

TI'R ISHA

Transport Assessment

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Transport Assessment
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1 INTRODUCTION

- 1.1 This Transport Assessment has been prepared by RPS on behalf of Cenin to support Pre-Application Consultation (PAC) for an outline planning application with all matters reserved for the construction of an employment unit (Use Class B1, B2 or B8), with indicative access and circulation, hard and soft landscaping and drainage infrastructure.
- 1.2 The planning application will seek outline planning permission with all matters reserved.

Background

- 1.3 The site is located to the west of the Welcome Break Sarn Park Services and is bound by the A4063 to the north, the M4 to the south, an unnamed local access road which becomes a footbridge crossing over the M4 to the east, and a railway line (the Maesteg Line) to the west. Sarn is located further north of the site beyond the A4063. The site is undeveloped and measures approximately 10.3 acres, with no current vehicular access.
- 1.4 Within the Bridgend County Borough Council (BCBC) Local Development Plan 2018-2033 the proposed site is allocated as a site for Employment Allocation (ENT1(15)) and (ENT2(29)). Appendix 5 of the Local Development Plan 2018-2033 is an Implementation and Delivery Appendix which sets out key issues, constraints, phasing and mitigation measures for allocated sites. In regard to ENT1(15) it is stated that there are “No known issues / constraints” in relation to Highways and Transport.

Development Proposals

- 1.5 An illustrative concept site plan is attached at **Appendix A**. This illustrates a single linear building responding to the shape of the site. The building is set back from the ancient woodland, providing an offset. A new access junction could be provided from the A4063 ramping down to a loop road wrapping around the building and allowing for circulation. The existing watercourse running through the site could be diverted, with a basin to the west of the site and surface water attenuation underneath the parking. New banks and ground levelling works are proposed to tie back into the existing.
- 1.6 The concept site plan shows a three-storey building with a double shallow pitch roof and a parapet. It responds to the levels of the site, with entrances at ground and lower ground level.
- 1.7 The approximate gross internal floor area for the building is 32,000m², with the following internal gross floor areas for the three storeys;
- Lower ground floor: c. 6,000m²
 - Ground floor: c. 13,000m².
 - First floor: c. 13,000m²

Content of Transport Assessment Report

- 1.8 This Transport Assessment has been prepared in accordance with the Welsh Government publication Technical Advice Note (TAN) 18: Transport (TAN18), 2007, and addresses the transportation and highways issues associated with the proposed development.
- 1.9 The following transportation and highway issues are addressed in detail in this Transport Assessment:
- Relevant National and Local transport policy;
 - Existing and baseline transport conditions;
 - Details of the proposed development;
 - Development travel demand;
 - Transport Impact on the local highway network;
 - Transport Implementation Strategy; and
 - Summary and conclusion on the Transport Assessment.

Conclusions

- 1.10 This Transport Assessment concludes that sustainable access could be provided to the proposed development and generated traffic flows could be accommodated without the detriment to the existing safety or operation of the local highway network. A Framework Travel Plan (FTP) will be prepared and then implemented site-wide which will encourage sustainable travel to and from the development.
- 1.11 It is concluded that there are no transportation reasons why the development proposal should not be allowed.

2 POLICY REVIEW

Introduction

2.1 The development proposals will be considered against the following transport policies and guidance:

- Planning Policy Wales (PPW) Edition 12 (2024)
- Technical Advice note (TAN) 18: Transport (2007)
- Llwybr Newydd: The Wales Transport Strategy 2021 (2021)
- Future Wales – The National Plan 2040
- Sustainable Development Scheme ‘One Wales: One Planet’ (2009)
- Active Travel (Wales) Act (2013)
- Active Travel Act Guidance – July 2021;
- Wellbeing of Future Generations (Wales) Act 2015;
- The Future Generations Report 2020;
- Bridgend Local Development Plan 2018-2033 (2024)
- Local Transport Plan 2015-2023 (2015)
- Supplementary Planning Guidance 17 – Parking Standards (2008)

National Policy

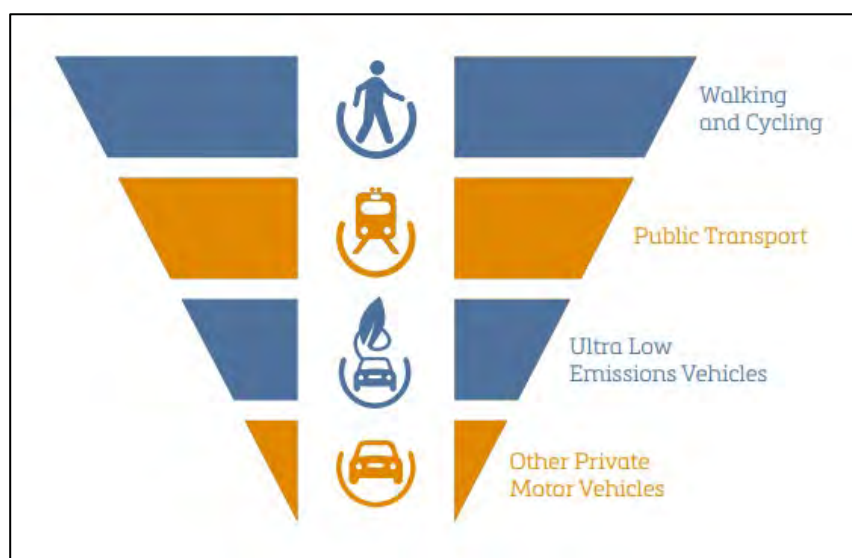
Planning Policy Wales Edition 12 (2024)

2.2 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.3 Chapter 4 of the policy sets out the future aims for transport. In brief developments should:

- Bring services to people to reduce the need to travel by planning for better physical and digital connectivity.
- Allow people and goods to move easily from door-to-door by accessible, sustainable and efficient transport.
- Where new transport infrastructure is required, priority will be given to walking, cycling and public transport ahead of private motor vehicles.
- Encourage people to make the change to sustainable transport to help meet climate change targets.

2.4 **Figure 9:** The Sustainable Transport Hierarchy for Planning within the Policy document shows the hierarchal approach to reduce vehicle trips and can be viewed below.



2.5 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which priorities walking, cycling and public transport ahead of motor vehicles.

2.6 The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

Technical Advice Note TAN 18 (2007)

2.7 This Technical Advice Note details how to integrate land use and transport planning, explaining how transport impacts should be assessed and mitigated. The Assembly Government adopts a sustainable development approach, as stated within paragraph 2.2. This includes:

- “Integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.”

2.8 Paragraph 2.3 states that the sustainable policy objectives will be met through the integration of transport and land use by:

- “Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling;
- Ensuring that new developments include appropriate provision for pedestrians, cycling, public transport, and traffic management and parking;
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.”

2.9 Paragraph 3.7 states:

- “Development plans should seek wherever possible to identify locations ... which offer genuine and easy access by a range of transport modes and therefore:

- allocate major generators of travel demand ... near public transport interchanges, as a means to reduce car dependency and increase social inclusion by ensuring that development is accessible by public transport for those without access to a car;
- consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements.”

2.10 Within paragraph 6.2 it is stated that developers should:

- ‘Ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines.’

Llwybr Newydd: The Wales Transport Strategy 2021 (2021)

2.11 The Wales transport strategy sets out the vision for how the Welsh transport system can help deliver the priorities for Wales, helping to put Wales on a pathway to creating a more prosperous, green and equal society.

2.12 The transport strategy has the following three headline priorities;

- Priority 1: bring services to people in order to reduce the need to travel.
- Priority 2: allow people and goods to move easily from door to door by accessible sustainable and efficient transport services and infrastructure.
- Priority 3: encourage people to make the change to more sustainable transport.

Future Wales – The National Plan 2040

2.13 ‘Future Wales – The National Plan 2040’ (Future Wales) is the national development framework, setting the direction for development in Wales to 2040.

2.14 Future Wales recognises that Placemaking is at the heart of the planning system in Wales, and that this policy establishes a strategic placemaking approach and principles to support planning authorities to shape urban growth and regeneration.

2.15 Policy 2 of Future Wales is titled Shaping Urban Growth and Regeneration – Strategic Placemaking. It states that urban growth and regeneration should be based on several strategic placemaking principles including:

- **‘Building places at a walkable scale, with homes, local facilities and public transport within walking distance of each other;**
- **Increasing population density, with development built at urban densities that can support public transport and local facilities; and**
- **Establishing a permeable network of streets, with a hierarchy that informs the nature of development’.**

2.16 Of key importance to new developments such as the proposed site is the concept of the ‘walkable scale.’ This strategic placemaking principle states that to enable active and healthy lifestyles, people should be able to easily walk to local facilities and public transport.

Sustainable Development Scheme ‘One Wales: One Planet’ (2009)

- 2.17 The Sustainable Development Scheme of the Welsh Assembly Government titled ‘One Wales: One Planet’ (May 2009) has a main outcome of “a low carbon transport network which promotes access rather than mobility, so that we can enjoy facilities with much less need for single occupancy car travel”. Under the heading of ‘What a Sustainable Wales Would Look Like’ is:
- “Walking and cycling are much more commonplace. There is greatly enhanced provision for cyclists and pedestrians... with improved walking and cycling networks, as well as better street design and traffic management measures.
 - There is a coherent network of sustainable transport options within rural Wales.
 - Travel Plans are part of all new developments. All employers develop and implement Travel Plans.”

Active Travel (Wales) Act (2013)

- 2.18 This Act makes it a legal requirement for local authorities in Wales to map and plan suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highway authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 2.19 By connecting key sites such as workplaces with active travel routes, the Act will encourage people to rely less on their cars when making journeys. In considering whether it is appropriate for a route to be regarded as an active travel route, a local authority must take into account:
- whether the route facilitates the making by, or by any description of, walkers and cyclists of active travel journeys; and
 - whether the location, nature and condition of the route make it suitable for safe use by, or by any description of, walkers and cyclists for the making of such journeys.
- 2.20 The Act requires Local authorities to produce and publish Existing Routes Maps. These maps show routes within the area that are suitable for active travel, and which meet standards set by the Welsh Government. As such the Existing Routes Maps, do not show all available walking and cycling routes within an area. The Welsh Government approved BCBC’s Existing Route Maps in January 2016. The Existing Route Maps for Bridgend are available at **Appendix B**.




Active Travel Act Guidance – July 2021

- 2.21 The Active Travel Act Guidance was published on 16 July 2021 and is issued using the powers of the Welsh Ministers to provide guidance under sections 2(6), 3(4), 4(5), 5(2) and 2(2) of the Active Travel Wales Act.
- 2.22 The guidance sets out the overarching vision of the Active Travel Act, with that being:
- “An accessible, sustainable and efficient transport system.”**
- 2.23 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related

facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.

- 2.24 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.
- 2.25 The active travel network is designed to serve everyday journeys (also known as utility journeys). Examples of destinations which can be considered to form an everyday journey include school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.
- 2.26 Table 4.1 of the guidance provides a guide for network development in relation to reasonable distance that would be travelled by each active mode and is replicated as follows:

Active Travel Act Guidance (Table 4.1)

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

- 2.27 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many short journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.
- 2.28 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using the existing highways that are affected by the development.

Wellbeing of Future Generations (Wales) Act 2015

- 2.29 This act seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve to improve wellbeing both now and in the future, several of which support this development's aim for the promotion of sustainable travel.
- 2.30 The most relevant goals in relation to the proposed development site are:
- A prosperous Wales – encouraging an innovative, prosperous and low carbon society;
 - A healthier Wales – a society in which choices and behaviours that benefit future health are understood;
 - A Wales of cohesive communities – promoting attractive, viable, safe and well-connected communities; and
 - A globally responsible Wales – considering improvement which make positive contributions towards global well-being.

The Future Generations Report 2020

- 2.31 This report occurs once every five years and sets out the Commissioner's assessment of the process made in implementing the Act within the reporting period.
- 2.32 The report provides the following vision for transport:

'Places, which embed active travel infrastructure, fully integrated with a high-speed reliable zero carbon, affordable and completely accessible public and community transport system. Transport that is co-designed with communities and citizens' needs in mind, and which improves the social, environmental, economic and cultural well-being of Wales'.

Local Policy

Bridgend Local Development Plan 2018-2033 (2024)

- 2.33 The Local Development Plan (LDP) was adopted in March 2024 and contains the objectives for the development and use of land in the Bridgend County Borough over the plan period from 2018 to 2033 and its policies to implement them.
- 2.34 A proposals map was created as part of the LDP showing Council proposed areas for residential, employment, education, recreational and infrastructure development which can be seen at **Appendix C**. Within this map the proposed site is highlighted as a site for Employment Allocation (ENT1(15)) and (ENT2(29)).
- 2.35 The LDP Strategic Policy 11: Employment Land Strategy states:

“Opportunities for economic growth will be facilitated by directing employment generating development to the most appropriate and sustainable locations, supporting expansion of existing businesses and ensuring strong spatial alignment between housing and employment”.

2.36 The LDP Strategic Policy 5: Sustainable Transport and Accessibility states:

“Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:

- **1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);**
- 2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;**
- 3) Safeguard, enhance and expand the active travel networks identified in the Council’s Existing Routes Map and ATNM, including links to those networks as a means of improving connectivity;**
- 4) Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with land use development. This includes resolving localised junction capacity issues where they restrain growth;**
- 5) Reduce reliance on private car use by maximising the potential of movement to/ from the development by public transport, including for the urban area ensuring developments are served by walking routes to public transport networks;**
- 6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;**
- 7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;**
- 8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and**
- 9) Ensure that developments are served by appropriate parking provision, in accordance with the Council’s parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.**

Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.”

Local Transport Plan 2015 – 2030 (2015)

2.37 The Welsh Government now requires local authorities in Wales to prepare and adopt Local Transport Plans (LTPs) as the framework for identifying local transport schemes for improvements.

2.38 The vision of the LTP is:

“An effective, accessible, integrated and sustainable transport system that can meet the short-, medium- and long-term needs of a changing population, the economy and society”.

2.39 The Key priorities of the LTP are:

KP1 - To support economic growth and safeguard jobs with a particular focus on City Regions, Enterprise Zones and local growth zones

- Improved access to jobs and services by sustainable and active travel.
- Reduced congestion, improved journey time reliability, greater network resilience.
- Maximise potential to use bus and/or rail to access key employment and other sites.
- Improved access for freight.

KP2 - To reducing economic inactivity by delivering safe and affordable access to employment sites

- Seamless journeys and integrated ticketing.
- Affordable access to jobs, services and education.

KP3 - To maximise the contribution that effective and affordable transport services can make to transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities

- Support rural areas by improving access to key services;
- Bus services that enable communities to access employment / services

KP4 - Encourage safer, healthier and sustainable travel • Increased take up of active and sustainable travel.

- Reduced number of personal injury accidents.
- Reduction in the negative impact of transport emissions on health and the environment.
- Increased number of journeys to tourism destinations being made by sustainable and active travel modes.

Supplementary Planning Guidance (SPG) 17 – Parking Standards (2008)

2.40 The Bridgend County Borough Council parking standards are based on SPG 17, which was produced in 2008. The parking standards are based on land uses and parking zones. Land use characteristics and transport characteristics have determined the allocated parking zone for each specific area. Maps showing the parking zones for Bridgend County Borough are provided in

SPG 17 - Parking Standards Volume 2, Map 21 shows the allocated parking zone for the development site is zone 5.

- 2.41 As there is a range of parking standards for land uses and the gross floor area for each land use for the proposed development has not been finalised yet the specific parking standards cannot be determined at this stage. However, during the reserved matters applications, the proposal will be developed in accordance with the parking standards set out in SPG17.

Summary

National and Local Policies

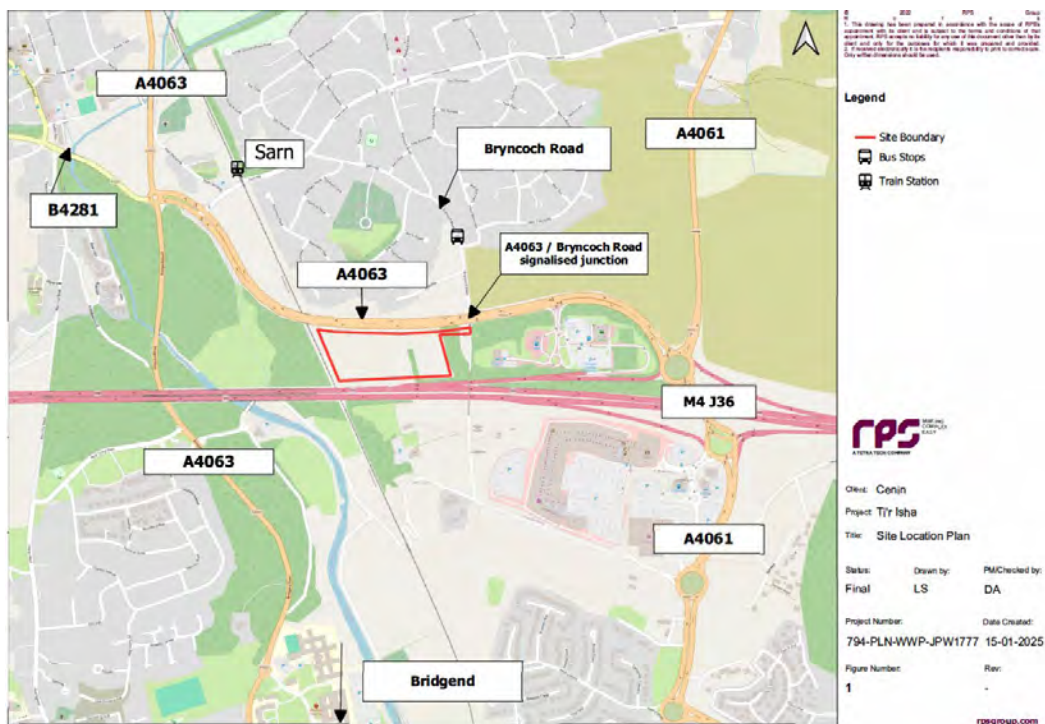
- 2.42 National policy aims to promote sustainable travel to and from developments. New developments should be in areas that maximise sustainable transport opportunities, provide for pedestrians and cyclists, manage traffic and parking levels, and incorporate street design and Travel Plans as a major influence for all new developments.
- 2.43 Local policy is provided by the LTP and LDP which identify the sustainable transport measures required to ensure BCBC adheres to current requirements and good practises for a sustainable transport environment. The site is allocated within the LDP for Employment Allocation.
- 2.44 The documents include policies that set out that all new developments must be highly accessible with emphasis on walking and cycling to reduce the number of short trips taken by car, promote the use of sustainable travel and have no unacceptable impact on highway safety or have an adverse impact on traffic congestion.
- 2.45 This section has identified relevant national and local transport related policies that are relevant to the proposed development. These policies and principles have been taken into account in the design of the proposed development. It is considered that the proposed development generally accords with these policies.

3 EXISTING AND BASELINE TRANSPORT CONDITIONS

Site Location

- 3.1 The site is located to the west of the Welcome Break Sarn Park Services and is bound by the A4063 to the north, the M4 to the south, an unnamed local access road which becomes a footbridge crossing over the M4 to the east, and a railway line (the Maesteg Line) to the west. Sarn is located further north of the site beyond the A4063. It is located approximately 1 kilometre south of Sarn and four kilometres north of Bridgend. The site in its wider geographical context can be seen on **Figure 1** which is also attached at **Appendix D**.

Figure 1: Site Location Plan



Local Highway Network

- 3.2 The local highway network is illustrated in **Figure 1**. The extent of the adopted highway in the vicinity of the site is included at **Appendix E**.

A4063

- 3.3 The A4063 routes from the north-west of the site to the east of the site along the northern site boundary. In the vicinity of the site, the A4063 is a dual carriageway road subject to a 50mph speed limit. Street lighting is provided along its length.

- 3.4 The road has three signalised junctions along its length. Two of the signalised junctions provide access to the area of Sarn. The most eastern signalised junction provides access to Welcome Break Sarn Park Services.
- 3.5 In the vicinity of the site a four-arm roundabout forms the north-western end of the A4063. One of the arms of the roundabout is the B4281 which routes westbound towards Cefn Cross and Cefn Cribwr. At this roundabout the A4063 continues north to Tondy, Maesteg and the Llynfi Valley and south into Bridgend.
- 3.6 To the south the A4063 is a single carriageway road, initially this is subject to national speed limit and has no footways, at the point the A4063 meets the M4 bridge the speed limit changes to 30mph, and a footway is provided. The A4063 provides access to the north-western and western area of Bridgend. To the north the A4063 is a single carriageway road and is subject to national speed limit initially with no footways provided. At the Bryn Road / Bridgend Road junction the speed limit reduces to 30mph, and footways are provided. To the north the A4063 continues up into the South Wales Valleys.
- 3.7 A five-arm roundabout forms the eastern extent of the A4063, one arm of this roundabout is the eastbound exit slip road for the M4 junction 36 with another arm forming the eastbound on slip road for the M4 junction 36. Two arms form the A4061 which routes north towards Brynemydd and south into Bridgend.
- 3.8 Whilst footways are not currently provided along the length of the A4063, at the Bryncoch Road / A4063 signalised junction signal-controlled pedestrian crossings are provided to allow access to the existing shared footway / cycleway along Bryncoch Road and the shared footway / cycleway that routes south from the A4063. At the Bryncoch Road signalised junction signalised crossing facilities are provided to allow access between the footways along Bryncoch Road and shared footway / cycleway that routes south and crosses the M4.

A4061

- 3.9 The A4061 routes north to south to the east of the site and is accessed from the site via a five-arm roundabout to the east of the site. North of this roundabout the A4061 routes towards Bryncoch, Bryncethin and the Garw and Ogmore Valleys. These sections of the A4061 are a single carriageway road, it is initially subject to a 50mph speed limit which becomes 30mph on entry to Bryncoch and Bryncethin. Streetlighting is provided along its length with a footway provided on its eastern side.
- 3.10 To the south of the five-arm roundabout the A4061 routes into Bridgend. The A4061 crosses the M4 via a bridge and leads to a five-arm roundabout which provides access to the M4 westbound on slip road and off slip road. This five-arm roundabout also providing access to M4 services and McArthur Glen Design Outlet. Further south the A4061 leads to a four-arm roundabout which also provides access to the services and designer outlet. The A4061 then continues south to provide access to the north-eastern area of Bridgend.

Bryncoch Road

- 3.11 Bryncoch Road is accessed via a signalised junction with the A4063 located to the immediate east of the site. This is a single carriageway road subject to national speed limit for the initial 100 metres the speed limit then changes to 30mph. A footway is provided on the western side of

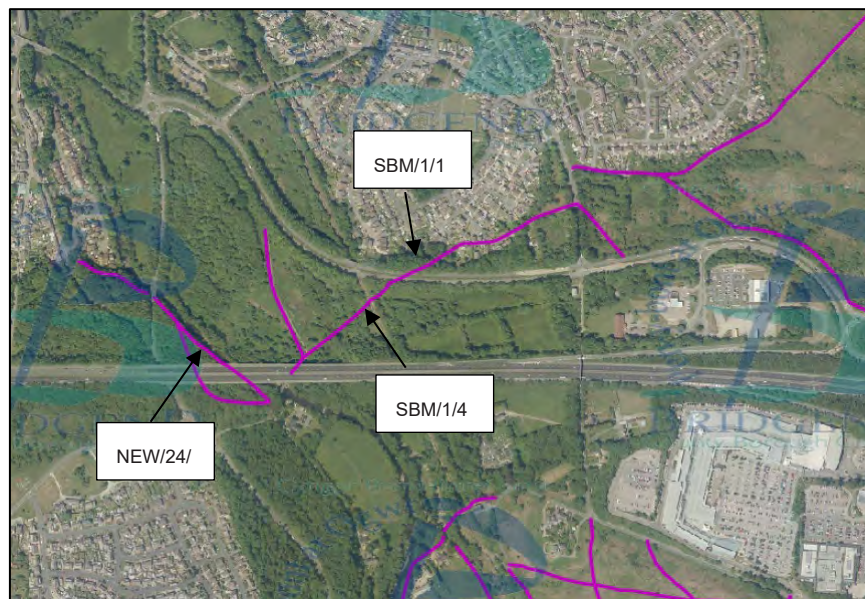
carriageway for the first 120m and is then provided on both sides of the carriageway, street lighting is also provided along its length.

- 3.12 Bryncoch Road continues north until it meets Heol Canola providing access to residential areas of Sarn. Heol Canola routes east to west providing access to Bryncoch via the A4061 to the east and the A4063 to the west.

Walking and Cycling

- 3.13 There are no footways provided along the A4063 in the vicinity of the site. However, to the immediate north east of the site along Bryncoch Road footways are provided on the western side of the carriageway for the first 120m and are then provided on both sides of the carriageway. Footways along Bryncoch Road can be accessed via a signalised pedestrian crossing of the A4063, this provides access to a single-track road south of the A4063 which leads to footbridge over the M4 and into the residential areas to the north of Bridgend.
- 3.14 There are public footpaths within the vicinity of the site, the locations of these are shown on **Figure 2**. The closest footpath to the site is SBM/1/1 routes broadly northeast to southwest to the west of the site, the footpath crosses the A4063, but no crossing facilities are currently provided. To the northeast the footpath routes into Sarn, to the southwest this connects to SBM/1/4 and NEW/24/1 via Rhyd Lane.

Figure 2: Public Rights of Way



- 3.15 National Cycle Route 885 routes broadly north to south to the west of the site routing between Bridgend to the south and Tondy to the north before connecting to cycle route 4. Route 4 routes broadly east to west between London and Fishguard.

Public Transport

Bus

- 3.16 The closest bus stops to the site are located approximately 200m north of the A4063 along Bryncoch Road. The bus stops are named Bryncoch Road and have a shelters, these bus stops serve routes 73, 74 and 76. The details of the frequency and route of each of these services in **Table 3.1**.

Table 3.1: Summary of Bus Services from Bryncoch Road Bus Stops

Service Number	Stop	Route	Weekday Frequency (per hour)			Time	
			AM Peak (0700-0900)	Inter-Peak	PM Peak (1630-1830)	First Arrival	Last Departure
73	Bryncoch Road	Bridgend – Blaengarw	-	-	One Service	17:44	20:14
74	Bryncoch Road	Bridgend – Nantymoel	Three services	Two per hour	Three services	07:43	20:42
76	Bryncoch Road	Bridgend – Bettws	Two services	One per hour	One Service	07:34	16:37

Rail

- 3.17 The site is located approximately 1 kilometre from Sarn Railway Station which provides regular arrivals and departures to / from Cheltenham Spa, Cardiff Central, Bridgend, Newport, and Maesteg. The walking isochrone map for the site is shown by **Figure 3** and **Figure 4** show that the journey distance would be less than 1 mile which is a reasonable walking and cycling distance according to Active Travel Wales.
- 3.18 The 73, 74 and 76 bus services serve the Sarn Post Office bus stop, which is the closest bus stop approximately 450 metres from the railway station.
- 3.19 The destinations and frequency of services provided from Sarn Railway Station are summarised in **Table 3.2**.

Table 3.2: Summary of Rail Services from Sarn Rail Station

Sarn (SRR) Railway Station - Arrivals			
Origin	Weekday Frequency		
	AM Peak (0700-0900)	Inter-Peak	PM Peak (1630-1830)
Cheltenham Spa	60 mins	60 mins	60 mins
Maesteg	60 mins	60 mins	60 mins

Sarn (SRR) Railway Station - Departures			
Destination	Weekday Frequency		
	AM Peak (0700-0900)	Inter-Peak	PM Peak (1630-1830)
Cheltenham Spa	60 mins	60 mins	60 mins
Maesteg	60 mins	60 mins	60 mins

Site Accessibility by Non-Car Modes

- 3.20 The proposed development is currently accessible by three bus services, a National Cycle Network route and has a railway station within 1 kilometre of the site, allowing for combined journeys and linked trips to be made.
- 3.21 Walking isochrone maps from the point of walking and cycling access to the proposed building available at **Appendix H**, and a cycle isochrone map is provided at **Appendix I**.

Personal Injury Collision Data

- 3.22 Personal Injury Accident (PIA) data from Crashmap covering the latest available five-year period 2018-2022 (inclusive) has been used to assess road safety. Data has been sourced from Welsh Government in November 2024 and at the time of PAC is awaiting receipt; thus for the purposes of PAC, Crashmap data has been assessed.
- 3.23 Locations considered to be affected by the development have been selected to give an overview of the existing safety of the local highway networks. The network for which the PIA data search was requested is shown in **Appendix F**.

Table 3.3: Summary of PIAs

Severity	Number of PIAs
Slight	20
Serious	3
Fatal	1
Total	24

- 3.24 As shown by **Table 3.3** there were a total of 24 PIAs during the five-year period; 20 of which resulted in slight injury, three of which resulted in serious injury and one of which resulted in fatal

injury. An analysis of the data determined that there were no PIA clusters (four or more occurring at the same location or within 25 m of each other) within the study area.

- 3.25 The one fatal PIA occurred at the A4063 / Bryncoch Road signalised junction, this PIA appears to have occurred when a driver disobeyed a red signal and collided with a pedestrian using the signalised pedestrian crossing. This is likely a result of driver delay and failure to obey signals.
- 3.26 The three serious PIAs occurred at two separate locations. One serious PIA occurred along the A4063 approximately 300m east of the Sarn Hill / A4063 signalised junction and involved a single vehicle that collided with a tree off the carriageway, it was dark, but conditions were dry without ice or winds. Therefore, it appears this PIA occurred as a result of driver error.
- 3.27 Two of the serious PIAs occurred in the vicinity of the A4063 / Sarn Hill signalised junction. One occurred as a result of a shunt and the other as a result of a vehicle changing lanes. Both appear to have resulted from driver error.
- 3.28 All other slight PIAs occurred at different locations and did not form any clusters and do not suggest any current highway safety issues.
- 3.29 An analysis of the PIAs determined there were no consistent contributory factors amongst the PIAs that could be attributed to the highway network. It is considered that there no underlying road safety issues along the highway network within the vicinity of the site.

4 DEVELOPMENT PROPOSALS

- 4.1 The development site comprises approximately 10.3 acres, with no current vehicular access. The concept site layout includes a single linear building, responding to the shape of the site. The building is set back from the ancient woodland, providing an offset. A new access junction could be provided from the A4063 ramping down to a loop road wrapping around the building and allowing for circulation. The existing watercourse running through the site could be diverted, with a basin to the west of the site and surface water attenuation underneath the parking. New banks and ground levelling works are proposed to tie back into the existing.
- 4.2 The concept site plan shows a three-storey building with a double shallow pitch roof and a parapet. It responds to the levels of the site, with entrances at ground and lower ground level.
- 4.3 The approximate gross internal floor area for the building is 32,000m², with the following internal gross floor areas for the three storeys;
- Lower ground floor: c. 6,000m²
 - Ground floor: c. 13,000m²
 - First floor: c. 13,000m²
- 4.4 A copy of the proposed concept site plan is attached at **Appendix A**. The site allocation is for B1, B2 and B8 uses.
- 4.5 This outline planning application is for the Ti'r Isha Employment Area site, which forms part of the Bridgend Energy Hub project by Cenin. Bridgend Energy Hub is a future generations project, covering a total of 4 sites, that uses the generation of low-cost sustainable electricity, to deliver major economic, environmental and transportation benefits to Bridgend and the surrounding area.
- 4.6 Alongside the Employment Area, the Bridgend Energy Hub includes:
- Mynydd y Gaer Wind Farm – sustainably supplying the total power needs for 60,000 homes, producing local power that would help Bridgend reach its net zero aspirations.
 - Ty'n y Waun Solar – an innovative scheme that will bring a wide range of benefits to the local area and provides enough power for approximately 12,500 homes.
 - Junction 36 Transport Hub – located just off the M4, this will be a travel centre for future transport needs, shaped by the local community to best deliver for the people of Bridgend.

Vehicular Access Strategy

- 4.7 It is expected that the development is accessed from the A4063 along the northern extent of the development site. Given the dual carriageway nature, such an access would be a left in / left out arrangement and an illustrative access layout is available at **Appendix G**.
- 4.8 On the eastern side of the access a 3m wide shared use footway / cycleway can be provided to connect with the signalised crossing over the A4063.

Servicing

- 4.9 Suitable servicing, including adequate turning space, would be provided for refuse vehicles. Designated areas for waste collection would also be provided. Internal carriageway design and servicing will be finalised as part of a reserved matters application.




Parking

- 4.10 As presented by the concept site plan at **Appendix E**, car parking spaces will be proposed including those with blue badges and electric vehicle car parking as well as cycle parking. The proposed location, layout and quantum of these would be developed as part of the proposals for reserved matters in accordance with the parking standards set out in BCBC's SPG 17 Parking Standards.

Accessibility

- 4.11 Pedestrian and cyclist access would be provided onto the A4063 and to the east to the bridge over the M4 such that the site provides active travel links to the surrounding areas and onto roads that would be conducive for cycling along.
- 4.12 Guidance on walking and cycling distances is set out in Table 4.1 of the Welsh Government publication '*Active Travel Act Guidance*', July 2021, an extract of which is set out on **Figure 3**.

Figure 3: Welsh Government Guidance on Walking and Cycling Distances

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●

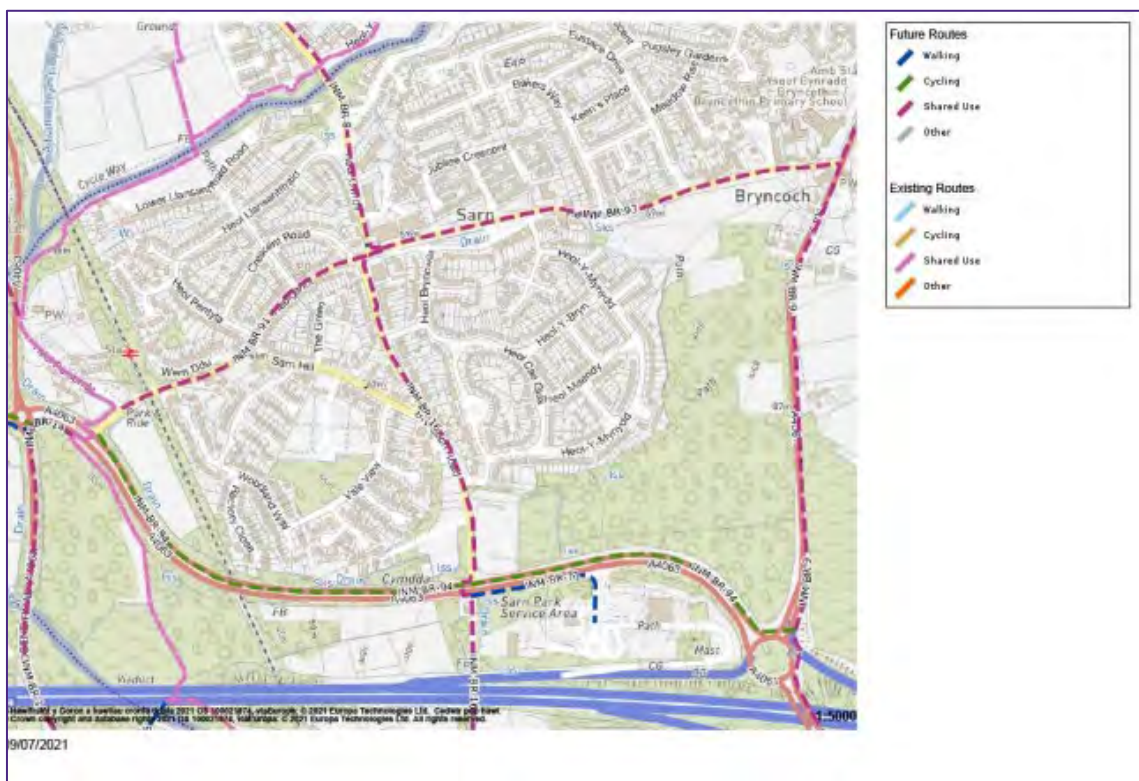
Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

Source: Welsh Government: Active Travel Act Guidance, July 2021, Table 4.1

- 4.13 As can be seen, Welsh Government considers many users are likely to walk up to two miles (3.2km) for utility journeys with some users likely to walk up to three miles (4.8km) for such uses.
- 4.14 In terms of cycling, Welsh Government considers many users are likely to cycle up to five miles (8.0km) for utility journeys with some users likely to cycle up to 7.5 miles (12.0km) for such uses.

- 4.15 **Appendix H and Appendix I** only show an indicative walking isochrone up to 3 miles and an indicative cycling isochrone for up to 5 miles. These show that the Bryncoch Road bus stop, Sarn Railway station and the majority of Sarn and Bridgend are accessible from the site via active travel, which are significantly within the Welsh Government threshold.
- 4.16 Bridgend County Borough Council in partnership with Sustrans Cymru, is undertaking a review of the Active Travel Network Maps in the borough. They have produced maps showing existing active travel routes – routes that meet the standards required to be labelled as active travel routes. The maps also show proposed access travel routes, an extract of the map has been included at **Figure 4** below.

Figure 4: Map of Proposed Active Travel Routes in the Vicinity of the Proposed Site



- 4.17 In the vicinity of the site **Figure 4** shows a future cycleway along the A4063 between the A4061 roundabout and the A4063 / Sarn Hill signalised junction. This will link to a future shared use route at the eastern extent and an existing shared use route at the western side.
- 4.18 Also, in the vicinity of the site a shared use route is proposed between Sarn and the A4063, this will also provide access to other future shared use routes.
- 4.19 These two future routes require third party land and therefore could not be fully provided by the applicants, however the applicants will agree a contribution towards active travel with BCBC to assist with the delivery of these proposals and also to improve the accessibility of the development proposal for active travel.

Sustainable Access Strategy

- 4.20 The development will be designed to maximise the level of sustainable transport capability to the site. This will be achieved through the creation of walking and cycling links onto the existing highway network and pedestrian and cycling infrastructure and appropriate walking and cycling facilities.

Walking

- 4.21 The internal walking routes of the development will be well lit and include a connecting route along predicted desire lines to link onto the surrounding infrastructure crossing the A4063 and north along Bryncoch Road including the existing bus stops.
- 4.22 Walking distances are shown in the isochrone map provided at **Appendix H**.

Cycling

- 4.23 A shared use footway / cycleway is to be provided as part of the development. This will route along the site access road and connect to the signalised crossing over the A4063.
- 4.24 Cycling distances are shown in the isochrone map provided **Appendix I**. Cycle parking spaces will also be provided on site (to be developed as part of future reserved matters applications).

Key Origin Locations

- 4.25 Sustainable travel will be provided from the surrounding key origins and the active travel routes and existing public transport links will provide access from these locations.
- 4.26 Walking and cycling links will be provided to Bridgend and Sarn by existing infrastructure as well as the proposed future infrastructure.

Summary

- 4.27 The development proposals will follow the guidance set out within the relevant supporting National and Local policy documents. Full details of the development will be determined in the future reserved matters application.

5 DEVELOPMENT TRAVEL DEMAND

Introduction

- 5.1 An overview of the anticipated travel demand of the proposed development by all modes of travel is provided within this chapter. The predicted number of trips has been generated and the modal share has been considered.
- 5.2 Section 6 sets out that traffic surveys have been undertaken on the A4063 and have identified the network peak hours as 07:45-08:45 in the AM and 16:30-17:30 in the PM. Whilst individual junctions may have different peak hours, the development traffic has been considered across the whole network and therefore the model peak hours are considered to be the correct peak hours for modelling the impact of the development on the highway network.

Vehicle Trip Generation

- 5.3 As set out in Section 4, this employment area forms part of the Bridgend Energy Hub project by Cenin, a future generations project, covering a total of 4 sites, that uses the generation of low-cost sustainable electricity, to deliver major economic, environmental and transportation benefits to Bridgend and the surrounding area.
- 5.4 As part of that vision, Cenin does not envisage the employment area being one that generates significant levels of travel demand, as reflected on the concept site plan attached at **Appendix A**. Rather, low levels of travel demand are envisaged at the employment area as part of the vision of the Bridgend Energy Hub.
- 5.5 To estimate the potential travel demand of the site, the TRICS trip generation database was interrogated for trip rate information at similar sites in terms of use class and locations. To consider the travel demand of a low generating site commensurate with the vision of the Bridgend Energy Hub, for assessment purposes, a low staffed employment use has been considered. For assessment purposes, trip rates have been calculated from TRICS for a data centre. These trip rates are set out in **Table 5.1** below, with the calculated resultant trip generation. The TRICS output reports are available at **Appendix J**.
- 5.6 Section 4 sets out the building area in terms of gross internal area. To estimate the Gross Floor Areas (GFA) a wall thickness of 500mm has been assumed, which gives a total GFA of 32,320m².

Table 5.1: Vehicle Trip Rates and Vehicle Trips (low staffed employment area)

Time	Arrivals		Departures		Two-way	
Low Staff (e.g. Data Centre)						
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak Hour (07:30-08:30)	0.129	42	0.027	9	0.156	50
PM Peak Hour (16:30-17:30)	0.018	6	0.083	27	0.101	33
12 Hour (07:00 - 19:00)	0.560	181	0.588	190	1.148	371
Total						
	Trips		Trips		Trips	
AM Peak Hour	42		9		50	
PM Peak Hour	6		27		33	
12 Hour	181		190		371	

5.7 For the purposes of assessment, the TRICS online database was also interrogated for trip rate information at similar sites in terms of use class and locations with typical staffing and travel demand levels. The estimated vehicle trip rates calculated from the TRICS database include sites with typical staff generation, such as general industrial, in accordance with the allocation. For assessment purposes, if it is assumed that a proportion of the site may be occupied by such a use whilst the remainder is occupied by a use with low staffing levels, as above. The trip rates and associated traffic generations are shown in **Table 5.2**. The TRICS output reports for the typical staffing levels are attached at **Appendix K**.

Table 5.2: Vehicle Trip Rates and Vehicle Trips (mix of low and typical staffed employment area)

Time	Arrivals		Departures		Two-way	
Typical Staffing (e.g. General Industrial) (6000m² GFA)						
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak (08:30-09:30)	0.499	30	0.303	18	0.802	48
PM Peak (16:30-17:30)	0.239	14	0.535	32	0.774	46
12 Hour (07:00 - 19:00)	4.010	241	4.050	243	8.060	484

Low Staffing (e.g. Data Centre) (26,320m ² GFA)						
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak (07:30-08:30)	0.129	34	0.027	7	0.156	41
PM Peak (16:30-17:30)	0.018	5	0.083	22	0.101	27
12 Hour (07:00 - 19:00)	0.560	147	0.588	155	1.148	302
Total (32,320m ² GFA)						
	Trips		Trips		Trips	
AM Peak	64		25		89	
PM Peak	19		54		73	
12 Hour (07:00 – 19:00)	388		398		786	

- 5.8 The proposed development will be supported by a Travel Plan that will reduce single occupancy vehicle (SOV) trip generation to the site. Targets to move modal share away from private car use will be implemented.
- 5.9 Additionally, measures will be put in place from the outset of the development, including those set out in an FTP.

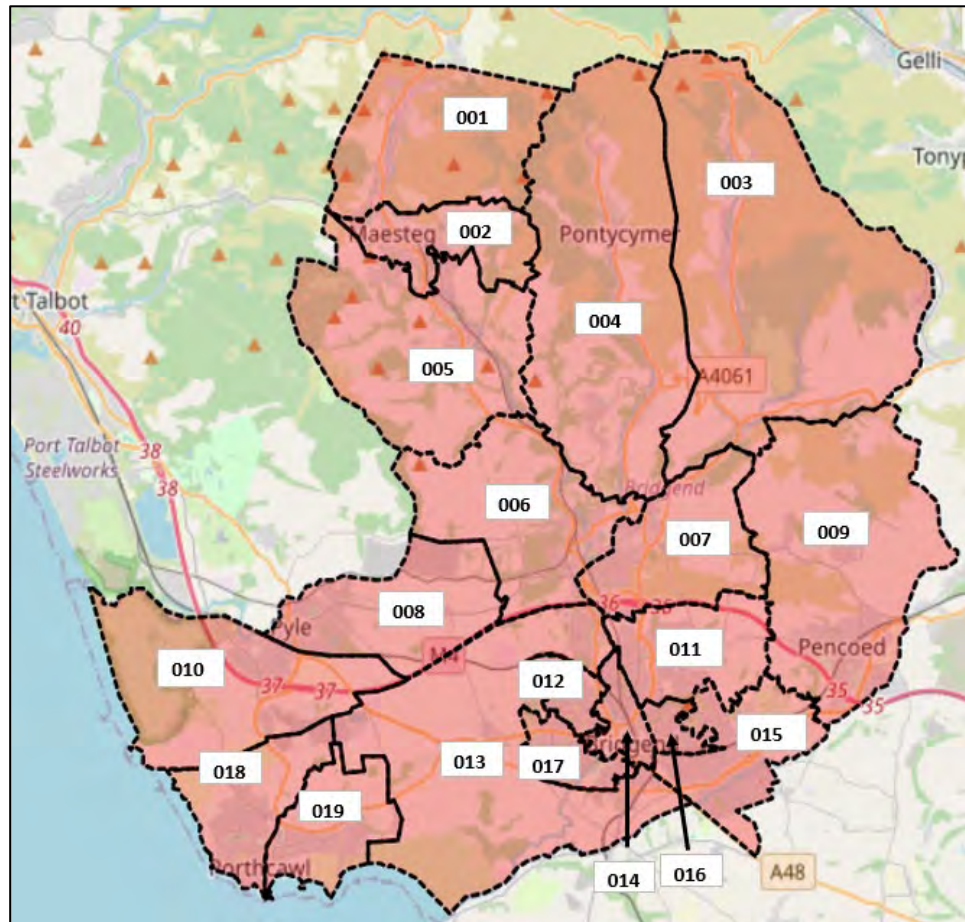
Modal Share

- 5.10 A baseline modal share for the development has been estimated using the Nomis Method of travel to work (WP703EW) from the 2011 census. This data was acquired for MSOA (Middle Super Output Area) 'Bridgend 007', within which the development site is located. An analysis of the modal shares to MSOAs was also undertaken for those that surround the site (MSOA Bridgend 003, 004, 006, 009 and 011) to consider the suitability of the MSOA Bridgend 007 modal share, as set out in **Table 5.3**. The locations of the MSOAs that are compared in **Table 5.3** are shown on **Figure 5**.

Table 5.3: Modal Share for MSOAs around the Development Site

Method of Travel to Work	W02000220 : Bridgend 003	W02000221 : Bridgend 004	W02000223 : Bridgend 006	W02000224 : Bridgend 007	W02000226 : Bridgend 009	W02000228 : Bridgend 011
Train	1%	0%	2%	1%	1%	1%
Bus, minibus or coach	4%	3%	3%	6%	2%	4%
Taxi	0%	1%	1%	1%	0%	1%
Motorcycle, scooter or moped	0%	0%	0%	1%	0%	1%
Driving a car or van	67%	71%	78%	76%	81%	77%
Passenger in a car or van	10%	8%	8%	11%	8%	7%
Bicycle	1%	0%	1%	0%	1%	1%
On foot	16%	15%	6%	4%	6%	8%
Total	100%	100%	99%	100%	100%	100%

Figure 5: Location of MSOAs in Bridgend



- 5.11 **Table 5.3** shows that the modal shares to the MSOA areas are all broadly similar to one-another with the exception of MSOA Bridgend 003 and 004. MSOA Bridgend 003 and 004 have slightly lower modal shares for driving a car or van compared to the other areas, also showing that these two areas have higher modal shares for walking. MSOA Bridgend 003 and 004 have similar characteristics to each other, being adjacent to one another in the Garw and Ogmore Valleys with similar highway networks and with similar proximities to Bridgend and the site.
- 5.12 The precise reasoning for the modal shares to these two MSOA areas being different to the others in **Table 5.3** is difficult to confirm, however, the data shows the modal shares to MSOA Bridgend 007 are broadly similar to those other MSOAs that surround it. Therefore it is considered that the modal shares to MSOA Bridgend 007 would be appropriate for estimating that for the proposed development.
- 5.13 The potential mode share and subsequent number of trips by all modes based on the MSOA Bridgend 007 modal share is shown below in **Table 5.4**.

Table 5.4: Baseline Multi Modal Trip Generation

Mode	Mode Share	AM Peak Hour (07:45-08:45)			PM Peak Hour (16:30-17:30)		
		In	Out	Total	In	Out	Total
Train	1%	1	0	1	0	1	1
Bus, minibus or coach	6%	5	2	7	2	4	6
Taxi	1%	1	0	1	0	0	1
Motorcycle, scooter or moped	1%	1	0	1	0	1	1
Driving a car or van	76%	63	25	89	19	54	73
Passenger in a car or van	11%	9	4	13	3	8	10
Bicycle	0%	0	0	1	0	0	0
On foot	4%	4	1	5	1	3	4
Total	100%	84	33	117	25	71	96

* Numbers may not total due to rounding

- 5.14 It is noted that the modal share data is based upon 2011 census data. The method of travel to work data from the 2021 census was affected by different travel habits being undertaken during Covid-19 and is not representative as a result.
- 5.15 To consider whether there may have been any changes in travel to work characteristics from MSOA 007 between the 2011 and 2021 census, a comparison of distance travelled to work can be undertaken. Census data for distance travelled to work (QS702EW) has therefore been assessed. **Table 5.5** presents the comparison between 2011 and 2021.

Table 5.5: Summary of Distance Travelled to Work for MSOA Bridgend 007

Distance travelled to work	2011	2021	2011 %	2021 %	Percentage change
Total	2,622	1,960	100%	100%	
Less than 2km	363	298	14%	15%	1%
2km to less than 5km	650	513	25%	26%	1%
5km to less than 10km	795	453	30%	23%	-7%
10km to less than 20km	425	307	16%	16%	-1%
20km to less than 30km	274	252	10%	13%	2%
30km to less than 40km	63	75	2%	4%	1%
40km to less than 60km	29	21	1%	1%	0%
60km and over	23	41	1%	2%	1%

- 5.16 The comparison of 2011 and 2021 distance travelled to work data shows that there was a seven percentage point reduction in journeys between 5km and 10km. This was balanced by approximately one percentage point increases across all other distance bandings. This includes both those below 5km and also those above 10km. Given that there hasn't been a consistent

shift from one distance banding to another singular distance banding, that the changes are spread across all distance bandings and that the majority of changes as a whole relate to distance bandings that would mostly be undertaken by car (with reference to the modal share, above), it is considered that any changes in the 2011 census travel to work data to 2021 would not be such that it would result in the 2011 census data being unsuitable for use. It is considered that the 2011 census data provides a reasonable dataset on which to estimate travel to work mode shares to the site.

Development Traffic Distribution and Assignment

- 5.17 The distribution and assignment of the proposed development traffic flows has been determined using Nomis 'Location of usual residence and place of work by method of travel to work' data from the 2011 census (WU03EW).
- 5.18 Routing software has then been utilised to identify the travel routes between these origins and the site and consider the vehicular assignment of trips. Full details of how traffic has been assigned is included within **Appendix L**.
- 5.19 The total development traffic flow on the surrounding road network is shown in **Table 5.6** below. These show the development flows for both the morning and evening peak which represent the busiest periods on the highway network.

Table 5.5: Summary of Trip Distribution and Assignment

Route	Arrivals %	Departures %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
			Arrivals	Departures	Total	Arrivals	Departures	Total
M4 West	18%	19%	12	5	16	3	10	14
M4 East	22%	20%	14	5	19	4	11	15
A4063 North via Bryncoch Road	10%	0%	6	0	6	2	0	2
A4063 North	0%	20%	0	5	5	0	11	11
A4063 South	0%	12%	0	3	3	0	7	7
A4061 North	16%	9%	10	2	12	3	5	8
A4061 South	17%	6%	11	2	13	3	3	6
A4064 via Bryncoch Road	3%	0%	2	0	2	0	0	0
B4281	0%	12%	0	3	3	0	6	6
B4281 via Bryncoch Road	6%	0%	4	0	4	1	0	1
A4063 South via Bryncoch Road	3%	0%	2	0	2	1	0	1
Bryncoch Road	4%	0%	2	0	2	1	0	1

A4063 north (A4063 U-turn) (via Bryncoch Road for Departures)	1%	3%	1	1	1	0	2	2
A4063 South (A4063 U-turn)	0.4%	0%	0	0	0	0	0	0
Total	100%	100%	64	25	89	19	54	73

5.20 Traffic flow diagrams are included in **Appendix L** together with distribution and assignment plans.

6 TRANSPORT IMPACT

6.1 This section of the report considers the potential transport impact that the development may have on the local highway network, considering the predicted trip generation identified in **Section 5**.

Baseline Traffic Flows

6.2 This assessment has been informed by a Manual Classified Count (MCC) with queue lengths undertaken 07:00 to 09:30 and 15:00 to 19:00 on 11th July 2024 at the A4063 / Bryncoch Road signalised junction and radar surveys undertaken on the A4063 to the west of Bryncoch Road over the period Thursday 4th July to Wednesday 10th July 2024. The radar data was corrupted on 11th July.

6.3 The peak hour data from the MCC has determined the peak hour traffic flows at the proposed site access located 100m west of this junction. The raw traffic survey data is included at **Appendix M**.

6.4 In order to undertake a robust analysis of the impact that the proposed development may have on the operation of the adjacent highway network, the 2024 traffic flows have been growthed to 2028. The proposals will need to be granted outline planning consent and obtain reserved matters consent prior to any construction works and occupation. For assessment purposes, an assessment year of 2028 has been adopted.

6.5 The TEMPRO growth rates that have been applied are shown in **Table 6.1**.

Table 6.1: TEMPRO Growth Rates

Tempro Growth Rate	
2024-2028	
AM Peak	1.037
PM Peak	1.036

Assessment Scenarios

6.6 Junction assessments will be undertaken at the aforementioned junctions for both the AM and PM peak hours for the following scenarios.

- 2024 Observed;
- 2028 Baseline; and
- 2028 Baseline + Development.

6.7 Observed, base and future year scenario traffic flow diagrams are included in **Appendix N**.

6.8 The A4063 / Bryncoch Road signalised junction has been modelled using LinSig software which is a standard modelling programme used for assessing signalised junctions. The model has been set up using signal specification data obtained from BCBC, as attached at **Appendix O**, and

calibrated with the queue length surveys. The impact analysis output is included at **Appendix P**.

- 6.9 The proposed site access junction has been assessed using Junctions 11 modelling software which is a standard modelling programme used for assessing priority junction arrangements, the impact analysis output is included in **Appendix Q**.

A4063 / Bryncoch Road Signalised Junction

- 6.10 A summary of the assessments undertaken during the AM and PM peak hours, showing the degree of saturation and mean maximum queue (MMQ) are outlined in **Table 6.2**. The practical reserve capacity, total delay and cycle time are also presented for the junction for each scenario in **Table 6.2**. A copy of the full output report is attached at **Appendix P**.

Table 6.2 Summary of Operational Assessments at the A4063 / Bryncoch Road Signalised Junction

Road Name	Arm	Lane Description	AM Peak			PM Peak		
			MMQ (pcu)	Delay (s/pcu)	Deg Sat	MMQ (pcu)	Delay (s/pcu)	Deg Sat
2024 Observed								
Bryncoch Road	1/1	Left Right	8.2	46.6	66.2%	6.1	60.8	66.7%
A4063 Westbound	2/1	Left Ahead	5.9	21.1	36.9%	8.2	17.0	43.9%
A4063 Westbound	2/2+2/3	Ahead Right	6.5	32.3	66.2 : 66.2%	8.7	24.4	67.5 : 67.5%
Unnamed Road	3/1	Right Left	0.0	0.0	0.0%	0.0	0.0	0.0%
A4063 Eastbound	4/1	Ahead Left	11.1	36.5	66.4%	8.9	44.6	63.3%
A4063 Eastbound	4/2	Ahead	12.2	36.7	68.4%	10.0	44.8	65.8%
Practical Reserve Capacity				31.5		33.3		
Total Delay (pcuHrs)				19.31		18.75		
Cycle Time (Secs)				98		104		
2028 Baseline								
Bryncoch Road	1/1	Left Right	8.6	47.7	68.7%	6.4	62.4	69.2%
A4063 Westbound	2/1	Left Ahead	6.2	21.4	38.3%	8.6	17.3	45.5%
A4063 Westbound	2/2+2/3	Ahead Right	6.9	33.1	68.9 : 68.9%	9.1	24.9	70.0 : 70.0%
Unnamed Road	3/1	Right Left	0.0	0.0	0.0%	0.0	0.0	0.0%
A4063 Eastbound	4/1	Ahead Left	11.7	37.5	69.0%	9.3	45.5	65.7%
A4063 Eastbound	4/2	Ahead	12.9	37.7	70.9%	10.4	45.7	68.0%
Practical Reserve Capacity				27.0		28.5		
Total Delay (pcuHrs)				20.52		19.86		

Cycle Time (Secs)			98			104		
2028 Baseline + Development								
Bryncoch Road	1/1	Left Right	9.3	49.9	72.6%	6.7	63.8	71.0%
A4063 Westbound	2/1	Left Ahead	6.8	21.8	41.1%	8.8	17.4	46.2%
A4063 Westbound	2/2+2/3	Ahead Right	7.5	32.6	68.9 : 68.9%	9.4	24.9	70.2 : 70.2%
Unnamed Road	3/1	Right Left	0.0	0.0	0.0%	0.0	0.0	0.0%
A4063 Eastbound	4/1	Ahead Left	12.0	38.1	70.3%	9.9	46.7	68.6%
A4063 Eastbound	4/2	Ahead	13.2	38.1	71.9%	11.1	47.1	71.2%
Practical Reserve Capacity				23.9		26.4		
Total Delay (pcuHrs)				21.53		20.77		
Cycle Time (Secs)			98			104		

- 6.11 The table shows that the junction currently operates within capacity during the AM and PM peak hours and is predicted to remain operating within capacity in the 2028 baseline and 2028 baseline plus development scenarios.

