

**Appeal Statement
Dealing with Access Matters**

**Proposed Single Dwelling
Land adjacent to Hawthorn Cottage, Malpas**

Mr Parry

February 2020

Prepared by: Gemma Wheatley

Checked by: Jim Budd

Document Revision Control

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Colwyn Chambers



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1.0 QUALIFICATIONS AND EXPERIENCE OF GEMMA WHEATLEY

- 1.1 I am an Associate Director at SCP, Transportation Planners and Infrastructure Designers, with offices in Manchester, Leeds and London.
- 1.2 I hold an MSc in Transport Engineering and Planning and am also a member of the Chartered Institute of Highways and Transportation. I have over 16 years' experience in providing transport and highways advice on development related matters for a range of developments.
- 1.3 I am familiar with the Appeal site and the surrounding area and have reviewed all of the relevant documents submitted with the planning application.
- 1.4 I can confirm that the evidence I have prepared and provide in this Appeal Statement represents my true and professional opinion.

2.0 INTRODUCTION

- 2.1 I have been instructed by Mr Parry to prepare an Appeal Statement to address the access matters associated with the Appeal against the refusal of an application for a single dwelling at land adjacent to Hawthorn Cottage, Tallarn Green, Malpas.
- 2.2 A planning application was submitted to Wrexham Council on 9th November 2018 for the erection of a 4-bed detached dwelling on and adjacent to Hawthorn Cottage (Planning Reference: P/2018/0943). The original application was supported by a Technical Note which can be found in **Appendix 1**.
- 2.3 The application was decided by delegated decision on 2nd December 2019. The application was refused on the grounds that *'the proposal would make inadequate provision for access visibility in both directions on a classified road. To allow the development would lead to an increased danger to road users and would be contrary to policy GDP1 (d) of the Wrexham Unitary development Plan'*. The decision notice is included at **Appendix 2**.
- 2.4 An application for a detached dwelling on the same site, was registered on 30th September 2008 and refused on 4th April 2011. An appeal was lodged and dismissed on 31st August 2011 (Appeal Ref: APP/H6955/A/11/2153374). At that time, the achievable visibility splays were 2.4m x 35m to the south-east and 2.4m x 24m north-west. The appeal concluded *'if these assessments were related to the likely positions of the vehicles on the road, the visibility distances would be somewhat higher but there would be a significant deficiency in visibility towards the north-west. Manual for Streets 2 advises that a reduction in visibility below the recommended levels would not necessarily lead to a significant problem. However in this case the reduction would be substantial and I consider the increased risks to highway safety would be problematic'*. The Decision Notice and subsequent Appeal Decision is included in **Appendix 3**.
- 2.5 This Appeal Statement addresses consultation comments received related to the latest application, reference: P/2018/0943.
- 2.6 The first highways consultation response dated 22nd November 2018 suggested revisions to the position of the access including a 4.8m width for 5m back and pedestrian visibility splays of 2.4m x 3.3m. The response suggested obtaining the written agreement (via s106) of 3 neighbouring property owners to obtain visibility over their land. The Highways Consultation response is included in **Appendix 4**.

- 2.7 For the reasons set out above, the measurement of the y-distance along the carriageway edge has been taken to a point 0.5m from the edge of carriageway in line with advice contained within MfS2 (ref. para 10.5.3).
- 2.8 The access location was subsequently revised to create a 4.8m wide access and to maximise visibility from the access for both Hawthorn Cottage and the proposed property. The layout demonstrated visibility splays of 2.4m x 34m to the north and 2.4m x 35m to the south. This is just 4m and 5m short of the required visibility splays based on speed surveys. The email and attached drawings are included at [Appendix 5](#).
- 2.9 Despite the revisions, the consultation comments dated 31st January 2019 stated that *'they would be considered inadequate to serve the proposed development and fall significantly short of the requirements in Manual for Streets'*. These guidelines are set out in [Appendix 6](#).
- 2.10 Following further liaison with the planning officer, it was deemed appropriate to carry out a further speed survey, given that the original was undertaken pre-2011. The new speed survey was carried out via ATC in mid-February and revealed 85th percentile wet weather speeds northbound of 30.6mph and southbound of 29.9mph. This was entirely consistent with the speed survey some 8 years earlier. Despite there being no accident problem and achievable visibility splays only being 6m and 7m short of the splays required for the recorded speeds, the client was willing to fund traffic calming measures to ensure speeds were less than 30mph. The email and speed survey results dated 4th March 2019 are included at [Appendix 7](#).
- 2.11 In a consultation response dated 5th March this option was rejected due to installation and ongoing maintenance costs, despite the client offering to fund through a s106 contribution. This memorandum also stated *'neither a speeding issue or accident concentration has been identified in the vicinity of the application site'*. The consultation response is included in [Appendix 8](#).
- 2.12 This position was maintained in a concluding letter from the planning officer on 10th May 2019 which relied on the conclusions set out at the previous appeal and felt that *'the main issue for consideration continues to be whether the difference between the available and required splays would be significant and my conclusion based on the context of the situation is that it is...so much so that I am unable to justify a recommendation for approval in this instance'*. The letter from the planning officer Philip Forster is included at [Appendix 9](#).
- 2.13 The final correspondence failed to recognise the difference in visibility between the original application and the current application due to the relocation of the access position. There was also no recognition that the visibility from the existing dwelling would be considerably improved by relocating the access. This is explored in Chapter 6.

2.14 This Appeal Statement has been prepared to rebut the ongoing issue raised in the consultation responses received from the highways officer around visibility. The structure of this statement is provided below:

- Chapter 3- provides a description of the existing site and local highway conditions;
- Chapter 4- provides a description of the Appeal proposals;
- Chapter 5- provides a review of the relevant planning policies; and
- Chapter 6- sets out the case for the Appellant.

3.0 SITE LOCATION AND EXISTING CONDITIONS

3.1 The location of the site in relation to the local highway network is illustrated at **Figure 3.1** below.

Figure 3.1 – Site Location Plan



- 3.2 The site is bordered by a classified access road to the west, a single dwelling to the north known as Riverside, to the east by Casa Nabun and Silverdale (sharing an access and drive) and to the south by Dale View. Both Casa Nabun and Silverdale are served from a private drive located along the southern boundary of Hawthorn Cottage. Hawthorn Cottage has a site frontage along of some 42m.
- 3.3 An image showing the hedgerow fronting Hawthorn Cottage, Dale View and bordering both sides of the access road to Casa Nabun and Silverdale is shown below in Figure 3.2.

Figure 3.2- Photo showing site frontage of Hawthorn Cottage and beyond, southbound.



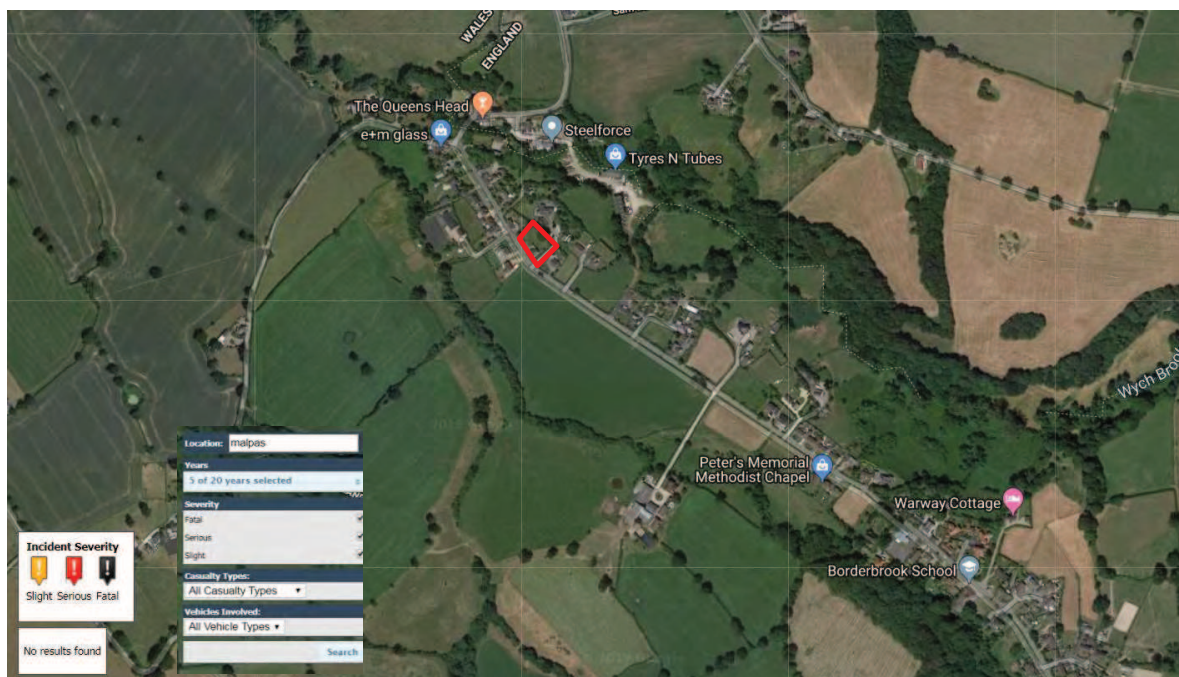
Source: Google Streetview

- 3.4 The above image illustrates that all neighbours maintain low hedges in order to continue to enjoy visibility over each other's property and their own.

Accidents

- 3.5 An investigation into other residential access points along this road and in the local area have revealed that the vast majority have hedges up to the back of footway and/or substandard visibility.
- 3.6 Investigations have been made into the accident record in the area to see whether there is a historic accident problem with any of the neighbouring properties. The accident data has been obtained from the DfT for the last 5 years between January 2014 and December 2018. This shows that despite many driveways having similar access arrangements, there have been no accidents recorded. **Figure 3.3** below demonstrates this:

Figure 3.2 Crashmap Extract (Jan 2014- Dec 2019)



- 3.7 There is clearly no accident problem along the classified road running past Hawthorn Cottage and which serves a number of residential properties, many with similar access arrangements.

Speeds

- 3.8 The most recent speed surveys were undertaken in February 2019. The 85th percentile wet weather speeds are 30.6mph northbound and 29.9mph southbound. This is entirely consistent with earlier speed surveys some 8 years earlier, which recorded speeds of 30mph northbound and 29mph southbound.
- 3.9 Based on the most recent wet-weather speeds, the requirement for the Y-distance to the north is 40m and to the south, 42m.

4.0 APPEAL PROPOSALS

Overview

- 4.1 The proposed development comprises of a 4-bed detached dwelling located on land to the north of Hawthorn Cottage.
- 4.2 The existing access will be relocated approximately 10m north and widened to 4.8m to serve both the existing and proposed dwelling.
- 4.3 The existing dwelling will have the existing garage demolished and replaced with a single garage. There will be two parking spaces next to the garage. The proposed dwelling will also have a single garage with two parking spaces located to the front of the garage. There will be sufficient space for a car to turn within the curtilage of each dwelling and exit the shared access forward facing.
- 4.4 The site layout is contained in drawing no: SCP/18316/F01RevA **Appendix 10**.

Access arrangements

- 4.5 As set out in the previous Chapter, based on recorded wet weather speeds the visibility splay requirement for the 'y' distance is 40m to the north and 42m to the south.
- 4.6 The proposed access provides visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 34m to the north and 35m to the south. This gives a shortfall of 6m to the north and 7m to the south.
- 4.7 Forward visibility past the site is 45m northbound and in excess of this southbound as the southbound approach is situated on a straight stretch of road. This is considerably more than the MfS standard of 43m (allowing for bonnet length). This ensures that vehicles travelling up to 30mph can safely stop if they saw a vehicle pulling out of a side road. The forward visibility is illustrated in **Appendix 11** drawing no: SCP/18316/F02.

5.0 PLANNING POLICY AND DESIGN GUIDANCE

[Planning Policy Wales, Edition 10 \(December 2018\)](#)

- 5.1 Planning Policy Wales (PPW) states that *'The Welsh Government policy, Manual for Streets and its companion guide Manual for Streets 2, requires that street design should not follow the conventional engineering-led approach. The design of new or enhanced streets should respond to urban design principles, including those in Manual for Streets and the Active Travel Design Guidance, and not adhere to ridged standards. Design Bulletin 32: Residential Roads and Footpaths has been superseded by Manual for Streets'*.

[Wrexham County Borough Council- Unitary Development Plan \(adopted 2005\)](#)

- 5.2 Current Planning Policy is contained in the adopted UDP. Policy GDP1 states *'All new development should:...d) ensure safe and convenient pedestrian and vehicular access to and from development sites, both on site and in the nearby locality'*.

[Manual for Streets 2](#)

- 5.3 Para 10.5.9 of Manual For Streets 2 states *'the Y distance should be based on the recommended SSD values. However....unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem'*.

6.0 ASSESSMENT OF REASON FOR REFUSAL

- 6.1 The most recent correspondence received from Wrexham quotes the Inspectors conclusion from the earlier planning appeal. It states 'Manual for Streets 2 advises that a reduction in visibility below the recommended levels will not necessarily lead to a significant problem. However in this case the reduction would be substantial, and I consider the increased risks to highway safety would be problematic'. The letter went on to state that the difference between the available and required splays would be significant.
- 6.2 The response above does not acknowledge that the access position has changed from the original proposal which was subject to appeal. Previously visibility splays of 2.4m x 35m could be achieved to the south, which is consistent with the current application. To the north, the original application could achieve 2.4m x 24m compared to 2.4m x 34m for the current application.
- 6.3 Whilst these are the figures quoted up to third party land, the available visibility splays are further than this due to the neighbouring properties requiring their own visibility. In the case of the shared access to Casa Nabun and Silverdale and the access to Dale View, this also relies on the owners of Hawthorn Cottage to keep their hedges low so that they have visibility to the north. Across the property to the south for example, you can actually see for 55m. It would not make any sense for the owner of that property to do anything to restrict visibility for his neighbours as it would also hinder their own visibility.
- 6.4 This situation occurs all along the same classified road. **Appendix 12** shows the visibility splays from neighbouring properties within their demise. Clearly many of these would rely on third party neighbouring land to achieve any visibility close to that set out in Manual for Streets. The visibility of neighbouring properties without relying on third party land varies from 28.5m to just 5.5m. However, there have not been any accidents associated with any of these access points.
- 6.5 The LPA/LHA would have accepted a legal agreement from the neighbouring properties to keep their hedges low, however this would have been required from three householders and would have potentially led to a ransom situation over the development.
- 6.6 After some localised research there have been a number of changes allowed to neighbouring properties which would have resulted in an intensification to their (substandard) access points as set out above, and these have not resulted in any highway objections. These include the conversion of the bungalow to the rear of Hawthorn Cottage (with access taken from a private drive located along the southern boundary of Hawthorn Cottage) from 2 bed to a 5 bed two-storey house (planning ref: P/2016/0278). Further south from Hawthorn Drive, but within Tallarn Green,

consent was granted for a new dwelling on land adjacent to Wayside which could achieve 55m visibility to the south due to the control over frontage at Wayside, but only 33m to the north. This was also granted consent (P/2015/0374).

- 6.7 There is sufficient forward visibility for vehicles on the main road being able to view a car pulling out of the access and take evasive action if necessary. There is sufficient forward visibility for cars to stop in time for speeds in excess of those recorded. See Appendix 11 for drawing showing this. Both TRL reports 184 and 661 confirmed that drivers approaching junctions with low visibility take extra care and that if a vehicle travelling at up to 30mph can see a vehicle pulling out of a side road, from a distance as low as 20m away, the junction is safe for average drivers. With 40m forward visibility of a vehicle emerging from the side road it is possible for a vehicle on the major road travelling at up to 30mph to stop comfortably in advance of any collision occurring. The attached plan shows that there is adequate forward visibility for a car on the main road to see a vehicle emerging from the driveway, in addition to vehicles being able to edge out from the driveway.
- 6.8 The comments from the LPA also do not acknowledge that the proposed development including the relocation of the existing access to Hawthorn Cottage will result in an improvement to the visibility for that property.
- 6.9 If the appeal is dismissed, the visibility for the existing cottage which will remain in use is 2.4m x 27m to plot boundary and adopted highway. There have never been any accidents associated with this access. The access will currently be used by between 6 to 8 trips per day.
- 6.10 If the appeal is allowed, the visibility to the south will be improved to 2.4m x 35m, again assuming constraint by plot boundary and adopted highway. The use of the access will be intensified due to the presence of just one additional dwelling. The proposed access has been widened to accommodate this.

Conclusions

- 6.11 The site is located on a quiet semi-rural lane serving residential dwellings and a small village school. There are a number of dwellings in a similar situation to that proposed which have driveways or shared access points where visibility over neighbouring properties is required. Notwithstanding this, the achievable visibility splays within the land controlled by the applicant or within the adopted visibility splay are short by just 6m to the north and 7m to the south. The accident record has demonstrated that there is no existing highway safety issue in the vicinity of the site. On this basis, the relocation of the existing access to serve an additional dwelling and

improve the visibility from the existing Hawthorn Cottage will not have an adverse effect on highway safety and the appeal should be allowed.

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APPENDIX 1

Proposed Residential Development

Hawthorn Cottage, Sarn, Malpas

GW/18316/TN01 - 31 August 2018

1.0 INTRODUCTION

1. This Highway Statement has been prepared on behalf of Mr Parry to support an application for a new single dwelling located on land adjacent to Hawthorn Cottage, Sarn.
2. The site location is shown below in Figure 1.1:

Figure 1.1 – Site Location- wider view



Figure 1.2- Site Location – local view



3. The site has previously been subject to an application for a single detached dwelling which resulted in a refusal and subsequently a dismissal at appeal (Appeal Ref: APP/H6955/A/11/2153374).
4. The appeal was dismissed on the grounds that *'the proposed development would involve unacceptable risks to highway safety due to an access with a substandard level of visibility'*. The appeal decision is included in **Appendix 1** for information.

