

Planning Inspectorate MetroWest ISH Deadline 6 Submission – Monday, 15th March 2021

1. Following a robust exchange of views at ISH 5 on 4th March 2021 and in considering a request for more information on cycling and traffic numbers from the planning inspector, I have consulted with senior representatives of the group of residents I represent at these hearings.
2. The outcome from these discussions is that residents remain unconvinced by the explanation that MetroWest changed the access from Hayes Mayes Lane to Chapel Pill Lane for operational reasons in November 2015 noting that had this been the case, given the significance of this change, then an explanation of the reasons for the change would have been included as an addendum or appendix to the Report on the DCO Stage 1 Consultation dated December 2015. Conversely, if residents accept the operational change as having been made in November 2015, noting that the Community Land Trust was formed in August 2016 prior to commissioning a Housing Needs Survey in November 2016, then it is entirely possible that decisions which had been made purely on rail operational grounds notified in the Stage 2 documentation of autumn 2017 were subsequently influenced and modified in discussion with the CLT to permit shared access to enable a housing development to proceed.
3. It is for these reasons that residents believe that the background papers, emails and notes of meetings etc between MetroWest (NSC), Network Rail and the Community Land Trust, need independent examination by the Planning Inspectorate to determine what has taken place, when and why, noting that had Network Rail been the applicant for the MetroWest project and not North Somerset Council, then shared access to the site would have been refused and reserved solely for the use of Network Rail. A concern which throws doubt on the claim which has been made that the applicant for the MetroWest project (NSC) is not supporting or facilitating the CLT's housing development proposals. Moreover, the CLT has refused access to the minutes of its meetings which may have shed light on these enquiries had they been disclosed.
4. Residents have however taken heed of WBD's (on behalf of the applicant) advice that for wildlife habitat and environmental reasons they would want to avoid inflicting serious damage to the Hayes Mayes Lane tree line and hedgerow if, with careful trimming back and management of the means of access, that might be avoided. Here they point to the use of cellular concrete blocks rather than tarmac to provide the necessary grip for HGV and emergency vehicles traversing Hayes Mayes Lane and to a request for the re-examination of the operational business case for a permanent maintenance compound at the proposed site provided rail tunnel emergency access is maintained.
5. Equally, however, if after a careful re-examination of the operational business case that is evidenced in fact and not on assertion, it is demonstrated that access to the compound must be via Chapel Pill Lane, then residents would ask for the entrance to the field and track to the compound to be constructed of cellular concrete blocks to provide the required level of grip for HGV, heavy lifting equipment and emergency

vehicles. If, however, despite the evidence that a screed trackway was successfully used by Heavy Goods Vehicles when the rail line and tunnel were renovated and repaired for rail freight traffic in 2000-2001 (the gradient of the field remaining unchanged) it can be shown that cellular concrete blocks cannot guarantee the level of grip that is required on the steepest part of the access to the compound, then only in those exceptional circumstances, restricted to this section of the track, should tarmac be laid. In addition, it is felt that in order to preserve agricultural and grazing uses, and Rights of Way access, a cattle grid should be installed at the entrance to the field whether gated or not.

6. Finally, in terms of the number of cyclists using Chapel Pill Lane that is part of the Avon Cycleway, I will forward a separate email thread (from which residents' names should be redacted) between David Lucas (Bristol City Council) and Iain Stewart (Sustrans). A good deal of data is contained therein, but the key point is that the number of cyclists peaked at 1312 cyclists on Monday 25th May 2020 (a bank holiday). The 7-day average for that week was 908 cyclists per day. Secondly, in terms of traffic flow, this is taken from paragraph 5.8 of the Neighbourhood Plan www.n-somerset.gov.uk/pillplan which states that there are 450 motor vehicle movements per day. A recent cycling safety risk assessment is also to be forwarded which shows a medium to high level of risk to cyclists (and other users) unless invasive mitigations detrimental to green belt and wildlife habitats are accommodated that would significantly harm the hedgerows and tree lines of Chapel Pill Lane from the junction with Macrae Road down to the site entrance opposite Penny Brohn Cancer Care UK. Yet this is precisely what is proposed in the GCH Chartered Architects Pre-application Design Statement dated 19th February 2020 for the housing development which relies on shared access being granted. Photographs of the Hayes Mayes Lane gated entrances referred to in previous submissions are attached. Approximately 40 residents are in a named residents' email group which opposes the housing development with another 140+ supporters on the Friends of the Lake Facebook page.



Stuart Tarr

On behalf of Ham Green Residents and their Supporters

9th March 2021

End Gate providing line/tunnel access



Side gate providing line/tunnel access



Hayes Mayes Lane



Access at the top of the field track which confirms this is already being used



Hayes Mayes Lane



Risk Assessment Form for Coaches

The Risk Assessment Form should be fully reviewed at regular intervals (eg six monthly).

1a Background to Risk Assessment

A development of 15 affordable houses is planned just off Chapel Pill Lane (see map in Appendix 1). This lane is one of the most popular cycle routes within the Bristol area (ref Appendix 2 & 3) and is part of the Sustrans Avon Cycleway Trail. The Avon Cycleway is an 85-mile circular route around the city of Bristol, following quiet country lanes and taking in the best of the countryside and villages around Bristol and Bath (link below).