A4063 / Proposed Site Access Priority Junction

- 6.12 The proposed A4063 / site access junction would be a left in / left out priority junction, located approximately 100m west of the A4063 / Bryncoch Road signalised junction. The proposed access design and location is shown at **Appendix G**.
- 6.13 A summary of the assessments undertaken during the AM and PM peak hours, showing the Ratio of Flow to Capacity (RFC) and queue length are set out in **Table 6.3**. A copy of the full output report is attached at **Appendix Q**.

Table 6.3: Summary of Operational Assessments at the A4063 / Site Access Junction

Arm	Queue (PCUs)	AM Peak		PM Peak		
		Delay (S)	RFC	Queue (PCUs)	Delay (S)	RFC
2028 Baseline + Development						
Site Access Left	0.0	4.96	0.04	0.1	5.75	0.09

- 6.14 The table shows that the junction is predicted to operate within capacity during the AM and PM peak hours in the 2028 baseline plus development scenarios.

7 TRANSPORT IMPLEMENTATION STRATEGY

Site Access and Sustainable Transport Proposals

7.1 Transport proposals have been developed to maximise the potential of sustainable travel modes other than private car journeys, limiting the potential traffic impacts that may arise from the development. The proposals consist of the following measures:

- Framework Travel Plan (FTP);
- Walking and Cycling Strategy;
- Public Transport Strategy; and
- Vehicular Access Strategy.

Framework Travel Plan

7.2 An FTP for the scheme will be developed in accordance with the appropriate national and local policy guidance. The plan will be implemented site-wide prior to occupation.

7.3 Aims and objectives set out within an FTP will be achieved through the implementation of measures, initiatives and marketing that are aimed at decreasing single occupancy vehicle use and increasing use of sustainable travel modes.

Walking and Cycling Strategy

7.4 High priority has been given to walking and cycling within the design of the illustrative access design. This is shown by the proposed shared use footway / cycleway link onto the existing crossing facilities over the A4063. Contributions would be made to assist BCBC provide further active travel infrastructure and facilities would be provided within the development to encourage walking and cycling such as showers and changing rooms.

Public Transport Strategy

Bus Services

7.5 As set out in **Section 3** the site is currently accessible by a number of bus services from key destinations of Bridgend, Sarn, Bettws, Blackmill and others. The nearest existing bus stops and rail station to the site are within 200m of the access and are well within reasonable walking distances.

7.6 The 73 bus service is operated by First Cymru and provides one service in the PM peak between Bridgend and Blaengarw. The journey time from Bridgend to the site is approximately 15 minutes using this service and from Blaengarw to the site is approximately 40 minutes.

7.7 The 74 bus service is operated by First Cymru and provides three services during the AM and PM peak periods and two services per during the inter-peak period between Bridgend and Nantymoel. The journey time from Bridgend to the site is approximately 30 minutes and from Nantymoel to the site is also approximately 30 minutes.

- 7.8 The 76 bus service is also operated by First Cymru and provides two services during the AM and PM peak periods and one service per hour during the inter-peak period between Bridgend and Bettws. The journey time from Bridgend to the site is approximately 15 minutes and between Bettws and the site is approximately 20 minutes.

Train Services

- 7.9 Sarn Railway Station benefits from frequent train services from key origin destinations. The proposed site is within one mile walking distance from the site and within a reasonable walking distance.
- 7.10 Sarn Railway Station currently has a frequency of two arrivals and two departures per hour.
- 7.11 Walking and cycling routes will be provided from the development that connect onto existing walking and cycling infrastructure and provide routes to Sarn Railway Station.

Development Compliance

- 7.12 The development will comply with the policies, plans, notes and acts set out within **Section 2**. The site is allocated for employment use and is well located in relation to public transport opportunities (one railway station and three bus services) and can serve the economic needs of Bridgend whilst creating a strong, happy working environment.
- 7.13 The importance of pedestrian and cycling infrastructure will be incorporated within the detailed design, with a shared use footway / cycleway at the access junction and the internal site access road linking onto the existing infrastructure providing access to Bridgend and Sarn.
- 7.14 A FTP will be prepared and then implemented site-wide, with a Travel Plan Co-ordinator (TPC) compulsory. The FTP will be written in line with Bridgend's Travel Plan guidance document and will inform future employees of the sustainable travel choices available to access the development, measures for healthier living that are to be provided and accessibility, timetables and discounts for public transport. Monitoring reports of the FTP will be submitted to BCBC by the TPC annually. Changes to the way the FTP is marketed, and the measures promoted within it will then be examined and alterations could be made if needed.

Summary

- 7.15 The development complies with the National and Local policies and provides a suitable Transport Implementation Strategy.

8 SUMMARY AND CONCLUSIONS

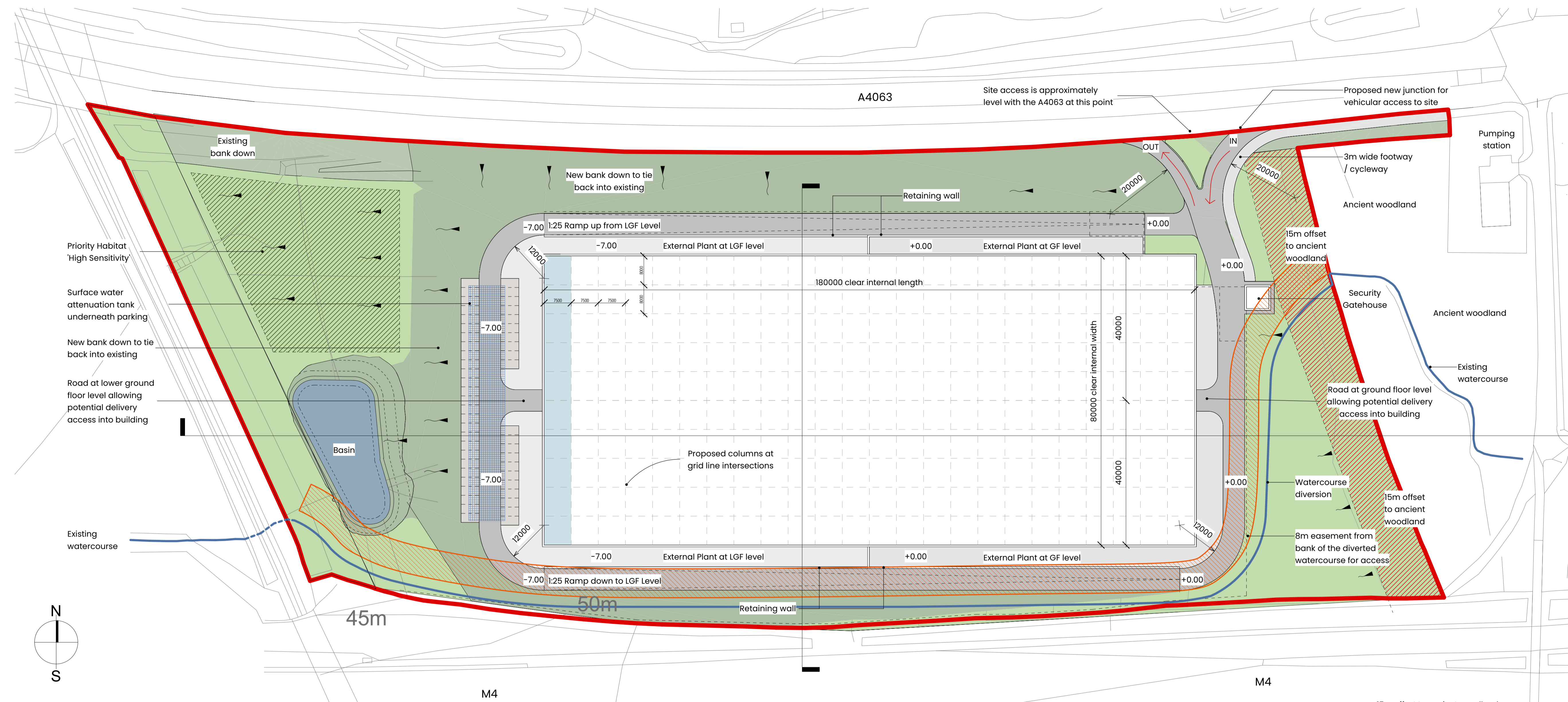
- 8.1 This Transport Assessment has been prepared by RPS on behalf of Cenin to support Pre-Application Consultation (PAC) for an outline planning application with all matters reserved for the construction of an employment unit (Use Class B1, B2 or B8), with indicative access and circulation, hard and soft landscaping and drainage infrastructure.
- 8.2 The site is located to the west of the Welcome Break Sarn Park Services and is bound by the A4063 to the north, the M4 to the south, an unnamed local access road which becomes a footbridge crossing over the M4 to the east, and a railway line (the Maesteg Line) to the west. Sarn is located further north of the site beyond the A4063.
- 8.3 Within the Bridgend County Borough Council (BCBC) Local Development Plan 2018-2033 the proposed site is allocated as a site for Employment Allocation (ENT1(15)) and (ENT2(29)). Appendix 5 of the Local Development Plan 2018-2033 is an Implementation and Delivery Appendix which sets out key issues, constraints, phasing and mitigation measures for allocated sites. In regard to ENT1(15) it is stated that there are “No known issues / constraints” in relation to Highways and Transport.
- 8.4 The scheme will include measures to promote sustainable modes of travel, providing walking and cycling links to the existing infrastructure.
- 8.5 A general outline of the development proposals has been provided. The transport issues for the development such as potential mitigation, and detailed access design will be in line with policy and will be determined at the reserved matters and detailed design stage of the application.
- 8.6 Trip generation for the network peak hour, calculated using the TRICS database, estimated that there may be 89 and 73 vehicle movements during the AM and PM network peak hours respectively.
- 8.7 An assessment of the impact of traffic generated by the development at the Bryncoch Road / A4063 signalised junction was completed using LinSig and has not identified any capacity related issues.
- 8.8 An assessment of a possible site access layout has shown that access could be provided without any capacity constraints.
- 8.9 The Transport Implementation Strategy for the development is considered to be appropriate with the proposals and compliant with the national and local policies set out by the Welsh Government and BCBC.
- 8.10 This Transport Assessment concludes that the proposed development would have suitable access arrangements that can be accommodated without the detriment to the existing highway safety or the operation of the local highway network. A Framework Travel Plan will be implemented which will promote sustainable travel to and from the development.
- 8.11 It is concluded that there are no transportation reasons why the development proposal should not be allowed.

Appendices

Appendix A – Proposed Concept Site Plan

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Rev	Date	By	Chk	Description
P1	21.11.24	OJF	AR	Updated Issue
P2	23.12.24	EC	OJF	Updated Issue

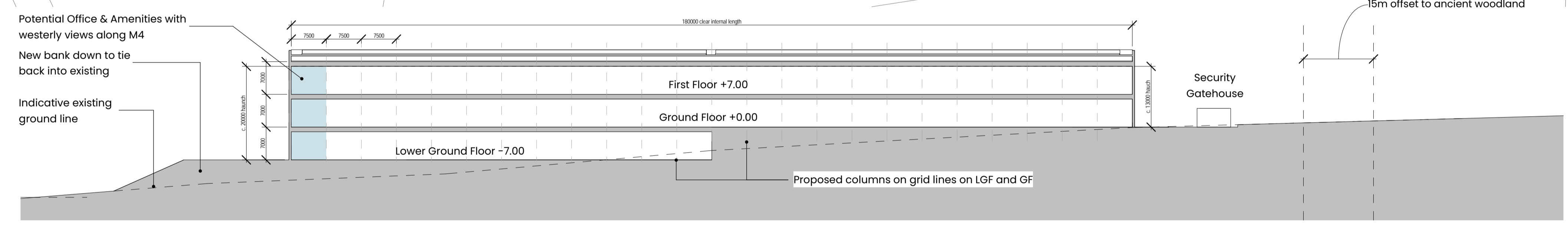


Proposed Illustrative Site Plan
 1 : 600

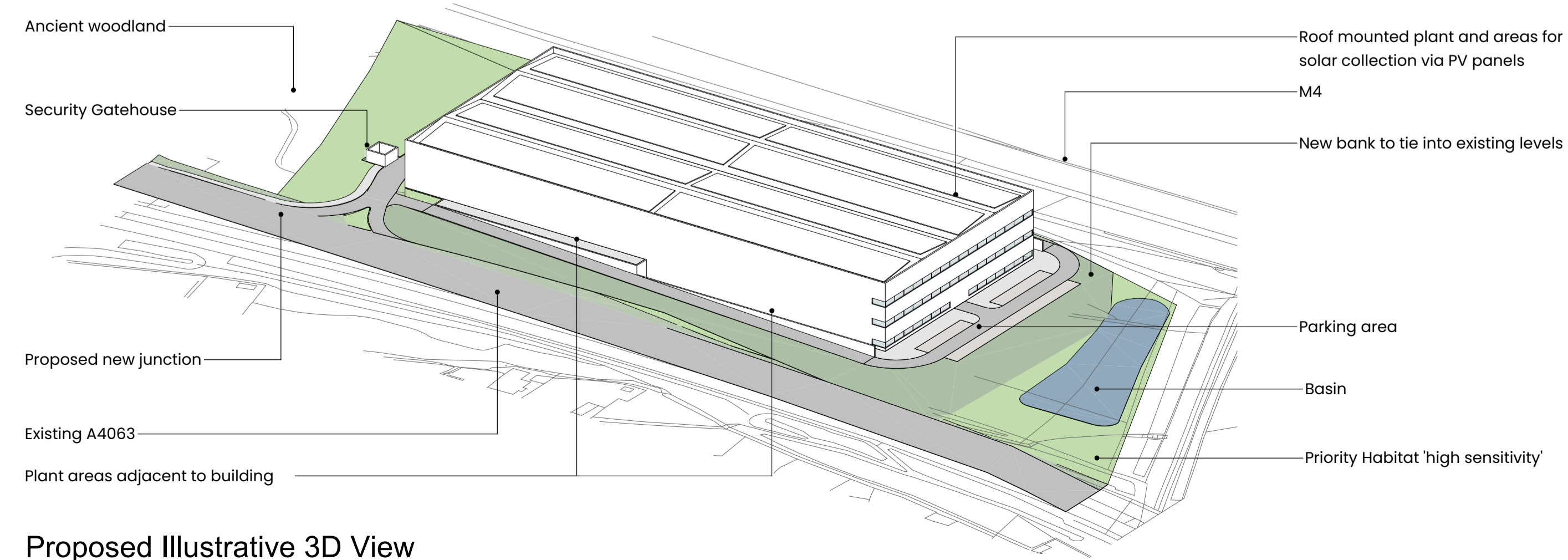
0 6 12 30 m

Approx Gross Internal Floor Area: c. 32,000 sq.m / 344,445 sq.ft

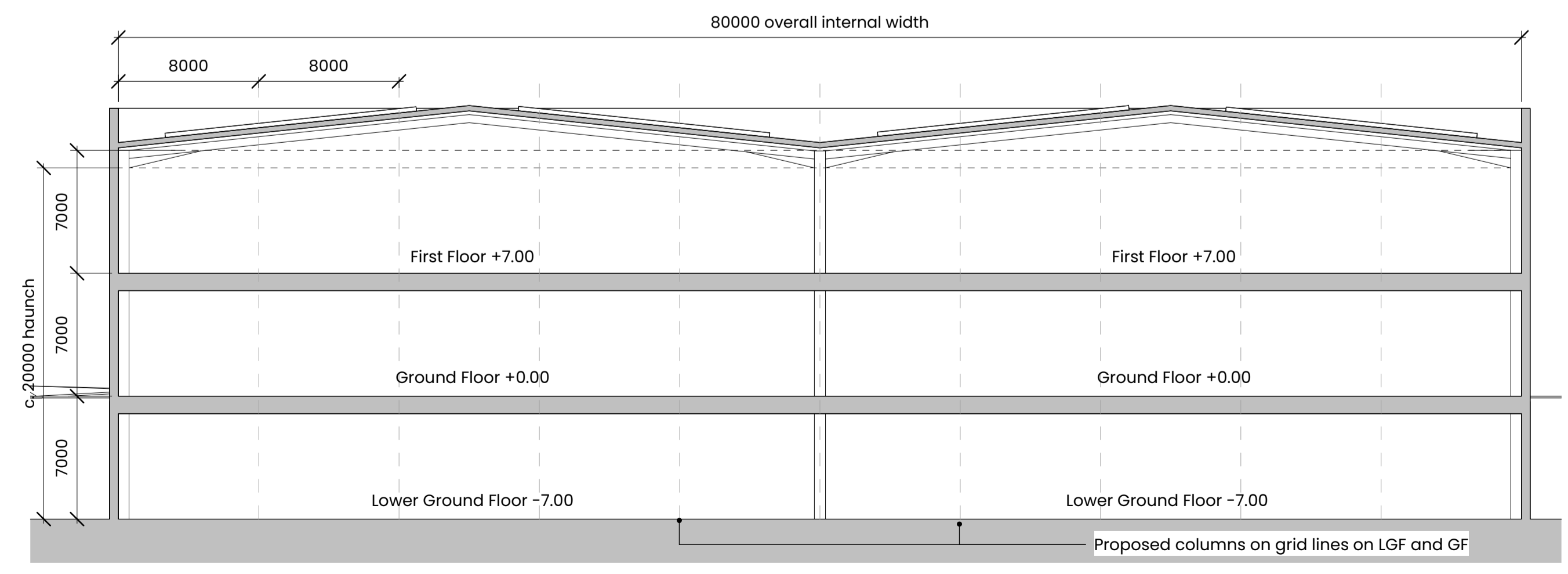
Lower Ground Floor: c. 6,000 sq.m / 64,583 sq.ft
 Ground Floor: c. 13,000 sq.m / 139,930 sq.ft
 First Floor: c. 13,000 sq.m / 139,930 sq.ft



Proposed Illustrative Site Section
 1 : 600



Proposed Illustrative 3D View



Proposed Illustrative Section through Lower Ground Floor
 1 : 250

0 2.5 5 12.5 25 m

The current proposal is for illustrative purposes only and is pending confirmation following the completion of a topographic survey, below ground utility survey and Arborescultural survey in addition to consultation with the Local Authority.

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 Registered Office England No. 06658029

Project Name
 T'ir Isha, Sam, Bridgend

Client Name
 Cenin

Drawing Title
 Proposed Concept Site Plan

Scale As indicated • A1
Project No. 10291

Status S2
Purpose Of Issue Issued for Information

Project Orig Vol Level Form Role
 10291 • RL • XX • ZZ • DR • A

Number P2001
Revision P2

Appendix B – BCBC Existing Active Travel Route Maps



Chwefror/February 2018

Deddf Teithio Llesol (Cymru) 2013
Active Travel (Wales) Act 2013

Fap Rhwydwaith Integredig

Diweddaru'r Mapiau Llwybrau Presennol

Integrated Network Map

Updated Existing Routes Maps



Integrated Network Map – Updated ERM Submission

Alongside its Integrated Network Map (INM) submission, the Council is also required to provide PDFs from the Welsh Government's Active Travel Mapping System for all settlements where additional existing routes are being proposed. A total of seven proposed ERM routes have been added to the system, and these are shown on the following maps contained within this booklet:

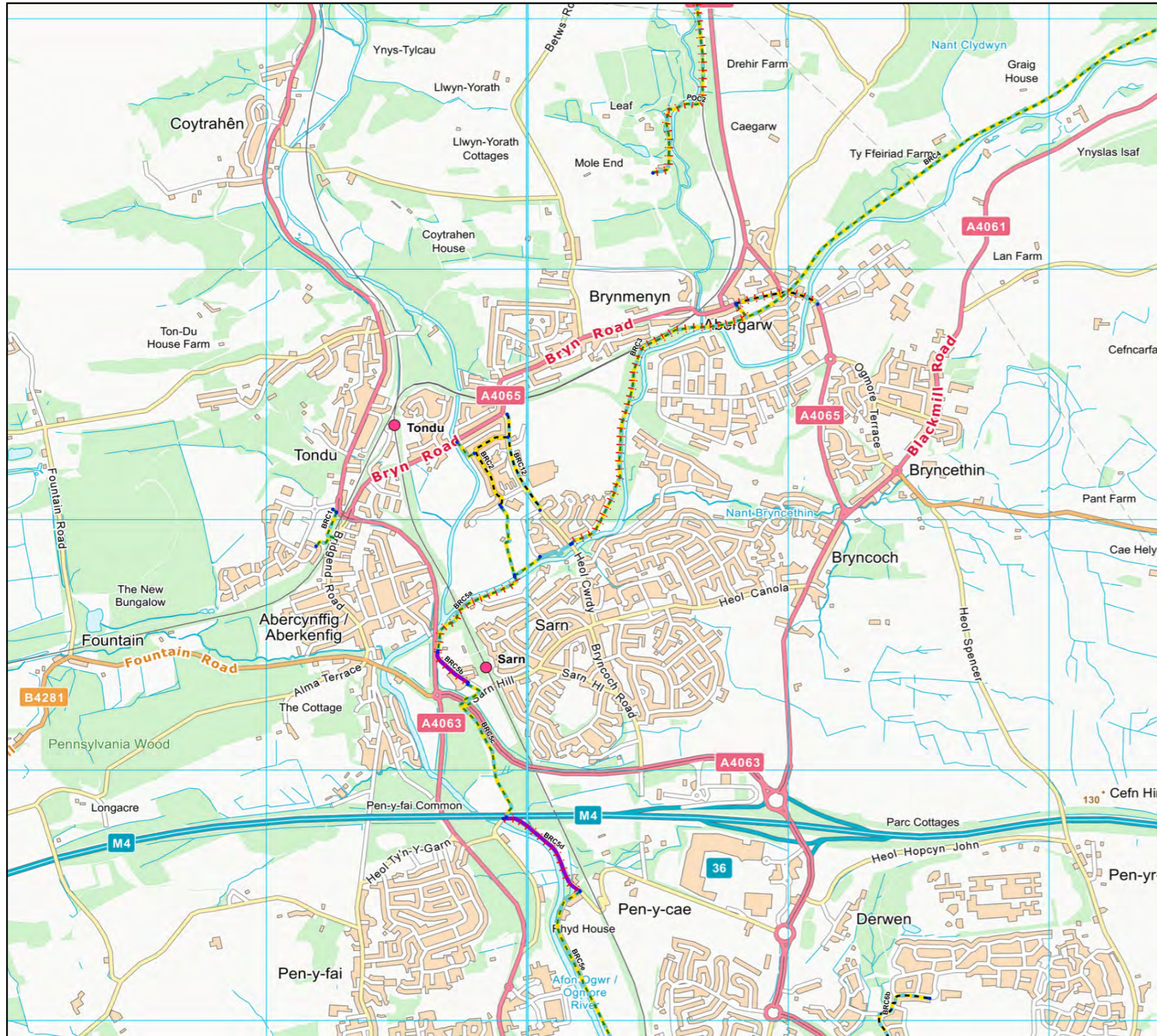
- Bridgend Active Travel Existing Routes Map – Pedestrian Map 1
- Bridgend Active Travel Existing Routes Map – Cycle Map 1
- Bridgend Active Travel Existing Routes Map – Pedestrian Map 2
- Bridgend Active Travel Existing Routes Map – Cycle Map 2
- Bridgend Active Travel Existing Routes Map – Pedestrian Map 3
- Bridgend Active Travel Existing Routes Map – Cycle Map 3
- Bridgend Active Travel Existing Routes Map – Pedestrian Map 4
- Bridgend Active Travel Existing Routes Map – Cycle Map 4
- Bridgend Active Travel Existing Routes Map – Pedestrian Map 5
- Bridgend Active Travel Existing Routes Map – Cycle Map 5
- Pencoed Active Travel ERM (Walking)
- Pencoed Active Travel ERM (Cycling)
- Porthcawl Active Travel Existing Routes Map – Pedestrian
- Porthcawl Active Travel Existing Routes Map – Cycle

EXISTING ROUTE MAP –ADDITIONAL ROUTES (2017)

Settlement	Proposal Reference	Map No.	Type	Proposal Description
Bridgend	BRC5i	15	Cycling/Shared-Use	Shared-use route to Bridgend bus station and town centre from Trews Field Industrial Estate
Bridgend	BRC11	8	Cycling/Shared-Use	On-road route for cyclists through Coychurch Village
Bridgend	BRC12	14	Cycling/Shared-Use	Off-road shared-use route on Heol-yr-Ysgol to Coleg y Dderwen
Bridgend	BRC13	15	Cycling/Shared-use	Off-road shared-use route serving Waterton Industrial Estate
Pencoed	PEC1	12	Cycling/Shared-Use	Off-road shared-use path linking two settlements and an employment area
Pencoed	PEC2	12	Cycling/Shared-Use	Shared-use route linking to schools
Porthcawl	PORC3	16	Cycling/Shared-Use	Off-road shared-use path connecting existing path to Porthcawl town and the harbour

Bridgend Active Travel Existing Routes Map - Cycle Map 1

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

- Active Travel Routes / Llwybrau Teithio Llesol
- Undefined path design / Dyluniad llwybr heb ei ddiffinio
 - Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
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 - Pedestrian zone / Ardal cerdded
 - Pedestrian and cycle zone / Ardal cerdded a beicio
 - Road without footway / Ffordd heb droedffordd
 - Statement / Datganiad
- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
 - Integrated Network Cycling
 - Integrated Network Shared Use

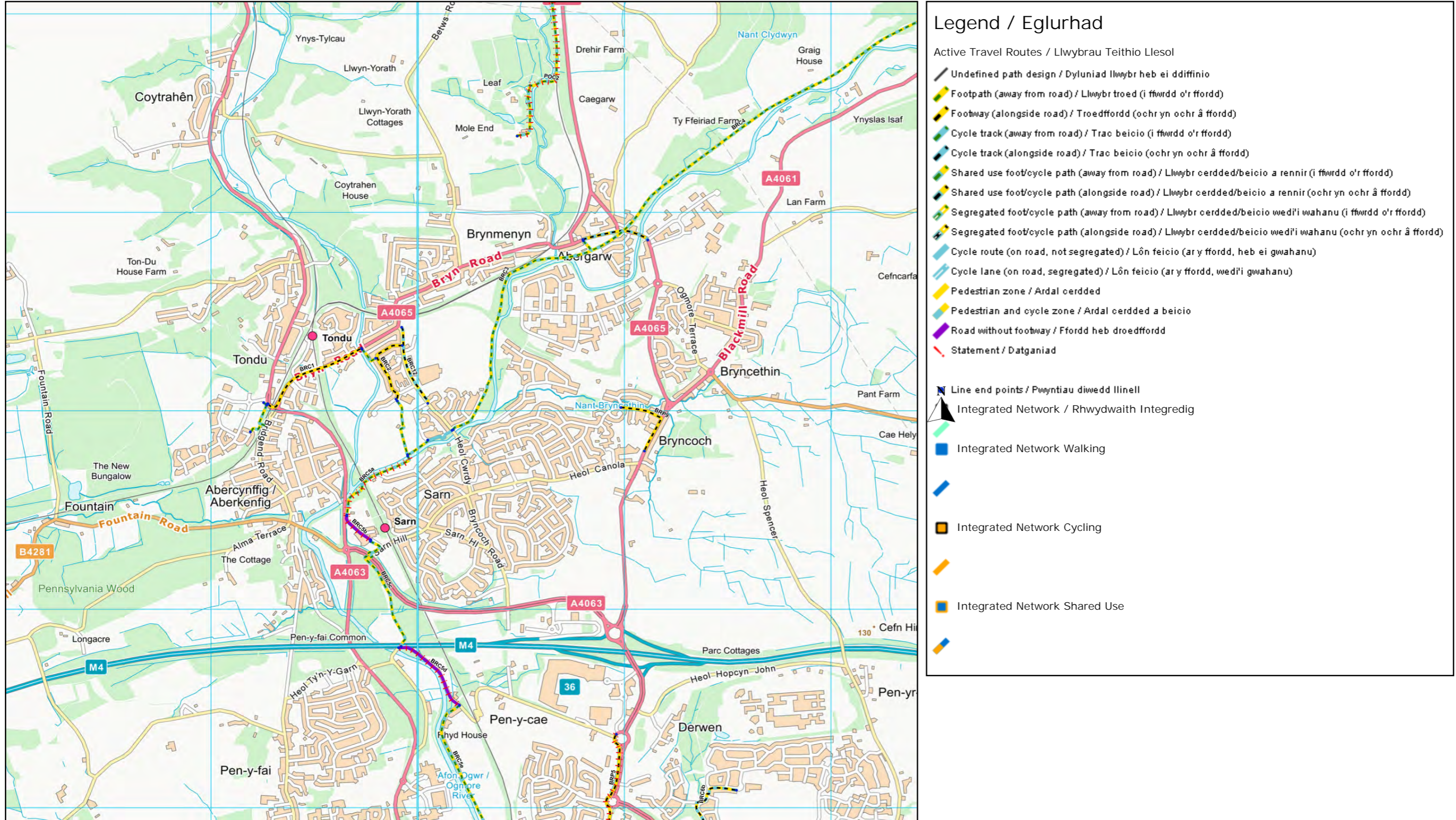
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Bridgend Active Travel Existing Routes Map - Pedestrian Map 1



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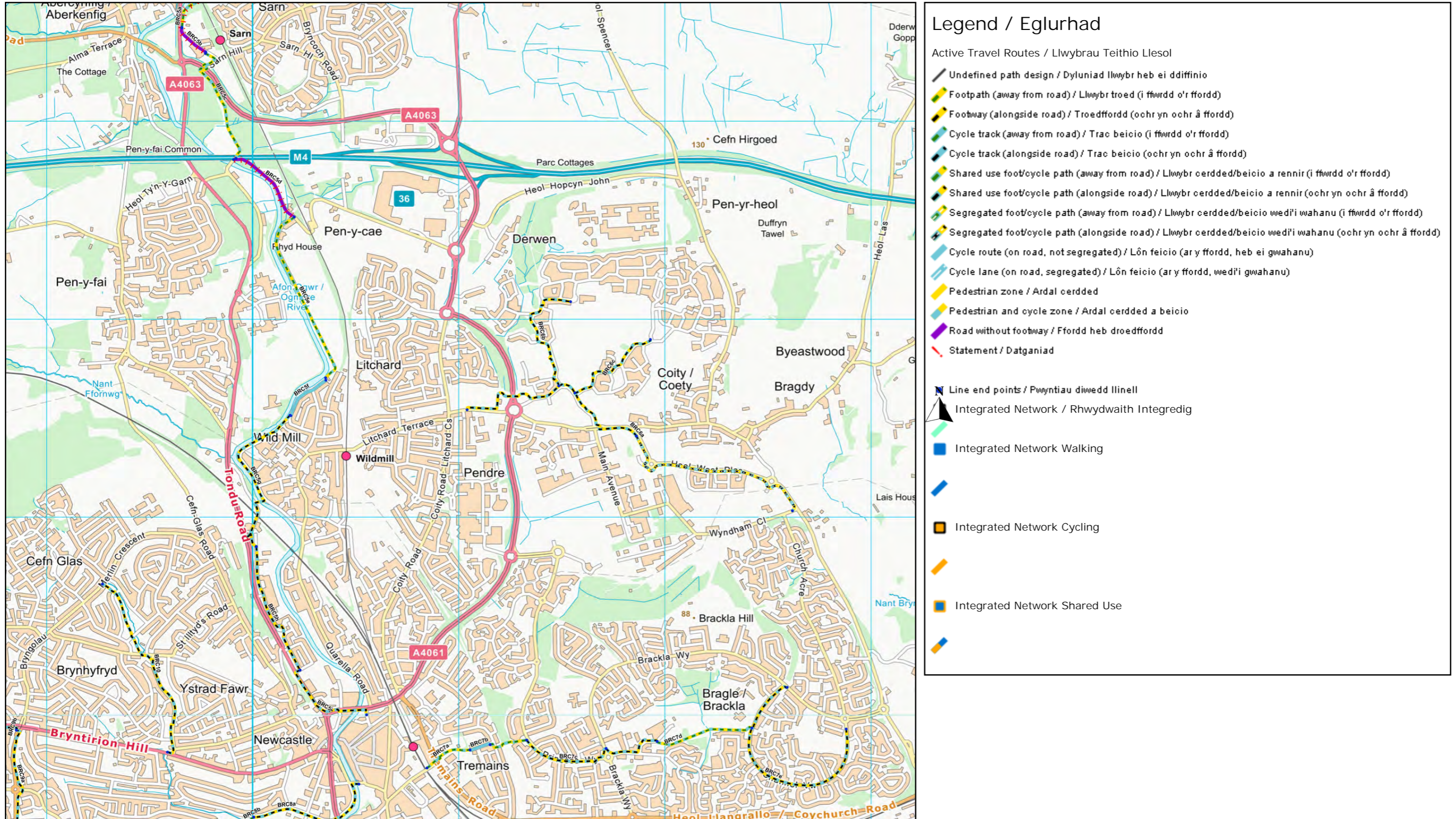
Yn 2014, Ordnance Survey 100021874 "K Y'g"; c) Yfba YbH" £ " <uk "ZU]bhU\ \uk "Jui "WcbZJ XXUHJØ Goron 2014. Rhif Trwydded yr Arolwg Ordnans 100021874. Whilst the Welsh Government have made every effort to ensure that the information on this website is accurate and up-to-date, the Welsh Government takes no responsibility for any incorrect information. The data is compiled from Public Rights of Way, Ordnance Survey ITN, Ordnance Survey ITN Urban Path and aerial photography derived data supplemented by field survey. The online map is provided for guidance only and is not a legal record. Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RhTI yr AO, Llwybrau Trefol RhTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.



Bridgend Active Travel Existing Routes Map - Cycle Map 2



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Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

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- Statement / Datganiad
- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

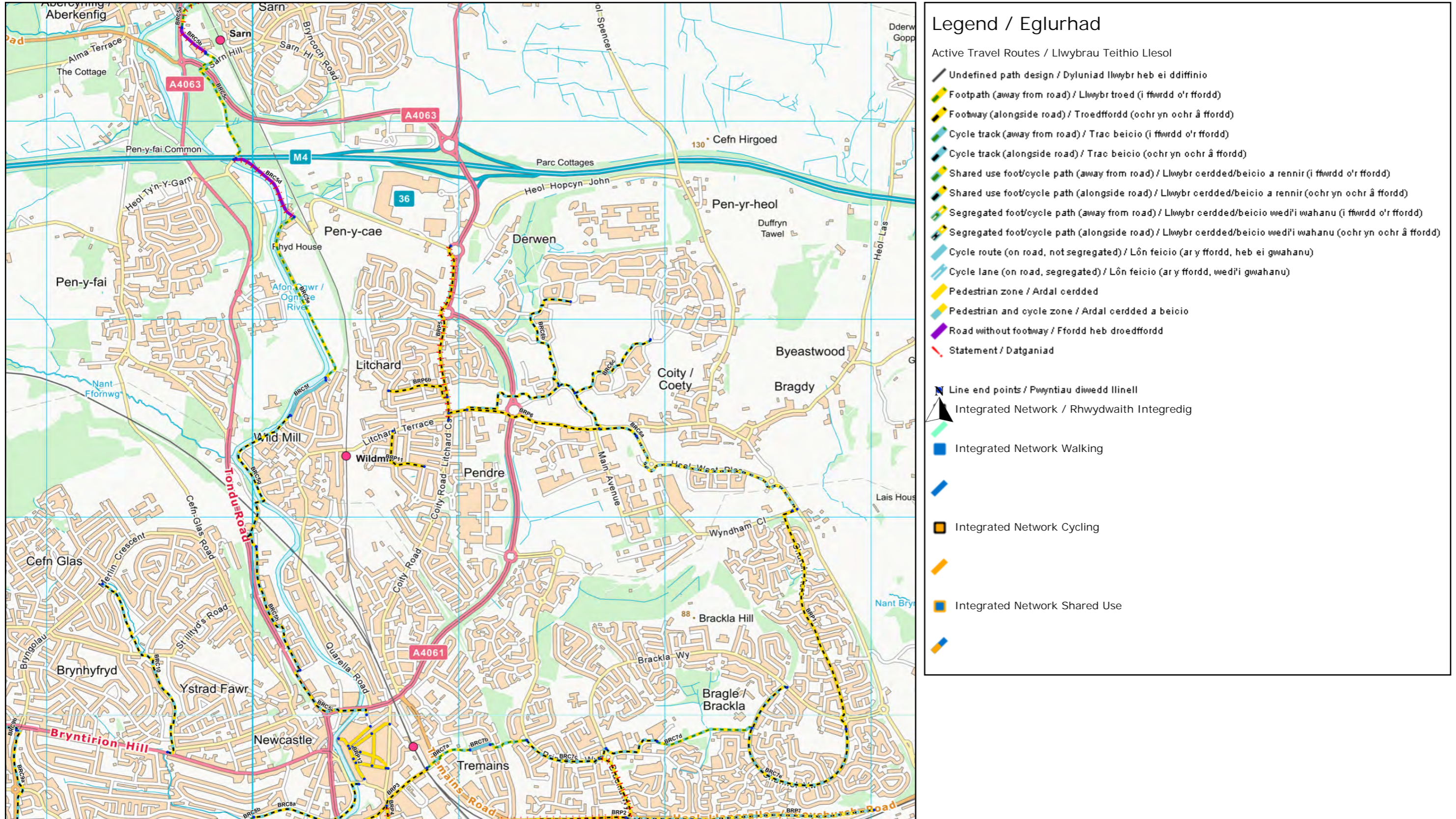
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Bridgend Active Travel Existing Routes Map - Pedestrian Map 2



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Line end points / Pwyntiau diwedd llinell

Integrated Network / Rhwydwaith Integredig

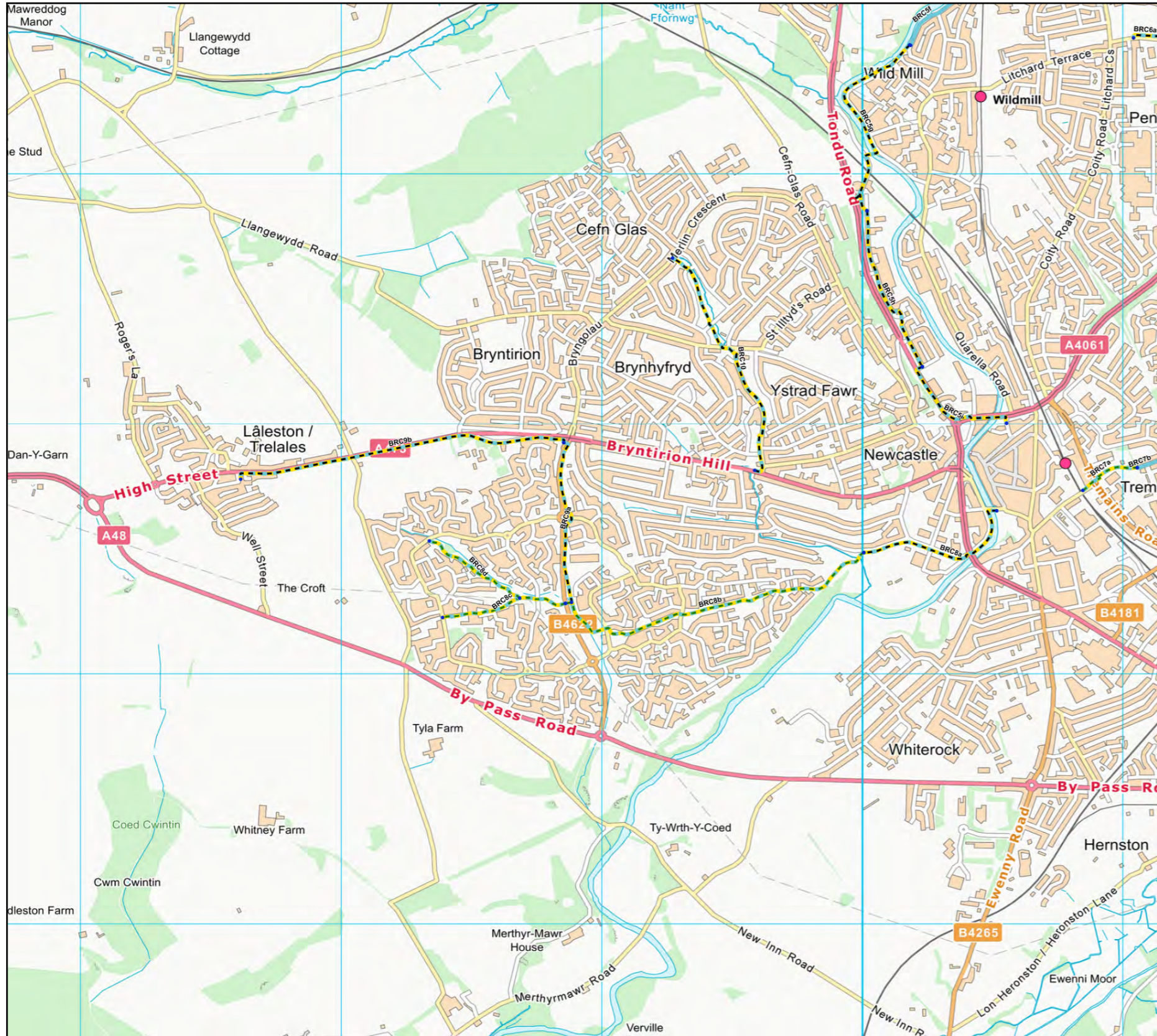
- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

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Bridgend Active Travel Existing Routes Map - Cycle Map 3

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- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

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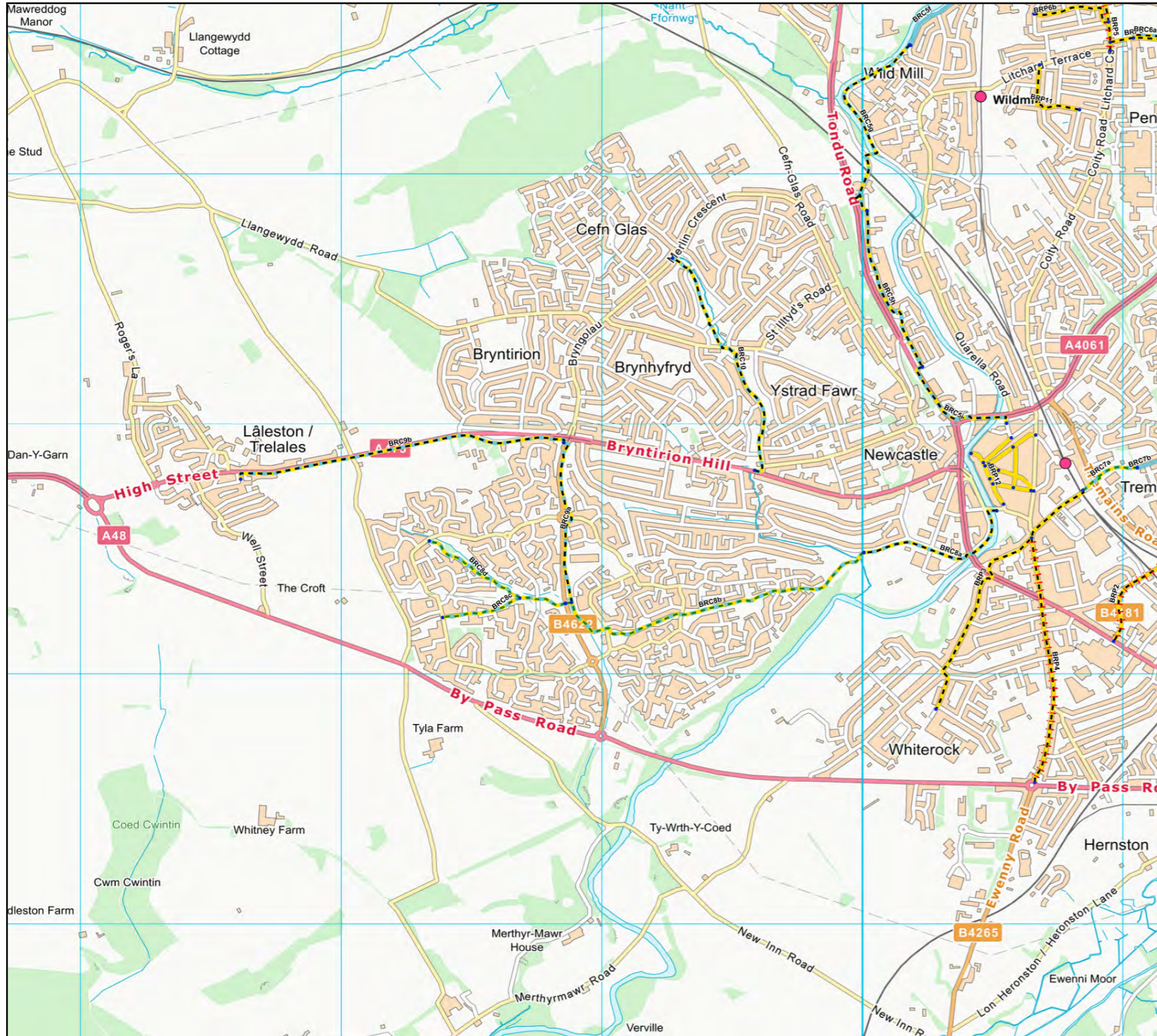
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Bridgend Active Travel Existing Routes Map - Pedestrian Map 3



Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

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 - Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
 - Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
 - Pedestrian zone / Ardal cerdded
 - Pedestrian and cycle zone / Ardal cerdded a beicio
 - Road without footway / Ffordd heb droedffordd
 - Statement / Datganiad
- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
 - Integrated Network Cycling
 - Integrated Network Shared Use

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Bridgend Active Travel ERM - Map 5 (Cycling)

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
 - Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
 - Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
 - Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
 - Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
 - Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
 - Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
 - Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
 - Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
 - Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
 - Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
 - Pedestrian zone / Ardal cerdded
 - Pedestrian and cycle zone / Ardal cerdded a beicio
 - Road without footway / Ffordd heb droedffordd
 - Statement / Datganiad
-
- Line end points / Pwyntiau diwedd llinell
 - Integrated Network / Rhwydwaith Integredig
 - Integrated Network Walking
 - Integrated Network Cycling
 - Integrated Network Shared Use

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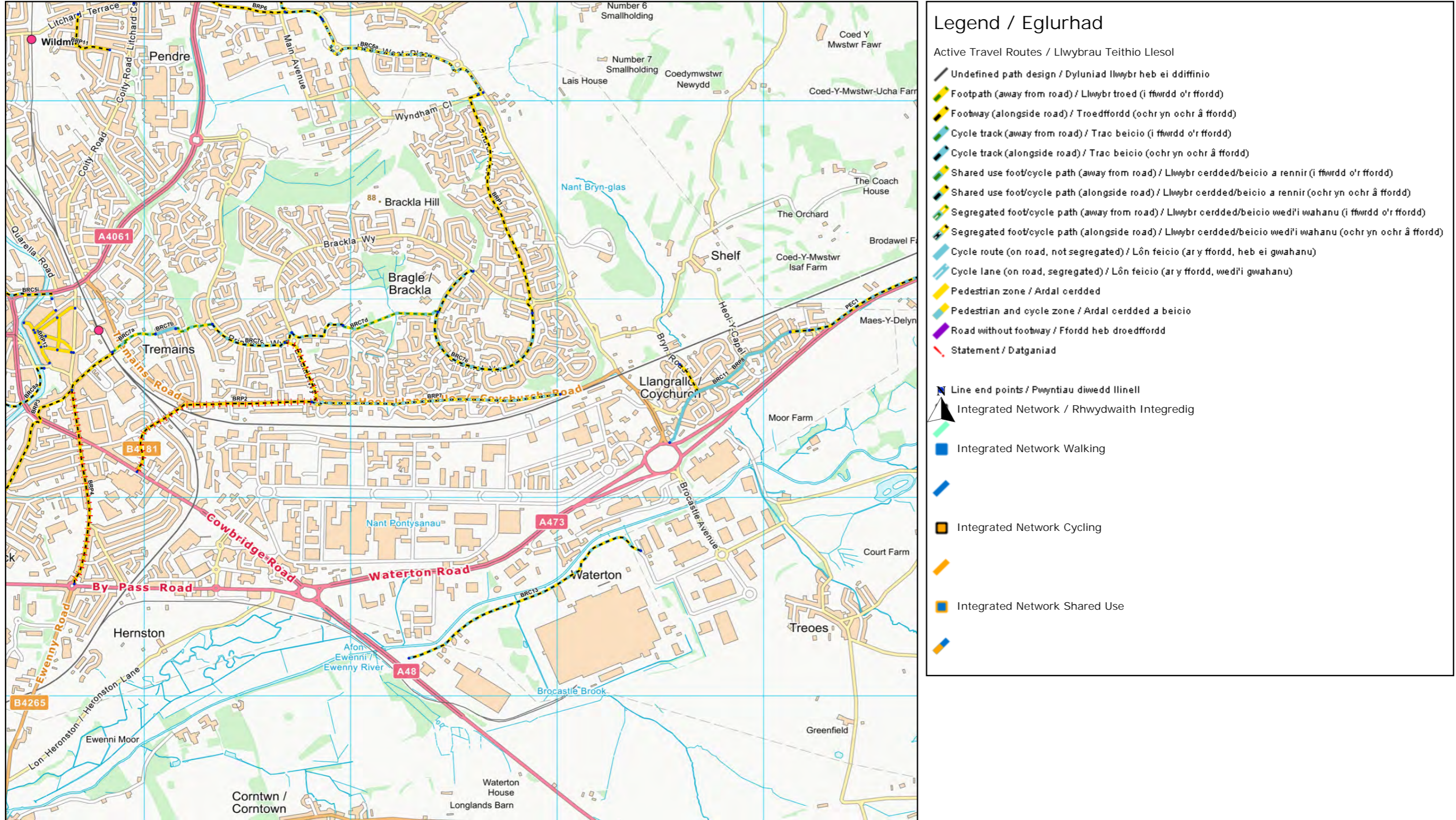
Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RhTI yr AO, Llwybrau Trefol RhTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.



Bridgend Active Travel ERM - Map 5 (Walking)



Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffordd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffordd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffordd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffordd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
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- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd
- Statement / Datganiad

Line end points / Pwyntiau diwedd llinell

Integrated Network / Rhwydwaith Integredig

- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

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Pencoed Active Travel ERM (Cycling)

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
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- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd
- Statement / Datganiad

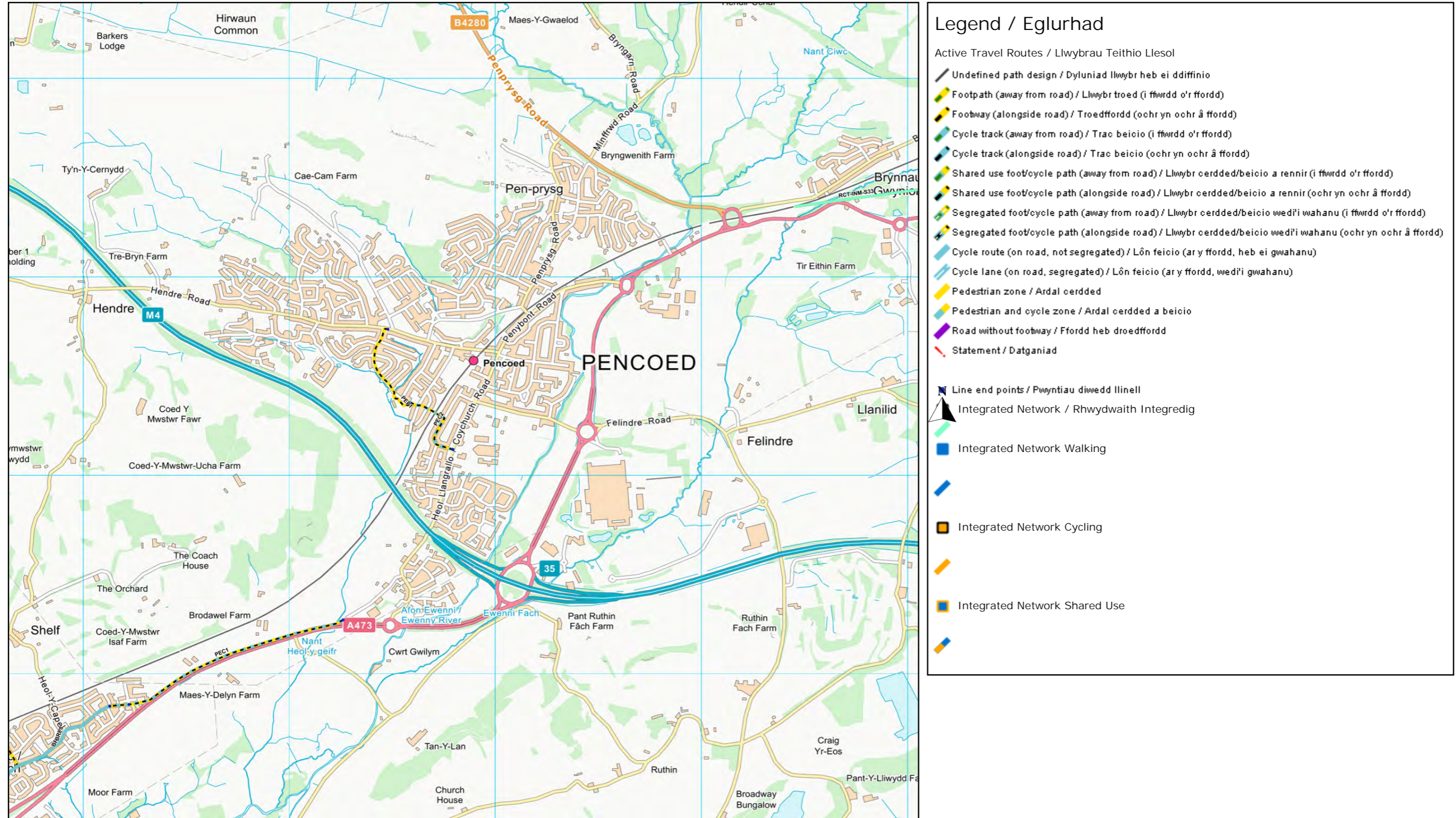
- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

Yn 2014. Ordnance Survey 100021874" K Y'g'; c] Yfba YbH'¥ ' <uk 'ZU]bhU\Uk 'JUi 'WcbZJ'XXUHJØ Goron 2014. Rhif Trwydded yr Arolwg Ordnans 100021874. Whilst the Welsh Government have made every effort to ensure that the information on this website is accurate and up-to-date, the Welsh Government takes no responsibility for any incorrect information. The data is compiled from Public Rights of Way, Ordnance Survey ITN, Ordnance Survey ITN Urban Path and aerial photography derived data supplemented by field survey. The online map is provided for guidance only and is not a legal record. Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RHTI yr AO, Llwybrau Trefol RHTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.



