



North Associates

Land off Kirkland Road, Ennerdale Bridge

Transport Statement

WYG
Lakeland Business Park
Cockermouth
CA13 0QT

Project No. A103748

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1 Introduction

1.1 WYG have been engaged by North Associates (Cumbria) to produce the Transport Statement (TS) in support of an outline planning application for a residential development of 11 homes on land off Kirkland Road, Ennerdale Bridge. Figure 1 in Appendix A shows the site location.

1.2 This TS has been produced having due regard for the advice contained in:

- National Planning Policy Framework (NPPF) published by the Department for Communities & Local Government (DCLG) in March 2012;
- DCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance;
- Manual for Streets (MfS) published by the Department for Transport (DfT), March 2007, and Manual for Streets 2 (MfS 2) published by the Chartered Institution of Highways and Transportation (CIHT, endorsed by the DfT), September 2010;
- Design Manual for Roads and Bridges (DMRB);
- Cumbria County Council's (CCC) Design Guide, December 1996;
- Local guidance from CCC.

1.3 The main purposes of this TS are to review the accessibility of the site for pedestrians, cyclists or users of public transport, to ensure there is a choice of transport mode, and to consider the impacts of traffic generated by the proposed development on the local road network.

1.4 The TS has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2 Existing Situation

Development Site

- 2.1 The development site is on land off Kirkland Road, to the north of Ennerdale Bridge, as shown in Figure 1 in Appendix A. The land is currently in agricultural use and is bounded to the north by agricultural land, to the east by Kirkland Road, to the south by an existing residential property, and to the west by Back Lane.

Local Transportation Networks

- 2.2 The proposed development has a frontage onto Kirkland Road. Kirkland Road runs in a general north-south orientation past the site linking Ennerdale Bridge and Kirkland Village; approx. 1.5km north of Kirkland, it forms a priority junction with the A5086. The entirety of the site frontage (approx. 120m) is subject to the 30mph speed limit which continues into the village. Additionally Kirkland Road is traffic-calmed with speed cushions. Footway provision and street lighting on Kirkland Road start approx. 85m south of the site, close to the junction with Back Lane.
- 2.3 The site also has a frontage onto Back Lane. Back Lane is an unclassified single-track farm lane which gives access to 5 properties, which runs in a general north-south alignment along the western boundary of the site. The lane is unsurfaced and unlit with no footways.
- 2.4 The A5086 is the closest primary route to the site, some 3.5km to the north. The A5086 runs in a general north-south alignment from Cockermouth to Egremont, passing through Frizington and Cleator Moor.

Walking and Cycle Connections

- 2.5 Although there are no footways in the immediate vicinity of the site, the centre of Ennerdale Bridge village has continuous footway provision starting some 85m south of the site.
- 2.6 Approximately 1.9km north of the development site, National Cycle Network (NCN) Route 71 runs through Kirkland village. NCN 71 is the national Coast to Coast cycle route which connects Whitehaven in the west to Newcastle in the east. Locally the NCN 71 provides a traffic-free route to Cleator Moor, Whitehaven and Egremont.



2.7 The accessibility from the site to nearby destinations on foot or by bike is considered in more detail in Chapter 4 below.

Public Transport

2.8 The closest bus stop to the site is some 2km north of the site, in Kirkland village. The stops are unmarked and are served by local market-day buses. Accessibility by public transport is considered in more detail in Chapter 4 below.

Traffic Surveys

2.9 The road network local to the development site operates in an acceptable manner with no queuing or delays. An Automatic Traffic Counter (ATC) was installed, to capture data on speed, volume and class on Kirkland Road at the proposed site access. The ATC recorded a complete week of data from 13th June 2017 to 19th June 2017. The ATC data is attached in Appendix D and the results are summarised in Table 2.1 below.

Table 2.1: Vehicle Speeds and Flows on Kirkland Road

	Average Weekday 85 th o%ile Speeds	Average Weekday 24hr Flows (vehs)
Northbound	29mph	212
Southbound	29mph	181

Road Safety

2.10 Accident data was requested from Cumbria County Council for the most recent 3-year period during which there have been no personal injury accidents reported in the vicinity of the site.

3 Accessibility

- 3.1 Following the deletion of PPG13 WYG have been concerned that there is little reliable evidence-based criteria for assessing walking and cycling distances. Research has been undertaken using the National Travel Survey at WYG and for a dissertation for the MSc Transport Planning & Engineering at Napier University (The Extent to Which Walking Guidelines are Supported by Empirical Data – A Study Based on Revealed Behaviour, G Wakenshaw, 2015). The research on walking distances was presented in a paper entitled “How Far Do People Walk” at the July 2015 PTRC Transport Practitioners’ Meeting. The data on cycling was presented in a paper entitled “How Far Do People Cycle” at the July 2016 PTRC Transport Practitioners’ Meeting. Copies of the research paper and presentation can be provided on request.

Walking

- 3.2 Walking for all purposes as the main mode of travel was interrogated using the 2010 to 2012 National Travel Survey data (NTS) to calculate the average and 85th percentile distances travelled. The 2010 to 2012 NTS data had between 7,700 to 8,200 fully co-operating households covering over 18,000 individuals, and so provides a robust sample. The analysis showed that, outside London, the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. WYG recommend the 85th percentile distance should be used to establish the walking catchment.
- 3.3 For this review an acceptable maximum walk distance of 1.95km has been adopted, i.e. approximately a 24-minute walk (at a typical walking speed of 1.3m per sec) from the centre of the proposed development. Accessibility on foot to and from the proposed development for facilities and amenities within 1.15km and 1.95km walk distances has been assessed, and they are shown at Figure 2 in Appendix A.
- 3.4 Despite its rural nature, there are facilities within a 24-minute walk of the site. The whole of Ennerdale Bridge village is accessible which includes facilities including two pubs, a post box, a café, Ennerdale Primary School, and St Mary’s Church. Additionally some of Kirkland village is within an accessible walk. Facilities here include additional bus stops and church.
- 3.5 Kirkland Road is lightly trafficked and has low vehicle speeds, making it suitable for on-carriageway walking. Additionally residents could reach the main footway into the village



via Back Lane. A pedestrian/cycle connection from the site would provide a quiet alternative route.

- 3.6 Having regard to the rural nature of the site, residents at the proposed development have a good level of accessibility by foot for the location.

Cycling

- 3.7 Cycling for all purposes as the main mode of travel was also interrogated using the 2010 to 2012 National Travel Survey data (NTS) to calculate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 to 8,200 fully co-operating households covering over 18,000 individuals. The analysis showed that, outside London, the average distance people cycle is 4.3km and the 85th percentile distance is 7.25km. WYG recommend the 85th percentile distance should be used to establish the cycling catchment.

- 3.8 For this review an acceptable maximum cycle distance of 7.25km has been adopted, i.e. approximately a 35-minute ride. Accessibility on bike to and from the proposed development for facilities and amenities within 4.3km and 7.25km cycle distances has been assessed, and they are shown at Figure 3 in Appendix A.

- 3.9 NCN 71 runs in a general east-west direction approx. 1.9km to the north of the site through Kirkland village. Locally, the NCN 71 provides journeys to Cleator Moor, Whitehaven and Egremont.

- 3.10 Within a 35-minute cycle ride are the towns of Frizington and Cleator Moor, providing additional facilities including food stores, convenience shops, takeaways, primary schools, pharmacies, churches, pubs, libraries, garages, sports grounds, and employment opportunities.

- 3.11 Residents at the proposed development have a reasonable level of accessibility to facilities within the cycle catchment area given the rural nature of the site.

Public Transport

- 3.12 The bus stop in Kirkland village provides local market-day services, as summarised in the table below.



Table 3.1: Bus Services

Service	Location	Route	Monday to Saturday	Sunday
J B Pickthall No 217	Hatched Green, Kirkland	<u>Frizington to Cockermouth</u> Via Arlecdon, Rowrah, Kirkland, Lamplugh, Crossgates, Ullock, Branthwaite, Dean, Parshaw, Deanscales, Eaglesfield	1 service on Wednesdays	No service

Conclusion

- 3.13 The site is in a rural location and has a similar level of accessibility by foot, bike, and public transport to that of other residents in many villages in west Cumbria and is considered adequate.

4 Proposed Development

4.1 The development proposal briefly comprises:

- 11 homes of varying sizes and designs;
- Parking to be provided in accordance with CCC parking guidelines.

Proposed Access

4.2 The proposed site will be accessed off Kirkland Road, via a new priority junction. The carriageway will be 4.8m with 6m kerb radii and 2m wide footways, as shown in WYG Drawing A103748/C001, attached in Appendix B. MfS visibility splays of 41m to the north and 35m to the south are easily achievable, as shown on the drawing. The drawing also shows 2 proposed potential pedestrian/cycle connections onto Back Lane.

4.3 This access arrangement was previously submitted alongside WYG's Access Appraisal and agreed in principle by CCC.

5 Traffic Impacts

Trip Generation

5.1 The following criteria were applied to the TRICS category 03/A "Houses Privately Owned":

- Sites in London, Republic of Ireland, and Northern Ireland were excluded.
- Town Centre, Edge of Town Centre, Neighbourhood Centre, and Suburban sites were excluded, leaving only Edge of Town sites.
- Only surveys carried out on a weekday were included.
- Only sites with fewer than 50 dwellings were included.
- Only the most recent survey was included for each site.

5.2 A total of 12 sites remained in the dataset, and person trip rates were determined. Average vehicle trip rates from the sample for the AM and PM peak hours are shown at Table 3.1 below. These rates have been used to predict the traffic flows generated by 11 homes. The TRICS output files are attached in Appendix C.

Table 3.1 TRICS Trip Rates and Predicted Trips for 11 homes

Time Period	Arrivals		Departures	
	Trip Rate	Trips	Trip Rate	Trips
Vehicles				
Weekday AM Peak Hour 08:00 to 09:00	0.165	2	0.378	4
Weekday PM Peak Hour 17:00 to 18:00	0.343	4	0.138	2
Car Passengers				
Weekday AM Peak Hour 08:00 to 09:00	0.220	2	0.559	6
Weekday PM Peak Hour 17:00 to 18:00	0.484	5	0.193	2
Cyclists				
Weekday AM Peak Hour 08:00 to 09:00	0.008	0	0.031	0
Weekday PM Peak Hour 17:00 to 18:00	0.031	0	0.008	0
Pedestrians				
Weekday AM Peak Hour 08:00 to 09:00	0.098	1	0.252	3
Weekday PM Peak Hour 17:00 to 18:00	0.083	1	0.039	0
Public Transport Users				



Weekday AM Peak Hour 08:00 to 09:00	0.000	0	0.008	0
Weekday PM Peak Hour 17:00 to 18:00	0.008	0	0.000	0

Traffic Assignment

- 5.3 It is expected that approx. 3 of the 4 generated AM vehicle departures will go north from the site to access Whitehaven, Workington, and Cockermouth. The remaining 1 car will go south from the site, through Ennerdale Bridge to Cleator Moor, Egremont, and Sellafield.
- 5.4 Similarly in the PM peak, approx. 3 cars will arrive to the site from the north, and 1 from the south.

