	32.9	39.2
1000	114	0	0	53	56	3	0	0	2	0	0	0	34.9	40.8
1100	127	1	0	47	76	2	0	0	1	0	0	0	35.3	40.2
1200	115	1	0	47	65	1	0	1	0	0	0	0	33.2	38.8
1300	136	0	0	56	75	5	0	0	0	0	0	0	33.6	38.6
1400	112	0	1	51	57	3	0	0	0	0	0	0	34.9	39.3
1500	137	0	0	56	78	3	0	0	0	0	0	0	35	40.5
1600	120	0	0	46	72	1	0	0	1	0	0	0	33.3	38.4
1700	91	0	1	42	46	1	0	0	1	0	0	0	34	38.5
1800	77	0	0	32	44	1	0	0	0	0	0	0	32.9	37.7
1900	34	0	0	12	19	3	0	0	0	0	0	0	34.9	41.9
2000	33	0	0	19	14	0	0	0	0	0	0	0	34.1	39.2
2100	16	0	0	6	10	0	0	0	0	0	0	0	33.3	37.2
2200	26	0	1	6	19	0	0	0	0	0	0	0	35.1	40.7
2300	24	0	1	10	13	0	0	0	0	0	0	0	35.5	38.8
<b>07-19</b>	<b>1196</b>	<b>3</b>	<b>4</b>	<b>494</b>	<b>652</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.1</b>	<b>39.6</b>
<b>06-22</b>	<b>1297</b>	<b>3</b>	<b>4</b>	<b>537</b>	<b>707</b>	<b>38</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.2</b>	<b>39.6</b>
<b>06-00</b>	<b>1347</b>	<b>3</b>	<b>6</b>	<b>553</b>	<b>739</b>	<b>38</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.2</b>	<b>39.6</b>
<b>00-00</b>	<b>1370</b>	<b>3</b>	<b>6</b>	<b>561</b>	<b>753</b>	<b>39</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.2</b>	<b>39.6</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

22 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	14	0	0	8	6	0	0	0	0	0	0	0	32.2	37.9
0100	4	0	0	1	3	0	0	0	0	0	0	0	33.2	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	31.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	38.7	-
0500	3	0	0	0	2	1	0	0	0	0	0	0	37.8	-
0600	9	0	0	4	5	0	0	0	0	0	0	0	34	-
0700	28	1	0	11	16	0	0	0	0	0	0	0	31	36.8
0800	58	4	2	21	28	2	0	0	0	0	1	0	33.3	39.7
0900	97	11	3	39	39	3	0	0	0	0	2	0	30.9	38.8
1000	92	7	8	37	37	1	0	0	0	0	2	0	33.8	40.8
1100	147	2	13	46	85	1	0	0	0	0	0	0	34.8	39
1200	140	6	9	65	58	1	0	0	1	0	0	0	33.5	38.5
1300	131	4	7	49	69	1	0	0	1	0	0	0	34.4	39.2
1400	109	1	3	52	51	1	0	1	0	0	0	0	33.4	38.2
1500	126	2	3	57	62	2	0	0	0	0	0	0	33.4	38.3
1600	111	0	3	45	61	1	0	0	1	0	0	0	34.1	38.4
1700	110	0	2	42	65	1	0	0	0	0	0	0	37	42.6
1800	61	0	1	30	28	0	0	0	2	0	0	0	34.5	39.5
1900	43	1	1	11	30	0	0	0	0	0	0	0	35.7	41.5
2000	30	0	0	11	17	2	0	0	0	0	0	0	33.5	40.9
2100	20	0	0	12	8	0	0	0	0	0	0	0	35.6	44.9
2200	7	0	1	4	2	0	0	0	0	0	0	0	36	-
2300	3	0	0	1	2	0	0	0	0	0	0	0	34.3	-
<b>07-19</b>	<b>1210</b>	<b>38</b>	<b>54</b>	<b>494</b>	<b>599</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>33.9</b>	<b>39.3</b>
<b>06-22</b>	<b>1312</b>	<b>39</b>	<b>55</b>	<b>532</b>	<b>659</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>39.4</b>
<b>06-00</b>	<b>1322</b>	<b>39</b>	<b>56</b>	<b>537</b>	<b>663</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>39.4</b>
<b>00-00</b>	<b>1346</b>	<b>39</b>	<b>56</b>	<b>546</b>	<b>677</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>39.4</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

23 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	0	0	1	2	0	0	0	0	0	0	0	38.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	29	-
0300	4	0	0	2	2	0	0	0	0	0	0	0	33.6	-
0400	6	0	0	3	2	1	0	0	0	0	0	0	38.4	-
0500	10	0	0	5	4	1	0	0	0	0	0	0	34.4	-
0600	61	0	2	22	35	0	0	0	1	0	0	1	36.3	41.5
0700	122	0	0	39	77	4	0	0	1	0	0	1	33.6	39
0800	83	0	0	28	47	6	0	0	2	0	0	0	35.4	39.5
0900	112	0	2	42	54	10	2	2	0	0	0	0	32.3	38.4
1000	104	0	0	34	60	8	1	1	0	0	0	0	34.2	39.6
1100	117	1	1	45	54	13	1	0	0	0	1	1	33.3	38.5
1200	135	0	3	51	72	6	1	1	0	0	1	0	34.3	39
1300	123	1	1	36	74	9	0	1	1	0	0	0	33.2	38.1
1400	106	1	0	44	50	7	1	2	1	0	0	0	34.3	39.4
1500	128	0	0	53	68	4	1	0	2	0	0	0	33.6	38.3
1600	179	0	3	76	90	8	0	2	0	0	0	0	33.8	39.1
1700	200	0	3	101	92	3	0	0	1	0	0	0	34.1	40.3
1800	102	2	0	44	55	1	0	0	0	0	0	0	34.6	40.6
1900	77	0	0	26	49	2	0	0	0	0	0	0	34.5	40.7
2000	42	0	1	21	19	1	0	0	0	0	0	0	34.3	40
2100	26	0	0	12	13	1	0	0	0	0	0	0	32.1	39.9
2200	23	0	0	10	13	0	0	0	0	0	0	0	34.3	39.3
2300	20	0	0	11	9	0	0	0	0	0	0	0	35.8	44.1
<b>07-19</b>	<b>1511</b>	<b>5</b>	<b>13</b>	<b>593</b>	<b>793</b>	<b>79</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>33.9</b>	<b>39.1</b>
<b>06-22</b>	<b>1717</b>	<b>5</b>	<b>16</b>	<b>674</b>	<b>909</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>39.3</b>
<b>06-00</b>	<b>1760</b>	<b>5</b>	<b>16</b>	<b>695</b>	<b>931</b>	<b>83</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>39.3</b>
<b>00-00</b>	<b>1785</b>	<b>5</b>	<b>16</b>	<b>706</b>	<b>943</b>	<b>85</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>39.4</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - North

24 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	4	2	0	0	0	0	0	0	0	35.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	35	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	0	0	5	0	1	1	0	0	0	0	0	35.3	-
0500	17	0	0	11	6	0	0	0	0	0	0	0	32.3	38.9
0600	49	0	2	18	28	1	0	0	0	0	0	0	36.8	40.8
0700	103	0	1	38	55	7	0	0	1	0	1	0	32.9	38.2
0800	99	0	0	27	61	5	0	1	4	0	0	1	33.3	38.1
0900	94	3	1	31	49	9	0	1	0	0	0	0	32.8	38.9
1000	118	0	0	52	51	12	2	1	0	0	0	0	32.8	37.4
1100	123	0	1	43	68	8	1	0	2	0	0	0	33.3	37.4
1200	144	1	0	55	81	4	0	0	3	0	0	0	33.2	38.8
1300	142	0	1	69	65	6	1	0	0	0	0	0	33.7	38.2
1400	139	0	2	47	75	9	1	0	4	0	1	0	33.5	39.8
1500	154	1	2	52	87	8	1	1	1	0	1	0	33.7	38.9
1600	198	0	3	73	112	7	0	2	1	0	0	0	33.8	38.7
1700	184	0	1	77	99	7	0	0	0	0	0	0	34.7	39
1800	151	1	2	53	92	2	0	0	1	0	0	0	33.7	39.5
1900	92	0	0	45	45	2	0	0	0	0	0	0	35	39
2000	42	0	0	23	19	0	0	0	0	0	0	0	36.1	43.1
2100	33	0	2	17	14	0	0	0	0	0	0	0	32.7	40.6
2200	12	0	0	6	6	0	0	0	0	0	0	0	36.6	42.4
2300	16	0	0	6	10	0	0	0	0	0	0	0	33.8	42.3
<b>07-19</b>	<b>1649</b>	<b>6</b>	<b>14</b>	<b>617</b>	<b>895</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>33.6</b>	<b>38.6</b>
<b>06-22</b>	<b>1865</b>	<b>6</b>	<b>18</b>	<b>720</b>	<b>1001</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>33.7</b>	<b>38.7</b>
<b>06-00</b>	<b>1893</b>	<b>6</b>	<b>18</b>	<b>732</b>	<b>1017</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>33.8</b>	<b>38.8</b>
<b>00-00</b>	<b>1925</b>	<b>6</b>	<b>18</b>	<b>753</b>	<b>1026</b>	<b>88</b>	<b>7</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>33.8</b>	<b>38.8</b>

Half Term

Southbound

	Monday 23	Tuesday 24	Wednesday 18th	Thursday 19th	Friday 20th	Saturday 2	Sunday 22
24hr	1620	1767	1874	1866	1775	1216	1177
HGV	116	111	135	132	129	54	35
	7%	6%	7%	7%	7%	4%	3%



## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

18 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	25	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	25.2	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	23.4	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	34.3	-
0400	6	0	0	2	2	0	0	0	2	0	0	0	35.6	-
0500	13	0	0	4	9	0	0	0	0	0	0	0	36.3	43.5
0600	72	0	0	25	42	3	1	0	1	0	0	0	32.9	40.8
0700	154	2	1	60	75	10	0	5	1	0	0	0	28.9	37.3
0800	210	0	0	73	128	7	0	1	1	0	0	0	28	33.9
0900	137	1	0	44	78	12	0	1	1	0	0	0	28.4	33.9
1000	99	1	1	41	45	7	1	1	2	0	0	0	28	34.3
1100	118	3	2	40	65	6	0	1	0	0	1	0	28.6	35.9
1200	106	2	2	29	64	6	1	0	1	0	0	1	28.5	35.2
1300	118	0	1	47	60	5	1	2	0	0	1	1	30.1	35.4
1400	126	2	0	44	63	12	0	0	1	0	4	0	29	36.7
1500	145	0	0	37	97	11	0	0	0	0	0	0	26.6	33.3
1600	194	1	1	78	100	9	1	0	2	0	1	1	23.8	32.1
1700	143	0	3	51	85	4	0	0	0	0	0	0	27.7	35.2
1800	82	0	0	29	51	1	1	0	0	0	0	0	27.9	33.8
1900	44	0	0	22	20	1	0	1	0	0	0	0	30.7	38.3
2000	58	0	0	16	42	0	0	0	0	0	0	0	33.5	39
2100	21	0	1	7	13	0	0	0	0	0	0	0	29.6	35.3
2200	14	0	0	5	9	0	0	0	0	0	0	0	35.8	41.2
2300	7	0	0	3	4	0	0	0	0	0	0	0	32.4	-
<b>07-19</b>	<b>1632</b>	<b>12</b>	<b>11</b>	<b>573</b>	<b>911</b>	<b>90</b>	<b>5</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>27.8</b>	<b>34.9</b>
<b>06-22</b>	<b>1827</b>	<b>12</b>	<b>12</b>	<b>643</b>	<b>1028</b>	<b>94</b>	<b>6</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>28.2</b>	<b>35.2</b>
<b>06-00</b>	<b>1848</b>	<b>12</b>	<b>12</b>	<b>651</b>	<b>1041</b>	<b>94</b>	<b>6</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>28.3</b>	<b>35.5</b>
<b>00-00</b>	<b>1874</b>	<b>12</b>	<b>12</b>	<b>657</b>	<b>1058</b>	<b>95</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>28.4</b>	<b>35.6</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

19 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	0	0	0	3	0	0	0	0	0	0	0	27.6	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	27.2	-
0200	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	35.8	-
0400	5	0	0	0	3	0	0	0	2	0	0	0	36.4	-
0500	12	0	0	5	6	1	0	0	0	0	0	0	36.4	42
0600	77	0	0	23	44	6	0	0	4	0	0	0	32.4	39.9
0700	155	0	2	54	87	7	1	2	2	0	0	0	28.6	37.2
0800	221	0	1	64	147	6	0	0	2	0	0	1	26.8	33
0900	121	0	0	37	77	5	0	1	0	0	1	0	30	36.1
1000	111	0	1	39	59	10	0	1	0	0	0	1	27.7	34.8
1100	108	0	0	33	58	14	0	2	0	0	0	1	29.2	34.6
1200	119	0	1	47	64	5	0	0	0	0	2	0	29.2	37
1300	104	0	0	35	63	4	0	2	0	0	0	0	30.2	36.8
1400	104	0	1	33	60	7	0	0	1	0	1	1	28.8	35.8
1500	130	1	2	42	77	7	0	0	1	0	0	0	28.3	34.1
1600	199	0	1	63	115	18	0	0	0	0	0	2	27.8	35.1
1700	154	0	3	59	88	3	0	1	0	0	0	0	28.3	35.5
1800	95	0	1	37	55	1	0	0	0	0	0	1	27.3	35.1
1900	65	0	0	28	34	3	0	0	0	0	0	0	29.2	37.2
2000	39	0	0	17	21	1	0	0	0	0	0	0	30.5	35.2
2100	28	0	0	13	15	0	0	0	0	0	0	0	31.1	41
2200	7	0	0	2	5	0	0	0	0	0	0	0	36.6	-
2300	7	0	0	2	5	0	0	0	0	0	0	0	34.9	-
<b>07-19</b>	<b>1621</b>	<b>1</b>	<b>13</b>	<b>543</b>	<b>950</b>	<b>87</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>28.4</b>	<b>35.5</b>
<b>06-22</b>	<b>1830</b>	<b>1</b>	<b>13</b>	<b>624</b>	<b>1064</b>	<b>97</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>28.6</b>	<b>35.7</b>
<b>06-00</b>	<b>1844</b>	<b>1</b>	<b>13</b>	<b>628</b>	<b>1074</b>	<b>97</b>	<b>1</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>28.7</b>	<b>35.8</b>
<b>00-00</b>	<b>1866</b>	<b>1</b>	<b>13</b>	<b>633</b>	<b>1087</b>	<b>99</b>	<b>1</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>28.8</b>	<b>35.9</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