2.0 BACKGROUND

1. The previous application was for a single new dwelling located on land to the north of Hawthorn Cottage. Speed surveys were obtained to establish the required visibility splay from the site access and this revealed 85th percentile speeds of 29mph southbound and 30mph northbound.
2. The achievable visibility splays from the existing access are 2.4m x 24m to the north and 2.4m x 35m to the south. The inspector summarised that if these assessments were related to the likely positions of the vehicles on the road, the visibility distances would be somewhat higher but there would still be a significant deficiency to the north. The inspector concluded that 'Manual for Streets 2 advises that a reduction in the visibility below the recommended levels will not necessarily lead

to a significant problem. However in this case the reductions would be substantial, and I consider the increased risks to highway safety would be problematic.

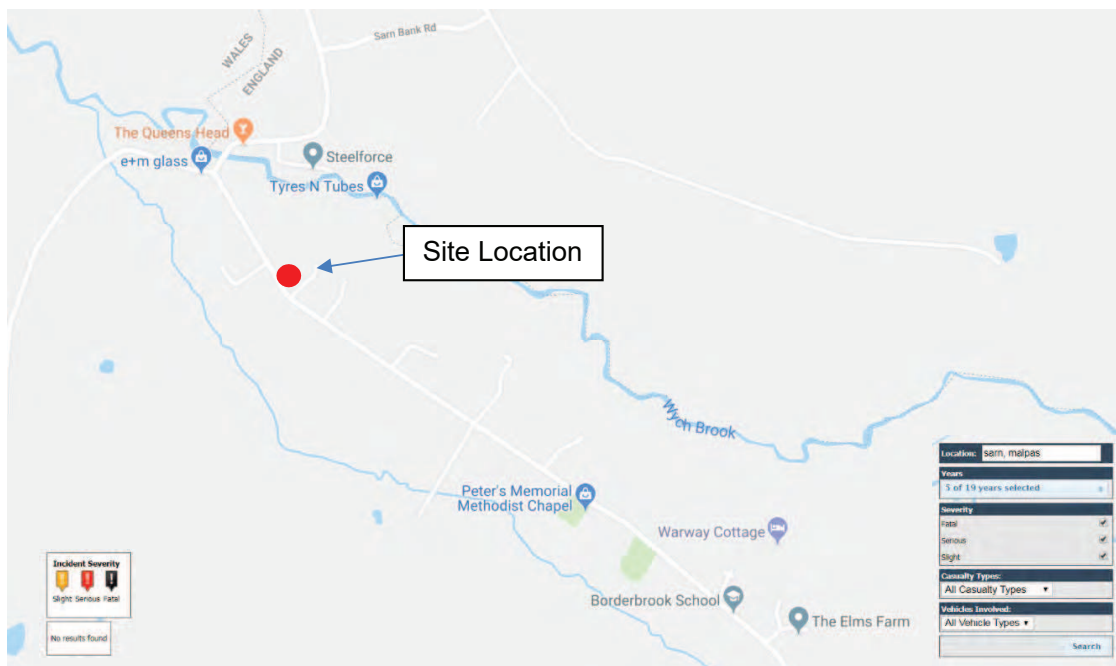
3. The inspector also stated that visibility to the south along the frontage of Hawthorn Cottage and the new dwelling could be secured by ensuring that the roadside hedge was of limited height, secured by a planning condition.

3.0 PROPOSED DEVELOPMENT

1. The position of a new shared access to serve Hawthorn Cottage and a new dwelling has been carefully considered to ensure maximum visibility in both directions. The driveway will allow two cars to park and turn within the site and exit onto the main road forward-facing. The proposed site layout is included in [Appendix 2](#). By relocating the existing access 7m north, visibility splays of 2.4m x 38m can be achieved to the north and 2.4m x 37m to the south, when off-set 0.5m into the carriageway. The visibility splays are shown in [Appendix 3](#).
2. It must be noted that the visibility to the south will actually be further than this given that neighbouring properties also have hedges up to the back of footway and in order to protect their visibility splays, by nature will also be kept low. In the same way, the neighbour's visibility splays across Hawthorn Cottage land, will be protected through a condition applied to this application to keep the hedge below 0.6m.
3. The required visibility splay for a 30mph speed limit as set out in Manual for Streets is open to interpretation. Manual for Streets 2 states that when calculating SSD (i.e forward visibility) a distance of 2.4m should be added on to take account of bonnet length. However, when calculating horizontal visibility, the 'x' set back distance of 2.4m already takes into account bonnet length and ensures that the 'y' distance is taken from the driver position. Paragraph 7.7.6 of MfS states that *'an X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye'*. There is no requirement to add a further 2.4m set back to the 'y' distance on this basis. Table 7.1 from Manual for Streets states that a visibility splay of 40mph is required for 85th percentile wet weather speeds up to 30mph.
4. As referred to in the appeal decision, paragraph 10.5.9 of Manual for Streets 2 states that *'the Y distance should be based on the recommended SSD values. However%, unless there is local evidence to the contrary, a reduction in visibility below the recommended levels will not necessarily lead to a significant problem'*.

5. An investigation into other residential access points along this road and in the local area have revealed that the vast majority have hedges up to the back of footway and/or substandard visibility.
6. Investigations have been made into the accident record in the area to see whether there is a historic accident problem with any of the neighbouring properties. The accident data has been obtained from the DfT for the last 5 years between January 2013 and December 2017. This shows that despite many driveways having similar access arrangements, there have been no accidents recorded. **Figure 3.1** below demonstrates this:

Figure 3.1 Crashmap Extract



7. On this basis, it is clear that there is no local evidence for substandard visibility at access points causing an accident problem.
8. Given that the achievable visibility splays are only marginally below the standards set out in Manual for Streets and that further visibility over neighbouring hedges is likely, these most recent proposals should be acceptable.

4.0 SUMMARY AND CONCLUSIONS

1. A new application with a relocated access position, to serve both the existing and new dwelling, will result in visibility splays of 2.4m x 38m to the north and 2.4m x 37m to the south. Whilst these splays can be achieved without reliance on neighbours keeping their hedges to a restricted height, in practice they are likely to be kept short in order to ensure their own visibility is unimpeded. On this basis, the achievable visibility splays will be in excess of those quoted above.
2. The hedgerow along the site frontage can be subject to a condition which restricts the height of both Hawthorn Drive and the new dwellings' hedgerows. This will improve visibility for neighbours, particularly those to the immediate south of the site.
3. There is no local evidence to suggest that reduced visibility splays have caused highway safety problems and there have been no injury collisions recorded on Tallarn Green Lane or throughout Sarn in the last 5 years.
4. On the basis of the reasons set out above and throughout this Technical Note, there can be no highway objection to the new access position to serve both the new and existing cottage and the application should be commended for approval.



APPENDIX 1



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 08/08/11

**gan Clive Nield BSc (Hons) CEng MICE
MCIWEM C.WEM**

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 31/08/11

Appeal Decision

Site visit made on 08/08/11

**by Clive Nield BSc (Hons) CEng MICE
MCIWEM C.WEM**

an Inspector appointed by the Welsh Ministers

Date: 31/08/11

Appeal Ref: APP/H6955/A/11/2153374

Site address: Hawthorn Cottage, Tallarn Green, nr Malpas, Cheshire, SY14 7LL

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr D Parry against the decision of Wrexham County Borough Council.
 - The application Ref WOR P/2008/1098, dated 30 September 2008, was refused by notice dated 4 April 2011.
 - The development proposed is the erection of a new build dwelling with integral garage on the existing side garden.
-

Decision

1. The appeal is dismissed.

Main Issue

2. There is no dispute on the principle of the proposed development. The main issue in this case is whether or not a safe access could be provided on to the classified road.

Reasons

3. The proposed scheme would provide a new shared access off the road serving both the proposed new house and Hawthorn Cottage, which currently has an access closer to the bend a few metres to the south east. Along this stretch the road is subject to a 30 mph speed limit, and a traffic survey commissioned by the Appellant found 85th percentile speeds to be 29 mph north-to-south and 30 mph south-to-north. For a speed of 30 mph Manual for Streets recommends a stopping sight distance of 43 metres (including allowance for a car bonnet length). The proposed new access would not meet this standard.
4. It is reported that visibility distances from a 2.4 metres setback position would be some 35 metres towards the south-east and 24 metres towards the north-west measured along the nearside edge of the carriageway. If these assessments were related to the likely positions of vehicles on the road, the visibility distances would be somewhat higher but there would still be a significant deficiency in visibility towards the north-west. Manual for Streets 2 advises that a reduction in visibility below the recommended levels will not necessarily lead to a significant problem. However, in this case the reduction would be substantial, and I consider the increased risks to highway safety would be problematic.

5. An acceptable visibility distance towards the south-east could be secured by ensuring the roadside hedge along the front of Hawthorn Cottage and the proposed new house was of limited height. This could be controlled by a suitable planning condition. However, part of any acceptable visibility distance to the north-west would be over the front boundary wall and hedge of the neighbouring property, Riverside, over which the Appellants have no control. Whilst an increase in height of the wall could be controlled by the Council, the growth of a higher hedge could not.
6. It has been suggested that the hedge may be on land owned by the highway authority and that the neighbouring owners would be unlikely to introduce a higher hedge. However, these comments are unconfirmed or speculative. The safety of road users is of paramount importance and, even allowing for reduced risks associated with the existing access for Hawthorn Cottage, the use of the proposed access for 2 properties would involve reliance on substandard visibility distances with significant risks to highway safety.
7. I have taken into account all matters raised but nothing outweighs the considerations that have led me to my main conclusion that the proposed development would involve unacceptable risks to highway safety due to an access with a substandard level of visibility. For this reason I conclude that the appeal should be dismissed.

Clive Nield

Inspector



APPENDIX 2

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SITE PLAN AS PROPOSED
SCALE 1:200 @ A1

willacyhorsewoodarchitects

Client
MR PARRY

Job
HAWTHORN COTTAGE, SARN, MALPAS SY14 7LN

Title
SITE PLAN AS PROPOSED

Scale
1:200 @A1

Date
JUNE'18

Job no.
WH1180

Drawing no.
1180-03

Rev
A

willacyhorsewoodarchitects



APPENDIX 3



Client DAVID PARRY	Drawing Title VISIBILITY SPLAYS	Scale 1:250 @ A3	By WD	Drawing No. SCP/18316/F01
Project Title HAWTHORN COTTAGE, SARN, MALPAS		Date 30.08.2018	Checked GW	
		Approved/ Unapproved -	Status PLANNING	Revision -

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APPENDIX 2

In pursuance of its powers under the Acts and Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

Applicant	MR PARRY	Code No	WOR P/2018/0943
Agent	MR ROBERT EVANS 28 ARNHEM WAY SAIGHTON CHESTER CH3 6GF	Date Received	08/11/2018 02/12/2019
		Decision Date	

Town and Country Planning Act, 1990

Location of application

HAWTHORN COTTAGE, SARN, MALPAS, SY14 7LN

Description of application

ERECTION OF 4 BEDROOM DETACHED DWELLING ON LAND
ADJACENT TO HAWTHORN COTTAGE

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

EC4	Hedgerows, Trees and Woodland
GDP1	Development objectives
H2	Residential development within settlements
PS1	Settlement limits
PS2	Development and the environment
PS3	Brownfield Land
PS4	Settlement Pattern
T8	Parking

Particulars of decision that permission be REFUSED

Reason(s)

1. The proposal would make inadequate provision for access visibility in both directions onto a classified road. To allow the development would lead to an increased danger to road users and would be contrary to policy GDP1 (d) of the Wrexham Unitary Development Plan.

**Officer Appointed for this purpose
Chief Officer Planning & Regulatory**

Refer to Statement of Applicant's Rights and General Information on our planning
web site at:-

http://www.wrexham.gov.uk/english/planning_portal/publications/info_sheets.htm



APPENDIX 3

In pursuance of its powers under the Acts and Orders referred to below, the County Borough Council as Local Planning Authority, hereby determines your application in accordance with the particulars and plans comprising the application

7
Expiry Date: 08/12/2008
Decision Notice Sent:
06/04/2011
Grid Reference:
E 344105
N 344572



Applicant MR D PARRY

Code No WOR P/2008/1098

Agent S MURRAY & ASSOCIATES
CROSS COTTAGE
CASTLE STREET
HOLT
WREXHAM
LL13 9YL

Date Received 14/10/2008

Decision Date 04/04/2011

Town and Country Planning Act, 1990

Location of application

HAWTHORN COTTAGE, TALLARN GREEN, MALPAS, CHESHIRE, SY14 7LL

Description of application

ERECTION OF DWELLING WITH INTEGRAL GARAGE AND NEW VEHICULAR AND PEDESTRIAN ACCESS

In reaching this decision the Council has had regard to the relevant policies in the Wrexham Unitary Development Plan which are as follows:-

GDP1	Development objectives
H2	Residential development within settlements
PS2	Development and the environment

Particulars of decision that permission be REFUSED

Reason(s)

1. The proposal would make inadequate provision for access visibility in both directions onto a classified road. To allow the development would lead to an increased danger to road users and would be contrary to policy GDP1(d) of the Wrexham Unitary Development Plan (2005).

Applicant MR D PARRY

Code No WOR P /2008 /1098

Agent S MURRAY & ASSOCIATES
CROSS COTTAGE
CASTLE STREET
HOLT
WREXHAM
LL13 9YL

Date 14/10/2008

Received

Decision 04/04/2011

Date



Officer Appointed for this purpose

Refer to the Statement of Applicant's Rights and General Information Enclosed

**Head of Community Wellbeing and Development, Lambpit Street, Wrexham,
LL11 1AR**



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 08/08/11

**gan Clive Nield BSc (Hons) CEng MICE
MCIWEM C.WEM**

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 31/08/11

Appeal Decision

Site visit made on 08/08/11

**by Clive Nield BSc (Hons) CEng MICE
MCIWEM C.WEM**

an Inspector appointed by the Welsh Ministers

Date: 31/08/11

Appeal Ref: APP/H6955/A/11/2153374

Site address: Hawthorn Cottage, Tallarn Green, nr Malpas, Cheshire, SY14 7LL

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr D Parry against the decision of Wrexham County Borough Council.
 - The application Ref WOR P/2008/1098, dated 30 September 2008, was refused by notice dated 4 April 2011.
 - The development proposed is the erection of a new build dwelling with integral garage on the existing side garden.
-

Decision

1. The appeal is dismissed.

Main Issue

2. There is no dispute on the principle of the proposed development. The main issue in this case is whether or not a safe access could be provided on to the classified road.

Reasons

3. The proposed scheme would provide a new shared access off the road serving both the proposed new house and Hawthorn Cottage, which currently has an access closer to the bend a few metres to the south east. Along this stretch the road is subject to a 30 mph speed limit, and a traffic survey commissioned by the Appellant found 85th percentile speeds to be 29 mph north-to-south and 30 mph south-to-north. For a speed of 30 mph Manual for Streets recommends a stopping sight distance of 43 metres (including allowance for a car bonnet length). The proposed new access would not meet this standard.
4. It is reported that visibility distances from a 2.4 metres setback position would be some 35 metres towards the south-east and 24 metres towards the north-west measured along the nearside edge of the carriageway. If these assessments were related to the likely positions of vehicles on the road, the visibility distances would be somewhat higher but there would still be a significant deficiency in visibility towards the north-west. Manual for Streets 2 advises that a reduction in visibility below the recommended levels will not necessarily lead to a significant problem. However, in this case the reduction would be substantial, and I consider the increased risks to highway safety would be problematic.

5. An acceptable visibility distance towards the south-east could be secured by ensuring the roadside hedge along the front of Hawthorn Cottage and the proposed new house was of limited height. This could be controlled by a suitable planning condition. However, part of any acceptable visibility distance to the north-west would be over the front boundary wall and hedge of the neighbouring property, Riverside, over which the Appellants have no control. Whilst an increase in height of the wall could be controlled by the Council, the growth of a higher hedge could not.
6. It has been suggested that the hedge may be on land owned by the highway authority and that the neighbouring owners would be unlikely to introduce a higher hedge. However, these comments are unconfirmed or speculative. The safety of road users is of paramount importance and, even allowing for reduced risks associated with the existing access for Hawthorn Cottage, the use of the proposed access for 2 properties would involve reliance on substandard visibility distances with significant risks to highway safety.
7. I have taken into account all matters raised but nothing outweighs the considerations that have led me to my main conclusion that the proposed development would involve unacceptable risks to highway safety due to an access with a substandard level of visibility. For this reason I conclude that the appeal should be dismissed.

Clive Nield

Inspector

S|C|P

APPENDIX 4

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2018/0943	Your Ref:	P/2018/0943
Date:	22 nd November 2018		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 443 443 Hawthorn Cottage, Tallarn Green, Malpas.
Development: Erection of 4 bedroom detached dwelling on land adjacent to Hawthorn Cottage.

I refer to your consultation dated 12/11/2018 including layout plan (Drg No. 1180-03 Rev A) in respect of the above.