Effects of Generated Traffic

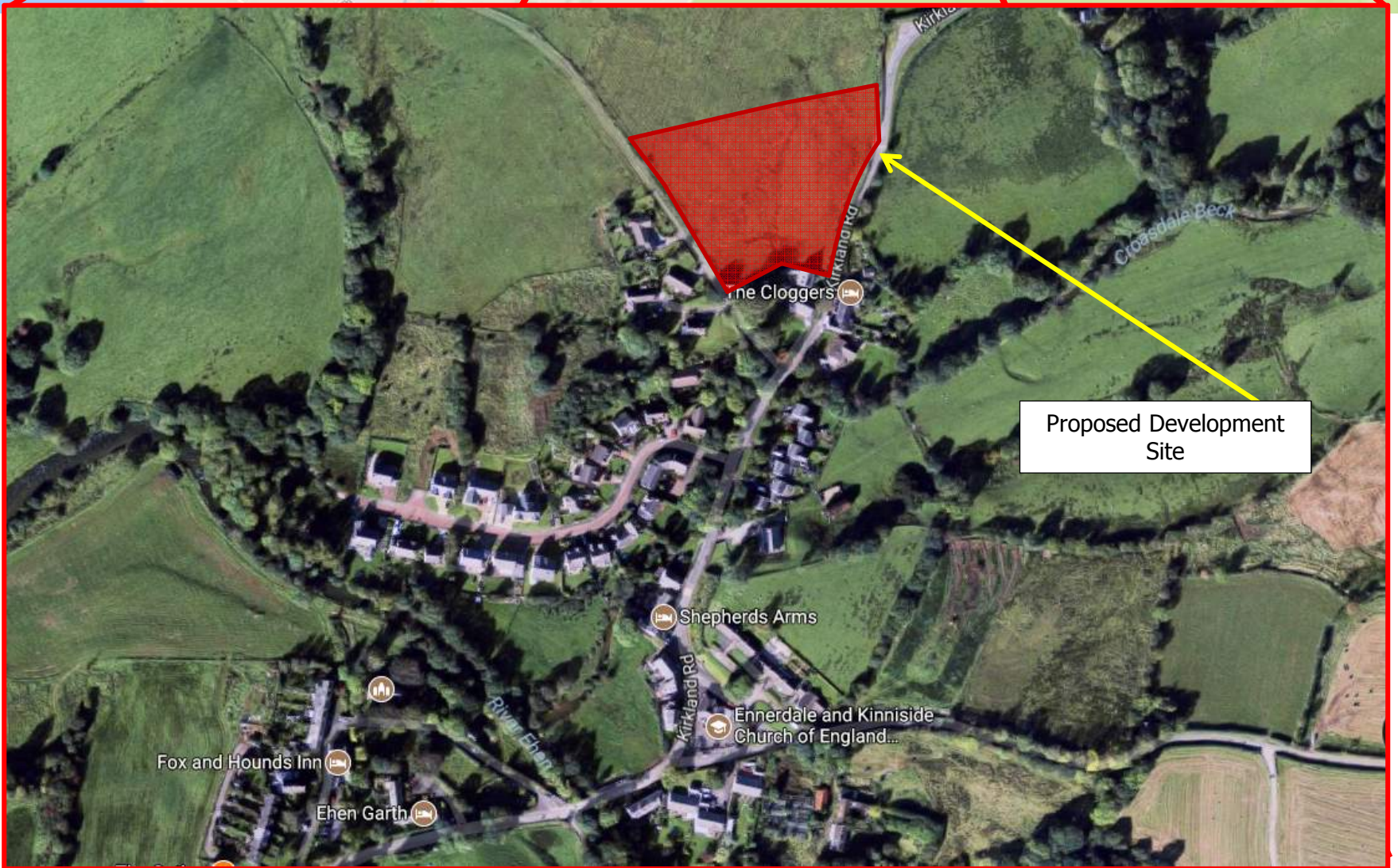
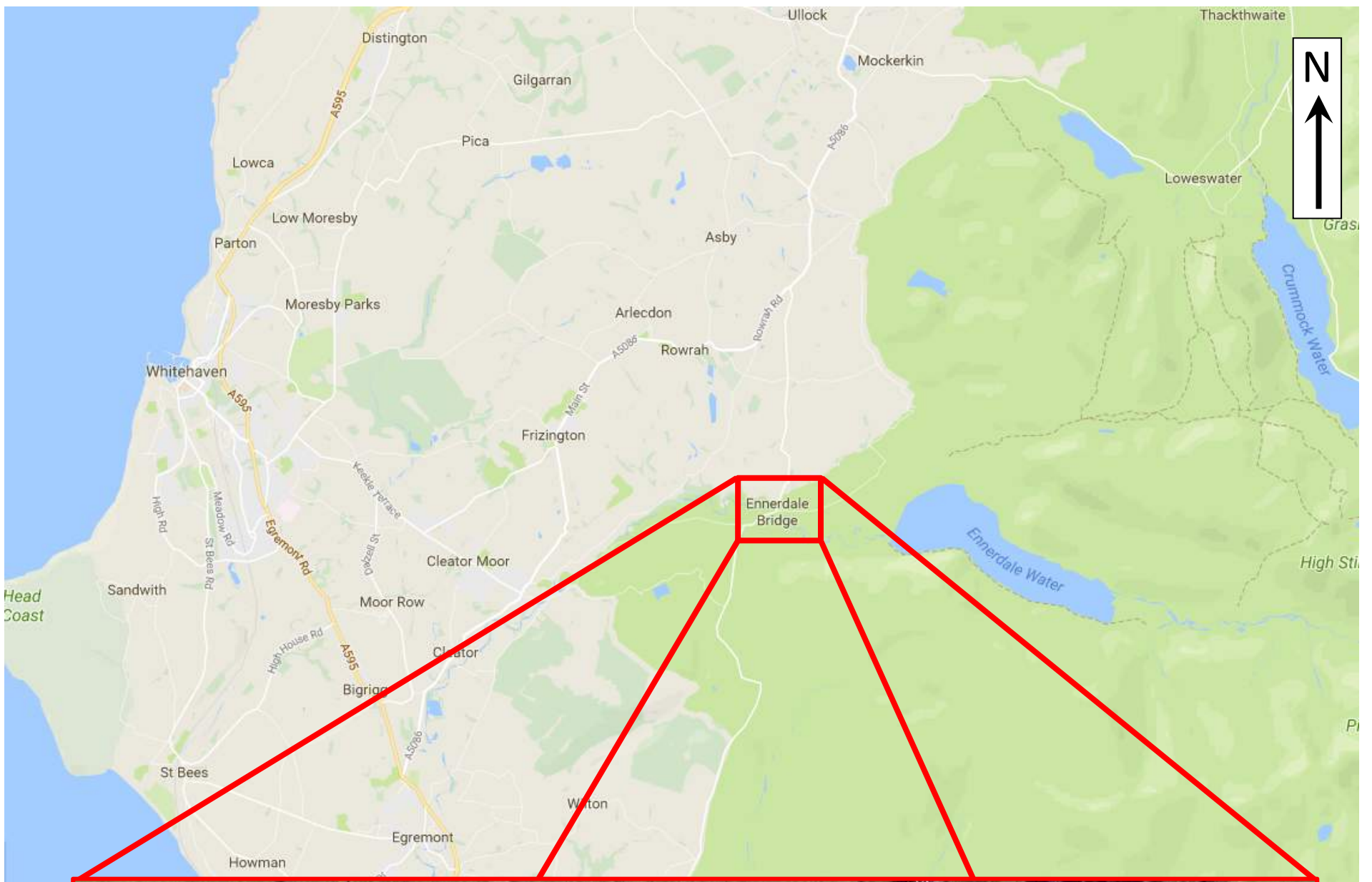
- 5.5 The effects of the generated traffic are predicted to be low. In the AM peak hour there are 6 vehicle trips; this translates as approx. 1 new trip every 10 minutes. These additional movements can be easily accommodated on the access junction and local road network.
- 5.6 Similarly in the PM peak hour there are 6 new trips. This translates as approx. 1 new trip every 10 minutes. These additional movements can be easily accommodated on the access junction and local road network.



6 Summary

- 6.1 WYG have been engaged by North Associates to produce the Transport Statement (TS) in support of a planning application for a residential development of 11 homes on land off Kirkland Road, Ennerdale Bridge.
- 6.2 The proposed development will be served by a new priority junction on Kirkland Road, and the required visibility splays of 35m to the south and 41m to the north can be easily achieved. A separate pedestrian/cycle connection on to Back Lane could be provided.
- 6.3 For its rural location, the site has average levels of accessibility by foot, bike, and public transport.
- 6.4 There have been no personal injury accidents reported in the vicinity of the site in the last three years.
- 6.5 The local road network operates well with no queueing or delays. The proposed development is expected to have negligible traffic impacts.
- 6.6 The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe. On these bases, there is no justifiable transportation reason why planning consent should be withheld.