20 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	2	0	0	0	2	0	0	0	0	0	0	0	24.2	-
0100	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	-	-
0300	4	0	0	1	2	1	0	0	0	0	0	0	36.1	-
0400	9	0	1	2	5	0	0	0	1	0	0	0	33.9	-
0500	13	0	0	5	7	1	0	0	0	0	0	0	36.1	42.4
0600	57	0	0	16	36	4	1	0	0	0	0	0	31.8	41.6
0700	137	0	2	54	67	9	1	3	0	0	1	0	29.3	34.7
0800	191	1	0	56	124	5	0	1	3	0	0	1	27.9	34.8
0900	132	0	2	42	75	11	0	1	0	0	0	1	29.2	35.6
1000	119	0	0	49	59	9	1	1	0	0	0	0	29	34.9
1100	115	0	0	37	68	5	1	1	2	0	0	1	27.9	33.7
1200	96	0	0	35	48	8	0	1	3	0	1	0	27.9	35.1
1300	127	0	0	51	68	5	1	2	0	0	0	0	27.5	33.9
1400	101	0	1	37	53	7	1	2	0	0	0	0	28	34.5
1500	132	0	2	46	78	4	1	0	1	0	0	0	28	33.9
1600	226	0	3	85	119	18	0	0	0	0	0	1	25.9	33.3
1700	99	0	1	34	58	5	0	0	1	0	0	0	28.9	35.7
1800	84	0	2	30	51	1	0	0	0	0	0	0	28.7	35.4
1900	46	0	2	22	22	0	0	0	0	0	0	0	29.7	37.1
2000	31	0	0	13	18	0	0	0	0	0	0	0	31.3	38.3
2100	27	0	0	10	17	0	0	0	0	0	0	0	29.5	35.9
2200	16	0	0	6	10	0	0	0	0	0	0	0	32.5	39.3
2300	11	0	0	2	9	0	0	0	0	0	0	0	28	35.1
<b>07-19</b>	<b>1559</b>	<b>1</b>	<b>13</b>	<b>556</b>	<b>868</b>	<b>87</b>	<b>6</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>28</b>	<b>34.7</b>
<b>06-22</b>	<b>1720</b>	<b>1</b>	<b>15</b>	<b>617</b>	<b>961</b>	<b>91</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>28.3</b>	<b>34.8</b>
<b>06-00</b>	<b>1747</b>	<b>1</b>	<b>15</b>	<b>625</b>	<b>980</b>	<b>91</b>	<b>7</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>28.3</b>	<b>34.9</b>
<b>00-00</b>	<b>1775</b>	<b>1</b>	<b>16</b>	<b>633</b>	<b>996</b>	<b>93</b>	<b>7</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>28.4</b>	<b>35.1</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

21 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	9	0	0	3	6	0	0	0	0	0	0	0	30.9	-
0100	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	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	39.6	-
0400	2	0	0	1	1	0	0	0	0	0	0	0	36.1	-
0500	2	0	0	1	1	0	0	0	0	0	0	0	41.8	-
0600	18	0	0	4	13	1	0	0	0	0	0	0	35.2	42.3
0700	55	0	0	13	36	4	0	2	0	0	0	0	32.5	41.5
0800	81	1	0	21	55	3	0	0	1	0	0	0	31	38.2
0900	103	1	0	36	60	5	1	0	0	0	0	0	30.2	36.7
1000	103	4	2	36	52	6	0	1	2	0	0	0	28.1	36.4
1100	106	0	2	43	59	2	0	0	0	0	0	0	29.9	36.5
1200	113	0	1	45	64	3	0	0	0	0	0	0	29.2	36.4
1300	101	0	0	42	54	4	0	0	0	0	0	1	30.3	37.4
1400	88	1	0	36	45	5	0	0	1	0	0	0	30.6	37.2
1500	94	0	1	47	43	3	0	0	0	0	0	0	29.4	35.5
1600	98	0	0	39	58	1	0	0	0	0	0	0	29.3	37.5
1700	94	0	0	37	53	1	0	0	2	0	0	1	31	38.1
1800	51	0	0	24	25	2	0	0	0	0	0	0	28.8	34
1900	28	0	0	14	13	1	0	0	0	0	0	0	31.1	39.1
2000	13	0	0	7	6	0	0	0	0	0	0	0	31.2	40
2100	18	0	0	7	11	0	0	0	0	0	0	0	32.3	39.3
2200	20	0	0	7	13	0	0	0	0	0	0	0	31.5	40.1
2300	17	0	1	4	11	1	0	0	0	0	0	0	31.2	36.2
<b>07-19</b>	<b>1087</b>	<b>7</b>	<b>6</b>	<b>419</b>	<b>604</b>	<b>39</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>29.9</b>	<b>36.9</b>
<b>06-22</b>	<b>1164</b>	<b>7</b>	<b>6</b>	<b>451</b>	<b>647</b>	<b>41</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30.1</b>	<b>37.1</b>
<b>06-00</b>	<b>1201</b>	<b>7</b>	<b>7</b>	<b>462</b>	<b>671</b>	<b>42</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30.1</b>	<b>37.2</b>
<b>00-00</b>	<b>1216</b>	<b>7</b>	<b>7</b>	<b>469</b>	<b>679</b>	<b>42</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>30.2</b>	<b>37.4</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

22 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	3	3	0	0	0	0	0	0	0	29.7	-
0100	2	0	0	0	2	0	0	0	0	0	0	0	36.6	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	32.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	42.9	-
0500	3	0	0	0	3	0	0	0	0	0	0	0	35.4	-
0600	3	0	0	1	2	0	0	0	0	0	0	0	35.7	-
0700	13	0	0	4	7	2	0	0	0	0	0	0	29.2	37.3
0800	49	2	1	19	24	2	0	0	1	0	0	0	30.5	37.6
0900	67	3	1	27	36	0	0	0	0	0	0	0	29.6	37.5
1000	95	2	5	37	47	3	0	0	0	0	1	0	30.8	37
1100	102	6	2	34	56	0	0	2	1	0	1	0	26.2	35.5
1200	110	8	6	37	56	1	1	1	0	0	0	0	27.6	36.3
1300	155	6	12	45	84	2	0	2	3	0	1	0	28.4	35.2
1400	128	5	5	47	71	0	0	0	0	0	0	0	28.5	35.2
1500	101	1	4	40	52	4	0	0	0	0	0	0	27.4	34.5
1600	100	1	2	42	53	1	0	0	1	0	0	0	30.6	35.6
1700	88	0	5	33	48	2	0	0	0	0	0	0	30.7	35.7
1800	71	0	0	20	49	1	0	0	1	0	0	0	30.2	36.6
1900	29	0	1	11	17	0	0	0	0	0	0	0	32.7	41.4
2000	23	0	0	12	11	0	0	0	0	0	0	0	31.8	39.3
2100	16	0	0	6	10	0	0	0	0	0	0	0	32.2	39.9
2200	9	0	0	2	6	1	0	0	0	0	0	0	31.6	-
2300	4	0	0	0	4	0	0	0	0	0	0	0	35.7	-
<b>07-19</b>	<b>1079</b>	<b>34</b>	<b>43</b>	<b>385</b>	<b>583</b>	<b>18</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>28.9</b>	<b>36</b>
<b>06-22</b>	<b>1150</b>	<b>34</b>	<b>44</b>	<b>415</b>	<b>623</b>	<b>18</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>29.1</b>	<b>36.2</b>
<b>06-00</b>	<b>1163</b>	<b>34</b>	<b>44</b>	<b>417</b>	<b>633</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>29.2</b>	<b>36.2</b>
<b>00-00</b>	<b>1177</b>	<b>34</b>	<b>44</b>	<b>420</b>	<b>644</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>29.2</b>	<b>36.4</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

23 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	0	5	0	0	0	0	0	0	0	36.4	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	26.3	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	14.7	-
0400	4	0	0	1	2	0	0	0	1	0	0	0	36.9	-
0500	16	0	0	6	9	1	0	0	0	0	0	0	32.4	39.2
0600	69	1	0	16	48	2	1	0	1	0	0	0	32.1	39.6
0700	130	0	1	45	73	8	0	2	1	0	0	0	29.7	37.7
0800	142	0	2	55	73	11	0	0	1	0	0	0	30.7	36.6
0900	129	0	0	35	82	9	0	1	2	0	0	0	28.3	35.1
1000	99	1	0	38	50	9	0	0	1	0	0	0	28.9	35
1100	118	0	1	48	59	9	0	1	0	0	0	0	27.1	32
1200	101	1	0	39	48	8	1	2	0	0	0	2	27.3	34.6
1300	132	0	4	48	68	8	0	2	2	0	0	0	26.6	34.6
1400	101	0	1	41	44	8	1	1	3	0	1	1	27.9	34.1
1500	116	1	3	53	51	8	0	0	0	0	0	0	27.2	34.1
1600	145	2	2	54	85	1	0	0	1	0	0	0	28.9	35.3
1700	122	0	2	46	73	1	0	0	0	0	0	0	27.3	34.7
1800	77	0	0	34	40	3	0	0	0	0	0	0	28.6	36.4
1900	66	0	0	25	40	1	0	0	0	0	0	0	28.6	33.8
2000	18	0	1	8	9	0	0	0	0	0	0	0	31.8	38.4
2100	13	0	0	5	8	0	0	0	0	0	0	0	27.1	35
2200	10	0	0	8	2	0	0	0	0	0	0	0	28	-
2300	5	0	0	2	3	0	0	0	0	0	0	0	34.1	-
<b>07-19</b>	<b>1412</b>	<b>5</b>	<b>16</b>	<b>536</b>	<b>746</b>	<b>83</b>	<b>2</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>28.3</b>	<b>35.2</b>
<b>06-22</b>	<b>1578</b>	<b>6</b>	<b>17</b>	<b>590</b>	<b>851</b>	<b>86</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>28.5</b>	<b>35.5</b>
<b>06-00</b>	<b>1593</b>	<b>6</b>	<b>17</b>	<b>600</b>	<b>856</b>	<b>86</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>28.5</b>	<b>35.5</b>
<b>00-00</b>	<b>1620</b>	<b>6</b>	<b>17</b>	<b>608</b>	<b>873</b>	<b>87</b>	<b>3</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>28.6</b>	<b>35.7</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-834

Site Name - 2105

Description - High Road, Ware approx 100m S of Pest House Lane [30mph]

Direction - South

24 October 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	0	0	1	2	0	0	0	0	0	0	0	32.6	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	28.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	29.8	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	34.9	-
0500	16	0	2	6	8	0	0	0	0	0	0	0	31.6	45
0600	64	1	0	24	33	4	1	0	1	0	0	0	32.9	42.5
0700	151	0	2	53	85	6	0	3	1	0	1	0	28.1	35.2
0800	134	0	2	38	83	5	0	0	6	0	0	0	30	36
0900	145	1	2	51	84	6	0	1	0	0	0	0	28.7	36.6
1000	133	0	0	38	83	10	0	1	1	0	0	0	28.9	34.2
1100	115	0	0	45	63	6	1	0	0	0	0	0	29.2	37.6
1200	112	1	1	45	54	6	2	2	1	0	0	0	27.7	32.8
1300	131	2	1	46	71	7	0	2	1	0	1	0	28	34.6
1400	109	0	2	40	55	10	1	0	1	0	0	0	29	35.2
1500	129	1	1	38	81	8	0	0	0	0	0	0	28.1	35.5
1600	127	0	0	46	75	4	0	0	0	0	1	1	28.6	35.4
1700	151	1	5	64	78	3	0	0	0	0	0	0	29.1	35.9
1800	112	0	1	42	66	3	0	0	0	0	0	0	27.2	33.8
1900	65	0	2	19	43	1	0	0	0	0	0	0	31.9	40.9
2000	29	0	0	10	19	0	0	0	0	0	0	0	33.9	45.2
2100	18	0	0	9	9	0	0	0	0	0	0	0	29	36.2
2200	14	0	0	7	7	0	0	0	0	0	0	0	33	39.9
2300	4	0	0	2	2	0	0	0	0	0	0	0	32.7	-
<b>07-19</b>	<b>1549</b>	<b>6</b>	<b>17</b>	<b>546</b>	<b>878</b>	<b>74</b>	<b>4</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>28.6</b>	<b>35.2</b>
<b>06-22</b>	<b>1725</b>	<b>7</b>	<b>19</b>	<b>608</b>	<b>982</b>	<b>79</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>35.9</b>
<b>06-00</b>	<b>1743</b>	<b>7</b>	<b>19</b>	<b>617</b>	<b>991</b>	<b>79</b>	<b>5</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>35.9</b>
<b>00-00</b>	<b>1767</b>	<b>7</b>	<b>21</b>	<b>626</b>	<b>1002</b>	<b>80</b>	<b>5</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>36</b>

17 Oct 2023 at 14:52:21

N 5748801 E 705204

81-99 High Road, High Cross

Ware

England

SG11

United Kingdom





**Appendix F**    November 2023 Traffic Surveys (Resurveyed)





**MOVEMENT C-A**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	3	0	0	0	3	3
0730-0745	0	0	6	0	0	0	6	6
0745-0800	0	0	4	0	0	0	4	4
0800-0815	0	0	2	0	0	0	2	2
0815-0830	0	1	3	0	0	0	4	3.4
0830-0845	0	0	3	0	0	0	3	3
0845-0900	0	0	3	0	0	0	3	3
0900-0915	0	0	6	0	0	0	6	6
0915-0930	0	0	5	0	0	0	5	5
0930-0945	0	0	2	0	0	0	2	2
0945-1000	0	0	5	0	0	0	5	5
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1600-1615	0	0	2	0	0	0	2	2
1615-1630	0	0	4	0	0	0	4	4
1630-1645	0	0	2	0	0	0	2	2
1645-1700	0	0	4	0	0	0	4	4
1700-1715	0	0	1	0	0	0	1	1
1715-1730	0	0	3	0	0	0	3	3
1730-1745	0	0	2	0	0	0	2	2
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	2	0	0	0	2	2
1815-1830	0	0	5	0	0	0	5	5
1830-1845	0	0	2	0	0	0	2	2
1845-1900	0	0	3	0	0	0	3	3
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>72.4</b>

**MOVEMENT C-B**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	1	0	0	0	1	1
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	1	0	0	0	1	1
0915-0930	0	0	1	0	0	0	1	1
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<hr/>								
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>

**MOVEMENT C-D**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<hr/>								
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**CLASSIFIED TURNING COUNT**

Date: Thursday 16th November 2023  
 Location: Ermine St jct Pest House Lane, Ware  
 Hours: 0700-1000 & 1600-19:00  
 Sheet No. 3 of 4  
 Job No. 2634

Key:  
 Cycle: Pedal Cycles  
 PTW: Motorcycle, Mopeds and other Powered 2 Wheelers  
 Cars: Cars & Light goods vehicles up to 3.5 tonne  
 MGV: Medium Goods Vehicles (over 3.5 tonne up to 7.5 tonne)  
 HGV: Heavy Goods Vehicles (>7.5 tonne)  
 Bus: Bus with Contracted Driver



CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	13	0	0	13	13
0800-0900	0	1	11	0	0	12	11.4
0900-1000	0	0	18	0	0	18	18
<hr/>							
1600-1700	0	0	12	0	0	12	12
1700-1800	0	0	6	0	0	6	6
1800-1900	0	0	12	0	0	12	12

CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	1	0	0	1	1
0800-0900	0	0	0	0	0	0	0
0900-1000	0	0	2	0	0	2	2
<hr/>							
1600-1700	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0

CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0	0
<hr/>							
1600-1700	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0

**MOVEMENT D-A**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	1	0	0	0	1	1
0730-0745	0	0	3	0	0	0	3	3
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	1	1	2.3	2.3
0830-0845	0	0	0	0	1	1	2.3	2.3
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	2	0	0	0	2	2
0945-1000	0	0	0	0	0	0	0	0
<hr/>								
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	2	0	0	0	2	2
1800-1815	0	0	1	0	0	0	1	1
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	1	0	0	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>14.6</b>

**MOVEMENT D-B**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	1	0	0	0	1	1
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	1	0	0	0	1	1
0945-1000	0	0	0	0	0	0	0	0
<hr/>								
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	1	0	0	0	1	1
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	1	0	0	0	1	1
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>

**MOVEMENT D-C**

TIME	CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<hr/>								
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**CLASSIFIED TURNING COUNT**

Date: Thursday 16th November 2023  
 Location: Ermine St jct Pest House Lane, Ware  
 Hours: 0700-1000 & 1600-19:00  
 Sheet No. 4 of 4  
 Job No. 2634

Key:  
 Cycle: Pedal Cycles  
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 MG: Medium Goods Vehicles (over 3.5 tonne up to 7.5 tonne)  
 HGV: Heavy Goods Vehicles (>7.5 tonne)  
 Bus: Bus with Contracted Driver



CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	4	0	0	4	4
0800-0900	0	0	0	0	2	2	4.6
0900-1000	0	0	2	0	0	2	2
<hr/>							
1600-1700	0	0	0	0	0	0	0
1700-1800	0	0	2	0	0	2	2
1800-1900	0	0	2	0	0	2	2

CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	0	0	0	0	0
0800-0900	0	0	1	0	0	1	1
0900-1000	0	0	1	0	0	1	1
<hr/>							
1600-1700	0	0	1	0	0	1	1
1700-1800	0	0	1	0	0	1	1
1800-1900	0	0	0	0	0	0	0

CYCLE	PTW	CARS	BUS	MGV	HGV	TOTAL	PCU VALUE
0700-0800	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0
0900-1000	0	0	0	0	0	0	0
<hr/>							
1600-1700	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0	0

Nov-23

	A	B	C	D	TOTAL
0700-0800	131	155	14	4	304
0800-0900	183	200	12	3	398
0900-1000	114	117	20	3	254
	0	0	0	0	0
1600-1700	217	198	12	1	428
1700-1800	211	133	6	3	353
1800-1900	146	60	12	2	220

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

16 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	40.7	-
0400	2	0	0	0	2	0	0	0	0	0	0	0	46.7	-
0500	19	0	1	10	8	0	0	0	0	0	0	0	45.9	55.5
0600	54	0	0	13	35	5	0	0	1	0	0	0	45.1	52.8
0700	152	1	2	48	91	6	0	1	2	0	0	1	42.8	49.2
0800	198	1	2	42	140	8	1	1	2	0	0	1	41.2	48
0900	112	0	3	37	64	7	0	0	1	0	0	0	42.6	49.4
1000	93	0	2	29	55	4	0	2	1	0	0	0	40	46.9
1100	92	1	0	23	56	9	0	1	1	0	0	1	39	45.1
1200	90	0	0	27	55	4	1	1	0	0	0	2	43.2	50.2
1300	96	1	0	38	49	6	0	1	1	0	0	0	41.5	49.6
1400	87	0	0	26	56	4	0	0	0	0	1	0	42.6	50
1500	113	0	0	42	64	6	1	0	0	0	0	0	42.8	49.3
1600	197	0	1	63	114	17	0	0	1	0	0	1	39.9	47.6
1700	138	0	3	49	83	3	0	0	0	0	0	0	39.1	45.3
1800	60	0	2	22	34	2	0	0	0	0	0	0	43	50.3
1900	52	0	0	22	30	0	0	0	0	0	0	0	40.9	47.4
2000	25	0	0	11	14	0	0	0	0	0	0	0	42.4	50.6
2100	19	0	0	6	13	0	0	0	0	0	0	0	42.2	50.6
2200	10	0	0	4	6	0	0	0	0	0	0	0	45.7	-
2300	4	0	0	3	1	0	0	0	0	0	0	0	48.8	-
<b>07-19</b>	<b>1428</b>	<b>4</b>	<b>15</b>	<b>446</b>	<b>861</b>	<b>76</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41.3</b>	<b>48.4</b>
<b>06-22</b>	<b>1578</b>	<b>4</b>	<b>15</b>	<b>498</b>	<b>953</b>	<b>81</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41.5</b>	<b>48.4</b>
<b>06-00</b>	<b>1592</b>	<b>4</b>	<b>15</b>	<b>505</b>	<b>960</b>	<b>81</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41.5</b>	<b>48.5</b>
<b>00-00</b>	<b>1615</b>	<b>4</b>	<b>16</b>	<b>515</b>	<b>972</b>	<b>81</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>41.6</b>	<b>48.7</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

17 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	1	4	0	0	0	0	0	0	0	46.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	52.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	44	-
0400	3	0	0	1	1	0	0	0	1	0	0	0	42.8	-
0500	17	0	0	9	8	0	0	0	0	0	0	0	49.3	57.9
0600	54	0	0	19	33	2	0	0	0	0	0	0	44.5	50.7
0700	144	1	1	48	80	7	0	4	1	0	1	1	41.7	49.4
0800	223	0	1	59	154	6	0	0	2	0	0	1	42.1	49.3
0900	111	0	0	33	66	8	0	3	1	0	0	0	44.3	52.7
1000	111	0	0	47	54	7	0	2	1	0	0	0	39.4	49.6
1100	97	0	3	24	55	10	0	2	1	0	1	1	41.4	47.6
1200	100	0	2	36	56	4	0	0	2	0	0	0	44.3	53
1300	105	1	3	35	60	4	0	1	0	0	0	1	42.8	49.4
1400	122	1	1	35	78	6	0	0	1	0	0	0	39.6	48
1500	141	0	0	40	94	6	0	0	1	0	0	0	42	49
1600	220	1	2	71	126	19	0	0	1	0	0	0	39	46.3
1700	113	0	2	47	60	4	0	0	0	0	0	0	41.2	47.3
1800	70	0	1	24	44	1	0	0	0	0	0	0	41.4	51
1900	47	1	2	13	31	0	0	0	0	0	0	0	45	56.9
2000	14	1	0	7	6	0	0	0	0	0	0	0	43.2	56.2
2100	20	0	0	8	12	0	0	0	0	0	0	0	41.9	50.6
2200	9	0	0	4	5	0	0	0	0	0	0	0	41.6	-
2300	5	0	0	1	4	0	0	0	0	0	0	0	44.1	-
<b>07-19</b>	<b>1557</b>	<b>4</b>	<b>16</b>	<b>499</b>	<b>927</b>	<b>82</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>41.4</b>	<b>48.9</b>
<b>06-22</b>	<b>1692</b>	<b>6</b>	<b>18</b>	<b>546</b>	<b>1009</b>	<b>84</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>41.6</b>	<b>49.2</b>
<b>06-00</b>	<b>1706</b>	<b>6</b>	<b>18</b>	<b>551</b>	<b>1018</b>	<b>84</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>41.7</b>	<b>49.2</b>
<b>00-00</b>	<b>1733</b>	<b>6</b>	<b>18</b>	<b>562</b>	<b>1033</b>	<b>84</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>41.7</b>	<b>49.3</b>



## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

18 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	7	0	0	4	3	0	0	0	0	0	0	0	43.5	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	33.2	-
0200	2	0	0	2	0	0	0	0	0	0	0	0	39.8	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	40.6	-
0400	3	0	0	0	3	0	0	0	0	0	0	0	40.9	-
0500	6	0	0	4	1	1	0	0	0	0	0	0	43.9	-
0600	6	0	0	4	2	0	0	0	0	0	0	0	47.2	-
0700	38	0	0	19	16	2	0	1	0	0	0	0	43.5	48.2
0800	65	0	0	22	38	5	0	0	0	0	0	0	43.1	49.1
0900	84	0	1	30	50	3	0	0	0	0	0	0	43.5	52.3
1000	97	1	0	32	60	4	0	0	0	0	0	0	43	50.2
1100	94	0	1	24	67	2	0	0	0	0	0	0	43	49.9
1200	101	0	0	33	67	1	0	0	0	0	0	0	42.8	51.1
1300	98	0	0	42	53	3	0	0	0	0	0	0	42.5	49.8
1400	85	1	0	31	49	4	0	0	0	0	0	0	41.8	49.9
1500	76	2	0	25	48	1	0	0	0	0	0	0	41.1	51.1
1600	53	0	1	19	31	2	0	0	0	0	0	0	41.9	49.6
1700	66	1	0	20	43	2	0	0	0	0	0	0	40.8	47.5
1800	51	0	0	18	30	3	0	0	0	0	0	0	41.8	49.1
1900	30	0	1	7	21	1	0	0	0	0	0	0	43.3	50.6
2000	20	0	1	8	10	1	0	0	0	0	0	0	45.1	54.6
2100	16	0	0	10	6	0	0	0	0	0	0	0	46.4	59.7
2200	19	0	0	7	12	0	0	0	0	0	0	0	45.6	52.8
2300	12	0	0	7	5	0	0	0	0	0	0	0	41.8	50.3
<b>07-19</b>	<b>908</b>	<b>5</b>	<b>3</b>	<b>315</b>	<b>552</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.4</b>	<b>49.8</b>
<b>06-22</b>	<b>980</b>	<b>5</b>	<b>5</b>	<b>344</b>	<b>591</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.6</b>	<b>50.2</b>
<b>06-00</b>	<b>1011</b>	<b>5</b>	<b>5</b>	<b>358</b>	<b>608</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.7</b>	<b>50.2</b>
<b>00-00</b>	<b>1031</b>	<b>5</b>	<b>5</b>	<b>369</b>	<b>616</b>	<b>35</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.6</b>	<b>50.2</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

19 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	11	0	0	2	9	0	0	0	0	0	0	0	44.4	52.2
0100	4	0	0	2	2	0	0	0	0	0	0	0	39.5	-
0200	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	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	42.7	-
0500	2	0	0	2	0	0	0	0	0	0	0	0	44.6	-
0600	7	1	0	2	3	1	0	0	0	0	0	0	36.5	-
0700	16	1	0	6	7	2	0	0	0	0	0	0	42.1	52.1
0800	32	1	0	12	16	2	0	0	1	0	0	0	43.8	55.1
0900	77	4	2	25	45	1	0	0	0	0	0	0	41.2	50.8
1000	88	1	3	34	49	1	0	0	0	0	0	0	43	50.9
1100	94	0	0	33	60	1	0	0	0	0	0	0	42.8	53.7
1200	154	1	3	45	104	1	0	0	0	0	0	0	41.1	49.5
1300	113	3	3	34	73	0	0	0	0	0	0	0	39.3	45.8
1400	86	2	2	35	44	1	0	0	1	0	1	0	40.7	48.3
1500	74	0	0	29	43	2	0	0	0	0	0	0	40.8	46
1600	68	0	1	31	35	0	0	0	1	0	0	0	42	47.7
1700	51	0	0	30	20	1	0	0	0	0	0	0	42.9	51.9
1800	51	0	0	16	35	0	0	0	0	0	0	0	43.4	52
1900	30	0	0	15	15	0	0	0	0	0	0	0	42.6	50.3
2000	23	0	0	5	17	1	0	0	0	0	0	0	46.1	52.9
2100	12	0	0	5	7	0	0	0	0	0	0	0	45.4	58.5
2200	9	0	1	5	3	0	0	0	0	0	0	0	44.5	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	31.9	-
<b>07-19</b>	<b>904</b>	<b>13</b>	<b>14</b>	<b>330</b>	<b>531</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41.6</b>	<b>49.5</b>
<b>06-22</b>	<b>976</b>	<b>14</b>	<b>14</b>	<b>357</b>	<b>573</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41.7</b>	<b>49.7</b>
<b>06-00</b>	<b>986</b>	<b>14</b>	<b>15</b>	<b>362</b>	<b>577</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41.8</b>	<b>49.7</b>
<b>00-00</b>	<b>1004</b>	<b>14</b>	<b>15</b>	<b>369</b>	<b>588</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41.8</b>	<b>49.7</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

20 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	1	3	0	0	0	0	0	0	0	40.9	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	48.9	-
0200	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	-	-
0400	2	0	0	1	0	0	0	0	1	0	0	0	34.7	-
0500	22	0	1	8	12	1	0	0	0	0	0	0	41.7	48.4
0600	64	1	0	23	35	2	0	0	2	0	0	1	42.2	50.4
0700	144	0	1	54	80	5	1	2	0	0	0	1	42.7	49.8
0800	192	0	0	59	130	1	0	0	1	0	0	1	42.6	49
0900	123	0	0	40	76	5	0	0	1	0	0	1	45.4	53.6
1000	73	0	2	25	39	6	0	0	1	0	0	0	44.1	50.5
1100	83	0	1	32	42	6	1	0	0	0	0	1	41.8	49.5
1200	107	0	1	38	59	6	1	1	1	0	0	0	42.5	51.7
1300	86	0	2	28	44	10	0	1	1	0	0	0	43	50.1
1400	112	0	0	44	62	5	0	1	0	0	0	0	42.6	48.8
1500	119	1	5	38	70	3	0	0	1	0	0	1	40.6	47.8
1600	187	0	1	59	110	14	0	0	2	0	0	1	39.6	47.2
1700	108	0	2	38	66	2	0	0	0	0	0	0	42.1	48.5
1800	86	0	0	37	45	3	0	0	1	0	0	0	40.4	47.3
1900	54	0	1	20	33	0	0	0	0	0	0	0	41.8	49.9
2000	25	0	1	6	16	2	0	0	0	0	0	0	42.1	50.4
2100	8	0	0	4	4	0	0	0	0	0	0	0	47	-
2200	6	0	0	3	3	0	0	0	0	0	0	0	48.6	-
2300	4	0	0	2	2	0	0	0	0	0	0	0	54.3	-
<b>07-19</b>	<b>1420</b>	<b>1</b>	<b>15</b>	<b>492</b>	<b>823</b>	<b>66</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>42.2</b>	<b>49.2</b>
<b>06-22</b>	<b>1571</b>	<b>2</b>	<b>17</b>	<b>545</b>	<b>911</b>	<b>70</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>42.2</b>	<b>49.3</b>
<b>06-00</b>	<b>1581</b>	<b>2</b>	<b>17</b>	<b>550</b>	<b>916</b>	<b>70</b>	<b>3</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>42.2</b>	<b>49.3</b>
<b>00-00</b>	<b>1611</b>	<b>2</b>	<b>18</b>	<b>561</b>	<b>932</b>	<b>71</b>	<b>3</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>42.2</b>	<b>49.3</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

21 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	2	0	0	1	1	0	0	0	0	0	0	0	51.3	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	62.1	-
0200	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	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	40.6	-
0500	9	0	0	3	4	1	0	0	1	0	0	0	49.8	-
0600	74	2	1	22	44	2	0	0	0	0	2	1	42.3	50
0700	159	0	2	70	81	4	0	1	0	0	1	0	43.3	49.8
0800	194	0	0	49	139	6	0	0	0	0	0	0	41.7	47.2
0900	87	0	0	36	47	4	0	0	0	0	0	0	43.6	50.6
1000	91	0	1	29	55	4	0	1	1	0	0	0	41.2	49.8
1100	95	0	0	35	51	9	0	0	0	0	0	0	41.2	48.6
1200	100	1	0	45	50	3	0	1	0	0	0	0	41.6	48.9
1300	84	1	0	32	45	5	0	0	0	0	0	1	44	52.8
1400	88	1	2	35	44	4	0	0	0	0	2	0	41.9	49.3
1500	118	0	1	44	66	7	0	0	0	0	0	0	42.5	49.4
1600	204	1	0	69	123	8	0	0	1	0	0	2	39.2	45.7
1700	145	0	2	66	74	3	0	0	0	0	0	0	41.4	46.9
1800	79	0	2	34	40	3	0	0	0	0	0	0	41.9	49.4
1900	55	0	0	26	28	1	0	0	0	0	0	0	44.1	53.8
2000	25	0	0	12	12	1	0	0	0	0	0	0	41.7	48.1
2100	15	0	0	5	10	0	0	0	0	0	0	0	45.9	61.2
2200	12	0	0	0	11	0	0	1	0	0	0	0	46	59.4
2300	3	0	0	1	2	0	0	0	0	0	0	0	40.8	-
<b>07-19</b>	<b>1444</b>	<b>4</b>	<b>10</b>	<b>544</b>	<b>815</b>	<b>60</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>41.8</b>	<b>48.7</b>
<b>06-22</b>	<b>1613</b>	<b>6</b>	<b>11</b>	<b>609</b>	<b>909</b>	<b>64</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>41.9</b>	<b>49</b>
<b>06-00</b>	<b>1628</b>	<b>6</b>	<b>11</b>	<b>610</b>	<b>922</b>	<b>64</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>41.9</b>	<b>49</b>
<b>00-00</b>	<b>1641</b>	<b>6</b>	<b>11</b>	<b>614</b>	<b>928</b>	<b>65</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>42</b>	<b>49.2</b>