Pencoed Active Travel ERM (Walking)

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
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- Statement / Datganiad

- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
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Yn 2014. Ordnance Survey 100021874" K Y'g'; c] Yfba YbH'¥ ' <uk 'ZU]bhU' \ Uk ']Ui ' W'cbZJ' XXUHJØ Goron 2014. Rhif Trwydded yr Arolwg Ordnans 100021874. Whilst the Welsh Government have made every effort to ensure that the information on this website is accurate and up-to-date, the Welsh Government takes no responsibility for any incorrect information. The data is compiled from Public Rights of Way, Ordnance Survey ITN, Ordnance Survey ITN Urban Path and aerial photography derived data supplemented by field survey. The online map is provided for guidance only and is not a legal record. Er bod Llywodraeth Cymru wedi gwneud pob ymdrech i sicrhau bod y wybodaeth ar y wefan hon yn gywir ac yn gyfredol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RHTI yr AO, Llwybrau Trefol RHTI yr AO a data sy'n deillio o ffotograffau o'r awyr wedi'i ategu gan arolwg maes. Yn y map ar-lein yn darparu canllaw yn unig ac nid yw cofnod cyfreithiol.























Porthcawl Active Travel Existing Routes Map - Cycle

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

-  Undefined path design / Dyluniad llwybr heb ei ddiffinio
-  Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
-  Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
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-  Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
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-  Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
-  Pedestrian zone / Ardal cerdded
-  Pedestrian and cycle zone / Ardal cerdded a beicio
-  Road without footway / Ffordd heb droedffordd
-  Statement / Datganiad
-  Line end points / Pwyntiau diwedd llinell
-  Integrated Network / Rhwydwaith Integredig
-  Integrated Network Walking
-  Integrated Network Cycling
-  Integrated Network Shared Use

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Porthcawl Active Travel Existing Routes Map - Pedestrian

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
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- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
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- Pedestrian zone / Ardal cerdded
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- Road without footway / Ffordd heb droedffordd
- Statement / Datganiad
- Line end points / Pwyntiau diwedd llinell
- Integrated Network / Rhwydwaith Integredig
- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use

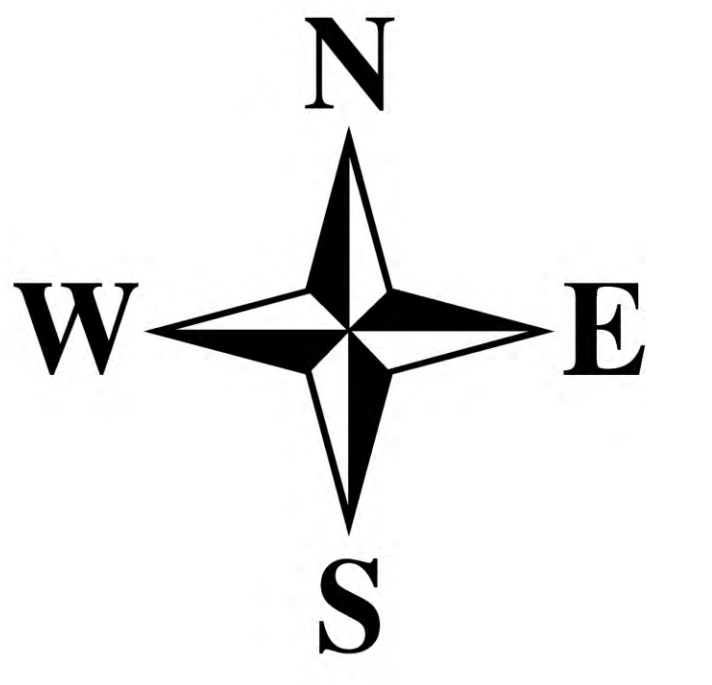
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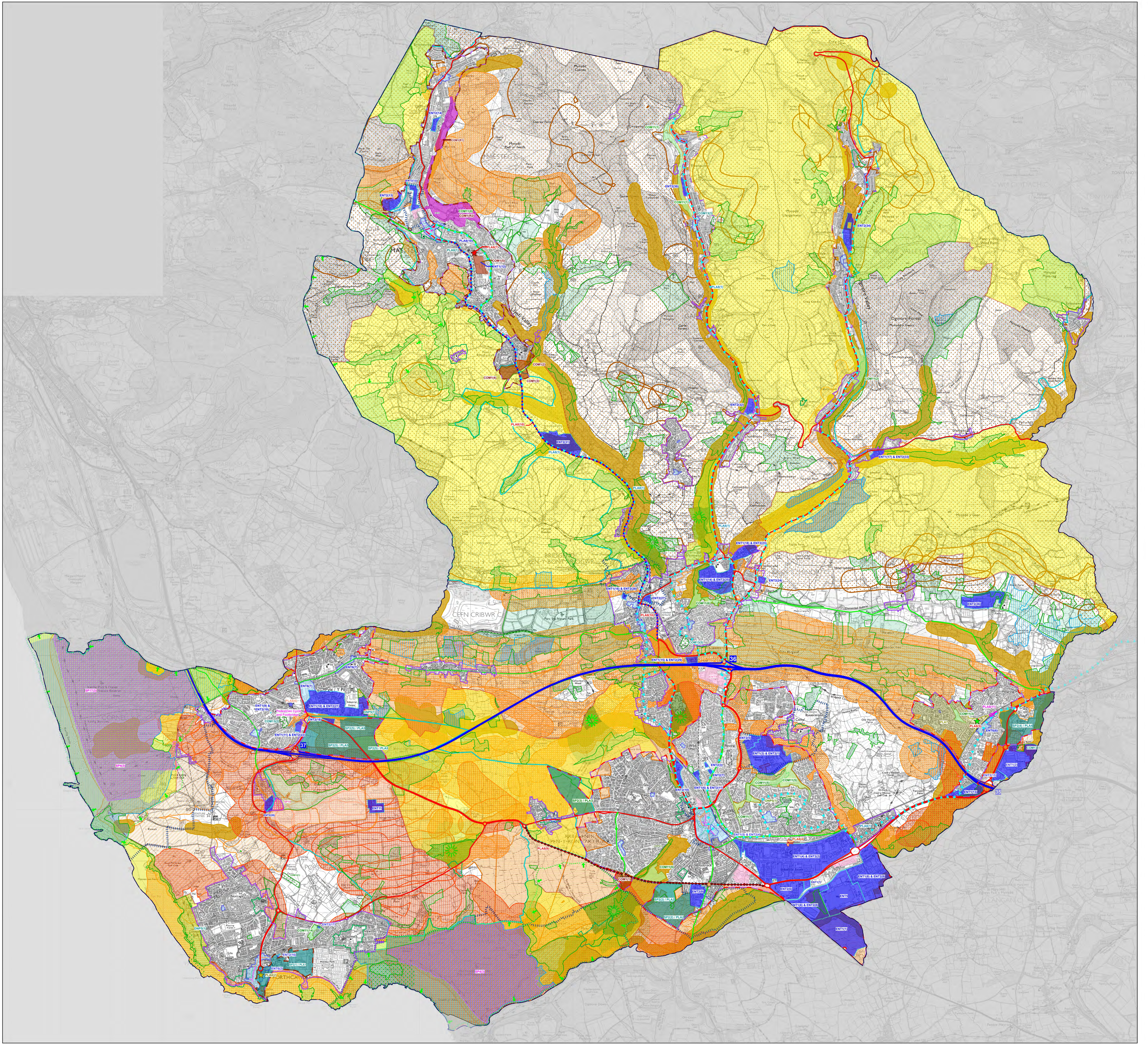
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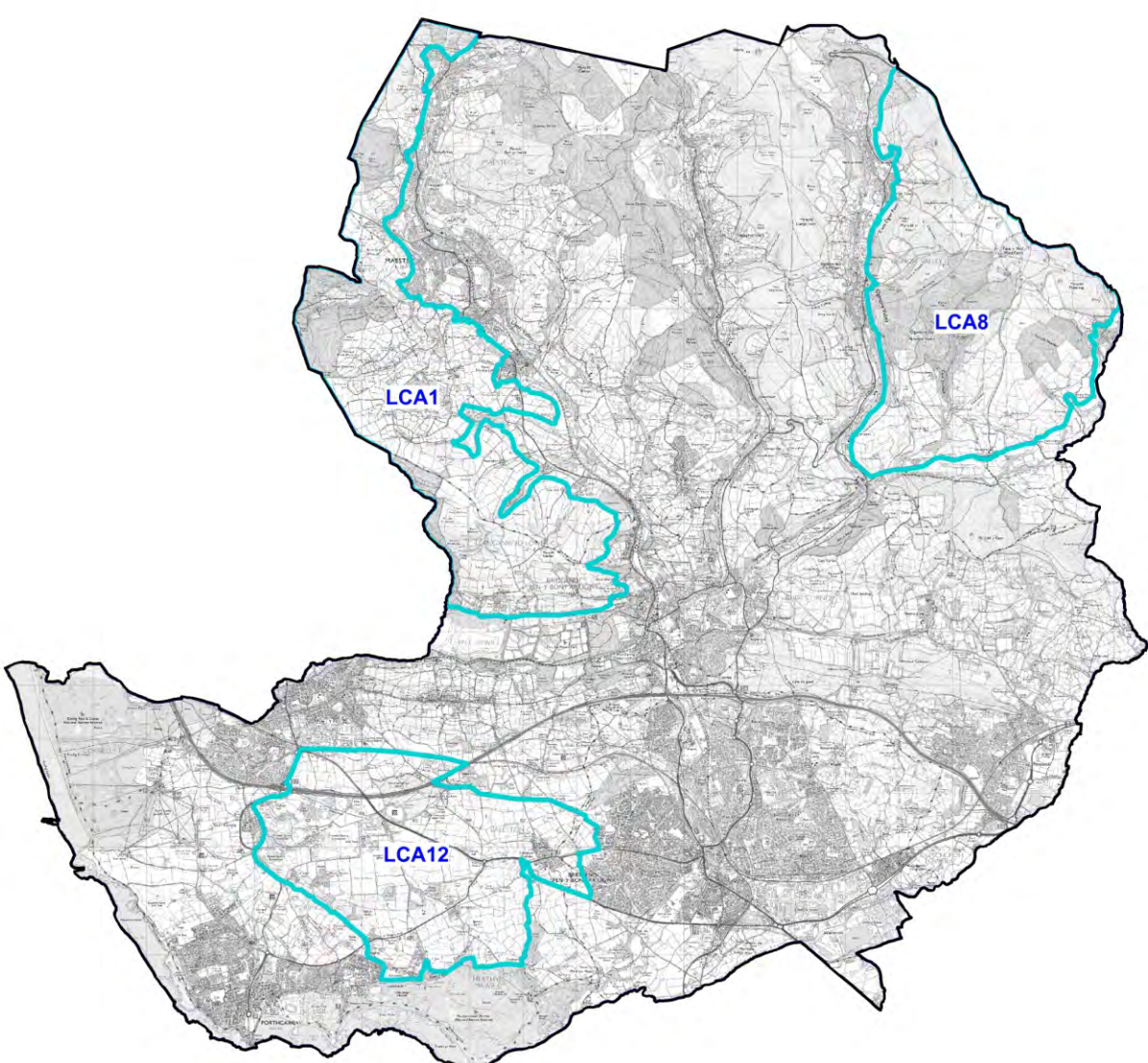
Appendix C – BCBC Adopted LDP Proposals Map



Appendix 11: Proposal Maps



LOCAL SEARCH AREA

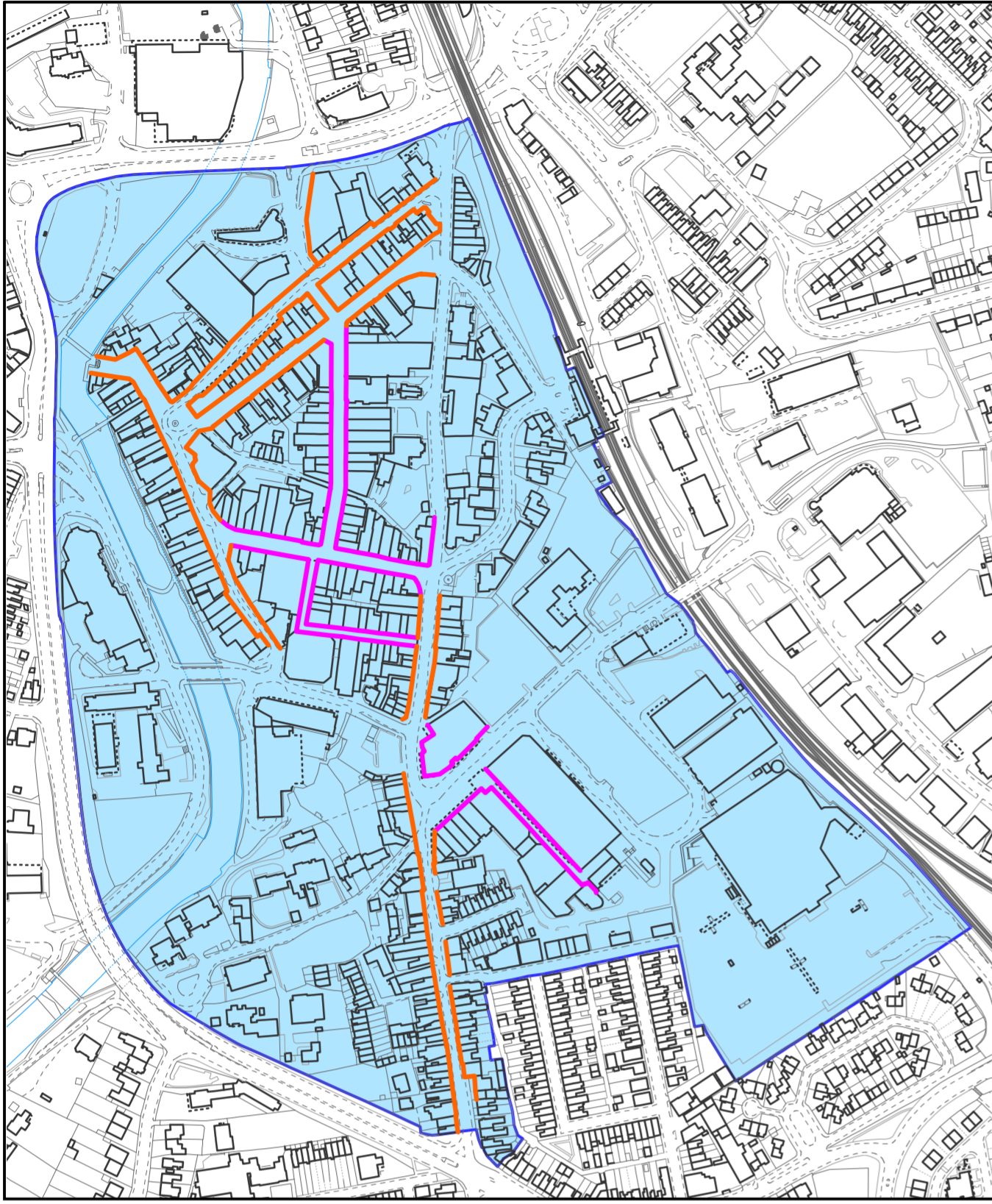


LEGEND

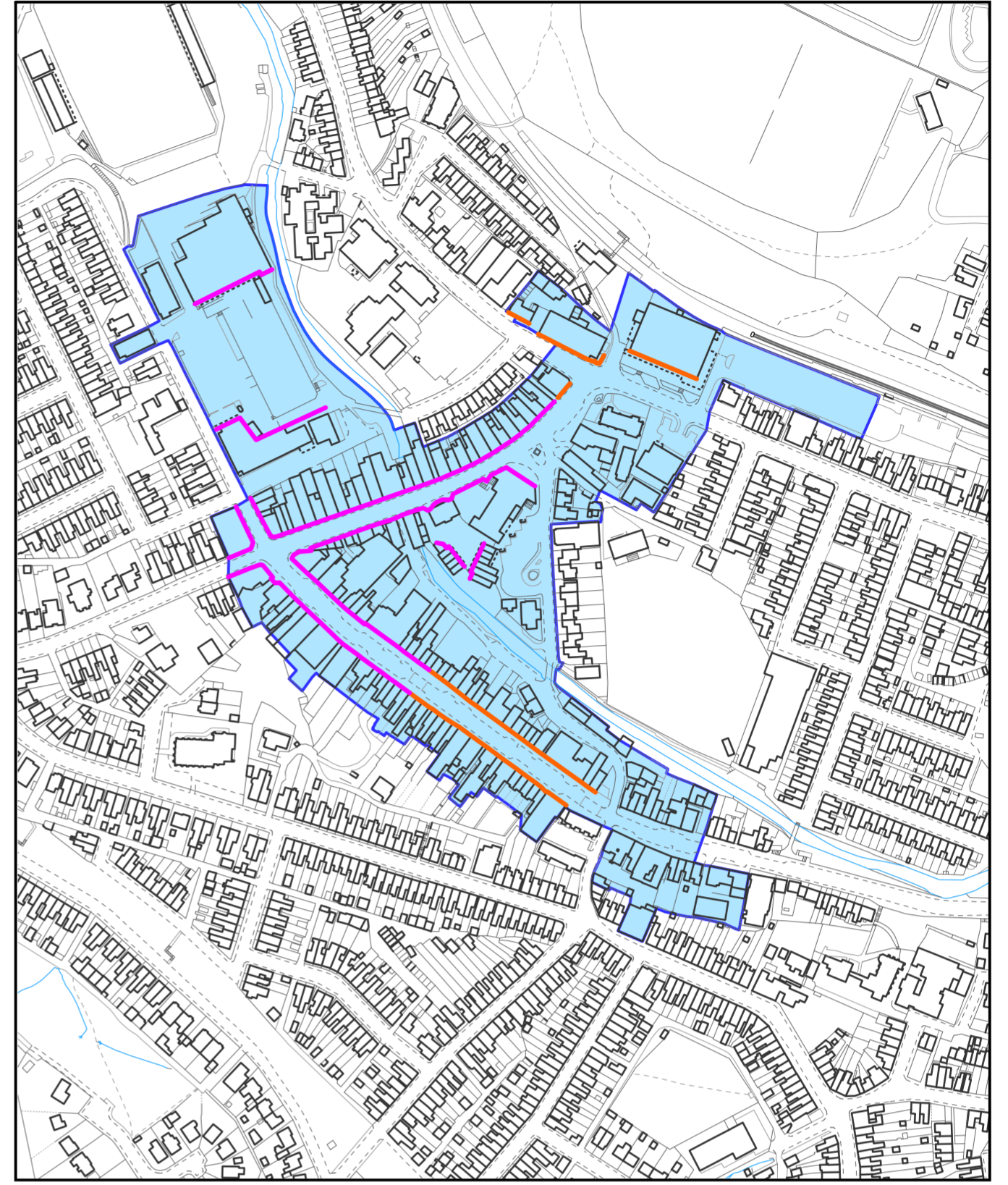
- | | |
|---|--|
| Bridgend County Borough / Plan Area | Historic Park & Gardens - SP18(6) |
| Sustainable Growth Area - SP1 | Historic Landscape - SP18(7) |
| Regeneration Growth Area - SP1 | Special Landscape Area - DNP4 |
| Regeneration Area - SP1 | Local Nature Reserve - DNP5(1) |
| Settlement Boundary | Regionally Imported Geodiversity Site (RIGs) - DNP5(3) |
| Strategic Development Sites - PLA 1-5 | Conservation Area - SP18(5) |
| Long Term Regeneration Site - COM1(R) | Sites or Areas of Archaeological Significance - SP18(3) |
| Residential - COM1 | Landscape Character Area |
| Highway Network - Strategic Road | Accessible Natural and Semi Natural Greenspace (inc Amenity Space) - COM11 |
| Highway Network - M4 Motorway | Cemeteries - COM13 |
| Highway Network - Core Road | Waste Management - SP15 |
| Development West of Railway Line, Pencoed - PLA7 | Category 1 - Carboniferous - ENT 12 |
| New Transport Interchange, Porthcawl - PLA8(2) | Category 1 - Sandstone and Igneous Rock - ENT 12 |
| New Transport Interchange, Maesteg - PLA8(7) | Category 1 - Sand and Gravel - ENT12 |
| Bus Improvements - PLA8(1) | Category 2 - Limestone - ENT12 |
| New Railway Station with Park & Ride Facility, Brackla - PLA8(4) | Category 2 - Sand and Gravel - ENT12 |
| Improvements to Penprysg Road Bridge, Pencoed - PLA8(11) | Category 2 - Sandstone - ENT12 |
| Expand Existing Park & Ride Facility, Pencoed - PLA8(5) | Quarry Boundary SP14 |
| Expand / Relocate Existing Railway Station including Strategic Park & Ride Facilities, Pyle - PLA8(6) | Mineral Buffer Zone - ENT13 |
| Improvements at Ewenny and Broadlands Roundabout, A48, Bridgend - PLA8(8) | Employment - SP11 (ENT1 & ENT2) |
| Capacity Enhancement between Waterton and Laleston A48/A473, Bridgend - PLA8(9) | Retail & Commercial Hierarchy (Sub Regional, Town & District and Local Service Centres) - SP12 |
| Improvements to A4063 between Sarn and Maesteg - PLA8(10) | Retail and Commercial Development Sites - ENT6 |
| Special Area of Conservation (SAC) - SP17(1) | Secondary Shopping Frontage - ENT7 |
| Sites of Special Scientific Interests (SSSI) - SP17(2) | Primary Shopping Frontage - ENT7 |
| Kenfig & Merthyr Mawr National Nature Reserve - SP17(3) | Existing Out of Centre Development Sites - ENT9 |
| Glamorgan Heritage Coast - SP17(4) | Gypsy Traveller Provision - SP7 |
| Sites of Importance in Nature Conservation (SINC) - DNP5(2) | Pedestrian and Cycle Footbridge |
| Local Search Area | |

Scale: 1: 28,000

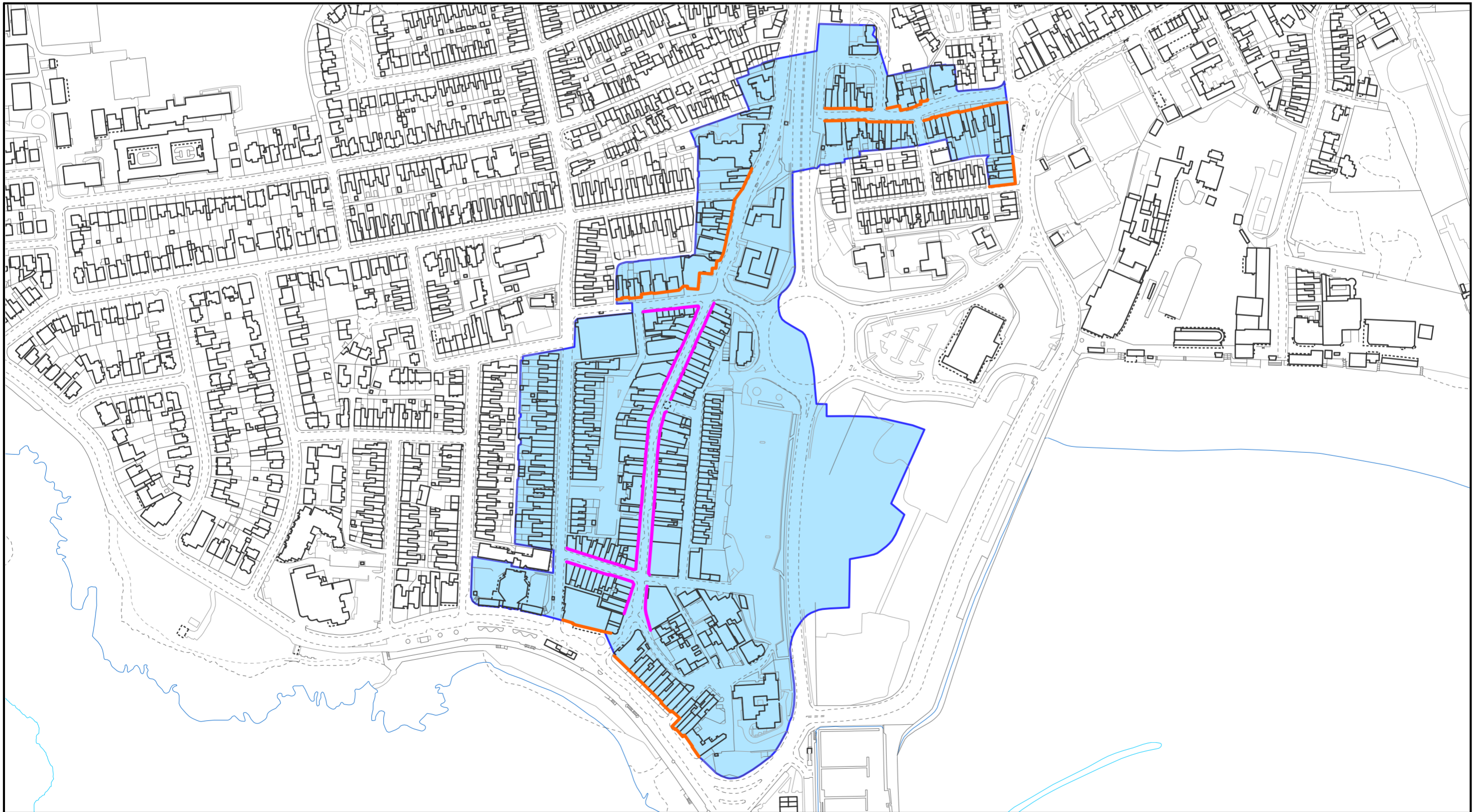
BRIDGEND TOWN



MAESTEG TOWN



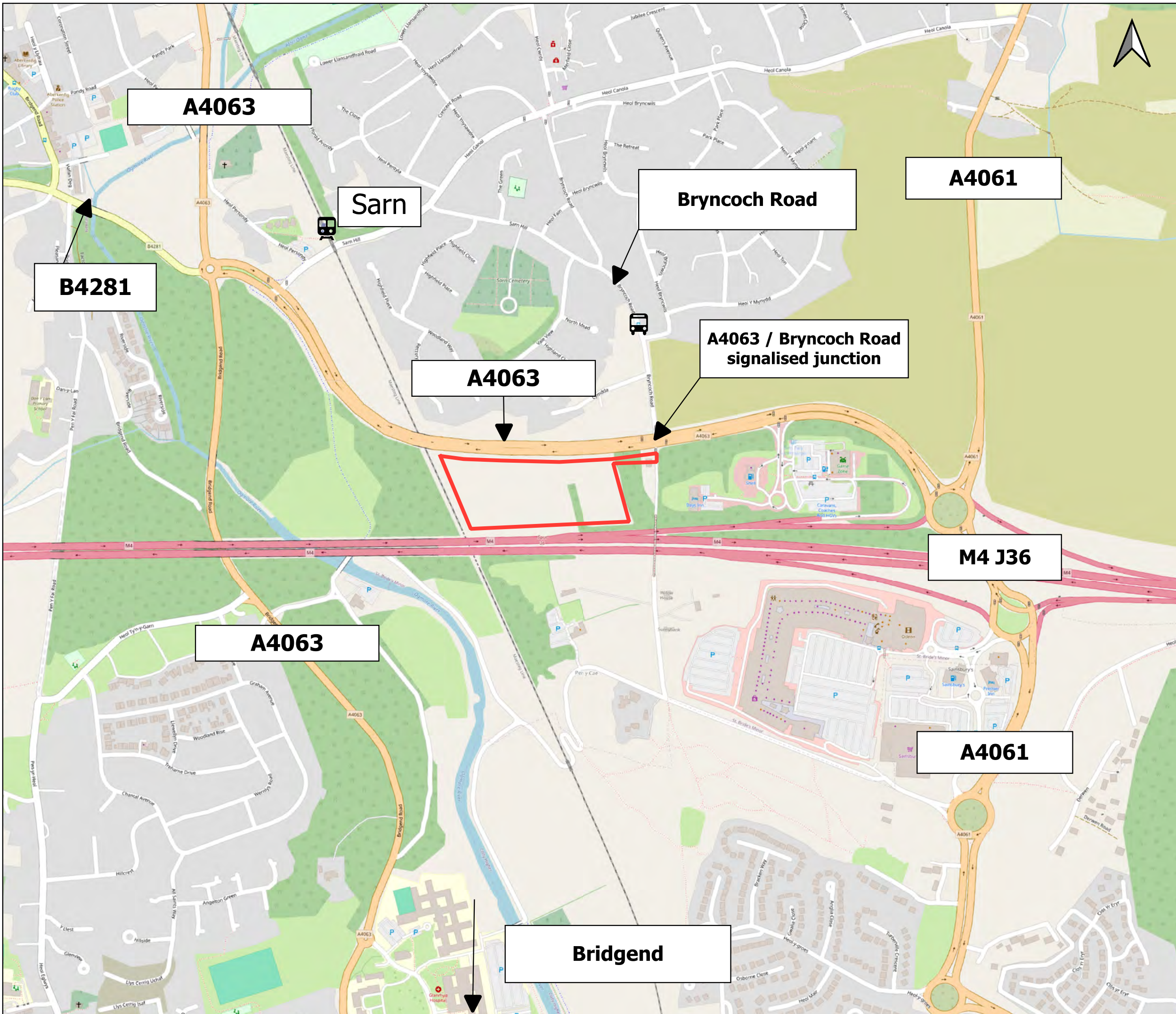
PORTHCAWL TOWN



KEY




- Primary Shopping Centre - ENT 7
- Secondary Shopping Centre - ENT 7
- Established Commercial Centre - SP12

Appendix D – Site Location Plan



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 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.

Legend

-  Red Line Boundary
-  Bus Stops
-  Train Station



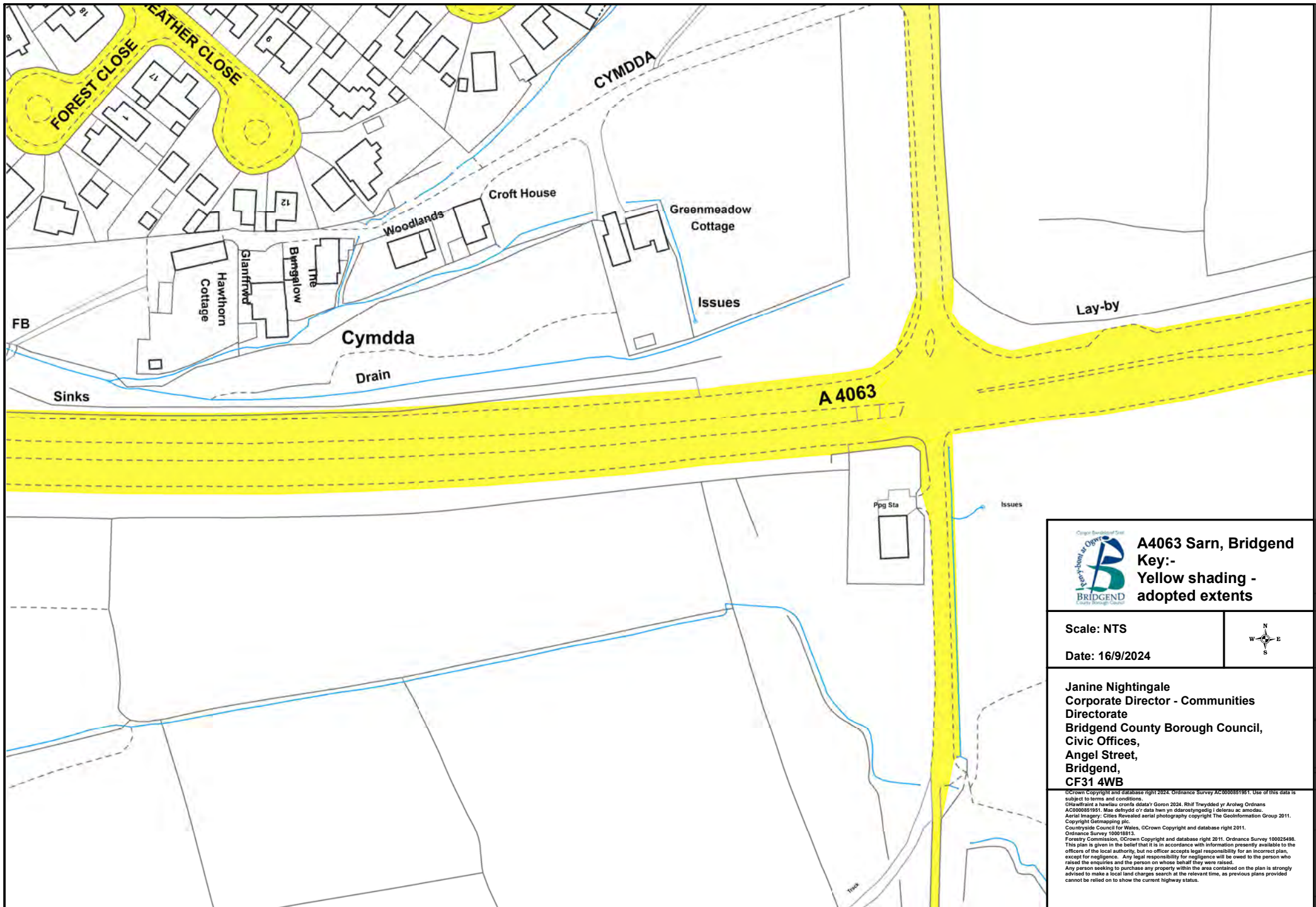
Client: Cenin
 Project: Ti'r Isha
 Title: Site Location Plan



Status: Final Drawn by: LS PM/Checked by: DA

Project Number: 794-PLN-WWP-JPW1777 Date Created: 15-01-2025

Figure Number: 1 Rev: -

Appendix E – BCBC Highway Boundary Extent Plan



	<p>A4063 Sarn, Bridgend Key:- Yellow shading - adopted extents</p>
<p>Scale: NTS</p> <p>Date: 16/9/2024</p>	
<p>Janine Nightingale Corporate Director - Communities Directorate Bridgend County Borough Council, Civic Offices, Angel Street, Bridgend, CF31 4WB</p>	
<p><small>© Crown Copyright and database right 2024. Ordnance Survey AC000051951. Use of this data is subject to terms and conditions. © Crown Copyright and database right 2024. Rhif Twydded yf Arolwg Ordnans AC000051951. Mae deilydd o'r data hwn yn ddwyreolaidd i ddiarwrdd yr amodau. Aerial Imagery: Cities Revealed aerial photography copyright The GeoInformation Group 2011. Copyright GeoMapping plc. Countryside Council for Wales, © Crown Copyright and database right 2011. Ordnance Survey 10001813. Forestry Commission, © Crown Copyright and database right 2011. Ordnance Survey 10025498. This plan is given in the belief that it is in accordance with information presently available to the officers of the local authority, but no officer accepts legal responsibility for an incorrect plan, except for negligence. Any legal responsibility for negligence will be owed to the person who raised the enquiries and the person on whose behalf they were raised. Any person seeking to purchase any property within the area contained on the plan is strongly advised to make a local land charges search at the relevant time, as previous plans provided cannot be relied on to show the current highway status.</small></p>	

Appendix F – Personal Injury Accident Data



Validated Data

Crash Date: Wednesday, April 18, 2018

Time of Crash: 08:28:00

Crash Reference: 2018621800381

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 289786 183267

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

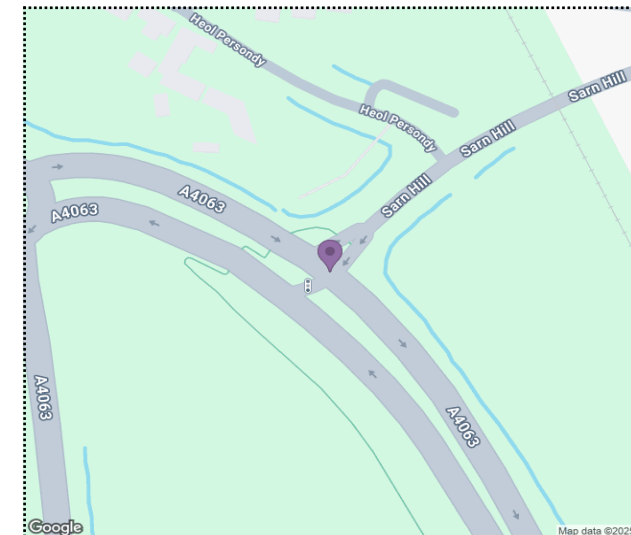
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Single carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date: Wednesday, April 18, 2018

Time of Crash: 08:28:00

Crash Reference: 2018621800381

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Female	36 - 45	Vehicle is moving off	Offside	Commuting to/from work	None	None
2	Car (excluding private hire)	4	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Monday, June 25, 2018

Time of Crash: 20:59:00

Crash Reference: 2018621801033

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290948 182915

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

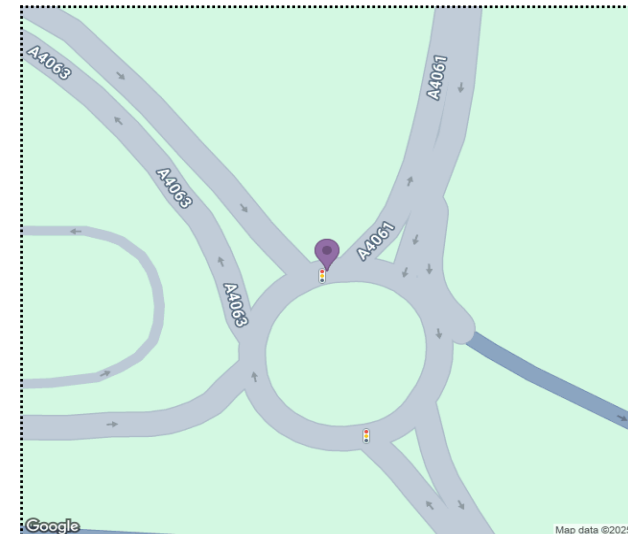
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data
Crash Date:

Monday, June 25, 2018

Time of Crash: 20:59:00

Crash Reference: 2018621801033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	None
2	Car (excluding private hire)	6	Female	56 - 65	Vehicle is changing lane to the left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, December 1, 2018

Time of Crash: 16:59:00

Crash Reference: 2018621801573

Highest Injury Severity: Slight

Road Number: A4061

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290990 182892

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Darkness: street lights present and lit

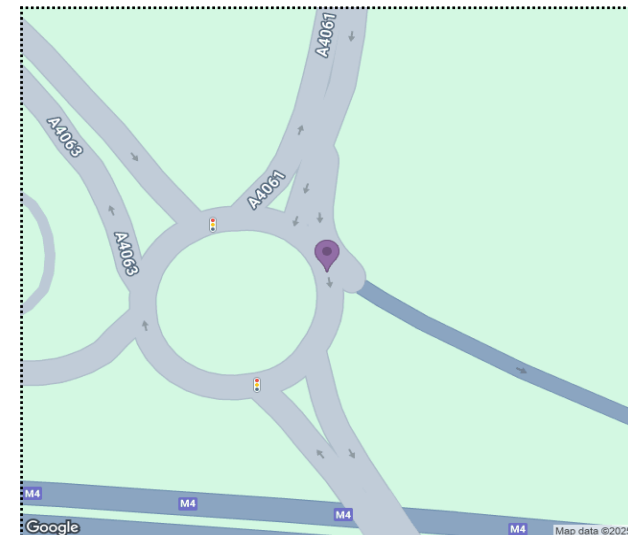
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data
Crash Date:

Saturday, December 1, 2018

Time of Crash: 16:59:00

Crash Reference: 2018621801573

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	56 - 65	Vehicle is changing lane to the left	Offside	Unknown	None	None
2	Car (excluding private hire)	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

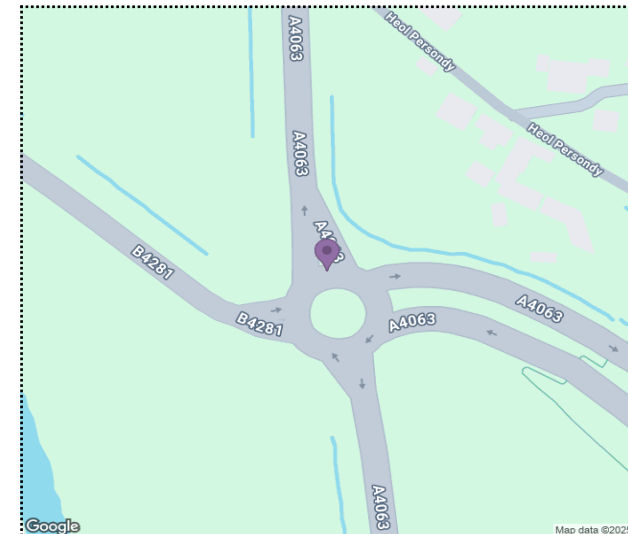
 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Monday, December 3, 2018	Time of Crash:	07:33:00	Crash Reference:	2018621801581
Highest Injury Severity:	Slight	Road Number:	A4063	Casualties:	1
Highway Authority:	Bridgend			Vehicles:	2
Local Authority:	Bridgend			OS Grid Reference:	289655 183316
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Monday, December 3, 2018

Time of Crash: 07:33:00

Crash Reference: 2018621801581

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	4	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

 To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Saturday, December 1, 2018

Time of Crash: 15:22:00

Crash Reference: 2018621801584

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 3

Highway Authority: Bridgend

Vehicles: 3

Local Authority: Bridgend

OS Grid Reference: 290454 182998

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

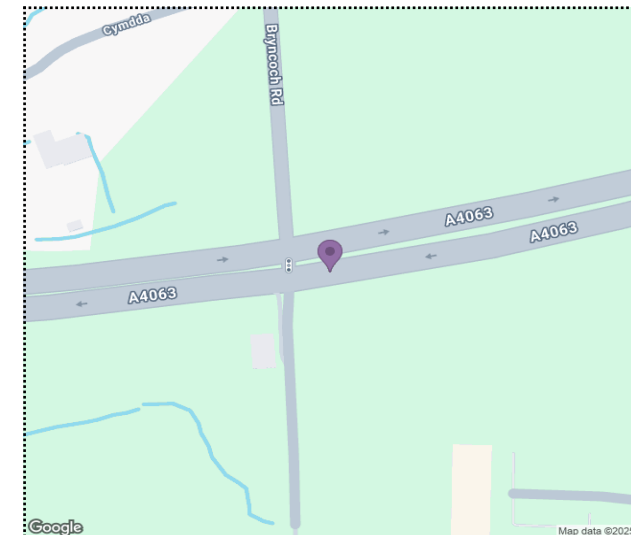
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Saturday, December 1, 2018

Time of Crash: 15:22:00

Crash Reference: 2018621801584

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)	7	Male	26 - 35	Vehicle is waiting to turn right	Back	Unknown	None	None
3	Car (excluding private hire)	5	Female	66 - 75	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
3	3	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other
3	4	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, March 26, 2019

Time of Crash: 06:35:00

Crash Reference: 2019621900400

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290982 182837

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

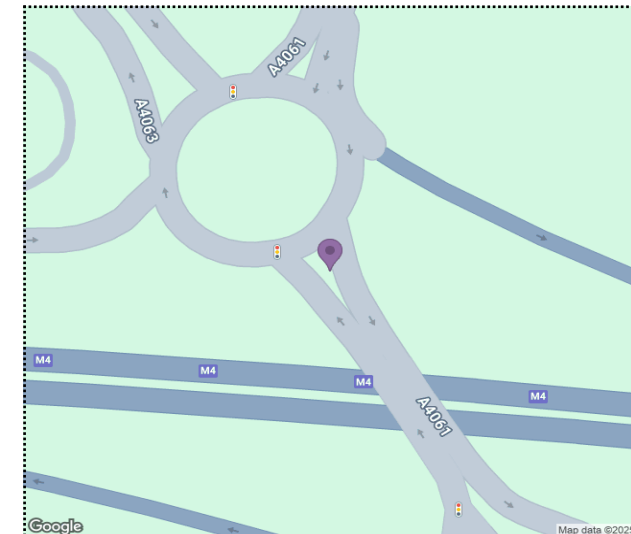
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Tuesday, March 26, 2019

Time of Crash: 06:35:00

Crash Reference: 2019621900400

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	0	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, August 2, 2019

Time of Crash: 13:43:00

Crash Reference: 2019621901033

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 2

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290987 182858

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

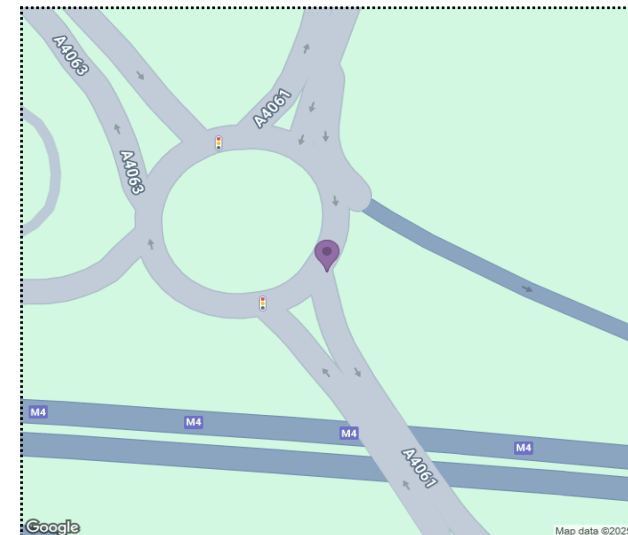
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Friday, August 2, 2019

Time of Crash: 13:43:00

Crash Reference: 2019621901033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	66 - 75	Vehicle is changing lane to the right (including slip road)	Front	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	20	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, July 26, 2019

Time of Crash: 23:58:00

Crash Reference: 2019621901314

Highest Injury Severity: Serious

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 1

Local Authority: Bridgend

OS Grid Reference: 289932 183038

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Darkness: no street lighting

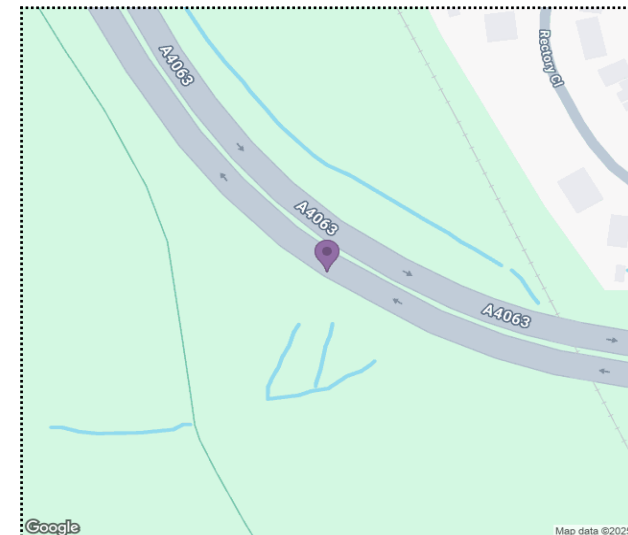
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Not Applicable



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Validated Data

Crash Date: Friday, July 26, 2019

Time of Crash: 23:58:00

Crash Reference: 2019621901314

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Serious	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

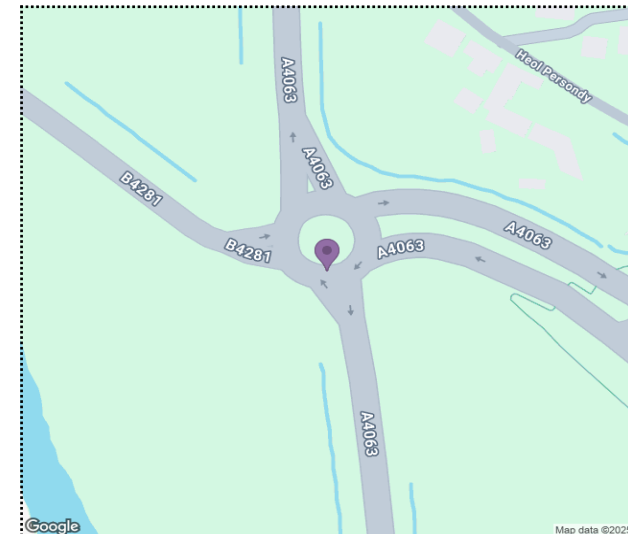
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, October 23, 2019	Time of Crash:	14:00:00	Crash Reference:	2019621901360
Highest Injury Severity:	Slight	Road Number:	A4063	Casualties:	1
Highway Authority:	Bridgend			Vehicles:	2
Local Authority:	Bridgend			OS Grid Reference:	289659 183285
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Wednesday, October 23, 2019

Time of Crash: 14:00:00

Crash Reference: 2019621901360

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a right hand bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Saturday, October 19, 2019

Time of Crash: 15:22:00

Crash Reference: 2019621901394

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290912 182878

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

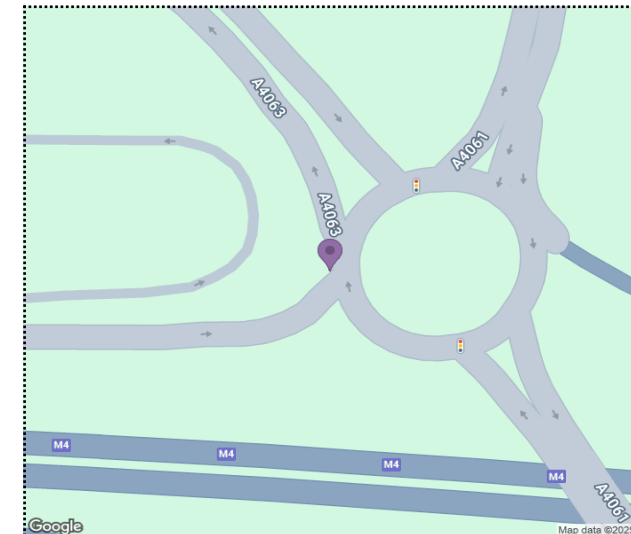
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Saturday, October 19, 2019

Time of Crash: 15:22:00

Crash Reference: 2019621901394

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	66 - 75	Vehicle is moving off	Front	Unknown	None	None
2	Motorcycle over 500cc	1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, January 13, 2020

Time of Crash: 15:53:00

Crash Reference: 2020622000117

Highest Injury Severity: Slight

Road Number: A4061

Casualties: 2

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290917 182861

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

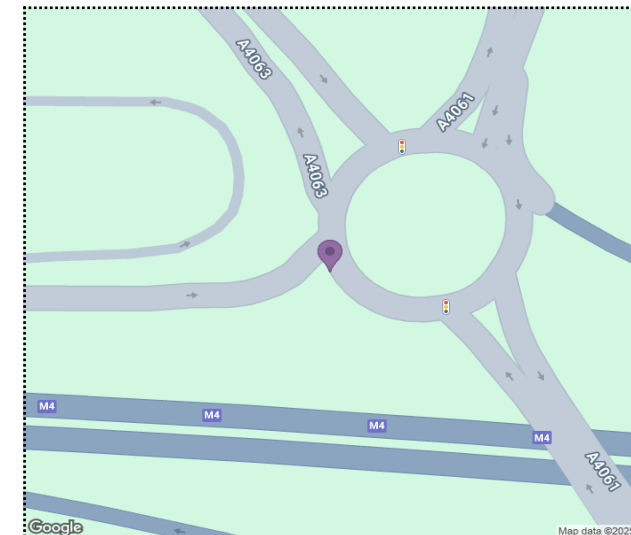
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Monday, January 13, 2020

Time of Crash: 15:53:00

Crash Reference: 2020622000117

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Bus or coach (17+ passenger seats)	16	Male	56 - 65	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, August 20, 2020

Time of Crash: 10:56:00

Crash Reference: 2020622000743

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290985 182897

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

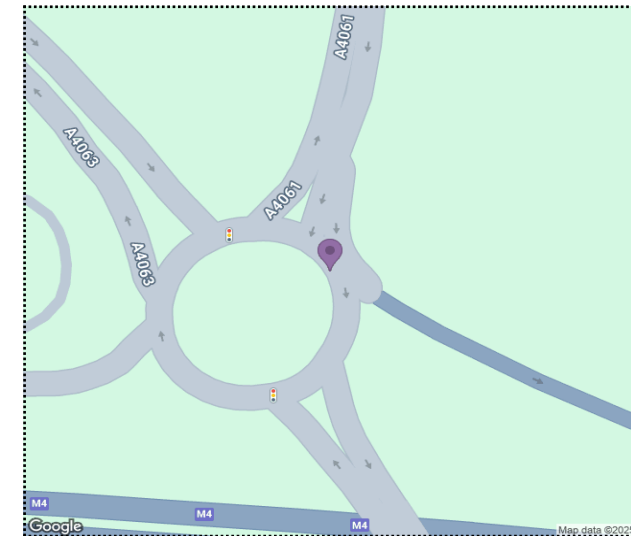
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Thursday, August 20, 2020

Time of Crash: 10:56:00

Crash Reference: 2020622000743

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	46 - 55	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Car (excluding private hire)	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Wednesday, January 20, 2021
Highest Injury Severity: Fatal
Highway Authority: Bridgend
Local Authority: Bridgend
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 50
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Dual carriageway
Junction Control: Auto traffic signal

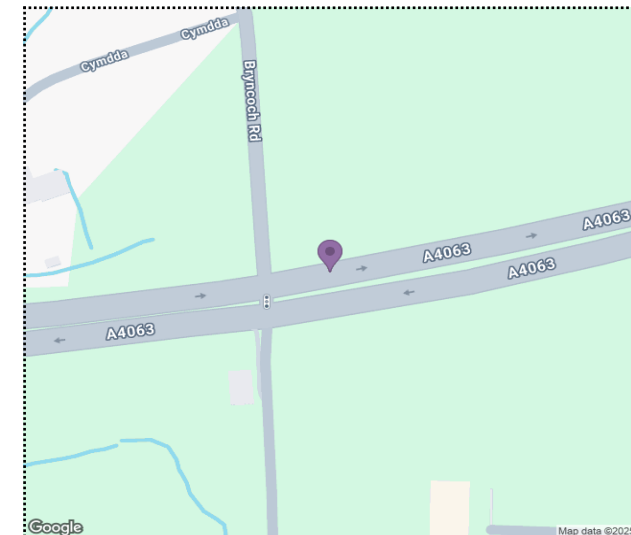
Time of Crash: 05:45:00
Road Number: A4063

Crash Reference: 2021622100053

Casualties: 1

Vehicles: 1

OS Grid Reference: 290463 183013



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data**Crash Date:** Wednesday, January 20, 2021**Time of Crash:** 05:45:00**Crash Reference:** 2021622100053**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Journey as part of work	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	46 - 55	On footway or verge	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Sunday, May 30, 2021

Time of Crash: 18:59:00

Crash Reference: 2021622100393

Highest Injury Severity: Serious

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 289779 183245

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

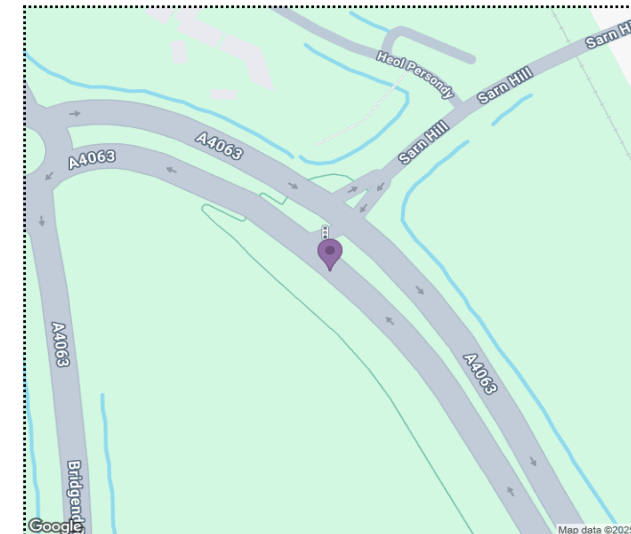
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Sunday, May 30, 2021

Time of Crash: 18:59:00

Crash Reference: 2021622100393

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	0	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	13	Male	26 - 35	Vehicle is waiting to proceed normally but is held up	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Sunday, November 28, 2021

Time of Crash: 19:26:00

Crash Reference: 2021622100932

Highest Injury Severity: Serious

Road Number: A4063

Casualties: 3

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 289797 183266

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 50

Light Conditions: Darkness: street lights present and lit

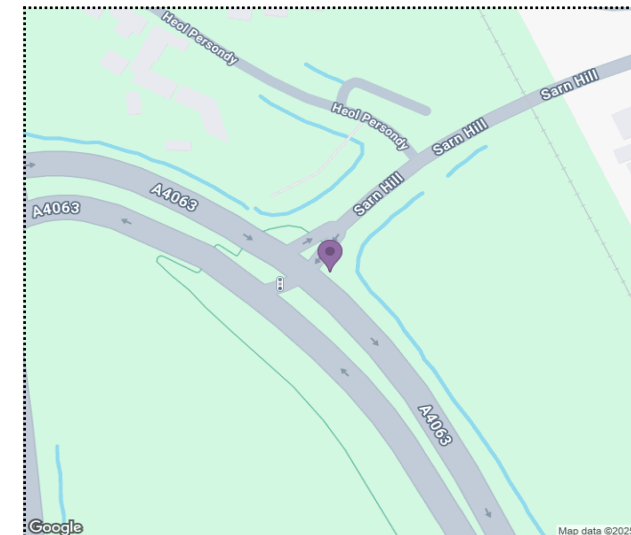
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Sunday, November 28, 2021