Appendix A - Figures

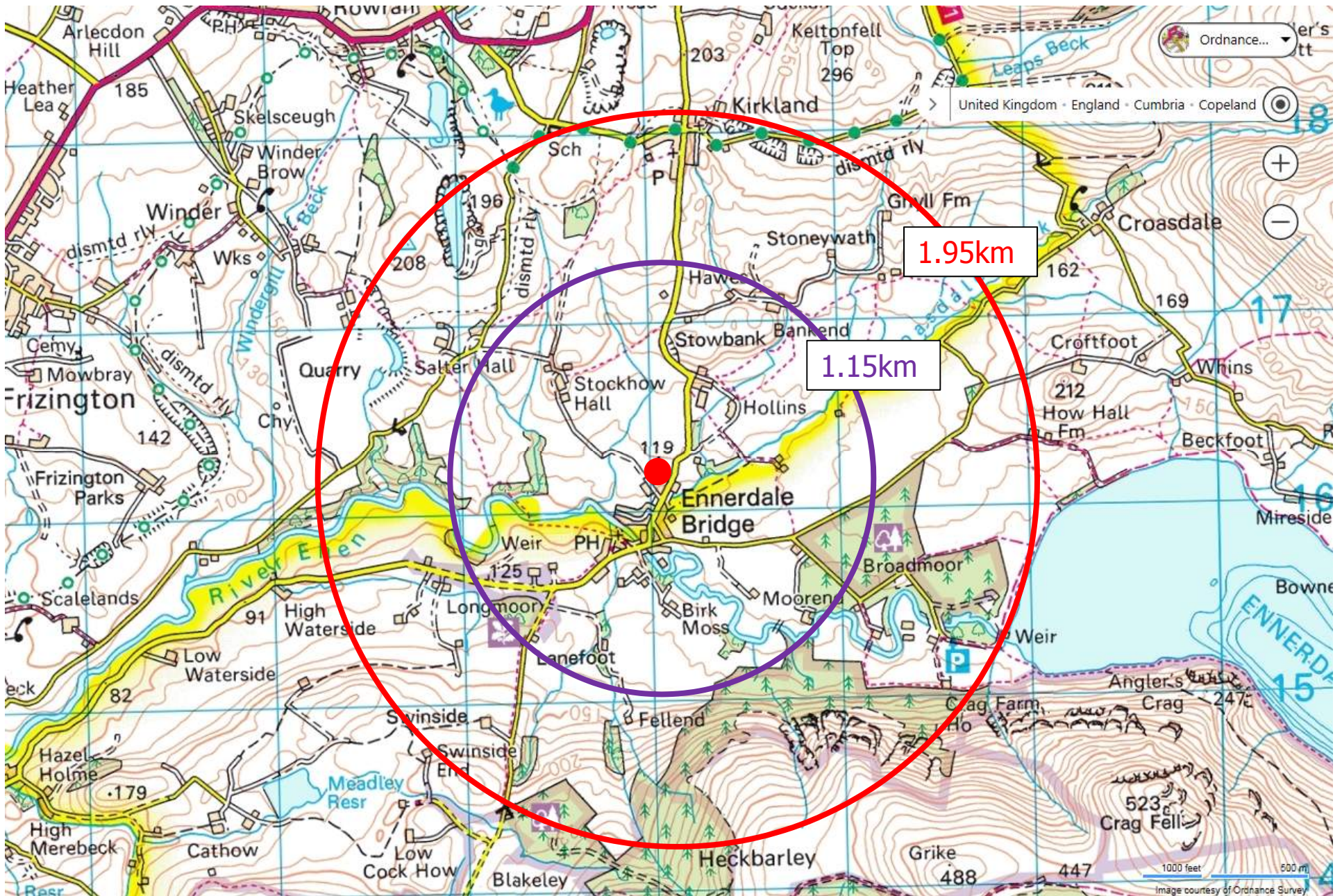
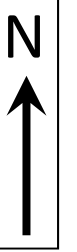


Kirkland Road, Ennerdale Bridge

Site Location Plan

Figure 1





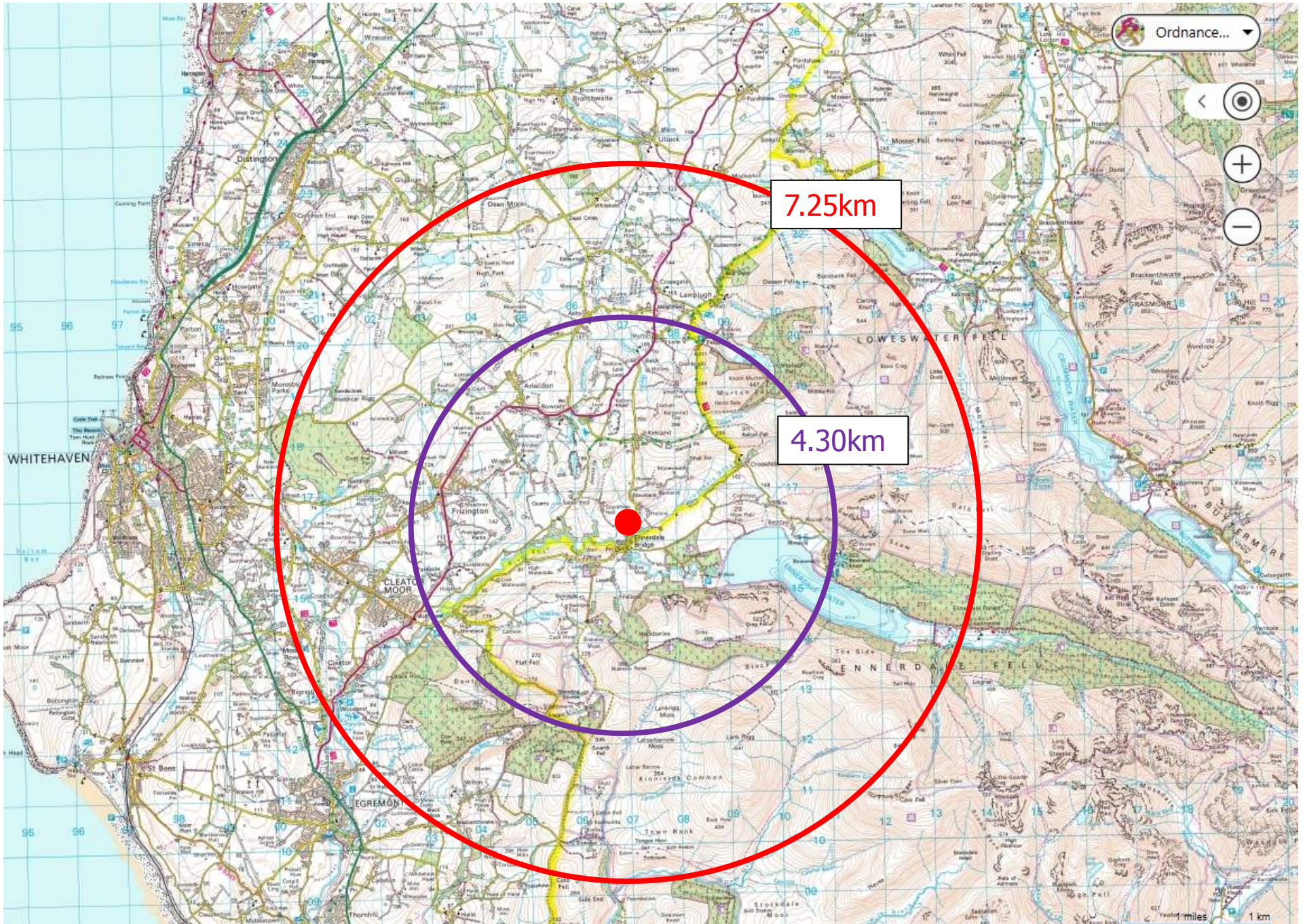
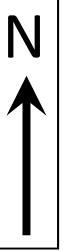
Development Site ●


Kirkland Road, Ennerdale Bridge

Walking Catchment

Figure 2





Development Site 

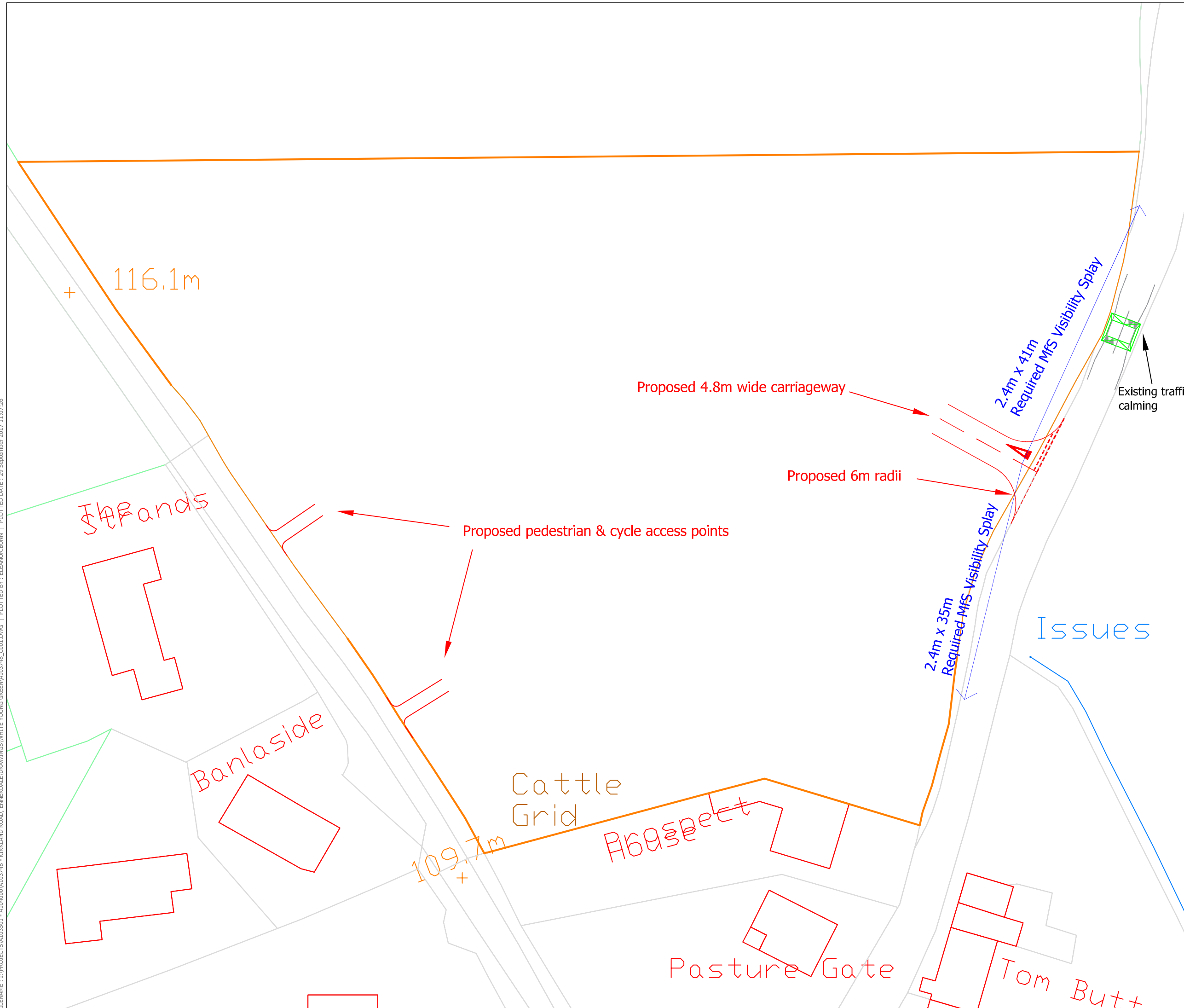
Kirkland Road, Ennerdale Bridge

Cycling Catchment

Figure 3



Appendix B - Drawings



REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:
WYG PLANNING

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Project:
LAND OFF KIRKLAND ROAD, ENNERDALE BRIDGE

Drawing Title:
PROPOSED SITE ACCESS ARRANGEMENT

Scale @	A3	Drawn	Date	Checked	Date	Approved	Date
1:500		EB	01.09.17	IW	01.09.17	GW	01.09.17
Project No.	Office	Type	Drawing No.		Revision		
A103748	91	18	C001				

FILENAME : I:\PROJECTS\A103501 - A104000\A103748 - KIRKLAND ROAD, ENNERDALE\DRAWINGS\WHITE YOUNG GREEN\A103748_C001.DWG | PLOTTED BY : ELEANOR BUNN | PLOTTED DATE : 29 September 2017 11:07:26

Appendix C - TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 9 to 37 (units:)
 Range Selected by User: 6 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

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

Selected survey days:

Monday	2 days
Wednesday	4 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	12 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:

Edge of Town	12
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	11
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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.