Access

The proposed development site is located on a classified road subject to a 30mph speed limit. However, a previous speed survey carried out by the applicant determined 85th percentile speeds of 29mph for vehicles travelling southbound and 30mph northbound. Based on these determined speeds, any proposed shared access would normally be required to provide visibility splays of 2.4 x 41m to the north and 2.4 x 43m to the south measured to the nearside edge of the adjoining highway in accordance with Manual for Streets. However, visibility to the nearside wheeltrack would be considered acceptable in this instance.

The submitted Design & Access Statement indicates that by relocating the existing access 7m north, visibility splays of 2.4 x 38m and 2.4 x 37m to the south, when measured to 0.5 m off the nearside kerb edge can be achieved.

However, visibility from the proposed access in the northerly direction only appears to be approximately 2.4 x 29m measured to the nearside wheeltrack position. Visibility in this direction is restricted in that the required splay would need to cut across 3rd party land (ie/ Riversdale). A visibility splay of 2.4 x 37m measured to the nearside wheeltrack position would appear achievable in the southerly direction but such a splay would cut across the private driveway located to the east of Hawthorn Cottage. A visibility splay of 2.4 x 43m in this direction would also need to cut across 3rd party land (ie/ Dale View).

The achievable splays are considered to be inadequate to serve the proposed development and fall significantly short of the requirements of Manual for Streets. The required splays would appear to encroach over land under the control of Riversdale, Silverdale and Dale View. However, if the applicant could obtain appropriate agreements with the 3 no. neighboring landowners to provide these splays and demonstrate them on a revised layout plan then I would have no objections to the proposed development.

I would recommend that the proposed access provides pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

I would recommend any proposed shared access is a minimum of 4.8m wide for a minimum of 5m behind the adjoining highway and surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary. Any proposed access would require s.184 consent.

I would recommend that the existing access is reinstated to full height footway construction.

Parking & Turning Provision

The submitted layout plan (Drg No. 1180-03 Rev A) indicates the provision of adequate parking and turning provision within the curtilage of the site but would appear to rely on communal use of the driveway behind the shared access. Any proposed dividing boundary fence at the front of the site separating the 2 properties would need to be removed to facilitate adequate access / turning..

I would normally therefore recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users.

However, if the applicant can obtain agreement (s.106 agreements required) from the adjoining landowners and satisfactorily demonstrate the provision of the required splays then I would have no objections to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.





APPENDIX 5

Gemma Wheatley

From: Gemma Wheatley
Sent: 28 January 2019 10:24
To: [REDACTED]
Subject: Cottage, Malpas
Attachments: SCP_18316_F01 REV A.pdf; SCP_18316_SK01 ADOPTED HIGHWAY.pdf
Importance: High

Philip,

Please consider the following response in light of the highways consultation comments dated 22nd November 2018. As a result, the access position and width of the new access has been reviewed and revised. It is not felt that gaining the agreement of the three neighbours to look over their properties is satisfactory as this would give any one of the neighbours a ransom position.

The access has been widened from 4.5m to 4.8m to allow two cars to pass each other. The revised access can be seen in Drawing SCP/18316/F01/Rev A. This has also been moved slightly to ensure more equal visibility splays in both directions.

The amended access results in a slight change in the achievable splays to give y-distances of 34m to the north and 35m to the south from a position of 2.4m x distance. According to the previous speed survey results and contained within Table 7.1 of Manual for Streets, a y distance of 38m to the north and 40m to the south should be acceptable. On this basis there is a shortfall of just 4m to the north and 5m to the south. These splays are what can be achieved within the highway boundary or control of the client when in reality the neighbours keep their hedges low to preserve their own visibility.

The Highways department have requested that a legal agreement is sought with the neighbouring property (Riverside) to ensure that the hedge/vegetation is kept below 0.6m high. However, investigations into the adopted highway boundary show that the wall forms the boundary of the property to the north and that anything growing on the wall or within the grass verge is actually within control of the highway authority. A plan of this is attached as SCP/18316/SK01 (please note that in the vicinity of the site we are using a topographic survey and the adopted highway and remainder of the plan are on OS).

It has also been brought to our attention that there have been a number of changes allowed to neighbouring properties which would have resulted in an intensification to their (substandard) access points and these have not resulted in any highway objections. These include the conversion of the bungalow to the rear of Hawthorn Cottage (with access taken from a private drive located along the southern boundary of Hawthorn Cottage) from 2 bed to a 5 bed two-storey house (planning ref: P/2016/0278). Further south from Hawthorn Drive, but within Tallarn Green, consent was granted for a new dwelling on land adjacent to Wayside which could achieve 55m visibility to the south due to the control over frontage at Wayside, but only 33m to the north. This was also granted consent (P/2015/0374). These were revealed after a brief amount of research, I imagine there would be other examples locally.

To summarise, the visibility splays shown in F01/RevA should be acceptable as:

- A 34m y distance to the north and 35m y distance to the south can be achieved, which is just 4m and 5m short respectively, from the standard set out in table 7.1 of MfS. The splay is only marginally less than the required standard of 38m to the north and 40m to the south. Mfs states '*unless there is local evidence to the contrary, a reduction in visibility below the recommended levels will not necessarily lead to a significant problem*'.
- The visi splays can be contained wholly within the adopted highway or client control as demonstrated by the boundary plan attached which shows that the area to the front of the wall outside Riverside is within the adopted highway.

- There are other examples locally where extensions and additional houses would have resulted in intensification or substandard access points and no highway objections were received, including acceptance of a 33m visibility splay at Tallarn Green for a new dwelling.
- Many other existing dwellings in the area have similar or reduced levels of visibility and there are no recorded accidents in the vicinity of the site.
- As neighbours keep hedges low for the benefit of their own visibility, the actual practical visibility is much further than shown on the plans.
- The relocation of the access would actually improve visibility for Hawthorn Cottage, which currently has a visibility splay of 2.4m x 24m to the south (when measured within the highway).

On the basis of the above and the previously submitted Technical Note there can be no highways related reason to resist the granting of consent for one additional dwelling on land to the west of Hawthorn Cottage.

Regards
Gemma Wheatley
Associate Director
On behalf of

S | C | P



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Riversdale

2.4 x 34m VISIBILITY SPLAY
OFFSET 0.5m INTO CARRIAGEWAY

Oaklea

2.4 x 35m VISIBILITY SPLAY
OFFSET 0.5m INTO CARRIAGEWAY

Hawthorn
Cottage

Dale View

REVISIONS			
Rev	Description	Date	By
A	Site access widened and relocated	23.01.19	GW
-	-	-	-
-	-	-	-
-	-	-	-

SCP

Client
MR PARRY

Project Title
**HAWTHORN COTTAGE,
SARN, MALPAS**

Drawing Title
VISIBILITY SPLAYS

Scale
1:250 @ A3

Date
30.08.2018

Approved/
Unapproved
-

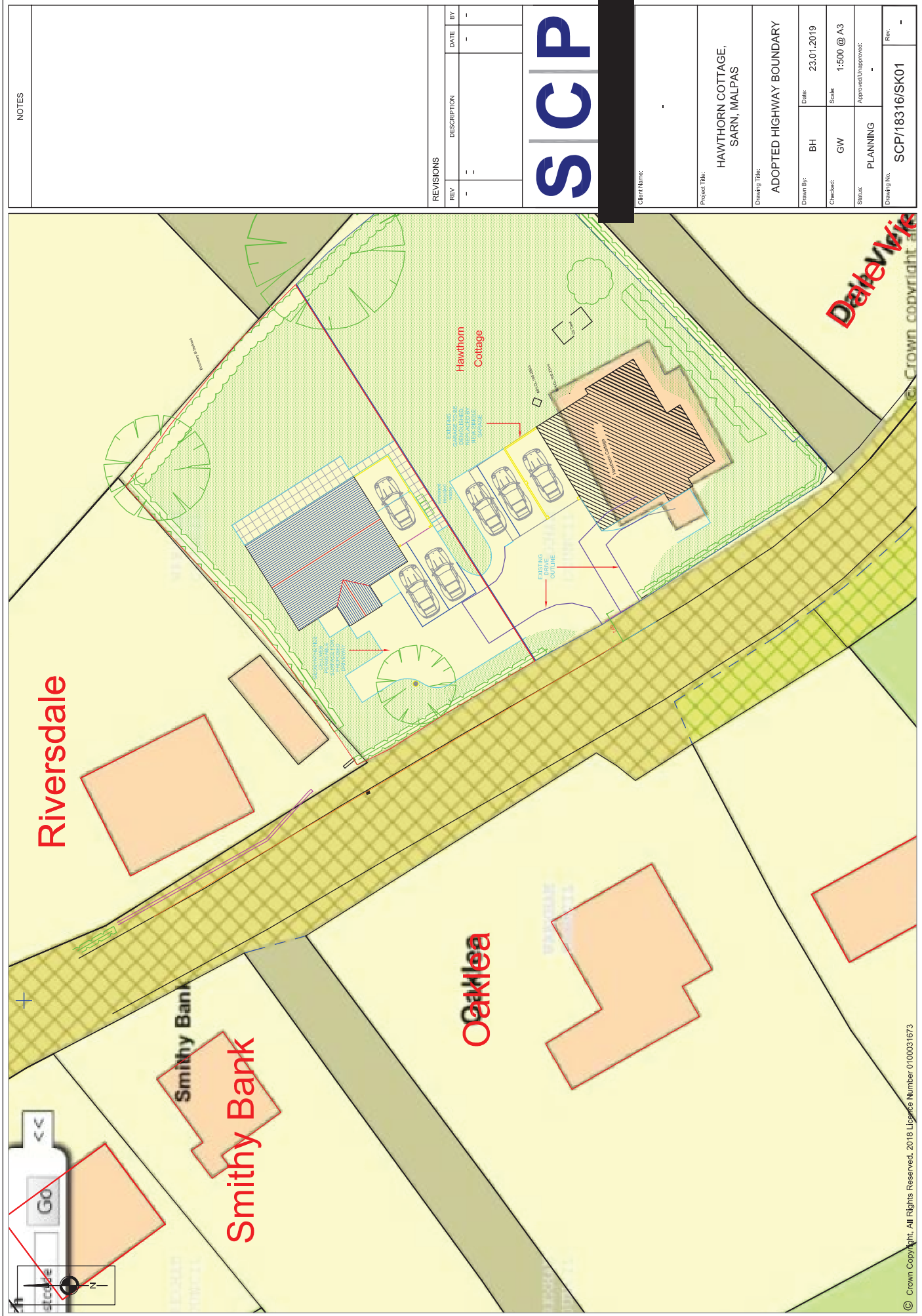
By
WD

Checked
GW

Status
PLANNING

Drawing No.
SCP/18316/F01

Revision
A



S|C|P

APPENDIX 6

I would recommend that the proposed access provides pedestrian visibility splays of 2.4 x 3.3m in both directions measured from the back of the footway in which there shall be no obstruction in excess of 0.6m in height.

I would recommend any proposed shared access is a minimum of 4.8m wide for a minimum of 5m behind the adjoining highway and surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates shall be erected within 5m of the highway boundary. Any proposed access would require s.184 consent.

I would recommend that the existing access is reinstated to full height footway construction.

Parking & Turning Provision

The submitted layout plan (Drg. No. SCP/18316 Rev A) indicates the provision of adequate parking and turning provision within the curtilage of the site but would appear to rely on communal use of the driveway behind the shared access. Any proposed dividing boundary fence at the front of the site separating the 2 properties would need to be removed to facilitate adequate access / turning..

I would normally therefore recommend that the application be **REFUSED** for the following reason:-

There is restricted visibility at the proposed access and increased use would increase the likelihood of danger to road users.

However, if the applicant can obtain agreement (s.106 agreements required) from the adjoining landowners and satisfactorily demonstrate the provision of the required splays then I would have no objections to the proposed development.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.



PM

Planning Control Manager

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 13/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	2	1	0	0	0	0	0	0	0	0	0	0	0	3
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	24	3	0	0	0	0	0	0	0	0	0	0	0	27
9	38	6	0	0	0	0	0	0	0	0	0	0	0	44
10	30	1	1	0	0	0	0	0	0	0	0	1	0	33
11	17	3	0	0	0	0	0	0	0	0	0	0	0	20
12	14	9	0	0	0	0	0	0	0	0	0	1	0	24
13	21	2	0	0	0	0	0	0	0	0	0	0	0	23
14	13	1	0	0	0	0	0	0	0	0	0	1	0	15
15	24	3	0	0	0	0	0	0	0	0	0	0	0	27
16	21	5	0	0	0	0	0	0	0	0	0	0	0	26
17	14	2	0	0	0	0	0	0	0	0	0	1	0	17
18	22	2	0	0	0	0	0	0	0	0	0	0	0	24
19	12	1	0	0	0	0	0	0	0	0	0	0	0	13
20	14	0	0	0	0	0	0	0	0	0	0	0	0	14
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	250	38	1	0	0	0	0	0	0	0	0	4	0	293
6-22	286	38	1	0	0	0	0	0	0	0	0	4	0	329
6-24	291	39	1	0	0	0	0	0	0	0	0	4	0	335
0-24	298	40	1	0	0	0	0	0	0	0	0	4	0	343

Direction : SOUTHBOUND

Wednesday 13/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	13	0	0	0	0	0	0	0	0	0	0	1	0	14
9	27	7	1	0	0	0	0	0	0	0	0	0	0	35
10	19	5	0	0	1	0	0	0	0	0	0	0	0	25
11	12	2	0	0	0	0	0	0	0	0	0	1	0	15
12	16	3	0	0	0	0	0	0	0	0	0	0	0	19
13	20	2	0	0	0	0	0	0	0	0	0	1	0	23
14	16	3	0	0	0	0	0	0	0	0	0	0	0	19
15	24	3	0	0	0	0	0	0	0	0	0	1	0	28
16	24	8	0	0	1	0	0	0	0	0	0	0	0	33
17	25	4	0	0	0	0	0	0	0	0	0	0	0	29
18	28	4	0	0	0	0	0	0	0	0	0	0	0	32
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21	14	0	0	0	0	0	0	0	0	0	0	0	0	14
22	12	1	0	0	0	0	0	0	0	0	0	0	0	13
23	8	1	0	0	0	0	0	0	0	0	0	0	0	9
24	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7-19	243	43	1	0	2	0	0	0	0	0	0	4	0	293
6-22	282	45	1	0	2	0	0	0	0	0	0	4	0	334
6-24	291	46	1	0	2	0	0	0	0	0	0	4	0	344
0-24	295	47	1	0	2	0	0	0	0	0	0	4	0	349

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Wednesday 13/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
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6	0	0	1	1	0	1	0	0	0	0	0	0	3
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9	3	7	20	7	6	1	0	0	0	0	0	0	44
10	0	9	13	8	3	0	0	0	0	0	0	0	33
11	2	3	11	1	3	0	0	0	0	0	0	0	20
12	0	5	14	5	0	0	0	0	0	0	0	0	24
13	1	9	10	1	2	0	0	0	0	0	0	0	23
14	0	6	8	0	1	0	0	0	0	0	0	0	15
15	0	11	13	1	1	1	0	0	0	0	0	0	27
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17	0	6	9	1	1	0	0	0	0	0	0	0	17
18	0	3	16	3	2	0	0	0	0	0	0	0	24
19	0	3	6	3	0	1	0	0	0	0	0	0	13
20	0	2	4	5	2	1	0	0	0	0	0	0	14
21	1	5	2	1	0	1	0	0	0	0	0	0	10
22	0	3	3	2	0	0	0	0	0	0	0	0	8
23	0	0	3	0	1	1	0	0	0	0	0	0	5
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	6	64	147	48	25	3	0	0	0	0	0	0	293
6-22	7	74	158	57	28	5	0	0	0	0	0	0	329
6-24	7	74	162	57	29	6	0	0	0	0	0	0	335
0-24	7	74	163	59	31	8	1	0	0	0	0	0	343

Direction : SOUTHBOUND

Wednesday 13/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	1	0	0	0	0	0	0	1
3	0	0	0	0	0	1	0	0	0	0	0	0	1
4	0	0	0	0	0	1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	1	0	0	0	0	0	0	0	0	2
7	0	0	0	0	1	1	0	0	0	0	0	0	2
8	0	0	8	6	0	0	0	0	0	0	0	0	14
9	1	9	14	10	1	0	0	0	0	0	0	0	35
10	0	6	18	0	1	0	0	0	0	0	0	0	25
11	4	5	6	0	0	0	0	0	0	0	0	0	15
12	2	4	12	1	0	0	0	0	0	0	0	0	19
13	1	12	10	0	0	0	0	0	0	0	0	0	23
14	0	4	14	1	0	0	0	0	0	0	0	0	19
15	0	9	18	1	0	0	0	0	0	0	0	0	28
16	0	12	18	3	0	0	0	0	0	0	0	0	33
17	1	11	15	1	0	1	0	0	0	0	0	0	29
18	0	11	17	4	0	0	0	0	0	0	0	0	32
19	1	5	9	5	1	0	0	0	0	0	0	0	21
20	0	0	9	0	2	0	1	0	0	0	0	0	12
21	0	4	6	4	0	0	0	0	0	0	0	0	14
22	0	2	6	4	1	0	0	0	0	0	0	0	13
23	0	1	6	1	1	0	0	0	0	0	0	0	9
24	0	0	1	0	0	0	0	0	0	0	0	0	1
7-19	10	88	159	32	3	1	0	0	0	0	0	0	293
6-22	10	94	180	40	7	2	1	0	0	0	0	0	334
6-24	10	95	187	41	8	2	1	0	0	0	0	0	344
0-24	10	95	188	42	8	5	1	0	0	0	0	0	349