## Capital Road Safety Southbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - South

22 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	37.8	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	46.7	-
0200	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	-	-
0400	6	0	0	4	1	0	0	0	1	0	0	0	46.1	-
0500	21	0	1	8	11	0	0	0	1	0	0	0	48.9	59
0600	59	0	1	16	40	1	0	0	1	0	0	0	45.4	52.6
0700	306	1	1	112	175	11	1	3	1	0	0	1	37.6	45.5
0800	203	0	1	64	130	7	0	0	0	0	1	0	41.8	48.3
0900	108	0	1	35	66	3	0	1	1	0	0	1	41.7	49
1000	96	0	2	38	43	8	0	2	3	0	0	0	41.2	47.5
1100	104	2	0	36	59	5	0	0	2	0	0	0	38.6	45.8
1200	101	1	2	32	55	7	0	1	2	0	1	0	40.6	47.6
1300	84	1	2	29	46	6	0	0	0	0	0	0	40.8	48.3
1400	84	1	0	22	54	6	1	0	0	0	0	0	40	47.4
1500	133	0	0	41	79	11	0	0	1	0	1	0	40.6	47.5
1600	198	0	1	57	124	12	0	0	3	0	0	1	39.9	46.5
1700	128	1	2	51	72	2	0	0	0	0	0	0	40.1	47.2
1800	62	0	0	23	38	1	0	0	0	0	0	0	43.4	50
1900	53	0	1	25	27	0	0	0	0	0	0	0	43	52
2000	42	1	0	13	28	0	0	0	0	0	0	0	42.4	49.2
2100	22	0	0	7	15	0	0	0	0	0	0	0	42.3	51.5
2200	10	0	0	6	4	0	0	0	0	0	0	0	43.9	-
2300	8	0	0	2	6	0	0	0	0	0	0	0	51.2	-
<b>07-19</b>	<b>1607</b>	<b>7</b>	<b>12</b>	<b>540</b>	<b>941</b>	<b>79</b>	<b>2</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>40.1</b>	<b>47.3</b>
<b>06-22</b>	<b>1783</b>	<b>8</b>	<b>14</b>	<b>601</b>	<b>1051</b>	<b>80</b>	<b>2</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>40.5</b>	<b>47.8</b>
<b>06-00</b>	<b>1801</b>	<b>8</b>	<b>14</b>	<b>609</b>	<b>1061</b>	<b>80</b>	<b>2</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>40.5</b>	<b>47.9</b>
<b>00-00</b>	<b>1830</b>	<b>8</b>	<b>15</b>	<b>621</b>	<b>1074</b>	<b>81</b>	<b>2</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>40.6</b>	<b>48.1</b>

Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

November 16th - 22nd November

Northbound

	Monday 20	Tuesday 21	Wednesday 22	Thursday 1	Friday 17th	Saturday 18th	Sunday 19th	5-day
0700-0800	109	122	105	115	118	27	28	114
0800-0900	156	167	158	170	175	43	29	165
1600-1700	171	209	186	199	249	89	95	203
1700-1800	213	188	179	198	166	93	92	189
24hr	1829	1923	1810	1893	1914	1163	1159	1874
HGV	78	93	93	98	101	33	17	93
	4%	5%	5%	5%	5%	3%	1%	5%

Southbound

	Monday 20	Tuesday 21	Wednesday 22	Thursday 1	Friday 17th	Saturday 18th	Sunday 19th	5-day
0700-0800	144	159	306	152	144	38	16	181
0800-0900	192	194	203	198	223	65	32	202
1600-1700	187	204	198	197	220	53	68	201
1700-1800	108	145	128	138	113	66	51	126
24hr	1611	1641	1830	1615	1733	1031	1004	1686
HGV	98	82	112	108	114	36	18	103
	6%	5%	6%	7%	7%	3%	2%	6%

Combined

	Monday 20	Tuesday 21	Wednesday 22	Thursday 1	Friday 17th	Saturday 18th	Sunday 19th	5-day
0700-0800	253	281	411	267	262	65	44	295
0800-0900	348	361	361	368	398	108	61	367
1600-1700	358	413	384	396	469	142	163	404
1700-1800	321	333	307	336	279	159	143	315
24hr	3440	3564	3640	3508	3647	2194	2163	3560
HGV	176	175	205	206	215	69	35	195
	5%	5%	6%	6%	6%	3%	2%	5%

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

16 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	0	0	1	2	0	0	0	0	0	0	0	41.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	50.9	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	36.9	-
0300	3	0	0	0	3	0	0	0	0	0	0	0	44.9	-
0400	5	0	0	1	2	2	0	0	0	0	0	0	45.3	-
0500	34	0	1	18	13	0	2	0	0	0	0	0	45	53.6
0600	109	0	2	34	65	5	1	0	1	0	1	0	44.6	53.4
0700	267	1	3	102	146	10	0	1	3	0	0	1	42.3	48.4
0800	368	1	2	105	239	14	1	1	4	0	0	1	41.3	47.5
0900	214	1	3	79	110	19	1	0	1	0	0	0	41.6	48.4
1000	185	0	2	73	95	7	1	4	3	0	0	0	40.8	47.6
1100	189	1	1	65	103	14	0	2	1	0	0	2	40	47.1
1200	188	1	3	74	97	8	1	1	0	0	0	3	43	49.6
1300	219	1	0	89	109	14	1	2	2	0	1	0	41.3	48.2
1400	204	0	1	77	114	7	1	2	1	0	1	0	42.4	49.7
1500	296	0	2	123	154	13	1	1	2	0	0	0	42.1	47.5
1600	396	0	3	145	221	24	0	0	2	0	0	1	40.7	47.5
1700	336	0	3	146	181	5	0	0	1	0	0	0	40.5	45.9
1800	194	0	2	87	100	5	0	0	0	0	0	0	43	48.6
1900	130	0	0	55	73	2	0	0	0	0	0	0	42.1	48.4
2000	69	0	0	39	30	0	0	0	0	0	0	0	41.1	47.4
2100	56	0	1	26	28	0	1	0	0	0	0	0	41.7	48
2200	29	0	0	17	12	0	0	0	0	0	0	0	41.8	48.7
2300	11	0	0	6	5	0	0	0	0	0	0	0	42.9	56.6
<b>07-19</b>	<b>3056</b>	<b>6</b>	<b>25</b>	<b>1165</b>	<b>1669</b>	<b>140</b>	<b>7</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>41.5</b>	<b>47.9</b>
<b>06-22</b>	<b>3420</b>	<b>6</b>	<b>28</b>	<b>1319</b>	<b>1865</b>	<b>147</b>	<b>9</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>41.6</b>	<b>48</b>
<b>06-00</b>	<b>3460</b>	<b>6</b>	<b>28</b>	<b>1342</b>	<b>1882</b>	<b>147</b>	<b>9</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>41.6</b>	<b>48</b>
<b>00-00</b>	<b>3508</b>	<b>6</b>	<b>29</b>	<b>1363</b>	<b>1904</b>	<b>149</b>	<b>11</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>41.7</b>	<b>48.1</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

17 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	10	0	0	3	7	0	0	0	0	0	0	0	46.8	-
0100	3	0	0	1	2	0	0	0	0	0	0	0	42.6	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	58	-
0300	3	0	0	1	2	0	0	0	0	0	0	0	42	-
0400	7	0	0	3	2	1	0	0	1	0	0	0	48	-
0500	25	0	0	15	10	0	0	0	0	0	0	0	48.4	55.4
0600	105	0	2	44	55	3	0	0	1	0	0	0	44	50.1
0700	262	1	4	102	137	8	0	4	1	0	3	2	42.5	49.4
0800	398	0	1	117	261	12	0	2	3	0	0	2	42	48.1
0900	219	0	0	82	118	13	0	4	1	0	1	0	43.6	50.3
1000	220	1	0	85	113	14	0	4	2	0	1	0	40.1	48.3
1100	201	2	6	61	109	16	0	4	1	0	1	1	41.8	47.6
1200	225	0	2	96	114	8	0	1	4	0	0	0	42.9	50
1300	221	3	5	82	114	13	1	2	0	0	0	1	42.6	48.9
1400	262	1	2	104	139	12	0	0	2	0	0	2	41.1	48.3
1500	311	1	0	118	176	13	0	2	1	0	0	0	41.6	48.2
1600	469	1	6	184	248	27	0	0	3	0	0	0	40.1	46.4
1700	279	1	3	125	139	8	0	0	3	0	0	0	41.6	47.8
1800	176	0	1	72	99	4	0	0	0	0	0	0	42.6	49.5
1900	114	1	2	49	60	1	0	0	1	0	0	0	44.9	54
2000	38	1	0	17	20	0	0	0	0	0	0	0	42.9	48.6
2100	49	0	0	26	23	0	0	0	0	0	0	0	41.3	48.3
2200	32	0	0	15	17	0	0	0	0	0	0	0	42.7	50.9
2300	17	0	0	5	12	0	0	0	0	0	0	0	42	46.8
<b>07-19</b>	<b>3243</b>	<b>11</b>	<b>30</b>	<b>1228</b>	<b>1767</b>	<b>148</b>	<b>1</b>	<b>23</b>	<b>21</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>41.7</b>	<b>48.4</b>
<b>06-22</b>	<b>3549</b>	<b>13</b>	<b>34</b>	<b>1364</b>	<b>1925</b>	<b>152</b>	<b>1</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>41.9</b>	<b>48.8</b>
<b>06-00</b>	<b>3598</b>	<b>13</b>	<b>34</b>	<b>1384</b>	<b>1954</b>	<b>152</b>	<b>1</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>41.9</b>	<b>48.8</b>
<b>00-00</b>	<b>3647</b>	<b>13</b>	<b>34</b>	<b>1407</b>	<b>1978</b>	<b>153</b>	<b>1</b>	<b>23</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>42</b>	<b>48.9</b>



## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

18 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	17	0	0	12	5	0	0	0	0	0	0	0	44.9	56.9
0100	3	0	0	1	2	0	0	0	0	0	0	0	43.8	-
0200	3	0	0	3	0	0	0	0	0	0	0	0	41.2	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	40.6	-
0400	4	0	0	1	3	0	0	0	0	0	0	0	38.3	-
0500	9	0	0	5	2	2	0	0	0	0	0	0	43.3	-
0600	31	0	0	17	14	0	0	0	0	0	0	0	48.1	55.2
0700	65	0	0	32	29	3	0	1	0	0	0	0	43.5	48.2
0800	108	0	0	39	62	7	0	0	0	0	0	0	43.7	49.4
0900	149	0	1	64	77	7	0	0	0	0	0	0	42.5	49.7
1000	176	1	1	74	91	8	0	0	1	0	0	0	43.2	49.3
1100	203	0	2	76	119	5	0	1	0	0	0	0	43.2	49.3
1200	195	0	0	71	121	3	0	0	0	0	0	0	42.8	50
1300	190	0	0	90	95	5	0	0	0	0	0	0	43.5	50.3
1400	184	1	0	69	108	6	0	0	0	0	0	0	42.3	49.8
1500	205	3	1	84	115	2	0	0	0	0	0	0	41.8	49.4
1600	142	0	1	64	72	5	0	0	0	0	0	0	41.9	47.4
1700	159	1	1	77	77	3	0	0	0	0	0	0	41.2	47.5
1800	108	0	1	41	62	4	0	0	0	0	0	0	42.8	48.9
1900	84	0	3	33	44	4	0	0	0	0	0	0	42.1	48.6
2000	53	0	2	28	22	1	0	0	0	0	0	0	44.6	53.9
2100	35	0	0	21	14	0	0	0	0	0	0	0	43.2	55.7
2200	39	0	0	17	22	0	0	0	0	0	0	0	44.4	51.2
2300	31	0	0	17	13	1	0	0	0	0	0	0	42.2	48.3
<b>07-19</b>	<b>1884</b>	<b>6</b>	<b>8</b>	<b>781</b>	<b>1028</b>	<b>58</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.7</b>	<b>49.2</b>
<b>06-22</b>	<b>2087</b>	<b>6</b>	<b>13</b>	<b>880</b>	<b>1122</b>	<b>63</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.8</b>	<b>49.4</b>
<b>06-00</b>	<b>2157</b>	<b>6</b>	<b>13</b>	<b>914</b>	<b>1157</b>	<b>64</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.8</b>	<b>49.4</b>
<b>00-00</b>	<b>2194</b>	<b>6</b>	<b>13</b>	<b>937</b>	<b>1169</b>	<b>66</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.8</b>	<b>49.4</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

19 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	24	0	0	8	16	0	0	0	0	0	0	0	44.9	51.5
0100	9	0	0	3	6	0	0	0	0	0	0	0	42.1	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	44.8	-
0300	4	0	0	1	3	0	0	0	0	0	0	0	44.4	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	45	-
0500	4	0	0	2	0	2	0	0	0	0	0	0	46	-
0600	19	1	0	8	9	1	0	0	0	0	0	0	42.2	48.7
0700	44	1	0	20	17	3	0	0	2	0	1	0	44	51.6
0800	61	3	1	30	24	2	0	0	1	0	0	0	42.4	53
0900	148	9	3	61	72	2	0	0	1	0	0	0	41.4	50.4
1000	183	8	5	81	87	2	0	0	0	0	0	0	41.5	50.2
1100	259	3	6	87	161	2	0	0	0	0	0	0	42.6	50.3
1200	244	1	3	92	146	2	0	0	0	0	0	0	42	49.5
1300	224	3	3	90	125	2	0	1	0	0	0	0	41.5	48
1400	189	2	2	107	75	1	0	0	1	0	1	0	41	47.8
1500	167	0	1	84	79	3	0	0	0	0	0	0	41.6	47.6
1600	163	1	2	75	84	0	0	0	1	0	0	0	41.6	47.5
1700	143	0	0	79	62	2	0	0	0	0	0	0	42.8	50.4
1800	102	0	1	43	57	1	0	0	0	0	0	0	43.3	48.9
1900	75	0	0	39	36	0	0	0	0	0	0	0	43.6	49.8
2000	55	0	2	21	31	1	0	0	0	0	0	0	44.7	51.4
2100	21	0	0	9	12	0	0	0	0	0	0	0	43.8	50.8
2200	16	0	1	11	4	0	0	0	0	0	0	0	44.4	55.9
2300	6	0	0	2	4	0	0	0	0	0	0	0	46.6	-
<b>07-19</b>	<b>1927</b>	<b>31</b>	<b>27</b>	<b>849</b>	<b>989</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>41.9</b>	<b>49.2</b>
<b>06-22</b>	<b>2097</b>	<b>32</b>	<b>29</b>	<b>926</b>	<b>1077</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>42.1</b>	<b>49.2</b>
<b>06-00</b>	<b>2119</b>	<b>32</b>	<b>30</b>	<b>939</b>	<b>1085</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>42.1</b>	<b>49.2</b>
<b>00-00</b>	<b>2163</b>	<b>32</b>	<b>30</b>	<b>956</b>	<b>1110</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>42.2</b>	<b>49.3</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