Secondary Filtering selection:

Use Class:

C1	1 days
C3	11 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 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	1 days
No	11 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-09 GREYSTOKE ROAD HURDSFIELD MACCLESFIELD Edge of Town Residential Zone	TERRACED HOUSES			CESHIRE
	Total Number of dwellings:		24		
	Survey date: MONDAY		24/11/14		Survey Type: MANUAL
2	DC-03-A-08 HURSTDENE ROAD CASTLE LANE WEST BOURNEMOUTH Edge of Town Residential Zone	BUNGALOWS			DORSET
	Total Number of dwellings:		28		
	Survey date: MONDAY		24/03/14		Survey Type: MANUAL
3	ES-03-A-02 SOUTH COAST ROAD	PRIVATE HOUSING			EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone				
	Total Number of dwellings:		37		
	Survey date: FRIDAY		18/11/11		Survey Type: MANUAL
4	GM-03-A-10 BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone	DETACHED/SEMI			GREATER MANCHESTER
	Total Number of dwellings:		29		
	Survey date: WEDNESDAY		12/10/11		Survey Type: MANUAL
5	HI-03-A-13 KINGSMILLS ROAD	HOUSING			HIGHLAND
	INVERNESS Edge of Town Residential Zone				
	Total Number of dwellings:		9		
	Survey date: THURSDAY		21/05/09		Survey Type: MANUAL
6	NF-03-A-03 HALING WAY	DETACHED HOUSES			NORFOLK
	THETFORD Edge of Town Residential Zone				
	Total Number of dwellings:		10		
	Survey date: WEDNESDAY		16/09/15		Survey Type: MANUAL
7	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING			NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone				
	Total Number of dwellings:		23		
	Survey date: WEDNESDAY		18/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
9	SH-03-A-03 SOMERBY DRIVE	DETACHED		SHROPSHIRE
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date: FRIDAY		26/06/09	Survey Type: MANUAL
10	SH-03-A-06 ELLESMERE ROAD	BUNGALOWS		SHROPSHIRE
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
11	SM-03-A-01 WEMBDON ROAD	DETACHED & SEMI		SOMERSET
	NORTHFIELD			
	BRIDGWATER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		33	
	Survey date: THURSDAY		24/09/15	Survey Type: MANUAL
12	WK-03-A-02 NARBERTH WAY	BUNGALOWS		WARWICKSHIRE
	POTTERS GREEN			
	COVENTRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL

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

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

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	21	0.091	12	21	0.264	12	21	0.355
08:00 - 09:00	12	21	0.165	12	21	0.378	12	21	0.543
09:00 - 10:00	12	21	0.126	12	21	0.224	12	21	0.350
10:00 - 11:00	12	21	0.161	12	21	0.134	12	21	0.295
11:00 - 12:00	12	21	0.154	12	21	0.193	12	21	0.347
12:00 - 13:00	12	21	0.173	12	21	0.157	12	21	0.330
13:00 - 14:00	12	21	0.157	12	21	0.142	12	21	0.299
14:00 - 15:00	12	21	0.161	12	21	0.177	12	21	0.338
15:00 - 16:00	12	21	0.252	12	21	0.217	12	21	0.469
16:00 - 17:00	12	21	0.280	12	21	0.134	12	21	0.414
17:00 - 18:00	12	21	0.343	12	21	0.138	12	21	0.481
18:00 - 19:00	12	21	0.181	12	21	0.122	12	21	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.244			2.280			4.524

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.

Parameter summary

Trip rate parameter range selected: 9 - 37 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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	12	21	0.004	12	21	0.031	12	21	0.035
08:00 - 09:00	12	21	0.008	12	21	0.031	12	21	0.039
09:00 - 10:00	12	21	0.000	12	21	0.008	12	21	0.008
10:00 - 11:00	12	21	0.000	12	21	0.020	12	21	0.020
11:00 - 12:00	12	21	0.004	12	21	0.008	12	21	0.012
12:00 - 13:00	12	21	0.020	12	21	0.012	12	21	0.032
13:00 - 14:00	12	21	0.016	12	21	0.008	12	21	0.024
14:00 - 15:00	12	21	0.008	12	21	0.004	12	21	0.012
15:00 - 16:00	12	21	0.020	12	21	0.000	12	21	0.020
16:00 - 17:00	12	21	0.008	12	21	0.000	12	21	0.008
17:00 - 18:00	12	21	0.031	12	21	0.008	12	21	0.039
18:00 - 19:00	12	21	0.008	12	21	0.000	12	21	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.127			0.130			0.257

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.

Parameter summary

Trip rate parameter range selected: 9 - 37 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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	12	21	0.087	12	21	0.335	12	21	0.422
08:00 - 09:00	12	21	0.220	12	21	0.559	12	21	0.779
09:00 - 10:00	12	21	0.150	12	21	0.280	12	21	0.430
10:00 - 11:00	12	21	0.197	12	21	0.193	12	21	0.390
11:00 - 12:00	12	21	0.209	12	21	0.232	12	21	0.441
12:00 - 13:00	12	21	0.224	12	21	0.197	12	21	0.421
13:00 - 14:00	12	21	0.185	12	21	0.165	12	21	0.350
14:00 - 15:00	12	21	0.217	12	21	0.209	12	21	0.426
15:00 - 16:00	12	21	0.413	12	21	0.335	12	21	0.748
16:00 - 17:00	12	21	0.386	12	21	0.193	12	21	0.579
17:00 - 18:00	12	21	0.484	12	21	0.193	12	21	0.677
18:00 - 19:00	12	21	0.256	12	21	0.161	12	21	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.028			3.052			6.080

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.

Parameter summary

Trip rate parameter range selected: 9 - 37 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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	12	21	0.020	12	21	0.047	12	21	0.067
08:00 - 09:00	12	21	0.098	12	21	0.252	12	21	0.350
09:00 - 10:00	12	21	0.035	12	21	0.071	12	21	0.106
10:00 - 11:00	12	21	0.059	12	21	0.059	12	21	0.118
11:00 - 12:00	12	21	0.047	12	21	0.051	12	21	0.098
12:00 - 13:00	12	21	0.055	12	21	0.047	12	21	0.102
13:00 - 14:00	12	21	0.063	12	21	0.043	12	21	0.106
14:00 - 15:00	12	21	0.071	12	21	0.071	12	21	0.142
15:00 - 16:00	12	21	0.228	12	21	0.138	12	21	0.366
16:00 - 17:00	12	21	0.079	12	21	0.071	12	21	0.150
17:00 - 18:00	12	21	0.083	12	21	0.039	12	21	0.122
18:00 - 19:00	12	21	0.063	12	21	0.024	12	21	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.901			0.913			1.814

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.

Parameter summary

Trip rate parameter range selected: 9 - 37 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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	12	21	0.000	12	21	0.016	12	21	0.016
08:00 - 09:00	12	21	0.000	12	21	0.008	12	21	0.008
09:00 - 10:00	12	21	0.000	12	21	0.008	12	21	0.008
10:00 - 11:00	12	21	0.000	12	21	0.008	12	21	0.008
11:00 - 12:00	12	21	0.000	12	21	0.000	12	21	0.000
12:00 - 13:00	12	21	0.008	12	21	0.008	12	21	0.016
13:00 - 14:00	12	21	0.000	12	21	0.000	12	21	0.000
14:00 - 15:00	12	21	0.004	12	21	0.000	12	21	0.004
15:00 - 16:00	12	21	0.012	12	21	0.004	12	21	0.016
16:00 - 17:00	12	21	0.016	12	21	0.004	12	21	0.020
17:00 - 18:00	12	21	0.008	12	21	0.000	12	21	0.008
18:00 - 19:00	12	21	0.008	12	21	0.000	12	21	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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.