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 14/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7	5	0	0	0	0	0	0	0	0	0	0	0	0	5
8	23	6	0	0	0	0	0	0	0	0	0	0	0	29
9	36	5	0	0	0	0	0	0	0	0	0	0	0	41
10	28	2	0	0	0	0	0	0	0	0	0	0	0	30
11	19	4	0	0	0	0	0	0	0	0	0	0	0	23
12	29	2	0	0	0	0	0	1	0	0	0	0	0	32
13	16	3	0	0	0	0	0	0	0	0	0	1	0	20
14	15	3	0	0	0	0	0	0	0	0	0	0	0	18
15	13	1	0	0	0	0	0	0	0	0	0	2	0	16
16	20	3	0	0	0	0	0	0	0	0	0	1	0	24
17	27	4	0	0	0	0	1	1	0	0	0	0	0	33
18	20	2	0	0	0	0	0	0	0	0	0	0	0	22
19	27	2	0	0	0	0	0	0	0	0	0	0	0	29
20	8	1	0	0	0	0	0	0	0	0	0	0	0	9
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23	3	2	0	0	0	0	0	0	0	0	0	0	0	5
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	273	37	0	0	0	0	1	2	0	0	0	4	0	317
6-22	298	39	0	0	0	0	1	2	0	0	0	4	0	344
6-24	303	41	0	0	0	0	1	2	0	0	0	4	0	351
0-24	308	44	0	0	0	0	1	2	0	0	0	4	0	359

Direction : SOUTHBOUND

Thursday 14/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	1	0	3
7	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8	11	0	0	0	0	0	0	0	0	0	0	1	0	12
9	21	6	0	0	0	0	0	0	0	0	0	0	0	27
10	23	4	0	0	0	0	0	0	0	0	0	0	0	27
11	21	7	0	0	1	0	0	0	0	0	0	1	0	30
12	26	2	0	0	0	0	0	0	0	0	0	0	0	28
13	16	5	0	0	0	0	0	0	0	0	0	0	0	21
14	23	1	0	0	0	0	0	0	0	0	0	0	0	24
15	18	4	0	0	1	0	0	0	0	0	0	1	0	24
16	26	4	0	0	0	0	0	0	0	0	0	0	0	30
17	29	10	0	0	0	0	0	0	0	0	0	0	0	39
18	38	4	0	0	0	0	0	0	0	0	0	0	0	42
19	21	0	0	0	0	0	0	0	0	0	0	0	0	21
20	13	0	0	0	0	0	0	0	0	0	0	0	0	13
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	4	2	0	0	0	0	0	0	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	273	47	0	0	2	0	0	0	0	0	0	3	0	325
6-22	301	48	0	0	2	0	0	0	0	0	0	3	0	354
6-24	305	50	0	0	2	0	0	0	0	0	0	3	0	360
0-24	305	53	0	0	2	0	0	0	0	0	0	4	0	364

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Thursday 14/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	1	0	0	0	0	0	0	0	1
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	1	1	0	0	0	0	0	0	0	2
6	0	0	2	0	1	0	0	0	0	0	0	0	3
7	0	1	3	1	0	0	0	0	0	0	0	0	5
8	0	1	15	8	4	0	1	0	0	0	0	0	29
9	1	5	22	9	3	1	0	0	0	0	0	0	41
10	0	8	21	1	0	0	0	0	0	0	0	0	30
11	2	9	8	4	0	0	0	0	0	0	0	0	23
12	1	8	20	2	1	0	0	0	0	0	0	0	32
13	1	5	11	2	0	1	0	0	0	0	0	0	20
14	0	1	14	3	0	0	0	0	0	0	0	0	18
15	0	5	8	3	0	0	0	0	0	0	0	0	16
16	0	7	14	2	1	0	0	0	0	0	0	0	24
17	0	6	17	9	1	0	0	0	0	0	0	0	33
18	2	3	7	6	3	0	1	0	0	0	0	0	22
19	0	6	9	7	4	2	1	0	0	0	0	0	29
20	0	0	2	4	2	1	0	0	0	0	0	0	9
21	0	3	2	3	3	0	0	0	0	0	0	0	11
22	0	0	2	0	0	0	0	0	0	0	0	0	2
23	0	1	1	2	1	0	0	0	0	0	0	0	5
24	0	1	0	1	0	0	0	0	0	0	0	0	2
7-19	7	64	166	56	17	4	3	0	0	0	0	0	317
6-22	7	68	175	64	22	5	3	0	0	0	0	0	344
6-24	7	70	176	67	23	5	3	0	0	0	0	0	351
0-24	7	70	178	69	27	5	3	0	0	0	0	0	359

Direction : SOUTHBOUND

Thursday 14/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	1	0	0	0	0	0	0	0	3
7	0	0	2	0	0	0	0	0	0	0	0	0	2
8	0	0	7	1	4	0	0	0	0	0	0	0	12
9	1	2	16	5	3	0	0	0	0	0	0	0	27
10	0	8	16	2	1	0	0	0	0	0	0	0	27
11	0	11	19	0	0	0	0	0	0	0	0	0	30
12	0	10	18	0	0	0	0	0	0	0	0	0	28
13	2	10	8	1	0	0	0	0	0	0	0	0	21
14	0	9	13	2	0	0	0	0	0	0	0	0	24
15	1	7	15	1	0	0	0	0	0	0	0	0	24
16	2	11	17	0	0	0	0	0	0	0	0	0	30
17	1	4	17	12	5	0	0	0	0	0	0	0	39
18	0	2	26	11	3	0	0	0	0	0	0	0	42
19	0	3	9	5	4	0	0	0	0	0	0	0	21
20	0	1	3	8	1	0	0	0	0	0	0	0	13
21	0	2	3	4	1	0	0	0	0	0	0	0	10
22	1	0	3	0	0	0	0	0	0	0	0	0	4
23	0	0	4	2	0	0	0	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	7	77	181	40	20	0	0	0	0	0	0	0	325
6-22	8	80	192	52	22	0	0	0	0	0	0	0	354
6-24	8	80	196	54	22	0	0	0	0	0	0	0	360
0-24	8	80	199	54	23	0	0	0	0	0	0	0	364

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Friday 15/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	23	6	0	0	0	0	0	0	0	0	0	1	0	30
9	39	2	0	0	0	0	0	0	0	0	0	0	0	41
10	23	4	0	0	0	0	0	0	0	0	0	1	0	28
11	23	4	0	0	0	0	0	0	0	0	0	0	0	27
12	17	0	0	0	0	0	0	0	0	0	0	0	0	17
13	9	4	0	0	0	0	0	0	0	0	0	1	0	14
14	24	2	0	0	1	0	0	0	0	0	0	0	0	27
15	27	4	0	0	0	0	0	0	0	0	0	0	0	31
16	26	2	0	0	0	0	0	0	0	0	0	0	0	28
17	21	0	0	0	0	0	0	0	0	0	0	0	0	21
18	12	3	0	0	0	0	0	0	0	0	0	0	0	15
19	26	2	0	0	0	0	0	0	0	0	0	0	0	28
20	7	2	0	0	0	0	0	0	0	0	0	0	0	9
21	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	270	33	0	0	1	0	0	0	0	0	0	3	0	307
6-22	292	35	0	0	1	0	0	0	0	0	0	3	0	331
6-24	293	36	0	0	1	0	0	0	0	0	0	3	0	333
0-24	300	37	0	0	1	0	0	0	0	0	0	3	0	341

Direction : SOUTHBOUND

Friday 15/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	11	1	0	0	0	0	0	0	0	0	0	0	0	12
9	33	2	0	0	0	0	0	0	0	0	0	0	0	35
10	21	1	1	0	0	0	0	0	0	0	0	2	0	25
11	21	3	0	0	0	0	0	0	0	0	0	0	0	24
12	17	2	0	0	0	0	0	0	0	0	0	0	0	19
13	12	2	0	0	1	0	0	0	0	0	0	1	0	16
14	21	2	0	0	0	0	0	0	0	0	0	0	0	23
15	18	2	0	0	0	0	0	0	0	0	0	0	0	20
16	32	3	0	0	0	0	1	0	0	0	0	0	0	36
17	22	5	0	0	0	0	1	1	0	0	0	0	0	29
18	32	5	0	0	0	0	0	0	0	0	0	0	0	37
19	18	1	0	0	0	0	0	0	0	0	0	0	0	19
20	9	1	0	0	0	0	0	0	0	0	0	0	0	10
21	12	0	0	0	0	0	0	0	0	0	0	0	0	12
22	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	258	29	1	0	1	0	2	1	0	0	0	3	0	295
6-22	289	30	1	0	1	0	2	1	0	0	0	3	0	327
6-24	298	31	1	0	1	0	2	1	0	0	0	3	0	337
0-24	298	32	1	0	1	0	2	1	0	0	0	3	0	338

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Friday 15/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	1	4	0	0	0	0	0	0	0	0	5
7	0	0	1	3	0	0	0	0	0	0	0	0	4
8	0	3	17	4	4	1	1	0	0	0	0	0	30
9	0	6	32	2	1	0	0	0	0	0	0	0	41
10	0	4	21	2	0	1	0	0	0	0	0	0	28
11	1	4	20	2	0	0	0	0	0	0	0	0	27
12	0	3	10	3	1	0	0	0	0	0	0	0	17
13	0	0	5	5	4	0	0	0	0	0	0	0	14
14	0	0	13	11	3	0	0	0	0	0	0	0	27
15	0	2	11	9	9	0	0	0	0	0	0	0	31
16	2	0	14	9	2	1	0	0	0	0	0	0	28
17	2	1	11	4	1	1	1	0	0	0	0	0	21
18	0	4	5	5	1	0	0	0	0	0	0	0	15
19	0	4	9	9	3	2	0	1	0	0	0	0	28
20	0	2	5	1	1	0	0	0	0	0	0	0	9
21	0	1	2	3	0	0	0	0	0	0	0	0	6
22	0	0	4	1	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	5	31	168	65	29	6	2	1	0	0	0	0	307
6-22	5	34	180	73	30	6	2	1	0	0	0	0	331
6-24	5	34	181	74	30	6	2	1	0	0	0	0	333
0-24	5	34	182	80	31	6	2	1	0	0	0	0	341

Direction : SOUTHBOUND

Friday 15/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	1	0	1	1	0	0	0	0	0	0	0	0	3
8	0	0	8	2	2	0	0	0	0	0	0	0	12
9	0	8	24	3	0	0	0	0	0	0	0	0	35
10	1	7	17	0	0	0	0	0	0	0	0	0	25
11	2	6	16	0	0	0	0	0	0	0	0	0	24
12	0	2	14	2	0	1	0	0	0	0	0	0	19
13	0	4	6	5	1	0	0	0	0	0	0	0	16
14	0	1	11	7	4	0	0	0	0	0	0	0	23
15	0	1	9	8	2	0	0	0	0	0	0	0	20
16	0	2	16	16	2	0	0	0	0	0	0	0	36
17	0	1	17	8	2	1	0	0	0	0	0	0	29
18	0	1	18	14	3	1	0	0	0	0	0	0	37
19	0	3	11	2	2	1	0	0	0	0	0	0	19
20	0	2	3	3	2	0	0	0	0	0	0	0	10
21	1	0	5	5	1	0	0	0	0	0	0	0	12
22	0	1	2	2	2	0	0	0	0	0	0	0	7
23	0	0	4	3	1	0	0	0	0	0	0	0	8
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	3	36	167	67	18	4	0	0	0	0	0	0	295
6-22	5	39	178	78	23	4	0	0	0	0	0	0	327
6-24	5	39	183	82	24	4	0	0	0	0	0	0	337
0-24	5	39	184	82	24	4	0	0	0	0	0	0	338

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 16/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Saturday 16/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Saturday 16/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Saturday 16/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 17/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Sunday 17/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Sunday 17/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Sunday 17/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Monday 18/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Monday 18/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Monday 18/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Monday 18/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 19/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Tuesday 19/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

Tuesday 19/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

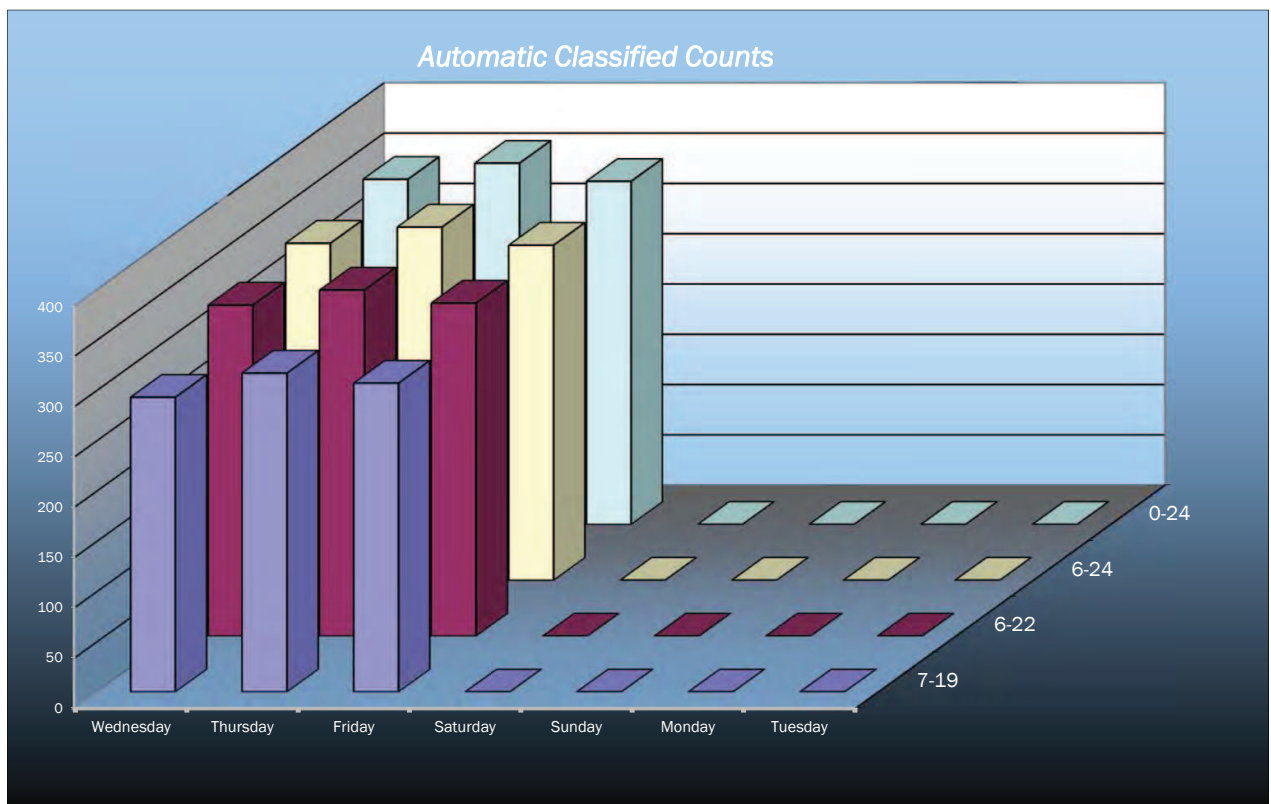
Tuesday 19/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	1	1	0	0	0	0	1	1
2	2	0	0	0	0	0	0	1	1
3	1	1	1	0	0	0	0	1	1
4	1	1	0	0	0	0	0	1	1
5	0	2	1	0	0	0	0	1	1
6	3	3	5	0	0	0	0	4	4
7	4	5	4	0	0	0	0	4	4
8	27	29	30	0	0	0	0	29	29
9	44	41	41	0	0	0	0	42	42
10	33	30	28	0	0	0	0	30	30
11	20	23	27	0	0	0	0	23	23
12	24	32	17	0	0	0	0	24	24
13	23	20	14	0	0	0	0	19	19
14	15	18	27	0	0	0	0	20	20
15	27	16	31	0	0	0	0	25	25
16	26	24	28	0	0	0	0	26	26
17	17	33	21	0	0	0	0	24	24
18	24	22	15	0	0	0	0	20	20
19	13	29	28	0	0	0	0	23	23
20	14	9	9	0	0	0	0	11	11
21	10	11	6	0	0	0	0	9	9
22	8	2	5	0	0	0	0	5	5
23	5	5	0	0	0	0	0	3	3
24	1	2	2	0	0	0	0	2	2
7-19	293	317	307	0	0	0	0	306	306
6-22	329	344	331	0	0	0	0	335	335
6-24	335	351	333	0	0	0	0	340	340
0-24	343	359	341	0	0	0	0	348	348