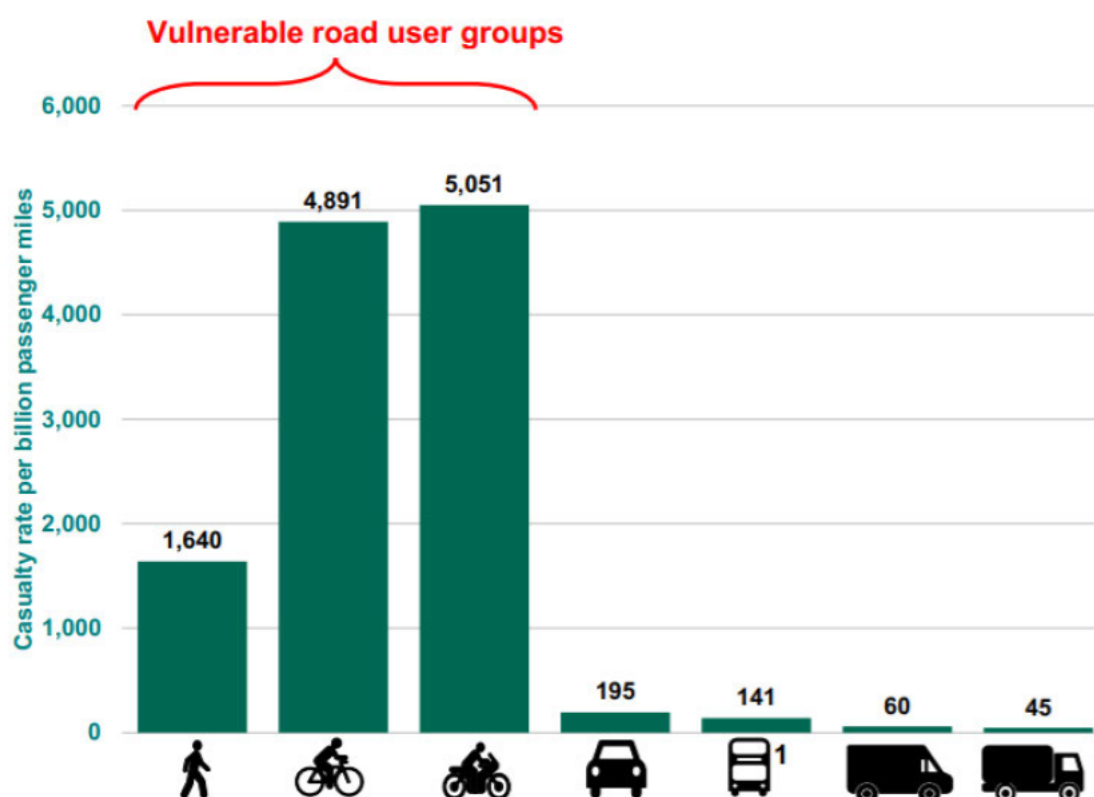
<https://www.sustrans.org.uk/>

Unfortunately, the Chapel Pill Lane's associated Neighbourhood Development Plan appears to dismiss the use of this lane by cyclists stating in section 6.10 'National Cycle Route 41 (Avon Trail) was popular but it's condition has caused its use to decline and sections are so poor it needs rebuilding'. The authors of this risk assessment would like to strongly contest that the route is declining in popularity based on the official information provided by Bristol City Council and through their own investigations (ref Appendix 2 & 3)

The risk assessors were very concerned that the development plans had not taken into account the large number of cyclists and pedestrians currently using the lane. Cyclists and pedestrians are the most vulnerable road users alongside motorcyclists and horse riders.

Local authorities and developers must take additional care to protect vulnerable road users as unfortunately they are disproportionately affected in any accident. This is indicated below in the chart from the "UK Government reported road casualties annual report 2019".

Chart 6: Casualty rate per billion passenger miles by road user type:



1b Purpose of Risk Assessment

The purpose of the risk assessment was to review the current levels of risk on the lane and whether the development would increase the risk for Pedestrians, cyclists and other vulnerable road users.

The British Cycling Risk Assessment methodology was used as both assessors are qualified to use this methodology and have many years' experience using this methodology to assess the safety of cycle coaching sessions, road races and club runs on local roads.

Both assessors are British Cycling Level 2 coaches and heavily involved with the Bristol Cycling Development Squad (BCDS). The BCDS is based in the Bristol area and their aim is to introduce people into cycling, and to support people so that they can develop into better cyclists of all standards and across all disciplines. The club's current focus is mainly to attract young people into the sport and develop young people as potential athletes through our dedicated youth academy. The club is the first cycling club in the South Region to achieve Sport England's Clubmark award as a Quality Club for its organisation, structure, number and quality of opportunities offered to the community. Members of all ages can access quality, safe, riding and coaching sessions, not to mention support at races through loaned equipment. More info can be found below –

<http://www.bristol-cycling.com/>

The promotion of safe cycling for all is central to the BCDS and British Cycling ethos. This risk assessment activity was performed in line with this ethos.

1b Person Conducting the Risk Assessment

Date of risk assessment: 17/2/2021

Name: Neil Wolstencroft (Bristol Cycling Development Squad Coach)

Email [REDACTED]

Signature:

[REDACTED]

Date:

1/3/2021

Name: Jeff Coast (Bristol Cycling Development Squad Chairman)

Email jeff@bristol-cycling.com

Signature:

[REDACTED]