20 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	9	0	0	5	4	0	0	0	0	0	0	0	43.9	-
0100	3	0	0	2	1	0	0	0	0	0	0	0	49.6	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	48	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	0	0	4	1	1	0	0	1	0	0	0	47.5	-
0500	33	0	1	16	15	1	0	0	0	0	0	0	42.8	50.8
0600	113	1	2	48	56	2	0	0	2	0	0	2	43	50.3
0700	253	0	2	103	137	6	1	2	1	0	0	1	42.5	49.5
0800	348	0	0	128	211	5	0	0	1	0	0	3	42.4	48.1
0900	235	0	0	91	131	9	1	1	1	0	0	1	44.3	51.5
1000	167	0	3	73	78	10	2	0	1	0	0	0	42.5	48.8
1100	198	0	2	83	94	13	2	1	1	0	1	1	41.6	48
1200	222	0	4	96	108	9	2	1	2	0	0	0	43.4	51.1
1300	199	1	6	76	98	13	0	1	4	0	0	0	43.2	49.9
1400	240	0	1	104	123	9	0	2	1	0	0	0	42.6	49.4
1500	279	1	6	112	145	7	0	2	5	0	0	1	41.2	46.9
1600	358	0	1	130	203	20	0	0	3	0	0	1	40.6	47.3
1700	321	0	4	138	171	6	0	1	1	0	0	0	41.5	46.9
1800	190	0	0	93	91	5	0	0	1	0	0	0	41.9	47.5
1900	126	0	6	52	67	1	0	0	0	0	0	0	42.6	48.8
2000	64	0	3	25	32	4	0	0	0	0	0	0	42.5	50.6
2100	32	0	0	20	12	0	0	0	0	0	0	0	43.4	52.3
2200	29	0	0	18	11	0	0	0	0	0	0	0	41.9	47.9
2300	13	0	0	6	7	0	0	0	0	0	0	0	49.8	58.7
<b>07-19</b>	<b>3010</b>	<b>2</b>	<b>29</b>	<b>1227</b>	<b>1590</b>	<b>112</b>	<b>8</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>42.2</b>	<b>48.7</b>
<b>06-22</b>	<b>3345</b>	<b>3</b>	<b>40</b>	<b>1372</b>	<b>1757</b>	<b>119</b>	<b>8</b>	<b>11</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>42.3</b>	<b>48.8</b>
<b>06-00</b>	<b>3387</b>	<b>3</b>	<b>40</b>	<b>1396</b>	<b>1775</b>	<b>119</b>	<b>8</b>	<b>11</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>42.3</b>	<b>48.8</b>
<b>00-00</b>	<b>3440</b>	<b>3</b>	<b>41</b>	<b>1424</b>	<b>1796</b>	<b>121</b>	<b>8</b>	<b>11</b>	<b>25</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>42.3</b>	<b>48.8</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

21 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	6	0	0	3	3	0	0	0	0	0	0	0	43.7	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	62.1	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	43.4	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	57.8	-
0400	6	0	0	3	0	1	1	0	1	0	0	0	42.8	-
0500	19	0	0	8	9	1	0	0	1	0	0	0	48.7	57.7
0600	126	2	3	48	67	2	0	0	0	0	2	2	42.4	49.7
0700	281	0	5	116	147	8	0	1	3	0	1	0	42.9	49.1
0800	361	0	0	112	235	12	0	0	2	0	0	0	41.9	47.2
0900	211	1	0	90	107	12	0	0	0	0	1	0	43.1	50.5
1000	200	0	2	89	96	11	0	1	1	0	0	0	41.2	47.9
1100	193	0	0	78	92	22	1	0	0	0	0	0	41.3	47.7
1200	221	1	0	104	103	11	0	1	1	0	0	0	41.5	47.9
1300	188	1	1	79	93	13	0	0	0	0	0	1	43.1	50.6
1400	204	1	2	90	98	8	1	1	0	0	3	0	41.5	48
1500	284	0	2	130	137	12	0	0	3	0	0	0	41.3	47
1600	413	1	0	156	239	13	0	0	2	0	0	2	40.3	45.9
1700	333	0	3	170	155	5	0	0	0	0	0	0	41.4	47.1
1800	221	0	3	108	105	4	0	0	1	0	0	0	42.2	47.9
1900	141	0	1	71	66	3	0	0	0	0	0	0	43.2	52.3
2000	66	1	1	35	27	2	0	0	0	0	0	0	42.7	50.6
2100	39	0	0	20	19	0	0	0	0	0	0	0	42.6	50.6
2200	34	0	0	12	21	0	0	1	0	0	0	0	44.1	51.5
2300	14	0	0	4	10	0	0	0	0	0	0	0	44.2	52.1
<b>07-19</b>	<b>3110</b>	<b>5</b>	<b>18</b>	<b>1322</b>	<b>1607</b>	<b>131</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>41.7</b>	<b>47.9</b>
<b>06-22</b>	<b>3482</b>	<b>8</b>	<b>23</b>	<b>1496</b>	<b>1786</b>	<b>138</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>41.8</b>	<b>48.2</b>
<b>06-00</b>	<b>3530</b>	<b>8</b>	<b>23</b>	<b>1512</b>	<b>1817</b>	<b>138</b>	<b>2</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>41.9</b>	<b>48.3</b>
<b>00-00</b>	<b>3564</b>	<b>8</b>	<b>23</b>	<b>1527</b>	<b>1831</b>	<b>140</b>	<b>3</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>41.9</b>	<b>48.4</b>

## Capital Road Safety Combined + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North East South West

22 November 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	9	0	0	2	5	2	0	0	0	0	0	0	40.5	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	46.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	56.7	-
0400	11	0	0	7	2	1	0	0	1	0	0	0	45.4	52.2
0500	36	0	1	18	15	0	0	0	2	0	0	0	48	56.1
0600	105	0	3	41	59	1	0	0	1	0	0	0	45.3	52.6
0700	411	1	1	156	227	17	1	4	2	0	0	2	38.7	45.9
0800	361	0	3	120	222	12	0	0	2	0	2	0	42.1	48.5
0900	214	2	1	63	129	12	0	2	2	0	2	1	41.9	48
1000	185	0	3	76	85	15	0	2	4	0	0	0	41.5	47.8
1100	205	5	1	85	100	11	0	0	3	0	0	0	39.8	46.1
1200	212	1	3	83	108	12	0	2	2	0	1	0	41.4	47.2
1300	180	1	5	76	84	13	0	0	1	0	0	0	41.4	47.4
1400	205	1	0	82	105	13	3	1	0	0	0	0	40.5	47.3
1500	313	0	0	119	174	15	2	0	2	0	1	0	41.2	47.3
1600	384	0	1	132	229	15	0	1	5	0	0	1	40.7	46.7
1700	307	1	2	137	160	6	0	0	1	0	0	0	41.5	47.6
1800	197	0	0	90	105	2	0	0	0	0	0	0	43.5	50.3
1900	120	0	1	66	52	1	0	0	0	0	0	0	43.1	50.7
2000	67	1	1	24	41	0	0	0	0	0	0	0	42.2	49.2
2100	57	1	0	24	32	0	0	0	0	0	0	0	42.3	48.8
2200	35	0	1	26	8	0	0	0	0	0	0	0	42.1	50.9
2300	24	0	0	5	19	0	0	0	0	0	0	0	45.5	58.2
<b>07-19</b>	<b>3174</b>	<b>12</b>	<b>20</b>	<b>1219</b>	<b>1728</b>	<b>143</b>	<b>6</b>	<b>12</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>41</b>	<b>47.5</b>
<b>06-22</b>	<b>3523</b>	<b>14</b>	<b>25</b>	<b>1374</b>	<b>1912</b>	<b>145</b>	<b>6</b>	<b>12</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>41.3</b>	<b>48</b>
<b>06-00</b>	<b>3582</b>	<b>14</b>	<b>26</b>	<b>1405</b>	<b>1939</b>	<b>145</b>	<b>6</b>	<b>12</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>41.3</b>	<b>48</b>
<b>00-00</b>	<b>3640</b>	<b>14</b>	<b>27</b>	<b>1432</b>	<b>1962</b>	<b>149</b>	<b>6</b>	<b>12</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>41.4</b>	<b>48.1</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

16 November 2023      Thursday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	3	0	0	1	2	0	0	0	0	0	0	0	41.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	50.9	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	36.9	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	53.4	-
0400	3	0	0	1	0	2	0	0	0	0	0	0	44.3	-
0500	15	0	0	8	5	0	2	0	0	0	0	0	43.8	50
0600	55	0	2	21	30	0	1	0	0	0	1	0	44.2	54
0700	115	0	1	54	55	4	0	0	1	0	0	0	41.6	47.3
0800	170	0	0	63	99	6	0	0	2	0	0	0	41.4	46.8
0900	102	1	0	42	46	12	1	0	0	0	0	0	40.6	46.5
1000	92	0	0	44	40	3	1	2	2	0	0	0	41.7	48
1100	97	0	1	42	47	5	0	1	0	0	0	1	41	47.5
1200	98	1	3	47	42	4	0	0	0	0	0	1	42.8	48.8
1300	123	0	0	51	60	8	1	1	1	0	1	0	41.1	46.8
1400	117	0	1	51	58	3	1	2	1	0	0	0	42.3	49.2
1500	183	0	2	81	90	7	0	1	2	0	0	0	41.7	46.6
1600	199	0	2	82	107	7	0	0	1	0	0	0	41.5	47.3
1700	198	0	0	97	98	2	0	0	1	0	0	0	41.5	46
1800	134	0	0	65	66	3	0	0	0	0	0	0	43	48
1900	78	0	0	33	43	2	0	0	0	0	0	0	42.9	48.8
2000	44	0	0	28	16	0	0	0	0	0	0	0	40.3	45.8
2100	37	0	1	20	15	0	1	0	0	0	0	0	41.4	47.1
2200	19	0	0	13	6	0	0	0	0	0	0	0	39.7	43.7
2300	7	0	0	3	4	0	0	0	0	0	0	0	39.5	-
<b>07-19</b>	<b>1628</b>	<b>2</b>	<b>10</b>	<b>719</b>	<b>808</b>	<b>64</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>41.7</b>	<b>47.3</b>
<b>06-22</b>	<b>1842</b>	<b>2</b>	<b>13</b>	<b>821</b>	<b>912</b>	<b>66</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>41.8</b>	<b>47.5</b>
<b>06-00</b>	<b>1868</b>	<b>2</b>	<b>13</b>	<b>837</b>	<b>922</b>	<b>66</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>41.7</b>	<b>47.5</b>
<b>00-00</b>	<b>1893</b>	<b>2</b>	<b>13</b>	<b>848</b>	<b>932</b>	<b>68</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>41.8</b>	<b>47.5</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

17 November 2023      Friday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	2	3	0	0	0	0	0	0	0	47.2	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	37.5	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	58	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	40.9	-
0400	4	0	0	2	1	1	0	0	0	0	0	0	51.9	-
0500	8	0	0	6	2	0	0	0	0	0	0	0	46.6	-
0600	51	0	2	25	22	1	0	0	1	0	0	0	43.5	49.8
0700	118	0	3	54	57	1	0	0	0	0	2	1	43.6	49.8
0800	175	0	0	58	107	6	0	2	1	0	0	1	41.9	47.2
0900	108	0	0	49	52	5	0	1	0	0	1	0	42.9	49.5
1000	109	1	0	38	59	7	0	2	1	0	1	0	40.7	47.1
1100	104	2	3	37	54	6	0	2	0	0	0	0	42.1	47.7
1200	125	0	0	60	58	4	0	1	2	0	0	0	41.8	47
1300	116	2	2	47	54	9	1	1	0	0	0	0	42.5	48.8
1400	140	0	1	69	61	6	0	0	1	0	0	2	42.5	48.5
1500	170	1	0	78	82	7	0	2	0	0	0	0	41.2	47.2
1600	249	0	4	113	122	8	0	0	2	0	0	0	41.1	46.9
1700	166	1	1	78	79	4	0	0	3	0	0	0	41.9	48
1800	106	0	0	48	55	3	0	0	0	0	0	0	43.4	48.9
1900	67	0	0	36	29	1	0	0	1	0	0	0	44.8	52.5
2000	24	0	0	10	14	0	0	0	0	0	0	0	42.7	48.8
2100	29	0	0	18	11	0	0	0	0	0	0	0	40.9	46.8
2200	23	0	0	11	12	0	0	0	0	0	0	0	43.1	51.2
2300	12	0	0	4	8	0	0	0	0	0	0	0	41.1	47
<b>07-19</b>	<b>1686</b>	<b>7</b>	<b>14</b>	<b>729</b>	<b>840</b>	<b>66</b>	<b>1</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>42</b>	<b>47.9</b>
<b>06-22</b>	<b>1857</b>	<b>7</b>	<b>16</b>	<b>818</b>	<b>916</b>	<b>68</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>42.1</b>	<b>48.1</b>
<b>06-00</b>	<b>1892</b>	<b>7</b>	<b>16</b>	<b>833</b>	<b>936</b>	<b>68</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>42.1</b>	<b>48.2</b>
<b>00-00</b>	<b>1914</b>	<b>7</b>	<b>16</b>	<b>845</b>	<b>945</b>	<b>69</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>42.2</b>	<b>48.3</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

18 November 2023      Saturday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	10	0	0	8	2	0	0	0	0	0	0	0	45.9	-
0100	2	0	0	1	1	0	0	0	0	0	0	0	49.1	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	44	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	30.4	-
0500	3	0	0	1	1	1	0	0	0	0	0	0	42	-
0600	25	0	0	13	12	0	0	0	0	0	0	0	48.3	54.8
0700	27	0	0	13	13	1	0	0	0	0	0	0	43.6	48.2
0800	43	0	0	17	24	2	0	0	0	0	0	0	44.6	52.1
0900	65	0	0	34	27	4	0	0	0	0	0	0	41.1	48.3
1000	79	0	1	42	31	4	0	0	1	0	0	0	43.4	49.1
1100	109	0	1	52	52	3	0	1	0	0	0	0	43.4	49.3
1200	94	0	0	38	54	2	0	0	0	0	0	0	42.9	48.5
1300	92	0	0	48	42	2	0	0	0	0	0	0	44.6	50.7
1400	99	0	0	38	59	2	0	0	0	0	0	0	42.8	49.1
1500	129	1	1	59	67	1	0	0	0	0	0	0	42.3	48.8
1600	89	0	0	45	41	3	0	0	0	0	0	0	41.9	46.6
1700	93	0	1	57	34	1	0	0	0	0	0	0	41.5	48
1800	57	0	1	23	32	1	0	0	0	0	0	0	43.8	48.8
1900	54	0	2	26	23	3	0	0	0	0	0	0	41.5	48
2000	33	0	1	20	12	0	0	0	0	0	0	0	44.3	53.8
2100	19	0	0	11	8	0	0	0	0	0	0	0	40.5	48.9
2200	20	0	0	10	10	0	0	0	0	0	0	0	43.2	48.2
2300	19	0	0	10	8	1	0	0	0	0	0	0	42.5	45.7
<b>07-19</b>	<b>976</b>	<b>1</b>	<b>5</b>	<b>466</b>	<b>476</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>48.8</b>
<b>06-22</b>	<b>1107</b>	<b>1</b>	<b>8</b>	<b>536</b>	<b>531</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>49.1</b>
<b>06-00</b>	<b>1146</b>	<b>1</b>	<b>8</b>	<b>556</b>	<b>549</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>48.9</b>
<b>00-00</b>	<b>1163</b>	<b>1</b>	<b>8</b>	<b>568</b>	<b>553</b>	<b>31</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42.9</b>	<b>48.9</b>



## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

19 November 2023      Sunday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	13	0	0	6	7	0	0	0	0	0	0	0	45.3	51.8
0100	5	0	0	1	4	0	0	0	0	0	0	0	44.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	44.8	-
0300	4	0	0	1	3	0	0	0	0	0	0	0	44.4	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	47.3	-
0500	2	0	0	0	0	2	0	0	0	0	0	0	47.5	-
0600	12	0	0	6	6	0	0	0	0	0	0	0	45.5	51.1
0700	28	0	0	14	10	1	0	0	2	0	1	0	45	51.7
0800	29	2	1	18	8	0	0	0	0	0	0	0	40.7	48.3
0900	71	5	1	36	27	1	0	0	1	0	0	0	41.6	50.1
1000	95	7	2	47	38	1	0	0	0	0	0	0	40.1	48.1
1100	165	3	6	54	101	1	0	0	0	0	0	0	42.5	49
1200	90	0	0	47	42	1	0	0	0	0	0	0	43.3	49.6
1300	111	0	0	56	52	2	0	1	0	0	0	0	43.7	49
1400	103	0	0	72	31	0	0	0	0	0	0	0	41.3	46.9
1500	93	0	1	55	36	1	0	0	0	0	0	0	42.2	49.1
1600	95	1	1	44	49	0	0	0	0	0	0	0	41.3	46.9
1700	92	0	0	49	42	1	0	0	0	0	0	0	42.8	49
1800	51	0	1	27	22	1	0	0	0	0	0	0	43.3	48
1900	45	0	0	24	21	0	0	0	0	0	0	0	44.3	50.1
2000	32	0	2	16	14	0	0	0	0	0	0	0	43.7	50.3
2100	9	0	0	4	5	0	0	0	0	0	0	0	41.7	-
2200	7	0	0	6	1	0	0	0	0	0	0	0	44.3	-
2300	5	0	0	2	3	0	0	0	0	0	0	0	49.5	-
<b>07-19</b>	<b>1023</b>	<b>18</b>	<b>13</b>	<b>519</b>	<b>458</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42.2</b>	<b>48.8</b>
<b>06-22</b>	<b>1121</b>	<b>18</b>	<b>15</b>	<b>569</b>	<b>504</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42.4</b>	<b>48.9</b>
<b>06-00</b>	<b>1133</b>	<b>18</b>	<b>15</b>	<b>577</b>	<b>508</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42.4</b>	<b>48.9</b>
<b>00-00</b>	<b>1159</b>	<b>18</b>	<b>15</b>	<b>587</b>	<b>522</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>42.5</b>	<b>49</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

20 November 2023      Monday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	5	0	0	4	1	0	0	0	0	0	0	0	46.3	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	50.9	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	48	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	0	0	3	1	1	0	0	0	0	0	0	52.7	-
0500	11	0	0	8	3	0	0	0	0	0	0	0	44.8	54.4
0600	49	0	2	25	21	0	0	0	0	0	0	1	44.1	50.7
0700	109	0	1	49	57	1	0	0	1	0	0	0	42.3	48.7
0800	156	0	0	69	81	4	0	0	0	0	0	2	42.1	47.4
0900	112	0	0	51	55	4	1	1	0	0	0	0	43.2	49.9
1000	94	0	1	48	39	4	2	0	0	0	0	0	41.3	47
1100	115	0	1	51	52	7	1	1	1	0	1	0	41.4	47.4
1200	115	0	3	58	49	3	1	0	1	0	0	0	44.2	50
1300	113	1	4	48	54	3	0	0	3	0	0	0	43.3	49.9
1400	128	0	1	60	61	4	0	1	1	0	0	0	42.6	50
1500	160	0	1	74	75	4	0	2	4	0	0	0	41.6	45.4
1600	171	0	0	71	93	6	0	0	1	0	0	0	41.7	47.7
1700	213	0	2	100	105	4	0	1	1	0	0	0	41.2	46.4
1800	104	0	0	56	46	2	0	0	0	0	0	0	43.2	47.8
1900	72	0	5	32	34	1	0	0	0	0	0	0	43.2	47.7
2000	39	0	2	19	16	2	0	0	0	0	0	0	42.9	51.7
2100	24	0	0	16	8	0	0	0	0	0	0	0	42.2	51.9
2200	23	0	0	15	8	0	0	0	0	0	0	0	40.2	45.4
2300	9	0	0	4	5	0	0	0	0	0	0	0	47.8	-
<b>07-19</b>	<b>1590</b>	<b>1</b>	<b>14</b>	<b>735</b>	<b>767</b>	<b>46</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>42.2</b>	<b>48</b>
<b>06-22</b>	<b>1774</b>	<b>1</b>	<b>23</b>	<b>827</b>	<b>846</b>	<b>49</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>42.3</b>	<b>48.1</b>
<b>06-00</b>	<b>1806</b>	<b>1</b>	<b>23</b>	<b>846</b>	<b>859</b>	<b>49</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>42.3</b>	<b>48.1</b>
<b>00-00</b>	<b>1829</b>	<b>1</b>	<b>23</b>	<b>863</b>	<b>864</b>	<b>50</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>42.4</b>	<b>48.2</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

21 November 2023      Tuesday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	4	0	0	2	2	0	0	0	0	0	0	0	39.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	43.4	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	57.8	-
0400	5	0	0	3	0	1	1	0	0	0	0	0	43.2	-
0500	10	0	0	5	5	0	0	0	0	0	0	0	47.7	-
0600	52	0	2	26	23	0	0	0	0	0	0	1	42.4	49.4
0700	122	0	3	46	66	4	0	0	3	0	0	0	42.3	47.3
0800	167	0	0	63	96	6	0	0	2	0	0	0	42.1	47.3
0900	124	1	0	54	60	8	0	0	0	1	0	0	42.8	50.5
1000	109	0	1	60	41	7	0	0	0	0	0	0	41.2	47.6
1100	98	0	0	43	41	13	1	0	0	0	0	0	41.4	47.4
1200	121	0	0	59	53	8	0	0	1	0	0	0	41.4	47.8
1300	104	0	1	47	48	8	0	0	0	0	0	0	42.4	48.5
1400	116	0	0	55	54	4	1	1	0	0	1	0	41.3	46.7
1500	166	0	1	86	71	5	0	0	3	0	0	0	40.4	45.3
1600	209	0	0	87	116	5	0	0	1	0	0	0	41.4	46.1
1700	188	0	1	104	81	2	0	0	0	0	0	0	41.4	47.5
1800	142	0	1	74	65	1	0	0	1	0	0	0	42.4	47.8
1900	86	0	1	45	38	2	0	0	0	0	0	0	42.6	50.3
2000	41	1	1	23	15	1	0	0	0	0	0	0	43.2	51.3
2100	24	0	0	15	9	0	0	0	0	0	0	0	40.5	47.1
2200	22	0	0	12	10	0	0	0	0	0	0	0	43.1	50.9
2300	11	0	0	3	8	0	0	0	0	0	0	0	45.2	53.4
<b>07-19</b>	<b>1666</b>	<b>1</b>	<b>8</b>	<b>778</b>	<b>792</b>	<b>71</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>41.7</b>	<b>47.3</b>
<b>06-22</b>	<b>1869</b>	<b>2</b>	<b>12</b>	<b>887</b>	<b>877</b>	<b>74</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>41.7</b>	<b>47.6</b>
<b>06-00</b>	<b>1902</b>	<b>2</b>	<b>12</b>	<b>902</b>	<b>895</b>	<b>74</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>41.8</b>	<b>47.7</b>
<b>00-00</b>	<b>1923</b>	<b>2</b>	<b>12</b>	<b>913</b>	<b>903</b>	<b>75</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>41.8</b>	<b>47.8</b>

## Capital Road Safety Northbound + Average

Report Id - CustomList-866

Site Name - 2129

Description - Ermine Street, Ware approx 100m N of Pest House Lane [50MPH]

Direction - North

22 November 2023      Wednesday

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Mean	Vpp 85
0000	8	0	0	2	4	2	0	0	0	0	0	0	40.8	-
0100	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	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	0	56.7	-
0400	5	0	0	3	1	1	0	0	0	0	0	0	44.6	-
0500	15	0	0	10	4	0	0	0	1	0	0	0	46.8	54.7
0600	46	0	2	25	19	0	0	0	0	0	0	0	45.1	53.7
0700	105	0	0	44	52	6	0	1	1	0	0	1	42	46.2
0800	158	0	2	56	92	5	0	0	2	0	1	0	42.6	48.6
0900	106	2	0	28	63	9	0	1	1	0	2	0	42.1	47.5
1000	89	0	1	38	42	7	0	0	1	0	0	0	41.8	47.9
1100	101	3	1	49	41	6	0	0	1	0	0	0	40.9	47.4
1200	111	0	1	51	53	5	0	1	0	0	0	0	42	46.9
1300	96	0	3	47	38	7	0	0	1	0	0	0	41.9	47.2
1400	121	0	0	60	51	7	2	1	0	0	0	0	40.8	47.5
1500	180	0	0	78	95	4	2	0	1	0	0	0	41.6	47.2
1600	186	0	0	75	105	3	0	1	2	0	0	0	41.6	47.4
1700	179	0	0	86	88	4	0	0	1	0	0	0	42.4	48
1800	135	0	0	67	67	1	0	0	0	0	0	0	43.5	50.3
1900	67	0	0	41	25	1	0	0	0	0	0	0	43.2	49.9
2000	25	0	1	11	13	0	0	0	0	0	0	0	41.9	48.6
2100	35	1	0	17	17	0	0	0	0	0	0	0	42.3	46.9
2200	25	0	1	20	4	0	0	0	0	0	0	0	41.3	48.2
2300	16	0	0	3	13	0	0	0	0	0	0	0	42.7	49.9
<b>07-19</b>	<b>1567</b>	<b>5</b>	<b>8</b>	<b>679</b>	<b>787</b>	<b>64</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>42</b>	<b>47.7</b>
<b>06-22</b>	<b>1740</b>	<b>6</b>	<b>11</b>	<b>773</b>	<b>861</b>	<b>65</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>42.1</b>	<b>48</b>
<b>06-00</b>	<b>1781</b>	<b>6</b>	<b>12</b>	<b>796</b>	<b>878</b>	<b>65</b>	<b>4</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>42.1</b>	<b>48</b>
<b>00-00</b>	<b>1810</b>	<b>6</b>	<b>12</b>	<b>811</b>	<b>888</b>	<b>68</b>	<b>4</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>42.2</b>	<b>48</b>

**Appendix G** TRICS: Residential Trip Rate

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 57 to 136 (units: )  
 Range Selected by User: 50 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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

Selected survey days:

Tuesday 1 days  
 Wednesday 2 days  
 Thursday 4 days  
 Friday 1 days

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

Selected survey types:

Manual count 8 days  
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 8

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

Selected Location Sub Categories:

Village 8

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	5 days
No	3 days

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

PTAL Rating:

No PTAL Present	8 days
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*This data displays the number of selected surveys with PTAL Ratings.*



LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEI CESTERSHI RE	<i>Survey Type: MANUAL</i>
4	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	SC-03-A-09 AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>
7	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>	BUNGALOWS	WEST SUSSEX	<i>Survey Type: MANUAL</i>
8	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>	DETACHED & SEMI -DETACHED	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00 CALCULATION FACTOR 100m2 DWELLS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 7 WS-03-A-07 Tot: 0.280

85th Percentile = No. 2 NF-03-A-43 Tot: 0.568

Median Values

Arrivals: 0.175  
 Departures: 0.334  
 Totals: 0.510

Mean Values

Arrivals: 0.153  
 Departures: 0.295  
 Totals: 0.447

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.162	0.419	0.581	2.64
2	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.176	0.392	0.568	2.42
3	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
4	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.182	0.343	0.525	2.19
5	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.169	0.325	0.494	2.25
6	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.129	0.247	0.376	2.67
7	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
8	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.052	0.138	0.190	2.28

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 57 to 136 (units: )  
 Range Selected by User: 50 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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

Selected survey days:

Tuesday 1 days  
 Wednesday 2 days  
 Thursday 4 days  
 Friday 1 days

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

Selected survey types:

Manual count 8 days  
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 8

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

Selected Location Sub Categories:

Village 8

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	5 days
No	3 days

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEI CESTERSHI RE	<i>Survey Type: MANUAL</i>
4	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	SC-03-A-09 AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>
7	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>	BUNGALOWS	WEST SUSSEX	<i>Survey Type: MANUAL</i>
8	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>	DETACHED & SEMI -DETACHED	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00 CALCULATION FACTOR 100m2 DWELLS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 7 WS-03-A-07 Tot: 0.158

85th Percentile = No. 2 NF-03-A-27 Tot: 0.548

Median Values

Arrivals: 0.333  
 Departures: 0.146  
 Totals: 0.479

Mean Values

Arrivals: 0.279  
 Departures: 0.141  
 Totals: 0.420

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.458	0.193	0.651	2.25
2	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.344	0.204	0.548	2.67
3	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
4	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	0.352	0.152	0.504	2.42
5	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.313	0.141	0.454	2.19
6	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.243	0.140	0.383	2.64
7	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
8	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.103	0.017	0.120	2.28

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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



Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 57 to 136 (units: )  
 Range Selected by User: 50 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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

Selected survey days:

Tuesday 1 days  
 Wednesday 2 days  
 Thursday 4 days  
 Friday 1 days

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

Selected survey types:

Manual count 8 days  
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 8

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

Selected Location Sub Categories:

Village 8

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected  
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	5 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	5 days
No	3 days

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

PTAL Rating:

No PTAL Present	8 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEI CESTERSHI RE	<i>Survey Type: MANUAL</i>
4	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	SC-03-A-09 AMLETS LANE CRANLEIGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>
7	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>	BUNGALOWS	WEST SUSSEX	<i>Survey Type: MANUAL</i>
8	WS-03-A-16 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>	DETACHED & SEMI -DETACHED	WEST SUSSEX	<i>Survey Type: MANUAL</i>

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

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00 CALCULATION FACTOR 100m2 DWELLS

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under  
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 7 WS-03-A-07 Tot: 3.246

85th Percentile = No. 2 LE-03-A-02 Tot: 5.047

Median Values

Arrivals: 2.198

Departures: 2.221

Totals: 4.418

Mean Values

Arrivals: 2.070

Departures: 2.093

Totals: 4.163

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	2.747	2.768	5.515	2.19
2	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	2.471	2.576	5.047	4.27
3	NF-03-A-43	MIXED HOUSES	NEAR NORWICH	NORFOLK	125	Wed	15/09/21	2.352	2.376	4.728	2.42
4	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	2.337	2.301	4.638	2.25
5	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	2.059	2.140	4.199	2.64
6	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	2.065	2.108	4.173	2.67
7	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	1.614	1.632	3.246	1.89
8	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.914	0.845	1.759	2.28

*This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).*

*The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.*

Calculation Reference: AUDIT-243601-231012-1045

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 83 to 136 (units: )  
Range Selected by User: 50 to 150 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	6
--	---

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

Selected Location Sub Categories:

Village	6
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*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

## Secondary Filtering selection:

Use Class:

C3	6 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	4 days
No	2 days

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

PTAL Rating:

No PTAL Present	6 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 <i>Survey date: FRIDAY 29/04/22</i>	DETACHED HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	CA-03-A-08 GIDDING ROAD SAWTRY  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 83 <i>Survey date: THURSDAY 13/10/22</i>	DETACHED & SEMI -DETACHED	CAMBRI DGESHI RE	<i>Survey Type: MANUAL</i>
3	LE-03-A-02 MELBOURNE ROAD IBSTOCK  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>	DETACHED & OTHERS	LEI CESTERSHI RE	<i>Survey Type: MANUAL</i>
4	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 <i>Survey date: THURSDAY 16/09/21</i>	MIXED HOUSES & FLATS	NORFOLK	<i>Survey Type: MANUAL</i>
5	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 125 <i>Survey date: WEDNESDAY 15/09/21</i>	MIXED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
6	SC-03-A-09 AMLETS LANE CRANLEIGH  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>	MIXED HOUSES & FLATS	SURREY	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-07	NA
WS-03-A-16	NA