Time of Crash: 19:26:00

Crash Reference: 2021622100932

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Female	46 - 55	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	None
2	Car (excluding private hire)	10	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

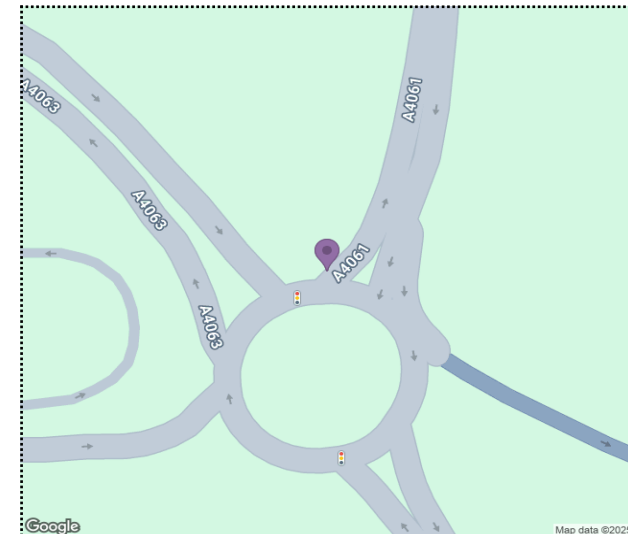
 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Highest Injury Severity:	Slight	Road Number:	A4063	Casualties:	2
Highway Authority:	Bridgend			Vehicles:	2
Local Authority:	Bridgend			OS Grid Reference:	290958 182924
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	1	Female	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Car (excluding private hire)	14	Female	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

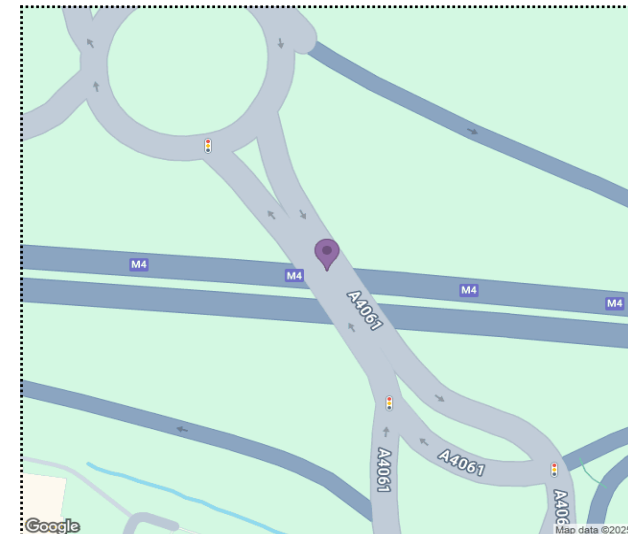
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, January 7, 2018	Time of Crash:	22:10:00	Crash Reference:	2018621800048
Highest Injury Severity:	Slight	Road Number:	M4	Casualties:	1
Highway Authority:	Bridgend			Vehicles:	1
Local Authority:	Bridgend			OS Grid Reference:	291007 182792
Weather Description:	Fine with high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, January 7, 2018

Time of Crash:

22:10:00

Crash Reference: 2018621800048

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	36 - 45	Vehicle is changing lane to the right (including slip road)	Offside	Unknown	None	Central crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, September 17, 2018
Highest Injury Severity: Slight
Highway Authority: Bridgend
Local Authority: Bridgend
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 50
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Slip road
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Auto traffic signal

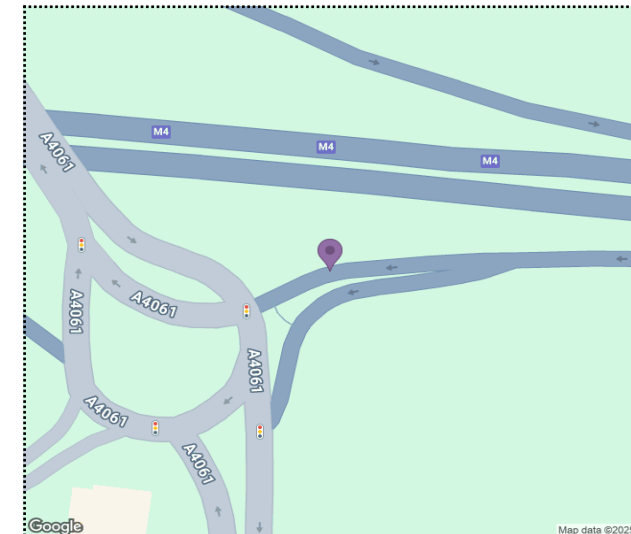
Time of Crash: 23:16:00
Road Number: A4061

Crash Reference: 2018621801205

Casualties: 1

Vehicles: 1

OS Grid Reference: 291126 182723



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Validated Data**Crash Date:** Monday, September 17, 2018**Time of Crash:** 23:16:00**Crash Reference:** 2018621801205**Vehicles Involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	Kerb	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

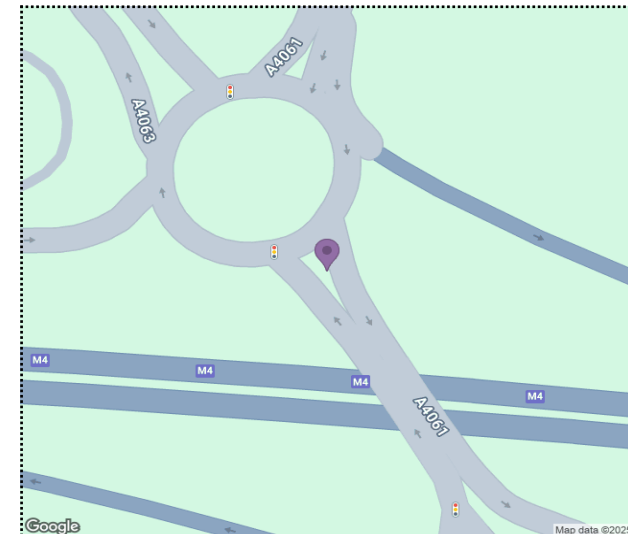
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, March 26, 2019	Time of Crash:	06:35:00	Crash Reference:	2019621900400
Highest Injury Severity:	Slight	Road Number:	A4063	Casualties:	1
Highway Authority:	Bridgend			Vehicles:	2
Local Authority:	Bridgend			OS Grid Reference:	290982 182837
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data
Crash Date:

Tuesday, March 26, 2019

Time of Crash: 06:35:00

Crash Reference: 2019621900400

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	8	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None
2	Car (excluding private hire)	0	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, May 27, 2019

Time of Crash: 18:55:00

Crash Reference: 2019621900733

Highest Injury Severity: Slight

Road Number: A4061

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 291095 182669

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

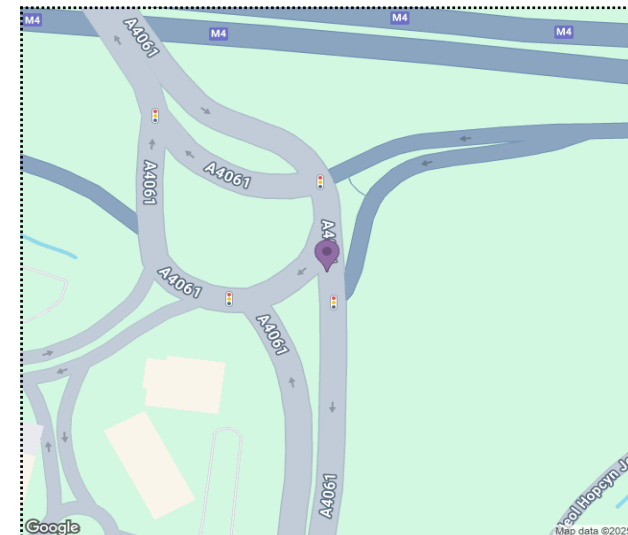
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Monday, May 27, 2019

Time of Crash: 18:55:00

Crash Reference: 2019621900733

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	-1	Male	26 - 35	Vehicle is in the act of turning right	Nearside	Journey as part of work	None	None
2	Car (excluding private hire)	25	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, August 2, 2019

Time of Crash: 13:43:00

Crash Reference: 2019621901033

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 2

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 290987 182858

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

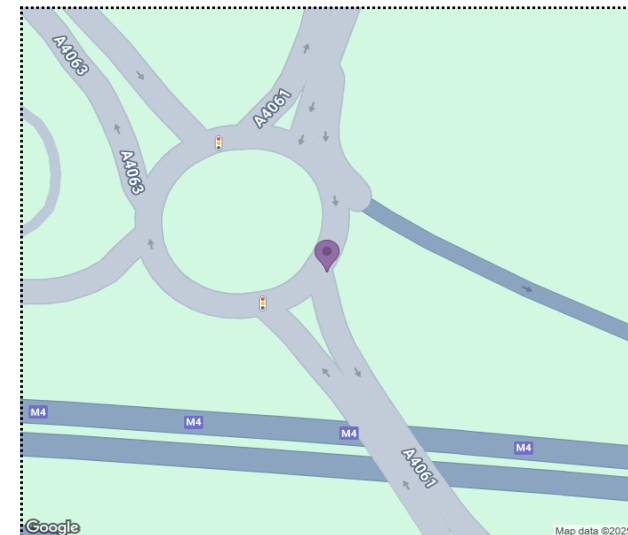
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Friday, August 2, 2019

Time of Crash: 13:43:00

Crash Reference: 2019621901033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	66 - 75	Vehicle is changing lane to the right (including slip road)	Front	Unknown	None	None
2	Goods vehicle 7.5 tonnes mgw and over	20	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	36 - 45	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other

 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Thursday, January 30, 2020

Time of Crash: 07:39:00

Crash Reference: 2020622000190

Highest Injury Severity: Slight

Road Number: A4061

Casualties: 1

Highway Authority: Bridgend

Vehicles: 3

Local Authority: Bridgend

OS Grid Reference: 291099 182707

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

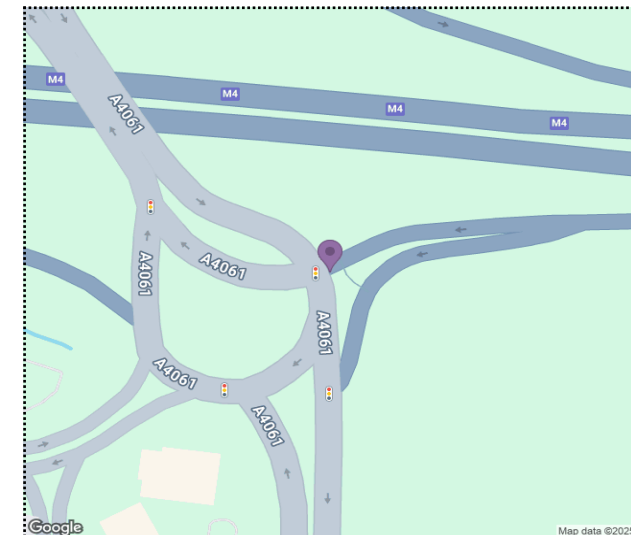
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Thursday, January 30, 2020

Time of Crash: 07:39:00

Crash Reference: 2020622000190

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	14	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
3	Car (excluding private hire)	5	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Friday, September 4, 2020

Time of Crash: 15:02:00

Crash Reference: 2020622000983

Highest Injury Severity: Slight

Road Number: A4061

Casualties: 1

Highway Authority: Bridgend

Vehicles: 3

Local Authority: Bridgend

OS Grid Reference: 291022 182681

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

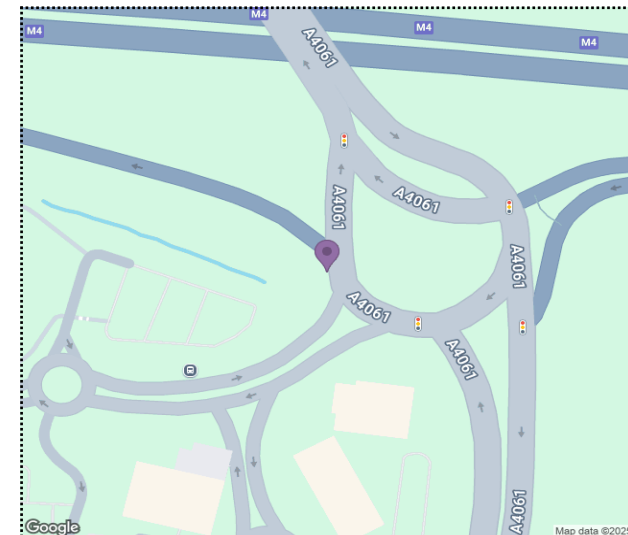
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Friday, September 4, 2020

Time of Crash: 15:02:00

Crash Reference: 2020622000983

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	9	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
3	Car (excluding private hire)	6	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, December 2, 2021

Time of Crash: 13:07:00

Crash Reference: 2021622100942

Highest Injury Severity: Slight

Road Number: A4063

Casualties: 1

Highway Authority: Bridgend

Vehicles: 2

Local Authority: Bridgend

OS Grid Reference: 291001 182790

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 50

Light Conditions: Daylight: regardless of presence of streetlights

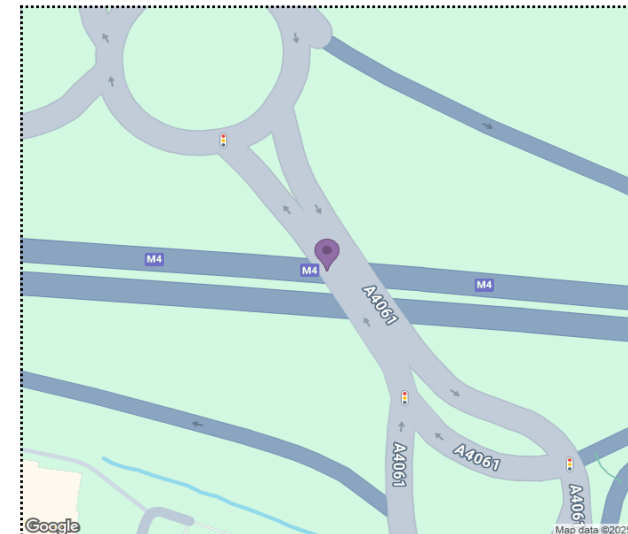
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Dual carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date:

Thursday, December 2, 2021

Time of Crash: 13:07:00

Crash Reference: 2021622100942

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	5	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Female	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

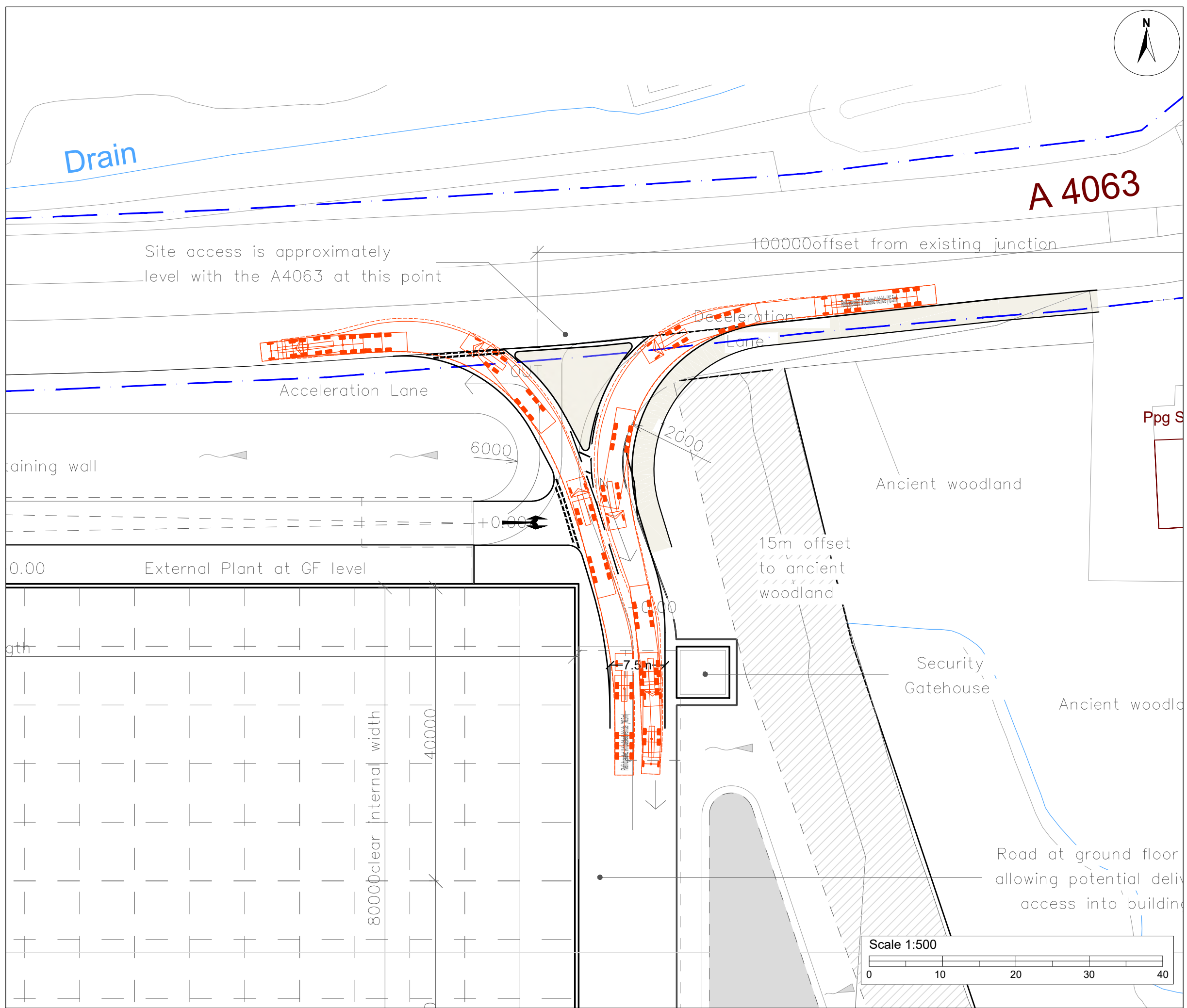
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

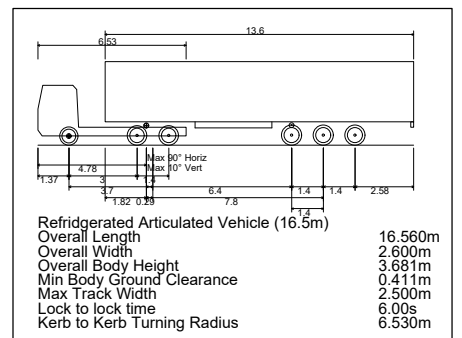
 For more information about the data please visit: www.crashmap.co.uk/home/faq

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Appendix G – RPS Access Drawings



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FOR INFORMATION ONLY

A	Amended to drawing 001A	AJ	DA	17/12/2024
Rev	Description	By	CB	Date



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Client **Cenin**

Project **T'ir Isha, Sarn, Bridgend**

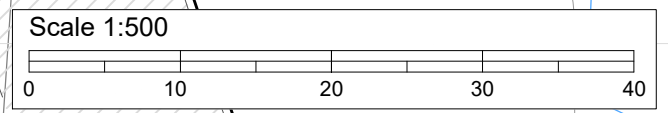
Title **Indicative Potential Access Arrangement - Swept Path Analysis**

Status **INFORMATION** Drawn By **AJ** PM/Checked by **DA**

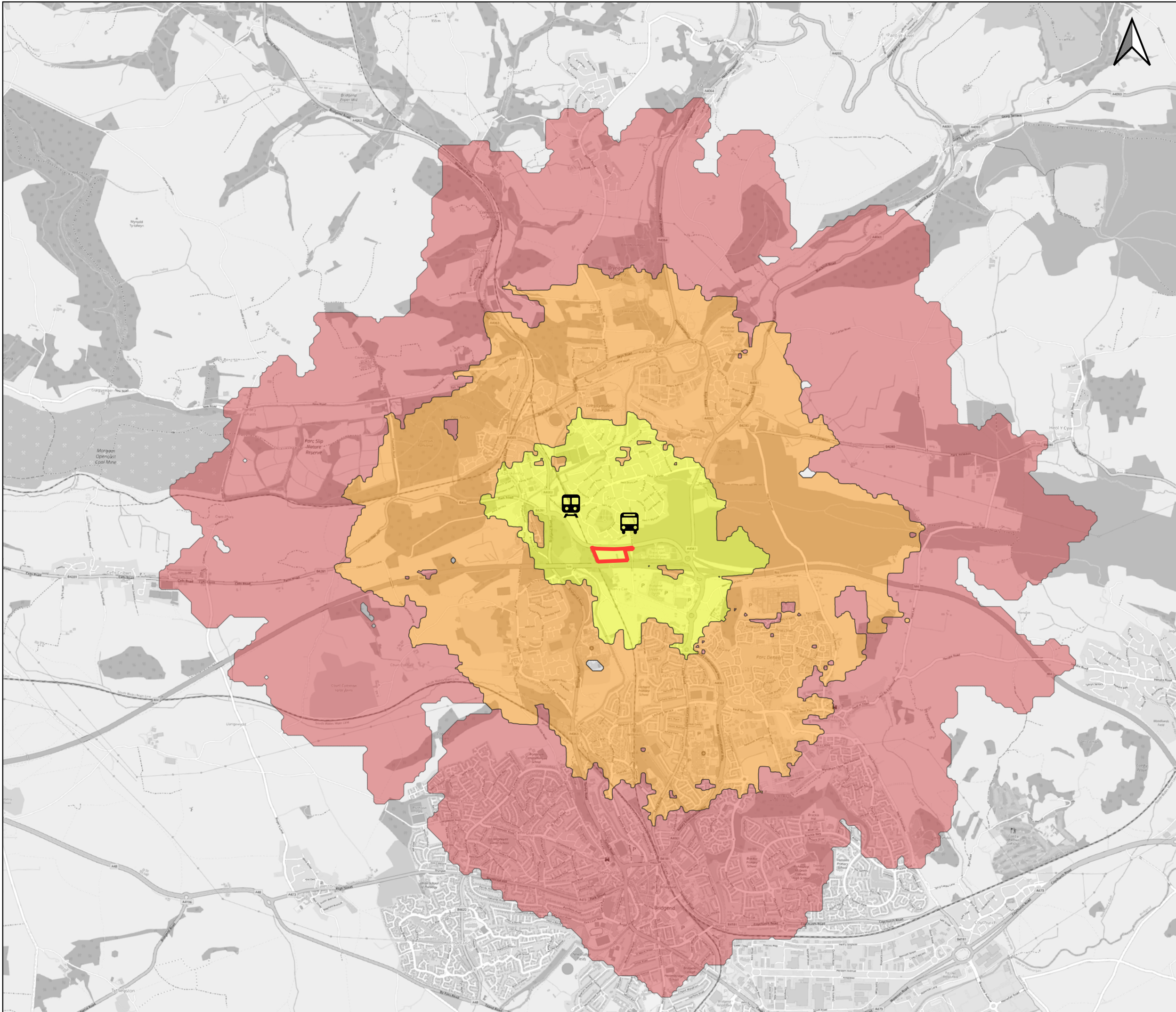
Project Number **JPW1777** Scale @ **A3** Date Created **12/12/2024**

RPS Drawing/Figure Number **JPW11777-DR-002** Rev **A**

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Appendix H – Walking Isochrone



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Legend

-  Site Boundary
-  Train Station
-  Bus Stops
-  Less than 1 mile
-  Between 1 mile and 2 miles
-  Between 2 miles and 3 miles



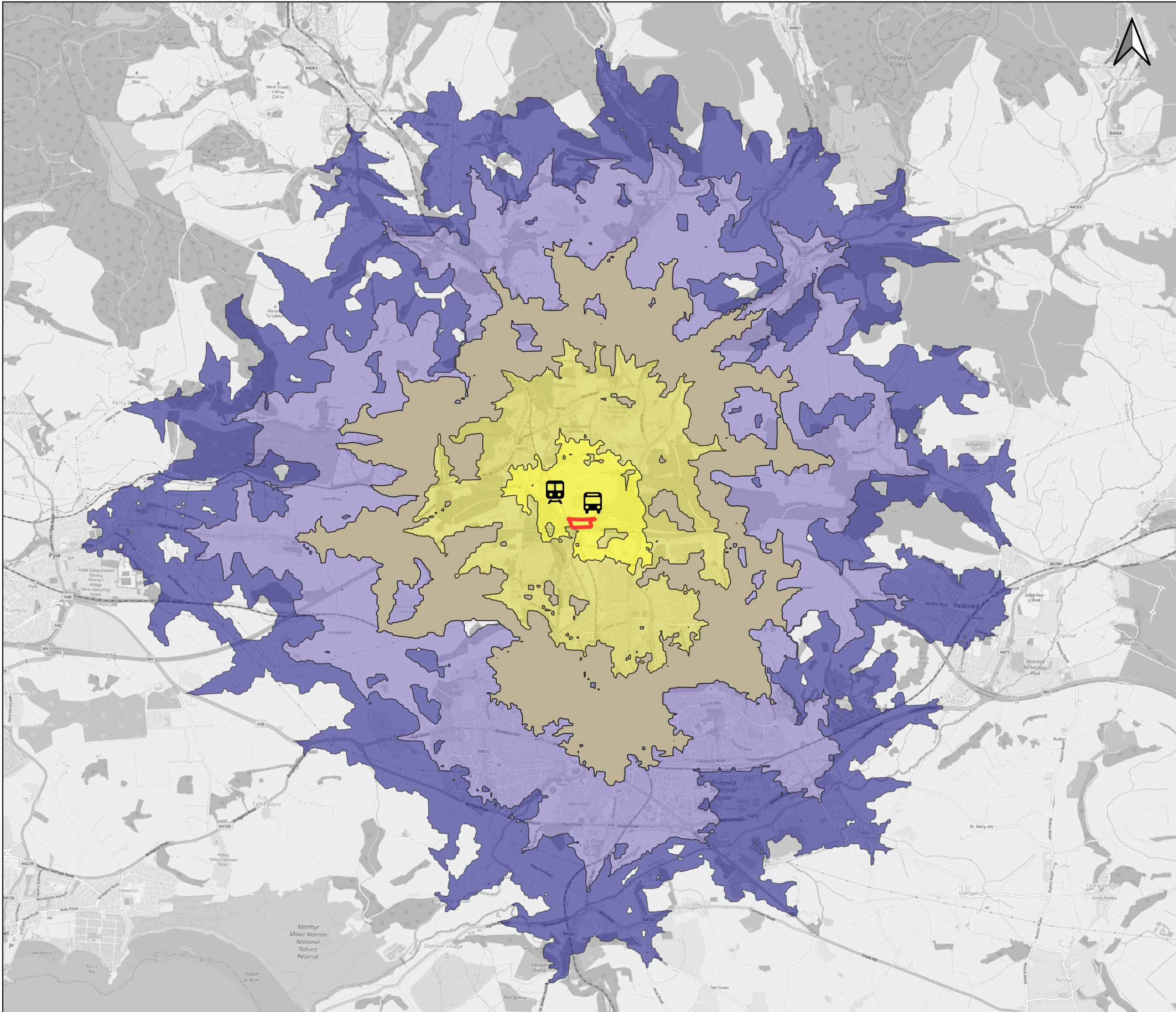
Client: **Cenin**
 Project: **Ti'r Isha**
 Title: **Walking Isochrone**

Status:	Drawn by:	PM/Checked by:
Final	LS	DA

Project Number:	Date Created:
794-PLN-WWP-JPW1777	15-01-2025









Figure Number:	Rev:
2	-

Appendix I – Cycling Isochrone



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 2. If received electronically it is the recipient's responsibility to print to correct scale. Only written dimensions should be used.

Legend

-  Site Boundary
-  Train Station
-  Bus Stops
-  Up to 1 mile
-  Between 1 mile and 2 miles
-  Between 2 miles and 3 miles
-  Between 3 miles and 4 miles
-  Between 4 miles and 5 miles



Client: **Cenin**
 Project: **Ti'r Isha**
 Title: **Cycling Isochrone**

Status:	Drawn by:	PM/Checked by:
Final	LS	DA

Project Number:	Date Created:
794-PLN-WWP-JPW1777	15-01-2025

Figure Number:	Rev:
3	-

Appendix J – Low Staff Site TRICS Report

RPS 1st Floor West London

Licence No: 705125

Calculation Reference: AUDIT-705125-250114-0141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : I - DATA CENTRE

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

SO SLOUGH

4 days

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

RPS 1st Floor West London

Licence No: 705125

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 5677 to 16000 (units: sqm)
 Range Selected by User: 5677 to 16000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/23

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

Selected survey days:

Monday 1 days
 Wednesday 3 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4

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

Selected Location Sub Categories:

Industrial Zone 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

4 days

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

Population within 5 miles:

250,001 to 500,000

4 days

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

Car ownership within 5 miles:

0.6 to 1.0

4 days

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

Travel Plan:

No

4 days

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

PTAL Rating:

No PTAL Present

4 days

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

LIST OF SITES relevant to selection parameters

1	SO-02-I-01 LIVERPOOL ROAD SLOUGH	DATA CENTRE		SLOUGH
	Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:		16000 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>26/04/23</i>	<i>Survey Type: MANUAL</i>
2	SO-02-I-02 LIVERPOOL ROAD SLOUGH	DATA CENTRE		SLOUGH
	Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:		5677 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>24/05/23</i>	<i>Survey Type: MANUAL</i>
3	SO-02-I-03 LIVERPOOL ROAD SLOUGH	DATA CENTRE		SLOUGH
	Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:		11700 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>24/05/23</i>	<i>Survey Type: MANUAL</i>
4	SO-02-I-04 AJAX AVENUE SLOUGH	DATA CENTRE		SLOUGH
	Suburban Area (PPS6 Out of Centre) Industrial Zone			
	Total Gross floor area:		11402 sqm	
	<i>Survey date: MONDAY</i>		<i>22/05/23</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.007	3	9593	0.000	3	9593	0.007
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.024	3	9593	0.007	3	9593	0.031
06:00 - 06:30	4	11195	0.038	4	11195	0.016	4	11195	0.054
06:30 - 07:00	4	11195	0.063	4	11195	0.027	4	11195	0.090
07:00 - 07:30	4	11195	0.049	4	11195	0.011	4	11195	0.060
07:30 - 08:00	4	11195	0.080	4	11195	0.011	4	11195	0.091
08:00 - 08:30	4	11195	0.049	4	11195	0.016	4	11195	0.065
08:30 - 09:00	4	11195	0.051	4	11195	0.013	4	11195	0.064
09:00 - 09:30	4	11195	0.031	4	11195	0.018	4	11195	0.049
09:30 - 10:00	4	11195	0.036	4	11195	0.022	4	11195	0.058
10:00 - 10:30	4	11195	0.020	4	11195	0.009	4	11195	0.029
10:30 - 11:00	4	11195	0.033	4	11195	0.016	4	11195	0.049
11:00 - 11:30	4	11195	0.016	4	11195	0.022	4	11195	0.038
11:30 - 12:00	4	11195	0.016	4	11195	0.025	4	11195	0.041
12:00 - 12:30	4	11195	0.013	4	11195	0.025	4	11195	0.038
12:30 - 13:00	4	11195	0.016	4	11195	0.016	4	11195	0.032
13:00 - 13:30	4	11195	0.029	4	11195	0.029	4	11195	0.058
13:30 - 14:00	4	11195	0.011	4	11195	0.016	4	11195	0.027
14:00 - 14:30	4	11195	0.013	4	11195	0.027	4	11195	0.040
14:30 - 15:00	4	11195	0.029	4	11195	0.020	4	11195	0.049
15:00 - 15:30	4	11195	0.004	4	11195	0.051	4	11195	0.055
15:30 - 16:00	4	11195	0.009	4	11195	0.038	4	11195	0.047
16:00 - 16:30	4	11195	0.004	4	11195	0.033	4	11195	0.037
16:30 - 17:00	4	11195	0.007	4	11195	0.047	4	11195	0.054
17:00 - 17:30	4	11195	0.011	4	11195	0.036	4	11195	0.047
17:30 - 18:00	4	11195	0.004	4	11195	0.027	4	11195	0.031
18:00 - 18:30	4	11195	0.007	4	11195	0.031	4	11195	0.038
18:30 - 19:00	4	11195	0.022	4	11195	0.029	4	11195	0.051
19:00 - 19:30	4	11195	0.002	4	11195	0.013	4	11195	0.015
19:30 - 20:00	4	11195	0.007	4	11195	0.011	4	11195	0.018
20:00 - 20:30	3	9593	0.003	3	9593	0.021	3	9593	0.024
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.003	3	9593	0.007	3	9593	0.010
21:30 - 22:00	3	9593	0.000	3	9593	0.007	3	9593	0.007
22:00 - 22:30	3	9593	0.000	3	9593	0.007	3	9593	0.007
22:30 - 23:00	3	9593	0.010	3	9593	0.010	3	9593	0.020
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.007	3	9593	0.003	3	9593	0.010
Total Rates:			0.724			0.717			1.441

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

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

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Parameter summary

Trip rate parameter range selected:	5677 - 16000 (units: sqm)
Survey date range:	01/01/16 - 24/05/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.003	3	9593	0.003	3	9593	0.006
06:00 - 06:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
06:30 - 07:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
07:00 - 07:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:30 - 08:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
08:00 - 08:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
08:30 - 09:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:00 - 09:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:30 - 10:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 11:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:30 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 12:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:30 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 13:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:30 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 14:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:30 - 15:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:00 - 15:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:30 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 16:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:30 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 17:30	4	11195	0.002	4	11195	0.002	4	11195	0.004
17:30 - 18:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.013			0.013			0.026

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

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 06:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
06:30 - 07:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:00 - 07:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:30 - 08:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
08:00 - 08:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
08:30 - 09:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
09:00 - 09:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:30 - 10:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
11:00 - 11:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
11:30 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 12:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:30 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 13:30	4	11195	0.004	4	11195	0.002	4	11195	0.006
13:30 - 14:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
14:00 - 14:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:30 - 15:00	4	11195	0.007	4	11195	0.004	4	11195	0.011
15:00 - 15:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
15:30 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 16:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:30 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 17:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:30 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.019			0.018			0.037

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

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 06:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
06:30 - 07:00	4	11195	0.013	4	11195	0.000	4	11195	0.013
07:00 - 07:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:30 - 08:00	4	11195	0.004	4	11195	0.000	4	11195	0.004
08:00 - 08:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
08:30 - 09:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
09:00 - 09:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
09:30 - 10:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 11:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
11:30 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 12:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:30 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 13:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:30 - 14:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
14:00 - 14:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
14:30 - 15:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:00 - 15:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:30 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 16:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
16:30 - 17:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
17:00 - 17:30	4	11195	0.000	4	11195	0.007	4	11195	0.007
17:30 - 18:00	4	11195	0.000	4	11195	0.004	4	11195	0.004
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
19:00 - 19:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
19:30 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 20:30	3	9593	0.000	3	9593	0.003	3	9593	0.003
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.027			0.028			0.055

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.007	3	9593	0.000	3	9593	0.007
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.021	3	9593	0.003	3	9593	0.024
06:00 - 06:30	4	11195	0.038	4	11195	0.013	4	11195	0.051
06:30 - 07:00	4	11195	0.058	4	11195	0.025	4	11195	0.083
07:00 - 07:30	4	11195	0.038	4	11195	0.007	4	11195	0.045
07:30 - 08:00	4	11195	0.060	4	11195	0.007	4	11195	0.067
08:00 - 08:30	4	11195	0.031	4	11195	0.007	4	11195	0.038
08:30 - 09:00	4	11195	0.036	4	11195	0.002	4	11195	0.038
09:00 - 09:30	4	11195	0.020	4	11195	0.011	4	11195	0.031
09:30 - 10:00	4	11195	0.025	4	11195	0.011	4	11195	0.036
10:00 - 10:30	4	11195	0.018	4	11195	0.004	4	11195	0.022
10:30 - 11:00	4	11195	0.020	4	11195	0.007	4	11195	0.027
11:00 - 11:30	4	11195	0.011	4	11195	0.011	4	11195	0.022
11:30 - 12:00	4	11195	0.011	4	11195	0.018	4	11195	0.029
12:00 - 12:30	4	11195	0.009	4	11195	0.016	4	11195	0.025
12:30 - 13:00	4	11195	0.007	4	11195	0.011	4	11195	0.018
13:00 - 13:30	4	11195	0.013	4	11195	0.018	4	11195	0.031
13:30 - 14:00	4	11195	0.002	4	11195	0.009	4	11195	0.011
14:00 - 14:30	4	11195	0.007	4	11195	0.020	4	11195	0.027
14:30 - 15:00	4	11195	0.016	4	11195	0.011	4	11195	0.027
15:00 - 15:30	4	11195	0.002	4	11195	0.020	4	11195	0.022
15:30 - 16:00	4	11195	0.004	4	11195	0.025	4	11195	0.029
16:00 - 16:30	4	11195	0.002	4	11195	0.027	4	11195	0.029
16:30 - 17:00	4	11195	0.004	4	11195	0.038	4	11195	0.042
17:00 - 17:30	4	11195	0.007	4	11195	0.031	4	11195	0.038
17:30 - 18:00	4	11195	0.002	4	11195	0.025	4	11195	0.027
18:00 - 18:30	4	11195	0.007	4	11195	0.031	4	11195	0.038
18:30 - 19:00	4	11195	0.022	4	11195	0.029	4	11195	0.051
19:00 - 19:30	4	11195	0.002	4	11195	0.013	4	11195	0.015
19:30 - 20:00	4	11195	0.004	4	11195	0.007	4	11195	0.011
20:00 - 20:30	3	9593	0.003	3	9593	0.021	3	9593	0.024
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.003	3	9593	0.007	3	9593	0.010
21:30 - 22:00	3	9593	0.000	3	9593	0.007	3	9593	0.007
22:00 - 22:30	3	9593	0.000	3	9593	0.007	3	9593	0.007
22:30 - 23:00	3	9593	0.010	3	9593	0.010	3	9593	0.020
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.007	3	9593	0.003	3	9593	0.010
Total Rates:			0.527			0.512			1.039

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

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 06:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
06:30 - 07:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
07:00 - 07:30	4	11195	0.009	4	11195	0.004	4	11195	0.013
07:30 - 08:00	4	11195	0.016	4	11195	0.000	4	11195	0.016
08:00 - 08:30	4	11195	0.016	4	11195	0.009	4	11195	0.025
08:30 - 09:00	4	11195	0.013	4	11195	0.007	4	11195	0.020
09:00 - 09:30	4	11195	0.009	4	11195	0.007	4	11195	0.016
09:30 - 10:00	4	11195	0.009	4	11195	0.009	4	11195	0.018
10:00 - 10:30	4	11195	0.002	4	11195	0.004	4	11195	0.006
10:30 - 11:00	4	11195	0.009	4	11195	0.009	4	11195	0.018
11:00 - 11:30	4	11195	0.004	4	11195	0.007	4	11195	0.011
11:30 - 12:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
12:00 - 12:30	4	11195	0.004	4	11195	0.009	4	11195	0.013
12:30 - 13:00	4	11195	0.009	4	11195	0.004	4	11195	0.013
13:00 - 13:30	4	11195	0.011	4	11195	0.009	4	11195	0.020
13:30 - 14:00	4	11195	0.009	4	11195	0.004	4	11195	0.013
14:00 - 14:30	4	11195	0.004	4	11195	0.004	4	11195	0.008
14:30 - 15:00	4	11195	0.007	4	11195	0.004	4	11195	0.011
15:00 - 15:30	4	11195	0.002	4	11195	0.029	4	11195	0.031
15:30 - 16:00	4	11195	0.004	4	11195	0.013	4	11195	0.017
16:00 - 16:30	4	11195	0.002	4	11195	0.004	4	11195	0.006
16:30 - 17:00	4	11195	0.002	4	11195	0.009	4	11195	0.011
17:00 - 17:30	4	11195	0.002	4	11195	0.002	4	11195	0.004
17:30 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.147			0.153			0.300

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 06:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
06:30 - 07:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:00 - 07:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
07:30 - 08:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
08:00 - 08:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
08:30 - 09:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:00 - 09:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
09:30 - 10:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
11:00 - 11:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
11:30 - 12:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
12:00 - 12:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:30 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 13:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:30 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 14:30	4	11195	0.002	4	11195	0.002	4	11195	0.004
14:30 - 15:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:00 - 15:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:30 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 16:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
16:30 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 17:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:30 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.002	4	11195	0.004	4	11195	0.006
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.012			0.012			0.024

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
06:00 - 06:30	4	11195	0.002	4	11195	0.002	4	11195	0.004
06:30 - 07:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:00 - 07:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
07:30 - 08:00	4	11195	0.004	4	11195	0.002	4	11195	0.006
08:00 - 08:30	4	11195	0.007	4	11195	0.007	4	11195	0.014
08:30 - 09:00	4	11195	0.011	4	11195	0.011	4	11195	0.022
09:00 - 09:30	4	11195	0.007	4	11195	0.007	4	11195	0.014
09:30 - 10:00	4	11195	0.007	4	11195	0.009	4	11195	0.016
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.013	4	11195	0.009	4	11195	0.022
11:00 - 11:30	4	11195	0.004	4	11195	0.007	4	11195	0.011
11:30 - 12:00	4	11195	0.004	4	11195	0.004	4	11195	0.008
12:00 - 12:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
12:30 - 13:00	4	11195	0.004	4	11195	0.002	4	11195	0.006
13:00 - 13:30	4	11195	0.009	4	11195	0.007	4	11195	0.016
13:30 - 14:00	4	11195	0.000	4	11195	0.004	4	11195	0.004
14:00 - 14:30	4	11195	0.004	4	11195	0.004	4	11195	0.008
14:30 - 15:00	4	11195	0.009	4	11195	0.007	4	11195	0.016
15:00 - 15:30	4	11195	0.002	4	11195	0.004	4	11195	0.006
15:30 - 16:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
16:00 - 16:30	4	11195	0.002	4	11195	0.002	4	11195	0.004
16:30 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 17:30	4	11195	0.004	4	11195	0.004	4	11195	0.008
17:30 - 18:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.095			0.096			0.191

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

Scooters

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
00:30 - 01:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:00 - 01:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
01:30 - 02:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:00 - 02:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
02:30 - 03:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:00 - 03:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
03:30 - 04:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:00 - 04:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
04:30 - 05:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:00 - 05:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
05:30 - 06:00	3	9593	0.003	3	9593	0.000	3	9593	0.003
06:00 - 06:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
06:30 - 07:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
07:00 - 07:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
07:30 - 08:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
08:00 - 08:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
08:30 - 09:00	4	11195	0.002	4	11195	0.000	4	11195	0.002
09:00 - 09:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
09:30 - 10:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
10:00 - 10:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
10:30 - 11:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:00 - 11:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
11:30 - 12:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:00 - 12:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
12:30 - 13:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:00 - 13:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
13:30 - 14:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
14:00 - 14:30	4	11195	0.000	4	11195	0.002	4	11195	0.002
14:30 - 15:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:00 - 15:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
15:30 - 16:00	4	11195	0.002	4	11195	0.002	4	11195	0.004
16:00 - 16:30	4	11195	0.002	4	11195	0.000	4	11195	0.002
16:30 - 17:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:00 - 17:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
17:30 - 18:00	4	11195	0.000	4	11195	0.002	4	11195	0.002
18:00 - 18:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
18:30 - 19:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:00 - 19:30	4	11195	0.000	4	11195	0.000	4	11195	0.000
19:30 - 20:00	4	11195	0.000	4	11195	0.000	4	11195	0.000
20:00 - 20:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
20:30 - 21:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:00 - 21:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
21:30 - 22:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
22:00 - 22:30	3	9593	0.000	3	9593	0.003	3	9593	0.003
22:30 - 23:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:00 - 23:30	3	9593	0.000	3	9593	0.000	3	9593	0.000
23:30 - 24:00	3	9593	0.000	3	9593	0.000	3	9593	0.000
Total Rates:			0.013			0.013			0.026

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

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

Appendix K – Typical Staff Site TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	EX ESSEX	3 days
03	SOUTH WEST	
	DV DEVON	1 days
	NS NORTH SOMERSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	5 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
	AL CALDERDALE	1 days
	DR DONCASTER	1 days
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	3 days
09	NORTH	
	TW TYNE & WEAR	3 days
10	WALES	
	SW SWANSEA	2 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	RO ROSCOMMON	1 days
13	MUNSTER	
	CR CORK	1 days
	WA WATERFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

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

RPS 1st Floor West London

Licence No: 705125

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1138 to 27000 (units: sqm)
Range Selected by User: 552 to 30000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 30/04/24

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

Selected survey days:

Monday	8 days
Tuesday	9 days
Wednesday	6 days
Thursday	7 days
Friday	12 days

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

Selected survey types:

Manual count	42 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	32

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

Selected Location Sub Categories:

Industrial Zone	20
Development Zone	3
Residential Zone	7
No Sub Category	12

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	37 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	41 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	8 days
20,001 to 25,000	4 days
25,001 to 50,000	8 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	1 days
50,001 to 75,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	21 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	21 days
1.1 to 1.5	17 days
1.6 to 2.0	4 days

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

Travel Plan:

No	42 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	42 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-D-01 CARR WOOD ROAD CASTLEFORD	INDUSTRIAL ESTATE	WAKEFIELD
	Edge of Town Development Zone Total Gross floor area: 1776 sqm <i>Survey date: MONDAY 22/05/17</i>		<i>Survey Type: MANUAL</i>
2	AK-02-D-02 PIONEER WAY CASTLEFORD	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	Edge of Town Industrial Zone Total Gross floor area: 4328 sqm <i>Survey date: TUESDAY 23/05/17</i>		<i>Survey Type: MANUAL</i>
3	AK-02-D-03 THUNDERHEAD RIDGE RD CASTLEFORD GLASSHOUGHTON	INDUSTRIAL ESTATE	WAKEFIELD
	Edge of Town No Sub Category Total Gross floor area: 3191 sqm <i>Survey date: MONDAY 15/05/17</i>		<i>Survey Type: MANUAL</i>
4	AL-02-D-01 MILL LANE HALIFAX	INDUSTRIAL ESTATE	CALDERDALE
	Edge of Town No Sub Category Total Gross floor area: 11305 sqm <i>Survey date: WEDNESDAY 17/10/18</i>		<i>Survey Type: MANUAL</i>
5	BU-02-D-01 BEECH ROAD HIGH WYCOMBE	INDUSTRIAL ESTATE	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total Gross floor area: 6460 sqm <i>Survey date: MONDAY 06/11/23</i>		<i>Survey Type: MANUAL</i>
6	CR-02-D-02 EAST CORK PARKWAY CORK GLANMIRE	INDUSTRIAL ESTATE	CORK
	Edge of Town Industrial Zone Total Gross floor area: 4727 sqm <i>Survey date: MONDAY 14/10/19</i>		<i>Survey Type: MANUAL</i>
7	CS-02-D-02 R290 COLLOONEY	INDUSTRIAL ESTATE (PART)	SLIGO
	Edge of Town Industrial Zone Total Gross floor area: 1920 sqm <i>Survey date: FRIDAY 21/10/22</i>		<i>Survey Type: MANUAL</i>
8	CS-02-D-03 CLEVERAGH DRIVE SLIGO CLEVERAGH	INDUSTRIAL ESTATE	SLIGO
	Edge of Town No Sub Category Total Gross floor area: 3385 sqm <i>Survey date: WEDNESDAY 06/09/23</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	DL-02-D-05	INDUSTRIAL ESTATE	DUBLIN
	EAST WALL ROAD		
	DUBLIN		
	EAST WALL		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	4562 sqm	
	Survey date: THURSDAY	25/05/23	Survey Type: MANUAL
10	DR-02-D-03	INDUSTRIAL ESTATE	DONCASTER
	MIDDLE BANK		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	6737 sqm	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
11	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
12	DY-02-D-02	INDUSTRIAL ESTATE	DERBY
	SHAFTESBURY STREET		
	DERBY		
	ROSE HILL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	8400 sqm	
	Survey date: FRIDAY	06/10/23	Survey Type: MANUAL
13	EX-02-D-02	INDUSTRIAL ESTATE	ESSEX
	CHELMSFORD ROAD		
	DUNMOW		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	9300 sqm	
	Survey date: FRIDAY	08/07/16	Survey Type: MANUAL
14	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
15	EX-02-D-05	INDUSTRIAL ESTATE	ESSEX
	HECKWORTH CLOSE		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	7280 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	HI-02-D-04 FORRES ROAD NAIRN	INDUSTRIAL ESTATE	HIGHLAND
	Edge of Town No Sub Category Total Gross floor area: 17000 sqm <i>Survey date: TUESDAY 18/04/23</i>		<i>Survey Type: MANUAL</i>
17	KS-02-D-02 LAW STREET CLECKHEATON	INDUSTRIAL ESTATE	KIRKLEES
	Edge of Town Industrial Zone Total Gross floor area: 23226 sqm <i>Survey date: THURSDAY 15/09/16</i>		<i>Survey Type: MANUAL</i>
18	LC-02-D-06 SMALLSHAW LANE BURNLEY	INDUSTRIAL ESTATE	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 7383 sqm <i>Survey date: THURSDAY 29/09/16</i>		<i>Survey Type: MANUAL</i>
19	LC-02-D-07 CHAIN CAUL WAY PRESTON ASHTON-ON-RIBBLE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 17/11/17</i>		<i>Survey Type: MANUAL</i>
20	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 4000 sqm <i>Survey date: TUESDAY 06/11/18</i>		<i>Survey Type: MANUAL</i>
21	LN-02-D-03 DEACON ROAD LINCOLN	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 11265 sqm <i>Survey date: FRIDAY 28/06/19</i>		<i>Survey Type: MANUAL</i>
22	LN-02-D-04 TATTERSHALL WAY LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1506 sqm <i>Survey date: MONDAY 22/04/24</i>		<i>Survey Type: MANUAL</i>
23	LN-02-D-05 BELVOIR WAY LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 2176 sqm <i>Survey date: THURSDAY 18/04/24</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

24	LN-02-D-06 RICHMOND ROAD LOUTH	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1470 sqm	
	<i>Survey date: TUESDAY</i>	<i>30/04/24</i>	<i>Survey Type: MANUAL</i>
25	LN-02-D-07 TRENT ROAD GRANTHAM	INDUSTRIAL ESTATE	LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:	10438 sqm	
	<i>Survey date: FRIDAY</i>	<i>26/04/24</i>	<i>Survey Type: MANUAL</i>
26	NF-02-D-04 DRAYTON HIGH ROAD NORWICH	INDUSTRIAL ESTATE	NORFOLK
	Edge of Town No Sub Category Total Gross floor area:	10673 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>14/09/22</i>	<i>Survey Type: MANUAL</i>
27	NS-02-D-01 WINTERSTOKE ROAD WESTON-SUPER-MARE OLDMIXON	INDUSTRIAL ESTATE	NORTH SOMERSET
	Edge of Town Industrial Zone Total Gross floor area:	27000 sqm	
	<i>Survey date: THURSDAY</i>	<i>15/09/22</i>	<i>Survey Type: MANUAL</i>
28	NY-02-D-04 GRIMBALD CRAG CLOSE KNARESBOROUGH	INDUSTRIAL ESTATE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1660 sqm	
	<i>Survey date: FRIDAY</i>	<i>30/06/23</i>	<i>Survey Type: MANUAL</i>
29	RO-02-D-01 ÁTHLONE ROAD ROSCOMMON ARDSALLAGH MÓRE	INDUSTRIAL ESTATE	ROSCOMMON
	Edge of Town No Sub Category Total Gross floor area:	2030 sqm	
	<i>Survey date: FRIDAY</i>	<i>27/04/18</i>	<i>Survey Type: MANUAL</i>
30	SD-02-D-01 HEADLANDS GROVE SWINDON	INDUSTRIAL ESTATE	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	10000 sqm	
	<i>Survey date: TUESDAY</i>	<i>20/09/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	SW-02-D-01	INDUSTRIAL ESTATE	SWANSEA
	UPPER FOREST WAY		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	6822 sqm	
	Survey date: WEDNESDAY	09/10/19	Survey Type: MANUAL
32	SW-02-D-02	INDUSTRIAL ESTATE	SWANSEA
	CLARION COURT		
	SWANSEA		
	SWANSEA ENTERPRISE PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
33	TW-02-D-08	INDUSTRIAL ESTATE	TYNE & WEAR
	NORTH HYLTON ROAD		
	SUNDERLAND		
	SOUTHWICK		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	8310 sqm	
	Survey date: TUESDAY	04/04/17	Survey Type: MANUAL
34	TW-02-D-09	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	6200 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
35	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVENTH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	21500 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
36	VG-02-D-01	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
37	WA-02-D-01	INDUSTRIAL ESTATE	WATERFORD
	OLD TRAMORE ROAD		
	WATERFORD		
	KILCOHAN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	5244 sqm	
	Survey date: TUESDAY	07/03/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

38	WK-02-D-03 EASTBORO WAY NUNEATON	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 20860 sqm <i>Survey date: THURSDAY 26/09/19</i>		<i>Survey Type: MANUAL</i>
39	WK-02-D-04 ABELES WAY ATHERSTONE	INDUSTRIAL ESTATE	WARWICKSHIRE
	Edge of Town No Sub Category Total Gross floor area: 17500 sqm <i>Survey date: FRIDAY 27/09/19</i>		<i>Survey Type: MANUAL</i>
40	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1138 sqm <i>Survey date: TUESDAY 28/11/17</i>		<i>Survey Type: MANUAL</i>
41	WM-02-D-04 HORNCHURCH CLOSE COVENTRY	INDUSTRIAL ESTATE	WEST MIDLANDS
	Edge of Town Centre No Sub Category Total Gross floor area: 1320 sqm <i>Survey date: FRIDAY 18/11/22</i>		<i>Survey Type: MANUAL</i>
42	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area: 9500 sqm <i>Survey date: MONDAY 14/11/16</i>		<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NM-02-D-01	Removed as survey during covid-19 pandemic.
SF-02-D-03	Removed as survey during covid-19 pandemic.
TI-02-D-02	Removed as survey during covid-19 pandemic.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.031	23	8384	0.012	23	8384	0.043
05:30 - 06:00	23	8384	0.049	23	8384	0.011	23	8384	0.060
06:00 - 06:30	24	8504	0.044	24	8504	0.021	24	8504	0.065
06:30 - 07:00	24	8504	0.092	24	8504	0.032	24	8504	0.124
07:00 - 07:30	42	7932	0.133	42	7932	0.044	42	7932	0.177
07:30 - 08:00	42	7932	0.244	42	7932	0.074	42	7932	0.318
08:00 - 08:30	42	7932	0.272	42	7932	0.115	42	7932	0.387
08:30 - 09:00	42	7932	0.263	42	7932	0.136	42	7932	0.399
09:00 - 09:30	42	7932	0.236	42	7932	0.167	42	7932	0.403
09:30 - 10:00	42	7932	0.186	42	7932	0.161	42	7932	0.347
10:00 - 10:30	42	7932	0.190	42	7932	0.168	42	7932	0.358
10:30 - 11:00	42	7932	0.189	42	7932	0.164	42	7932	0.353
11:00 - 11:30	42	7932	0.169	42	7932	0.174	42	7932	0.343
11:30 - 12:00	42	7932	0.188	42	7932	0.188	42	7932	0.376
12:00 - 12:30	42	7932	0.177	42	7932	0.205	42	7932	0.382
12:30 - 13:00	42	7932	0.191	42	7932	0.209	42	7932	0.400
13:00 - 13:30	42	7932	0.191	42	7932	0.211	42	7932	0.402
13:30 - 14:00	42	7932	0.195	42	7932	0.190	42	7932	0.385
14:00 - 14:30	42	7932	0.167	42	7932	0.193	42	7932	0.360
14:30 - 15:00	42	7932	0.160	42	7932	0.186	42	7932	0.346
15:00 - 15:30	42	7932	0.138	42	7932	0.166	42	7932	0.304
15:30 - 16:00	42	7932	0.146	42	7932	0.177	42	7932	0.323
16:00 - 16:30	42	7932	0.168	42	7932	0.222	42	7932	0.390
16:30 - 17:00	42	7932	0.131	42	7932	0.245	42	7932	0.376
17:00 - 17:30	42	7932	0.108	42	7932	0.290	42	7932	0.398
17:30 - 18:00	42	7932	0.082	42	7932	0.178	42	7932	0.260
18:00 - 18:30	42	7932	0.049	42	7932	0.107	42	7932	0.156
18:30 - 19:00	42	7932	0.037	42	7932	0.080	42	7932	0.117
19:00 - 19:30	24	8504	0.044	24	8504	0.071	24	8504	0.115
19:30 - 20:00	24	8504	0.024	24	8504	0.051	24	8504	0.075
20:00 - 20:30	24	8504	0.013	24	8504	0.039	24	8504	0.052
20:30 - 21:00	24	8504	0.011	24	8504	0.024	24	8504	0.035
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.318			4.311			8.629