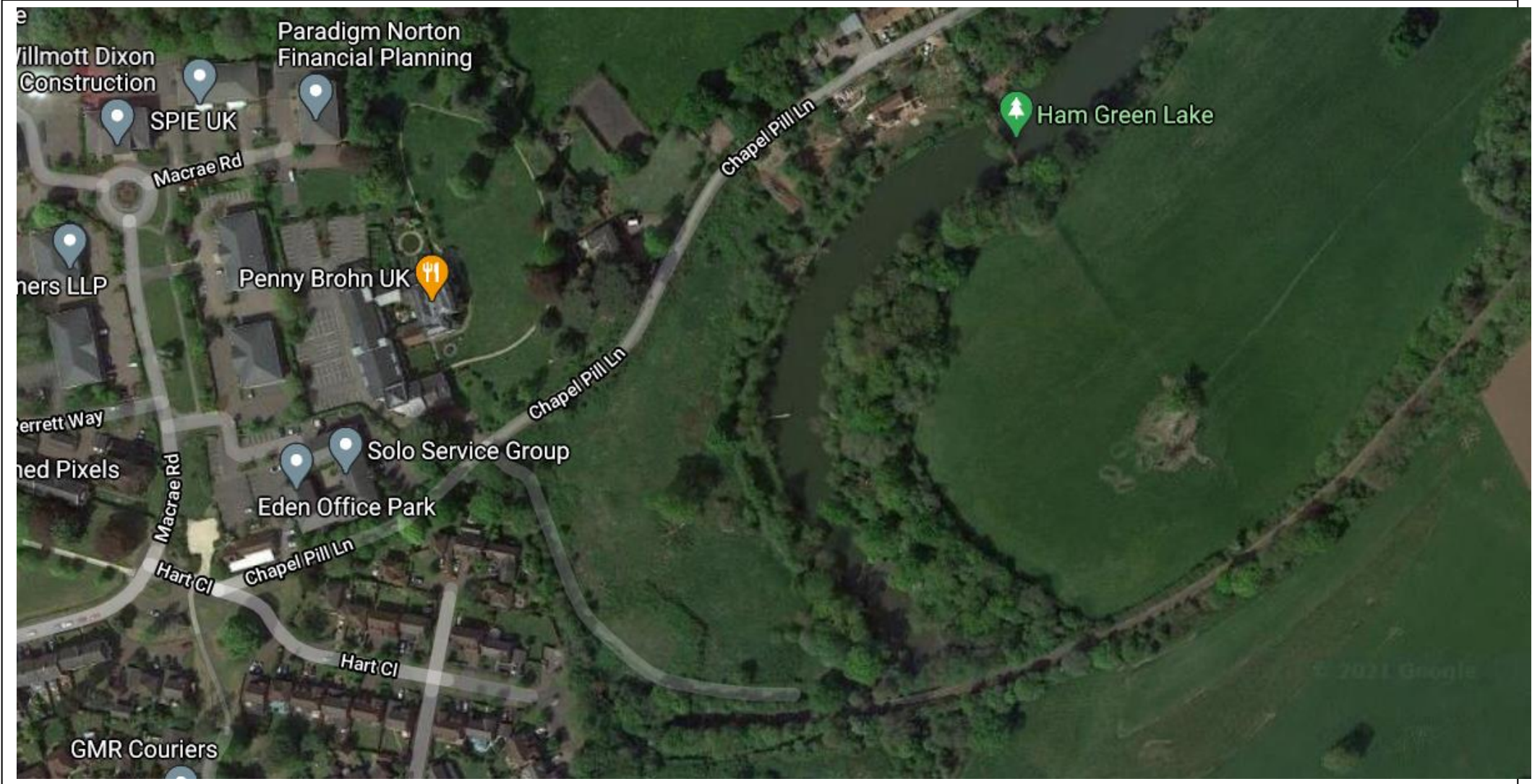
Date:

1/3/2021

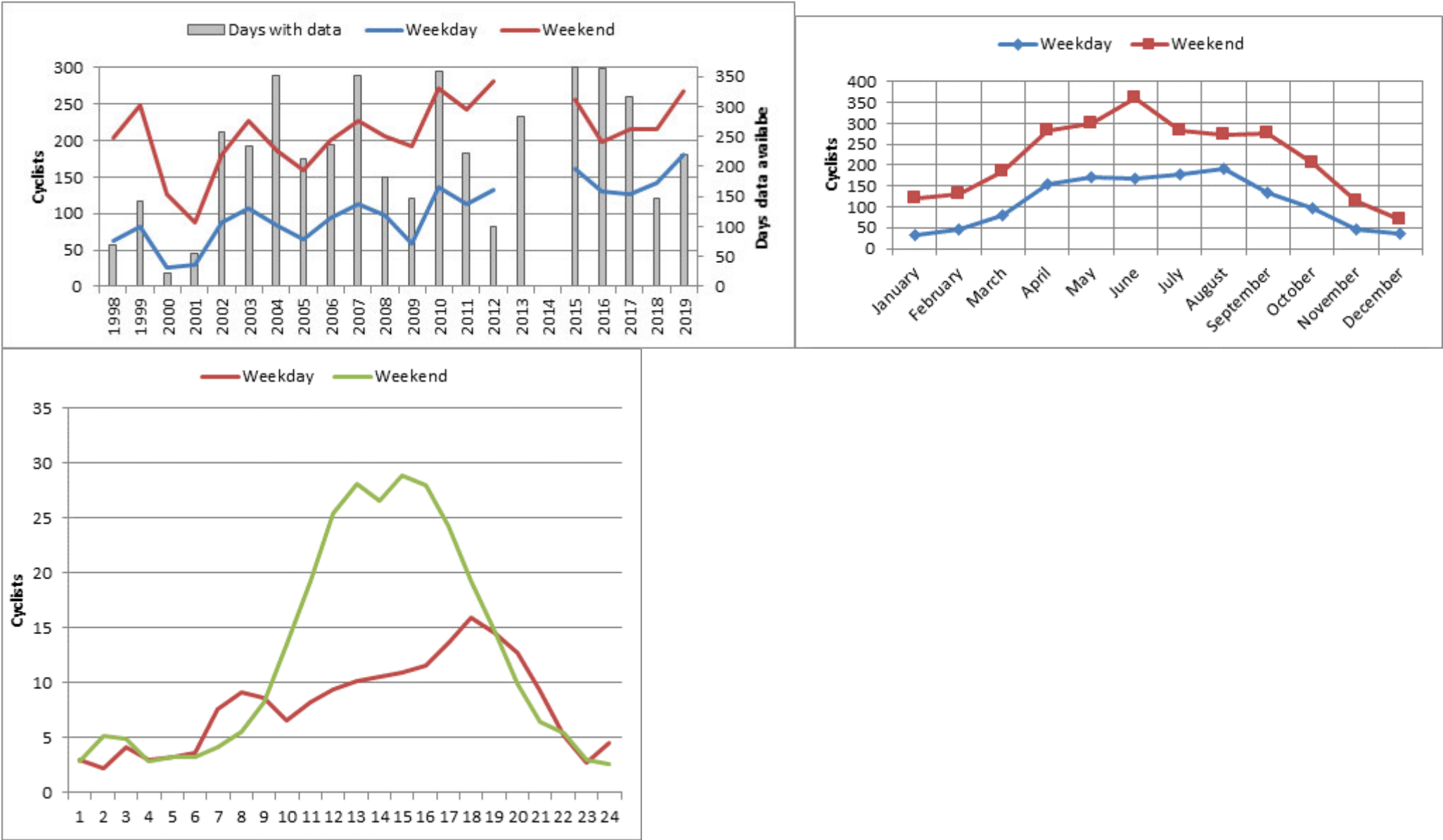
2a Risk Assessment								2b Review and Implement
ID	Location of hazard	Description of hazard	People at risk (coaches, cyclists, spectators and others)	Level of risk (high, medium or low)	Advice on hazard required?	Resolution/action	Resolution implemented by	Dated reviewed/ implemented
1	Above Penny Brohn Junction	Blind Bend	Cyclists and pedestrians	Medium ¹	Yes If yes, who can advise? Local Authority	Propose traffic calming to local authority		
2	Length of Lane	Narrow lane only 1 car wide	Cyclists and pedestrians	Medium ¹	Yes If yes, who can advise? Local Authority	Propose Pavement, traffic calming, cycle lane to local authority		
3	Length of Lane	Fast moving cars on narrow lane (note during risk assessment the assessors observed 1 car using excessive speed on the narrow lane)	Cyclists and pedestrians	Medium ¹	Yes If yes, who can advise? Local Authority	Propose clear speed signposting & traffic calming to local authority		
4	Length of Lane from to Hart close to Development Entrance	Chapel Pill Lane Development site traffic including large building vehicles, vans etc	Cyclists and pedestrians	High	Yes If yes, who can advise? Local Authority	Need proposal from developers on management of site traffic		
5	Length of Lane from to Hart close to Development Entrance	Debris on road (muds, rocks, etc) left by development site traffic	Cyclists	High	Yes If yes, who can advise? Local Authority	Proposal is that developers need to take responsibility for ensuring there is no debris on lane during building activities		