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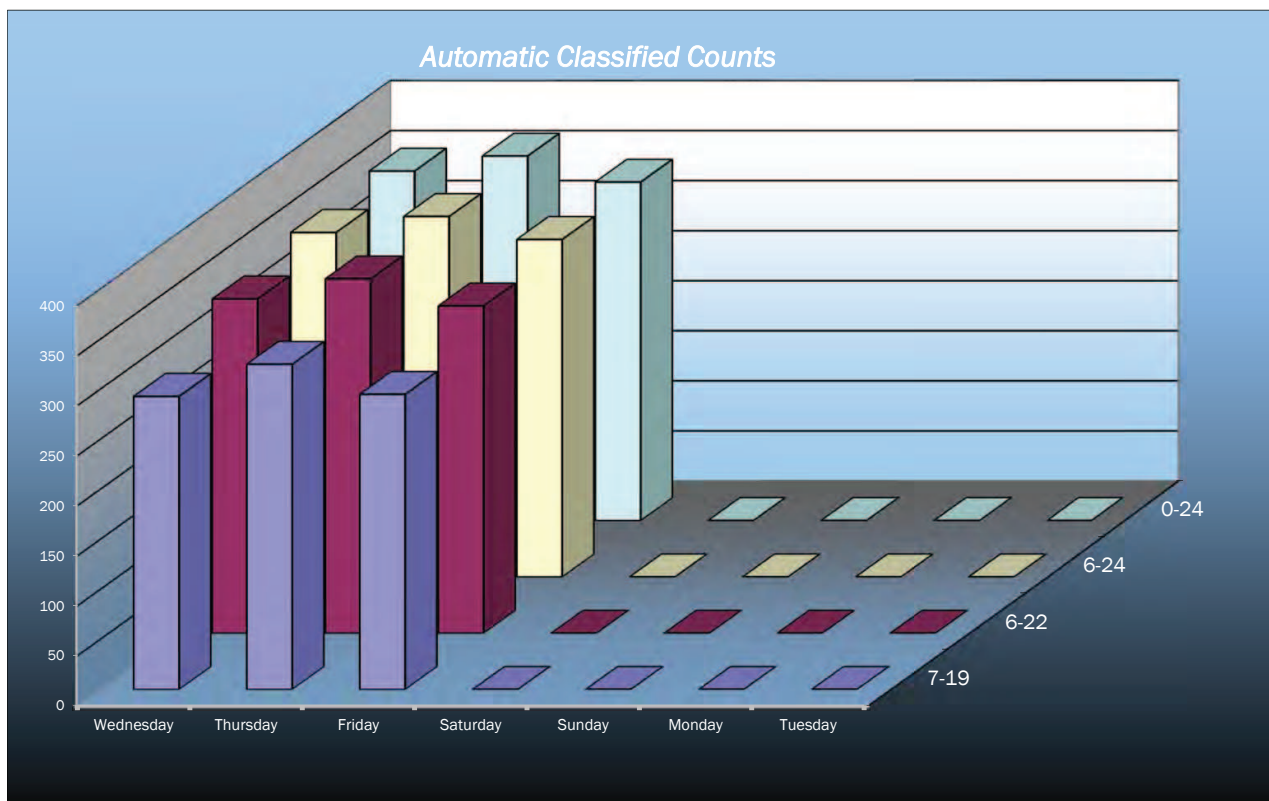
Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	1	1
5	0	0	0	0	0	0	0	0	0
6	2	3	1	0	0	0	0	2	2
7	2	2	3	0	0	0	0	2	2
8	14	12	12	0	0	0	0	13	13
9	35	27	35	0	0	0	0	32	32
10	25	27	25	0	0	0	0	26	26
11	15	30	24	0	0	0	0	23	23
12	19	28	19	0	0	0	0	22	22
13	23	21	16	0	0	0	0	20	20
14	19	24	23	0	0	0	0	22	22
15	28	24	20	0	0	0	0	24	24
16	33	30	36	0	0	0	0	33	33
17	29	39	29	0	0	0	0	32	32
18	32	42	37	0	0	0	0	37	37
19	21	21	19	0	0	0	0	20	20
20	12	13	10	0	0	0	0	12	12
21	14	10	12	0	0	0	0	12	12
22	13	4	7	0	0	0	0	8	8
23	9	6	8	0	0	0	0	8	8
24	1	0	2	0	0	0	0	1	1

7-19	293	325	295	0	0	0	0	304	304
6-22	334	354	327	0	0	0	0	338	338
6-24	344	360	337	0	0	0	0	347	347
0-24	349	364	338	0	0	0	0	350	350



Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
1	38.0	33.0	38.0	-	-	-	-
2	45.5	-	-	-	-	-	-
3	38.0	38.0	33.0	-	-	-	-
4	33.0	38.0	-	-	-	-	-
5	-	35.5	33.0	-	-	-	-
6	33.8	29.7	31.5	-	-	-	-
7	30.5	25.0	31.1	-	-	-	-
8	30.0	29.7	28.5	-	-	-	-
9	25.8	26.8	24.7	-	-	-	-
10	25.7	23.1	25.2	-	-	-	-
11	24.3	21.2	23.8	-	-	-	-
12	25.0	23.2	25.8	-	-	-	-
13	22.1	23.6	31.8	-	-	-	-
14	22.3	26.2	29.9	-	-	-	-
15	22.8	23.8	30.7	-	-	-	-
16	28.1	23.7	28.0	-	-	-	-
17	23.1	26.1	27.0	-	-	-	-
18	26.2	27.1	26.2	-	-	-	-
19	26.3	28.9	30.1	-	-	-	-
20	29.8	33.6	25.5	-	-	-	-
21	21.0	28.2	27.6	-	-	-	-
22	23.6	25.5	27.0	-	-	-	-
23	31.5	29.0	-	-	-	-	-
24	25.5	24.3	29.3	-	-	-	-
10-12	24.6	22.2	24.8	-	-	-	-
14-16	25.5	23.8	29.3	-	-	-	-
0-24	28.4	28.0	28.9	-	-	-	-

85TH PERCENTILE							
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
1	-	-	-	-	-	-	-
2	49.0	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	39.0	-	-	-	-	-
6	42.6	36.9	34.9	-	-	-	-
7	36.6	31.2	34.9	-	-	-	-
8	35.5	36.2	36.1	-	-	-	-
9	34.9	34.1	29.3	-	-	-	-
10	33.3	27.9	30.7	-	-	-	-
11	33.4	29.4	29.5	-	-	-	-
12	30.8	29.7	32.0	-	-	-	-
13	30.1	31.7	37.0	-	-	-	-
14	28.9	30.1	34.6	-	-	-	-
15	30.2	30.2	37.2	-	-	-	-
16	33.1	30.0	36.1	-	-	-	-
17	29.8	32.4	37.2	-	-	-	-
18	32.0	37.7	33.9	-	-	-	-
19	34.3	38.2	39.0	-	-	-	-
20	37.8	39.3	32.7	-	-	-	-
21	31.9	37.5	34.6	-	-	-	-
22	31.0	25.5	30.4	-	-	-	-
23	39.9	37.8	-	-	-	-	-
24	-	36.6	34.6	-	-	-	-
10-12	32.1	29.6	30.8	-	-	-	-
14-16	31.7	30.1	36.6	-	-	-	-
0-24	34.5	33.6	34.1	-	-	-	-

7 DAY AVERAGE SPEED	28.4
7 DAY AVERAGE 85th PERCENTILE	34.1

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
1	-	-	-	-	-	-	-
2	43.0	-	-	-	-	-	-
3	43.0	-	-	-	-	-	-
4	43.0	25.5	-	-	-	-	-
5	-	-	-	-	-	-	-
6	29.3	29.7	25.5	-	-	-	-
7	40.5	25.5	21.3	-	-	-	-
8	28.7	30.3	28.8	-	-	-	-
9	24.9	26.8	23.9	-	-	-	-
10	23.6	23.6	21.9	-	-	-	-
11	16.8	21.8	21.3	-	-	-	-
12	21.7	21.9	26.2	-	-	-	-
13	19.4	19.2	26.1	-	-	-	-
14	23.8	22.4	29.5	-	-	-	-
15	22.6	22.1	29.3	-	-	-	-
16	22.5	20.5	29.0	-	-	-	-
17	21.9	27.9	28.7	-	-	-	-
18	23.0	27.9	29.6	-	-	-	-
19	24.5	28.2	26.9	-	-	-	-
20	29.5	30.3	28.3	-	-	-	-
21	24.8	27.8	28.0	-	-	-	-
22	27.2	20.5	29.8	-	-	-	-
23	26.6	28.0	29.9	-	-	-	-
24	25.5	-	29.3	-	-	-	-

10-12	19.3	21.9	23.7	-	-	-	-
14-16	22.5	21.3	29.1	-	-	-	-
0-24	27.5	25.2	27.0	-	-	-	-

85TH PERCENTILE							
Hr Ending	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	34.6	36.9	-	-	-	-	-
7	44.0	25.5	35.5	-	-	-	-
8	32.6	36.4	34.0	-	-	-	-
9	32.5	33.9	28.9	-	-	-	-
10	28.9	29.7	27.6	-	-	-	-
11	25.2	26.7	27.9	-	-	-	-
12	29.1	26.8	32.0	-	-	-	-
13	25.2	26.3	33.6	-	-	-	-
14	28.5	28.2	35.3	-	-	-	-
15	27.7	28.2	34.8	-	-	-	-
16	28.4	26.8	34.3	-	-	-	-
17	29.2	35.2	34.3	-	-	-	-
18	29.0	32.9	35.0	-	-	-	-
19	32.7	35.5	34.4	-	-	-	-
20	37.0	36.1	36.5	-	-	-	-
21	31.7	35.4	36.3	-	-	-	-
22	34.0	30.5	37.9	-	-	-	-
23	32.7	31.9	34.8	-	-	-	-
24	-	-	34.6	-	-	-	-

10-12	27.1	26.8	29.9	-	-	-	-
14-16	28.0	27.5	34.5	-	-	-	-
0-24	31.3	31.3	33.8	-	-	-	-

7 DAY AVERAGE SPEED	26.6
7 DAY AVERAGE 85th PERCENTILE	32.1

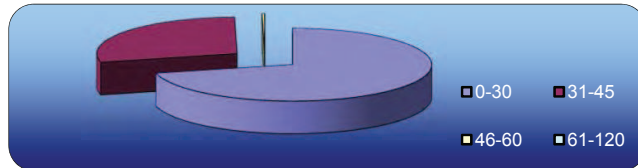
Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

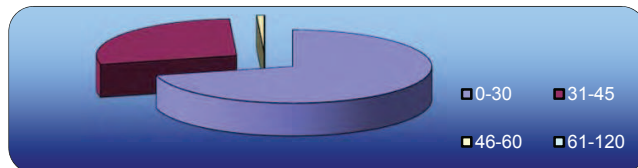
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
0-30	244	255	221	0	0	0	0
31-45	98	101	117	0	0	0	0
46-60	1	3	3	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	343	359	341	0	0	0	0

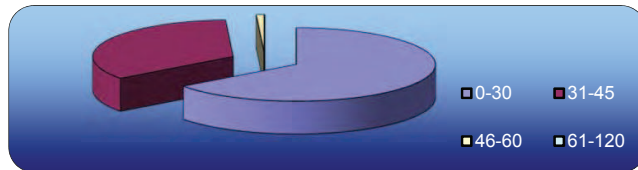
Wednesday
13-Feb-19



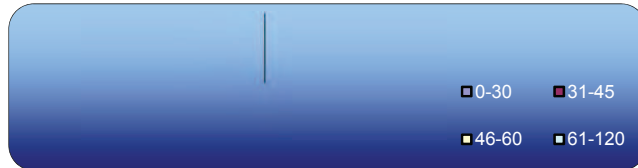
Thursday
14-Feb-19



Friday
15-Feb-19



Saturday
16-Feb-19



Sunday
17-Feb-19



Monday
18-Feb-19



Tuesday
19-Feb-19



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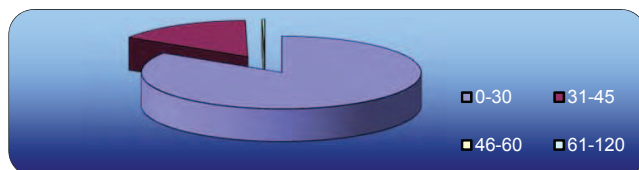
Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

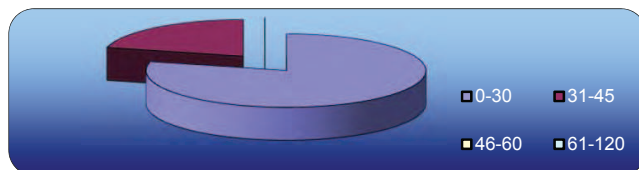
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Wednesday 13-Feb-19	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19
0-30	293	287	228	0	0	0	0
31-45	55	77	110	0	0	0	0
46-60	1	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	349	364	338	0	0	0	0

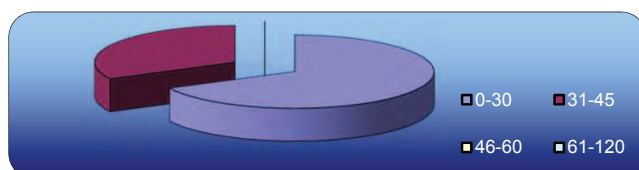
Wednesday
13-Feb-19



Thursday
14-Feb-19



Friday
15-Feb-19



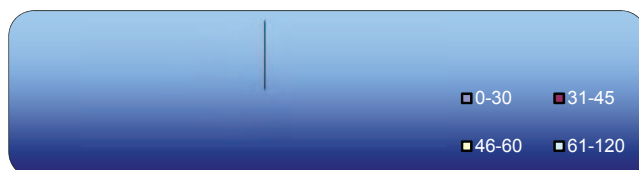
Saturday
16-Feb-19



Sunday
17-Feb-19



Monday
18-Feb-19



Tuesday
19-Feb-19



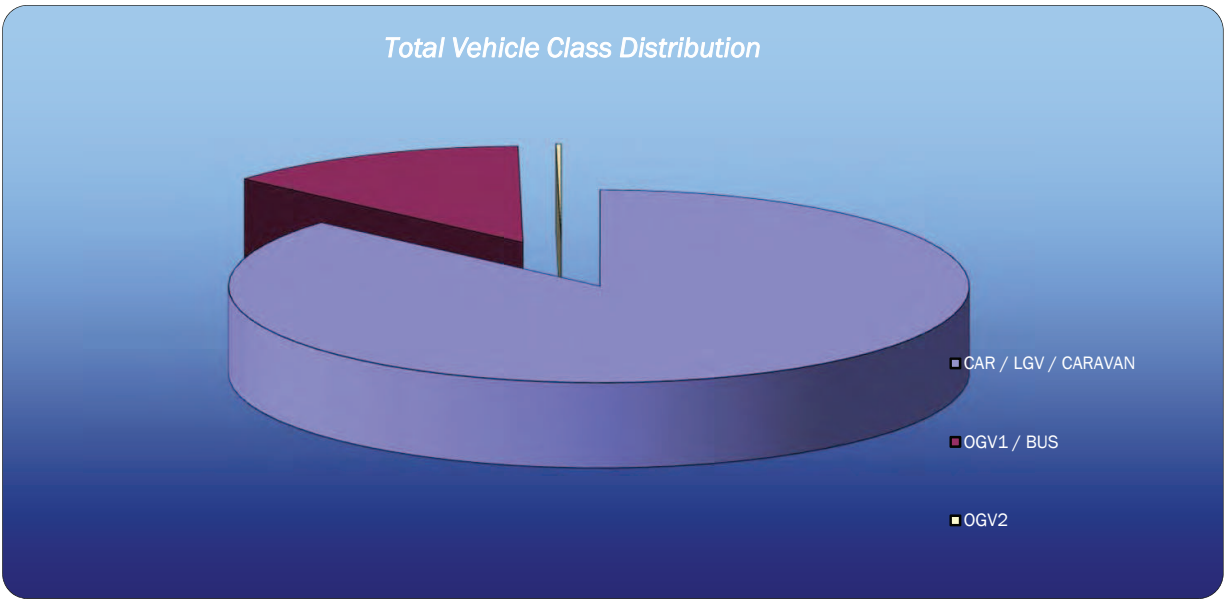
Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
13-Feb-19				
7-19	250	43	0	293
6-22	286	43	0	329
6-24	291	44	0	335
0-24	298	45	0	343
14-Feb-19				
7-19	273	42	2	317
6-22	298	44	2	344
6-24	303	46	2	351
0-24	308	49	2	359
15-Feb-19				
7-19	270	37	0	307
6-22	292	39	0	331
6-24	293	40	0	333
0-24	300	41	0	341
16-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
17-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
18-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
19-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	113	17	0	131
6-22	125	18	0	143
6-24	127	19	0	146
0-24	129	19	0	149

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569



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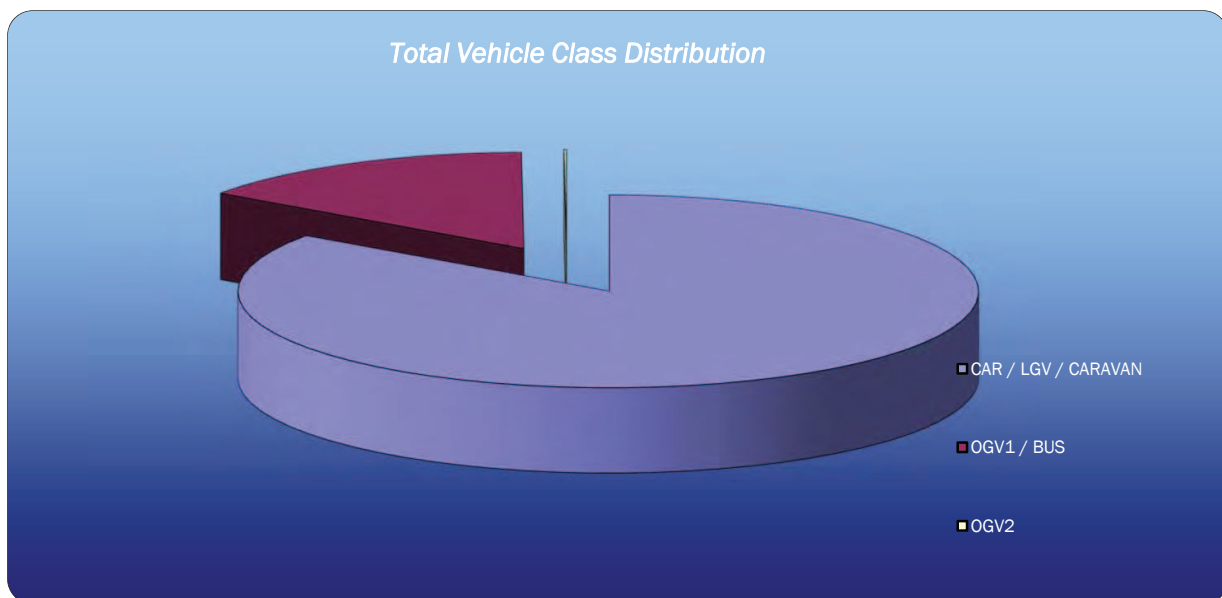
Automatic Classified Counts, Malpas

LOCATION: SARN (NORTHERN SITE)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
13-Feb-19				
7-19	243	50	0	293
6-22	282	52	0	334
6-24	291	53	0	344
0-24	295	54	0	349
14-Feb-19				
7-19	273	52	0	325
6-22	301	53	0	354
6-24	305	55	0	360
0-24	305	59	0	364
15-Feb-19				
7-19	258	36	1	295
6-22	289	37	1	327
6-24	298	38	1	337
0-24	298	39	1	338
16-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
17-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
18-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
19-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	111	20	0	130
6-22	125	20	0	145
6-24	128	21	0	149
0-24	128	22	0	150

83
574



S|C|P

APPENDIX 7

Gemma Wheatley

From: Gemma Wheatley
Sent: 04 March 2019 19:49
To: 'Philip Forster'
Subject: Planning Ref: P/2018/0943 Hawthorn Cottage, Malpas
Attachments: SCP_18316_F02 forward visi.pdf; ATC analysis_southern site.pdf; ATC analysis_northern site.pdf; Planning Ref: P/2018/0943 Hawthorn Cottage, Malpas

Phil,

We have now had the speed survey results back from the survey company. The location for the southern location of the ATC was changed after 24 hours as it was highlighted it had been placed incorrectly. The surveys cover three full days at the northern location and two full days at the corrected southern location. The weather was dry throughout the survey period and as such, a reduction of 2.5mph has been applied in order to establish the 85th percentile wet weather speeds. The results are 29.6mph for southbound traffic and 30.6mph for northbound traffic (85th percentile). The previous surveys revealed 85th percentile wet weather speeds of 29mph southbound and 30mph northbound.