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

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

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Parameter summary

Trip rate parameter range selected:	1138 - 27000 (units: sqm)
Survey date date range:	01/01/16 - 30/04/24
Number of weekdays (Monday-Friday):	42
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.001	23	8384	0.001	23	8384	0.002
05:30 - 06:00	23	8384	0.001	23	8384	0.001	23	8384	0.002
06:00 - 06:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
06:30 - 07:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
07:00 - 07:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
07:30 - 08:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
08:00 - 08:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
08:30 - 09:00	42	7932	0.001	42	7932	0.002	42	7932	0.003
09:00 - 09:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
09:30 - 10:00	42	7932	0.002	42	7932	0.001	42	7932	0.003
10:00 - 10:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
10:30 - 11:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
11:00 - 11:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
11:30 - 12:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
12:00 - 12:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
12:30 - 13:00	42	7932	0.001	42	7932	0.002	42	7932	0.003
13:00 - 13:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
13:30 - 14:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
14:00 - 14:30	42	7932	0.002	42	7932	0.001	42	7932	0.003
14:30 - 15:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
15:00 - 15:30	42	7932	0.002	42	7932	0.001	42	7932	0.003
15:30 - 16:00	42	7932	0.002	42	7932	0.002	42	7932	0.004
16:00 - 16:30	42	7932	0.000	42	7932	0.001	42	7932	0.001
16:30 - 17:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
17:00 - 17:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
17:30 - 18:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
18:00 - 18:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
18:30 - 19:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
19:00 - 19:30	24	8504	0.001	24	8504	0.001	24	8504	0.002
19:30 - 20:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:00 - 20:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:30 - 21:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.026			0.029			0.055

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.002	23	8384	0.003	23	8384	0.005
05:30 - 06:00	23	8384	0.004	23	8384	0.003	23	8384	0.007
06:00 - 06:30	24	8504	0.003	24	8504	0.004	24	8504	0.007
06:30 - 07:00	24	8504	0.003	24	8504	0.006	24	8504	0.009
07:00 - 07:30	42	7932	0.003	42	7932	0.005	42	7932	0.008
07:30 - 08:00	42	7932	0.008	42	7932	0.005	42	7932	0.013
08:00 - 08:30	42	7932	0.014	42	7932	0.009	42	7932	0.023
08:30 - 09:00	42	7932	0.019	42	7932	0.014	42	7932	0.033
09:00 - 09:30	42	7932	0.012	42	7932	0.013	42	7932	0.025
09:30 - 10:00	42	7932	0.017	42	7932	0.015	42	7932	0.032
10:00 - 10:30	42	7932	0.013	42	7932	0.015	42	7932	0.028
10:30 - 11:00	42	7932	0.015	42	7932	0.014	42	7932	0.029
11:00 - 11:30	42	7932	0.012	42	7932	0.013	42	7932	0.025
11:30 - 12:00	42	7932	0.017	42	7932	0.014	42	7932	0.031
12:00 - 12:30	42	7932	0.012	42	7932	0.011	42	7932	0.023
12:30 - 13:00	42	7932	0.015	42	7932	0.014	42	7932	0.029
13:00 - 13:30	42	7932	0.013	42	7932	0.012	42	7932	0.025
13:30 - 14:00	42	7932	0.015	42	7932	0.012	42	7932	0.027
14:00 - 14:30	42	7932	0.010	42	7932	0.016	42	7932	0.026
14:30 - 15:00	42	7932	0.011	42	7932	0.013	42	7932	0.024
15:00 - 15:30	42	7932	0.010	42	7932	0.011	42	7932	0.021
15:30 - 16:00	42	7932	0.011	42	7932	0.011	42	7932	0.022
16:00 - 16:30	42	7932	0.011	42	7932	0.010	42	7932	0.021
16:30 - 17:00	42	7932	0.007	42	7932	0.008	42	7932	0.015
17:00 - 17:30	42	7932	0.005	42	7932	0.006	42	7932	0.011
17:30 - 18:00	42	7932	0.002	42	7932	0.004	42	7932	0.006
18:00 - 18:30	42	7932	0.002	42	7932	0.003	42	7932	0.005
18:30 - 19:00	42	7932	0.001	42	7932	0.002	42	7932	0.003
19:00 - 19:30	24	8504	0.002	24	8504	0.003	24	8504	0.005
19:30 - 20:00	24	8504	0.001	24	8504	0.000	24	8504	0.001
20:00 - 20:30	24	8504	0.001	24	8504	0.000	24	8504	0.001
20:30 - 21:00	24	8504	0.001	24	8504	0.000	24	8504	0.001
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.272			0.269			0.541

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.000	23	8384	0.000	23	8384	0.000
05:30 - 06:00	23	8384	0.000	23	8384	0.000	23	8384	0.000
06:00 - 06:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
06:30 - 07:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
07:00 - 07:30	42	7932	0.000	42	7932	0.002	42	7932	0.002
07:30 - 08:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
08:00 - 08:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
08:30 - 09:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
09:00 - 09:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
09:30 - 10:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
10:00 - 10:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
10:30 - 11:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
11:00 - 11:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
11:30 - 12:00	42	7932	0.001	42	7932	0.000	42	7932	0.001
12:00 - 12:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
12:30 - 13:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
13:00 - 13:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
13:30 - 14:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
14:00 - 14:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
14:30 - 15:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
15:00 - 15:30	42	7932	0.000	42	7932	0.001	42	7932	0.001
15:30 - 16:00	42	7932	0.001	42	7932	0.000	42	7932	0.001
16:00 - 16:30	42	7932	0.001	42	7932	0.000	42	7932	0.001
16:30 - 17:00	42	7932	0.001	42	7932	0.000	42	7932	0.001
17:00 - 17:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
17:30 - 18:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
18:00 - 18:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
18:30 - 19:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
19:00 - 19:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
19:30 - 20:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:00 - 20:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:30 - 21:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.005			0.008			0.013

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.003	23	8384	0.000	23	8384	0.003
05:30 - 06:00	23	8384	0.001	23	8384	0.000	23	8384	0.001
06:00 - 06:30	24	8504	0.001	24	8504	0.000	24	8504	0.001
06:30 - 07:00	24	8504	0.003	24	8504	0.000	24	8504	0.003
07:00 - 07:30	42	7932	0.004	42	7932	0.000	42	7932	0.004
07:30 - 08:00	42	7932	0.005	42	7932	0.000	42	7932	0.005
08:00 - 08:30	42	7932	0.005	42	7932	0.001	42	7932	0.006
08:30 - 09:00	42	7932	0.006	42	7932	0.000	42	7932	0.006
09:00 - 09:30	42	7932	0.004	42	7932	0.001	42	7932	0.005
09:30 - 10:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
10:00 - 10:30	42	7932	0.000	42	7932	0.001	42	7932	0.001
10:30 - 11:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
11:00 - 11:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
11:30 - 12:00	42	7932	0.002	42	7932	0.002	42	7932	0.004
12:00 - 12:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
12:30 - 13:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
13:00 - 13:30	42	7932	0.002	42	7932	0.002	42	7932	0.004
13:30 - 14:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
14:00 - 14:30	42	7932	0.002	42	7932	0.004	42	7932	0.006
14:30 - 15:00	42	7932	0.000	42	7932	0.003	42	7932	0.003
15:00 - 15:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
15:30 - 16:00	42	7932	0.002	42	7932	0.003	42	7932	0.005
16:00 - 16:30	42	7932	0.001	42	7932	0.004	42	7932	0.005
16:30 - 17:00	42	7932	0.002	42	7932	0.003	42	7932	0.005
17:00 - 17:30	42	7932	0.002	42	7932	0.007	42	7932	0.009
17:30 - 18:00	42	7932	0.002	42	7932	0.005	42	7932	0.007
18:00 - 18:30	42	7932	0.000	42	7932	0.002	42	7932	0.002
18:30 - 19:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
19:00 - 19:30	24	8504	0.001	24	8504	0.001	24	8504	0.002
19:30 - 20:00	24	8504	0.000	24	8504	0.001	24	8504	0.001
20:00 - 20:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:30 - 21:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.055			0.049			0.104

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.024	23	8384	0.004	23	8384	0.028
05:30 - 06:00	23	8384	0.037	23	8384	0.003	23	8384	0.040
06:00 - 06:30	24	8504	0.028	24	8504	0.011	24	8504	0.039
06:30 - 07:00	24	8504	0.058	24	8504	0.011	24	8504	0.069
07:00 - 07:30	42	7932	0.086	42	7932	0.013	42	7932	0.099
07:30 - 08:00	42	7932	0.167	42	7932	0.023	42	7932	0.190
08:00 - 08:30	42	7932	0.177	42	7932	0.043	42	7932	0.220
08:30 - 09:00	42	7932	0.176	42	7932	0.051	42	7932	0.227
09:00 - 09:30	42	7932	0.151	42	7932	0.078	42	7932	0.229
09:30 - 10:00	42	7932	0.102	42	7932	0.071	42	7932	0.173
10:00 - 10:30	42	7932	0.109	42	7932	0.088	42	7932	0.197
10:30 - 11:00	42	7932	0.104	42	7932	0.088	42	7932	0.192
11:00 - 11:30	42	7932	0.095	42	7932	0.092	42	7932	0.187
11:30 - 12:00	42	7932	0.101	42	7932	0.105	42	7932	0.206
12:00 - 12:30	42	7932	0.100	42	7932	0.126	42	7932	0.226
12:30 - 13:00	42	7932	0.112	42	7932	0.127	42	7932	0.239
13:00 - 13:30	42	7932	0.115	42	7932	0.134	42	7932	0.249
13:30 - 14:00	42	7932	0.120	42	7932	0.122	42	7932	0.242
14:00 - 14:30	42	7932	0.096	42	7932	0.116	42	7932	0.212
14:30 - 15:00	42	7932	0.087	42	7932	0.115	42	7932	0.202
15:00 - 15:30	42	7932	0.073	42	7932	0.108	42	7932	0.181
15:30 - 16:00	42	7932	0.079	42	7932	0.110	42	7932	0.189
16:00 - 16:30	42	7932	0.101	42	7932	0.149	42	7932	0.250
16:30 - 17:00	42	7932	0.087	42	7932	0.183	42	7932	0.270
17:00 - 17:30	42	7932	0.074	42	7932	0.240	42	7932	0.314
17:30 - 18:00	42	7932	0.065	42	7932	0.144	42	7932	0.209
18:00 - 18:30	42	7932	0.038	42	7932	0.085	42	7932	0.123
18:30 - 19:00	42	7932	0.030	42	7932	0.063	42	7932	0.093
19:00 - 19:30	24	8504	0.035	24	8504	0.056	24	8504	0.091
19:30 - 20:00	24	8504	0.019	24	8504	0.048	24	8504	0.067
20:00 - 20:30	24	8504	0.008	24	8504	0.030	24	8504	0.038
20:30 - 21:00	24	8504	0.005	24	8504	0.020	24	8504	0.025
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.659			2.657			5.316

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.005	23	8384	0.005	23	8384	0.010
05:30 - 06:00	23	8384	0.007	23	8384	0.004	23	8384	0.011
06:00 - 06:30	24	8504	0.012	24	8504	0.005	24	8504	0.017
06:30 - 07:00	24	8504	0.027	24	8504	0.013	24	8504	0.040
07:00 - 07:30	42	7932	0.044	42	7932	0.025	42	7932	0.069
07:30 - 08:00	42	7932	0.067	42	7932	0.043	42	7932	0.110
08:00 - 08:30	42	7932	0.077	42	7932	0.062	42	7932	0.139
08:30 - 09:00	42	7932	0.067	42	7932	0.069	42	7932	0.136
09:00 - 09:30	42	7932	0.070	42	7932	0.073	42	7932	0.143
09:30 - 10:00	42	7932	0.064	42	7932	0.074	42	7932	0.138
10:00 - 10:30	42	7932	0.066	42	7932	0.064	42	7932	0.130
10:30 - 11:00	42	7932	0.069	42	7932	0.061	42	7932	0.130
11:00 - 11:30	42	7932	0.061	42	7932	0.068	42	7932	0.129
11:30 - 12:00	42	7932	0.069	42	7932	0.068	42	7932	0.137
12:00 - 12:30	42	7932	0.061	42	7932	0.065	42	7932	0.126
12:30 - 13:00	42	7932	0.062	42	7932	0.065	42	7932	0.127
13:00 - 13:30	42	7932	0.062	42	7932	0.062	42	7932	0.124
13:30 - 14:00	42	7932	0.060	42	7932	0.053	42	7932	0.113
14:00 - 14:30	42	7932	0.058	42	7932	0.059	42	7932	0.117
14:30 - 15:00	42	7932	0.060	42	7932	0.056	42	7932	0.116
15:00 - 15:30	42	7932	0.053	42	7932	0.044	42	7932	0.097
15:30 - 16:00	42	7932	0.053	42	7932	0.052	42	7932	0.105
16:00 - 16:30	42	7932	0.055	42	7932	0.061	42	7932	0.116
16:30 - 17:00	42	7932	0.034	42	7932	0.052	42	7932	0.086
17:00 - 17:30	42	7932	0.027	42	7932	0.041	42	7932	0.068
17:30 - 18:00	42	7932	0.015	42	7932	0.028	42	7932	0.043
18:00 - 18:30	42	7932	0.008	42	7932	0.017	42	7932	0.025
18:30 - 19:00	42	7932	0.005	42	7932	0.013	42	7932	0.018
19:00 - 19:30	24	8504	0.005	24	8504	0.009	24	8504	0.014
19:30 - 20:00	24	8504	0.002	24	8504	0.002	24	8504	0.004
20:00 - 20:30	24	8504	0.003	24	8504	0.008	24	8504	0.011
20:30 - 21:00	24	8504	0.005	24	8504	0.004	24	8504	0.009
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.333			1.325			2.658

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	23	8384	0.000	23	8384	0.000	23	8384	0.000
05:30 - 06:00	23	8384	0.002	23	8384	0.000	23	8384	0.002
06:00 - 06:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
06:30 - 07:00	24	8504	0.002	24	8504	0.000	24	8504	0.002
07:00 - 07:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
07:30 - 08:00	42	7932	0.002	42	7932	0.000	42	7932	0.002
08:00 - 08:30	42	7932	0.002	42	7932	0.000	42	7932	0.002
08:30 - 09:00	42	7932	0.000	42	7932	0.000	42	7932	0.000
09:00 - 09:30	42	7932	0.002	42	7932	0.000	42	7932	0.002
09:30 - 10:00	42	7932	0.001	42	7932	0.000	42	7932	0.001
10:00 - 10:30	42	7932	0.001	42	7932	0.000	42	7932	0.001
10:30 - 11:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
11:00 - 11:30	42	7932	0.001	42	7932	0.000	42	7932	0.001
11:30 - 12:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
12:00 - 12:30	42	7932	0.002	42	7932	0.002	42	7932	0.004
12:30 - 13:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
13:00 - 13:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
13:30 - 14:00	42	7932	0.000	42	7932	0.002	42	7932	0.002
14:00 - 14:30	42	7932	0.001	42	7932	0.001	42	7932	0.002
14:30 - 15:00	42	7932	0.001	42	7932	0.001	42	7932	0.002
15:00 - 15:30	42	7932	0.000	42	7932	0.000	42	7932	0.000
15:30 - 16:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
16:00 - 16:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
16:30 - 17:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
17:00 - 17:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
17:30 - 18:00	42	7932	0.000	42	7932	0.001	42	7932	0.001
18:00 - 18:30	42	7932	0.001	42	7932	0.002	42	7932	0.003
18:30 - 19:00	42	7932	0.000	42	7932	0.002	42	7932	0.002
19:00 - 19:30	24	8504	0.000	24	8504	0.001	24	8504	0.001
19:30 - 20:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:00 - 20:30	24	8504	0.000	24	8504	0.000	24	8504	0.000
20:30 - 21:00	24	8504	0.000	24	8504	0.000	24	8504	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.023			0.023			0.046

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

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

Appendix L – Assignment and Distribution Model

Travel to work data and percentage assignment and distribution

Usual residence	Place of work			33% split	66% split	Arrivals	Departures
	W02000224 : Bridgend 007	Percentage Distribution	50% split				
W02000218 : Bridgend 001	56	2.8%				A4063 North via Bryncoch Road	A4063 North
W02000219 : Bridgend 002	74	3.7%				A4063 North via Bryncoch Road	A4063 North
W02000220 : Bridgend 003	111	6%				A4061 North	A4061 North
W02000221 : Bridgend 004	100	5.0%	3%			50% Bryncoch Road via A4064 / Heol-Yr-Ysgol / 50% A4061 North	A4063 North
W02000222 : Bridgend 005	60	3.0%				A4063 North via Bryncoch Road	A4063 North
W02000223 : Bridgend 006	89	4.5%	2%			A4063 North via Bryncoch Road	50% B4281 / 50% A4063 North
W02000223 : Bridgend 007	119	6.0%	3%			50% Bryncoch Hill, 50% A4061 North	50% Bryncoch Road, 50% A4061 North
W02000225 : Bridgend 008	73	3.7%	2%			50% M4 West / 50% B4281 via Bryncoch Road	B4281
W02000226 : Bridgend 009	119	6%				M4 East	M4 East
W02000227 : Bridgend 010	41	2%	1%			M4 West	50% B4281 / 50% M4 West
W02000228 : Bridgend 011	50	3%		1%	2%	A4061 South	33% A4063 South / 66% A4061 South
W02000229 : Bridgend 012	66	3.3%	2%			50% A4063 South Via Bryncoch Road / 50% A4061 South	A4063 South
W02000230 : Bridgend 013	39	2.0%	1%			50% M4 East / 50% B4281 via Bryncoch Road	50% A4063 South / 50% B4281
W02000231 : Bridgend 014	56	3%				A4061 South	A4063 South
W02000232 : Bridgend 015	76	3.8%	2%	1%	3%	33% M4 East / 66% A4061 South	50% A4061 South / 50% M4 East
W02000233 : Bridgend 016	93	5%	2%			A4061 South	50% A4063 South / 50% A4061 South
W02000234 : Bridgend 017	83	4.2%	2%			50% A4063 South via Bryncoch Road / 50% A4061 south	50% B4281 / 50% A4063 South
W02000235 : Bridgend 018	27	1%	1%			M4 West	50% M4 West / 50% B4281
W02000236 : Bridgend 019	32	1.6%	1%			50% M4 West / 50% B4281 via Bryncoch Road	50% M4 West / 50% B4281
Blaenau Gwent	5	0%				M4 East	M4 East
Caerphilly	33	2%				M4 East	M4 East
Cardiff	84	4%				M4 East	M4 East
Carmarthenshire	25	1%				M4 West	M4 West
Ceredigion	0	0%				M4 West	M4 West
Conwy	0	0%	0	0%	0%	33% M4 East / 66% M4 West	50% M4 East / 50% M4 West
Denbighshire	0	0%		0%	0%	M4 East	33% M4 West / 66% M4 East
Flintshire	0	0%				M4 East	M4 East
Gwynedd	0	0%		0%	0%	33% M4 East / 66% M4 West	33% M4 West / 66% M4 East
Isle of Anglesey	0	0%	0%			50% M4 East / 50% M4 West	M4 East
Merthyr Tydfil	3	0%	0%			50% A4061 North / 50% M4 East	50% M4 East / 50% M4 West
Monmouthshire	4	0%				M4 East	M4 East
Neath Port Talbot	124	6%	3%			M4 West	50% A4063 North / 50% M4 West
Newport	14	1%				M4 East	M4 East
Pembrokeshire	1	0%		0%	0%	M4 West	M4 West
Powys	1	0%	0%			50% M4 East / 50% M4 West	50% M4 East / 50% M4 West
Rhondda Cynon Taf	156	8%	4%			50% A4061 North / 50% M4 East	M4 West
Swansea	74	4%				M4 West	M4 West
The Vale of Glamorgan	82	4%				M4 East	M4 East
Torfaen	3	0%				M4 East	M4 East
Wrexham	0	0%				M4 East	M4 East
East	0	0%				M4 East	M4 East
East Midlands	1	0%				M4 East	M4 East
London	1	0%				M4 East	M4 East
North East	0	0%				M4 East	M4 East
North West	1	0%				M4 East	M4 East
South East	1	0%				M4 East	M4 East
South West	5	0%				M4 East	M4 East
West Midlands	0	0%				M4 East	M4 East
Yorkshire and The Humber	0	0%				M4 East	M4 East
Total	1,982	100%					

Entry Point	Arrival	Departures
M4 West	18%	19%
M4 East	22%	20%
A4063 North via Bryncoch Road	10%	0%
A4063 North	0%	20%
A4063 South	0%	12%
A4061 North	16%	9%
A4061 South	17%	6%
A4064 via Bryncoch Road	3%	0%
B4281	0%	12%
B4281 via Bryncoch Road	6%	0%
A4063 South via Bryncoch Road	3%	0%
Bryncoch Road	4%	0%
A4063 north U-turn (via Bryncoch Road for Departures)	1%	3%
A4063 South U-turn	0.4%	0%
	100%	100%
Via Bryncoch Road	25%	3%
From Sarn via Bryncoch Road	3.6%	
Outside Sarn via Bryncoch Road	21.8%	
	25%	

Arrival Route
M4 West, A4063 Westbound
M4 East, A4061, A4063
A4063 North, Bryncoch Road, Bryncoch Road, A4063 Westbound
-
-
A4061 North, A4063 Westbound
A4061 South, A4063 Southbound
A4064, Bryncoch Road
-
B4281, Bryncoch Road, Bryncoch Road
A4063 South Bryncoch Road, Bryncoch Road
From Sarn Area Bryncoch Road
A4063 North, A4063 Eastbound, U-turn, A4063 Westbound
A4063 South, A4063 Eastbound, U-turn, A4063 Westbound

Departure Route
A4063 Westbound, U-turn, A4063 Eastbound, A4061, M4 West
A4063 Westbound, U-turn, A4063 Eastbound, M4 East
-
A4063 Westbound, A4063 North
A4063 Westbound, A4063 South
A4063 Westbound, U-turn, A4063 Eastbound, A4061 North
A4063 Westbound, U-turn, A4063 Eastbound, A4061 South
-
A4063 Westbound, B4281
-
-
-
A4063 Westbound, U-turn, A4063 Eastbound, Bryncoch Road

Travel to work data and percentage assignment and distribution

Lower super output area	Arrivals	Percentage Resident population	Resident population x Percentage distribution	50%	33.3%	Arrival Route	% Distribution
W02000218 : Bridgend 001a	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	16%	0.5%	0.23%		M4 West	3.38%
W02000218 : Bridgend 001b	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	22%	0.6%	0.30%		M4 East	0.44%
W02000218 : Bridgend 001c	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	22%	0.6%	0.31%		A4063 North via Bryncoch Road	10.05%
W02000218 : Bridgend 001d	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	20%	0.6%	0.28%		A4061 North	6.09%
W02000218 : Bridgend 001e	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	21%	0.6%	0.29%		A4061 South	7.20%
W02000219 : Bridgend 002a	100 % A4063 North via Bryncoch Road	22%	0.8%			A4064 via Bryncoch Road	2.52%
W02000219 : Bridgend 002b	100 % A4063 North via Bryncoch Road	20%	0.7%			B4281 via Bryncoch Road	5.57%
W02000219 : Bridgend 002c	50% A4063 North via Bryncoch Road / 50% B4281 via Bryncoch Road	20%	0.7%	0.37%		A4063 South via Bryncoch Road	3.37%
W02000219 : Bridgend 002d	100 % A4063 North via Bryncoch Road	19%	0.7%			Bryncoch Road	3.88%
W02000219 : Bridgend 002e	100 % A4063 North via Bryncoch Road	19%	0.7%			A4063 north then u-turn	0.8%
W02000219 : Bridgend 002e	100 % A4063 North via Bryncoch Road	19%	0.7%			A4063 south then u-turn	0.44%
W02000221 : Bridgend 004a	50% A4061 North / 50% A4064 Bryncoch Road	29%	1.5%	0.73%			
W02000221 : Bridgend 004b	50% A4061 North / 50% A4064 Bryncoch Road	23%	1.2%	0.58%			
W02000221 : Bridgend 004c	50% A4061 North / 50% A4064 Bryncoch Road	16%	0.8%	0.40%			
W02000221 : Bridgend 004d	50% A4061 North / 50% A4064 Bryncoch Road	17%	0.9%	0.43%			
W02000221 : Bridgend 004e	50% A4061 North / 50% A4064 Bryncoch Road	15%	0.8%	0.38%			
W02000222 : Bridgend 005a	100 % A4063 North via Bryncoch Road	25%	0.8%				
W02000222 : Bridgend 005b	100 % A4063 North via Bryncoch Road	24%	0.7%				
W02000222 : Bridgend 005c	100 % A4063 North via Bryncoch Road	27%	0.8%				
W02000222 : Bridgend 005d	100 % A4063 North via Bryncoch Road	24%	0.7%				
W02000222 : Bridgend 006a	50% A4063 North via Bryncoch Road / 50% Bryncoch Road	38%	1.7%	0.85%			
W02000222 : Bridgend 006b	50% A4063 North via Bryncoch Road / 50% Bryncoch Road	27%	1.2%	0.60%			
W02000222 : Bridgend 006c	50% A4063 North via Bryncoch Road / 50% A4063 u-turn	36%	1.6%	0.80%			
W02000221 : Bridgend 007a	100% A4061 North	22%	1.3%				
W02000221 : Bridgend 007b	100% A4061 North	37%	2.2%				
W02000221 : Bridgend 007c	100% Bryncoch Road	20%	1.2%				
W02000221 : Bridgend 007d	100% Bryncoch Road	20%	1.2%				
W02000225 : Bridgend 008a	100% B4281 Via Bryncoch Road	17%	0.6%				
W02000225 : Bridgend 008b	50% B4281 via Bryncoch Road / 50% M4 West, A4063 westbound	16%	0.6%	0.29%			
W02000225 : Bridgend 008c	100% M4 West, A4063 westbound	15%	0.5%				
W02000225 : Bridgend 008d	100% M4 West, A4063 westbound	17%	0.6%				
W02000225 : Bridgend 008e	50% B4281 via Bryncoch Road / 50% M4 West, A4063 westbound	20%	0.7%	0.37%			
W02000225 : Bridgend 008f	100% M4 West, A4063 westbound	15%	0.6%				
W02000229 : Bridgend 012a	100% A4063 South via Bryncoch Road	25%	0.8%				
W02000229 : Bridgend 012b	50% A4061 south, A4063 Westbound / 50% B4281 via Bryncoch Road	20%	0.7%	0.33%			
W02000229 : Bridgend 012c	50% A4061 south, A4063 Westbound / 50% B4281 via Bryncoch Road	23%	0.8%	0.38%			
W02000229 : Bridgend 012d	50% A4061 south, A4063 Westbound / 50% B4281 via Bryncoch Road	33%	1.1%	0.54%			
W02000230 : Bridgend 013a	33% M4 West / 33% B4281 via Bryncoch Road / 33% A4061 South	26%	0.5%		0.17%		
W02000230 : Bridgend 013b	50% A4061 south, A4063 Westbound / 50% B4281 via Bryncoch Road	29%	0.6%	0.29%			
W02000230 : Bridgend 013c	50% A4063 south via Bryncoch Road / 50% A4063 south, u-turn	45%	0.9%	0.44%			
W02000232 : Bridgend 015a	100% A4061 South	28%	1.1%				
W02000232 : Bridgend 015b	100% A4061 South	26%	1.0%				
W02000232 : Bridgend 015c	100% A4061 South	23%	0.9%				
W02000232 : Bridgend 015d	50% A4061 South / 50% M4 East	23%	0.9%	0.44%			
W02000234 : Bridgend 017b	50% A4063 south via Bryncoch Road / 50% A4061 South	15%	0.6%	0.30%			
W02000234 : Bridgend 017c	50% A4063 south via Bryncoch Road / 50% A4061 South	15%	0.6%	0.31%			
W02000234 : Bridgend 017d	50% A4063 south via Bryncoch Road / 50% A4061 South	15%	0.6%	0.32%			
W02000234 : Bridgend 017e	50% A4063 south via Bryncoch Road / 50% A4061 South	15%	0.6%	0.32%			
W02000234 : Bridgend 017f	50% A4063 south via Bryncoch Road / 50% A4061 South	13%	0.6%	0.28%			
W02000234 : Bridgend 017g	50% A4063 south via Bryncoch Road / 50% A4061 South	12%	0.5%	0.24%			
W02000234 : Bridgend 017h	50% A4063 south via Bryncoch Road / 50% A4061 South	15%	0.6%	0.32%			
W01001029 : Bridgend 019A	50% M4 West / 50% B4281 via Bryncoch Road	26%	0.4%	0.21%			
W01001030 : Bridgend 019B	50% M4 West / 50% B4281 via Bryncoch Road	26%	0.4%	0.21%			
W01001044 : Bridgend 019C	50% M4 West / 50% B4281 via Bryncoch Road	24%	0.4%	0.19%			
W01001045 : Bridgend 019D	50% M4 West / 50% B4281 via Bryncoch Road	25%	0.4%	0.20%			
			4%				
			43.74%				
			43.74%				

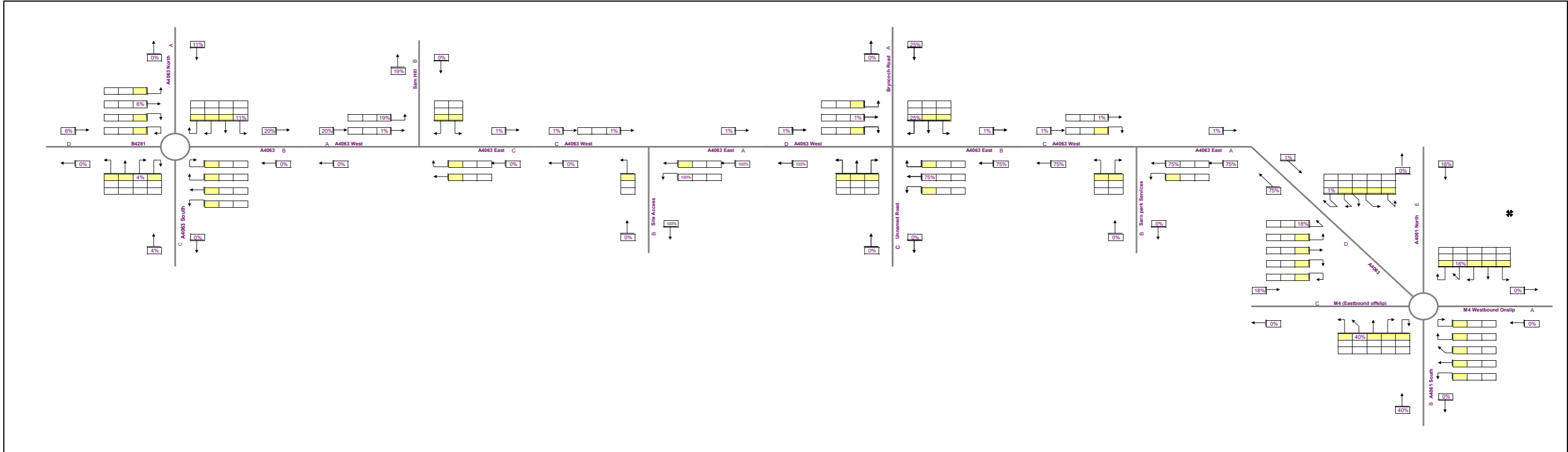
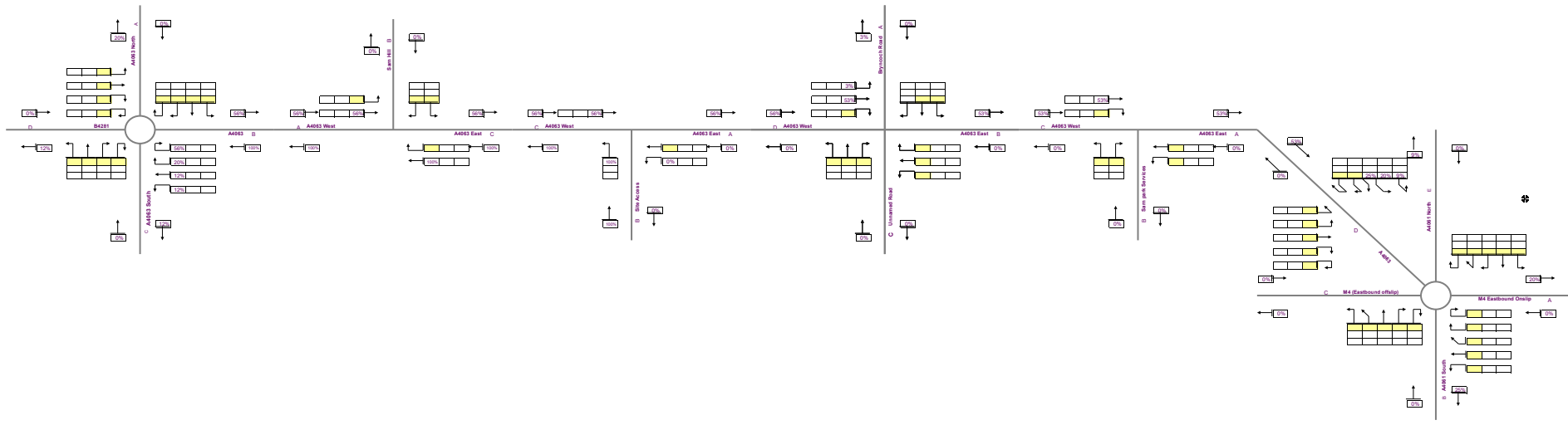


Figure: TFD-01
 Client: Cenin
 Project: TTV Isha
 Title: Percentage Distribution Arrivals
 Period: -



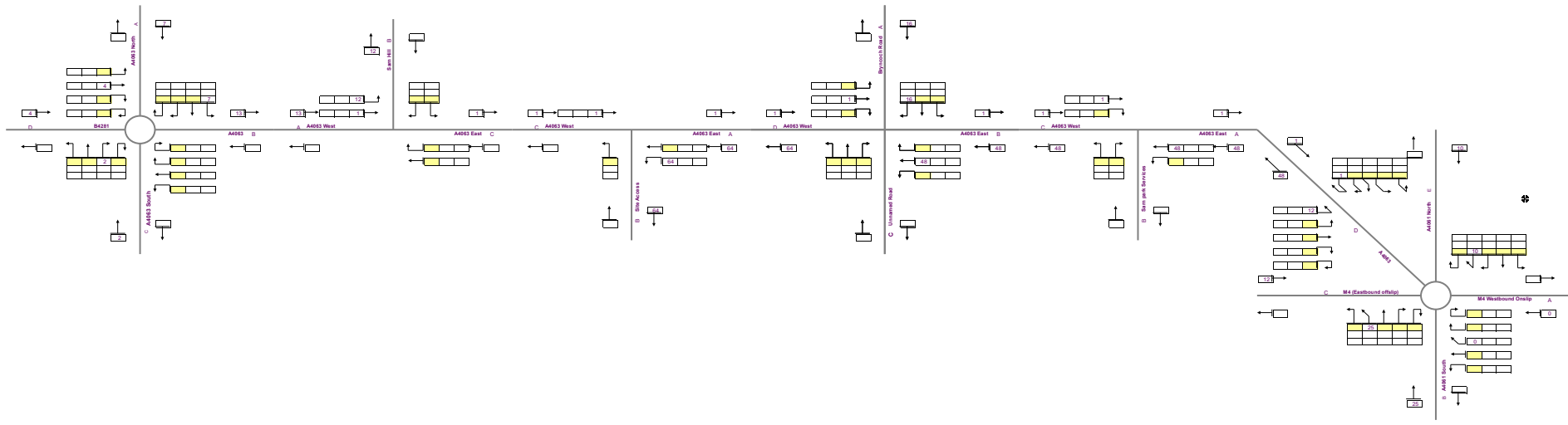


Figure: TFD-03
 Client: Conn
 Project: T17-101a
 Title: AM Armath
 Period: AM Peak Hour

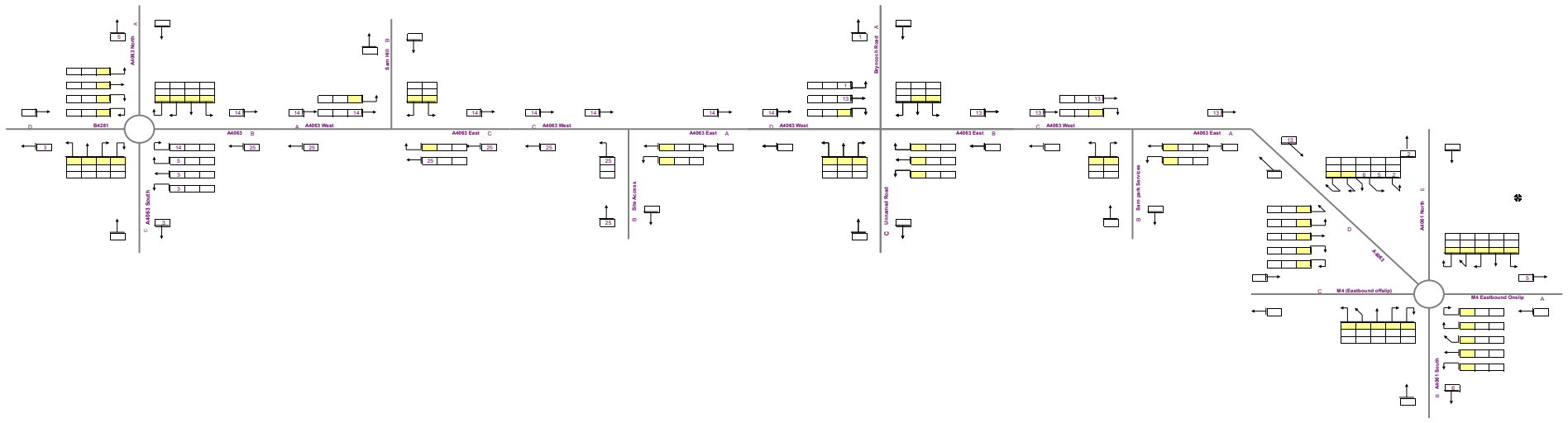
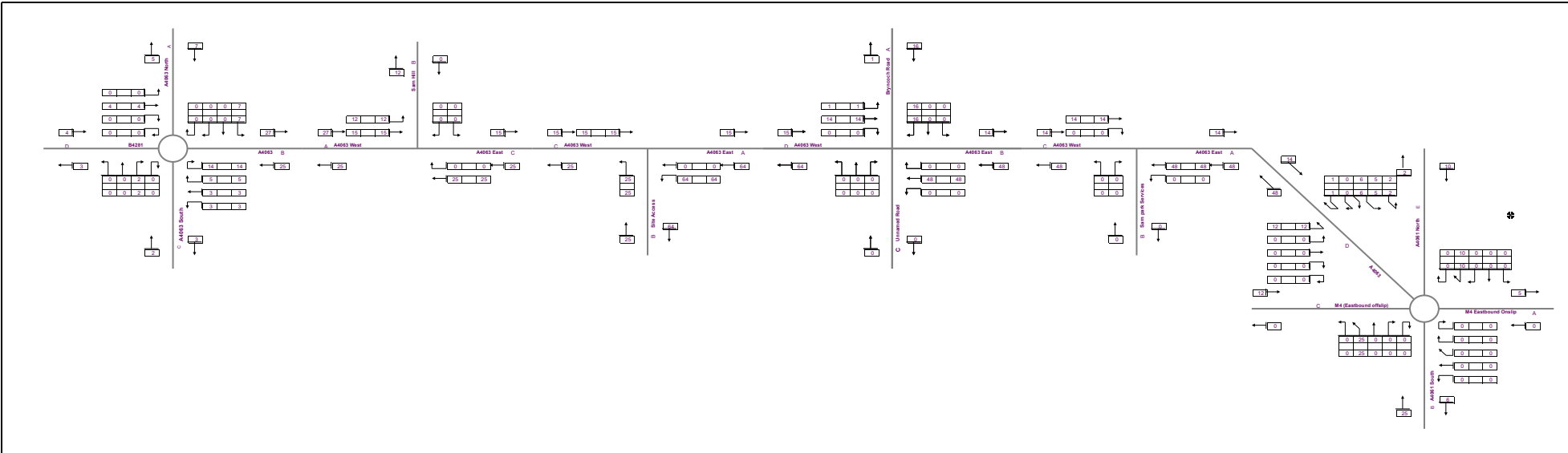


Figure: TFD-04
 Client: Conn
 Project: T7130a
 Title: AM Departure
 Period: AM Peak Hour



Figure: TFD-05
Client: Centri
Project: TTI (aha)
Title: AM Development flows
Period: AM Peak Hour



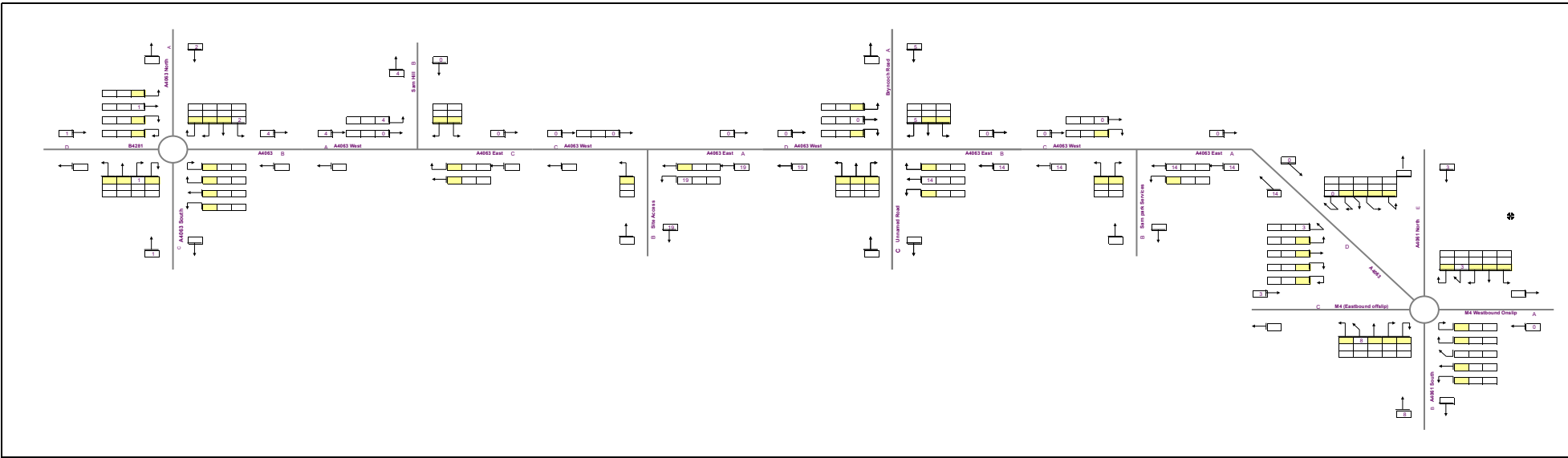


Figure: TFD-05
 Client: Conn
 Project: T7130a
 Title: PM Armath
 Period: PM Peak Hour

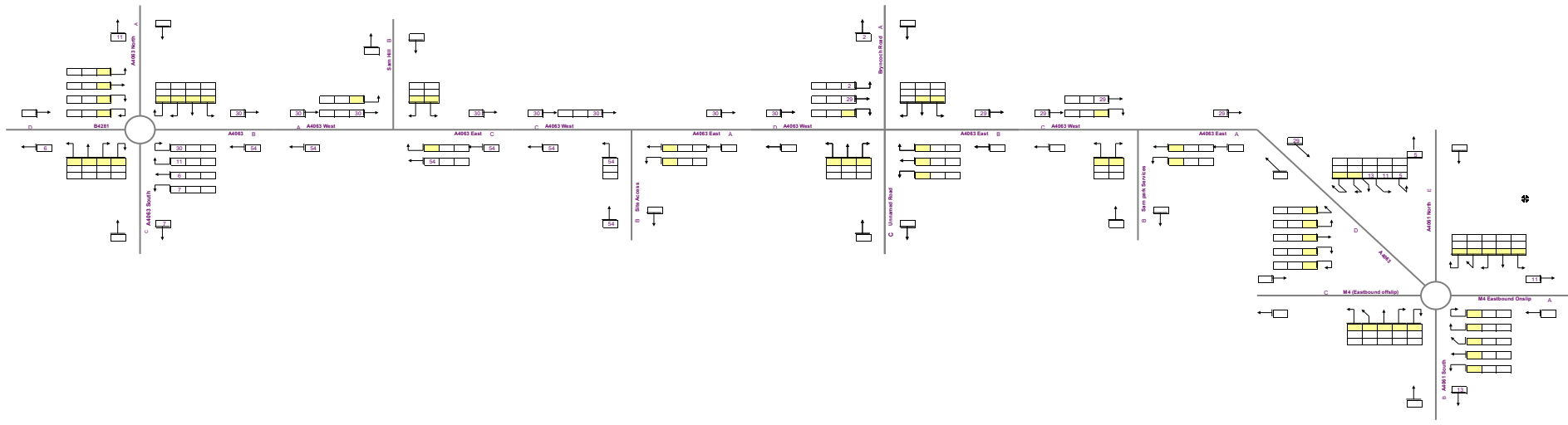


Figure: TFD-07
 Client: Conn
 Project: T7130a
 Title: PM Departure
 Period: PM Peak hour

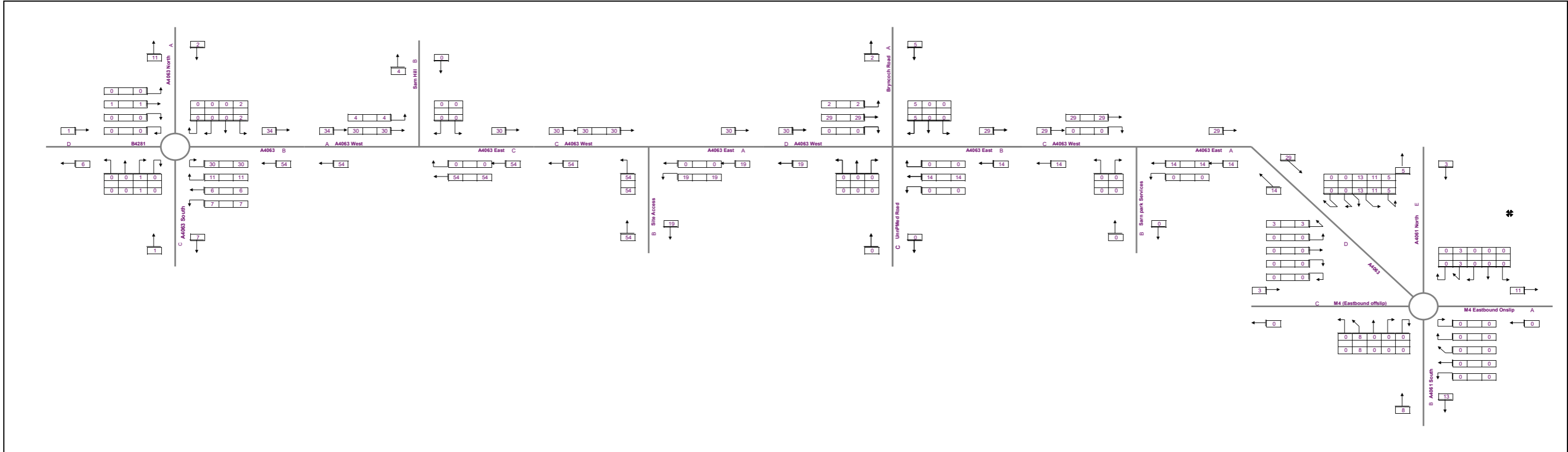


Figure: TFD-08
 Client: Cemin
 Project: TTV Isha
 Title: PM Development flows
 Period: PM Peak Hour

Appendix M – Traffic Survey Data

SITE: <p style="text-align: center;">1</p>		DATE: <p style="text-align: center;">11/07/2024</p>
LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD		DAY: <p style="text-align: center;">THURSDAY</p>



JOB TITLE: <p style="text-align: center;">SARN</p>
--

JOB NUMBER: <p style="text-align: center;">13588</p>
--

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	A TO B							
	FROM A4063 (E) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	A TO C							
	FROM A4063 (E) TO A4063 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	18	2	1	1	0	0	59
07:15	62	16	6	4	1	0	0	89
07:30	78	30	5	2	0	1	0	116
07:45	99	28	8	2	3	0	0	140
H/TOT	276	92	21	9	5	1	0	404
08:00	115	19	9	3	5	0	0	151
08:15	101	17	4	7	4	0	0	133
08:30	125	26	5	1	1	0	0	158
08:45	94	32	4	3	3	0	0	136
H/TOT	435	94	22	14	13	0	0	578
09:00	115	19	5	5	1	2	0	147
09:15	71	27	4	2	3	0	0	107
09:30	82	26	6	3	0	0	0	117
09:45	78	14	5	2	2	1	0	102
H/TOT	346	86	20	12	6	3	0	473
P/TOT	1057	272	63	35	24	4	0	1455

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	A TO B							
	FROM A4063 (E) TO ACCESS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

	A TO C							
	FROM A4063 (E) TO A4063 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
153	18	2	1	0	2	0	0	176
150	27	3	1	2	0	0	0	183
145	28	4	5	1	1	0	0	184
192	28	3	0	8	0	0	0	231
640	101	12	7	11	3	0	0	774
181	33	4	1	1	2	0	0	222
199	43	3	1	2	2	0	0	250
155	32	2	1	0	0	0	0	190
204	39	2	0	1	1	0	0	247
739	147	11	3	4	5	0	0	909
190	23	0	1	1	1	0	0	216
228	27	1	0	2	0	0	0	258
183	15	1	0	1	1	0	0	201
189	18	1	1	1	0	0	0	210
790	83	3	2	5	2	0	0	885
173	21	2	1	2	0	0	0	199
152	26	0	1	0	1	0	0	180
119	7	1	0	1	0	0	0	128
136	18	0	1	1	2	1	0	159
580	72	3	3	4	3	1	0	666
2749	403	29	15	24	13	1	0	3234

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	C TO D FROM A4063 (W) TO BRYNCOCH ROAD								D TO A FROM BRYNCOCH ROAD TO A4063 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	29	10	2	0	0	0	0	41
07:15	0	0	0	0	0	0	0	0	43	13	0	0	1	0	0	57
07:30	3	1	0	0	0	1	0	5	51	15	1	0	1	0	0	68
07:45	1	0	0	0	0	0	0	1	54	12	1	0	1	0	0	68
H/TOT	4	1	0	0	0	1	0	6	177	50	4	0	3	0	0	234
08:00	1	0	0	0	0	0	0	1	46	6	2	0	1	0	0	55
08:15	3	0	0	0	0	0	0	3	73	5	1	0	1	1	0	81
08:30	2	1	0	0	0	0	0	3	37	10	0	0	1	0	0	48
08:45	2	0	0	0	0	0	0	2	29	3	0	0	1	0	0	33
H/TOT	8	1	0	0	0	0	0	9	185	24	3	0	4	1	0	217
09:00	2	0	0	0	0	0	0	2	46	2	3	0	3	0	0	54
09:15	1	1	0	0	0	0	0	2	39	2	1	0	0	0	0	42
09:30	1	0	0	0	0	0	0	1	32	5	2	0	1	0	0	40
09:45	4	3	0	0	0	0	0	7	27	3	1	0	0	0	0	31
H/TOT	8	4	0	0	0	0	0	12	144	12	7	0	4	0	0	167
P/TOT	20	6	0	0	0	1	0	27	506	86	14	0	11	1	0	618

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	C TO D FROM A4063 (W) TO BRYNCOCH ROAD								D TO A FROM BRYNCOCH ROAD TO A4063 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	2	1	0	0	0	0	0	3	43	4	1	0	1	2	0	51
15:15	3	0	0	0	0	0	0	3	26	9	1	0	0	0	0	36
15:30	3	1	0	0	0	0	0	4	47	10	1	0	1	1	0	60
15:45	6	0	0	0	0	0	0	6	46	4	1	0	1	0	0	52
H/TOT	14	2	0	0	0	0	0	16	162	27	4	0	3	3	0	199
16:00	4	1	0	0	0	0	1	6	38	1	0	0	1	0	0	40
16:15	2	0	0	0	0	0	0	2	33	2	0	0	0	0	0	35
16:30	7	0	0	0	0	0	0	7	32	7	1	0	1	0	0	41
16:45	5	0	0	0	0	0	0	5	27	3	1	0	0	0	0	31
H/TOT	18	1	0	0	0	0	1	20	130	13	2	0	2	0	0	147
17:00	8	0	0	0	0	0	0	8	39	7	0	0	2	0	0	48
17:15	9	0	0	0	0	0	0	9	40	2	1	0	0	1	0	44
17:30	2	0	0	0	0	0	0	2	42	1	0	0	1	1	0	45
17:45	0	1	0	0	0	0	0	1	24	2	0	0	0	1	0	27
H/TOT	19	1	0	0	0	0	0	20	145	12	1	0	3	3	0	164
18:00	2	0	0	0	0	0	0	2	33	5	0	0	1	0	0	39
18:15	4	0	0	0	0	0	0	4	27	4	0	0	0	1	0	32
18:30	5	0	0	0	0	0	0	5	31	2	0	0	1	1	0	35
18:45	0	1	1	0	0	0	0	2	26	2	0	0	0	0	0	28
H/TOT	11	1	1	0	0	0	0	13	117	13	0	0	2	2	0	134
P/TOT	62	5	1	0	0	0	1	69	554	65	7	0	10	8	0	644

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	D TO B FROM BRYNCOCH ROAD TO ACCESS ROAD								D TO C FROM BRYNCOCH ROAD TO A4063 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
15:30	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
15:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	15	3	0	0	1	0	0	19
16:00	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19
18:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
P/TOT	0	0	0	0	0	0	0	0	58	8	0	0	1	0	0	67

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM A A4063 (E)								FROM ARM A A4063 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	165	41	6	2	1	4	0	219	50	21	2	1	1	0	0	75
07:15	202	51	10	0	1	1	0	265	78	21	6	5	1	0	0	111
07:30	202	59	6	2	2	2	0	273	103	34	6	2	1	1	0	147
07:45	231	49	6	0	2	0	0	288	129	34	9	2	4	0	0	178
H/TOT	800	200	28	4	6	7	0	1045	360	110	23	10	7	1	0	511
08:00	199	29	6	3	2	0	0	239	152	23	10	3	6	0	0	194
08:15	254	35	9	2	5	1	0	306	140	19	6	7	4	0	0	176
08:30	219	46	4	4	6	0	0	279	153	33	8	1	3	0	0	198
08:45	169	31	4	4	3	0	0	211	121	38	5	3	3	0	0	170
H/TOT	841	141	23	13	16	1	0	1035	566	113	29	14	16	0	0	738
09:00	158	33	10	1	4	0	0	206	140	22	5	5	1	2	0	175
09:15	174	29	6	3	2	1	0	215	90	29	4	2	5	0	0	130
09:30	143	25	4	3	3	0	0	178	101	29	6	3	3	0	0	142
09:45	134	14	8	6	1	1	0	164	98	18	5	2	2	2	0	127
H/TOT	609	101	28	13	10	2	0	763	429	98	20	12	11	4	0	574
P/TOT	2250	442	79	30	32	10	0	2843	1355	321	72	36	34	5	0	1823