2a Risk Assessment								2b Review and Implement
ID	Location of hazard	Description of hazard	People at risk (coaches, cyclists, spectators and others)	Level of risk (high, medium or low)	Advice on hazard required?	Resolution/action	Resolution implemented by	Dated reviewed/implemented
6	Length of Lane from to Hart close to Development Entrance	Increased traffic post development due to additional houses	Cyclists and pedestrians	Medium ¹	Yes If yes, who can advise? Local Authority	Propose Pavement, traffic calming, cycle lane or alternative access via Hart Close (for example) to local authority		
7	Length of Lane from to Hart close to Development Entrance	Pot holes created by heavy goods vehicles using lane during building development	Cyclists	High	Yes If yes, who can advise? Local Authority	Proposal that developers need to take responsibility for ensuring that any pot holes created are quickly marked as hazards and repaired		
8					<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, who can advise?			
9					<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, who can advise?			

Please Note - Where the Risk level was indicated as Medium ¹ above the assessors would like to point out this risk level was for the situation during the review on the 17/2/21. This risk would be likely be re-classified as High during the development build and afterwards if suitable mitigations are not implemented



Appendix 2 – Cycling Numbers from Bristol City Council Road Safety and Local Engineering - Walking & Cycling Officer



The risk assessors also examined a more recent time lapse video of the lane taken on the 11/4/2020 from 10:30 to 14:00. 225 people were counted in the video. Over 80% of these people were cyclists. The remainder were pedestrians. **This aligns with reports in the local media such as The Bristol Post that over 1000 cyclists a day were using the lane during the initial Covid outbreak.**

From: [Bartkowiak, Bart](#)
To: [Metrowest1](#)
Subject: FW: Vehicle and Cycling Movements: planning Inspectorate MetroWest ISH Deadline 6 Submission – Monday, 15th March 2021
Date: 10 March 2021 09:24:44
Attachments: [image.png](#)
[REDACTED]

From: Stuart Tarr [REDACTED]
Sent: 09 March 2021 16:34
To: Bartkowiak, Bart <Bart.Bartkowiak@planninginspectorate.gov.uk>
Subject: Vehicle and Cycling Movements: planning Inspectorate MetroWest ISH Deadline 6 Submission – Monday, 15th March 2021

Dear Bart,

Please find attached a copy of the recent cycling risk assessment completed on Chapel Pill Lane to add to my deadline 6 submission. It has been shared with Sustrans. Please redact [REDACTED] from the attached before attaching to my submission.

Stuart

From: +++++
Sent: 05 March 2021 17:10
To: Stuart Tarr
Subject: Re: Planning Inspectorate MetroWest Issue Specific Hearing – Thursday, 4th March 2021

Hi Stuart

Many thanks for the update and summary Stuart. In terms of traffic flow, below is an extract from the Neighbourhood Plan that states there are 450 motor vehicle movements per day:



Map 6 Chapel Pill Lane (Site plan and aerial view)

The one and half acre development would consist of up to 16 dwellings offering a mix of one, two and three-bedroom units. The precise number would depend on final negotiations on land purchase, timing of the MetroWest access road, and available grant for housing and consequent affordable rents. The housing would be provided (built and managed) through a partnership of PDCLT and Alliance Homes and would offer affordable housing to households with a local connection. A local allocation process has been developed to ensure that the new development would meet these requirements.