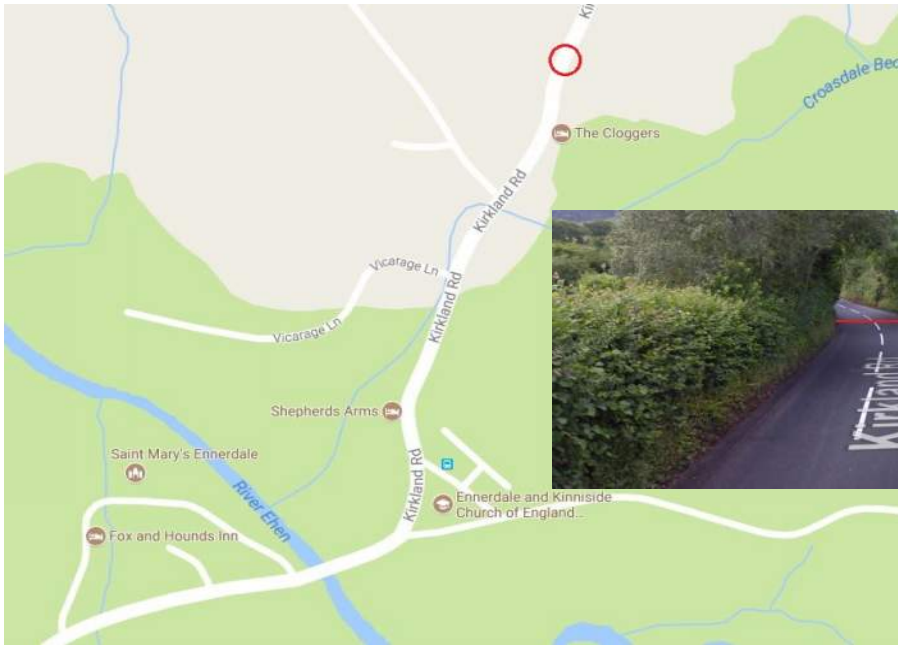
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

Parameter summary

Trip rate parameter range selected: 9 - 37 (units:)
 Survey date date range: 01/01/09 - 28/03/17
 Number of weekdays (Monday-Friday): 12
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D – ATC Data



Survey Report Dates 13 to 19 June 2017

Report Type 14 Bin Speed with summary report

Notes:



Unit D Baron Way
Kingmoor Business Park
Carlisle
CA6 4SJ

Road Name/No.	
Site Description	Kirkland Rd Ennerdale Bridge
Site ID	12917001
Nat. Grid Ref.	NY 0709716150
Counter Type	EVR
Counter No.	1003-20456
Date Installed	8 June 2017
Date Removed	20 June 2017

A.T.C. Site Visit & Check Schedule

VISITS

Date	Data Removed	Battery Changed	Check Count	Tube Failed	Tube Replaced	Remarks
8/6/17			Yes			Tubes installed
12/6/17				✓	✓	Reported by client
20/6/17	001v031H					Tubes removed

Channel #1 = North Speed Limit 30

Channel #2 = South

The site has been assessed as per the method statement and is deemed safe for installation.

Technician Name: Paul Cocker

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

14 June 2017

Channel: Northbound

Time	Total Volume	85th Pers. Spd	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2		28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00	5		24	6	0	0	1	0	1	4	0	0	0	0	0	0	0
07:00	23	25	24	4	0	0	1	6	11	4	4	0	0	0	0	0	0
08:00	37	28	24	4	0	0	1	4	18	13	1	0	0	0	0	0	0
09:00	21	28	24	4	0	0	1	2	9	8	1	0	0	0	0	0	0
10:00	32	29	25	4	0	0	0	5	7	17	3	0	0	0	0	0	0
11:00	24	29	23	7	0	0	1	6	7	8	2	0	0	0	0	0	0
12:00	28	30	26	6	0	0	0	0	11	12	5	0	0	0	0	0	0
13:00	30	29	25	4	0	0	0	2	14	11	3	0	0	0	0	0	0
14:00	48	31	26	5	0	0	1	2	16	20	7	2	0	0	0	0	0
15:00	204	29	25	4	0	1	6	4	77	97	19	0	0	0	0	0	0
16:00	441	29	26	4	1	3	14	40	153	213	17	0	0	0	0	0	0
17:00	145	30	27	4	0	0	0	4	45	73	20	3	0	0	0	0	0
18:00	37	29	25	4	0	0	0	2	17	15	3	0	0	0	0	0	0
19:00	26	29	26	3	0	0	0	0	9	16	1	0	0	0	0	0	0
20:00	19	29	23	7	0	0	1	4	4	6	3	0	0	0	0	0	0
21:00	16	29	23	6	0	0	0	1	4	5	4	2	0	0	0	0	0
22:00	4	21	21	2	0	0	0	1	3	0	0	0	0	0	0	0	0
23:00	1	23	20	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	1069	29	25	4	1	5	24	77	385	491	81	5	0	0	0	0	0
16H(6-22)	1136	29	25	4	1	6	27	85	404	521	87	5	0	0	0	0	0
18H(6-24)	1141	29	25	4	1	6	27	86	408	521	87	5	0	0	0	0	0
24H(0-24)	1148	29	25	4	1	6	27	86	408	524	87	5	0	0	0	0	0
AM Peak	08:00				11:00	11:00	09:00	11:00	08:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00
	37				0	1	1	6	18	17	3	0	0	0	0	0	0
PM Peak	16:00	14:00	17:00	20:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	23:00	23:00	23:00	23:00	23:00	23:00
	441	31	27	7	1	3	14	40	153	213	20	3	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

14 June 2017

Channel: Southbound

Time	Total Volume	85th Pers. Spd	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		38	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	52	33	29	4	0	0	0	0	5	27	18	1	1	0	0	0	0
06:00	288	30	27	3	0	1	0	1	41	205	40	0	0	0	0	0	0
07:00	186	29	26	4	0	0	1	8	64	97	16	0	0	0	0	0	0
08:00	73	29	26	4	0	0	0	5	22	39	7	0	0	0	0	0	0
09:00	44	28	24	4	0	1	1	1	21	19	1	0	0	0	0	0	0
10:00	39	29	25	5	0	0	2	1	20	12	2	2	0	0	0	0	0
11:00	26	29	25	4	0	0	0	3	11	9	3	0	0	0	0	0	0
12:00	33	28	24	4	0	1	0	1	16	14	1	0	0	0	0	0	0
13:00	23	29	24	5	0	0	1	3	10	7	0	0	0	0	0	0	0
14:00	28	28	23	4	0	0	0	8	12	6	2	0	0	0	0	0	0
15:00	25	26	23	4	0	0	1	3	15	6	0	0	0	0	0	0	0
16:00	32	25	20	6	0	2	5	6	14	5	0	0	0	0	0	0	0
17:00	23	25	21	3	0	0	0	10	9	3	0	0	0	0	0	0	0
18:00	38	29	24	4	0	0	2	1	21	11	3	0	0	0	0	0	0
19:00	20	32	27	4	0	0	0	1	6	7	6	0	0	0	0	0	0
20:00	28	27	23	4	0	0	0	4	17	5	2	0	0	0	0	0	0
21:00	8	26	26	6	0	0	0	1	3	2	1	0	0	0	0	0	0
22:00	7	24	23	3	0	0	0	1	3	3	3	0	0	0	0	0	0
23:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
Total																	
12H(7-19)	569	29	24	4	0	4	13	50	235	228	37	2	0	0	0	0	0
16H(6-22)	913	29	25	4	0	5	13	57	302	447	86	3	0	0	0	0	0
18H(6-24)	920	29	25	4	0	5	13	58	305	450	86	3	0	0	0	0	0
24H(0-24)	973	29	26	4	0	5	13	58	310	477	104	5	1	0	0	0	0
AM Peak	06:00				11:00	09:00	10:00	07:00	07:00	06:00	06:00	10:00	05:00	11:00	11:00	11:00	11:00
	288				0	1	2	8	64	205	40	2	1	0	0	0	0
PM Peak	18:00	19:00	19:00	21:00	23:00	16:00	16:00	17:00	18:00	12:00	19:00	21:00	23:00	23:00	23:00	23:00	23:00
	35	32	27	6	0	2	5	10	21	14	6	1	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

14 June 2017

Channel: Total Flow

Time	Total Volume	85th Pers. Spd	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3		31	5	0	0	0	0	0	2	0	1	0	0	0	0	0
05:00	53	33	29	4	0	0	0	0	6	5	28	18	1	1	0	0	0
06:00	294	30	27	3	0	1	1	1	42	209	40	0	0	0	0	0	0
07:00	208	29	25	4	0	0	2	14	75	101	16	0	0	0	0	0	0
08:00	110	29	25	4	0	0	1	9	40	52	8	0	0	0	0	0	0
09:00	85	28	24	4	0	1	2	3	30	27	2	0	0	0	0	0	0
10:00	71	29	25	5	0	0	2	6	27	29	5	2	0	0	0	0	0
11:00	50	29	24	5	0	1	0	9	18	17	5	0	0	0	0	0	0
12:00	61	29	25	4	0	1	0	1	27	26	6	0	0	0	0	0	0
13:00	53	29	24	4	0	0	1	5	24	18	5	0	0	0	0	0	0
14:00	76	30	25	5	0	0	1	10	28	26	9	2	0	0	0	0	0
15:00	229	29	25	4	0	1	7	7	92	103	19	0	0	0	0	0	0
16:00	473	29	24	5	1	5	19	46	167	218	17	0	0	0	0	0	0
17:00	167	30	26	4	0	0	0	14	54	76	20	3	0	0	0	0	0
18:00	75	29	25	4	0	0	2	3	38	26	6	0	0	0	0	0	0
19:00	46	30	26	4	0	0	0	1	15	23	7	0	0	0	0	0	0
20:00	47	29	23	5	0	1	8	21	11	5	0	0	0	0	0	0	0
21:00	24	30	24	6	0	0	1	5	8	6	3	1	0	0	0	0	0

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

16 June 2017

Channel: Northbound

	Total Volume	8th-15th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2		20	3	0	0	0	1	1	0	0	0	0	0	0	0	0
07:00	14	31	26	4	0	0	0	6	4	0	0	0	0	0	0	0	0
08:00	31	29	26	3	0	0	0	2	9	18	2	0	0	0	0	0	0
09:00	32	30	25	4	0	0	0	3	13	11	5	0	0	0	0	0	0
10:00	34	29	24	5	0	1	1	2	16	10	4	0	0	0	0	0	0
11:00	90	31	27	4	0	0	0	5	9	25	11	0	0	0	0	0	0
12:00	132	30	27	4	0	0	1	2	41	66	19	3	0	0	0	0	0
13:00	77	31	26	5	0	0	0	7	21	36	9	4	0	0	0	0	0
14:00	108	31	26	5	0	1	1	7	33	45	17	4	0	0	0	0	0
15:00	168	30	26	4	0	0	2	5	69	70	22	0	0	0	0	0	0
16:00	149	29	27	3	0	0	0	5	58	76	9	1	0	0	0	0	0
17:00	41	29	25	3	0	0	0	2	16	21	2	0	0	0	0	0	0
18:00	19	29	25	5	0	0	0	2	9	5	2	1	0	0	0	0	0
19:00	18	29	24	6	0	1	1	0	6	9	1	0	0	0	0	0	0
20:00	18	30	24	5	0	0	0	5	5	3	0	0	0	0	0	0	0
21:00	6		24	2	0	0	0	0	4	2	0	0	0	0	0	0	0
22:00	2		28	10	0	0	0	1	0	0	1	0	0	0	0	0	0
23:00	2		30	3	0	0	0	0	0	1	1	0	0	0	0	0	0
Total																	
12H(7-19)	855	30	26	4	0	2	5	43	300	387	105	13	0	0	0	0	0
16H(6-22)	899	30	26	4	0	3	6	49	316	403	109	13	0	0	0	0	0
18H(6-24)	903	30	26	4	0	3	6	50	316	404	110	14	0	0	0	0	0
24H(0-24)	909	30	26	4	0	3	6	50	318	404	110	14	0	0	0	0	0
AM Peak	11:00	15:00	19:00	23:00	23:00	11:00	10:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak	15:00	14:00	23:00	23:00	23:00	19:00	15:00	14:00	15:00	15:00	14:00	15:00	14:00	23:00	23:00	23:00	23:00