Given that it is not possible to obtain formal agreement from the neighbours to maintain reduced hedge/wall heights, the alternative option would be to investigate the possibility of introducing a traffic calming measure which would reduce speeds by 6 and 7mph. This would not only benefit the relocated access for Hawthorn Cottage, but also other driveways in the area which have existing substandard visibility splays. For this I would suggest additional road markings, a speed hump or even a vehicle activated sign as long as the cost wasn't prohibitive.

In addition to my arguments for the revised access location set out in my email dated 28th January 2019 and attached for information, I would also add that there is sufficient forward visibility for vehicles on the main road being able to view a car pulling out of the access and take evasive action if necessary. There is sufficient forward visibility for cars to stop in time for speeds in excess of those recorded. See attached for drawing SCP/18316/F02 showing this. Both TRL reports 184 and 661 confirmed that drivers approaching junctions with low visibility take extra care and that if a vehicle travelling at up to 30mph can see a vehicle pulling out of a side road, from a distance as low as 20m away, the junction is safe for average drivers. With 40m forward visibility of a vehicle emerging from the side road it is possible for a vehicle on the major road travelling at up to 30mph to stop comfortably in advance of any collision occurring. The attached plan shows that there is adequate forward visibility for a car on the main road to see a vehicle emerging from the driveway, in addition to vehicles being able to edge out from the driveway.

I would request that you consider the above evidence and suggestion for mitigation measures before making any final decision.

Regards
Gemma Wheatley
Associate Director
On behalf of

SCP

Colwyn Chambers • 19 York St • Manchester •
M2 3BA



Tel:
Email:
Web:



REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

	Client	MR PARRY	Drawing Title	Scale	1:250 @ A3	By	GW	Drawing No.	SCP/18316/F02
	Project Title	HAWTHORN COTTAGE, SARN, MALPAS	FORWARD VISIBILITY	Date	28.02.19	Checked	GW	Revision	-
				Approved/Unapproved	-	Status	PLANNING		

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Thursday 14/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	2	0	0	0	0	0	0	0	0	0	0	0	0	2
6	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7	4	0	0	0	0	0	0	0	0	0	0	0	0	4
8	22	7	0	0	0	0	0	0	0	0	0	0	0	29
9	36	5	0	0	0	0	0	0	0	0	0	0	0	41
10	27	2	0	0	0	0	0	0	0	0	0	0	0	29
11	18	4	0	0	0	0	0	0	0	0	0	0	0	22
12	28	5	0	0	0	0	0	0	0	0	0	0	0	33
13	14	5	0	0	0	0	0	0	0	0	0	1	0	20
14	14	2	1	0	0	0	0	0	0	0	0	0	0	17
15	13	1	0	0	0	0	0	0	0	0	0	2	0	16
16	19	2	0	0	0	0	0	0	0	0	0	2	0	23
17	25	7	0	0	0	0	1	1	0	0	0	0	0	34
18	16	5	0	0	0	0	0	0	0	0	0	0	0	21
19	25	3	0	0	0	0	0	0	0	0	0	0	0	28
20	8	1	0	0	0	0	0	0	0	0	0	0	0	9
21	10	1	0	0	0	0	0	0	0	0	0	0	0	11
22	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23	3	2	0	0	0	0	0	0	0	0	0	0	0	5
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	257	48	1	0	0	0	1	1	0	0	0	5	0	313
6-22	282	50	1	0	0	0	1	1	0	0	0	5	0	340
6-24	287	52	1	0	0	0	1	1	0	0	0	5	0	347
0-24	292	55	1	0	0	0	1	1	0	0	0	5	0	355

Direction : SOUTHBOUND

Thursday 14/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	2	0	0	0	0	0	0	0	0	0	1	0	3
7	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8	10	1	0	0	0	0	0	0	0	0	0	1	0	12
9	23	4	1	0	0	0	0	0	0	0	0	0	0	28
10	24	2	0	0	0	0	0	0	0	0	0	0	0	26
11	25	5	0	0	1	0	0	0	0	0	0	1	0	32
12	27	3	0	0	0	0	0	0	0	0	0	0	0	30
13	15	6	0	0	0	0	0	0	0	0	0	0	0	21
14	23	1	0	0	0	0	0	0	0	0	0	0	0	24
15	17	5	0	0	1	0	0	0	0	0	0	1	0	24
16	26	4	0	0	0	0	0	0	0	0	0	0	0	30
17	31	9	0	0	0	0	0	0	0	0	0	0	0	40
18	38	3	0	0	0	0	0	0	0	0	0	0	0	41
19	20	0	0	0	0	0	0	0	0	0	0	0	0	20
20	12	0	0	0	0	0	0	0	0	0	0	0	0	12
21	10	0	0	0	0	0	0	0	0	0	0	0	0	10
22	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23	4	2	0	0	0	0	0	0	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	279	43	1	0	2	0	0	0	0	0	0	3	0	328
6-22	306	44	1	0	2	0	0	0	0	0	0	3	0	356
6-24	310	46	1	0	2	0	0	0	0	0	0	3	0	362
0-24	310	49	1	0	2	0	0	0	0	0	0	4	0	366

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Thursday 14/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	1	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	1	0	0	0	0	0	0	0	1
5	0	0	0	1	1	0	0	0	0	0	0	0	2
6	0	0	2	0	1	0	0	0	0	0	0	0	3
7	0	0	3	1	0	0	0	0	0	0	0	0	4
8	0	1	13	13	1	0	1	0	0	0	0	0	29
9	0	5	20	11	5	0	0	0	0	0	0	0	41
10	1	5	22	1	0	0	0	0	0	0	0	0	29
11	1	10	9	2	0	0	0	0	0	0	0	0	22
12	0	6	25	1	1	0	0	0	0	0	0	0	33
13	0	2	15	2	1	0	0	0	0	0	0	0	20
14	0	3	10	4	0	0	0	0	0	0	0	0	17
15	0	4	11	1	0	0	0	0	0	0	0	0	16
16	0	3	17	3	0	0	0	0	0	0	0	0	23
17	0	2	23	8	1	0	0	0	0	0	0	0	34
18	0	2	11	2	5	1	0	0	0	0	0	0	21
19	1	1	13	6	5	1	1	0	0	0	0	0	28
20	0	0	4	3	2	0	0	0	0	0	0	0	9
21	0	2	2	5	2	0	0	0	0	0	0	0	11
22	0	1	2	0	0	0	0	0	0	0	0	0	3
23	0	1	2	1	1	0	0	0	0	0	0	0	5
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	3	44	189	54	19	2	2	0	0	0	0	0	313
6-22	3	47	200	63	23	2	2	0	0	0	0	0	340
6-24	3	48	203	65	24	2	2	0	0	0	0	0	347
0-24	3	48	206	67	27	2	2	0	0	0	0	0	355

Direction : SOUTHBOUND

Thursday 14/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	1	0	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	2	0	1	0	0	0	0	0	0	0	3
7	0	0	2	0	0	0	0	0	0	0	0	0	2
8	0	0	8	1	3	0	0	0	0	0	0	0	12
9	2	3	20	3	0	0	0	0	0	0	0	0	28
10	1	7	17	1	0	0	0	0	0	0	0	0	26
11	0	11	20	1	0	0	0	0	0	0	0	0	32
12	0	9	19	2	0	0	0	0	0	0	0	0	30
13	1	7	12	1	0	0	0	0	0	0	0	0	21
14	0	0	19	4	1	0	0	0	0	0	0	0	24
15	0	2	18	4	0	0	0	0	0	0	0	0	24
16	1	5	23	1	0	0	0	0	0	0	0	0	30
17	0	4	20	12	4	0	0	0	0	0	0	0	40
18	0	4	27	10	0	0	0	0	0	0	0	0	41
19	0	3	10	5	2	0	0	0	0	0	0	0	20
20	0	0	4	6	2	0	0	0	0	0	0	0	12
21	0	1	3	5	1	0	0	0	0	0	0	0	10
22	0	0	4	0	0	0	0	0	0	0	0	0	4
23	0	1	2	3	0	0	0	0	0	0	0	0	6
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	5	55	213	45	10	0	0	0	0	0	0	0	328
6-22	5	56	226	56	13	0	0	0	0	0	0	0	356
6-24	5	57	228	59	13	0	0	0	0	0	0	0	362
0-24	5	57	230	60	14	0	0	0	0	0	0	0	366

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Friday 15/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6	4	1	0	0	0	0	0	0	0	0	0	0	0	5
7	3	0	0	0	0	0	0	0	0	0	0	0	0	3
8	22	7	0	0	0	0	0	0	0	0	0	1	0	30
9	38	3	0	0	0	0	0	0	0	0	0	1	0	42
10	22	4	0	0	0	0	0	0	0	0	0	1	0	27
11	21	6	0	0	0	0	0	0	0	0	0	0	0	27
12	17	0	0	0	0	0	0	0	0	0	0	0	0	17
13	10	4	0	0	0	0	0	0	0	0	0	1	0	15
14	24	2	0	0	1	0	0	0	0	0	0	0	0	27
15	24	6	0	0	0	0	0	0	0	0	0	1	0	31
16	27	2	0	0	0	0	0	0	0	0	0	0	0	29
17	20	1	0	0	0	0	0	0	0	0	0	0	0	21
18	11	3	0	0	0	0	0	0	0	0	0	0	0	14
19	24	3	0	0	0	0	0	0	1	0	0	0	0	28
20	6	3	0	0	0	0	0	0	0	0	0	0	0	9
21	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	1	1	0	0	0	0	0	0	0	0	0	0	0	2
7-19	260	41	0	0	1	0	0	0	1	0	0	5	0	308
6-22	279	44	0	0	1	0	0	0	1	0	0	5	0	330
6-24	280	45	0	0	1	0	0	0	1	0	0	5	0	332
0-24	287	46	0	0	1	0	0	0	1	0	0	5	0	340

Direction : SOUTHBOUND

Friday 15/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8	11	2	0	0	0	0	0	0	0	0	0	0	0	13
9	27	7	0	0	0	0	0	0	0	0	0	0	0	34
10	20	2	1	0	0	0	0	0	0	0	0	2	0	25
11	22	1	0	0	0	0	0	0	0	0	0	0	0	23
12	19	2	0	0	0	0	0	0	0	0	0	0	0	21
13	12	3	0	0	1	0	0	0	0	0	0	0	0	16
14	21	2	0	0	0	0	0	0	0	0	0	0	0	23
15	17	2	0	0	1	0	0	0	0	0	0	0	0	20
16	32	2	0	0	0	0	1	0	0	0	0	0	0	35
17	21	7	0	0	0	0	0	0	1	0	0	0	0	29
18	31	4	0	0	0	0	0	0	0	0	0	0	0	35
19	17	2	0	0	0	0	0	0	0	0	0	0	0	19
20	9	1	0	0	0	0	0	0	0	0	0	0	0	10
21	11	0	0	0	0	0	0	0	0	0	0	0	0	11
22	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23	7	1	0	0	0	0	0	0	0	0	0	0	0	8
24	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7-19	250	36	1	0	2	0	1	0	1	0	0	2	0	293
6-22	279	37	1	0	2	0	1	0	1	0	0	2	0	323
6-24	288	38	1	0	2	0	1	0	1	0	0	2	0	333
0-24	288	39	1	0	2	0	1	0	1	0	0	2	0	334

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Friday 15/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	0	0	0	0	0	0	1
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	1	0	0	0	0	0	0	0	0	1
6	0	0	2	3	0	0	0	0	0	0	0	0	5
7	0	0	1	2	0	0	0	0	0	0	0	0	3
8	0	1	20	6	2	0	1	0	0	0	0	0	30
9	0	1	27	13	1	0	0	0	0	0	0	0	42
10	0	2	18	6	1	0	0	0	0	0	0	0	27
11	0	4	16	6	1	0	0	0	0	0	0	0	27
12	0	1	11	5	0	0	0	0	0	0	0	0	17
13	0	1	5	6	3	0	0	0	0	0	0	0	15
14	0	1	14	10	2	0	0	0	0	0	0	0	27
15	0	0	12	13	6	0	0	0	0	0	0	0	31
16	0	0	12	14	3	0	0	0	0	0	0	0	29
17	0	1	12	3	5	0	0	0	0	0	0	0	21
18	0	2	9	3	0	0	0	0	0	0	0	0	14
19	0	1	12	7	6	1	1	0	0	0	0	0	28
20	0	1	7	1	0	0	0	0	0	0	0	0	9
21	0	0	3	2	0	0	0	0	0	0	0	0	5
22	0	0	5	0	0	0	0	0	0	0	0	0	5
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	2	0	0	0	0	0	0	0	0	2
7-19	0	15	168	92	30	1	2	0	0	0	0	0	308
6-22	0	16	184	97	30	1	2	0	0	0	0	0	330
6-24	0	16	184	99	30	1	2	0	0	0	0	0	332
0-24	0	16	186	105	30	1	2	0	0	0	0	0	340

Direction : SOUTHBOUND

Friday 15/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	0	0	0	0	0	0	1
7	0	0	1	1	0	0	0	0	0	0	0	0	2
8	1	0	9	3	0	0	0	0	0	0	0	0	13
9	1	2	27	4	0	0	0	0	0	0	0	0	34
10	0	2	20	3	0	0	0	0	0	0	0	0	25
11	0	3	16	4	0	0	0	0	0	0	0	0	23
12	1	3	13	3	0	1	0	0	0	0	0	0	21
13	0	1	11	3	1	0	0	0	0	0	0	0	16
14	0	0	15	6	2	0	0	0	0	0	0	0	23
15	0	0	13	5	2	0	0	0	0	0	0	0	20
16	0	1	22	7	5	0	0	0	0	0	0	0	35
17	0	1	16	11	1	0	0	0	0	0	0	0	29
18	0	1	20	12	1	1	0	0	0	0	0	0	35
19	0	4	10	2	3	0	0	0	0	0	0	0	19
20	0	1	5	3	1	0	0	0	0	0	0	0	10
21	0	0	7	2	2	0	0	0	0	0	0	0	11
22	0	0	2	1	4	0	0	0	0	0	0	0	7
23	0	0	3	3	2	0	0	0	0	0	0	0	8
24	0	0	1	1	0	0	0	0	0	0	0	0	2
7-19	3	18	192	63	15	2	0	0	0	0	0	0	293
6-22	3	19	207	70	22	2	0	0	0	0	0	0	323
6-24	3	19	211	74	24	2	0	0	0	0	0	0	333
0-24	3	19	212	74	24	2	0	0	0	0	0	0	334

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Saturday 16/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Saturday 16/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Saturday 16/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Saturday 16/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Sunday 17/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Sunday 17/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Sunday 17/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Sunday 17/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Monday 18/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Monday 18/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Monday 18/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Monday 18/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Tuesday 19/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Tuesday 19/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Tuesday 19/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Tuesday 19/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Wednesday 20/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

Wednesday 20/02/2019	VEHICLE CLASSIFICATION													TOTAL
Hr Ending	1	2	3	4	5	6	7	8	9	10	11	12	13	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

Wednesday 20/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Direction : SOUTHBOUND