There is a path past the community orchard on Watchhouse Hill down to Pill centre and there is a bus stop at the end of Macrae Road. Although formally not open to motor vehicles other than residents, traffic on Chapel Pill Lane below the proposed development

site amounts to around 450 motor vehicles on a weekday (200 on weekend days) with the heaviest traffic at morning and evening peaks. Traffic serves Chapel Pill Farm and Rock Cottages on the lane as well as Penny Broom where car parking for 80 cars is full throughout the day. The lane is also well used by cyclists and walkers but the proposed development site is privately owned with no public access. Ham Green Lake is a private fishing lake to which local walkers have access with the permission of the owner. Hayes Mays Lane is an old track which comes to a dead-end above the entrance to the rail tunnel which runs through to Pill. The proposed development site is within reach of local services at Pill Precinct and is close to St. Katherine's School. Pedestrians would access services either through Chapel Pill Lane or a dedicated pathway from the bottom of the site and up Hart Close and thence via Watchhouse Hill to the Precinct.

Stewart (Sustrans). There's quite a lot of information here but a key point is that the number of cyclists peaked at 1312 cyclists on Monday 25th May 2020 (unsurprisingly, a bank holiday). The 7-day average for that week was 908 cyclists per day.

I hope this helps.

Regards

++++++



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DPC:76616c646f72



From: [REDACTED]
To: [REDACTED]
Subject: Fwd: Avon Trail Cycle Count numbers.
Date: 05 March 2021 15:20:56
Attachments: [image002.jpg](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[Year_Week-88000004-2020_01_01-2020_07_21.xlsx](#)

Sent from my iPhone

Begin forwarded message:

From: David Lucas <David.Lucas@bristol.gov.uk>
Date: 9 February 2021 at 14:08:39 GMT
Subject: FW: Avon Trail Cycle Count numbers.

[REDACTED]
Please find attached the data for 2020.
Regards,
David
David Lucas
Road Safety and Local Engineering - Walking & Cycling Officer

From: David Lucas
Sent: 25 January 2021 11:41
To: [REDACTED]
Cc: 'Iain Stewart' <Iain.Stewart@sustrans.org.uk>
Subject: RE: Avon Trail Cycle Count numbers.

[REDACTED]
Chapel Pill Lane is in North Somerset so you might want to contact them to see if they have anything. I did have a chat with the PROW team there who were looking at improvements along this route and might be able to help.
The nearest cycle count in Bristol is the other end of the path and I only have data up to 2019 for the following location:

Ashton
- Pill

Annual growth
Average Daily Total

% Growth: earliest year to 2018	
Weekday	188%
Weekend	32%
All days	99%

---> 2018 being the last full year

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<!-- [endif]->

| Year | Daily Average | | | % Growth year on year | | | Days with data |
|------|---------------|---------|-----|-----------------------|---------|------|----------------|
| | Weekday | Weekend | All | Weekday | Weekend | All | |
| 1998 | 62 | 203 | 103 | | | | 69 |
| 1999 | 82 | 248 | 129 | 31% | 22% | 24% | 142 |
| 2000 | 27 | 126 | 57 | -67% | -49% | -56% | 23 |
| 2001 | 30 | 88 | 47 | 13% | -30% | -17% | 54 |
| 2002 | 88 | 180 | 115 | 192% | 104% | 142% | 258 |
| 2003 | 106 | 228 | 141 | 21% | 27% | 23% | 234 |
| 2004 | 83 | 187 | 113 | -22% | -18% | -20% | 353 |
| 2005 | 65 | 160 | 93 | -22% | -15% | -17% | 212 |
| 2006 | 94 | 200 | 125 | 45% | 25% | 34% | 236 |
| 2007 | 114 | 228 | 146 | 21% | 14% | 17% | 351 |
| 2008 | 98 | 205 | 128 | -14% | -10% | -12% | 183 |
| 2009 | 60 | 192 | 97 | -39% | -6% | -24% | 148 |
| 2010 | 136 | 272 | 175 | 129% | 41% | 80% | 360 |
| 2011 | 113 | 243 | 151 | -17% | -11% | -14% | 222 |
| 2012 | 133 | 281 | 174 | 17% | 16% | 15% | 100 |
| 2013 | | | | | | | 284 |

| | | | | | | | |
|------|-----|-----|-----|------|------|------|-----|
| 2014 | | | | | | | |
| 2015 | 161 | 256 | 188 | | | | 366 |
| 2016 | 131 | 199 | 150 | -19% | -23% | -20% | 364 |
| 2017 | 126 | 216 | 152 | -4% | 9% | 1% | 316 |
| 2018 | 141 | 215 | 162 | 12% | -1% | 7% | 148 |
| 2019 | 180 | 268 | 206 | 27% | 25% | 27% | 219 |

Seasonal

Variability

Average daily total by month

| Busiest as % of quietest month | |
|--------------------------------|------|
| Weekday | 591% |
| Weekend | 505% |
| All | 494% |

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<!--[if
!vml]--
>
```

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<!--
[endif]-
->
```

| Month | Weekday | Weekend | All |
|-----------|---------|---------|-----|
| January | 32 | 120 | 58 |
| February | 47 | 131 | 70 |
| March | 81 | 186 | 110 |
| April | 156 | 283 | 192 |
| May | 172 | 301 | 208 |
| June | 168 | 359 | 222 |
| July | 180 | 285 | 210 |
| August | 191 | 274 | 215 |
| September | 133 | 275 | 174 |
| October | 98 | 205 | 129 |
| November | 46 | 114 | 66 |
| December | 34 | 71 | 45 |