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

16 June 2017

Channel: Southbound

	Total Volume	8th-15th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	3		28	4	0	0	0	1	1	1	0	0	0	0	0	0	0
05:00	43	30	28	3	0	0	0	0	4	32	7	0	0	0	0	0	0
06:00	241	30	27	2	0	0	0	0	28	189	23	1	0	0	0	0	0
07:00	156	30	27	3	0	0	0	0	40	100	13	3	0	0	0	0	0
08:00	52	32	27	4	0	0	0	1	19	18	13	1	0	0	0	0	0
09:00	30	29	25	5	0	0	0	5	12	9	3	1	0	0	0	0	0
10:00	21	27	23	5	0	0	0	5	10	5	0	1	0	0	0	0	0
11:00	31	28	23	4	0	0	1	3	17	9	1	0	0	0	0	0	0
12:00	25	28	24	4	0	0	0	3	14	7	1	0	0	0	0	0	0
13:00	19	28	24	4	0	0	0	3	8	7	0	0	0	0	0	0	0
14:00	21	29	24	4	0	0	0	3	9	7	2	0	0	0	0	0	0
15:00	32	27	23	4	0	1	0	4	19	7	1	0	0	0	0	0	0
16:00	28	28	24	3	0	0	0	4	14	10	0	0	0	0	0	0	0
17:00	41	28	23	5	0	0	3	8	16	13	1	0	0	0	0	0	0
18:00	25	29	25	3	0	0	0	16	6	3	0	0	0	0	0	0	0
19:00	17	30	26	5	0	0	0	1	8	5	1	2	0	0	0	0	0
20:00	21	27	23	3	0	0	1	0	14	6	0	0	0	0	0	0	0
21:00	13	27	23	3	0	0	0	2	7	4	0	0	0	0	0	0	0
22:00	9		23	3	0	0	0	2	5	2	2	0	0	0	0	0	0
23:00	4		28	4	0	0	0	0	1	2	1	0	0	0	0	0	0
Total																	
12H(7-19)	481	29	25	4	0	1	4	39	194	198	39	6	0	0	0	0	0
16H(6-22)	773	29	26	4	0	1	5	42	251	402	63	9	0	0	0	0	0
18H(6-24)	786	29	26	4	0	1	5	44	257	406	64	9	0	0	0	0	0
24H(0-24)	837	29	26	4	0	1	5	44	265	441	72	9	0	0	0	0	0
AM Peak	06:00	05:00	09:00	11:00	11:00	11:00	10:00	07:00	06:00	06:00	07:00	11:00	11:00	11:00	11:00	11:00	11:00
PM Peak	17:00	19:00	23:00	19:00	23:00	15:00	17:00	17:00	15:00	17:00	18:00	19:00	23:00	23:00	23:00	23:00	23:00

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

16 June 2017

Channel: Total Flow

	Total Volume	8th-15th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	4		26	4	0	0	0	0	2	1	1	0	0	0	0	0	0
05:00	43	30	28	3	0	0	0	0	4	32	7	0	0	0	0	0	0
06:00	243	30	27	2	0	0	0	1	29	189	23	1	0	0	0	0	0
07:00	170	30	27	3	0	0	0	1	46	104	16	3	0	0	0	0	0
08:00	83	31	26	4	0	0	0	3	28	36	15	1	0	0	0	0	0
09:00	62	30	25	5	0	0	0	8	25	20	8	1	0	0	0	0	0
10:00	55	29	24	5	0	0	1	7	26	15	4	1	0	0	0	0	0
11:00	81	30	25	4	0	0	1	8	26	34	12	0	0	0	0	0	0
12:00	157	30	26	4	0	0	1	5	55	73	20	3	0	0	0	0	0
13:00	96	30	26	5	0	0	0	10	29	43	10	4	0	0	0	0	0
14:00	139	31	26	5	0	1	1	10	42	52	19	4	0	0	0	0	0
15:00	200	30	25	4	0	1	2	9	88	77	23	0	0	0	0	0	0
16:00	177	29	25	3	0	0	0	9	72	86	9	1	0	0	0	0	0
17:00	82	29	24	4	0	0	3	10	32	34	3	0	0	0	0	0	0
18:00	44	30	25	4	0	0	0	2	25	11	5	1	0	0	0	0	0
19:00	35	29	25	6	0	0	1	1	14	14	2	2	0	0	0	0	0
20:00	39	28	24	4	0	0	1	5	19	11	3	0	0	0	0	0	0
21:00	19	27	24	3	0	0	0	2	11	6	0	0	0	0	0	0	0
22:00	11	27	23	6	0	0	0	3	5	2	0	1	0	0	0	0	0
23:00	5		28	3	0	0	0	0	1	3	2	0	0	0	0	0	0
Total																	
12H(7-19)	1336	30	26	4	0	3	9	82	494	585	144	19	0	0	0	0	0
16H(6-22)	1672	30	26	4	0	4	11	91	567	805	172	22	0	0	0	0	0
18H(6-24)	1689	30	26	4	0	4	11	94									

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

17 June 2017

Channel: Northbound

	Total Volume	8th-10th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-69
00:00	2	20	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:00	1	28	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	1	28	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	28	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	3	28	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
06:00	2	30	3	0	0	0	0	0	1	1	0	0	0	0	0	0	0
07:00	14	30	26	4	0	0	1	4	6	6	2	0	0	0	0	0	0
08:00	15	29	25	4	0	0	1	4	7	2	0	0	0	0	0	0	0
09:00	34	29	25	4	0	0	0	4	11	16	3	0	0	0	0	0	0
10:00	29	29	25	3	0	0	0	1	13	13	2	0	0	0	0	0	0
11:00	32	28	24	4	0	1	0	2	16	12	1	0	0	0	0	0	0
12:00	41	29	25	4	0	0	0	5	14	19	3	0	0	0	0	0	0
13:00	37	29	23	6	0	2	0	6	15	11	2	1	0	0	0	0	0
14:00	32	30	26	4	0	0	0	2	13	12	5	0	0	0	0	0	0
15:00	32	27	22	4	0	1	0	9	14	8	0	0	0	0	0	0	0
16:00	32	29	25	3	0	0	0	4	14	9	5	0	0	0	0	0	0
17:00	29	29	24	4	0	0	0	4	11	13	1	0	0	0	0	0	0
18:00	35	29	25	3	0	0	0	2	18	13	2	0	0	0	0	0	0
19:00	22	29	25	3	0	0	0	1	9	11	1	0	0	0	0	0	0
20:00	12	28	23	5	0	0	0	4	4	3	1	0	0	0	0	0	0
21:00	10	28	25	4	0	0	0	1	5	3	1	0	0	0	0	0	0
22:00	9	24	3	0	0	0	0	1	5	3	0	0	0	0	0	0	0
23:00	9	24	3	0	0	0	0	0	8	0	0	1	0	0	0	0	0
Total	362	29	24	4	0	4	1	41	148	139	28	1	0	0	0	0	0
12H(-19)	408	29	24	4	0	4	1	47	166	157	32	1	0	0	0	0	0
18H(6-24)	426	29	24	4	0	4	1	48	179	160	32	2	0	0	0	0	0
24H(0-24)	434	29	24	4	0	4	1	49	180	166	32	2	0	0	0	0	0
AM Peak	09:00	06:00	08:00	11:00	11:00	08:00	09:00	11:00	09:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	34	30	5	0	1	1	4	16	16	3	0	0	0	0	0	0	0
PM Peak	12:00	14:00	14:00	13:00	23:00	13:00	23:00	15:00	18:00	17:00	16:00	23:00	23:00	23:00	23:00	23:00	23:00
	41	30	26	6	0	2	0	9	18	19	5	1	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

17 June 2017

Channel: Southbound

	Total Volume	8th-10th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-69
00:00	2	28	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
01:00	1	28	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	5	27	4	0	0	0	0	2	2	1	0	0	0	0	0	0	0
03:00	4	23	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
04:00	6	28	3	0	0	0	0	6	1	3	2	0	0	0	0	0	0
05:00	11	29	28	4	0	0	0	0	3	6	1	1	0	0	0	0	0
06:00	11	30	28	3	0	0	0	0	1	8	2	0	0	0	0	0	0
07:00	12	29	26	4	0	0	0	6	4	2	0	0	0	0	0	0	0
08:00	29	29	26	3	0	0	0	1	10	12	2	0	0	0	0	0	0
09:00	34	27	22	5	0	0	2	11	13	7	1	0	0	0	0	0	0
10:00	31	28	24	4	0	0	0	5	14	11	1	0	0	0	0	0	0
11:00	45	28	24	4	0	0	1	7	21	14	2	0	0	0	0	0	0
12:00	34	28	25	3	0	0	0	3	15	15	1	0	0	0	0	0	0
13:00	36	27	23	3	0	0	0	2	25	9	0	0	0	0	0	0	0
14:00	27	27	22	4	0	0	2	6	11	8	0	0	0	0	0	0	0
15:00	37	28	23	4	0	0	3	3	19	11	1	0	0	0	0	0	0
16:00	31	28	23	4	0	0	0	7	13	10	1	0	0	0	0	0	0
17:00	35	27	24	3	0	0	0	4	20	11	0	0	0	0	0	0	0
18:00	34	27	23	3	0	0	0	6	18	10	0	0	0	0	0	0	0
19:00	21	29	26	3	0	0	0	1	7	12	1	0	0	0	0	0	0
20:00	11	26	24	2	0	0	0	0	8	3	0	0	0	0	0	0	0
21:00	8	25	2	0	0	0	0	1	2	5	0	0	0	0	0	0	0
22:00	8	21	2	0	0	0	0	2	6	0	0	0	0	0	0	0	0
23:00	4	25	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0
Total	381	28	23	4	0	0	8	55	185	122	11	0	0	0	0	0	0
12H(-19)	432	28	24	4	0	0	8	57	203	150	14	0	0	0	0	0	0
18H(6-24)	444	28	24	4	0	0	8	59	212	150	15	0	0	0	0	0	0
24H(0-24)	473	28	24	4	0	0	8	59	222	164	19	1	0	0	0	0	0
AM Peak	11:00	04:00	09:00	11:00	11:00	09:00	09:00	11:00	11:00	11:00	05:00	11:00	11:00	11:00	11:00	11:00	11:00
	45	28	5	0	0	2	11	21	14	2	1	0	0	0	0	0	0
PM Peak	15:00	19:00	19:00	14:00	23:00	23:00	15:00	16:00	13:00	12:00	23:00	23:00	23:00	23:00	23:00	23:00	23:00
	37	29	26	4	0	0	3	7	25	15	1	0	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