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM A A4063 (E)								FROM ARM A A4063 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	139	29	3	1	2	3	0	177	198	19	5	1	0	2	0	225
15:15	139	29	7	1	9	0	0	185	200	32	4	1	3	0	0	240
15:30	170	29	2	2	2	3	0	208	200	39	4	5	3	1	0	252
15:45	156	21	7	1	2	0	0	187	233	37	5	0	10	0	0	285
H/TOT	604	108	19	5	15	6	0	757	831	127	18	7	16	3	0	1002
16:00	144	34	0	3	3	0	0	184	232	44	6	1	1	3	0	287
16:15	165	20	5	1	1	3	0	195	247	54	5	1	3	3	0	313
16:30	182	33	4	0	3	0	0	222	211	43	3	1	1	0	0	259
16:45	135	27	3	2	1	1	0	169	268	51	3	0	2	2	0	326
H/TOT	626	114	12	6	8	4	0	770	958	192	17	3	7	8	0	1185
17:00	172	22	0	0	3	0	0	197	241	30	2	1	1	3	0	278
17:15	168	22	1	1	3	1	0	196	298	35	2	0	3	0	0	338
17:30	146	12	1	0	1	1	0	161	257	20	1	0	2	1	0	281
17:45	169	21	1	2	2	2	0	197	236	20	2	1	2	0	0	261
H/TOT	655	77	3	3	9	4	0	751	1032	105	7	2	8	4	0	1158
18:00	149	22	3	0	2	3	0	179	228	28	3	1	2	0	0	262
18:15	129	9	1	1	2	2	0	144	195	28	0	1	0	2	0	226
18:30	125	14	0	0	1	1	0	141	167	9	2	0	2	1	0	181
18:45	111	8	1	0	2	2	0	124	166	21	1	1	3	2	1	195
H/TOT	514	53	5	1	7	8	0	588	756	86	6	3	7	5	1	864
P/TOT	2399	352	39	15	39	22	0	2866	3577	510	48	15	38	20	1	4209

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM C A4063 (W)								FROM ARM C A4063 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	18	2	1	1	0	0	59	136	31	4	2	1	4	0	178
07:15	63	16	6	4	1	0	0	90	159	38	10	0	0	1	0	208
07:30	83	31	5	2	0	1	0	122	154	45	5	2	1	3	0	210
07:45	104	29	8	2	3	0	0	146	178	37	5	0	1	0	0	221
H/TOT	287	94	21	9	5	1	0	417	627	151	24	4	3	8	0	817
08:00	122	21	9	3	5	0	0	160	154	23	4	3	1	0	0	185
08:15	104	18	4	7	4	0	0	137	184	30	8	2	4	0	0	228
08:30	137	27	5	1	1	0	0	171	184	37	4	4	5	0	0	234
08:45	101	32	4	3	3	0	0	143	142	28	4	4	2	0	0	180
H/TOT	464	98	22	14	13	0	0	611	664	118	20	13	12	0	0	827
09:00	118	19	5	5	1	2	0	150	114	31	7	1	1	0	0	154
09:15	75	27	4	2	3	0	0	111	136	28	5	3	2	1	0	175
09:30	83	27	6	3	0	0	0	119	112	20	2	3	2	0	0	139
09:45	80	14	5	2	2	1	0	104	111	14	7	6	1	1	0	140
H/TOT	356	87	20	12	6	3	0	484	473	93	21	13	6	2	0	608
P/TOT	1107	279	63	35	24	4	0	1512	1764	362	65	30	21	10	0	2252

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM C A4063 (W)								FROM ARM C A4063 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	157	18	2	1	0	2	0	180	98	26	2	1	1	1	0	129
15:15	154	28	3	1	2	0	0	188	116	20	6	1	9	0	0	152
15:30	149	28	4	5	2	1	0	189	126	20	1	2	1	2	0	152
15:45	195	30	3	0	8	0	0	236	116	17	6	1	1	0	0	141
H/TOT	655	104	12	7	12	3	0	793	456	83	15	5	12	3	0	574
16:00	188	34	4	1	1	2	0	230	110	34	0	3	2	0	1	150
16:15	201	43	3	1	2	2	0	252	134	18	5	1	1	3	0	162
16:30	159	32	2	1	0	0	0	194	157	26	3	0	2	0	0	188
16:45	208	40	2	0	1	1	0	252	113	24	2	2	1	1	0	143
H/TOT	756	149	11	3	4	5	0	928	514	102	10	6	6	4	1	643
17:00	196	23	0	1	1	1	0	222	141	15	0	0	1	0	0	157
17:15	230	29	1	0	2	0	0	262	137	20	0	1	3	0	0	161
17:30	186	16	1	0	1	1	0	205	106	11	1	0	0	0	0	118
17:45	194	18	1	1	1	0	0	215	145	20	1	2	2	1	0	171
H/TOT	806	86	3	2	5	2	0	904	529	66	2	3	6	1	0	607
18:00	177	21	2	1	2	0	0	203	118	17	3	0	1	3	0	142
18:15	156	26	0	1	0	1	0	184	106	5	1	1	2	1	0	116
18:30	119	7	1	0	1	0	0	128	99	12	0	0	0	0	0	111
18:45	138	18	0	1	1	2	1	161	85	7	2	0	2	2	0	98
H/TOT	590	72	3	3	4	3	1	676	408	41	6	1	5	6	0	467
P/TOT	2807	411	29	15	25	13	1	3301	1907	292	33	15	29	14	1	2291

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM D BRYNCOCH ROAD								FROM ARM D BRYNCOCH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	3	0	0	0	0	0	16	29	10	2	0	0	0	0	41
07:15	16	5	0	1	0	0	0	22	44	13	0	0	1	0	0	58
07:30	28	5	1	0	1	1	0	36	56	16	1	0	1	0	0	74
07:45	31	6	1	0	1	0	0	39	59	13	1	0	1	0	0	74
H/TOT	88	19	2	1	2	1	0	113	188	52	4	0	3	0	0	247
08:00	38	4	1	0	1	0	0	44	53	8	2	0	1	0	0	64
08:15	42	2	2	0	0	0	0	46	76	6	1	0	1	1	0	85
08:30	30	8	3	0	2	0	0	43	49	11	0	0	1	0	0	61
08:45	29	6	1	0	0	0	0	36	36	3	0	0	1	0	0	40
H/TOT	139	20	7	0	3	0	0	169	214	28	3	0	4	1	0	250
09:00	27	3	0	0	0	0	0	30	49	2	3	0	3	0	0	57
09:15	20	3	0	0	2	0	0	25	43	2	1	0	0	0	0	46
09:30	20	3	0	0	3	0	0	26	33	6	2	0	1	0	0	42
09:45	24	7	0	0	0	1	0	32	30	3	1	0	0	0	0	34
H/TOT	91	16	0	0	5	1	0	113	155	13	7	0	4	0	0	179
P/TOT	318	55	9	1	10	2	0	395	557	93	14	0	11	1	0	676

MANUAL CLASSIFIED COUNTS



JOB REF: 13588

JOB NAME: SARN

SITE: 1

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DATE: 11/07/2024

DAY: THURSDAY

TIME	TO ARM D BRYNCOCH ROAD								FROM ARM D BRYNCOCH ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
15:00	47	2	3	0	0	0	0	52	47	4	1	0	1	2	0	55
15:15	53	5	1	0	1	0	0	60	30	10	1	0	0	0	0	41
15:30	58	12	0	0	2	0	0	72	51	10	1	0	2	1	0	65
15:45	47	9	2	0	2	0	1	61	49	6	1	0	1	0	0	57
H/TOT	205	28	6	0	5	0	1	245	177	30	4	0	4	3	0	218
16:00	55	12	2	0	0	1	1	71	45	2	0	0	1	0	0	48
16:15	50	11	2	0	1	1	0	65	35	2	0	0	0	0	0	37
16:30	63	11	1	0	1	0	0	76	36	7	1	0	1	0	0	45
16:45	69	12	1	0	1	1	0	84	31	4	1	0	0	0	0	36
H/TOT	237	46	6	0	3	3	1	296	147	15	2	0	2	0	0	166
17:00	59	7	2	0	0	2	1	71	45	7	0	0	2	0	0	54
17:15	79	8	1	0	1	0	0	89	42	4	1	0	0	1	0	48
17:30	76	5	0	0	1	0	0	82	45	2	0	0	1	1	0	49
17:45	47	3	1	0	1	0	0	52	29	2	0	0	0	1	0	32
H/TOT	261	23	4	0	3	2	1	294	161	15	1	0	3	3	0	183
18:00	57	7	1	0	0	0	0	65	37	5	0	0	1	0	0	43
18:15	47	2	0	0	0	1	0	50	31	4	0	0	0	1	0	36
18:30	53	2	1	0	1	1	0	58	31	2	0	0	1	1	0	35
18:45	30	4	2	0	2	0	0	38	28	2	0	0	0	0	0	30
H/TOT	187	15	4	0	3	2	0	211	127	13	0	0	2	2	0	144
P/TOT	890	112	20	0	14	7	3	1046	612	73	7	0	11	8	0	711

QUEUE LENGTHS

JOB REF: 13588



JOB NAME: SARN

SITE: 1

DATE: 11/07/2024

LOCATION: A4063 (E) / ACCESS ROAD / A4063 (W) / BRYNCOCH ROAD

DAY: THURSDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

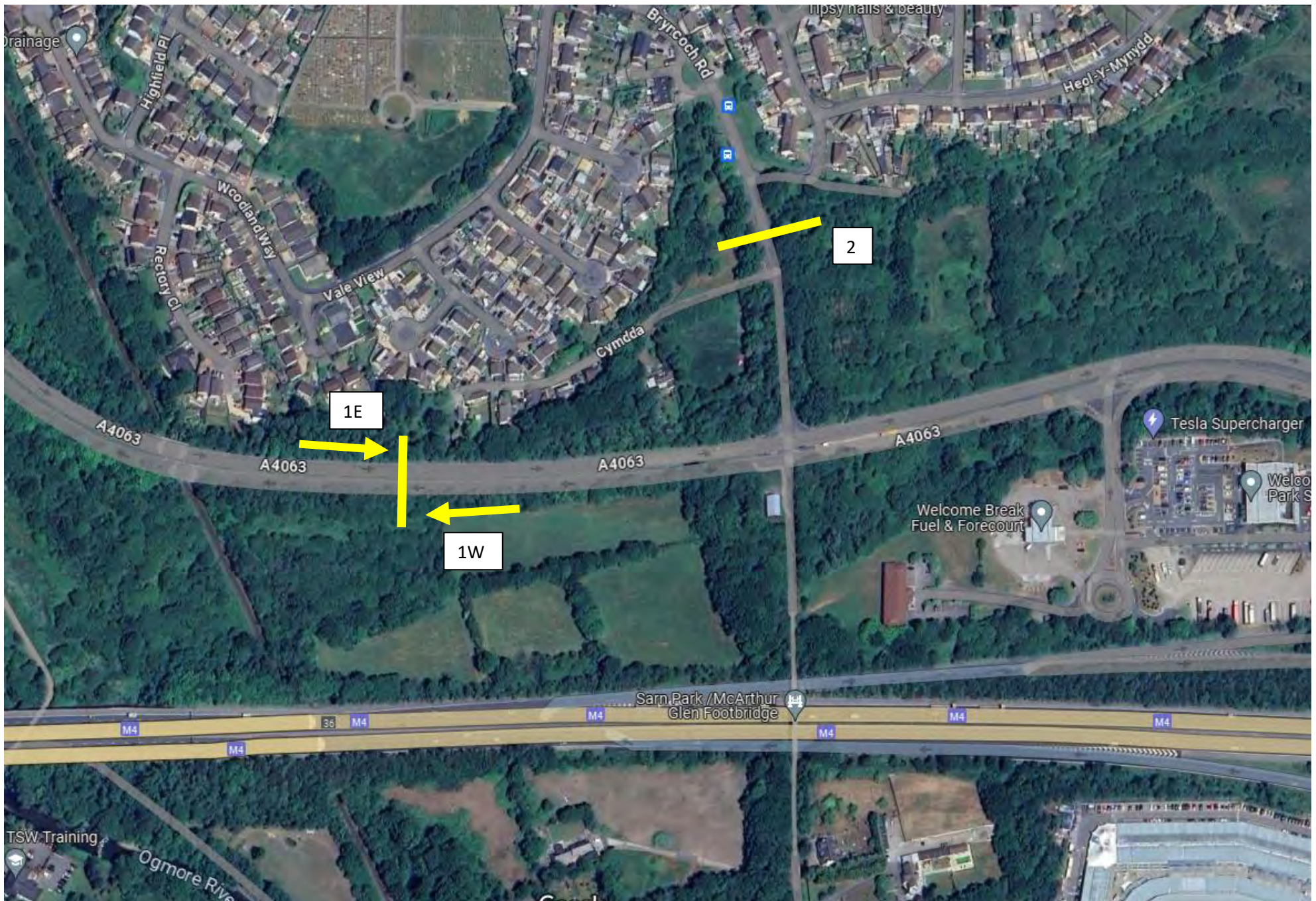
TIME	ARM A A4063 (E)			ARM B ACCESS ROAD	ARM C A4063 (W)		ARM D BRYNCOCH ROAD	TIME	ARM A A4063 (E)			ARM B ACCESS ROAD	ARM C A4063 (W)		ARM D BRYNCOCH ROAD	
	LANE 1	LANE 2	LANE 3	LANE 1	LANE 1	LANE 2	LANE 1		LANE 1	LANE 2	LANE 3	LANE 1	LANE 1	LANE 2	LANE 1	
07:00	1	1	2	0		5	2	3	15:00	0	0	3	0	6	0	3
07:05	3	2	2	0		2	1	2	15:05	2	2	3	0	3	1	5
07:10	1	0	3	0		1	5	1	15:10	2	4	5	0	6	5	11
07:15	0	0	2	0		3	4	4	15:15	0	1	4	0	2	2	4
07:20	1	1	3	0		4	1	5	15:20	2	2	5	0	4	6	2
07:25	2	4	4	0		2	2	7	15:25	2	2	4	0	8	4	5
07:30	2	1	6	0		8	5	7	15:30	0	1	4	0	4	4	3
07:35	2	2	2	0		6	1	8	15:35	3	3	5	0	8	5	8
07:40	3	4	3	0		9	8	8	15:40	2	2	5	0	4	5	6
07:45	5	1	3	0		4	2	4	15:45	5	4	6	0	3	2	9
07:50	6	4	3	0		7	2	6	15:50	3	4	5	0	6	4	9
07:55	2	3	6	0		7	6	8	15:55	3	5	4	0	4	3	3
08:00	2	3	4	0		4	2	5	16:00	5	4	6	0	7	3	2
08:05	2	2	4	0		4	4	5	16:05	4	2	4	0	7	6	9
08:10	1	2	3	0		7	4	5	16:10	4	1	5	0	6	3	5
08:15	5	5	4	0		7	5	9	16:15	2	3	6	0	2	1	3
08:20	3	3	6	0		6	7	9	16:20	5	7	6	0	2	1	5
08:25	3	1	5	0		8	5	6	16:25	3	4	6	0	6	1	4
08:30	5	3	6	0		4	7	6	16:30	3	4	7	0	7	2	4
08:35	4	4	5	0		9	7	6	16:35	4	2	8	0	11	7	4
08:40	3	4	6	0		9	7	7	16:40	3	3	8	0	5	2	4
08:45	3	3	6	0		5	4	3	16:45	7	7	3	0	2	2	5
08:50	3	2	2	0		6	2	2	16:50	3	2	7	0	11	5	2
08:55	3	0	5	0		6	3	2	16:55	3	5	6	0	5	2	5
09:00	3	3	3	0		3	7	6	17:00	6	6	5	0	7	3	7
09:05	3	2	2	0		4	2	6	17:05	3	4	3	0	6	2	7
09:10	1	0	4	0		1	1	3	17:10	5	6	6	0	8	6	4
09:15	2	1	3	0		6	4	3	17:15	5	6	9	0	8	6	8
09:20	5	3	3	0		10	4	5	17:20	3	0	4	0	8	3	6
09:25	2	3	2	0		4	3	4	17:25	5	6	9	0	4	5	4
09:30	5	2	3	0		7	4	4	17:30	5	4	10	0	7	3	5
09:35	4	3	3	0		4	1	5	17:35	4	6	4	0	6	3	7
09:40	2	4	3	0		4	1	5	17:40	2	0	5	0	8	1	5
09:45	2	2	2	0		4	1	2	17:45	3	0	3	0	5	3	5
09:50	3	2	8	0		3	1	3	17:50	0	2	3	0	5	6	7
09:55	1	4	2	1		3	4	3	17:55	1	3	4	0	2	5	2
									18:00	5	4	4	0	6	4	4
									18:05	3	3	4	0	10	1	3
									18:10	2	3	4	0	6	4	4
									18:15	1	1	3	0	2	3	3
									18:20	2	2	2	0	4	1	4
									18:25	4	3	3	0	3	2	4
									18:30	2	2	5	0	4	3	4
									18:35	2	1	3	0	1	0	3
									18:40	1	2	2	0	3	3	2
									18:45	3	2	2	0	7	4	3
									18:50	3	4	3	0	7	4	0
									18:55	1	3	2	0	6	4	4

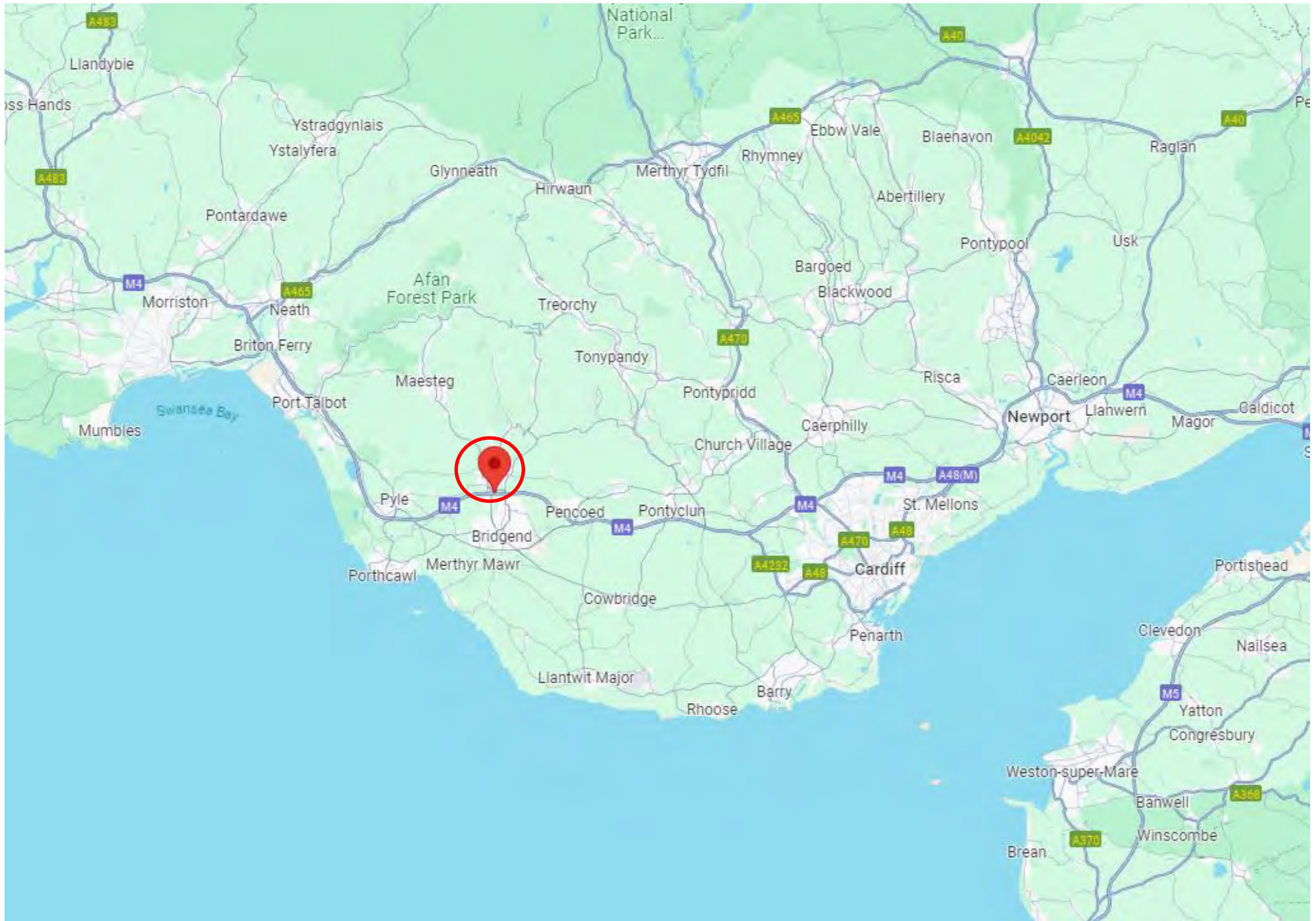
Site 1E & 1W - 51.5351455,-3.5847597

A4063 - LOOKING WESTBOUND









13588 SARN										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	85%ile Speed	Mean Speed
Site No: 13588001	Site 1 e/b - A4063, Sarn 51.535145, -3.584759	Channel: Eastbound	Thu 04-Jul-24	Wed 10-Jul-24	50	37129	8309	7678	48.7	41.9

NOTES

Radar stopped recording at approx 09:30 on the 10th July and therefore missed the day of the MCC survey.
Available data from Thursday 4th July at 15:00 to Wednesday 10th July at 09:00

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Thu 04-Jul-24					
00:00	-	-	-	-	-
01:00	-	-	-	-	-
02:00	-	-	-	-	-
03:00	-	-	-	-	-
04:00	-	-	-	-	-
05:00	-	-	-	-	-
06:00	-	-	-	-	-
07:00	-	-	-	-	-
08:00	-	-	-	-	-
09:00	-	-	-	-	-
10:00	-	-	-	-	-
11:00	-	-	-	-	-
12:00	-	-	-	-	-
13:00	-	-	-	-	-
14:00	-	-	-	-	-
15:00	561	467	43	35	16
16:00	579	485	51	32	11
17:00	587	514	35	30	8
18:00	479	426	36	14	3
19:00	336	300	21	11	4
20:00	246	231	7	7	1
21:00	177	171	1	3	2
22:00	104	101	2	0	1
23:00	43	40	0	1	2
12H,7-19	-	-	-	-	-
16H,6-22	-	-	-	-	-
18H,6-24	-	-	-	-	-
24H,0-24	-	-	-	-	-

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Fri 05-Jul-24					
00:00	23	22	0	0	1
01:00	14	13	0	0	1
02:00	22	20	0	0	2
03:00	22	20	1	1	0
04:00	40	37	1	1	1
05:00	244	232	7	3	2
06:00	486	424	17	33	12
07:00	703	614	30	40	19
08:00	730	607	39	54	30
09:00	552	442	31	41	38
10:00	465	391	28	29	17
11:00	538	447	40	37	14
12:00	509	422	27	47	13
13:00	606	498	59	31	18
14:00	555	464	43	41	7
15:00	641	536	47	38	20
16:00	557	498	24	26	9
17:00	531	488	20	15	8
18:00	445	405	14	19	7
19:00	306	278	8	15	5
20:00	231	216	7	4	4
21:00	184	172	5	5	2
22:00	133	123	6	1	3
23:00	81	73	6	1	1
12H,7-19	6832	5812	402	418	200
16H,6-22	8039	6902	439	475	223
18H,6-24	8253	7098	451	477	227
24H,0-24	8618	7442	460	482	234

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Sat 06-Jul-24					
00:00	44	39	1	2	2
01:00	20	17	0	0	3
02:00	19	16	1	1	1
03:00	16	16	0	0	0
04:00	38	33	4	1	0
05:00	134	125	5	2	2
06:00	173	159	6	5	3
07:00	240	218	7	10	5
08:00	308	270	16	11	11
09:00	417	357	28	22	10
10:00	481	418	31	27	5
11:00	525	452	37	29	7
12:00	561	501	23	30	7
13:00	569	496	38	26	9
14:00	490	432	27	23	8
15:00	418	381	17	19	1
16:00	414	380	16	14	4
17:00	363	330	16	13	4
18:00	353	330	10	9	4
19:00	288	264	8	11	5
20:00	246	220	13	11	2
21:00	173	160	6	6	1
22:00	151	146	3	0	2
23:00	84	81	1	2	0
12H,7-19	5139	4565	266	233	75
16H,6-22	6019	5368	299	266	86
18H,6-24	6254	5595	303	268	88
24H,0-24	6525	5841	314	274	96

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Sun 07-Jul-24					
00:00	63	57	4	0	2
01:00	33	32	1	0	0
02:00	16	14	0	0	2
03:00	18	18	0	0	0
04:00	24	24	0	0	0
05:00	79	74	0	2	3
06:00	120	114	3	1	2
07:00	145	138	1	3	3
08:00	180	168	1	7	4
09:00	290	269	3	11	7
10:00	471	427	24	14	6
11:00	493	437	28	24	4
12:00	543	471	38	23	11
13:00	509	461	27	17	4
14:00	456	419	17	14	6
15:00	422	381	18	18	5
16:00	371	342	16	10	3
17:00	388	357	14	11	6
18:00	312	280	13	18	1
19:00	278	261	9	5	3
20:00	181	172	3	5	1
21:00	123	113	5	0	5
22:00	104	99	3	1	1
23:00	57	56	1	0	0
12H,7-19	4580	4150	200	170	60
16H,6-22	5282	4810	220	181	71
18H,6-24	5443	4965	224	182	72
24H,0-24	5676	5184	229	184	79

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Mon 08-Jul-24					
00:00	25	23	1	1	0
01:00	13	11	0	1	1
02:00	17	14	3	0	0
03:00	28	25	2	0	1
04:00	71	62	6	1	2
05:00	289	263	16	8	2
06:00	546	467	45	25	9
07:00	726	604	59	48	15
08:00	728	597	50	52	29
09:00	539	445	38	39	17
10:00	450	365	35	33	17
11:00	459	374	33	32	20
12:00	451	364	38	28	21
13:00	459	391	27	25	16
14:00	502	398	38	46	20
15:00	571	452	43	50	26
16:00	538	450	37	41	10
17:00	551	487	31	21	12
18:00	386	334	23	21	8
19:00	253	240	4	6	3
20:00	199	188	5	3	3
21:00	147	138	2	2	5
22:00	63	59	2	1	1
23:00	48	45	0	0	3
12H,7-19	6360	5261	452	436	211
16H,6-22	7505	6294	508	472	231
18H,6-24	7616	6398	510	473	235
24H,0-24	8059	6796	538	484	241

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Tue 09-Jul-24					
00:00	11	11	0	0	0
01:00	15	12	0	0	3
02:00	22	21	0	0	1
03:00	22	17	1	1	3
04:00	51	46	3	2	0
05:00	276	256	9	5	6
06:00	528	470	13	36	9
07:00	785	662	38	61	24
08:00	734	615	30	61	28
09:00	486	407	23	31	25
10:00	489	389	32	33	35
11:00	443	344	43	34	22
12:00	492	414	32	27	19
13:00	528	431	44	32	21
14:00	478	393	36	31	18
15:00	588	479	39	51	19
16:00	546	457	46	30	13
17:00	556	480	28	36	12
18:00	423	378	20	16	9
19:00	279	257	13	4	5
20:00	232	213	9	6	4
21:00	126	117	5	2	2
22:00	97	91	3	1	2
23:00	44	41	1	0	2
12H,7-19	6548	5449	411	443	245
16H,6-22	7713	6506	451	491	265
18H,6-24	7854	6638	455	492	269
24H,0-24	8251	7001	468	500	282

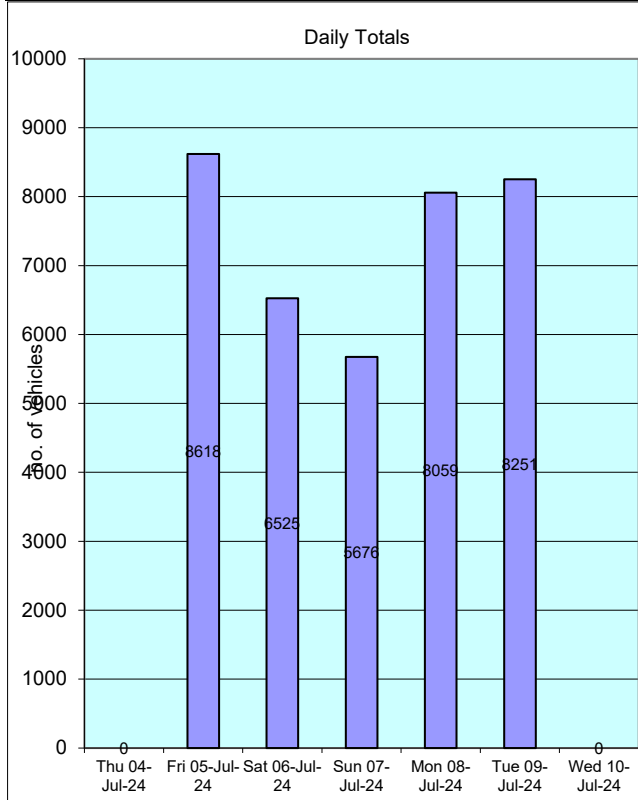
13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Wed 10-Jul-24					
00:00	15	13	0	1	1
01:00	14	10	0	2	2
02:00	23	20	0	0	3
03:00	20	16	1	2	1
04:00	53	50	1	2	0
05:00	261	249	4	4	4
06:00	534	451	38	26	19
07:00	812	670	62	48	32
08:00	766	614	57	64	31
09:00	379	300	33	28	18
10:00	-	-	-	-	-
11:00	-	-	-	-	-
12:00	-	-	-	-	-
13:00	-	-	-	-	-
14:00	-	-	-	-	-
15:00	-	-	-	-	-
16:00	-	-	-	-	-
17:00	-	-	-	-	-
18:00	-	-	-	-	-
19:00	-	-	-	-	-
20:00	-	-	-	-	-
21:00	-	-	-	-	-
22:00	-	-	-	-	-
23:00	-	-	-	-	-
12H,7-19	-	-	-	-	-
16H,6-22	-	-	-	-	-
18H,6-24	-	-	-	-	-
24H,0-24	-	-	-	-	-

13588		SARN			
Thu 04-Jul-24 to Wed 10-Jul-24					
Site No: 13588001		Location Site 1 e/b - A4063, Sarn			
Channel: Eastbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Daily Totals					
Thu 04-Jul-24	-	-	-	-	-
Fri 05-Jul-24	8618	7442	460	482	234
Sat 06-Jul-24	6525	5841	314	274	96
Sun 07-Jul-24	5676	5184	229	184	79
Mon 08-Jul-24	8059	6796	538	484	241
Tue 09-Jul-24	8251	7001	468	500	282
Wed 10-Jul-24	-	-	-	-	-
Total Vehicles					
[--]	37129	32264	2009	1924	932

13588 SARN
 Thu 04-Jul-24 to Wed 10-Jul-24
 Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Channel: Eastbound

VEHICLE LENGTH

TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
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13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Thu 04-Jul-24									
00:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
01:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
02:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
03:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
04:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
05:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
06:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
07:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
08:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
09:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
10:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
11:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
12:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
13:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
14:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
15:00	561	467	83.2	43	7.7	35	6.2	16	2.9
16:00	579	485	83.8	51	8.8	32	5.5	11	1.9
17:00	587	514	87.6	35	6.0	30	5.1	8	1.4
18:00	479	426	88.9	36	7.5	14	2.9	3	0.6
19:00	336	300	89.3	21	6.3	11	3.3	4	1.2
20:00	246	231	93.9	7	2.8	7	2.8	1	0.4
21:00	177	171	96.6	1	0.6	3	1.7	2	1.1
22:00	104	101	97.1	2	1.9	0	0.0	1	1.0
23:00	43	40	93.0	0	0.0	1	2.3	2	4.7
12H,7-19	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
16H,6-22	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
18H,6-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
24H,0-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Fri 05-Jul-24									
00:00	23	22	95.7	0	0.0	0	0.0	1	4.3
01:00	14	13	92.9	0	0.0	0	0.0	1	7.1
02:00	22	20	90.9	0	0.0	0	0.0	2	9.1
03:00	22	20	90.9	1	4.5	1	4.5	0	0.0
04:00	40	37	92.5	1	2.5	1	2.5	1	2.5
05:00	244	232	95.1	7	2.9	3	1.2	2	0.8
06:00	486	424	87.2	17	3.5	33	6.8	12	2.5
07:00	703	614	87.3	30	4.3	40	5.7	19	2.7
08:00	730	607	83.2	39	5.3	54	7.4	30	4.1
09:00	552	442	80.1	31	5.6	41	7.4	38	6.9
10:00	465	391	84.1	28	6.0	29	6.2	17	3.7
11:00	538	447	83.1	40	7.4	37	6.9	14	2.6
12:00	509	422	82.9	27	5.3	47	9.2	13	2.6
13:00	606	498	82.2	59	9.7	31	5.1	18	3.0
14:00	555	464	83.6	43	7.7	41	7.4	7	1.3
15:00	641	536	83.6	47	7.3	38	5.9	20	3.1
16:00	557	498	89.4	24	4.3	26	4.7	9	1.6
17:00	531	488	91.9	20	3.8	15	2.8	8	1.5
18:00	445	405	91.0	14	3.1	19	4.3	7	1.6
19:00	306	278	90.8	8	2.6	15	4.9	5	1.6
20:00	231	216	93.5	7	3.0	4	1.7	4	1.7
21:00	184	172	93.5	5	2.7	5	2.7	2	1.1
22:00	133	123	92.5	6	4.5	1	0.8	3	2.3
23:00	81	73	90.1	6	7.4	1	1.2	1	1.2
12H,7-19	6832	5812	85.1	402	5.9	418	6.1	200	2.9
16H,6-22	8039	6902	85.9	439	5.5	475	5.9	223	2.8
18H,6-24	8253	7098	86.0	451	5.5	477	5.8	227	2.8
24H,0-24	8618	7442	86.4	460	5.3	482	5.6	234	2.7

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Sat 06-Jul-24									
00:00	44	39	88.6	1	2.3	2	4.5	2	4.5
01:00	20	17	85.0	0	0.0	0	0.0	3	15.0
02:00	19	16	84.2	1	5.3	1	5.3	1	5.3
03:00	16	16	100.0	0	0.0	0	0.0	0	0.0
04:00	38	33	86.8	4	10.5	1	2.6	0	0.0
05:00	134	125	93.3	5	3.7	2	1.5	2	1.5
06:00	173	159	91.9	6	3.5	5	2.9	3	1.7
07:00	240	218	90.8	7	2.9	10	4.2	5	2.1
08:00	308	270	87.7	16	5.2	11	3.6	11	3.6
09:00	417	357	85.6	28	6.7	22	5.3	10	2.4
10:00	481	418	86.9	31	6.4	27	5.6	5	1.0
11:00	525	452	86.1	37	7.0	29	5.5	7	1.3
12:00	561	501	89.3	23	4.1	30	5.3	7	1.2
13:00	569	496	87.2	38	6.7	26	4.6	9	1.6
14:00	490	432	88.2	27	5.5	23	4.7	8	1.6
15:00	418	381	91.1	17	4.1	19	4.5	1	0.2
16:00	414	380	91.8	16	3.9	14	3.4	4	1.0
17:00	363	330	90.9	16	4.4	13	3.6	4	1.1
18:00	353	330	93.5	10	2.8	9	2.5	4	1.1
19:00	288	264	91.7	8	2.8	11	3.8	5	1.7
20:00	246	220	89.4	13	5.3	11	4.5	2	0.8
21:00	173	160	92.5	6	3.5	6	3.5	1	0.6
22:00	151	146	96.7	3	2.0	0	0.0	2	1.3
23:00	84	81	96.4	1	1.2	2	2.4	0	0.0
12H,7-19	5139	4565	88.8	266	5.2	233	4.5	75	1.5
16H,6-22	6019	5368	89.2	299	5.0	266	4.4	86	1.4
18H,6-24	6254	5595	89.5	303	4.8	268	4.3	88	1.4
24H,0-24	6525	5841	89.5	314	4.8	274	4.2	96	1.5

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Sun 07-Jul-24									
00:00	63	57	90.5	4	6.3	0	0.0	2	3.2
01:00	33	32	97.0	1	3.0	0	0.0	0	0.0
02:00	16	14	87.5	0	0.0	0	0.0	2	12.5
03:00	18	18	100.0	0	0.0	0	0.0	0	0.0
04:00	24	24	100.0	0	0.0	0	0.0	0	0.0
05:00	79	74	93.7	0	0.0	2	2.5	3	3.8
06:00	120	114	95.0	3	2.5	1	0.8	2	1.7
07:00	145	138	95.2	1	0.7	3	2.1	3	2.1
08:00	180	168	93.3	1	0.6	7	3.9	4	2.2
09:00	290	269	92.8	3	1.0	11	3.8	7	2.4
10:00	471	427	90.7	24	5.1	14	3.0	6	1.3
11:00	493	437	88.6	28	5.7	24	4.9	4	0.8
12:00	543	471	86.7	38	7.0	23	4.2	11	2.0
13:00	509	461	90.6	27	5.3	17	3.3	4	0.8
14:00	456	419	91.9	17	3.7	14	3.1	6	1.3
15:00	422	381	90.3	18	4.3	18	4.3	5	1.2
16:00	371	342	92.2	16	4.3	10	2.7	3	0.8
17:00	388	357	92.0	14	3.6	11	2.8	6	1.5
18:00	312	280	89.7	13	4.2	18	5.8	1	0.3
19:00	278	261	93.9	9	3.2	5	1.8	3	1.1
20:00	181	172	95.0	3	1.7	5	2.8	1	0.6
21:00	123	113	91.9	5	4.1	0	0.0	5	4.1
22:00	104	99	95.2	3	2.9	1	1.0	1	1.0
23:00	57	56	98.2	1	1.8	0	0.0	0	0.0
12H,7-19	4580	4150	90.6	200	4.4	170	3.7	60	1.3
16H,6-22	5282	4810	91.1	220	4.2	181	3.4	71	1.3
18H,6-24	5443	4965	91.2	224	4.1	182	3.3	72	1.3
24H,0-24	5676	5184	91.3	229	4.0	184	3.2	79	1.4

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Mon 08-Jul-24									
00:00	25	23	92.0	1	4.0	1	4.0	0	0.0
01:00	13	11	84.6	0	0.0	1	7.7	1	7.7
02:00	17	14	82.4	3	17.6	0	0.0	0	0.0
03:00	28	25	89.3	2	7.1	0	0.0	1	3.6
04:00	71	62	87.3	6	8.5	1	1.4	2	2.8
05:00	289	263	91.0	16	5.5	8	2.8	2	0.7
06:00	546	467	85.5	45	8.2	25	4.6	9	1.6
07:00	726	604	83.2	59	8.1	48	6.6	15	2.1
08:00	728	597	82.0	50	6.9	52	7.1	29	4.0
09:00	539	445	82.6	38	7.1	39	7.2	17	3.2
10:00	450	365	81.1	35	7.8	33	7.3	17	3.8
11:00	459	374	81.5	33	7.2	32	7.0	20	4.4
12:00	451	364	80.7	38	8.4	28	6.2	21	4.7
13:00	459	391	85.2	27	5.9	25	5.4	16	3.5
14:00	502	398	79.3	38	7.6	46	9.2	20	4.0
15:00	571	452	79.2	43	7.5	50	8.8	26	4.6
16:00	538	450	83.6	37	6.9	41	7.6	10	1.9
17:00	551	487	88.4	31	5.6	21	3.8	12	2.2
18:00	386	334	86.5	23	6.0	21	5.4	8	2.1
19:00	253	240	94.9	4	1.6	6	2.4	3	1.2
20:00	199	188	94.5	5	2.5	3	1.5	3	1.5
21:00	147	138	93.9	2	1.4	2	1.4	5	3.4
22:00	63	59	93.7	2	3.2	1	1.6	1	1.6
23:00	48	45	93.8	0	0.0	0	0.0	3	6.3
12H,7-19	6360	5261	82.7	452	7.1	436	6.9	211	3.3
16H,6-22	7505	6294	83.9	508	6.8	472	6.3	231	3.1
18H,6-24	7616	6398	84.0	510	6.7	473	6.2	235	3.1
24H,0-24	8059	6796	84.3	538	6.7	484	6.0	241	3.0

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Tue 09-Jul-24									
00:00	11	11	100.0	0	0.0	0	0.0	0	0.0
01:00	15	12	80.0	0	0.0	0	0.0	3	20.0
02:00	22	21	95.5	0	0.0	0	0.0	1	4.5
03:00	22	17	77.3	1	4.5	1	4.5	3	13.6
04:00	51	46	90.2	3	5.9	2	3.9	0	0.0
05:00	276	256	92.8	9	3.3	5	1.8	6	2.2
06:00	528	470	89.0	13	2.5	36	6.8	9	1.7
07:00	785	662	84.3	38	4.8	61	7.8	24	3.1
08:00	734	615	83.8	30	4.1	61	8.3	28	3.8
09:00	486	407	83.7	23	4.7	31	6.4	25	5.1
10:00	489	389	79.6	32	6.5	33	6.7	35	7.2
11:00	443	344	77.7	43	9.7	34	7.7	22	5.0
12:00	492	414	84.1	32	6.5	27	5.5	19	3.9
13:00	528	431	81.6	44	8.3	32	6.1	21	4.0
14:00	478	393	82.2	36	7.5	31	6.5	18	3.8
15:00	588	479	81.5	39	6.6	51	8.7	19	3.2
16:00	546	457	83.7	46	8.4	30	5.5	13	2.4
17:00	556	480	86.3	28	5.0	36	6.5	12	2.2
18:00	423	378	89.4	20	4.7	16	3.8	9	2.1
19:00	279	257	92.1	13	4.7	4	1.4	5	1.8
20:00	232	213	91.8	9	3.9	6	2.6	4	1.7
21:00	126	117	92.9	5	4.0	2	1.6	2	1.6
22:00	97	91	93.8	3	3.1	1	1.0	2	2.1
23:00	44	41	93.2	1	2.3	0	0.0	2	4.5
12H,7-19	6548	5449	83.2	411	6.3	443	6.8	245	3.7
16H,6-22	7713	6506	84.4	451	5.8	491	6.4	265	3.4
18H,6-24	7854	6638	84.5	455	5.8	492	6.3	269	3.4
24H,0-24	8251	7001	84.9	468	5.7	500	6.1	282	3.4

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

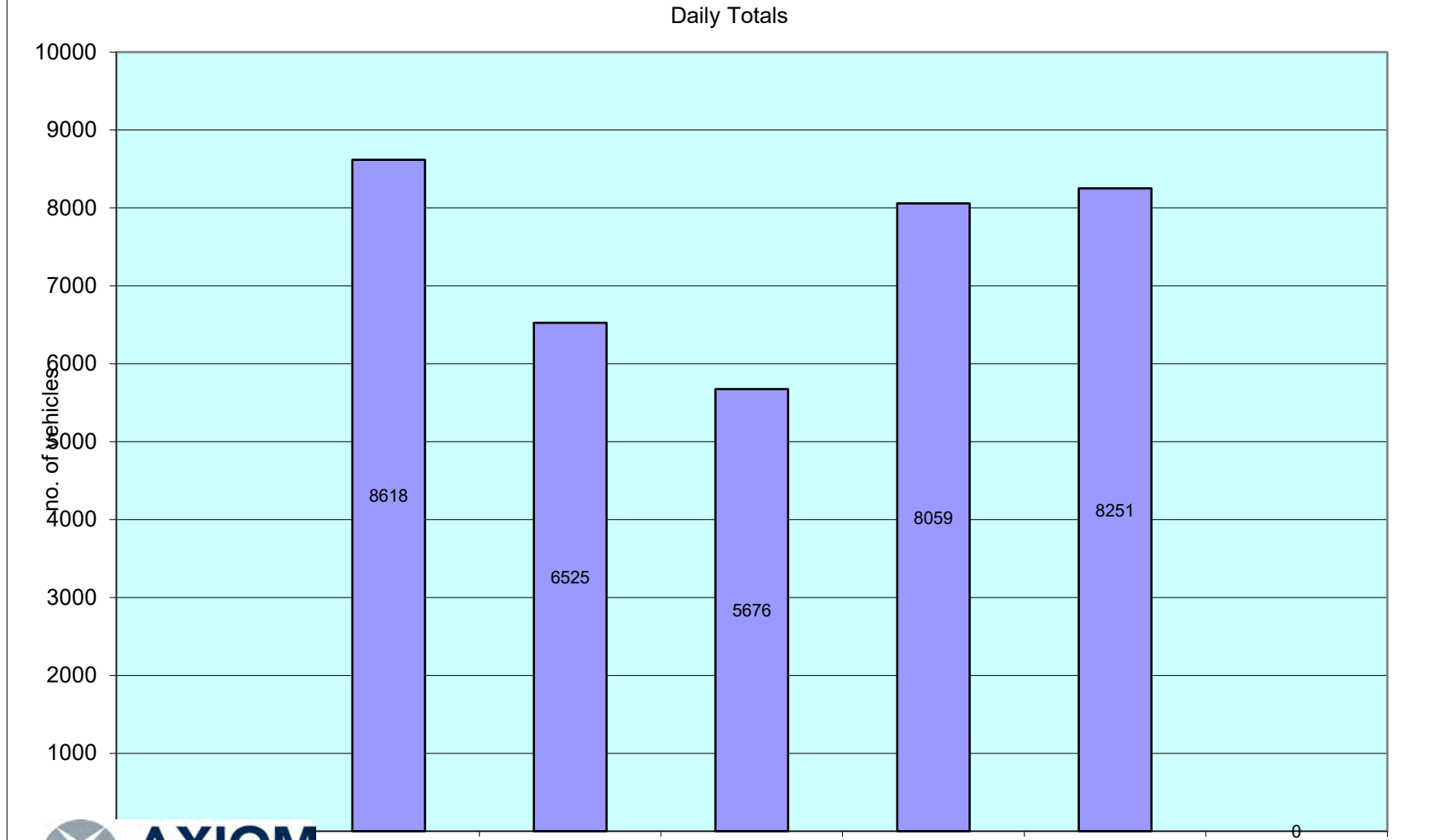
TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Wed 10-Jul-24									
00:00	15	13	86.7	0	0.0	1	6.7	1	6.7
01:00	14	10	71.4	0	0.0	2	14.3	2	14.3
02:00	23	20	87.0	0	0.0	0	0.0	3	13.0
03:00	20	16	80.0	1	5.0	2	10.0	1	5.0
04:00	53	50	94.3	1	1.9	2	3.8	0	0.0
05:00	261	249	95.4	4	1.5	4	1.5	4	1.5
06:00	534	451	84.5	38	7.1	26	4.9	19	3.6
07:00	812	670	82.5	62	7.6	48	5.9	32	3.9
08:00	766	614	80.2	57	7.4	64	8.4	31	4.0
09:00	379	300	79.2	33	8.7	28	7.4	18	4.7
10:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
11:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
12:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
13:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
14:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
15:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
16:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
17:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
18:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
19:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
20:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
21:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
22:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
23:00	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
12H,7-19	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
16H,6-22	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
18H,6-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
24H,0-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Daily Totals									
Thu 04-Jul-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!
Fri 05-Jul-24	8618	7442	86.4	460	5.3	482	5.6	234	2.7
Sat 06-Jul-24	6525	5841	89.5	314	4.8	274	4.2	96	1.5
Sun 07-Jul-24	5676	5184	91.3	229	4.0	184	3.2	79	1.4
Mon 08-Jul-24	8059	6796	84.3	538	6.7	484	6.0	241	3.0
Tue 09-Jul-24	8251	7001	84.9	468	5.7	500	6.1	282	3.4
Wed 10-Jul-24	-	-	#VALUE!	-	#VALUE!	-	#VALUE!	-	#VALUE!

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Total Vehicles									
[--]	37129	32264	#VALUE!	2009	#VALUE!	1924	#VALUE!	932	#VALUE!



13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%			
Thu 04-Jul-24		Fri 05-Jul-24		Sat 06-Jul-24		Sun 07-Jul-24		Mon 08-Jul-24		Tue 09-Jul-24		Wed 10-Jul-24

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 04-Jul-24																	
00:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
01:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
02:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
03:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
04:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
05:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
06:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
09:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	561	48.6	41.1	7.4	0	8	29	94	154	147	86	27	11	3	2	0	0
16:00	579	47.7	40.6	7.2	2	13	40	79	147	181	88	22	6	1	0	0	0
17:00	587	48.8	41.9	7.3	1	3	25	85	143	188	96	27	11	4	4	0	0
18:00	479	48.8	41.7	6.9	0	4	21	69	123	144	82	29	4	3	0	0	0
19:00	336	48.7	42.8	5.7	1	0	1	32	84	130	70	14	3	1	0	0	0
20:00	246	47.5	41	7.5	6	0	8	33	74	79	28	13	3	1	1	0	0
21:00	177	50.3	42.3	7.6	0	1	8	22	51	45	27	17	4	1	1	0	0
22:00	104	50.4	43.7	8.2	0	0	2	12	26	32	18	7	3	2	0	2	0
23:00	43	49.1	41.5	7.1	0	0	2	7	13	11	5	4	1	0	0	0	0
12H,7-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16H,6-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18H,6-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24H,0-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 05-Jul-24																	
00:00	23	53.6	45.7	8.9	0	0	1	1	4	8	4	2	2	0	1	0	0
01:00	14	52.8	44.6	7	0	0	0	1	4	4	1	4	0	0	0	0	0
02:00	22	49	43.7	8.3	0	0	0	3	5	9	2	1	1	0	1	0	0
03:00	22	52	43	10.1	0	1	2	1	5	6	3	1	2	1	0	0	0
04:00	40	48.3	43	5.7	0	0	0	2	14	13	10	0	0	1	0	0	0
05:00	244	51.5	44.6	6.8	0	0	3	14	54	84	49	27	9	3	1	0	0
06:00	486	50	43.2	7.4	3	3	15	36	113	167	95	39	10	3	0	0	2
07:00	703	48.5	41.1	7.4	5	12	32	98	196	201	108	33	15	2	1	0	0
08:00	730	47.1	40	7.2	7	11	56	115	200	210	98	27	6	0	0	0	0
09:00	552	46.7	40.4	6.6	0	2	26	116	157	158	67	19	3	3	1	0	0
10:00	465	47.2	40.6	6.6	0	1	24	89	130	136	63	15	3	4	0	0	0
11:00	538	47.1	40.7	6.5	0	5	22	91	168	155	71	19	4	3	0	0	0
12:00	509	48	41.6	6.3	0	0	13	74	160	155	76	22	7	2	0	0	0
13:00	606	47.3	40.8	6.9	1	7	28	89	188	181	81	23	3	3	1	0	1
14:00	555	47.3	40.9	6.7	0	6	21	92	169	166	67	27	3	3	1	0	0
15:00	641	48.1	41	7.2	9	8	23	94	171	196	101	30	9	0	0	0	0
16:00	557	48.3	41.8	6.6	0	1	17	75	162	177	88	22	10	5	0	0	0
17:00	531	48.3	41.6	6.6	0	1	21	71	162	161	76	31	4	3	1	0	0
18:00	445	48	41.6	6.7	1	0	15	62	136	141	57	21	8	3	1	0	0
19:00	306	47.9	41.7	6.6	0	0	7	48	86	102	44	13	2	2	2	0	0
20:00	231	49.6	43	6.3	0	0	4	28	49	77	52	19	2	0	0	0	0
21:00	184	50.4	42.6	8.2	0	0	9	23	52	51	24	17	3	2	1	1	1
22:00	133	50	43.7	7.3	0	0	6	8	31	42	32	9	1	3	1	0	0
23:00	81	49.5	43.5	7.9	0	1	3	5	18	30	16	5	0	1	1	1	0
12H,7-19	6832	47.7	41	6.8	23	54	298	1066	1999	2037	953	289	75	31	6	0	1
16H,6-22	8039	48.1	41.2	6.9	26	57	333	1201	2299	2434	1168	377	92	38	9	1	4
18H,6-24	8253	48.1	41.3	6.9	26	58	342	1214	2348	2506	1216	391	93	42	11	2	4
24H,0-24	8618	48.3	41.4	7	26	59	348	1236	2434	2630	1285	426	107	47	14	2	4



13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 06-Jul-24																	
00:00	44	47.1	41.7	8.1	0	0	0	11	12	13	4	1	1	1	1	0	0
01:00	20	49.5	43.5	9.1	0	0	1	3	4	5	5	0	0	2	0	0	0
02:00	19	49.3	42.2	7.2	0	0	1	3	4	5	4	2	0	0	0	0	0
03:00	16	52.4	44.4	7.7	0	0	0	3	3	2	4	4	0	0	0	0	0
04:00	38	44.8	35.3	13.1	10	0	1	3	11	9	1	0	2	1	0	0	0
05:00	134	52	44.3	8.7	6	0	0	6	19	50	28	23	1	0	0	0	1
06:00	173	51.5	44.7	6.9	0	0	2	15	30	61	37	17	9	2	0	0	0
07:00	240	50	43.5	7.2	0	0	4	27	56	77	50	15	5	3	3	0	0
08:00	308	49.9	43.2	6.7	0	0	5	31	79	101	58	24	6	4	0	0	0
09:00	417	47.6	42	6	0	0	10	46	116	163	58	18	4	0	2	0	0
10:00	481	48.9	41.7	7.2	1	3	22	68	129	146	69	29	11	2	1	0	0
11:00	525	47.4	41.7	5.7	0	1	6	65	167	184	83	12	5	1	1	0	0
12:00	561	48.8	42.1	6.9	0	6	12	76	146	187	89	30	8	4	3	0	0
13:00	569	47.8	41.5	6.4	0	5	10	84	173	182	79	27	5	3	1	0	0
14:00	490	48.3	41.7	6.5	0	0	17	69	142	151	80	22	5	3	1	0	0
15:00	418	49.2	43.2	6.4	0	1	3	30	126	144	79	20	8	6	0	1	0
16:00	414	49.3	43	6.4	0	1	10	41	92	154	81	24	9	2	0	0	0
17:00	363	50.4	43.8	6.8	0	0	11	28	77	121	81	33	8	3	1	0	0
18:00	353	51.2	45.1	7.3	0	0	8	19	66	113	92	36	7	7	4	1	0
19:00	288	50.1	44.5	6.4	0	0	1	20	57	101	79	20	6	2	1	1	0
20:00	246	51.1	44.4	6.7	0	1	1	16	58	82	50	26	10	2	0	0	0
21:00	173	51.4	44.3	7.2	0	0	4	10	43	53	35	22	3	1	1	1	0
22:00	151	50.1	43.1	7.4	0	0	4	20	31	54	23	14	3	1	0	0	1
23:00	84	50.9	44.8	6.7	0	0	1	2	22	30	16	5	8	0	0	0	0
12H,7-19	5139	49.1	42.5	6.7	1	17	118	584	1369	1723	899	290	81	38	17	2	0
16H,6-22	6019	49.4	42.8	6.7	1	18	126	645	1557	2020	1100	375	109	45	19	4	0
18H,6-24	6254	49.4	42.8	6.7	1	18	131	667	1610	2104	1139	394	120	46	19	4	1
24H,0-24	6525	49.5	42.8	6.9	17	18	134	696	1663	2188	1185	424	124	50	20	4	2

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 07-Jul-24																	
00:00	63	49.6	42.5	8.3	0	0	1	10	22	15	7	2	3	2	1	0	0
01:00	33	49.6	42.9	8.2	0	0	2	4	8	7	9	2	0	0	1	0	0
02:00	16	47.4	42.6	4.4	0	0	0	0	7	5	4	0	0	0	0	0	0
03:00	18	50.7	44.1	6.3	0	0	1	0	3	9	2	3	0	0	0	0	0
04:00	24	49.9	43.7	7.4	0	0	1	2	5	8	5	1	2	0	0	0	0
05:00	79	51.4	44.6	6.7	0	0	2	3	18	26	17	9	4	0	0	0	0
06:00	120	50.5	43.8	6.4	0	0	0	11	30	40	23	13	2	1	0	0	0
07:00	145	49.6	43.1	6.1	0	0	3	11	40	48	29	13	1	0	0	0	0
08:00	180	49.2	42.8	6.5	0	1	3	15	51	65	27	14	2	2	0	0	0
09:00	290	49.6	43.4	6.5	0	0	7	21	69	110	54	20	8	0	0	0	1
10:00	471	48.5	41.9	6.7	0	2	18	58	129	154	78	24	5	1	1	0	1
11:00	493	48.2	42.1	6.2	0	2	13	45	150	173	82	21	2	5	0	0	0
12:00	543	47.8	42	6.2	1	2	11	57	159	206	69	31	5	1	1	0	0
13:00	509	48.8	42.5	6.6	2	1	12	54	124	183	101	23	4	3	1	1	0
14:00	456	49.8	43.3	6.7	0	0	10	36	118	167	73	40	6	4	0	2	0
15:00	422	49.5	43.3	6.2	0	1	5	31	109	150	90	25	9	1	1	0	0
16:00	371	49.7	43	7.1	0	5	8	31	97	122	71	23	10	3	0	1	0
17:00	388	49.9	43.5	6.6	0	0	4	33	102	133	73	30	10	0	2	0	1
18:00	312	49.5	43.5	6.1	0	0	4	21	81	112	66	21	6	0	0	1	0
19:00	278	50.8	44.2	7.2	0	2	7	22	56	79	73	27	10	1	1	0	0
20:00	181	51.7	45.7	7.4	0	0	0	12	28	65	46	17	4	7	1	0	1
21:00	123	51.9	45.3	8.1	0	0	1	8	25	42	26	11	6	1	1	0	2
22:00	104	50.5	43.1	7.4	0	1	1	12	27	37	11	9	4	2	0	0	0
23:00	57	51.8	45.3	7	0	0	1	4	7	21	14	6	3	1	0	0	0
12H,7-19	4580	49.2	42.8	6.5	3	14	98	413	1229	1623	813	285	68	20	6	5	3
16H,6-22	5282	49.5	43	6.6	3	16	106	466	1368	1849	981	353	90	30	9	5	6
18H,6-24	5443	49.5	43	6.7	3	17	108	482	1402	1907	1006	368	97	33	9	5	6
24H,0-24	5676	49.6	43.1	6.7	3	17	115	501	1465	1977	1050	385	106	35	11	5	6