Daily profile

Average hourly total

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!vml]--
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<!--
[endif]-
->
```

| Hour | Weekday | Weekend | All |
|------|---------|---------|-----|
| 0 | 3 | 3 | 3 |
| 1 | 2 | 5 | 4 |
| 2 | 4 | 5 | 5 |
| 3 | 3 | 3 | 3 |
| 4 | 3 | 3 | 3 |
| 5 | 4 | 3 | 4 |
| 6 | 8 | 4 | 7 |
| 7 | 9 | 6 | 9 |
| 8 | 9 | 8 | 9 |
| 9 | 7 | 13 | 9 |
| 10 | 8 | 19 | 12 |
| 11 | 9 | 25 | 15 |
| 12 | 10 | 28 | 16 |
| 13 | 11 | 27 | 16 |
| 14 | 11 | 29 | 17 |
| 15 | 12 | 28 | 17 |
| 16 | 14 | 24 | 17 |
| 17 | 16 | 19 | 17 |
| 18 | 15 | 15 | 15 |
| 19 | 13 | 10 | 12 |
| 20 | 9 | 7 | 9 |
| 21 | 5 | 5 | 5 |
| 22 | 3 | 3 | 3 |
| 23 | 5 | 3 | 4 |

From: [REDACTED]

Sent: 22 January 2021 14:23

To: David Lucas <David.Lucas@bristol.gov.uk>

Subject: Avon Trail Cycle Count numbers.

Hi David,

Iain Stewart from Sustrans has kindly passed on your details

I have been speaking to Iain about a proposed development, at the gateway to the Avon Trail Cycle track at Chapel Pill Lane. The use of the cycle track has been played down at the pre planning

Stage, due to its state of 'disrepair' however it hit the local news last year during the pandemic due to the high numbers that were using it

The numbers they have given are pre covid and I wondered if this information is publicly available? If so would you be kind enough to point me in the right direction

Many thanks

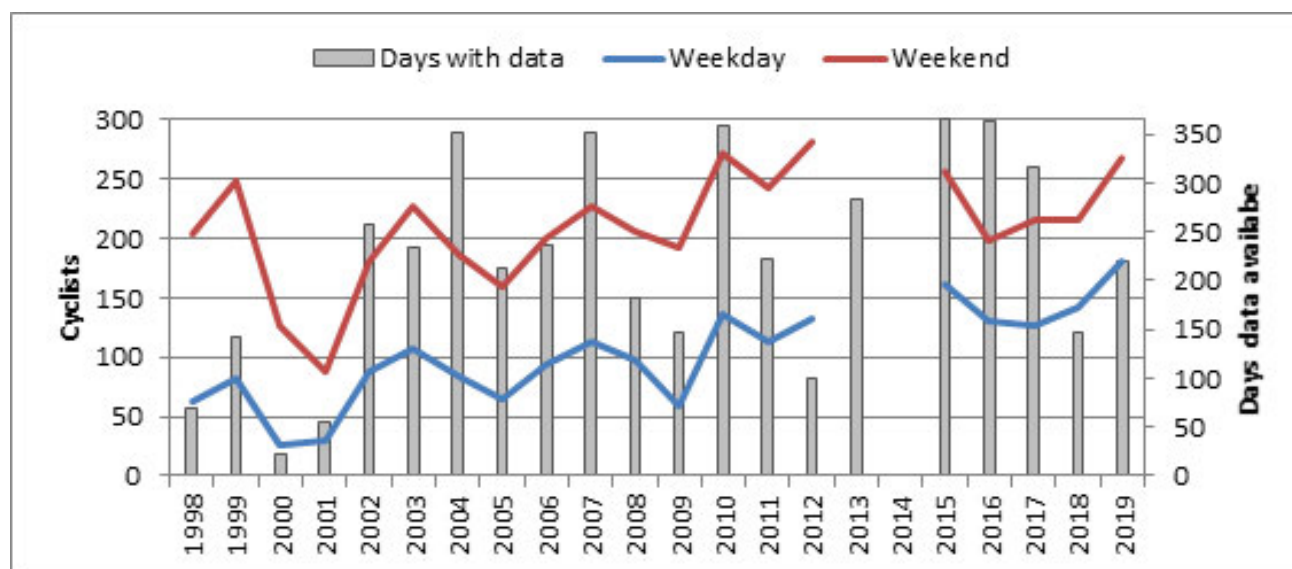
[REDACTED]

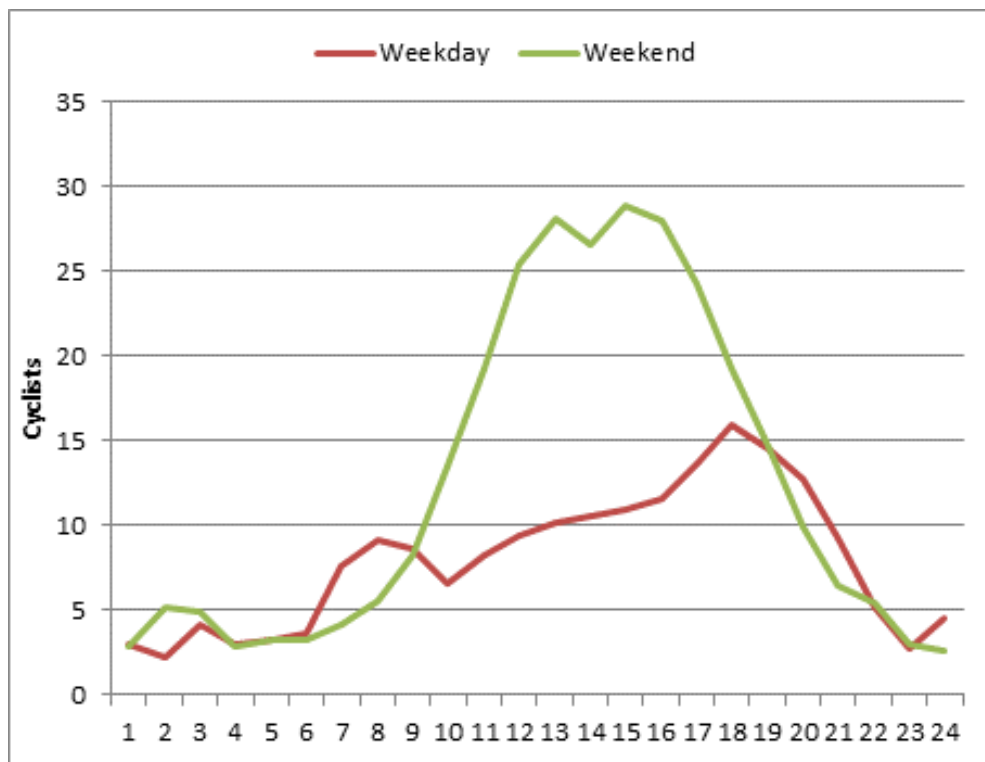
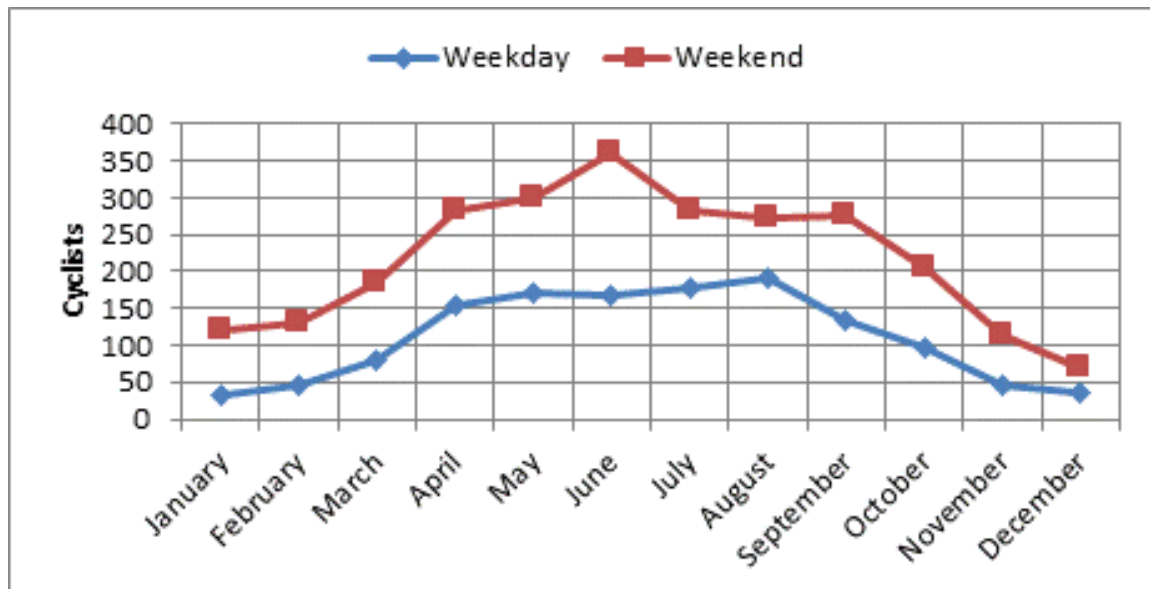
Council services: <http://www.bristol.gov.uk/service>

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| | | |
|--------|--|--|
| 19 Oct | | |
| 26 Oct | | |
| 02 Nov | | |
| 09 Nov | | |
| 16 Nov | | |
| 23 Nov | | |
| 30 Nov | | |
| 07 Dec | | |
| 14 Dec | | |
| 21 Dec | | |
| 28 Dec | | |

VDA-pro R2 09/02/2021

Site No. 88000004
Ashton - Pill Cycle Path
Vehicle Count Report

Site Ref. 000088000004
Year 2020

Lat/Lng. 49.76681 -7.55716
Channel: Northbound

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | 5- Day Av | 7- Day Av |
|--------|-----|-----|-----|-----|-----|-----|-----|-----------|-----------|
| 23 Dec | | | | | | | | | |
| 30 Dec | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06 Jan | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 Jan | 0 | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 6 |
| 20 Jan | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 Jan | 0 | 0 | 8 | 7 | 0 | 30 | 2 | 3 | 7 |
| 03 Feb | 1 | 11 | 22 | 27 | 29 | 87 | 0 | 18 | 25 |