17 June 2017

Channel: Total Flow

	Total Volume	8th-10th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-69
00:00	4	24	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:00	2	27	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
02:00	6	27	3	0	0	0	0	2	3	1	0	0	0	0	0	0	0
03:00	4	23	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
04:00	7	28	3	0	0	0	0	1	4	2	0	0	0	0	0	0	0
05:00	14	30	28	4	0	0	0	6	3	9	1	1	0	0	0	0	0
06:00	13	31	28	3	0	0	0	1	9	3	0	0	0	0	0	0	0
07:00	26	30	26	4	0	0	0	1	11	10	4	0	0	0	0	0	0
08:00	40	29	25	4	0	0	1	2	14	19	4	0	0	0	0	0	0
09:00	68	29	23	5	0	0	2	15	24	23	4	0	0	0	0	0	0
10:00	69	29	25	4	0	0	0	6	27	24	3	0	0	0	0	0	0
11:00	77	28	24	4	0	1	1	9	37	26	3	0	0	0	0	0	0
12:00	75	29	25	4	0	0	0	8	29	34	4	0	0	0	0	0	0
13:00	73	28	23	5	0	2	0	8	40	20	2	1	0	0	0	0	0
14:00	59	29	24	5	0	0	2	8	24	24	5	0	0	0	0	0	0
15:00	68	27	23	5	0	1	3	12	33	19	1	0	0	0	0	0	0
16:00	63	29	24	4	0	0	0	11	27	19	6	0	0	0	0	0	0
17:00	64	28	24	3	0	0	0	8	31	24	1	0	0	0	0	0	0
18:00	69	28	24	3	0	0	0	8	36	23	2	0	0	0	0	0	0
19:00	43	29	25	3	0	0	0	4	16	23	2	0	0	0	0	0	0
20:00	23	28	23	4	0	0	0	4	12	6	1	0	0	0	0	0	0
21:00	18	29	25	4	0	0	0	2	7	8	1	0	0	0	0	0	0
22:00	17</																

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

18 June 2017

Channel: Northbound

	Total Volume	8th 9th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	2		30	3	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	28	28	5	0	0	0	0	1	0	1	0	0	0	0	0	0
06:00	2	28	28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:00	7	27	28	3	0	0	0	0	1	5	1	0	0	0	0	0	0
08:00	11	29	26	4	0	0	0	1	3	6	1	0	0	0	0	0	0
09:00	20	29	25	3	0	0	0	1	9	9	1	0	0	0	0	0	0
10:00	29	29	25	4	0	0	1	3	10	13	2	0	0	0	0	0	0
11:00	38	29	25	4	0	0	0	3	19	13	3	0	0	0	0	0	0
12:00	30	27	23	4	0	0	1	4	17	7	1	0	0	0	0	0	0
13:00	33	29	25	4	0	0	0	3	16	11	2	1	0	0	0	0	0
14:00	41	29	23	6	0	3	0	4	20	10	4	0	0	0	0	0	0
15:00	47	27	23	5	0	1	0	6	27	11	1	0	1	0	0	0	0
16:00	59	27	23	5	0	2	2	5	29	9	3	0	0	0	0	0	0
17:00	30	29	26	4	0	0	0	1	12	14	2	1	0	0	0	0	0
18:00	20	29	24	7	0	1	0	3	8	6	1	0	0	0	0	0	0
19:00	16	31	26	5	0	0	0	2	5	5	4	0	0	0	0	0	0
20:00	13	29	26	4	0	0	0	1	3	7	2	0	0	0	0	0	0
21:00	6	24	24	5	0	0	0	1	3	1	1	0	0	0	0	0	0
22:00	4	23	20	0	0	0	0	0	4	0	0	0	0	0	0	0	0
23:00	3	23	28	7	0	0	0	1	0	0	2	0	0	0	0	0	0
Total																	
12H(-19)	356	29	24	5	0	7	4	34	171	114	22	2	2	0	0	0	0
16H(6-22)	393	29	24	5	0	7	4	38	182	129	29	2	2	0	0	0	0
18H(6-24)	400	29	24	5	0	7	4	39	186	129	31	2	2	0	0	0	0
24H(0-24)	405	29	24	5	0	7	4	39	187	131	33	2	2	0	0	0	0
AM Peak	11:00		00:00	05:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	38		30	5	0	0	1	3	19	13	3	0	0	0	0	0	0
PM Peak	16:00	19:00	23:00	23:00	23:00	14:00	16:00	15:00	16:00	17:00	19:00	17:00	18:00	23:00	23:00	23:00	23:00
	50	31	28	7	0	3	2	6	29	14	4	1	1	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

18 June 2017

Channel: Southbound

	Total Volume	8th 9th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	1		24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	2		28	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
05:00	6	27	22	2	0	0	0	0	1	5	0	0	0	0	0	0	0
06:00	5	30	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0
07:00	9	25	25	2	0	0	0	0	4	5	0	0	0	0	0	0	0
08:00	21	27	23	0	0	0	0	3	12	6	0	0	0	0	0	0	0
09:00	26	29	25	3	0	0	0	1	14	9	2	0	0	0	0	0	0
10:00	37	29	24	4	0	0	1	1	23	8	4	0	0	0	0	0	0
11:00	31	26	21	5	0	1	2	7	15	6	0	0	0	0	0	0	0
12:00	39	28	24	4	0	0	2	3	19	13	2	0	0	0	0	0	0
13:00	33	28	24	4	0	0	0	2	20	8	0	0	0	0	0	0	0
14:00	42	26	23	3	0	0	0	4	30	6	2	0	0	0	0	0	0
15:00	33	25	22	4	0	0	4	2	23	4	0	0	0	0	0	0	0
16:00	28	27	23	5	0	0	0	5	17	3	2	1	0	0	0	0	0
17:00	21	29	26	3	0	0	0	0	8	11	2	0	0	0	0	0	0
18:00	24	29	25	4	0	0	0	3	10	9	2	0	0	0	0	0	0
19:00	12	28	24	4	0	0	0	3	3	6	0	0	0	0	0	0	0
20:00	12	28	24	4	0	0	0	1	7	3	1	0	0	0	0	0	0
21:00	14	28	24	4	0	0	1	1	5	7	0	0	0	0	0	0	0
22:00	4	21	21	2	0	0	0	4	4	0	0	0	0	0	0	0	0
23:00	1	23	23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total																	
12H(-19)	344	28	24	4	0	1	9	31	195	88	19	1	0	0	0	0	0
16H(6-22)	387	28	24	4	0	1	10	36	211	106	21	2	0	0	0	0	0
18H(6-24)	394	28	24	4	0	1	10	38	216	106	21	2	0	0	0	0	0
24H(0-24)	410	28	24	4	0	1	10	38	224	114	21	2	0	0	0	0	0
AM Peak	10:00		06:00	06:00	11:00	11:00	11:00	11:00	10:00	09:00	10:00	06:00	11:00	11:00	11:00	11:00	11:00
	37		30	5	0	1	2	7	23	9	4	1	0	0	0	0	0
PM Peak	14:00	17:00	17:00	16:00	23:00	23:00	15:00	16:00	14:00	12:00	13:00	16:00	23:00	23:00	23:00	23:00	23:00
	42	29	26	5	0	0	4	9	30	13	3	1	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

18 June 2017

Channel: Total Flow

	Total Volume	8th 9th	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	3		27	4	0	0	0	0	0	2	1	0	0	0	0	0	0
01:00	2		25	0	0	0	0	0	1	1	0	0	0	0	0	0	0
02:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
03:00	2		28	0	0	0	0	0	2	0	0	0	0	0	0	0	0
04:00	2		23	0	0	0	0	0	2	0	0	0	0	0	0	0	0
05:00	8	27	27	3	0	0	0	0	6	2	5	1	0	0	0	0	0
06:00	7	29	4	0	0	0	0	0	1	4	1	1	0	0	0	0	0
07:00	16	29	26	3	0	0	0	0	5	10	1	0	0	0	0	0	0
08:00	32	28	24	4	0	0	0	4	15	12	1	0	0	0	0	0	0
09:00	46	29	25	3	0	0	0	2	23	18	3	0	0	0	0	0	0
10:00	66	29	24	4	0	0	2	4	33	21	6	0	0	0	0	0	0
11:00	69	28	23	5	0	1	2	10	34	19	3	0	0	0	0	0	0
12:00	69	28	23	4	0	0	3	7	36	20	3	0	0	0	0	0	0
13:00	66	29	25	4	0	0	0	5	36	19	5	1	0	0	0	0	0
14:00	83	28	23	5	0	3	0	8	50	16	6	0	0	0	0	0	0
15:00	80	27	23	5	0	1	4	8	50	15	1	0	1	0	0	0	0
16:00	78	27	23	5	0	2	2	10	46	12	5	1	0	0	0	0	0
17:00	51	29	26	4	0	0	0	1	20	25	4	1	0	0	0	0	0
18:00	44	29	24	5	0	1	0	6	18	15	3	0	1	0	0	0	0
19:00	28	30	25	5	0	0	0	5	8	11	4	0	0	0	0	0	0
20:00	25	29	25	4	0	0	0	2	10	10	3	0	0	0	0	0	0
21:00	20	28	24	5	0	0	1	2	8	8	1	0	0	0	0	0	0
22:00	10	24	22	2	0	0	0	2	8	0	0	0	0	0	0	0	0
23:00	3	26	5	0	0	0	0	1	1	0	2	0	0				