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 08-Jul-24																	
00:00	25	49.4	41.5	7.1	0	0	1	4	9	4	4	3	0	0	0	0	0
01:00	13	49.9	41.6	7.9	0	0	1	3	1	5	1	2	0	0	0	0	0
02:00	17	55.8	46.7	8.2	0	0	0	0	4	6	4	0	1	2	0	0	0
03:00	28	53.2	46	8	0	0	0	1	9	4	8	3	1	2	0	0	0
04:00	71	53.4	46	8.4	0	0	1	5	13	18	18	10	3	2	0	0	1
05:00	289	53.2	46.2	6.7	0	0	1	14	41	91	79	43	15	5	0	0	0
06:00	546	51.6	44.1	7.1	0	1	10	45	128	169	104	60	23	6	0	0	0
07:00	726	48.5	40.6	7.5	2	16	51	110	200	184	108	45	8	1	1	0	0
08:00	728	45.6	38.9	7.1	6	23	64	132	210	198	76	18	1	0	0	0	0
09:00	539	47.4	40.1	7	3	8	34	87	174	129	81	17	5	1	0	0	0
10:00	450	47.1	40.9	6.1	0	3	10	78	145	134	56	22	2	0	0	0	0
11:00	459	46.2	40.4	6.4	0	3	15	93	149	128	47	18	4	2	0	0	0
12:00	451	46.8	40.8	6.4	0	3	17	69	148	137	59	11	4	2	1	0	0
13:00	459	47.4	40.6	6.7	0	3	28	85	117	139	63	21	2	0	1	0	0
14:00	502	46.9	39.9	7.1	2	14	31	89	138	140	71	10	5	2	0	0	0
15:00	571	46.6	40.3	6.4	1	2	36	99	167	171	70	23	2	0	0	0	0
16:00	538	47.8	41.3	6.3	0	3	21	81	140	180	88	20	5	0	0	0	0
17:00	551	47.9	40.9	7.2	3	11	32	64	161	166	82	26	4	1	0	1	0
18:00	386	47.9	40.6	7	0	2	23	76	102	103	58	19	2	0	0	0	1
19:00	253	49.9	43.4	6.7	0	0	3	31	48	95	48	22	4	1	0	0	1
20:00	199	48.6	42.2	6.1	0	0	3	20	67	62	32	11	4	0	0	0	0
21:00	147	49.3	42.8	6	0	0	2	16	38	48	31	11	1	0	0	0	0
22:00	63	48.7	42.5	6.8	0	0	1	9	16	20	13	3	0	0	1	0	0
23:00	48	51.8	43.7	8.1	0	0	2	6	11	10	10	8	0	0	1	0	0
12H,7-19	6360	47.2	40.4	6.8	17	91	362	1063	1851	1809	859	250	44	9	3	1	1
16H,6-22	7505	47.9	40.9	6.9	17	92	380	1175	2132	2183	1074	354	76	16	3	1	2
18H,6-24	7616	47.9	40.9	6.9	17	92	383	1190	2159	2213	1097	365	76	16	5	1	2
24H,0-24	8059	48.3	41.2	7	17	92	387	1217	2236	2341	1211	426	96	27	5	1	3

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 09-Jul-24																	
00:00	11	47.4	43	4.9	0	0	0	1	2	5	3	0	0	0	0	0	0
01:00	15	48.8	43.2	10.2	0	1	1	0	3	5	4	0	0	0	1	0	0
02:00	22	47.5	41.7	6	0	0	1	2	7	7	4	1	0	0	0	0	0
03:00	22	51.5	44.9	10	0	0	1	1	7	5	4	2	0	1	0	1	0
04:00	51	50.6	44.9	6.6	0	0	0	6	4	21	13	5	1	1	0	0	0
05:00	276	50.3	43.9	6.8	0	0	5	28	53	94	63	22	8	2	1	0	0
06:00	528	49.9	42.3	7.7	1	8	20	64	137	153	84	44	7	9	1	0	0
07:00	785	47.9	40.7	7.4	7	20	49	90	217	236	125	33	6	2	0	0	0
08:00	734	46.3	39.3	7.3	5	14	80	122	205	192	90	20	4	2	0	0	0
09:00	486	48.2	41.2	7.2	2	3	30	76	112	161	64	28	7	3	0	0	0
10:00	489	45.5	39.1	6.6	3	10	39	79	172	125	50	9	1	1	0	0	0
11:00	443	46	39.4	6.6	2	4	28	99	135	109	56	7	2	1	0	0	0
12:00	492	45.9	40.1	6.4	1	6	24	78	170	142	49	18	4	0	0	0	0
13:00	528	47.5	40.5	7.2	0	5	42	93	133	151	80	13	8	2	0	1	0
14:00	478	47.6	40.2	7.1	3	12	24	82	140	120	80	11	5	1	0	0	0
15:00	588	46.2	40.3	6.3	0	3	31	106	176	181	69	18	3	1	0	0	0
16:00	546	47.8	41.1	6.6	0	4	28	73	163	165	83	22	8	0	0	0	0
17:00	556	48.1	41.6	6.7	0	4	29	65	146	193	85	29	3	1	0	0	1
18:00	423	48.8	42.1	6.5	0	5	9	50	117	136	75	25	5	1	0	0	0
19:00	279	48.8	42.9	6.1	0	0	3	30	63	113	49	14	5	1	1	0	0
20:00	232	49.7	43.7	6.4	0	0	1	21	54	85	48	14	5	4	0	0	0
21:00	126	50.8	43.7	7.4	0	0	3	14	28	40	22	12	4	3	0	0	0
22:00	97	49.7	43.5	7.7	0	0	2	12	21	32	20	5	2	0	3	0	0
23:00	44	50.4	43.2	7.3	0	1	1	4	10	13	9	5	1	0	0	0	0
12H,7-19	6548	47.3	40.4	6.9	23	90	413	1013	1886	1911	906	233	56	15	0	1	1
16H,6-22	7713	47.7	40.8	7	24	98	440	1142	2168	2302	1109	317	77	32	2	1	1
18H,6-24	7854	47.8	40.8	7	24	99	443	1158	2199	2347	1138	327	80	32	5	1	1
24H,0-24	8251	48	41	7	24	100	451	1196	2275	2484	1229	357	89	36	7	2	1

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 10-Jul-24																	
00:00	15	52.3	42.2	10.5	0	0	1	5	2	2	2	1	1	1	0	0	0
01:00	14	45	38.9	6.5	0	0	2	2	5	3	2	0	0	0	0	0	0
02:00	23	48.1	39.8	8.1	0	1	3	3	5	5	5	1	0	0	0	0	0
03:00	20	51.8	44.3	10	0	0	1	2	6	3	4	3	0	0	0	1	0
04:00	53	50.4	44.1	6.8	0	0	1	4	12	17	12	5	1	1	0	0	0
05:00	261	51.6	45.5	6.6	1	0	1	15	37	89	75	28	13	2	0	0	0
06:00	534	50.4	42.9	7.7	3	5	17	57	117	182	82	45	21	3	2	0	0
07:00	812	48.8	40.9	7.8	1	15	61	131	203	211	120	49	17	1	2	0	1
08:00	766	46	39	7.8	3	31	80	140	207	189	74	31	8	1	1	1	0
09:00	379	47.2	40	7.3	0	5	35	65	108	98	45	18	4	0	0	1	0
10:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12H,7-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16H,6-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18H,6-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24H,0-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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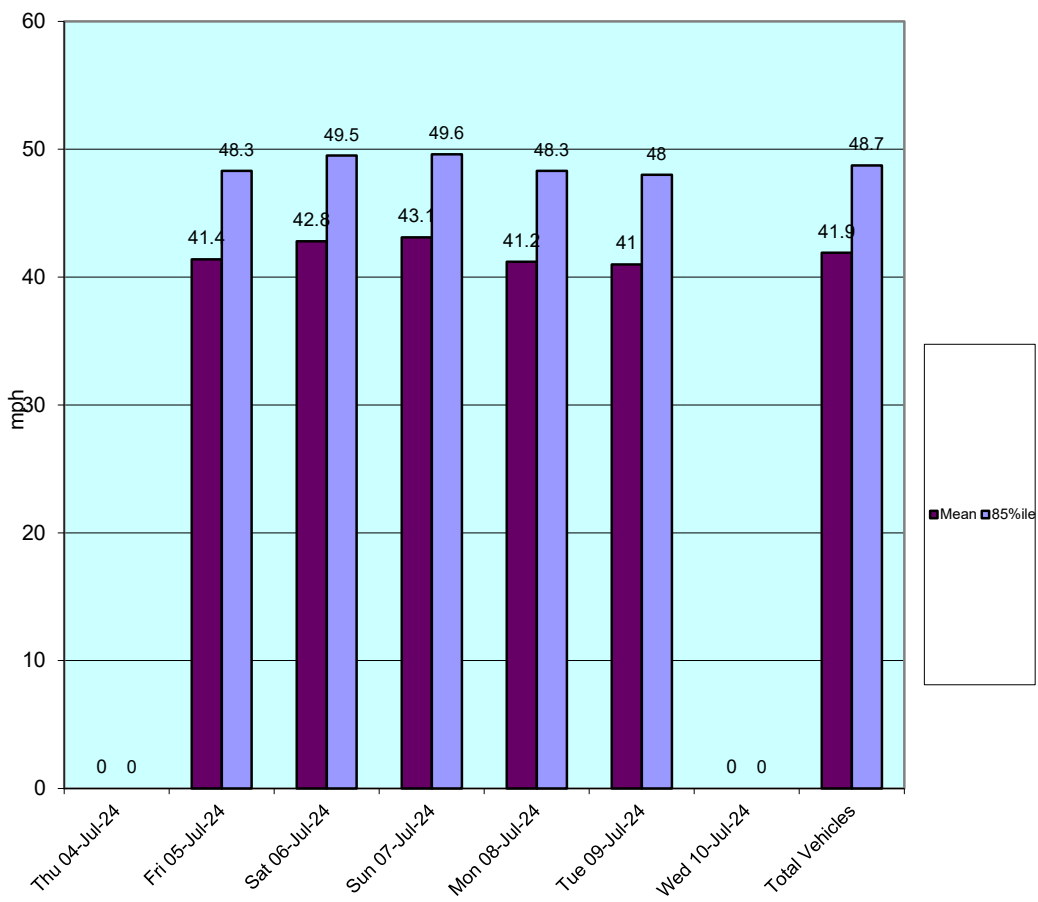
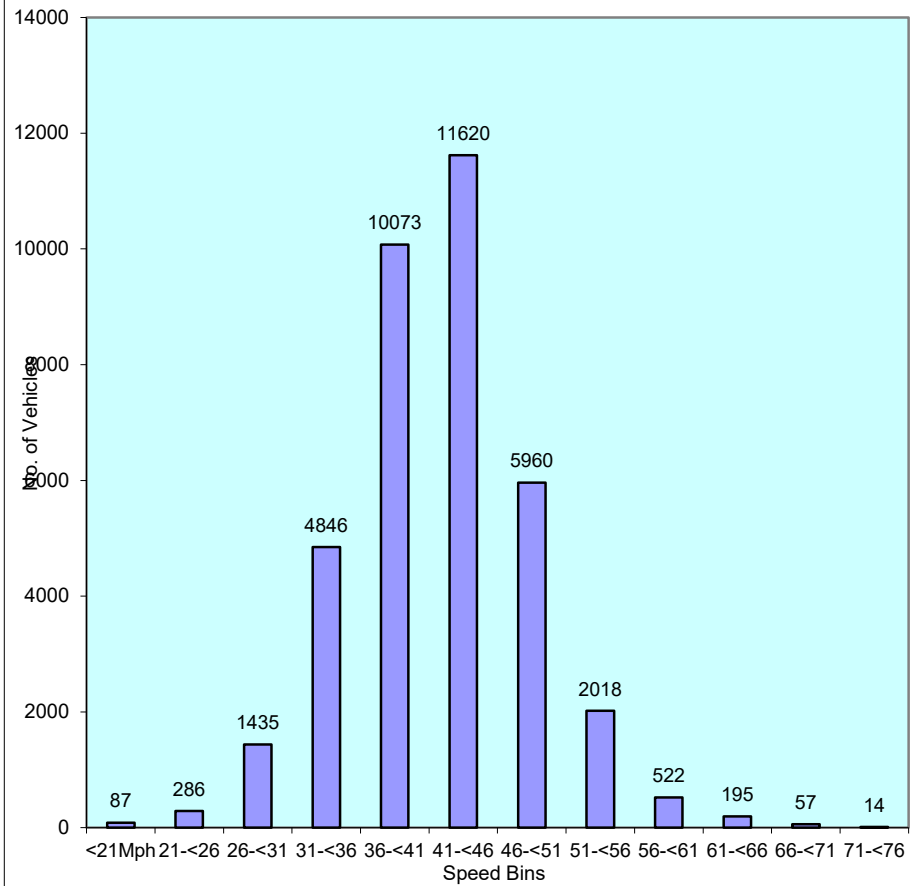
Daily Totals

Thu 04-Jul-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fri 05-Jul-24	8618	48.3	41.4	7	26	59	348	1236	2434	2630	1285	426	107	47	14	2	4
Sat 06-Jul-24	6525	49.5	42.8	6.9	17	18	134	696	1663	2188	1185	424	124	50	20	4	2
Sun 07-Jul-24	5676	49.6	43.1	6.7	3	17	115	501	1465	1977	1050	385	106	35	11	5	6
Mon 08-Jul-24	8059	48.3	41.2	7	17	92	387	1217	2236	2341	1211	426	96	27	5	1	3
Tue 09-Jul-24	8251	48	41	7	24	100	451	1196	2275	2484	1229	357	89	36	7	2	1
Wed 10-Jul-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

13588 SARN Site No: 13588001 Location Site 1 e/b - A4063, Sarn
 Thu 04-Jul-24 to Wed 10-Jul-24 Channel: Eastbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Total Vehicles																	
[--]	37129	48.7	41.9	6.9	87	286	1435	4846	10073	11620	5960	2018	522	195	57	14	16



13588	SARN	Site No: 13588001		Location		Site 1 e/b - A4063, Sarn			
Channel: Eastbound									
TIME PERIOD	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5-Day Av	7-Day Av
	04/07/24	05/07/24	06/07/24	07/07/24	08/07/24	09/07/24	10/07/24		
Week Begin: 04-Jul-24									
00:00	-	23	44	63	25	11	15	19	29
01:00	-	14	20	33	13	15	14	14	18
02:00	-	22	19	16	17	22	23	21	20
03:00	-	22	16	18	28	22	20	23	21
04:00	-	40	38	24	71	51	53	54	47
05:00	-	244	134	79	289	276	261	268	222
06:00	-	486	173	120	546	528	534	524	416
07:00	-	703	240	145	726	785	812	757	595
08:00	-	730	308	180	728	734	766	740	598
09:00	-	552	417	290	539	486	379	489	450
10:00	-	465	481	471	450	489	-	468	470
11:00	-	538	525	493	459	443	-	480	488
12:00	-	509	561	543	451	492	-	484	503
13:00	-	606	569	509	459	528	-	531	533
14:00	-	555	490	456	502	478	-	512	501
15:00	561	641	418	422	571	588	-	590	542
16:00	579	557	414	371	538	546	-	555	509
17:00	587	531	363	388	551	556	-	556	505
18:00	479	445	353	312	386	423	-	433	404
19:00	336	306	288	278	253	279	-	294	291
20:00	246	231	246	181	199	232	-	227	223
21:00	177	184	173	123	147	126	-	159	156
22:00	104	133	151	104	63	97	-	99	107
23:00	43	81	84	57	48	44	-	54	59
12H,7-19	-	6832	5139	4580	6360	6548	-	6580	6088
16H,6-22	-	8039	6019	5282	7505	7713	-	7752	7152
18H,6-24	-	8253	6254	5443	7616	7854	-	7908	7319
24H,0-24	-	8618	6525	5676	8059	8251	-	8309	7678
Am	-	07:30	10:45	10:45	07:45	07:15	-	-	-
Peak	-	759	537	503	743	825	-	776	703
Pm	-	15:15	12:45	12:00	15:30	15:15	-	-	-
Peak	-	653	581	543	590	603	-	615	600

13588 SARN										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	85%ile Speed	Mean Speed
Site No: 13588011	Site 1 w/b - A4063, Sarn 51.535145, -3.584759	Channel: Westbound	Fri 05-Jul-24	Thu 11-Jul-24	50	54134	8365	7733	50.5	44.8

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Fri 05-Jul-24					
00:00	35	30	3	0	2
01:00	22	19	1	0	2
02:00	24	21	1	0	2
03:00	23	20	2	1	0
04:00	26	23	2	0	1
05:00	46	36	3	3	4
06:00	170	143	10	4	13
07:00	363	306	17	21	19
08:00	515	385	55	57	18
09:00	417	297	73	35	12
10:00	430	303	59	52	16
11:00	479	324	77	62	16
12:00	567	416	94	45	12
13:00	629	447	91	72	19
14:00	691	492	118	58	23
15:00	737	556	104	61	16
16:00	819	610	123	69	17
17:00	679	557	66	48	8
18:00	603	516	45	38	4
19:00	492	452	20	18	2
20:00	312	280	12	15	5
21:00	225	196	15	12	2
22:00	170	154	12	3	1
23:00	101	89	6	2	4
12H,7-19	6929	5209	922	618	180
16H,6-22	8128	6280	979	667	202
18H,6-24	8399	6523	997	672	207
24H,0-24	8575	6672	1009	676	218

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Sat 06-Jul-24					
00:00	81	79	1	0	1
01:00	45	40	3	1	1
02:00	26	23	2	0	1
03:00	22	18	3	0	1
04:00	19	17	0	1	1
05:00	45	40	0	5	0
06:00	83	72	4	5	2
07:00	164	130	17	9	8
08:00	235	182	28	15	10
09:00	264	201	43	14	6
10:00	436	346	58	24	8
11:00	424	306	78	29	11
12:00	487	380	69	28	10
13:00	481	364	69	39	9
14:00	523	411	78	27	7
15:00	538	427	71	30	10
16:00	485	396	53	29	7
17:00	459	364	68	21	6
18:00	454	363	64	20	7
19:00	409	330	57	20	2
20:00	298	238	50	8	2
21:00	206	162	35	8	1
22:00	160	151	5	3	1
23:00	118	108	7	1	2
12H,7-19	4950	3870	696	285	99
16H,6-22	5946	4672	842	326	106
18H,6-24	6224	4931	854	330	109
24H,0-24	6462	5148	863	337	114

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Sun 07-Jul-24					
00:00	76	63	10	3	0
01:00	37	29	4	2	2
02:00	29	26	1	1	1
03:00	23	19	2	0	2
04:00	26	22	4	0	0
05:00	34	29	3	1	1
06:00	76	73	0	0	3
07:00	107	97	5	3	2
08:00	102	94	2	3	3
09:00	202	175	16	6	5
10:00	293	248	28	10	7
11:00	402	321	55	22	4
12:00	479	386	57	31	5
13:00	519	406	77	29	7
14:00	497	390	69	36	2
15:00	506	392	77	32	5
16:00	520	406	78	33	3
17:00	460	367	67	22	4
18:00	471	367	71	26	7
19:00	356	284	48	20	4
20:00	241	199	34	5	3
21:00	192	158	31	3	0
22:00	114	90	19	4	1
23:00	86	77	8	1	0
12H,7-19	4558	3649	602	253	54
16H,6-22	5423	4363	715	281	64
18H,6-24	5623	4530	742	286	65
24H,0-24	5848	4718	766	293	71

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Mon 08-Jul-24					
00:00	40	35	3	1	1
01:00	21	21	0	0	0
02:00	19	15	1	0	3
03:00	16	12	3	1	0
04:00	32	25	2	3	2
05:00	52	38	4	9	1
06:00	176	139	17	10	10
07:00	399	280	76	27	16
08:00	522	366	83	49	24
09:00	420	277	85	43	15
10:00	403	257	79	47	20
11:00	462	294	101	46	21
12:00	505	335	105	44	21
13:00	474	328	85	49	12
14:00	591	431	90	51	19
15:00	683	473	111	80	19
16:00	834	594	145	73	22
17:00	824	608	145	63	8
18:00	556	457	65	27	7
19:00	395	364	17	12	2
20:00	271	245	14	7	5
21:00	209	195	4	7	3
22:00	140	134	1	3	2
23:00	49	47	0	1	1
12H,7-19	6673	4700	1170	599	204
16H,6-22	7724	5643	1222	635	224
18H,6-24	7913	5824	1223	639	227
24H,0-24	8093	5970	1236	653	234

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Tue 09-Jul-24					
00:00	28	26	0	0	2
01:00	16	16	0	0	0
02:00	21	17	1	0	3
03:00	17	14	1	0	2
04:00	23	22	0	0	1
05:00	52	41	2	6	3
06:00	183	150	14	10	9
07:00	380	305	38	24	13
08:00	534	374	75	56	29
09:00	420	296	62	42	20
10:00	383	263	63	40	17
11:00	439	303	73	42	21
12:00	453	326	71	37	19
13:00	480	346	75	44	15
14:00	579	418	82	62	17
15:00	682	477	103	78	24
16:00	879	639	134	88	18
17:00	834	614	133	81	6
18:00	654	495	105	47	7
19:00	430	353	51	22	4
20:00	311	263	36	9	3
21:00	196	160	27	7	2
22:00	156	144	7	3	2
23:00	47	42	3	1	1
12H,7-19	6717	4856	1014	641	206
16H,6-22	7837	5782	1142	689	224
18H,6-24	8040	5968	1152	693	227
24H,0-24	8197	6104	1156	699	238

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Wed 10-Jul-24					
00:00	31	27	2	0	2
01:00	24	20	0	3	1
02:00	29	25	0	1	3
03:00	21	16	1	3	1
04:00	27	23	0	2	2
05:00	49	39	6	3	1
06:00	190	145	15	18	12
07:00	383	270	60	36	17
08:00	525	367	79	57	22
09:00	457	290	88	62	17
10:00	404	264	75	47	18
11:00	424	288	76	48	12
12:00	450	295	93	46	16
13:00	510	361	84	49	16
14:00	621	449	96	55	21
15:00	705	495	123	67	20
16:00	881	640	129	98	14
17:00	838	612	135	79	12
18:00	604	466	90	41	7
19:00	456	368	58	27	3
20:00	286	242	30	12	2
21:00	211	173	33	5	0
22:00	175	152	20	2	1
23:00	82	73	9	0	0
12H,7-19	6802	4797	1128	685	192
16H,6-22	7945	5725	1264	747	209
18H,6-24	8202	5950	1293	749	210
24H,0-24	8383	6100	1302	761	220

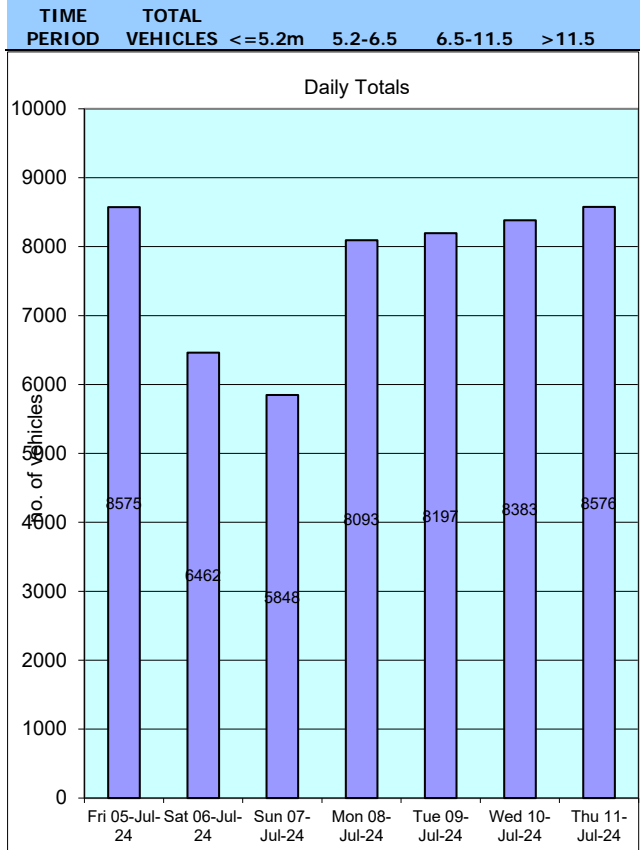
13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Thu 11-Jul-24					
00:00	41	37	3	0	1
01:00	30	23	2	3	2
02:00	12	9	1	2	0
03:00	17	10	3	3	1
04:00	22	15	6	0	1
05:00	68	40	18	8	2
06:00	175	121	32	13	9
07:00	386	249	76	44	17
08:00	575	378	111	63	23
09:00	449	295	81	56	17
10:00	429	280	72	55	22
11:00	447	294	81	53	19
12:00	497	345	89	45	18
13:00	509	351	96	46	16
14:00	615	471	83	41	20
15:00	735	532	129	58	16
16:00	841	618	130	84	9
17:00	814	620	123	59	12
18:00	619	479	79	57	4
19:00	410	332	54	21	3
20:00	362	289	56	12	5
21:00	267	223	35	8	1
22:00	176	142	28	3	3
23:00	80	67	10	2	1
12H,7-19	6916	4912	1150	661	193
16H,6-22	8130	5877	1327	715	211
18H,6-24	8386	6086	1365	720	215
24H,0-24	8576	6220	1398	736	222

13588		SARN			
Fri 05-Jul-24 to Thu 11-Jul-24					
Site No: 13588011		Location Site 1 w/b - A4063, Sarn			
Channel: Westbound					
VEHICLE LENGTH					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	5.2-6.5	6.5-11.5	>11.5
Daily Totals					
Fri 05-Jul-24	8575	6672	1009	676	218
Sat 06-Jul-24	6462	5148	863	337	114
Sun 07-Jul-24	5848	4718	766	293	71
Mon 08-Jul-24	8093	5970	1236	653	234
Tue 09-Jul-24	8197	6104	1156	699	238
Wed 10-Jul-24	8383	6100	1302	761	220
Thu 11-Jul-24	8576	6220	1398	736	222
Total Vehicles					
[--]	54134	40932	7730	4155	1317

13588 SARN
Fri 05-Jul-24 to Thu 11-Jul-24

Site No: 13588011 Location Site 1 w/b - A4063, Sarn
Channel: Westbound

VEHICLE LENGTH



13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Fri 05-Jul-24									
00:00	35	30	85.7	3	8.6	0	0.0	2	5.7
01:00	22	19	86.4	1	4.5	0	0.0	2	9.1
02:00	24	21	87.5	1	4.2	0	0.0	2	8.3
03:00	23	20	87.0	2	8.7	1	4.3	0	0.0
04:00	26	23	88.5	2	7.7	0	0.0	1	3.8
05:00	46	36	78.3	3	6.5	3	6.5	4	8.7
06:00	170	143	84.1	10	5.9	4	2.4	13	7.6
07:00	363	306	84.3	17	4.7	21	5.8	19	5.2
08:00	515	385	74.8	55	10.7	57	11.1	18	3.5
09:00	417	297	71.2	73	17.5	35	8.4	12	2.9
10:00	430	303	70.5	59	13.7	52	12.1	16	3.7
11:00	479	324	67.6	77	16.1	62	12.9	16	3.3
12:00	567	416	73.4	94	16.6	45	7.9	12	2.1
13:00	629	447	71.1	91	14.5	72	11.4	19	3.0
14:00	691	492	71.2	118	17.1	58	8.4	23	3.3
15:00	737	556	75.4	104	14.1	61	8.3	16	2.2
16:00	819	610	74.5	123	15.0	69	8.4	17	2.1
17:00	679	557	82.0	66	9.7	48	7.1	8	1.2
18:00	603	516	85.6	45	7.5	38	6.3	4	0.7
19:00	492	452	91.9	20	4.1	18	3.7	2	0.4
20:00	312	280	89.7	12	3.8	15	4.8	5	1.6
21:00	225	196	87.1	15	6.7	12	5.3	2	0.9
22:00	170	154	90.6	12	7.1	3	1.8	1	0.6
23:00	101	89	88.1	6	5.9	2	2.0	4	4.0
12H,7-19	6929	5209	75.2	922	13.3	618	8.9	180	2.6
16H,6-22	8128	6280	77.3	979	12.0	667	8.2	202	2.5
18H,6-24	8399	6523	77.7	997	11.9	672	8.0	207	2.5
24H,0-24	8575	6672	77.8	1009	11.8	676	7.9	218	2.5

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Sat 06-Jul-24									
00:00	81	79	97.5	1	1.2	0	0.0	1	1.2
01:00	45	40	88.9	3	6.7	1	2.2	1	2.2
02:00	26	23	88.5	2	7.7	0	0.0	1	3.8
03:00	22	18	81.8	3	13.6	0	0.0	1	4.5
04:00	19	17	89.5	0	0.0	1	5.3	1	5.3
05:00	45	40	88.9	0	0.0	5	11.1	0	0.0
06:00	83	72	86.7	4	4.8	5	6.0	2	2.4
07:00	164	130	79.3	17	10.4	9	5.5	8	4.9
08:00	235	182	77.4	28	11.9	15	6.4	10	4.3
09:00	264	201	76.1	43	16.3	14	5.3	6	2.3
10:00	436	346	79.4	58	13.3	24	5.5	8	1.8
11:00	424	306	72.2	78	18.4	29	6.8	11	2.6
12:00	487	380	78.0	69	14.2	28	5.7	10	2.1
13:00	481	364	75.7	69	14.3	39	8.1	9	1.9
14:00	523	411	78.6	78	14.9	27	5.2	7	1.3
15:00	538	427	79.4	71	13.2	30	5.6	10	1.9
16:00	485	396	81.6	53	10.9	29	6.0	7	1.4
17:00	459	364	79.3	68	14.8	21	4.6	6	1.3
18:00	454	363	80.0	64	14.1	20	4.4	7	1.5
19:00	409	330	80.7	57	13.9	20	4.9	2	0.5
20:00	298	238	79.9	50	16.8	8	2.7	2	0.7
21:00	206	162	78.6	35	17.0	8	3.9	1	0.5
22:00	160	151	94.4	5	3.1	3	1.9	1	0.6
23:00	118	108	91.5	7	5.9	1	0.8	2	1.7
12H,7-19	4950	3870	78.2	696	14.1	285	5.8	99	2.0
16H,6-22	5946	4672	78.6	842	14.2	326	5.5	106	1.8
18H,6-24	6224	4931	79.2	854	13.7	330	5.3	109	1.8
24H,0-24	6462	5148	79.7	863	13.4	337	5.2	114	1.8

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Sun 07-Jul-24									
00:00	76	63	82.9	10	13.2	3	3.9	0	0.0
01:00	37	29	78.4	4	10.8	2	5.4	2	5.4
02:00	29	26	89.7	1	3.4	1	3.4	1	3.4
03:00	23	19	82.6	2	8.7	0	0.0	2	8.7
04:00	26	22	84.6	4	15.4	0	0.0	0	0.0
05:00	34	29	85.3	3	8.8	1	2.9	1	2.9
06:00	76	73	96.1	0	0.0	0	0.0	3	3.9
07:00	107	97	90.7	5	4.7	3	2.8	2	1.9
08:00	102	94	92.2	2	2.0	3	2.9	3	2.9
09:00	202	175	86.6	16	7.9	6	3.0	5	2.5
10:00	293	248	84.6	28	9.6	10	3.4	7	2.4
11:00	402	321	79.9	55	13.7	22	5.5	4	1.0
12:00	479	386	80.6	57	11.9	31	6.5	5	1.0
13:00	519	406	78.2	77	14.8	29	5.6	7	1.3
14:00	497	390	78.5	69	13.9	36	7.2	2	0.4
15:00	506	392	77.5	77	15.2	32	6.3	5	1.0
16:00	520	406	78.1	78	15.0	33	6.3	3	0.6
17:00	460	367	79.8	67	14.6	22	4.8	4	0.9
18:00	471	367	77.9	71	15.1	26	5.5	7	1.5
19:00	356	284	79.8	48	13.5	20	5.6	4	1.1
20:00	241	199	82.6	34	14.1	5	2.1	3	1.2
21:00	192	158	82.3	31	16.1	3	1.6	0	0.0
22:00	114	90	78.9	19	16.7	4	3.5	1	0.9
23:00	86	77	89.5	8	9.3	1	1.2	0	0.0
12H,7-19	4558	3649	80.1	602	13.2	253	5.6	54	1.2
16H,6-22	5423	4363	80.5	715	13.2	281	5.2	64	1.2
18H,6-24	5623	4530	80.6	742	13.2	286	5.1	65	1.2
24H,0-24	5848	4718	80.7	766	13.1	293	5.0	71	1.2

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Mon 08-Jul-24									
00:00	40	35	87.5	3	7.5	1	2.5	1	2.5
01:00	21	21	100.0	0	0.0	0	0.0	0	0.0
02:00	19	15	78.9	1	5.3	0	0.0	3	15.8
03:00	16	12	75.0	3	18.8	1	6.3	0	0.0
04:00	32	25	78.1	2	6.3	3	9.4	2	6.3
05:00	52	38	73.1	4	7.7	9	17.3	1	1.9
06:00	176	139	79.0	17	9.7	10	5.7	10	5.7
07:00	399	280	70.2	76	19.0	27	6.8	16	4.0
08:00	522	366	70.1	83	15.9	49	9.4	24	4.6
09:00	420	277	66.0	85	20.2	43	10.2	15	3.6
10:00	403	257	63.8	79	19.6	47	11.7	20	5.0
11:00	462	294	63.6	101	21.9	46	10.0	21	4.5
12:00	505	335	66.3	105	20.8	44	8.7	21	4.2
13:00	474	328	69.2	85	17.9	49	10.3	12	2.5
14:00	591	431	72.9	90	15.2	51	8.6	19	3.2
15:00	683	473	69.3	111	16.3	80	11.7	19	2.8
16:00	834	594	71.2	145	17.4	73	8.8	22	2.6
17:00	824	608	73.8	145	17.6	63	7.6	8	1.0
18:00	556	457	82.2	65	11.7	27	4.9	7	1.3
19:00	395	364	92.2	17	4.3	12	3.0	2	0.5
20:00	271	245	90.4	14	5.2	7	2.6	5	1.8
21:00	209	195	93.3	4	1.9	7	3.3	3	1.4
22:00	140	134	95.7	1	0.7	3	2.1	2	1.4
23:00	49	47	95.9	0	0.0	1	2.0	1	2.0
12H,7-19	6673	4700	70.4	1170	17.5	599	9.0	204	3.1
16H,6-22	7724	5643	73.1	1222	15.8	635	8.2	224	2.9
18H,6-24	7913	5824	73.6	1223	15.5	639	8.1	227	2.9
24H,0-24	8093	5970	73.8	1236	15.3	653	8.1	234	2.9

13588		SARN		Site No: 13588011		Location		Site 1 w/b - A4063, Sarn	
Fri 05-Jul-24 to Thu 11-Jul-24				Channel: Westbound					
TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Tue 09-Jul-24									
00:00	28	26	92.9	0	0.0	0	0.0	2	7.1
01:00	16	16	100.0	0	0.0	0	0.0	0	0.0
02:00	21	17	81.0	1	4.8	0	0.0	3	14.3
03:00	17	14	82.4	1	5.9	0	0.0	2	11.8
04:00	23	22	95.7	0	0.0	0	0.0	1	4.3
05:00	52	41	78.8	2	3.8	6	11.5	3	5.8
06:00	183	150	82.0	14	7.7	10	5.5	9	4.9
07:00	380	305	80.3	38	10.0	24	6.3	13	3.4
08:00	534	374	70.0	75	14.0	56	10.5	29	5.4
09:00	420	296	70.5	62	14.8	42	10.0	20	4.8
10:00	383	263	68.7	63	16.4	40	10.4	17	4.4
11:00	439	303	69.0	73	16.6	42	9.6	21	4.8
12:00	453	326	72.0	71	15.7	37	8.2	19	4.2
13:00	480	346	72.1	75	15.6	44	9.2	15	3.1
14:00	579	418	72.2	82	14.2	62	10.7	17	2.9
15:00	682	477	69.9	103	15.1	78	11.4	24	3.5
16:00	879	639	72.7	134	15.2	88	10.0	18	2.0
17:00	834	614	73.6	133	15.9	81	9.7	6	0.7
18:00	654	495	75.7	105	16.1	47	7.2	7	1.1
19:00	430	353	82.1	51	11.9	22	5.1	4	0.9
20:00	311	263	84.6	36	11.6	9	2.9	3	1.0
21:00	196	160	81.6	27	13.8	7	3.6	2	1.0
22:00	156	144	92.3	7	4.5	3	1.9	2	1.3
23:00	47	42	89.4	3	6.4	1	2.1	1	2.1
12H,7-19	6717	4856	72.3	1014	15.1	641	9.5	206	3.1
16H,6-22	7837	5782	73.8	1142	14.6	689	8.8	224	2.9
18H,6-24	8040	5968	74.2	1152	14.3	693	8.6	227	2.8
24H,0-24	8197	6104	74.5	1156	14.1	699	8.5	238	2.9

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Wed 10-Jul-24									
00:00	31	27	87.1	2	6.5	0	0.0	2	6.5
01:00	24	20	83.3	0	0.0	3	12.5	1	4.2
02:00	29	25	86.2	0	0.0	1	3.4	3	10.3
03:00	21	16	76.2	1	4.8	3	14.3	1	4.8
04:00	27	23	85.2	0	0.0	2	7.4	2	7.4
05:00	49	39	79.6	6	12.2	3	6.1	1	2.0
06:00	190	145	76.3	15	7.9	18	9.5	12	6.3
07:00	383	270	70.5	60	15.7	36	9.4	17	4.4
08:00	525	367	69.9	79	15.0	57	10.9	22	4.2
09:00	457	290	63.5	88	19.3	62	13.6	17	3.7
10:00	404	264	65.3	75	18.6	47	11.6	18	4.5
11:00	424	288	67.9	76	17.9	48	11.3	12	2.8
12:00	450	295	65.6	93	20.7	46	10.2	16	3.6
13:00	510	361	70.8	84	16.5	49	9.6	16	3.1
14:00	621	449	72.3	96	15.5	55	8.9	21	3.4
15:00	705	495	70.2	123	17.4	67	9.5	20	2.8
16:00	881	640	72.6	129	14.6	98	11.1	14	1.6
17:00	838	612	73.0	135	16.1	79	9.4	12	1.4
18:00	604	466	77.2	90	14.9	41	6.8	7	1.2
19:00	456	368	80.7	58	12.7	27	5.9	3	0.7
20:00	286	242	84.6	30	10.5	12	4.2	2	0.7
21:00	211	173	82.0	33	15.6	5	2.4	0	0.0
22:00	175	152	86.9	20	11.4	2	1.1	1	0.6
23:00	82	73	89.0	9	11.0	0	0.0	0	0.0
12H,7-19	6802	4797	70.5	1128	16.6	685	10.1	192	2.8
16H,6-22	7945	5725	72.1	1264	15.9	747	9.4	209	2.6
18H,6-24	8202	5950	72.5	1293	15.8	749	9.1	210	2.6
24H,0-24	8383	6100	72.8	1302	15.5	761	9.1	220	2.6

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Thu 11-Jul-24									
00:00	41	37	90.2	3	7.3	0	0.0	1	2.4
01:00	30	23	76.7	2	6.7	3	10.0	2	6.7
02:00	12	9	75.0	1	8.3	2	16.7	0	0.0
03:00	17	10	58.8	3	17.6	3	17.6	1	5.9
04:00	22	15	68.2	6	27.3	0	0.0	1	4.5
05:00	68	40	58.8	18	26.5	8	11.8	2	2.9
06:00	175	121	69.1	32	18.3	13	7.4	9	5.1
07:00	386	249	64.5	76	19.7	44	11.4	17	4.4
08:00	575	378	65.7	111	19.3	63	11.0	23	4.0
09:00	449	295	65.7	81	18.0	56	12.5	17	3.8
10:00	429	280	65.3	72	16.8	55	12.8	22	5.1
11:00	447	294	65.8	81	18.1	53	11.9	19	4.3
12:00	497	345	69.4	89	17.9	45	9.1	18	3.6
13:00	509	351	69.0	96	18.9	46	9.0	16	3.1
14:00	615	471	76.6	83	13.5	41	6.7	20	3.3
15:00	735	532	72.4	129	17.6	58	7.9	16	2.2
16:00	841	618	73.5	130	15.5	84	10.0	9	1.1
17:00	814	620	76.2	123	15.1	59	7.2	12	1.5
18:00	619	479	77.4	79	12.8	57	9.2	4	0.6
19:00	410	332	81.0	54	13.2	21	5.1	3	0.7
20:00	362	289	79.8	56	15.5	12	3.3	5	1.4
21:00	267	223	83.5	35	13.1	8	3.0	1	0.4
22:00	176	142	80.7	28	15.9	3	1.7	3	1.7
23:00	80	67	83.8	10	12.5	2	2.5	1	1.3
12H,7-19	6916	4912	71.0	1150	16.6	661	9.6	193	2.8
16H,6-22	8130	5877	72.3	1327	16.3	715	8.8	211	2.6
18H,6-24	8386	6086	72.6	1365	16.3	720	8.6	215	2.6
24H,0-24	8576	6220	72.5	1398	16.3	736	8.6	222	2.6

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
Daily Totals									
Fri 05-Jul-24	8575	6672	77.8	1009	11.8	676	7.9	218	2.5
Sat 06-Jul-24	6462	5148	79.7	863	13.4	337	5.2	114	1.8
Sun 07-Jul-24	5848	4718	80.7	766	13.1	293	5.0	71	1.2
Mon 08-Jul-24	8093	5970	73.8	1236	15.3	653	8.1	234	2.9
Tue 09-Jul-24	8197	6104	74.5	1156	14.1	699	8.5	238	2.9
Wed 10-Jul-24	8383	6100	72.8	1302	15.5	761	9.1	220	2.6
Thu 11-Jul-24	8576	6220	72.5	1398	16.3	736	8.6	222	2.6
Total Vehicles									
[--]	54134	40932	76.0	7730	14.2	4155	7.5	1317	2.4

13588

SARN

Site No: 13588011

Location

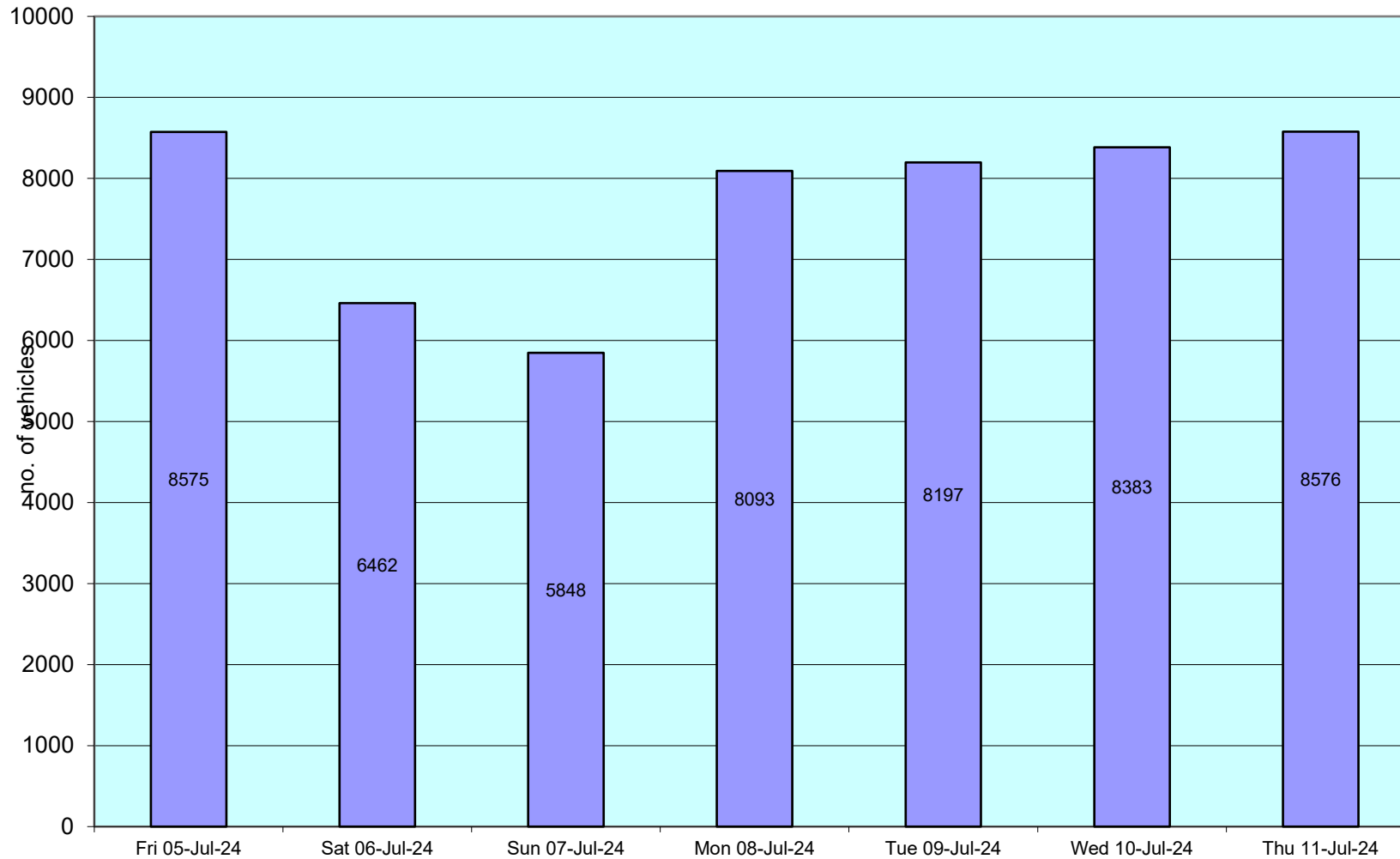
Site 1 w/b - A4063, Sarn

Fri 05-Jul-24 to Thu 11-Jul-24

Channel: Westbound

TIME PERIOD	TOTAL VEHICLES	<=5.2m	%	5.2-6.5	%	6.5-11.5	%	>11.5	%
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Daily Totals



13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Fri 05-Jul-24																	
00:00	35	49.8	41.9	8	0	0	4	2	10	11	3	3	2	0	0	0	0
01:00	22	53	46.2	6.8	0	0	0	1	4	6	6	3	2	0	0	0	0
02:00	24	49.6	44.5	5.5	0	0	0	0	6	11	4	2	1	0	0	0	0
03:00	23	53.6	44.6	8.9	0	0	0	3	5	9	1	2	2	0	1	0	0
04:00	26	49.6	43.3	7.1	0	0	0	3	8	7	5	2	0	1	0	0	0
05:00	46	49.9	44.3	5.5	0	0	0	0	15	15	11	4	1	0	0	0	0
06:00	170	51	46.1	6.3	0	0	0	8	21	55	60	19	4	0	3	0	0
07:00	363	50	44	6	0	1	4	17	82	143	77	29	9	1	0	0	0
08:00	515	49.6	43.7	6	0	0	1	41	117	202	105	33	14	1	1	0	0
09:00	417	49.2	43.5	5.9	0	0	1	26	113	160	85	20	8	2	2	0	0
10:00	430	49.4	43.5	6.6	0	0	2	37	108	167	76	26	5	4	3	1	1
11:00	479	50.1	44.5	6.4	0	0	1	25	99	196	104	33	9	8	3	1	0
12:00	567	49.7	44.2	5.5	0	0	1	21	124	247	120	40	11	3	0	0	0
13:00	629	50.5	44.4	6.5	0	0	1	31	150	238	128	55	17	5	1	1	2
14:00	691	50.5	45	5.9	0	0	0	27	116	295	165	61	19	7	0	1	0
15:00	737	50.2	44.5	5.7	0	0	1	33	149	302	166	68	13	4	1	0	0
16:00	819	50.6	44.9	5.8	0	0	4	19	157	348	183	82	20	4	1	1	0
17:00	679	50.3	44.4	6.2	0	1	3	36	136	266	158	62	8	6	1	1	1
18:00	603	50.5	44.7	6.1	0	0	1	27	121	239	139	58	8	7	3	0	0
19:00	492	50.5	44.7	6	0	0	2	18	102	192	115	48	9	5	1	0	0
20:00	312	53	46.2	7.2	0	0	0	13	49	113	73	41	9	10	3	0	1
21:00	225	53	46.3	6.7	0	0	0	7	38	74	60	29	12	4	0	1	0
22:00	170	52.5	46.1	6.6	0	0	1	4	30	54	50	17	11	2	1	0	0
23:00	101	49.6	43.7	5.8	0	0	2	6	19	44	20	9	1	0	0	0	0
12H,7-19	6929	50.2	44.4	6	0	2	20	340	1472	2803	1506	567	141	52	16	6	4
16H,6-22	8128	50.4	44.5	6.1	0	2	22	386	1682	3237	1814	704	175	71	23	7	5
18H,6-24	8399	50.4	44.6	6.1	0	2	25	396	1731	3335	1884	730	187	73	24	7	5
24H,0-24	8575	50.4	44.6	6.2	0	2	29	405	1779	3394	1914	746	195	74	25	7	5

13588		SARN			Site No: 13588011		Location Site 1 w/b - A4063, Sarn										
Fri 05-Jul-24 to Thu 11-Jul-24		Channel: Westbound															
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sat 06-Jul-24																	
00:00	81	51.7	45	6.3	0	0	0	2	20	30	15	10	3	1	0	0	0
01:00	45	51.6	44.5	6.9	0	0	0	2	15	11	9	6	1	1	0	0	0
02:00	26	49.8	43.3	6.6	0	0	1	2	6	8	6	3	0	0	0	0	0
03:00	22	52.5	47.1	8.2	0	1	0	0	1	7	8	4	0	0	1	0	0
04:00	19	49.3	44.6	5.1	0	0	0	1	3	7	7	1	0	0	0	0	0
05:00	45	50	43.4	6.3	0	0	1	3	11	18	6	5	1	0	0	0	0
06:00	83	50.6	44.3	6.6	0	0	0	5	20	33	13	7	3	2	0	0	0
07:00	164	51.9	44.9	7	0	2	0	9	29	64	31	22	3	3	1	0	0
08:00	235	50.1	44.2	6.1	0	0	1	11	55	90	51	21	5	0	0	0	1
09:00	264	50.7	45.1	7	0	0	2	15	43	106	62	21	8	3	1	3	0
10:00	436	50.4	44.6	6.1	0	0	2	18	90	177	95	34	18	0	2	0	0
11:00	424	50.1	44.2	6.1	0	0	1	27	94	159	97	31	12	2	1	0	0
12:00	487	49.9	44.2	5.6	0	0	1	19	108	206	102	39	9	3	0	0	0
13:00	481	50.6	44.2	6.5	0	0	4	27	126	156	104	49	10	1	3	1	0
14:00	523	50	44.5	5.4	0	0	0	20	102	224	123	46	6	1	0	1	0
15:00	538	50.2	44.4	6.4	0	1	3	35	95	224	117	43	12	4	4	0	0
16:00	485	50.9	45.6	6.3	0	0	0	16	69	200	130	51	11	3	2	0	3
17:00	459	52.2	45.7	6.3	0	0	2	17	74	166	116	61	17	4	2	0	0
18:00	454	50.6	45.1	6	0	0	2	13	78	187	115	43	8	7	0	1	0
19:00	409	54.3	47.4	7.1	0	0	0	8	51	138	106	66	24	9	4	1	2
20:00	298	54.5	48	7.4	0	0	0	3	26	105	93	37	17	6	7	2	2
21:00	206	52.7	46.2	7.4	0	0	0	8	30	83	46	23	6	5	2	3	0
22:00	160	51.2	45.5	6.4	0	0	0	7	24	66	38	16	6	1	2	0	0
23:00	118	50.2	45.2	6.7	0	0	0	5	21	48	31	6	3	2	1	1	0
12H,7-19	4950	50.5	44.7	6.2	0	3	18	227	963	1959	1143	461	119	31	16	6	4
16H,6-22	5946	50.9	45.1	6.4	0	3	18	251	1090	2318	1401	594	169	53	29	12	8
18H,6-24	6224	50.9	45.1	6.4	0	3	18	263	1135	2432	1470	616	178	56	32	13	8
24H,0-24	6462	50.9	45.1	6.5	0	4	20	273	1191	2513	1521	645	183	58	33	13	8

13588		SARN			Site No: 13588011		Location Site 1 w/b - A4063, Sarn										
Fri 05-Jul-24 to Thu 11-Jul-24		Channel: Westbound															
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Sun 07-Jul-24																	
00:00	76	53.2	45.3	7.1	0	0	0	5	16	26	11	14	2	2	0	0	0
01:00	37	52.6	45.9	6	0	0	0	2	5	12	9	9	0	0	0	0	0
02:00	29	47.9	43.3	5.5	0	0	0	3	4	16	3	3	0	0	0	0	0
03:00	23	53.6	47.2	6.2	0	0	0	1	1	9	6	4	2	0	0	0	0
04:00	26	52.3	44.8	6.1	0	0	0	1	6	10	3	6	0	0	0	0	0
05:00	34	51.4	45.9	7	0	0	1	0	6	11	10	5	0	0	1	0	0
06:00	76	50.8	44.9	6.4	0	0	0	3	19	23	20	9	1	0	1	0	0
07:00	107	49.6	44.3	6	0	0	1	5	18	52	20	8	0	3	0	0	0
08:00	102	49	43.5	6.3	0	0	0	9	25	37	25	3	2	0	0	1	0
09:00	202	50.4	44.9	6	0	0	1	8	37	78	54	16	7	0	1	0	0
10:00	293	49.8	44.1	5.7	0	0	1	13	64	130	53	22	9	1	0	0	0
11:00	402	50.1	44.3	6.2	0	0	1	20	90	166	78	31	9	5	2	0	0
12:00	479	50.3	44.5	5.7	0	0	0	24	94	191	114	43	11	2	0	0	0
13:00	519	50.3	44.6	5.7	0	0	2	12	109	230	102	46	16	1	0	1	0
14:00	497	50.8	45	6.6	0	0	0	22	107	177	122	48	11	3	4	3	0
15:00	506	50.6	44.7	6.2	0	0	1	19	106	209	102	48	15	3	2	1	0
16:00	520	50.3	44.8	6.2	0	0	2	22	107	191	140	39	12	4	1	2	0
17:00	460	52	46	6.8	0	1	0	13	74	173	119	53	11	8	6	1	1
18:00	471	52.6	46.4	6.3	0	0	0	13	59	179	129	61	19	9	1	1	0
19:00	356	52.5	46.2	6.5	0	0	0	11	51	128	97	50	10	6	2	0	1
20:00	241	52.4	46.3	6.9	0	0	1	5	35	94	64	19	17	4	0	1	1
21:00	192	54.3	46.8	7.7	0	0	0	9	26	68	38	33	11	4	1	0	2
22:00	114	54.6	47.7	7.6	0	0	0	3	10	44	27	17	5	6	1	0	1
23:00	86	52.5	46.2	6.1	0	0	0	3	11	31	24	12	4	1	0	0	0
12H,7-19	4558	50.6	44.9	6.2	0	1	9	180	890	1813	1058	418	122	39	17	10	1
16H,6-22	5423	50.9	45.1	6.3	0	1	10	208	1021	2126	1277	529	161	53	21	11	5
18H,6-24	5623	50.9	45.2	6.4	0	1	10	214	1042	2201	1328	558	170	60	22	11	6
24H,0-24	5848	51	45.2	6.4	0	1	11	226	1080	2285	1370	599	174	62	23	11	6