| 10 Feb | 3 | 10 | 29 | 13 | 25 | 0 | 0 | 16 | 11 |
| 17 Feb | 9 | 15 | 16 | 14 | 14 | 25 | 59 | 14 | 22 |
| 24 Feb | 7 | 5 | 22 | 23 | 4 | 24 | 41 | 12 | 18 |
| 02 Mar | 16 | 24 | 5 | 7 | 22 | 34 | 58 | 15 | 24 |
| 09 Mar | 20 | 7 | 36 | 12 | 22 | 72 | 28 | 19 | 28 |
| 16 Mar | 47 | 29 | 34 | 23 | 46 | 287 | 304 | 36 | 110 |
| 23 Mar | 117 | 202 | 263 | 272 | 233 | 282 | 226 | 217 | 228 |
| 30 Mar | 121 | 250 | 194 | 218 | 275 | 387 | 478 | 212 | 275 |
| 06 Apr | 247 | 301 | 329 | 360 | 476 | 554 | 453 | 343 | 389 |
| 13 Apr | 355 | 326 | 426 | 370 | 64 | 122 | 572 | 308 | 319 |
| 20 Apr | 252 | 289 | 314 | 386 | 399 | 617 | 695 | 328 | 422 |
| 27 Apr | 282 | 27 | 105 | 62 | 164 | 499 | 305 | 128 | 206 |
| 04 May | 271 | 239 | 398 | 363 | 633 | 648 | 314 | 381 | 409 |
| 11 May | 183 | 282 | 252 | 345 | 286 | 508 | 560 | 270 | 345 |
| 18 May | 260 | 313 | 373 | 310 | 241 | 254 | 598 | 299 | 336 |
| 25 May | 750 | 389 | 444 | 384 | 396 | 540 | 586 | 473 | 498 |
| 01 Jun | 324 | 351 | 79 | 216 | 240 | 296 | 483 | 242 | 284 |
| 08 Jun | 245 | 355 | 185 | 114 | 125 | 444 | 419 | 205 | 270 |
| 15 Jun | 288 | 229 | 153 | 26 | 133 | 412 | 362 | 166 | 229 |
| 22 Jun | 297 | 328 | 303 | 262 | 246 | 131 | 205 | 287 | 253 |
| 29 Jun | 97 | 175 | 175 | 141 | 111 | 126 | 224 | 140 | 150 |

| | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 06 Jul | 199 | 190 | 71 | 83 | 144 | 397 | 387 | 137 | 210 |
| 13 Jul | 120 | 143 | 153 | 217 | 190 | 280 | 298 | 165 | 200 |
| 20 Jul | | | | | | | | | |
| 27 Jul | | | | | | | | | |
| 03 Aug | | | | | | | | | |
| 10 Aug | | | | | | | | | |
| 17 Aug | | | | | | | | | |
| 24 Aug | | | | | | | | | |
| 31 Aug | | | | | | | | | |
| 07 Sep | | | | | | | | | |
| 14 Sep | | | | | | | | | |
| 21 Sep | | | | | | | | | |
| 28 Sep | | | | | | | | | |
| 05 Oct | | | | | | | | | |
| 12 Oct | | | | | | | | | |
| 19 Oct | | | | | | | | | |
| 26 Oct | | | | | | | | | |
| 02 Nov | | | | | | | | | |
| 09 Nov | | | | | | | | | |
| 16 Nov | | | | | | | | | |
| 23 Nov | | | | | | | | | |
| 30 Nov | | | | | | | | | |
| 07 Dec | | | | | | | | | |
| 14 Dec | | | | | | | | | |
| 21 Dec | | | | | | | | | |
| 28 Dec | | | | | | | | | |

VDA-pro R2 09/02/2021

Site No. 88000004
Ashton - Pill Cycle Path
Vehicle Count Report

Site Ref. 000088000004

Lat/Lng. 49.76681 -7.55716

Year 2020

Channel: Not Assigned

| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | 5-
Day
Av | 7-
Day
Av |
|--------|-----|-----|-----|-----|-----|-----|-----|-----------------|-----------------|
| 23 Dec | | | | | | | | | |