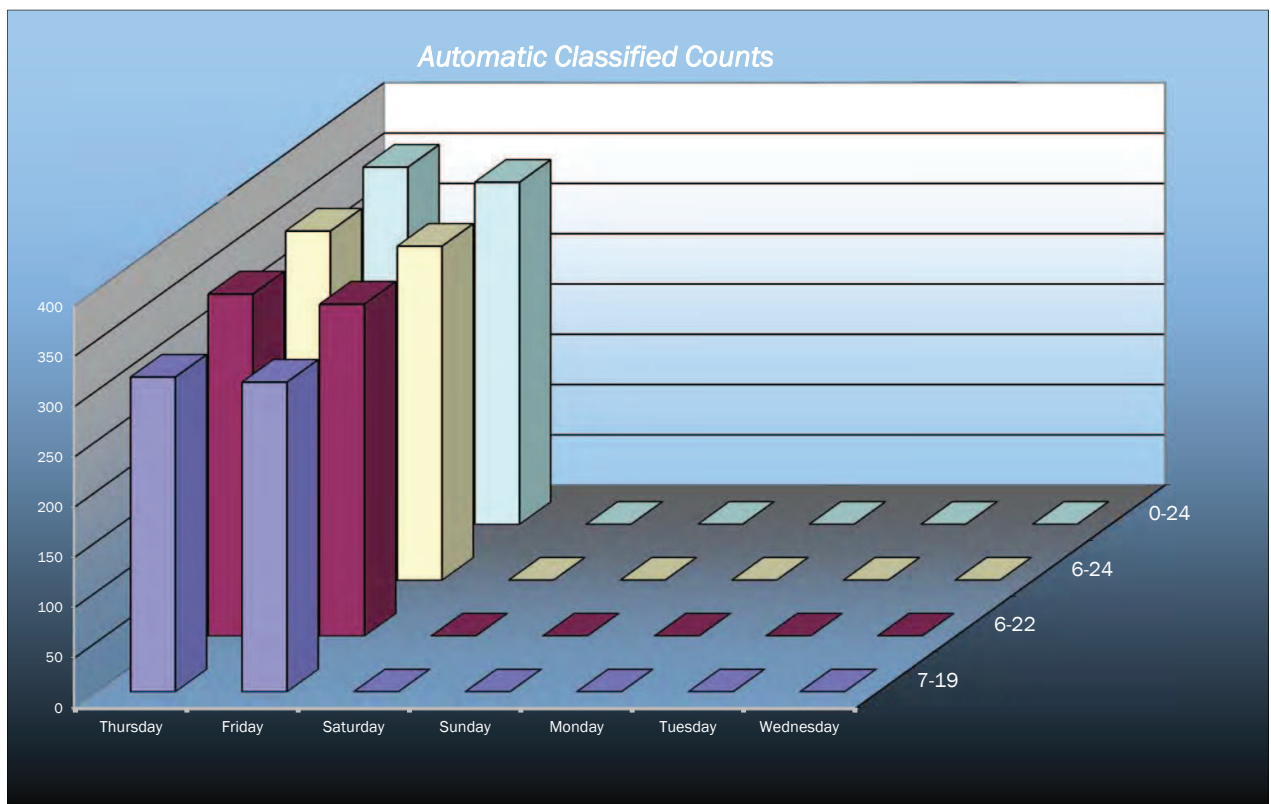
Wednesday 20/02/2019	VEHICLE SPEED (MPH)												TOTAL
Hr Ending	0-10	11-20	21-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-80	81-120	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0	0	0	0	0
7-19	0	0	0	0	0	0	0	0	0	0	0	0	0
6-22	0	0	0	0	0	0	0	0	0	0	0	0	0
6-24	0	0	0	0	0	0	0	0	0	0	0	0	0
0-24	0	0	0	0	0	0	0	0	0	0	0	0	0

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

VEHICLE FLOWS									
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	1	1	0	0	0	0	0	1	1
2	0	0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	0	1	1
4	1	0	0	0	0	0	0	1	1
5	2	1	0	0	0	0	0	2	2
6	3	5	0	0	0	0	0	4	4
7	4	3	0	0	0	0	0	4	4
8	29	30	0	0	0	0	0	30	30
9	41	42	0	0	0	0	0	42	42
10	29	27	0	0	0	0	0	28	28
11	22	27	0	0	0	0	0	25	25
12	33	17	0	0	0	0	0	25	25
13	20	15	0	0	0	0	0	18	18
14	17	27	0	0	0	0	0	22	22
15	16	31	0	0	0	0	0	24	24
16	23	29	0	0	0	0	0	26	26
17	34	21	0	0	0	0	0	28	28
18	21	14	0	0	0	0	0	18	18
19	28	28	0	0	0	0	0	28	28
20	9	9	0	0	0	0	0	9	9
21	11	5	0	0	0	0	0	8	8
22	3	5	0	0	0	0	0	4	4
23	5	0	0	0	0	0	0	3	3
24	2	2	0	0	0	0	0	2	2
7-19	313	308	0	0	0	0	0	311	311
6-22	340	330	0	0	0	0	0	335	335
6-24	347	332	0	0	0	0	0	340	340
0-24	355	340	0	0	0	0	0	348	348



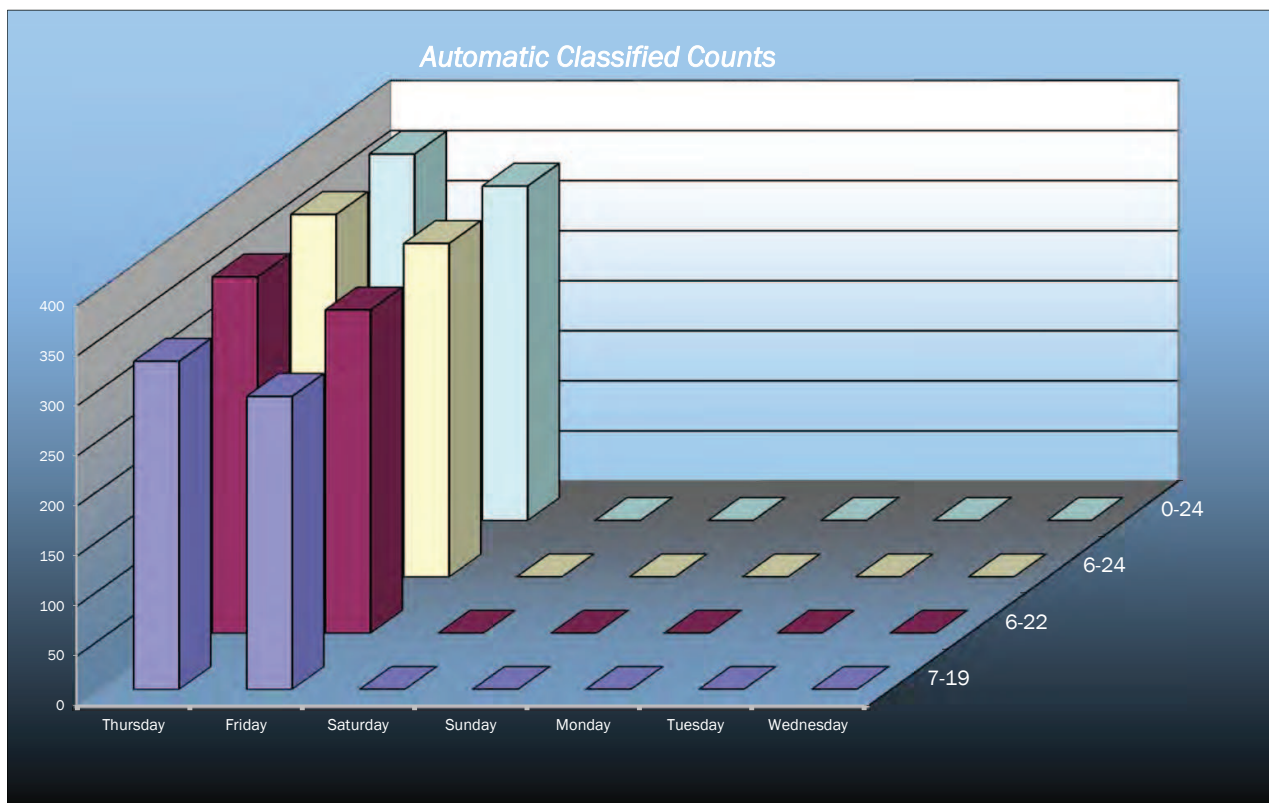
survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : SOUTHBOUND

SOUTHBOUND									
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19	WEEKDAY AVERAGE	WEEK AVERAGE
1	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	1	1
5	0	0	0	0	0	0	0	0	0
6	3	1	0	0	0	0	0	2	2
7	2	2	0	0	0	0	0	2	2
8	12	13	0	0	0	0	0	13	13
9	28	34	0	0	0	0	0	31	31
10	26	25	0	0	0	0	0	26	26
11	32	23	0	0	0	0	0	28	28
12	30	21	0	0	0	0	0	26	26
13	21	16	0	0	0	0	0	19	19
14	24	23	0	0	0	0	0	24	24
15	24	20	0	0	0	0	0	22	22
16	30	35	0	0	0	0	0	33	33
17	40	29	0	0	0	0	0	35	35
18	41	35	0	0	0	0	0	38	38
19	20	19	0	0	0	0	0	20	20
20	12	10	0	0	0	0	0	11	11
21	10	11	0	0	0	0	0	11	11
22	4	7	0	0	0	0	0	6	6
23	6	8	0	0	0	0	0	7	7
24	0	2	0	0	0	0	0	1	1
7-19	328	293	0	0	0	0	0	311	311
6-22	356	323	0	0	0	0	0	340	340
6-24	362	333	0	0	0	0	0	348	348
0-24	366	334	0	0	0	0	0	350	350



Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
1	25.5	33.0	-	-	-	-	-
2	-	-	-	-	-	-	-
3	33.0	33.0	-	-	-	-	-
4	38.0	-	-	-	-	-	-
5	35.5	33.0	-	-	-	-	-
6	29.7	30.0	-	-	-	-	-
7	27.4	30.5	-	-	-	-	-
8	29.7	28.3	-	-	-	-	-
9	27.8	27.9	-	-	-	-	-
10	23.3	26.9	-	-	-	-	-
11	20.7	26.1	-	-	-	-	-
12	24.3	27.1	-	-	-	-	-
13	25.9	30.3	-	-	-	-	-
14	25.5	28.8	-	-	-	-	-
15	23.5	31.1	-	-	-	-	-
16	25.2	30.4	-	-	-	-	-
17	27.0	29.1	-	-	-	-	-
18	29.1	25.7	-	-	-	-	-
19	29.7	31.1	-	-	-	-	-
20	30.8	25.2	-	-	-	-	-
21	29.4	28.5	-	-	-	-	-
22	22.2	25.5	-	-	-	-	-
23	27.5	-	-	-	-	-	-
24	29.3	33.0	-	-	-	-	-
10-12	22.5	26.6	-	-	-	-	-
14-16	24.3	30.7	-	-	-	-	-
0-24	27.8	29.3	-	-	-	-	-

85TH PERCENTILE							
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	39.0	-	-	-	-	-	-
6	36.9	34.1	-	-	-	-	-
7	31.1	34.8	-	-	-	-	-
8	35.6	34.2	-	-	-	-	-
9	34.3	32.2	-	-	-	-	-
10	28.8	31.9	-	-	-	-	-
11	27.7	32.0	-	-	-	-	-
12	29.2	31.7	-	-	-	-	-
13	30.8	36.6	-	-	-	-	-
14	31.2	33.9	-	-	-	-	-
15	28.6	35.9	-	-	-	-	-
16	29.8	34.9	-	-	-	-	-
17	31.7	35.3	-	-	-	-	-
18	36.6	31.0	-	-	-	-	-
19	38.2	38.2	-	-	-	-	-
20	36.1	29.6	-	-	-	-	-
21	37.3	32.6	-	-	-	-	-
22	27.9	25.5	-	-	-	-	-
23	36.1	-	-	-	-	-	-
24	34.6	33.0	-	-	-	-	-
10-12	28.4	31.8	-	-	-	-	-
14-16	29.2	35.4	-	-	-	-	-
0-24	33.1	33.2	-	-	-	-	-

7 DAY AVERAGE SPEED	28.5
7 DAY AVERAGE 85th PERCENTILE	33.1

survey and presentation by **trafficsense** Ltd.

Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : SOUTHBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	33.0	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	29.7	25.5	-	-	-	-	-
7	25.5	29.3	-	-	-	-	-
8	29.3	25.7	-	-	-	-	-
9	23.8	25.2	-	-	-	-	-
10	22.3	25.6	-	-	-	-	-
11	22.3	25.5	-	-	-	-	-
12	23.0	25.0	-	-	-	-	-
13	21.6	27.1	-	-	-	-	-
14	27.3	28.5	-	-	-	-	-
15	25.9	28.6	-	-	-	-	-
16	23.4	28.5	-	-	-	-	-
17	28.0	28.4	-	-	-	-	-
18	26.4	28.6	-	-	-	-	-
19	27.1	26.2	-	-	-	-	-
20	31.3	28.0	-	-	-	-	-
21	29.5	29.1	-	-	-	-	-
22	25.5	33.7	-	-	-	-	-
23	27.6	31.4	-	-	-	-	-
24	-	29.3	-	-	-	-	-

10-12	22.6	25.3	-	-	-	-	-
14-16	24.7	28.6	-	-	-	-	-
0-24	26.4	27.9	-	-	-	-	-

85TH PERCENTILE							
Hr Ending	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
1	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	36.9	-	-	-	-	-	-
7	25.5	34.6	-	-	-	-	-
8	34.9	32.6	-	-	-	-	-
9	30.4	30.2	-	-	-	-	-
10	28.3	29.5	-	-	-	-	-
11	27.5	30.4	-	-	-	-	-
12	28.3	32.7	-	-	-	-	-
13	28.0	32.1	-	-	-	-	-
14	30.9	33.0	-	-	-	-	-
15	30.2	33.2	-	-	-	-	-
16	28.8	33.8	-	-	-	-	-
17	34.1	33.2	-	-	-	-	-
18	31.2	33.8	-	-	-	-	-
19	33.8	33.5	-	-	-	-	-
20	36.0	34.3	-	-	-	-	-
21	36.0	34.4	-	-	-	-	-
22	25.5	39.6	-	-	-	-	-
23	34.6	36.8	-	-	-	-	-
24	-	34.6	-	-	-	-	-

10-12	27.9	31.5	-	-	-	-	-
14-16	29.5	33.5	-	-	-	-	-
0-24	31.2	33.5	-	-	-	-	-

7 DAY AVERAGE SPEED	27.1
7 DAY AVERAGE 85th PERCENTILE	32.3

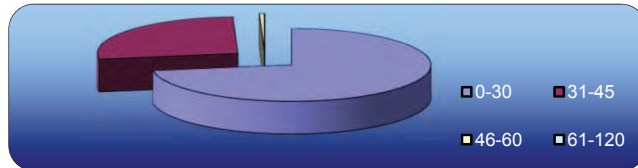
Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

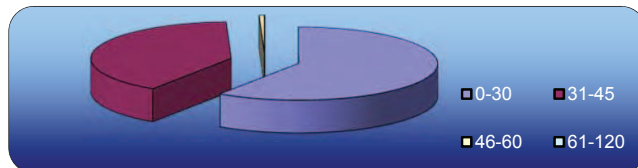
Direction : NORTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
0-30	257	202	0	0	0	0	0
31-45	96	136	0	0	0	0	0
46-60	2	2	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	355	340	0	0	0	0	0

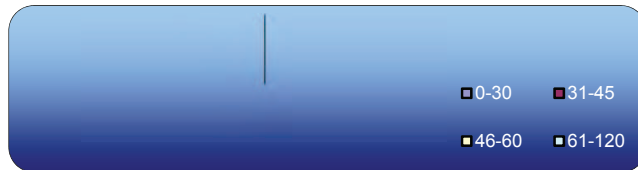
Thursday
14-Feb-19



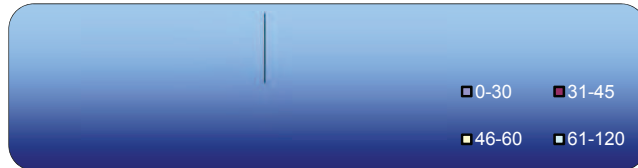
Friday
15-Feb-19



Saturday
16-Feb-19



Sunday
17-Feb-19



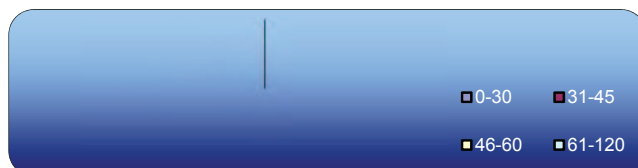
Monday
18-Feb-19



Tuesday
19-Feb-19



Wednesday
20-Feb-19



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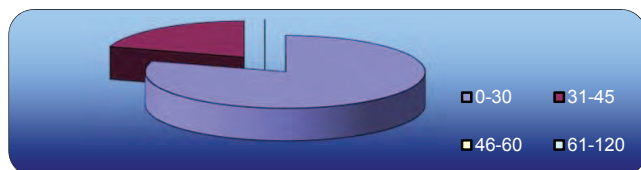
Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

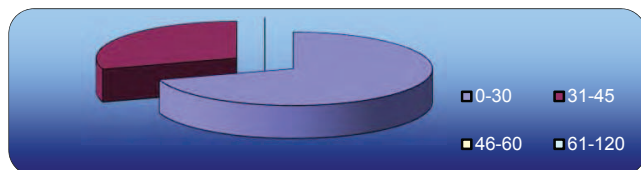
Direction : SOUTHBOUND

SPEED SUMMARY							
SPEED (MPH)	Thursday 14-Feb-19	Friday 15-Feb-19	Saturday 16-Feb-19	Sunday 17-Feb-19	Monday 18-Feb-19	Tuesday 19-Feb-19	Wednesday 20-Feb-19
0-30	292	234	0	0	0	0	0
31-45	74	100	0	0	0	0	0
46-60	0	0	0	0	0	0	0
61-120	0	0	0	0	0	0	0
TOTAL	366	334	0	0	0	0	0