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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.082	6	104	0.296	6	104	0.378
08:00 - 09:00	6	104	0.171	6	104	0.354	6	104	0.525
09:00 - 10:00	6	104	0.130	6	104	0.187	6	104	0.317
10:00 - 11:00	6	104	0.140	6	104	0.179	6	104	0.319
11:00 - 12:00	6	104	0.116	6	104	0.148	6	104	0.264
12:00 - 13:00	6	104	0.180	6	104	0.176	6	104	0.356
13:00 - 14:00	6	104	0.179	6	104	0.164	6	104	0.343
14:00 - 15:00	6	104	0.147	6	104	0.166	6	104	0.313
15:00 - 16:00	6	104	0.267	6	104	0.171	6	104	0.438
16:00 - 17:00	6	104	0.293	6	104	0.196	6	104	0.489
17:00 - 18:00	6	104	0.332	6	104	0.169	6	104	0.501
18:00 - 19:00	6	104	0.285	6	104	0.158	6	104	0.443
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.322</b>			<b>2.364</b>			<b>4.686</b>

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

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

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Parameter summary

Trip rate parameter range selected: 83 - 136 (units: )  
 Survey date date range: 01/01/15 - 29/06/23  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 2

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.002	6	104	0.003	6	104	0.005
08:00 - 09:00	6	104	0.008	6	104	0.008	6	104	0.016
09:00 - 10:00	6	104	0.002	6	104	0.002	6	104	0.004
10:00 - 11:00	6	104	0.000	6	104	0.000	6	104	0.000
11:00 - 12:00	6	104	0.002	6	104	0.002	6	104	0.004
12:00 - 13:00	6	104	0.000	6	104	0.000	6	104	0.000
13:00 - 14:00	6	104	0.003	6	104	0.003	6	104	0.006
14:00 - 15:00	6	104	0.002	6	104	0.002	6	104	0.004
15:00 - 16:00	6	104	0.008	6	104	0.008	6	104	0.016
16:00 - 17:00	6	104	0.006	6	104	0.005	6	104	0.011
17:00 - 18:00	6	104	0.002	6	104	0.000	6	104	0.002
18:00 - 19:00	6	104	0.002	6	104	0.000	6	104	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.037			0.033			0.070

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

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

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.002	6	104	0.000	6	104	0.002
08:00 - 09:00	6	104	0.002	6	104	0.002	6	104	0.004
09:00 - 10:00	6	104	0.002	6	104	0.003	6	104	0.005
10:00 - 11:00	6	104	0.003	6	104	0.002	6	104	0.005
11:00 - 12:00	6	104	0.005	6	104	0.003	6	104	0.008
12:00 - 13:00	6	104	0.003	6	104	0.005	6	104	0.008
13:00 - 14:00	6	104	0.002	6	104	0.003	6	104	0.005
14:00 - 15:00	6	104	0.000	6	104	0.000	6	104	0.000
15:00 - 16:00	6	104	0.000	6	104	0.000	6	104	0.000
16:00 - 17:00	6	104	0.000	6	104	0.000	6	104	0.000
17:00 - 18:00	6	104	0.000	6	104	0.000	6	104	0.000
18:00 - 19:00	6	104	0.000	6	104	0.000	6	104	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.018			0.037

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.002	6	104	0.003	6	104	0.005
08:00 - 09:00	6	104	0.002	6	104	0.008	6	104	0.010
09:00 - 10:00	6	104	0.002	6	104	0.003	6	104	0.005
10:00 - 11:00	6	104	0.005	6	104	0.000	6	104	0.005
11:00 - 12:00	6	104	0.000	6	104	0.005	6	104	0.005
12:00 - 13:00	6	104	0.002	6	104	0.000	6	104	0.002
13:00 - 14:00	6	104	0.000	6	104	0.003	6	104	0.003
14:00 - 15:00	6	104	0.003	6	104	0.005	6	104	0.008
15:00 - 16:00	6	104	0.010	6	104	0.000	6	104	0.010
16:00 - 17:00	6	104	0.010	6	104	0.014	6	104	0.024
17:00 - 18:00	6	104	0.003	6	104	0.002	6	104	0.005
18:00 - 19:00	6	104	0.005	6	104	0.003	6	104	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.044			0.046			0.090

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

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.089	6	104	0.374	6	104	0.463
08:00 - 09:00	6	104	0.200	6	104	0.522	6	104	0.722
09:00 - 10:00	6	104	0.150	6	104	0.211	6	104	0.361
10:00 - 11:00	6	104	0.159	6	104	0.211	6	104	0.370
11:00 - 12:00	6	104	0.140	6	104	0.180	6	104	0.320
12:00 - 13:00	6	104	0.219	6	104	0.216	6	104	0.435
13:00 - 14:00	6	104	0.227	6	104	0.200	6	104	0.427
14:00 - 15:00	6	104	0.185	6	104	0.219	6	104	0.404
15:00 - 16:00	6	104	0.411	6	104	0.224	6	104	0.635
16:00 - 17:00	6	104	0.398	6	104	0.254	6	104	0.652
17:00 - 18:00	6	104	0.478	6	104	0.235	6	104	0.713
18:00 - 19:00	6	104	0.396	6	104	0.222	6	104	0.618
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.052			3.068			6.120

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.026	6	104	0.050	6	104	0.076
08:00 - 09:00	6	104	0.043	6	104	0.138	6	104	0.181
09:00 - 10:00	6	104	0.050	6	104	0.063	6	104	0.113
10:00 - 11:00	6	104	0.042	6	104	0.037	6	104	0.079
11:00 - 12:00	6	104	0.026	6	104	0.032	6	104	0.058
12:00 - 13:00	6	104	0.023	6	104	0.037	6	104	0.060
13:00 - 14:00	6	104	0.043	6	104	0.048	6	104	0.091
14:00 - 15:00	6	104	0.053	6	104	0.064	6	104	0.117
15:00 - 16:00	6	104	0.176	6	104	0.085	6	104	0.261
16:00 - 17:00	6	104	0.053	6	104	0.029	6	104	0.082
17:00 - 18:00	6	104	0.058	6	104	0.058	6	104	0.116
18:00 - 19:00	6	104	0.068	6	104	0.053	6	104	0.121
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.661			0.694			1.355

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

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.000	6	104	0.042	6	104	0.042
08:00 - 09:00	6	104	0.000	6	104	0.013	6	104	0.013
09:00 - 10:00	6	104	0.000	6	104	0.003	6	104	0.003
10:00 - 11:00	6	104	0.006	6	104	0.003	6	104	0.009
11:00 - 12:00	6	104	0.000	6	104	0.003	6	104	0.003
12:00 - 13:00	6	104	0.002	6	104	0.002	6	104	0.004
13:00 - 14:00	6	104	0.003	6	104	0.000	6	104	0.003
14:00 - 15:00	6	104	0.003	6	104	0.003	6	104	0.006
15:00 - 16:00	6	104	0.048	6	104	0.002	6	104	0.050
16:00 - 17:00	6	104	0.011	6	104	0.000	6	104	0.011
17:00 - 18:00	6	104	0.005	6	104	0.003	6	104	0.008
18:00 - 19:00	6	104	0.010	6	104	0.002	6	104	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.088			0.076			0.164

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

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

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.000	6	104	0.000	6	104	0.000
08:00 - 09:00	6	104	0.000	6	104	0.000	6	104	0.000
09:00 - 10:00	6	104	0.000	6	104	0.000	6	104	0.000
10:00 - 11:00	6	104	0.000	6	104	0.000	6	104	0.000
11:00 - 12:00	6	104	0.000	6	104	0.000	6	104	0.000
12:00 - 13:00	6	104	0.000	6	104	0.002	6	104	0.002
13:00 - 14:00	6	104	0.000	6	104	0.000	6	104	0.000
14:00 - 15:00	6	104	0.000	6	104	0.000	6	104	0.000
15:00 - 16:00	6	104	0.000	6	104	0.000	6	104	0.000
16:00 - 17:00	6	104	0.000	6	104	0.000	6	104	0.000
17:00 - 18:00	6	104	0.000	6	104	0.000	6	104	0.000
18:00 - 19:00	6	104	0.000	6	104	0.000	6	104	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.002			0.002

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

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



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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.000	6	104	0.042	6	104	0.042
08:00 - 09:00	6	104	0.000	6	104	0.013	6	104	0.013
09:00 - 10:00	6	104	0.000	6	104	0.003	6	104	0.003
10:00 - 11:00	6	104	0.006	6	104	0.003	6	104	0.009
11:00 - 12:00	6	104	0.000	6	104	0.003	6	104	0.003
12:00 - 13:00	6	104	0.002	6	104	0.003	6	104	0.005
13:00 - 14:00	6	104	0.003	6	104	0.000	6	104	0.003
14:00 - 15:00	6	104	0.003	6	104	0.003	6	104	0.006
15:00 - 16:00	6	104	0.048	6	104	0.002	6	104	0.050
16:00 - 17:00	6	104	0.011	6	104	0.000	6	104	0.011
17:00 - 18:00	6	104	0.005	6	104	0.003	6	104	0.008
18:00 - 19:00	6	104	0.010	6	104	0.002	6	104	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.088			0.077			0.165

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.116	6	104	0.469	6	104	0.585
08:00 - 09:00	6	104	0.245	6	104	0.681	6	104	0.926
09:00 - 10:00	6	104	0.201	6	104	0.280	6	104	0.481
10:00 - 11:00	6	104	0.213	6	104	0.251	6	104	0.464
11:00 - 12:00	6	104	0.166	6	104	0.221	6	104	0.387
12:00 - 13:00	6	104	0.245	6	104	0.256	6	104	0.501
13:00 - 14:00	6	104	0.274	6	104	0.251	6	104	0.525
14:00 - 15:00	6	104	0.245	6	104	0.291	6	104	0.536
15:00 - 16:00	6	104	0.644	6	104	0.311	6	104	0.955
16:00 - 17:00	6	104	0.472	6	104	0.298	6	104	0.770
17:00 - 18:00	6	104	0.544	6	104	0.298	6	104	0.842
18:00 - 19:00	6	104	0.478	6	104	0.280	6	104	0.758
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.843			3.887			7.730

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.068	6	104	0.254	6	104	0.322
08:00 - 09:00	6	104	0.132	6	104	0.303	6	104	0.435
09:00 - 10:00	6	104	0.105	6	104	0.164	6	104	0.269
10:00 - 11:00	6	104	0.110	6	104	0.143	6	104	0.253
11:00 - 12:00	6	104	0.077	6	104	0.114	6	104	0.191
12:00 - 13:00	6	104	0.143	6	104	0.137	6	104	0.280
13:00 - 14:00	6	104	0.155	6	104	0.134	6	104	0.289
14:00 - 15:00	6	104	0.124	6	104	0.140	6	104	0.264
15:00 - 16:00	6	104	0.225	6	104	0.147	6	104	0.372
16:00 - 17:00	6	104	0.242	6	104	0.164	6	104	0.406
17:00 - 18:00	6	104	0.304	6	104	0.156	6	104	0.460
18:00 - 19:00	6	104	0.264	6	104	0.142	6	104	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.949			1.998			3.947

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

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

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

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.011	6	104	0.034	6	104	0.045
08:00 - 09:00	6	104	0.029	6	104	0.040	6	104	0.069
09:00 - 10:00	6	104	0.023	6	104	0.018	6	104	0.041
10:00 - 11:00	6	104	0.027	6	104	0.034	6	104	0.061
11:00 - 12:00	6	104	0.032	6	104	0.029	6	104	0.061
12:00 - 13:00	6	104	0.034	6	104	0.034	6	104	0.068
13:00 - 14:00	6	104	0.019	6	104	0.023	6	104	0.042
14:00 - 15:00	6	104	0.018	6	104	0.023	6	104	0.041
15:00 - 16:00	6	104	0.034	6	104	0.016	6	104	0.050
16:00 - 17:00	6	104	0.040	6	104	0.027	6	104	0.067
17:00 - 18:00	6	104	0.026	6	104	0.013	6	104	0.039
18:00 - 19:00	6	104	0.016	6	104	0.016	6	104	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.309			0.307			0.616

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

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

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

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	104	0.000	6	104	0.005	6	104	0.005
08:00 - 09:00	6	104	0.000	6	104	0.002	6	104	0.002
09:00 - 10:00	6	104	0.000	6	104	0.000	6	104	0.000
10:00 - 11:00	6	104	0.000	6	104	0.000	6	104	0.000
11:00 - 12:00	6	104	0.000	6	104	0.000	6	104	0.000
12:00 - 13:00	6	104	0.000	6	104	0.000	6	104	0.000
13:00 - 14:00	6	104	0.000	6	104	0.002	6	104	0.002
14:00 - 15:00	6	104	0.003	6	104	0.002	6	104	0.005
15:00 - 16:00	6	104	0.000	6	104	0.000	6	104	0.000
16:00 - 17:00	6	104	0.005	6	104	0.000	6	104	0.005
17:00 - 18:00	6	104	0.000	6	104	0.000	6	104	0.000
18:00 - 19:00	6	104	0.003	6	104	0.000	6	104	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

**Appendix H** National Census Travel to Work Data

ED2004889 - East Hertfordshire 012	0	0	2	4	0	65	10	2	2	0
ED2004893 - East Hertfordshire 006	0	0	2	4	1	100	16	7	3	2
ED2004890 - East Hertfordshire 013	0	0	0	2	0	123	7	2	1	0
ED2004894 - East Hertfordshire 017	0	1	0	3	0	131	6	0	4	0

247 11% 80% 44%

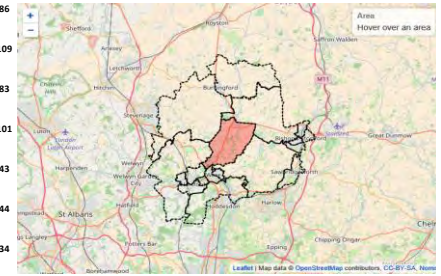
<b>Total</b>	<b>0</b>	<b>8</b>	<b>117</b>	<b>39</b>	<b>10</b>	<b>1749</b>	<b>89</b>	<b>16</b>	<b>119</b>	<b>3</b>	<b>2150</b>
	0%	5%	2%	0%	0%	81%	4%	1%	6%	0%	
	8	115	35	9	0	1629	73	9	24	1	<b>1903</b>