| 30 Dec | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06 Jan | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 13 Jan | 0 | 0 | 0 | 0 | 0 | 71 | 3 | 0 | 11 |
| 20 Jan | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 Jan | 0 | 0 | 16 | 11 | 0 | 55 | 4 | 5 | 12 |
| 03 Feb | 1 | 18 | 50 | 52 | 56 | 153 | 0 | 35 | 47 |
| 10 Feb | 4 | 24 | 49 | 29 | 41 | 0 | 0 | 29 | 21 |
| 17 Feb | 14 | 29 | 33 | 28 | 23 | 59 | 100 | 25 | 41 |
| 24 Feb | 14 | 9 | 43 | 44 | 12 | 46 | 71 | 24 | 34 |
| 02 Mar | 33 | 40 | 8 | 12 | 47 | 59 | 115 | 28 | 45 |
| 09 Mar | 41 | 12 | 64 | 22 | 41 | 122 | 59 | 36 | 52 |
| 16 Mar | 78 | 51 | 57 | 41 | 87 | 495 | 521 | 63 | 190 |

| | | | | | | | | | |
|--------|------|-----|-----|-----|------|------|------|-----|-----|
| 23 Mar | 230 | 361 | 452 | 457 | 426 | 510 | 437 | 385 | 410 |
| 30 Mar | 235 | 473 | 355 | 392 | 500 | 672 | 811 | 391 | 491 |
| 06 Apr | 444 | 553 | 593 | 647 | 863 | 982 | 812 | 620 | 699 |
| 13 Apr | 652 | 621 | 794 | 676 | 138 | 196 | 1077 | 576 | 593 |
| 20 Apr | 500 | 561 | 583 | 697 | 689 | 1053 | 1178 | 606 | 752 |
| 27 Apr | 533 | 60 | 214 | 122 | 293 | 803 | 578 | 244 | 372 |
| 04 May | 494 | 433 | 732 | 662 | 1121 | 1185 | 606 | 688 | 748 |
| 11 May | 329 | 533 | 459 | 657 | 528 | 899 | 985 | 501 | 627 |
| 18 May | 512 | 592 | 715 | 583 | 432 | 453 | 1120 | 567 | 630 |
| 25 May | 1312 | 702 | 809 | 731 | 738 | 987 | 1078 | 858 | 908 |
| 01 Jun | 597 | 668 | 151 | 426 | 450 | 498 | 887 | 458 | 525 |
| 08 Jun | 492 | 644 | 389 | 223 | 244 | 812 | 766 | 398 | 510 |
| 15 Jun | 608 | 431 | 293 | 51 | 245 | 707 | 631 | 326 | 424 |
| 22 Jun | 537 | 615 | 572 | 501 | 481 | 251 | 395 | 541 | 479 |
| 29 Jun | 181 | 313 | 327 | 249 | 212 | 219 | 411 | 256 | 273 |
| 06 Jul | 367 | 343 | 126 | 153 | 288 | 674 | 701 | 255 | 379 |
| 13 Jul | 226 | 265 | 284 | 409 | 356 | 511 | 552 | 308 | 372 |
| 20 Jul | | | | | | | | | |
| 27 Jul | | | | | | | | | |
| 03 Aug | | | | | | | | | |
| 10 Aug | | | | | | | | | |
| 17 Aug | | | | | | | | | |
| 24 Aug | | | | | | | | | |
| 31 Aug | | | | | | | | | |
| 07 Sep | | | | | | | | | |
| 14 Sep | | | | | | | | | |
| 21 Sep | | | | | | | | | |
| 28 Sep | | | | | | | | | |
| 05 Oct | | | | | | | | | |
| 12 Oct | | | | | | | | | |
| 19 Oct | | | | | | | | | |
| 26 Oct | | | | | | | | | |
| 02 Nov | | | | | | | | | |
| 09 Nov | | | | | | | | | |
| 16 Nov | | | | | | | | | |
| 23 Nov | | | | | | | | | |
| 30 Nov | | | | | | | | | |
| 07 Dec | | | | | | | | | |
| 14 Dec | | | | | | | | | |
| 21 Dec | | | | | | | | | |
| 28 Dec | | | | | | | | | |