Thursday
14-Feb-19



Friday
15-Feb-19



Saturday
16-Feb-19



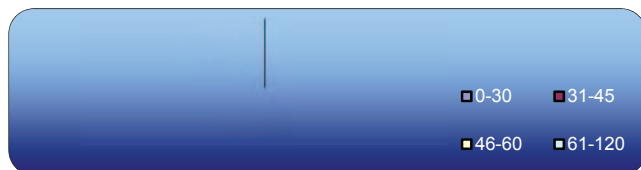
Sunday
17-Feb-19



Monday
18-Feb-19



Tuesday
19-Feb-19



Wednesday
20-Feb-19



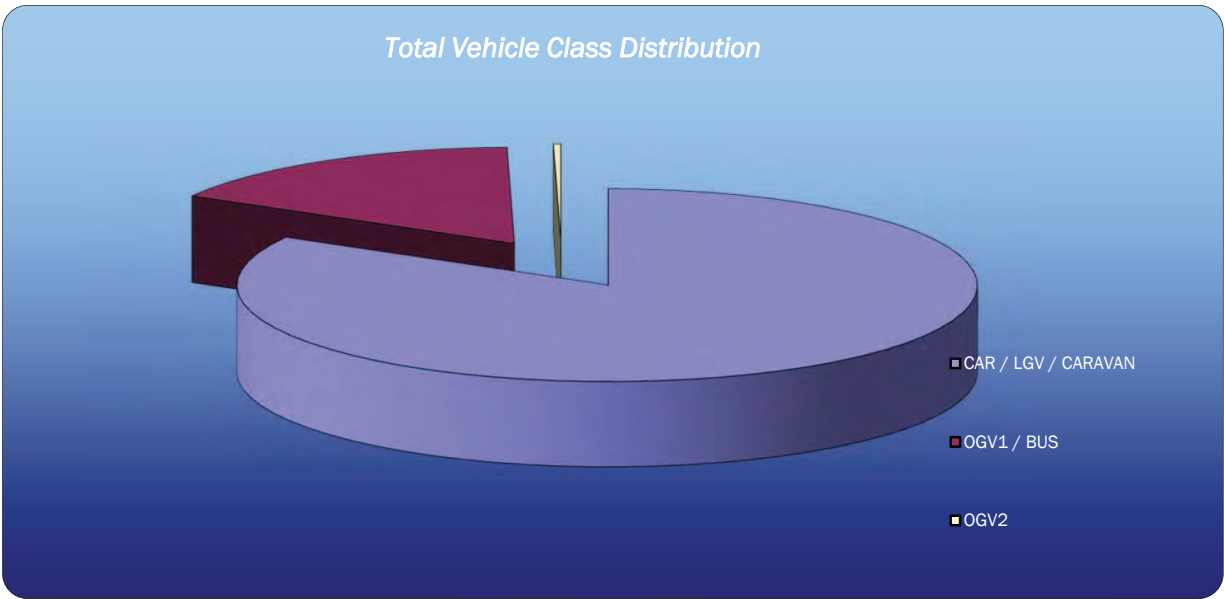
Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : NORTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
14-Feb-19				
7-19	257	55	1	313
6-22	282	57	1	340
6-24	287	59	1	347
0-24	292	62	1	355
15-Feb-19				
7-19	260	47	1	308
6-22	279	50	1	330
6-24	280	51	1	332
0-24	287	52	1	340
16-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
17-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
18-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
19-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
20-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	74	15	0	89
6-22	80	15	0	96
6-24	81	16	0	97
0-24	83	16	0	99

63
381



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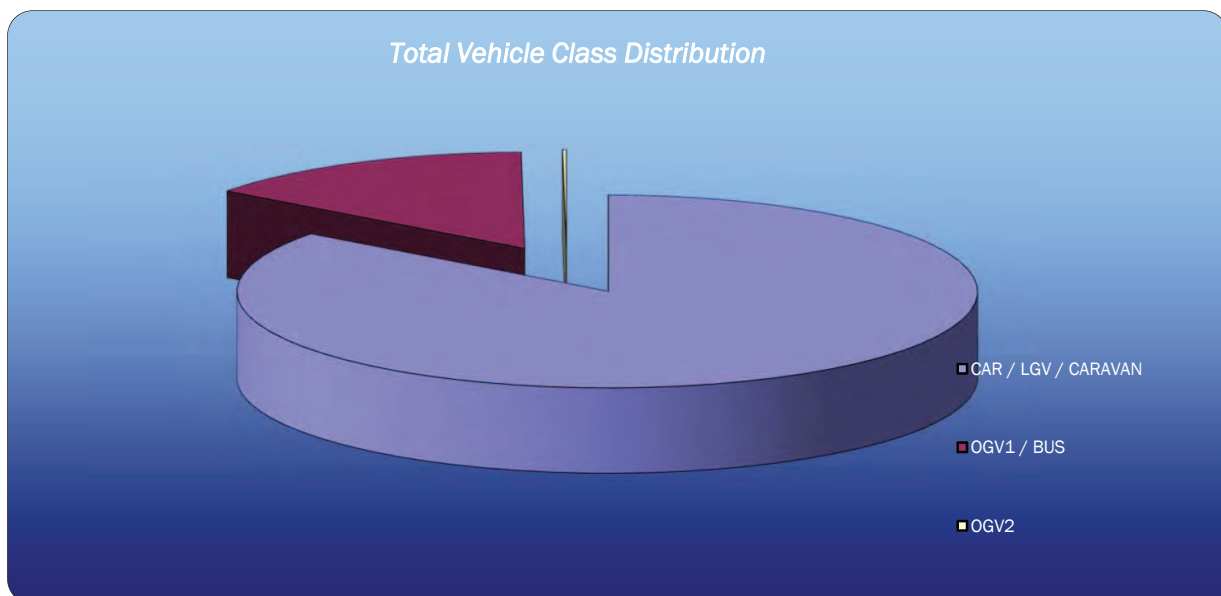
Automatic Classified Counts, Malpas

LOCATION: SARN (SOUTHERN SITE LOCATION 2)

Direction : SOUTHBOUND

VEHICLE CLASSIFICATION				
	CAR / LGV / CARAVAN	OGV1 / BUS	OGV2	TOTAL
14-Feb-19				
7-19	279	49	0	328
6-22	306	50	0	356
6-24	310	52	0	362
0-24	310	56	0	366
15-Feb-19				
7-19	250	42	1	293
6-22	279	43	1	323
6-24	288	44	1	333
0-24	288	45	1	334
16-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
17-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
18-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
19-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
20-Feb-19				
7-19	0	0	0	0
6-22	0	0	0	0
6-24	0	0	0	0
0-24	0	0	0	0
AVERAGE				
7-19	76	13	0	89
6-22	84	13	0	97
6-24	85	14	0	99
0-24	85	14	0	100

55
385



S|C|P

APPENDIX 8

MEMORANDUM

From:	Planning Control Manager	To:	Head of Environment and Planning
Our Ref:	EP/DC/P/2018/0943	Your Ref:	P/2018/0943
Date:	5 th March 2019		

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 443 443 Hawthorn Cottage, Tallarn Green, Malpas.
Development: Erection of 4 bedroom detached dwelling on land adjacent to Hawthorn Cottage.

I refer to your consultation / email dated 05/03/2019 including the latest speed survey carried out by Traffic Sense Ltd in respect of the above.

Speed Survey

The recently conducted speed survey determined 85th percentile wet weather speeds of 29.9mph for southbound traffic and 30.6mph for northbound traffic. The recently determined 85th percentile speeds have reinforced those speeds previously measured at the site which were 29mph for southbound traffic and 30mph for northbound traffic.

In accordance with Manual for Streets, the recently determined 85th percentile wet weather speeds would require visibility splays of 2.4 x 42.2m to the north and 2.4 x 44.2m to the south measured to the nearside edge of the adjoining highway.

Potential Traffic Calming Measures

I have discussed the issues of potential traffic calming measures with our Traffic Section who provided the following comments:-

The current policy on providing traffic calming measures is focused around school sites where 20mph zones are typically implemented.

Although, there is currently limited funding available, any other potential scheme of traffic calming measures would typically be investigated / considered as a result of sites with excessive speeding problems or sites with a concentrated cluster of accidents. However, neither a speeding issue or accident concentration has been identified in the vicinity of the application site. The implementation of any traffic calming measures is therefore deemed unnecessary in this location and would not be supported. Any proposed traffic calming measures inevitably incur an installation cost and also an ongoing maintenance cost.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 3, 4 & 5 of the supplementary notes.

[REDACTED]

LA Planning Control Manager

S|C|P

APPENDIX 9

GEMMA WHEATLEY
BY EMAIL:
Gemma.Wheatley@scptransport.co.uk

Your Ref/Eich Cyf	P/2018/0943
Our Ref/Ein Cyf	10 May 2019
Date/Dyddiad	Philip Forster
Ask for/Gofynner am	01978 298786
Direct Dial/Rhif Union	philip.forster@wrexham.gov.uk
E-mail/E-bost	

Dear Madam

**ERECTION OF 4 BEDROOM DETACHED DWELLING ON LAND ADJACENT TO
HAWTHORN COTTAGE
HAWTHORN COTTAGE, SARN, MALPAS, SY14 7LN**

I refer to your most recent correspondence and submissions in relation to the above mentioned proposed development.

I have taken the opportunity to discuss the matter further with our Highways Development Control Engineer, Mr Phil Palmer. He has reviewed the conclusions of the speed survey and the further proposal to consider the introduction of traffic calming measures in the vicinity. His stance remains that development cannot be considered acceptable with regards the lack of visibility from the site. This is a stance that I continue to agree with. I shall comment as follows:

Speed survey results

The conclusions of the speed survey reinforce the determined speeds of previous surveys and in accordance with the methodologies set out in Manual for Streets 2 dictate the required visibility splays. The latest layout plan before me (SCP/18316/F01 Rev A) sets out achievable visibility splays of 2.4m by 34m to the north and 35m to south. This is set in comparison to the requirement of 2.4m by 42.2m to the north and 44.2m to the south. There is clearly a deficiency on the achievable visibility splays when set against national standards.

Traffic calming

In order to offset the deficiency in available visibility splays you have suggested the imposition of traffic calming measures in the form of additional road markings, a speed hump or even a vehicle activated sign.

The current position in relation to traffic calming measures is explained in the latest attached response from Phil Palmer. I will not repeat these *verbatim*, but it does indicate that such measures are not acceptable as there is not considered to be a current need or desire for such measures to be maintained in perpetuity by the local

authority. The installation of traffic calming measures would effectively be imposed in order to make an unacceptable form of development acceptable.

Previous appeal decision

The previous appeal decision remains relevant and its conclusions continue to dictate the likely outcome of this planning proposal. Of note is the Inspector's conclusion that *'Manual for Streets 2 advises that a reduction in visibility below the recommended levels will not necessarily lead to a significant problem. However, in this case the reduction would be substantial, and I consider the increased risks to highway safety would be problematic'*. As I see it, the main issue for consideration continues to be whether the difference between the available and required splays would be significant and my conclusion based on the context of the site situation is that it is – so much so that I am unable to justify a recommendation for approval in this instance.

You will appreciate that we have been in discussion for some time regarding this matter and our stance remains that the development cannot be considered acceptable. It is my opinion that there are no material differences or justifications presented that will allow me to deviate from the conclusions reached by the Planning Inspectorate in 2011. It is my intention to recommend that planning permission is refused in this instance.



Prif Swyddog Cynllunio a Rheoleiddio
Chief Officer Planning & Regulatory

Cc. The applicant

S|C|P

APPENDIX 10



Riversdale

2.4 x 34m VISIBILITY SPLAY
OFFSET 0.5m INTO CARRIAGEWAY

Oaklea

2.4 x 35m VISIBILITY SPLAY
OFFSET 0.5m INTO CARRIAGEWAY

Hawthorn
Cottage

Dale View

REVISIONS			
Rev	Description	Date	By
A	Site access widened and relocated	23.01.19	GW
-	-	-	-
-	-	-	-
-	-	-	-

	Client	MR PARRY	Drawing Title	Scale	1:250 @ A3	By	WD	Drawing No.	SCP/18316/F01
	Project Title	HAWTHORN COTTAGE, SARN, MALPAS	VISIBILITY SPLAYS	Date	30.08.2018	Checked	GW	Revision	A
				Approved/ Unapproved	-	Status	PLANNING		

S|C|P

APPENDIX 11

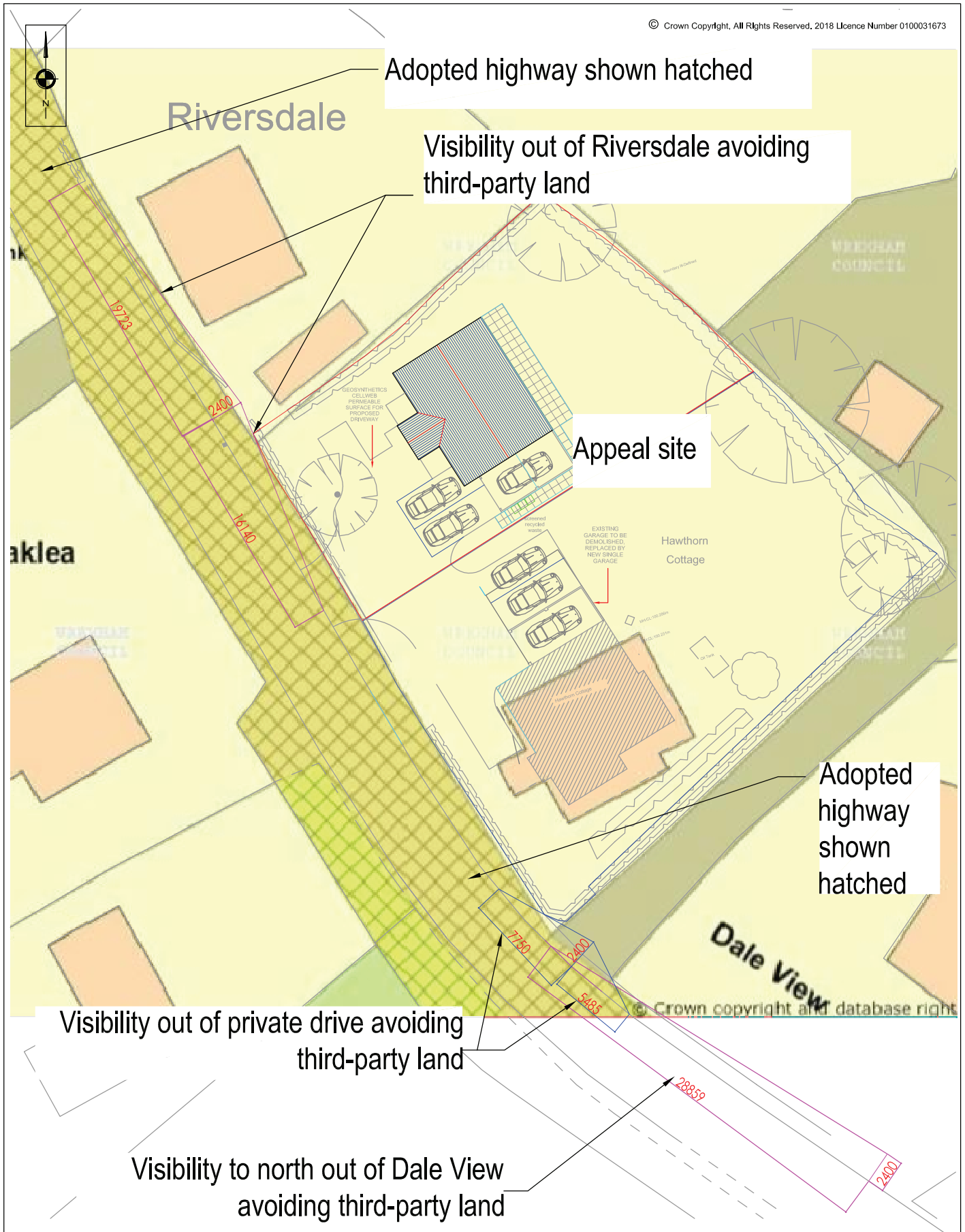


REVISIONS			
Rev	Description	Date	By
-	-	-	-
-	-	-	-
-	-	-	-

	Client	MR PARRY	Drawing Title	Scale	1:250 @ A3	By	GW	Drawing No.	SCP/18316/F02
	Project Title	HAWTHORN COTTAGE, SARN, MALPAS	FORWARD VISIBILITY	Date	28.02.19	Checked	GW	Revision	-
				Approved/Unapproved	-	Status	PLANNING		

S|C|P

APPENDIX 12



	Client	MR PARRY	Drawing Title	ACHIEVABLE VISIBILITY SPLAYS OUT OF NEIGHBOURING PROPERTIES TO APPEAL SITE AVOIDING THIRD-PARTY LAND	Scale	1:250 @ A3	By	JRB	Drawing No.	SCP/18316/F04
	Project Title	HAWTHORN COTTAGE, SARN, MALPAS			Date	20.09.19.19	Checked	GW		
					Approved/Unapproved	-	Status	PLANNING	Revision	-