7%

Mode Share if Intetnal Work Trips Removed - As High Cross has little employment

Destination	Home	Underground	Train	Bus	Motorcycle	Car Driver	Car Passenger	Bicycle	On foot	Other	Total
Ware	0	0	2	6	0	188	17	4	3	0	220
	0%	0%	1%	3%	0%	85%	8%	2%	1%	0%	
Hertford	0	1	1	6	0	197	9	0	7	1	222
	0%	0%	0%	3%	0%	89%	4%	0%	3%	0%	
Bishops Stortford	0	0	1	11	0	78	8	2	3	0	103
	0%	0%	1%	11%	0%	76%	8%	2%	3%	0%	
Hatfield	0	0	1	0	0	46	2	1	0	0	50
	0%	0%	2%	0%	0%	92%	4%	2%	0%	0%	
Welwyn Garden City	0	0	0	2	1	78	3	1	1	0	86
	0%	0%	0%	2%	1%	91%	3%	1%	1%	0%	
Hoddeston + Broxbourne	0	0	0	1	2	103	2	0	1	0	109
	0%	0%	0%	1%	2%	94%	2%	0%	1%	0%	
Cheshunt	0	0	1	1	0	79	2	0	0	0	83
	0%	0%	1%	1%	0%	95%	2%	0%	0%	0%	
Harlow	0	0	2	3	0	89	7	0	0	0	101
	0%	0%	2%	3%	0%	88%	7%	0%	0%	0%	
Buntingford	0	0	0	2	0	34	5	0	2	0	43
	0%	0%	0%	5%	0%	79%	12%	0%	5%	0%	
Stansted St Margrets	0	0	0	0	0	37	3	0	4	0	44
	0%	0%	0%	0%	0%	84%	7%	0%	9%	0%	
Much Haddam (east of EH 006)	0	0	1	0	1	31	1	0	0	0	34
	0%	0%	3%	0%	3%	91%	3%	0%	0%	0%	
Stapleford (west of EH 006)	0	0	0	0	0	26	0	0	0	0	26
	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
High Cross - (Within EH 006)	0	0	0	0	0	27	0	1	0	0	28
	0%	0%	0%	0%	0%	96%	0%	4%	0%	0%	
Stansted	0	0	0	0	1	33	3	0	1	0	38
	0%	0%	0%	0%	3%	87%	8%	0%	3%	0%	
Stevenage	0	0	0	0	0	66	0	0	0	0	66
	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
Baldock, Letchworth and Hitchin	0	0	1	0	0	42	0	0	0	0	43
	0%	0%	2%	0%	0%	98%	0%	0%	0%	0%	
Sawbridgenorth	0	0	0	0	0	15	0	0	1	0	16
	0%	0%	0%	0%	0%	35%	0%	0%	2%	0%	
North East Herts	0	0	0	0	0	17	2	0	0	0	19
	0%	0%	0%	0%	0%	40%	5%	0%	0%	0%	
St Albans	0	0	0	0	0	14	0	0	0	0	14
	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
Enfield	0	0	1	2	0	77	2	0	0	0	82
	0%	0%	1%	2%	0%	94%	2%	0%	0%	0%	
Epping Forest	0	0	2	0	0	44	2	1	0	0	49
	0%	0%	4%	0%	0%	90%	4%	2%	0%	0%	
Cambridgeshire + Bedfordshire	0	0	1	0	0	62	0	0	0	0	63
	0%	0%	2%	0%	0%	98%	0%	0%	0%	0%	
London (Remainder)	0	4	85	0	2	78	1	0	0	0	170
	0%	2%	50%	0%	1%	46%	1%	0%	0%	0%	
Hertsmere	0	0	0	0	0	18	0	0	0	0	18
	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	
Chiltern	0	0	0	0	0	20	0	0	0	0	20
	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
Essex	0	0	0	0	0	20	0	0	0	0	20
	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	
<b>Sub Total</b>	<b>0</b>	<b>5</b>	<b>99</b>	<b>34</b>	<b>7</b>	<b>1519</b>	<b>69</b>	<b>10</b>	<b>23</b>	<b>1</b>	<b>1767</b>
<b>Others</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>213</b>	<b>20</b>	<b>6</b>	<b>96</b>	<b>2</b>	<b>366</b>

No	Routing	Car Driver	%
1	A10 North	182	10%
2	A10 South	744	43%
3	A120	190	11%
4	A1170	236	13%
5	Anchor Lane	397	23%
<b>Total</b>		<b>1749</b>	<b>100%</b>



**Appendix I**    PICADY output files



Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © 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
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**Filename:** Ermine Street\_Site Access.j9  
**Path:** M:\U321 Sutes Farm High Cross, HERTS\TECHNICAL\TRAFFIC\PICADY\2023 DS\Updated  
**Report generation date:** 01/12/2023 12:41:29

- »2023 Design Year + Proposed Development, AM
- »2023 Design Year + Proposed Development, PM
- »2028 Future Year + Proposed Development, AM
- »2028 Future Year + Proposed Development, PM

**Summary of junction performance**

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2023 Design Year + Proposed Development</b>										
Stream B-AC	D1	0.1	7.61	0.08	A	D2	0.0	7.01	0.04	A
Stream C-AB		0.0	4.82	0.03	A		0.1	4.82	0.05	A
<b>2028 Future Year + Proposed Development</b>										
Stream B-AC	D3	0.1	7.65	0.08	A	D4	0.0	7.05	0.04	A
Stream C-AB		0.0	4.82	0.03	A		0.1	4.80	0.05	A

*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**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	10/11/2023
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	CANNON\DavidS
<b>Description</b>	

**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

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2023 Design Year + Proposed Development	AM	ONE HOUR	08:00	09:30	15
D2	2023 Design Year + Proposed Development	PM	ONE HOUR	17:00	18:30	15
D3	2028 Future Year + Proposed Development	AM	ONE HOUR	08:00	09:30	15
D4	2028 Future Year + Proposed Development	PM	ONE HOUR	17:00	18:30	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2023 Design Year + Proposed Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ermine Street/Site Access	T-Junction	Two-way		0.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	Ermine Street		Major
B	Proposed Access		Minor
C	High Road		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 - High Road	7.65			250.0	✓	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 - Proposed Access	One lane	3.00	22	22

### 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	496	0.084	0.212	0.133	0.303
B-C	638	0.091	0.229	-	-
C-B	719	0.258	0.258	-	-

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)
D1	2023 Design Year + Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ermine Street		✓	207	100.000
B - Proposed Access		✓	39	100.000
C - High Road		✓	187	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	6	201
	B - Proposed Access	8	0	31
	C - High Road	173	14	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	25	0
	B - Proposed Access	0	0	7
	C - High Road	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.61	0.1	A
C-AB	0.03	4.82	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	561	0.052	29	0.1	7.135	A
C-AB	13	760	0.017	13	0.0	4.819	A
C-A	128			128			
A-B	5			5			
A-C	151			151			

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	553	0.063	35	0.1	7.331	A
C-AB	16	768	0.021	16	0.0	4.784	A
C-A	152			152			
A-B	5			5			
A-C	181			181			

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	542	0.079	43	0.1	7.613	A
C-AB	20	780	0.026	20	0.0	4.735	A
C-A	185			185			
A-B	7			7			
A-C	221			221			

**08:45 - 09:00**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	542	0.079	43	0.1	7.613	A
C-AB	20	781	0.026	20	0.0	4.738	A
C-A	185			185			
A-B	7			7			
A-C	221			221			

**09:00 - 09:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	553	0.063	35	0.1	7.334	A
C-AB	16	768	0.021	16	0.0	4.786	A
C-A	152			152			
A-B	5			5			
A-C	181			181			

**09:15 - 09:30**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	561	0.052	29	0.1	7.145	A
C-AB	13	760	0.017	13	0.0	4.821	A
C-A	128			128			
A-B	5			5			
A-C	151			151			

# 2023 Design Year + Proposed Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ermine Street/Site Access	T-Junction	Two-way		0.64	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)
D2	2023 Design Year + Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ermine Street		✓	209	100.000
B - Proposed Access		✓	17	100.000
C - High Road		✓	232	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	8	201
	B - Proposed Access	4	0	13
	C - High Road	205	27	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	0	1
	B - Proposed Access	0	0	0
	C - High Road	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.01	0.0	A
C-AB	0.05	4.82	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	553	0.023	13	0.0	6.663	A
C-AB	25	774	0.033	25	0.0	4.816	A
C-A	149			149			
A-B	6			6			
A-C	151			151			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	544	0.028	15	0.0	6.806	A
C-AB	32	786	0.040	32	0.1	4.785	A
C-A	177			177			
A-B	7			7			
A-C	181			181			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	532	0.035	19	0.0	7.013	A
C-AB	41	802	0.052	41	0.1	4.743	A
C-A	214			214			
A-B	9			9			
A-C	221			221			

#### 17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	532	0.035	19	0.0	7.014	A
C-AB	41	802	0.052	41	0.1	4.747	A
C-A	214			214			
A-B	9			9			
A-C	221			221			

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	544	0.028	15	0.0	6.807	A
C-AB	32	786	0.040	32	0.1	4.787	A
C-A	177			177			
A-B	7			7			
A-C	181			181			

**18:15 - 18:30**

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	553	0.023	13	0.0	6.667	A
C-AB	25	774	0.033	25	0.0	4.820	A
C-A	149			149			
A-B	6			6			
A-C	151			151			



# 2028 Future Year + Proposed Development, AM

## Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ermine Street/Site Access	T-Junction	Two-way		0.88	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)
D3	2028 Future Year + Proposed Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ermine Street		✓	214	100.000
B - Proposed Access		✓	40	100.000
C - High Road		✓	193	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	6	208
	B - Proposed Access	8	0	32
	C - High Road	179	14	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	25	0
	B - Proposed Access	0	0	7
	C - High Road	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.65	0.1	A
C-AB	0.03	4.82	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	561	0.054	30	0.1	7.154	A
C-AB	13	761	0.017	13	0.0	4.818	A
C-A	132			132			
A-B	5			5			
A-C	157			157			

#### 08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	552	0.065	36	0.1	7.356	A
C-AB	16	770	0.021	16	0.0	4.782	A
C-A	158			158			
A-B	5			5			
A-C	187			187			

#### 08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	541	0.081	44	0.1	7.648	A
C-AB	21	783	0.026	21	0.0	4.733	A
C-A	192			192			
A-B	7			7			
A-C	229			229			

#### 08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	541	0.081	44	0.1	7.648	A
C-AB	21	783	0.026	21	0.0	4.736	A
C-A	192			192			
A-B	7			7			
A-C	229			229			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	552	0.065	36	0.1	7.359	A
C-AB	16	770	0.021	16	0.0	4.784	A
C-A	158			158			
A-B	5			5			
A-C	187			187			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30	561	0.054	30	0.1	7.161	A
C-AB	13	761	0.017	13	0.0	4.821	A
C-A	132			132			
A-B	5			5			
A-C	157			157			

# 2028 Future Year + Proposed Development, PM

## Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Ermine Street/Site Access	T-Junction	Two-way		0.62	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)
D4	2028 Future Year + Proposed Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Ermine Street		✓	217	100.000
B - Proposed Access		✓	17	100.000
C - High Road		✓	240	100.000

## Origin-Destination Data

### Demand (PCU/hr)

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	8	209
	B - Proposed Access	4	0	13
	C - High Road	213	27	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Ermine Street	B - Proposed Access	C - High Road
From	A - Ermine Street	0	0	1
	B - Proposed Access	0	0	0
	C - High Road	1	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	7.05	0.0	A
C-AB	0.05	4.80	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	551	0.023	13	0.0	6.684	A
C-AB	26	777	0.033	25	0.0	4.803	A
C-A	155			155			
A-B	6			6			
A-C	157			157			

#### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	542	0.028	15	0.0	6.832	A
C-AB	32	789	0.041	32	0.1	4.768	A
C-A	184			184			
A-B	7			7			
A-C	188			188			

#### 17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	529	0.035	19	0.0	7.048	A
C-AB	42	806	0.052	42	0.1	4.724	A
C-A	222			222			
A-B	9			9			
A-C	230			230			

#### 17:45 - 18:00

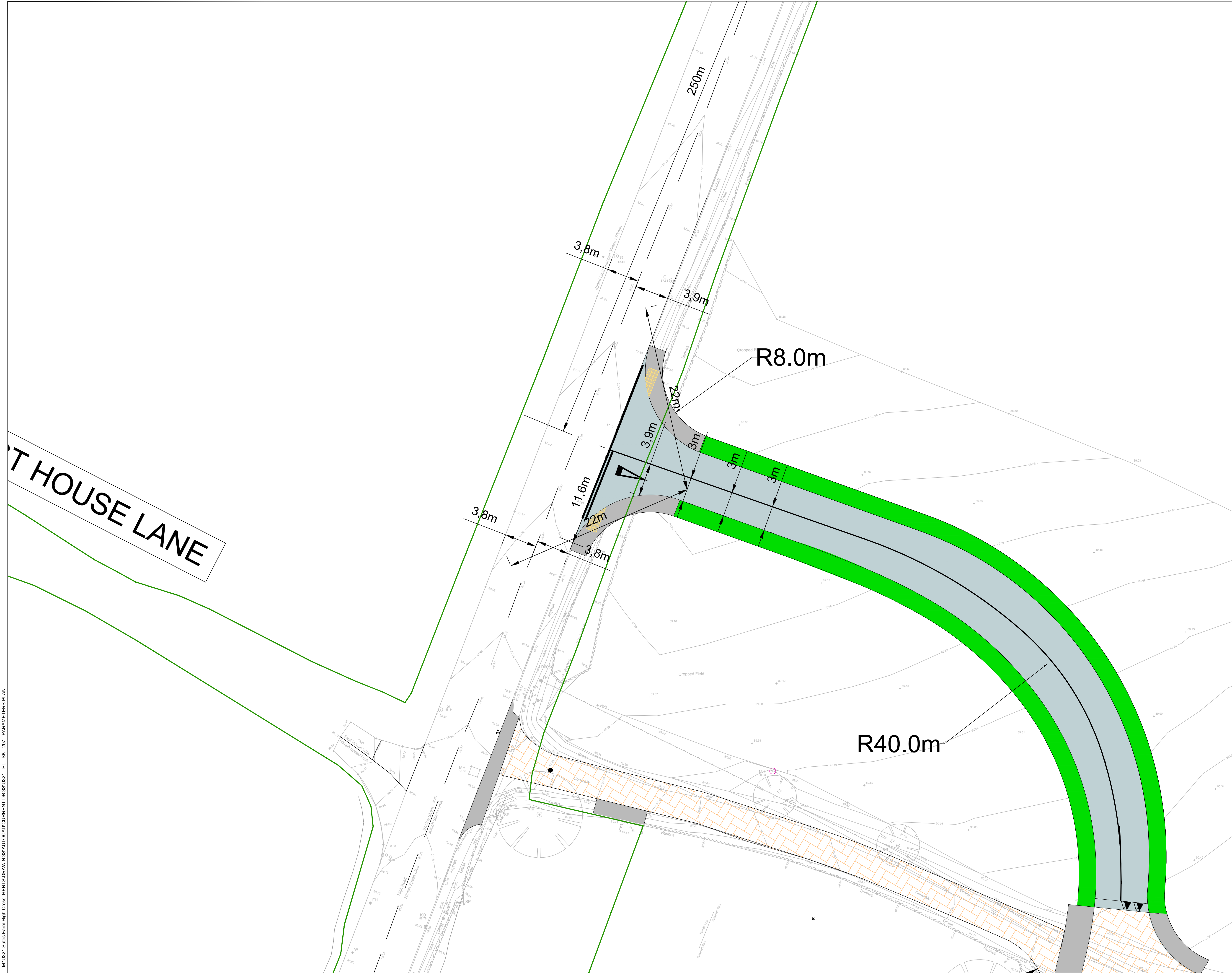
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	529	0.035	19	0.0	7.048	A
C-AB	42	806	0.052	42	0.1	4.726	A
C-A	222			222			
A-B	9			9			
A-C	230			230			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	542	0.028	15	0.0	6.833	A
C-AB	32	789	0.041	32	0.1	4.772	A
C-A	184			184			
A-B	7			7			
A-C	188			188			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	551	0.023	13	0.0	6.688	A
C-AB	26	777	0.033	26	0.0	4.805	A
C-A	155			155			
A-B	6			6			
A-C	157			157			



M:\0321 Sales Files Firm High Cross HERTSDRAWINGS\AUTOCAD\CURRENT DRGS\0321 - PL - SK - 207 - PARAMETERS PLAN

KEY	

NOTES	

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
-	DSc	-			
SCALE @ A1 SIZE	DATE				
SCALE	10.11.23				
PROJECT TITLE					
Land East of High Road, High Cross, Hertfordshire					
DRAWING TITLE					
PICADY PARAMETERS					
CLIENT					
M SCOTT PROPERTIES					
<p><b>CANNON</b>  <b>CONSULTING ENGINEERS</b>                  Highways, Transport &amp; Infrastructure Planning</p> <p>Cambridge House, Lanwades Business Park,                  Kentford, Newmarket, CB8 7PN                  Tel: 01638 555107                  www.cannonce.co.uk                  info@cannonce.co.uk</p>					
DRAWING NUMBER					REV.
U321 - PL - SK - 207					-