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

19 June 2017

Channel: Northbound

Time	Total Volume	Std. Dev.	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	5		27	5	0	0	1	0	3	1	0	0	0	0	0	0	0
07:00	15	28	25	3	0	0	1	6	8	0	0	0	0	0	0	0	0
08:00	31	29	24	4	0	0	1	16	11	2	0	0	0	0	0	0	0
09:00	21	29	24	4	0	0	1	2	8	9	1	0	0	0	0	0	0
10:00	33	28	24	4	0	0	0	4	16	12	1	0	0	0	0	0	0
11:00	33	29	25	4	0	0	1	16	11	4	1	0	0	0	0	0	0
12:00	36	28	24	4	0	0	1	5	16	12	2	0	0	0	0	0	0
13:00	28	29	25	5	0	0	1	2	10	12	3	0	0	0	0	0	0
14:00	51	29	25	4	0	0	0	4	19	25	2	1	0	0	0	0	0
15:00	205	30	25	5	0	4	5	12	57	106	20	1	0	0	0	0	0
16:00	351	28	24	5	0	5	15	27	160	130	12	1	1	0	0	0	0
17:00	129	30	26	4	0	0	2	4	43	61	17	2	0	0	0	0	0
18:00	33	29	27	3	0	0	0	0	8	23	2	0	0	0	0	0	0
19:00	17	28	25	3	0	0	0	0	10	6	1	0	0	0	0	0	0
20:00	16	29	25	5	0	0	1	5	8	1	0	0	0	0	0	0	0
21:00	12	27	24	5	0	0	0	2	7	2	0	1	0	0	0	0	0
22:00	9		24	2	0	0	0	0	7	2	0	0	0	0	0	0	0
23:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	966		29	25	5	0	9	26	63	375	420	66	6	1	0	0	0
12H(-19)	966		29	25	5	0	9	27	67	397	439	69	7	1	0	0	0
16H(-22)	1016		29	25	5	0	9	27	67	405	441	69	7	1	0	0	0
18H(-24)	1024		29	25	5	0	9	27	67	406	442	69	7	1	0	0	0
24H(-24)	1029	29	25	5	0	9	27	67	406	442	69	7	1	0	0	0	0
AM Peak	11:00	11:00	09:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	33				0	0	1	4	16	12	4	1	0	0	0	0	0
PM Peak	16:00	17:00	18:00	21:00	23:00	16:00	16:00	16:00	16:00	15:00	17:00	16:00	23:00	23:00	23:00	23:00	23:00
	351	30	27	5	0	5	15	27	160	130	20	2	1	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

19 June 2017

Channel: Southbound

Time	Total Volume	Std. Dev.	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2		25	3	0	0	0	0	1	1	0	0	0	0	0	0	0
04:00	4		26	4	0	0	0	0	2	1	0	0	0	0	0	0	0
05:00	54	32	28	3	0	0	0	0	6	33	14	1	0	0	0	0	0
06:00	262	30	27	3	0	0	0	1	47	192	21	1	0	0	0	0	0
07:00	180	29	26	3	0	0	2	5	62	101	10	0	0	0	0	0	0
08:00	89	30	26	4	0	0	2	24	32	13	1	0	0	0	0	0	0
09:00	45	29	26	4	0	0	0	2	17	23	2	1	0	0	0	0	0
10:00	28	28	24	3	0	0	0	2	14	11	1	0	0	0	0	0	0
11:00	24	24	23	2	0	0	0	2	20	2	0	0	0	0	0	0	0
12:00	34	27	23	4	0	0	0	7	19	6	2	0	0	0	0	0	0
13:00	34	28	22	5	0	1	2	7	13	10	1	0	0	0	0	0	0
14:00	18	25	23	3	0	0	0	2	13	3	0	0	0	0	0	0	0
15:00	28	28	25	3	0	0	0	1	9	7	1	0	0	0	0	0	0
16:00	14	28	24	4	0	0	2	1	11	10	0	0	0	0	0	0	0
17:00	19	28	24	4	0	0	0	2	11	5	0	1	0	0	0	0	0
18:00	27	28	25	3	0	0	0	2	13	11	1	0	0	0	0	0	0
19:00	26	29	25	4	0	0	0	2	14	7	3	0	0	0	0	0	0
20:00	20	28	25	4	0	0	0	2	9	8	1	0	0	0	0	0	0
21:00	17	29	24	5	0	0	2	1	5	8	1	0	0	0	0	0	0
22:00	4		24	4	0	0	0	1	1	2	0	0	0	0	0	0	0
23:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Total	520		29	25	4	0	1	6	35	226	221	29	2	0	0	0	0
12H(-19)	520		29	25	4	0	1	6	35	226	221	29	2	0	0	0	0
16H(-22)	845		29	25	4	0	1	8	41	301	436	55	3	0	0	0	0
18H(-24)	850		29	25	4	0	1	8	42	303	438	55	3	0	0	0	0
24H(-24)	913	29	26	4	0	1	8	42	314	474	70	4	0	0	0	0	0
AM Peak	06:00	05:00	04:00	09:00	11:00	11:00	07:00	07:00	07:00	06:00	06:00	09:00	11:00	11:00	11:00	11:00	11:00
	262		28	4	0	0	2	5	62	192	21	1	0	0	0	0	0
PM Peak	13:00	19:00	15:00	21:00	23:00	13:00	21:00	13:00	12:00	18:00	19:00	17:00	23:00	23:00	23:00	23:00	23:00
	34	29	25	5	0	1	2	7	19	11	3	1	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001
Kirkland Rd Emmerdale Bridge
Speed Report (Speed Limit 30 Mph)

19 June 2017

Channel: Total Flow

Time	Total Volume	Std. Dev.	Mean Ave.	Std. Dev.	Bin 1 0-5MPH	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 55-60	Bin 13 60-65
00:00	2		25	3	0	0	0	0	1	0	0	0	0	0	0	0	0
01:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
03:00	2		25	3	0	0	0	0	1	1	0	0	0	0	0	0	0
04:00	5		27	4	0	0	0	0	2	2	1	0	0	0	0	0	0
05:00	54	32	28	3	0	0	0	0	6	33	14	1	0	0	0	0	0
06:00	267	30	27	3	0	0	0	2	47	195	22	1	0	0	0	0	0
07:00	195	29	26	3	0	0	2	6	68	109	10	0	0	0	0	0	0
08:00	100	30	26	4	0	0	1	3	40	43	13	0	0	0	0	0	0
09:00	86	29	25	4	0	0	1	4	25	32	3	1	0	0	0	0	0
10:00	61	28	24	3	0	0	0	6	30	23	2	0	0	0	0	0	0
11:00	57	28	24	4	0	0	0	3	36	13	4	1	0	0	0	0	0
12:00	70	28	23	4	0	0	1	12	35	18	4	0	0	0	0	0	0
13:00	62	29	23	5	0	1	3	9	23	22	4	0	0	0	0	0	0
14:00	69	29	25	4	0	0	0	6	32	28	2	1	0	0	0	0	0
15:00	223	29	25	5	0	4	5	13	66	113	21	1	0	0	0	0	0
16:00	375	28	24	5	0	5	17	28	171	140	12	1	1	0	0	0	0
17:00	148	30	26	4	0	0	2	6	54	66	17	3	0	0	0	0	0
18:00	80	29	26	3	0	0	0	2	21	34	3	0	0	0	0	0	0
19:00	43	29	25	4	0	0	1	4	24	13	4	0	0	0	0	0	0
20:00	36	29	25	4	0	0	1	3	14	16	2	0	0	0	0	0	0
21:00	29	29	24	5	0	0	2	3	12	10	1	1	0	0	0	0	0
22:00	13	27	24	3	0	0	0	1	8	4	0	0	0	0	0	0	0
23:00	2																

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Ennerdale Bridge

Speed Report (Speed Limit 30 Mph)

Week Begin: 13 June 2017

Channel: Northbound

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
Tue 13 Jun	1119	30	25	5	1	10	23	80	416	466	113	8	1	1	0	0	0
Wed 14 Jun	1144	29	25	4	1	6	27	86	408	524	87	5	0	0	0	0	0
Thu 15 Jun	1094	29	25	4	2	7	5	62	392	519	97	9	1	0	0	0	0
Fri 16 Jun	905	30	26	4	0	3	6	50	318	404	110	14	0	0	0	0	0
Sat 17 Jun	434	29	24	4	0	4	1	49	180	166	32	2	0	0	0	0	0
Sun 18 Jun	405	29	24	5	0	7	4	39	187	131	33	2	2	0	0	0	0
Mon 19 Jun	1028	29	25	5	0	9	27	67	406	442	69	7	1	0	0	0	0
5-day Av.	1058	29	25	5	1	7	18	69	388	471	95	9	1	0	0	0	0
7-day Av.	876	29	25	5	1	7	13	62	330	379	77	7	1	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Ennerdale Bridge

Speed Report (Speed Limit 30 Mph)

Week Begin: 13 June 2017

Channel: Southbound

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
Tue 13 Jun	922	30	26	4	1	0	11	66	275	475	86	8	0	0	0	0	0
Wed 14 Jun	973	30	26	4	0	5	13	58	310	477	104	5	1	0	0	0	0
Thu 15 Jun	885	29	26	4	0	2	4	40	290	466	76	6	1	0	0	0	0
Fri 16 Jun	837	29	26	4	0	1	5	44	265	441	72	9	0	0	0	0	0
Sat 17 Jun	473	28	24	4	0	0	8	59	222	164	19	1	0	0	0	0	0
Sun 18 Jun	410	28	24	4	0	1	10	38	224	114	21	2	0	0	0	0	0
Mon 19 Jun	913	29	26	4	0	1	8	42	314	474	70	4	0	0	0	0	0
5-day Av.	906	29	26	4	0	2	8	50	291	467	82	6	0	0	0	0	0
7-day Av.	773	29	25	4	0	1	8	50	271	373	64	5	0	0	0	0	0

VDA-pro R2 20/06/2017

Site No. 12917001 Site Ref. 12917001

Kirkland Rd Ennerdale Bridge

Speed Report (Speed Limit 30 Mph)

Week Begin: 13 June 2017

Channel: Total Flow

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <5MPH	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
Tue 13 Jun	2041	30	25	5	2	10	34	146	691	941	199	16	1	1	0	0	0
Wed 14 Jun	2117	29	25	4	1	11	40	144	718	1001	191	10	1	0	0	0	0
Thu 15 Jun	1979	29	26	4	2	9	9	102	682	985	173	15	2	0	0	0	0
Fri 16 Jun	1742	30	26	4	0	4	11	94	583	845	182	23	0	0	0	0	0
Sat 17 Jun	907	29	24	4	0	4	9	108	402	330	51	3	0	0	0	0	0
Sun 18 Jun	815	29	24	5	0	8	14	77	411	245	54	4	2	0	0	0	0
Mon 19 Jun	1941	29	25	4	0	10	35	109	720	916	139	11	1	0	0	0	0
5-day Av.	1964	29	25	4	1	9	26	119	679	938	177	15	1	0	0	0	0
7-day Av.	1649	29	25	4	1	8	22	111	601	752	141	12	1	0	0	0	0

VDA-pro R2 20/06/2017