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Mon 08-Jul-24																	
00:00	40	55.5	47.6	8.4	0	0	0	1	5	16	6	6	5	0	0	0	1
01:00	21	54.4	46.1	8.3	0	0	0	1	3	11	1	2	2	0	1	0	0
02:00	19	60.1	46.9	10.6	0	0	0	2	4	6	2	0	2	2	1	0	0
03:00	16	51.5	46.3	9.7	0	0	0	1	6	0	6	1	0	1	1	0	0
04:00	32	50	45.5	5.1	0	0	0	0	6	11	12	2	1	0	0	0	0
05:00	52	49.3	44	5.5	0	0	1	1	12	21	13	3	1	0	0	0	0
06:00	176	53.1	46.6	6.9	0	0	0	6	19	73	43	19	7	8	0	1	0
07:00	399	49.7	44.2	5.7	0	0	0	25	79	157	104	25	6	3	0	0	0
08:00	522	48.7	43.1	5.5	0	0	5	35	134	218	94	29	6	1	0	0	0
09:00	420	48.9	43.2	5.8	1	0	1	30	106	173	78	23	5	3	0	0	0
10:00	403	50	43.6	6	0	0	1	29	110	144	72	40	5	1	1	0	0
11:00	462	49	43.2	5.6	0	0	2	36	114	186	90	28	5	0	1	0	0
12:00	505	50	44.5	5.3	0	0	0	19	91	228	114	46	6	1	0	0	0
13:00	474	49.6	43.8	5.8	0	0	1	27	111	196	93	35	7	3	1	0	0
14:00	591	50.8	45	6.1	0	0	1	29	110	214	155	59	18	5	0	0	0
15:00	683	49.3	43.7	5.6	0	0	0	38	163	300	119	49	10	3	0	1	0
16:00	834	50.7	45.1	6.2	0	0	2	30	147	342	198	78	22	9	5	1	0
17:00	824	50.7	45.4	6	0	0	0	29	131	317	236	80	20	6	3	0	2
18:00	556	50.9	46	5.8	0	1	0	8	76	215	175	61	13	4	1	1	1
19:00	395	51.6	45.3	6.6	0	0	3	16	71	143	97	47	11	4	2	1	0
20:00	271	51.6	45.5	6.8	0	0	1	12	48	99	66	30	7	6	1	0	1
21:00	209	50.9	45.3	6.8	0	0	3	6	36	81	52	21	5	3	1	0	1
22:00	140	50.6	45.4	5.8	0	0	0	4	21	58	39	13	3	1	1	0	0
23:00	49	49.3	43.5	7.3	0	0	0	7	10	17	11	2	0	1	1	0	0
12H,7-19	6673	50.1	44.4	5.9	1	1	13	335	1372	2690	1528	553	123	39	12	3	3
16H,6-22	7724	50.3	44.5	6	1	1	20	375	1546	3086	1786	670	153	60	16	5	5
18H,6-24	7913	50.3	44.5	6	1	1	20	386	1577	3161	1836	685	156	62	18	5	5
24H,0-24	8093	50.3	44.6	6.1	1	1	21	392	1613	3226	1876	699	167	65	21	5	6

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Tue 09-Jul-24																	
00:00	28	47.9	43	6	0	0	0	5	2	14	6	0	1	0	0	0	0
01:00	16	46.5	41.9	7.8	0	0	2	0	5	6	1	1	1	0	0	0	0
02:00	21	48.8	44.5	4.6	0	0	0	1	2	11	6	1	0	0	0	0	0
03:00	17	45.9	42.3	4.7	0	0	0	0	8	6	2	1	0	0	0	0	0
04:00	23	49.8	43.7	6.1	0	0	0	3	3	10	4	3	0	0	0	0	0
05:00	52	50.3	44.8	6.3	0	0	1	3	9	16	17	4	2	0	0	0	0
06:00	183	52.7	45.6	6.1	0	0	1	5	29	76	34	30	8	0	0	0	0
07:00	380	49.3	43.8	5.8	0	0	0	23	81	174	68	24	7	0	3	0	0
08:00	534	48.6	43	5.7	0	0	1	44	142	217	96	25	6	1	2	0	0
09:00	420	47.9	42.5	5.7	0	0	2	38	121	169	68	15	5	1	0	1	0
10:00	383	48.5	43.3	5.7	0	1	2	20	97	174	61	20	4	2	2	0	0
11:00	439	49.3	43.4	5.9	0	0	0	27	128	163	84	26	8	1	1	1	0
12:00	453	49.9	44.1	5.8	0	0	0	24	101	194	84	38	9	2	1	0	0
13:00	480	50.4	44.8	6.4	0	0	2	20	105	169	126	42	8	4	2	0	2
14:00	579	50.3	44.6	5.9	0	0	3	21	121	229	138	51	11	3	1	0	1
15:00	682	50.4	44.4	6.3	0	0	3	43	129	275	146	64	16	2	2	1	1
16:00	879	50.6	45.2	5.7	0	1	2	22	138	379	224	85	20	4	2	2	0
17:00	834	50.3	45	5.7	0	0	0	19	148	369	200	72	16	4	3	3	0
18:00	654	50.7	45.1	5.8	0	0	5	10	119	278	151	71	15	3	0	2	0
19:00	430	52.9	46.1	6.7	0	0	1	14	73	141	110	69	12	7	1	2	0
20:00	311	52.7	46.2	6.8	0	0	1	10	48	104	85	47	7	5	3	0	1
21:00	196	52.6	46.6	6	0	0	0	4	20	77	56	28	7	3	1	0	0
22:00	156	51.6	45.6	6.6	0	0	1	3	31	55	40	19	2	3	2	0	0
23:00	47	50.2	45.4	7.3	0	0	0	4	5	17	16	4	0	0	0	0	1
12H,7-19	6717	50	44.3	5.9	0	2	20	311	1430	2790	1446	533	125	27	19	10	4
16H,6-22	7837	50.3	44.6	6	0	2	23	344	1600	3188	1731	707	159	42	24	12	5
18H,6-24	8040	50.4	44.6	6.1	0	2	24	351	1636	3260	1787	730	161	45	26	12	6
24H,0-24	8197	50.4	44.6	6.1	0	2	27	363	1665	3323	1823	740	165	45	26	12	6

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Wed 10-Jul-24																	
00:00	31	50.8	45.6	8.9	0	0	0	3	6	9	8	3	0	0	1	1	0
01:00	24	50.5	44.3	8	0	0	0	3	5	9	3	1	2	1	0	0	0
02:00	29	48.2	43.8	5.7	0	0	0	0	9	13	5	1	0	1	0	0	0
03:00	21	45.1	41.6	6.4	0	0	1	1	8	9	0	1	1	0	0	0	0
04:00	27	50.1	45.2	5.2	0	0	0	1	4	10	9	3	0	0	0	0	0
05:00	49	50.6	44.7	6.3	0	0	0	5	6	19	12	5	2	0	0	0	0
06:00	190	51.5	45.8	5.9	0	0	0	6	28	70	55	20	10	1	0	0	0
07:00	383	50.2	43.9	5.9	0	0	1	28	86	139	85	38	6	0	0	0	0
08:00	525	49.3	43.7	5.8	0	0	3	29	126	215	110	32	6	2	1	1	0
09:00	457	48.7	43.2	5.8	0	2	2	36	95	212	77	26	3	2	2	0	0
10:00	404	49	43.6	6	0	1	1	23	95	176	77	19	7	3	1	0	1
11:00	424	48.7	43.1	5.4	0	0	1	34	106	174	82	24	1	2	0	0	0
12:00	450	49.8	44.2	5.8	0	0	1	24	98	178	106	29	12	2	0	0	0
13:00	510	49.5	43.6	5.9	0	0	3	39	121	186	119	33	6	2	1	0	0
14:00	621	48.9	43.4	5.9	0	1	1	37	162	262	110	32	9	4	2	0	1
15:00	705	50.1	44.3	6	0	1	3	27	156	293	145	59	13	5	2	0	1
16:00	881	50.2	44.6	5.7	0	0	2	39	160	377	204	67	28	4	0	0	0
17:00	838	49.8	44	6.3	0	1	4	45	200	335	168	59	15	5	3	1	2
18:00	604	51.3	45.9	6.1	0	0	2	10	81	262	154	66	19	4	3	2	1
19:00	456	52.4	45.9	7.1	0	0	0	25	72	160	114	56	13	11	3	0	2
20:00	286	54.3	47.6	7.5	0	0	0	4	39	91	83	39	13	9	5	2	1
21:00	211	53.2	46.5	6.6	0	0	2	4	28	76	54	34	10	1	1	1	0
22:00	175	53.8	47.1	7.3	0	0	0	6	21	58	51	22	8	6	2	0	1
23:00	82	51.1	46	6.6	0	0	0	3	10	34	22	9	0	3	1	0	0
12H,7-19	6802	49.8	44	6	0	6	24	371	1486	2809	1437	484	125	35	15	4	6
16H,6-22	7945	50.2	44.4	6.2	0	6	26	410	1653	3206	1743	633	171	57	24	7	9
18H,6-24	8202	50.2	44.5	6.2	0	6	26	419	1684	3298	1816	664	179	66	27	7	10
24H,0-24	8383	50.2	44.5	6.2	0	6	27	432	1722	3367	1853	678	184	68	28	8	10

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Thu 11-Jul-24																	
00:00	41	51.6	45.3	6.6	0	0	1	0	7	19	7	3	4	0	0	0	0
01:00	30	51	45.3	7.9	0	1	0	2	5	6	11	2	3	0	0	0	0
02:00	12	49.5	46.8	5.5	0	0	0	0	1	5	4	1	1	0	0	0	0
03:00	17	49.3	42.6	7.2	0	0	0	3	5	4	3	1	1	0	0	0	0
04:00	22	50.4	45.3	6.2	0	0	0	2	2	8	7	2	1	0	0	0	0
05:00	68	53.4	46.4	7.8	0	0	0	2	13	24	14	9	3	2	0	0	1
06:00	175	53.1	46.8	6.3	0	0	0	4	22	58	54	25	8	3	1	0	0
07:00	386	51.3	45.4	6.3	0	0	0	22	54	152	97	44	12	3	1	1	0
08:00	575	49.5	43.8	5.9	0	0	1	31	142	242	104	39	12	3	0	0	1
09:00	449	49.4	43.2	6.2	1	0	2	44	106	175	79	34	6	1	0	0	1
10:00	429	48.4	42.7	6.1	0	0	6	40	117	170	65	20	8	1	2	0	0
11:00	447	48.7	42.8	6	0	1	1	36	143	165	62	29	7	2	0	1	0
12:00	497	49.5	43.7	6	0	1	3	29	121	193	106	31	9	2	2	0	0
13:00	509	49.7	44	5.9	0	1	5	20	112	219	101	35	14	1	1	0	0
14:00	615	49.9	44.2	5.7	0	0	1	23	139	260	127	50	11	1	3	0	0
15:00	735	49.9	44.5	5.6	0	0	1	30	140	314	179	52	13	3	3	0	0
16:00	841	50.3	44.8	5.5	0	0	4	18	159	356	205	81	16	1	0	0	1
17:00	814	50.7	45.2	5.9	0	0	2	19	146	336	200	83	16	7	3	2	0
18:00	619	51.2	45.5	6.1	0	0	0	19	107	241	155	74	12	8	2	1	0
19:00	410	53.1	46.6	6.7	0	0	0	8	59	150	107	58	17	4	5	1	1
20:00	362	53.4	46.7	7.7	0	0	3	12	45	129	97	45	17	6	2	1	5
21:00	267	53.1	46.5	6.9	0	0	1	9	29	111	63	32	11	8	2	1	0
22:00	176	53.6	47.3	7.1	0	0	0	2	26	53	54	27	6	4	3	0	1
23:00	80	54	47.4	7.9	0	0	0	3	9	26	23	11	4	2	0	1	1
12H,7-19	6916	50.1	44.3	6	1	3	26	331	1486	2823	1480	572	136	33	17	5	3
16H,6-22	8130	50.4	44.6	6.2	1	3	30	364	1641	3271	1801	732	189	54	27	8	9
18H,6-24	8386	50.5	44.7	6.2	1	3	30	369	1676	3350	1878	770	199	60	30	9	11
24H,0-24	8576	50.5	44.7	6.3	1	4	31	378	1709	3416	1924	788	212	62	30	9	12

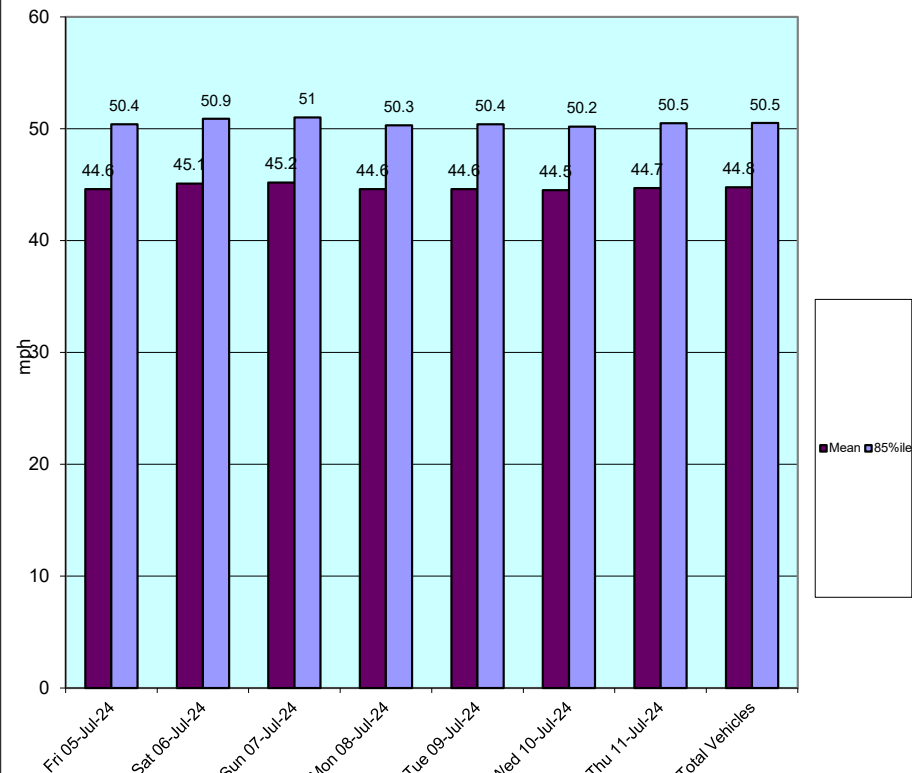
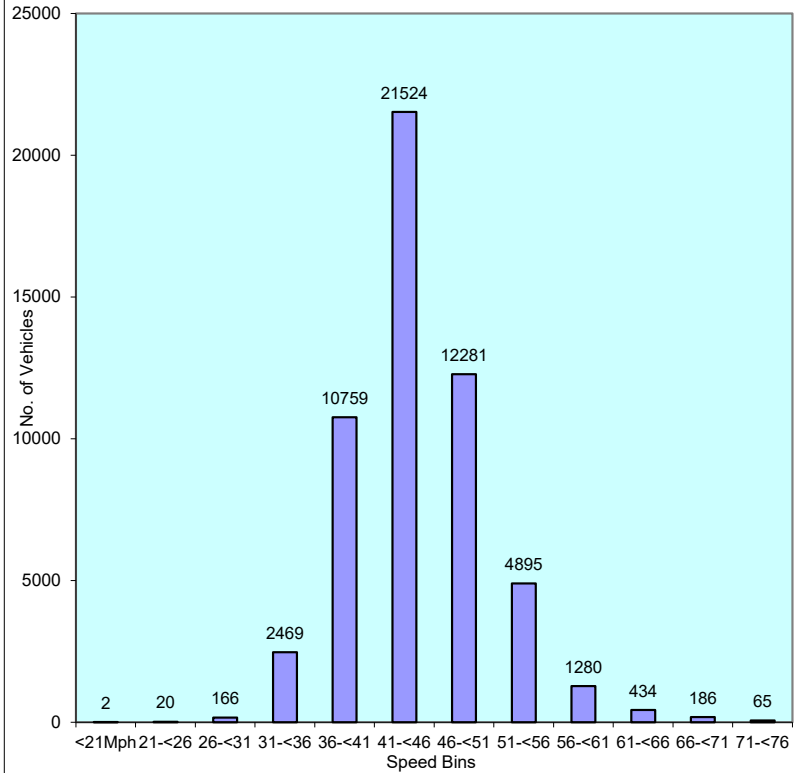
13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
Daily Totals																	
Fri 05-Jul-24	8575	50.4	44.6	6.2	0	2	29	405	1779	3394	1914	746	195	74	25	7	5
Sat 06-Jul-24	6462	50.9	45.1	6.5	0	4	20	273	1191	2513	1521	645	183	58	33	13	8
Sun 07-Jul-24	5848	51	45.2	6.4	0	1	11	226	1080	2285	1370	599	174	62	23	11	6
Mon 08-Jul-24	8093	50.3	44.6	6.1	1	1	21	392	1613	3226	1876	699	167	65	21	5	6
Tue 09-Jul-24	8197	50.4	44.6	6.1	0	2	27	363	1665	3323	1823	740	165	45	26	12	6
Wed 10-Jul-24	8383	50.2	44.5	6.2	0	6	27	432	1722	3367	1853	678	184	68	28	8	10
Thu 11-Jul-24	8576	50.5	44.7	6.3	1	4	31	378	1709	3416	1924	788	212	62	30	9	12

13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Westbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<21Mph	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	61-<66	66-<71	71-<76	=>76
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Total Vehicles																	
[--]	54134	50.5	44.8	6.3	2	20	166	2469	10759	21524	12281	4895	1280	434	186	65	53



13588 SARN Site No: 13588011 Location Site 1 w/b - A4063, Sarn
 Channel: Westbound

TIME PERIOD	Fri 05/07/24	Sat 06/07/24	Sun 07/07/24	Mon 08/07/24	Tue 09/07/24	Wed 10/07/24	Thu 11/07/24	5-Day Av	7-Day Av
Week Begin: 05-Jul-24									
00:00	35	81	76	40	28	31	41	35	47
01:00	22	45	37	21	16	24	30	23	28
02:00	24	26	29	19	21	29	12	21	23
03:00	23	22	23	16	17	21	17	19	20
04:00	26	19	26	32	23	27	22	26	25
05:00	46	45	34	52	52	49	68	53	49
06:00	170	83	76	176	183	190	175	179	150
07:00	363	164	107	399	380	383	386	382	312
08:00	515	235	102	522	534	525	575	534	430
09:00	417	264	202	420	420	457	449	433	376
10:00	430	436	293	403	383	404	429	410	397
11:00	479	424	402	462	439	424	447	450	440
12:00	567	487	479	505	453	450	497	494	491
13:00	629	481	519	474	480	510	509	520	515
14:00	691	523	497	591	579	621	615	619	588
15:00	737	538	506	683	682	705	735	708	655
16:00	819	485	520	834	879	881	841	851	751
17:00	679	459	460	824	834	838	814	798	701
18:00	603	454	471	556	654	604	619	607	566
19:00	492	409	356	395	430	456	410	437	421
20:00	312	298	241	271	311	286	362	308	297
21:00	225	206	192	209	196	211	267	222	215
22:00	170	160	114	140	156	175	176	163	156
23:00	101	118	86	49	47	82	80	72	80
12H,7-19	6929	4950	4558	6673	6717	6802	6916	6807	6221
16H,6-22	8128	5946	5423	7724	7837	7945	8130	7953	7305
18H,6-24	8399	6224	5623	7913	8040	8202	8386	8188	7541
24H,0-24	8575	6462	5848	8093	8197	8383	8576	8365	7733
Am	08:00	10:45	11:00	07:45	07:45	08:30	08:00	-	-
Peak	515	441	402	537	548	543	575	544	509
Pm	16:00	15:00	13:30	16:45	16:00	16:30	15:30	-	-
Peak	819	538	537	862	879	892	848	860	768

13588 SARN										
JULY 2024										
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 13588002	Site 2 - Bryncoch Rd, Sarn 51.536558, -3.581218	Channel: Northbound	Fri 05-Jul-24	Thu 11-Jul-24	30	17585	2729	2512	31.3	27.1
		Channel: Southbound	Fri 05-Jul-24	Thu 11-Jul-24		17567	2740	2510	33.7	28.4

13588		SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn							
Fri 05-Jul-24 to Thu 11-Jul-24				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Fri 05-Jul-24															
00:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
01:00	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
03:00	3	0	1	1	0	0	0	0	0	0	0	0	1	0	
04:00	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
05:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
06:00	33	1	31	1	0	0	0	0	0	0	0	0	0	0	
07:00	97	0	84	10	0	2	0	0	0	0	0	0	1	0	
08:00	154	0	139	13	0	2	0	0	0	0	0	0	0	0	
09:00	112	0	95	9	1	7	0	0	0	0	0	0	0	0	
10:00	180	1	155	17	0	3	1	0	3	0	0	0	0	0	
11:00	164	1	147	11	0	3	1	0	1	0	0	0	0	0	
12:00	191	0	171	16	1	2	1	0	0	0	0	0	0	0	
13:00	197	0	179	11	0	4	0	0	3	0	0	0	0	0	
14:00	238	1	216	16	0	4	0	0	1	0	0	0	0	0	
15:00	229	0	200	24	1	3	1	0	0	0	0	0	0	0	
16:00	292	0	249	38	0	3	1	0	1	0	0	0	0	0	
17:00	260	0	242	12	0	4	1	1	0	0	0	0	0	0	
18:00	197	1	189	7	0	0	0	0	0	0	0	0	0	0	
19:00	162	0	149	10	0	3	0	0	0	0	0	0	0	0	
20:00	107	1	101	4	0	1	0	0	0	0	0	0	0	0	
21:00	107	0	102	4	0	1	0	0	0	0	0	0	0	0	
22:00	55	0	54	1	0	0	0	0	0	0	0	0	0	0	
23:00	28	0	27	1	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2311	4	2066	184	3	37	6	1	9	0	0	0	1	0	
16H,6-22	2720	6	2449	203	3	42	6	1	9	0	0	0	1	0	
18H,6-24	2803	6	2530	205	3	42	6	1	9	0	0	0	1	0	
24H,0-24	2858	6	2579	209	3	42	7	1	9	0	0	0	2	0	

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE	FOUR OR LESS	FIVE AXLE ARTIC	SIX OR MORE	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			AXLE RIGID	AXLE ARTIC					AXLE ARTIC	AXLE ARTIC		AXLE ARTIC			
Sat 06-Jul-24															
00:00	19	0	18	1	0	0	0	0	0	0	0	0	0	0	0
01:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
04:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
05:00	14	0	13	0	0	0	0	1	0	0	0	0	0	0	0
06:00	18	0	16	1	0	0	0	1	0	0	0	0	0	0	0
07:00	54	1	47	4	0	2	0	0	0	0	0	0	0	0	0
08:00	62	0	51	9	0	2	0	0	0	0	0	0	0	0	0
09:00	123	4	113	4	0	2	0	0	0	0	0	0	0	0	0
10:00	142	3	126	8	0	4	0	0	1	0	0	0	0	0	0
11:00	134	0	117	9	0	4	0	0	4	0	0	0	0	0	0
12:00	166	1	156	4	0	3	1	0	0	0	0	1	0	0	0
13:00	197	1	188	3	0	4	0	0	1	0	0	0	0	0	0
14:00	154	1	142	5	0	4	0	0	2	0	0	0	0	0	0
15:00	156	1	142	11	0	2	0	0	0	0	0	0	0	0	0
16:00	151	0	143	5	1	2	0	0	0	0	0	0	0	0	0
17:00	165	4	146	10	1	3	1	0	0	0	0	0	0	0	0
18:00	152	2	141	7	0	2	0	0	0	0	0	0	0	0	0
19:00	131	2	125	2	1	0	1	0	0	0	0	0	0	0	0
20:00	85	3	78	1	1	1	0	0	0	1	0	0	0	0	0
21:00	92	1	88	2	0	0	0	0	1	0	0	0	0	0	0
22:00	47	0	43	2	0	2	0	0	0	0	0	0	0	0	0
23:00	41	0	40	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1656	18	1512	79	2	34	2	0	8	0	0	1	0	0	0
16H,6-22	1982	24	1819	85	4	35	4	0	9	1	0	1	0	0	0
18H,6-24	2070	24	1902	88	4	37	4	0	9	1	0	1	0	0	0
24H,0-24	2133	24	1962	90	4	37	4	1	9	1	0	1	0	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	THREE AXLE RIGID					FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC	SIX OR MORE AXLE ARTIC	SIX OR MORE AXLE ARTIC	
Sun 07-Jul-24															
00:00	27	1	25	1	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
05:00	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
06:00	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
07:00	29	1	25	2	1	0	0	0	0	0	0	0	0	0	0
08:00	43	2	39	1	0	0	0	0	0	0	1	0	0	0	0
09:00	59	0	54	2	0	2	1	0	0	0	0	0	0	0	0
10:00	103	0	98	4	0	0	0	0	1	0	0	0	0	0	0
11:00	133	0	121	7	0	4	1	0	0	0	0	0	0	0	0
12:00	167	1	162	3	0	0	1	0	0	0	0	0	0	0	0
13:00	145	2	134	3	0	4	1	0	1	0	0	0	0	0	0
14:00	156	1	150	5	0	0	0	0	0	0	0	0	0	0	0
15:00	172	1	154	14	0	2	1	0	0	0	0	0	0	0	0
16:00	145	0	139	4	0	0	0	0	2	0	0	0	0	0	0
17:00	152	3	141	5	0	3	0	0	0	0	0	0	0	0	0
18:00	138	0	132	6	0	0	0	0	0	0	0	0	0	0	0
19:00	82	2	77	3	0	0	0	0	0	0	0	0	0	0	0
20:00	56	1	50	5	0	0	0	0	0	0	0	0	0	0	0
21:00	50	0	48	2	0	0	0	0	0	0	0	0	0	0	0
22:00	71	0	71	0	0	0	0	0	0	0	0	0	0	0	0
23:00	24	0	22	1	0	0	0	0	0	0	0	0	0	1	0
12H,7-19	1442	11	1349	56	1	15	5	0	4	0	1	0	0	0	0
16H,6-22	1649	14	1543	66	1	15	5	0	4	0	1	0	0	0	0
18H,6-24	1744	14	1636	67	1	15	5	0	4	0	1	0	1	0	0
24H,0-24	1806	15	1695	69	1	15	5	0	4	0	1	0	1	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 08-Jul-24														
00:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0
06:00	27	0	24	3	0	0	0	0	0	0	0	0	0	0
07:00	105	0	94	6	0	2	1	0	1	0	0	1	0	0
08:00	141	0	117	22	0	1	1	0	0	0	0	0	0	0
09:00	128	0	120	4	0	1	3	0	0	0	0	0	0	0
10:00	88	0	79	6	0	2	0	0	1	0	0	0	0	0
11:00	162	0	145	13	0	2	1	0	1	0	0	0	0	0
12:00	137	0	124	9	0	3	0	0	1	0	0	0	0	0
13:00	155	0	134	19	0	1	1	0	0	0	0	0	0	0
14:00	245	3	227	14	0	1	0	0	0	0	0	0	0	0
15:00	237	0	218	12	1	4	0	0	2	0	0	0	0	0
16:00	291	0	259	30	0	1	1	0	0	0	0	0	0	0
17:00	284	0	265	14	0	1	0	0	4	0	0	0	0	0
18:00	156	0	146	8	0	1	0	0	1	0	0	0	0	0
19:00	135	0	128	6	0	0	1	0	0	0	0	0	0	0
20:00	120	0	113	5	1	0	1	0	0	0	0	0	0	0
21:00	68	0	65	3	0	0	0	0	0	0	0	0	0	0
22:00	47	0	47	0	0	0	0	0	0	0	0	0	0	0
23:00	22	0	20	1	0	0	0	1	0	0	0	0	0	0
12H,7-19	2129	3	1928	157	1	20	8	0	11	0	0	1	0	0
16H,6-22	2479	3	2258	174	2	20	10	0	11	0	0	1	0	0
18H,6-24	2548	3	2325	175	2	20	10	1	11	0	0	1	0	0
24H,0-24	2586	3	2360	178	2	20	10	1	11	0	0	1	0	0

13588		SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn							
Fri 05-Jul-24 to Thu 11-Jul-24				Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Tue 09-Jul-24															
00:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
05:00	21	0	19	2	0	0	0	0	0	0	0	0	0	0	0
06:00	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0
07:00	92	0	85	5	0	2	0	0	0	0	0	0	0	0	0
08:00	154	0	133	13	1	4	2	0	1	0	0	0	0	0	0
09:00	118	0	100	10	1	7	0	0	0	0	0	0	0	0	0
10:00	134	1	116	10	0	6	1	0	0	0	0	0	0	0	0
11:00	146	0	134	8	1	3	0	0	0	0	0	0	0	0	0
12:00	167	1	151	13	0	1	0	0	1	0	0	0	0	0	0
13:00	170	0	153	11	3	1	2	0	0	0	0	0	0	0	0
14:00	196	1	165	23	3	3	1	0	0	0	0	0	0	0	0
15:00	254	1	229	20	1	2	0	0	1	0	0	0	0	0	0
16:00	297	2	250	40	0	4	0	0	1	0	0	0	0	0	0
17:00	274	0	253	16	1	2	0	0	2	0	0	0	0	0	0
18:00	205	1	188	14	0	1	1	0	0	0	0	0	0	0	0
19:00	147	0	141	5	0	1	0	0	0	0	0	0	0	0	0
20:00	131	0	123	6	0	1	0	0	0	0	0	0	1	0	0
21:00	87	0	83	3	0	0	0	0	1	0	0	0	0	0	0
22:00	30	1	29	0	0	0	0	0	0	0	0	0	0	0	0
23:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2207	7	1957	183	11	36	7	0	6	0	0	0	0	0	0
16H,6-22	2594	7	2324	199	11	38	7	0	7	0	0	0	1	0	0
18H,6-24	2648	8	2377	199	11	38	7	0	7	0	0	0	1	0	0
24H,0-24	2688	8	2413	203	11	38	7	0	7	0	0	0	1	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

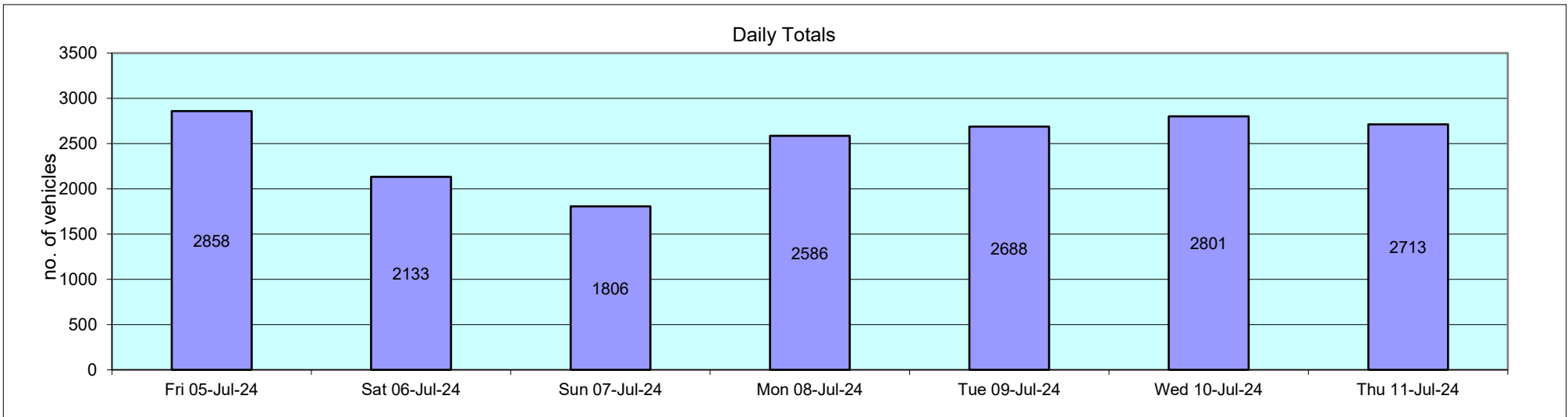
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE	FOUR OR LESS	FIVE AXLE ARTIC	SIX OR MORE	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			AXLE RIGID	AXLE ARTIC					AXLE ARTIC	AXLE ARTIC		AXLE ARTIC			
Wed 10-Jul-24															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
04:00	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0
05:00	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
06:00	32	0	28	4	0	0	0	0	0	0	0	0	0	0	0
07:00	88	1	73	12	1	1	0	0	0	0	0	0	0	0	0
08:00	150	0	131	13	1	3	1	0	0	0	0	1	0	0	0
09:00	146	1	124	16	0	4	1	0	0	0	0	0	0	0	0
10:00	144	0	129	11	1	1	1	0	1	0	0	0	0	0	0
11:00	190	1	180	4	2	1	2	0	0	0	0	0	0	0	0
12:00	169	0	157	8	0	3	1	0	0	0	0	0	0	0	0
13:00	177	1	158	12	0	4	2	0	0	0	0	0	0	0	0
14:00	219	2	198	15	0	2	1	0	1	0	0	0	0	0	0
15:00	229	1	206	18	1	3	0	0	0	0	0	0	0	0	0
16:00	347	0	307	34	0	4	1	0	1	0	0	0	0	0	0
17:00	274	0	252	17	0	4	0	0	1	0	0	0	0	0	0
18:00	189	0	178	7	0	2	0	0	0	0	1	1	0	0	0
19:00	141	3	134	3	0	1	0	0	0	0	0	0	0	0	0
20:00	109	1	106	1	0	1	0	0	0	0	0	0	0	0	0
21:00	86	0	84	2	0	0	0	0	0	0	0	0	0	0	0
22:00	57	0	56	1	0	0	0	0	0	0	0	0	0	0	0
23:00	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2322	7	2093	167	6	32	10	0	4	0	1	2	0	0	0
16H,6-22	2690	11	2445	177	6	34	10	0	4	0	1	2	0	0	0
18H,6-24	2767	11	2520	179	6	34	10	0	4	0	1	2	0	0	0
24H,0-24	2801	12	2551	181	6	34	10	0	4	0	1	2	0	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 11-Jul-24														
00:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0
06:00	38	1	33	2	0	0	1	0	1	0	0	0	0	0
07:00	110	1	98	8	0	3	0	0	0	0	0	0	0	0
08:00	166	1	149	11	0	3	0	0	0	0	2	0	0	0
09:00	110	1	96	6	0	2	4	0	1	0	0	0	0	0
10:00	125	0	113	9	0	3	0	0	0	0	0	0	0	0
11:00	138	0	122	13	0	3	0	0	0	0	0	0	0	0
12:00	157	2	141	12	0	2	0	0	0	0	0	0	0	0
13:00	149	1	137	7	0	3	0	0	1	0	0	0	0	0
14:00	194	2	171	15	0	4	0	0	2	0	0	0	0	0
15:00	237	0	209	23	1	4	0	0	0	0	0	0	0	0
16:00	291	3	252	30	1	3	1	0	1	0	0	0	0	0
17:00	290	2	270	11	0	3	2	0	2	0	0	0	0	0
18:00	211	3	194	12	0	1	1	0	0	0	0	0	0	0
19:00	156	4	145	6	0	1	0	0	0	0	0	0	0	0
20:00	137	2	131	1	0	2	1	0	0	0	0	0	0	0
21:00	85	0	83	2	0	0	0	0	0	0	0	0	0	0
22:00	54	1	52	1	0	0	0	0	0	0	0	0	0	0
23:00	31	0	30	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	2178	16	1952	157	2	34	8	0	7	0	2	0	0	0
16H,6-22	2594	23	2344	168	2	37	10	0	8	0	2	0	0	0
18H,6-24	2679	24	2426	169	2	37	11	0	8	0	2	0	0	0
24H,0-24	2713	24	2458	171	2	37	11	0	8	0	2	0	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 05-Jul-24	2858	6	2579	209	3	42	7	1	9	0	0	0	2	0
Sat 06-Jul-24	2133	24	1962	90	4	37	4	1	9	1	0	1	0	0
Sun 07-Jul-24	1806	15	1695	69	1	15	5	0	4	0	1	0	1	0
Mon 08-Jul-24	2586	3	2360	178	2	20	10	1	11	0	0	1	0	0
Tue 09-Jul-24	2688	8	2413	203	11	38	7	0	7	0	0	0	1	0
Wed 10-Jul-24	2801	12	2551	181	6	34	10	0	4	0	1	2	0	0
Thu 11-Jul-24	2713	24	2458	171	2	37	11	0	8	0	2	0	0	0
Total Vehicles														
[--]	17585	92	16018	1101	29	223	54	3	52	1	4	4	4	0



13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 05-Jul-24											
00:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
01:00	13	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	1	33.3	1	33.3	1	33.3	0	0.0
04:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
05:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
06:00	33	1	3.0	31	93.9	1	3.0	0	0.0	0	0.0
07:00	97	0	0.0	84	86.6	10	10.3	3	3.1	0	0.0
08:00	154	0	0.0	139	90.3	13	8.4	2	1.3	0	0.0
09:00	112	0	0.0	95	84.8	9	8.0	7	6.3	1	0.9
10:00	180	1	0.6	155	86.1	17	9.4	7	3.9	0	0.0
11:00	164	1	0.6	147	89.6	11	6.7	5	3.1	0	0.0
12:00	191	0	0.0	171	89.5	16	8.4	3	1.6	1	0.5
13:00	197	0	0.0	179	90.9	11	5.6	7	3.6	0	0.0
14:00	238	1	0.4	216	90.8	16	6.7	5	2.1	0	0.0
15:00	229	0	0.0	200	87.3	24	10.5	4	1.8	1	0.4
16:00	292	0	0.0	249	85.3	38	13.0	5	1.7	0	0.0
17:00	260	0	0.0	242	93.1	12	4.6	6	2.3	0	0.0
18:00	197	1	0.5	189	95.9	7	3.6	0	0.0	0	0.0
19:00	162	0	0.0	149	92.0	10	6.2	3	1.9	0	0.0
20:00	107	1	0.9	101	94.4	4	3.7	1	0.9	0	0.0
21:00	107	0	0.0	102	95.3	4	3.7	1	0.9	0	0.0
22:00	55	0	0.0	54	98.2	1	1.8	0	0.0	0	0.0
23:00	28	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
12H,7-19	2311	4	0.2	2066	89.4	184	8.0	54	2.3	3	0.1
16H,6-22	2720	6	0.2	2449	90.0	203	7.5	59	2.2	3	0.1
18H,6-24	2803	6	0.2	2530	90.3	205	7.3	59	2.1	3	0.1
24H,0-24	2858	6	0.2	2579	90.2	209	7.3	61	2.1	3	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	19	0	0.0	18	94.7	1	5.3	0	0.0	0	0.0
01:00	15	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
05:00	14	0	0.0	13	92.9	0	0.0	1	7.1	0	0.0
06:00	18	0	0.0	16	88.9	1	5.6	1	5.6	0	0.0
07:00	54	1	1.9	47	87.0	4	7.4	2	3.7	0	0.0
08:00	62	0	0.0	51	82.3	9	14.5	2	3.2	0	0.0
09:00	123	4	3.3	113	91.9	4	3.3	2	1.6	0	0.0
10:00	142	3	2.1	126	88.7	8	5.6	5	3.5	0	0.0
11:00	134	0	0.0	117	87.3	9	6.7	8	6.0	0	0.0
12:00	166	1	0.6	156	94.0	4	2.4	5	3.0	0	0.0
13:00	197	1	0.5	188	95.4	3	1.5	5	2.5	0	0.0
14:00	154	1	0.7	142	92.2	5	3.3	6	3.9	0	0.0
15:00	156	1	0.6	142	91.0	11	7.1	2	1.3	0	0.0
16:00	151	0	0.0	143	94.7	5	3.3	2	1.3	1	0.7
17:00	165	4	2.4	146	88.5	10	6.1	4	2.4	1	0.6
18:00	152	2	1.3	141	92.8	7	4.6	2	1.3	0	0.0
19:00	131	2	1.5	125	95.4	2	1.5	1	0.8	1	0.8
20:00	85	3	3.5	78	91.8	1	1.2	2	2.4	1	1.2
21:00	92	1	1.1	88	95.7	2	2.2	1	1.1	0	0.0
22:00	47	0	0.0	43	91.5	2	4.3	2	4.3	0	0.0
23:00	41	0	0.0	40	97.6	1	2.4	0	0.0	0	0.0
12H,7-19	1656	18	1.1	1512	91.3	79	4.8	45	2.7	2	0.1
16H,6-22	1982	24	1.2	1819	91.8	85	4.3	50	2.5	4	0.2
18H,6-24	2070	24	1.2	1902	91.9	88	4.3	52	2.5	4	0.2
24H,0-24	2133	24	1.1	1962	92.0	90	4.2	53	2.5	4	0.2

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	27	1	3.7	25	92.6	1	3.7	0	0.0	0	0.0
01:00	7	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	12	0	0.0	11	91.7	1	8.3	0	0.0	0	0.0
06:00	19	0	0.0	19	100.0	0	0.0	0	0.0	0	0.0
07:00	29	1	3.5	25	86.2	2	6.9	0	0.0	1	3.5
08:00	43	2	4.7	39	90.7	1	2.3	1	2.3	0	0.0
09:00	59	0	0.0	54	91.5	2	3.4	3	5.1	0	0.0
10:00	103	0	0.0	98	95.2	4	3.9	1	1.0	0	0.0
11:00	133	0	0.0	121	91.0	7	5.3	5	3.8	0	0.0
12:00	167	1	0.6	162	97.0	3	1.8	1	0.6	0	0.0
13:00	145	2	1.4	134	92.4	3	2.1	6	4.1	0	0.0
14:00	156	1	0.6	150	96.2	5	3.2	0	0.0	0	0.0
15:00	172	1	0.6	154	89.5	14	8.1	3	1.7	0	0.0
16:00	145	0	0.0	139	95.9	4	2.8	2	1.4	0	0.0
17:00	152	3	2.0	141	92.8	5	3.3	3	2.0	0	0.0
18:00	138	0	0.0	132	95.7	6	4.4	0	0.0	0	0.0
19:00	82	2	2.4	77	93.9	3	3.7	0	0.0	0	0.0
20:00	56	1	1.8	50	89.3	5	8.9	0	0.0	0	0.0
21:00	50	0	0.0	48	96.0	2	4.0	0	0.0	0	0.0
22:00	71	0	0.0	71	100.0	0	0.0	0	0.0	0	0.0
23:00	24	0	0.0	22	91.7	1	4.2	1	4.2	0	0.0
12H,7-19	1442	11	0.8	1349	93.6	56	3.9	25	1.7	1	0.1
16H,6-22	1649	14	0.9	1543	93.6	66	4.0	25	1.5	1	0.1
18H,6-24	1744	14	0.8	1636	93.8	67	3.8	26	1.5	1	0.1
24H,0-24	1806	15	0.8	1695	93.9	69	3.8	26	1.4	1	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
04:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
05:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
06:00	27	0	0.0	24	88.9	3	11.1	0	0.0	0	0.0
07:00	105	0	0.0	94	89.5	6	5.7	5	4.8	0	0.0
08:00	141	0	0.0	117	83.0	22	15.6	2	1.4	0	0.0
09:00	128	0	0.0	120	93.8	4	3.1	4	3.1	0	0.0
10:00	88	0	0.0	79	89.8	6	6.8	3	3.4	0	0.0
11:00	162	0	0.0	145	89.5	13	8.0	4	2.5	0	0.0
12:00	137	0	0.0	124	90.5	9	6.6	4	2.9	0	0.0
13:00	155	0	0.0	134	86.5	19	12.3	2	1.3	0	0.0
14:00	245	3	1.2	227	92.7	14	5.7	1	0.4	0	0.0
15:00	237	0	0.0	218	92.0	12	5.1	6	2.5	1	0.4
16:00	291	0	0.0	259	89.0	30	10.3	2	0.7	0	0.0
17:00	284	0	0.0	265	93.3	14	4.9	5	1.8	0	0.0
18:00	156	0	0.0	146	93.6	8	5.1	2	1.3	0	0.0
19:00	135	0	0.0	128	94.8	6	4.4	1	0.7	0	0.0
20:00	120	0	0.0	113	94.2	5	4.2	1	0.8	1	0.8
21:00	68	0	0.0	65	95.6	3	4.4	0	0.0	0	0.0
22:00	47	0	0.0	47	100.0	0	0.0	0	0.0	0	0.0
23:00	22	0	0.0	20	90.9	1	4.6	1	4.6	0	0.0
12H,7-19	2129	3	0.1	1928	90.6	157	7.4	40	1.9	1	0.1
16H,6-22	2479	3	0.1	2258	91.1	174	7.0	42	1.7	2	0.1
18H,6-24	2548	3	0.1	2325	91.3	175	6.9	43	1.7	2	0.1
24H,0-24	2586	3	0.1	2360	91.3	178	6.9	43	1.7	2	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
01:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	21	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
06:00	22	0	0.0	20	90.9	2	9.1	0	0.0	0	0.0
07:00	92	0	0.0	85	92.4	5	5.4	2	2.2	0	0.0
08:00	154	0	0.0	133	86.4	13	8.4	7	4.6	1	0.7
09:00	118	0	0.0	100	84.8	10	8.5	7	5.9	1	0.9
10:00	134	1	0.8	116	86.6	10	7.5	7	5.2	0	0.0
11:00	146	0	0.0	134	91.8	8	5.5	3	2.1	1	0.7
12:00	167	1	0.6	151	90.4	13	7.8	2	1.2	0	0.0
13:00	170	0	0.0	153	90.0	11	6.5	3	1.8	3	1.8
14:00	196	1	0.5	165	84.2	23	11.7	4	2.0	3	1.5
15:00	254	1	0.4	229	90.2	20	7.9	3	1.2	1	0.4
16:00	297	2	0.7	250	84.2	40	13.5	5	1.7	0	0.0
17:00	274	0	0.0	253	92.3	16	5.8	4	1.5	1	0.4
18:00	205	1	0.5	188	91.7	14	6.8	2	1.0	0	0.0
19:00	147	0	0.0	141	95.9	5	3.4	1	0.7	0	0.0
20:00	131	0	0.0	123	93.9	6	4.6	2	1.5	0	0.0
21:00	87	0	0.0	83	95.4	3	3.5	1	1.2	0	0.0
22:00	30	1	3.3	29	96.7	0	0.0	0	0.0	0	0.0
23:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2207	7	0.3	1957	88.7	183	8.3	49	2.2	11	0.5
16H,6-22	2594	7	0.3	2324	89.6	199	7.7	53	2.0	11	0.4
18H,6-24	2648	8	0.3	2377	89.8	199	7.5	53	2.0	11	0.4
24H,0-24	2688	8	0.3	2413	89.8	203	7.6	53	2.0	11	0.4

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

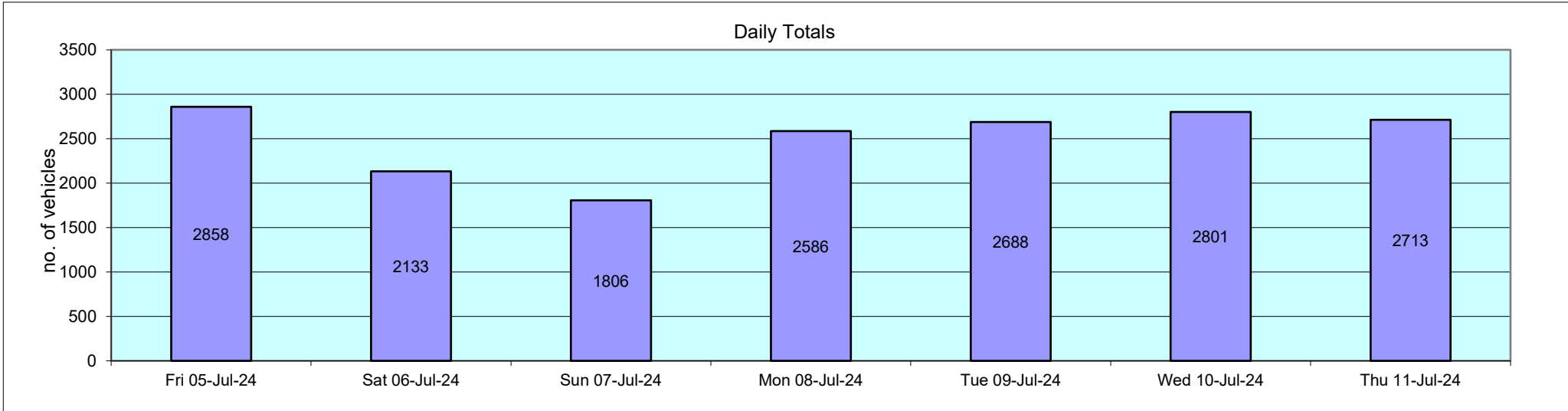
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 10-Jul-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
05:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
06:00	32	0	0.0	28	87.5	4	12.5	0	0.0	0	0.0
07:00	88	1	1.1	73	83.0	12	13.6	1	1.1	1	1.1
08:00	150	0	0.0	131	87.3	13	8.7	5	3.3	1	0.7
09:00	146	1	0.7	124	84.9	16	11.0	5	3.4	0	0.0
10:00	144	0	0.0	129	89.6	11	7.6	3	2.1	1	0.7
11:00	190	1	0.5	180	94.7	4	2.1	3	1.6	2	1.1
12:00	169	0	0.0	157	92.9	8	4.7	4	2.4	0	0.0
13:00	177	1	0.6	158	89.3	12	6.8	6	3.4	0	0.0
14:00	219	2	0.9	198	90.4	15	6.9	4	1.8	0	0.0
15:00	229	1	0.4	206	90.0	18	7.9	3	1.3	1	0.4
16:00	347	0	0.0	307	88.5	34	9.8	6	1.7	0	0.0
17:00	274	0	0.0	252	92.0	17	6.2	5	1.8	0	0.0
18:00	189	0	0.0	178	94.2	7	3.7	4	2.1	0	0.0
19:00	141	3	2.1	134	95.0	3	2.1	1	0.7	0	0.0
20:00	109	1	0.9	106	97.3	1	0.9	1	0.9	0	0.0
21:00	86	0	0.0	84	97.7	2	2.3	0	0.0	0	0.0
22:00	57	0	0.0	56	98.3	1	1.8	0	0.0	0	0.0
23:00	20	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
12H,7-19	2322	7	0.3	2093	90.1	167	7.2	49	2.1	6	0.3
16H,6-22	2690	11	0.4	2445	90.9	177	6.6	51	1.9	6	0.2
18H,6-24	2767	11	0.4	2520	91.1	179	6.5	51	1.8	6	0.2
24H,0-24	2801	12	0.4	2551	91.1	181	6.5	51	1.8	6	0.2

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 11-Jul-24											
00:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
06:00	38	1	2.6	33	86.8	2	5.3	2	5.3	0	0.0
07:00	110	1	0.9	98	89.1	8	7.3	3	2.7	0	0.0
08:00	166	1	0.6	149	89.8	11	6.6	5	3.0	0	0.0
09:00	110	1	0.9	96	87.3	6	5.5	7	6.4	0	0.0
10:00	125	0	0.0	113	90.4	9	7.2	3	2.4	0	0.0
11:00	138	0	0.0	122	88.4	13	9.4	3	2.2	0	0.0
12:00	157	2	1.3	141	89.8	12	7.6	2	1.3	0	0.0
13:00	149	1	0.7	137	92.0	7	4.7	4	2.7	0	0.0
14:00	194	2	1.0	171	88.1	15	7.7	6	3.1	0	0.0
15:00	237	0	0.0	209	88.2	23	9.7	4	1.7	1	0.4
16:00	291	3	1.0	252	86.6	30	10.3	5	1.7	1	0.3
17:00	290	2	0.7	270	93.1	11	3.8	7	2.4	0	0.0
18:00	211	3	1.4	194	91.9	12	5.7	2	1.0	0	0.0
19:00	156	4	2.6	145	93.0	6	3.9	1	0.6	0	0.0
20:00	137	2	1.5	131	95.6	1	0.7	3	2.2	0	0.0
21:00	85	0	0.0	83	97.7	2	2.4	0	0.0	0	0.0
22:00	54	1	1.9	52	96.3	1	1.9	0	0.0	0	0.0
23:00	31	0	0.0	30	96.8	0	0.0	1	3.2	0	0.0
12H,7-19	2178	16	0.7	1952	89.6	157	7.2	51	2.3	2	0.1
16H,6-22	2594	23	0.9	2344	90.4	168	6.5	57	2.2	2	0.1
18H,6-24	2679	24	0.9	2426	90.6	169	6.3	58	2.2	2	0.1
24H,0-24	2713	24	0.9	2458	90.6	171	6.3	58	2.1	2	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 05-Jul-24	2858	6	0.2	2579	90.2	209	7.3	61	2.1	3	0.1
Sat 06-Jul-24	2133	24	1.1	1962	92.0	90	4.2	53	2.5	4	0.2
Sun 07-Jul-24	1806	15	0.8	1695	93.9	69	3.8	26	1.4	1	0.1
Mon 08-Jul-24	2586	3	0.1	2360	91.3	178	6.9	43	1.7	2	0.1
Tue 09-Jul-24	2688	8	0.3	2413	89.8	203	7.6	53	2.0	11	0.4
Wed 10-Jul-24	2801	12	0.4	2551	91.1	181	6.5	51	1.8	6	0.2
Thu 11-Jul-24	2713	24	0.9	2458	90.6	171	6.3	58	2.1	2	0.1
Total Vehicles											
[--]	17585	92	0.6	16018	91.3	1101	6.1	345	1.9	29	0.2



13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 05-Jul-24																
00:00	12	34.5	31	6.7	0	0	0	0	1	8	1	1	0	1	0	0
01:00	13	34.2	28.5	5.6	0	0	0	0	6	2	4	1	0	0	0	0
02:00	3	-	26.8	5.9	0	0	0	0	2	0	1	0	0	0	0	0
03:00	3	-	30.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
04:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
05:00	20	34.4	29.5	5	0	0	0	0	6	5	8	1	0	0	0	0
06:00	33	33.6	28.2	5.9	0	0	1	3	4	17	5	3	0	0	0	0
07:00	97	30	25.6	4.5	0	1	0	10	41	37	8	0	0	0	0	0
08:00	154	30.4	26.3	4.1	0	0	0	8	69	61	15	1	0	0	0	0
09:00	112	29.8	26	3.5	0	0	0	4	52	51	5	0	0	0	0	0
10:00	180	30.6	26.7	4.5	0	0	0	9	72	78	19	1	0	0	1	0
11:00	164	30.4	26.7	4.4	0	1	0	11	51	86	13	2	0	0	0	0
12:00	191	30.4	26.4	4	0	1	0	3	90	77	19	1	0	0	0	0
13:00	197	30.5	25.7	4.8	0	1	1	24	81	67	22	1	0	0	0	0
14:00	238	30.6	26.3	4.3	0	0	0	15	106	88	27	2	0	0	0	0
15:00	229	30	25.9	4.1	0	0	3	16	92	103	15	0	0	0	0	0
16:00	292	29.8	25.3	4.5	0	0	2	42	118	112	16	2	0	0	0	0
17:00	260	30.5	26.1	4.4	0	0	3	15	120	91	30	1	0	0	0	0
18:00	197	31	27.4	4.6	0	0	1	5	67	94	26	3	0	0	1	0
19:00	162	33.2	28.4	5	0	0	0	2	50	74	26	8	1	0	1	0
20:00	107	32.1	28.4	4.2	0	0	0	4	19	64	16	4	0	0	0	0
21:00	107	33.1	28.4	4.4	0	0	0	2	28	51	22	4	0	0	0	0
22:00	55	33.1	28.5	4.2	0	0	0	2	11	27	15	0	0	0	0	0
23:00	28	35.3	28.7	6.3	0	0	0	1	11	7	5	3	1	0	0	0
12H,7-19	2311	30.4	26.2	4.4	0	4	10	162	959	945	215	14	0	0	2	0
16H,6-22	2720	30.6	26.5	4.5	0	4	11	173	1060	1151	284	33	1	0	3	0
18H,6-24	2803	30.7	26.6	4.5	0	4	11	176	1082	1185	304	36	2	0	3	0
24H,0-24	2858	30.7	26.6	4.6	0	4	11	176	1097	1205	320	39	2	1	3	0

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 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 06-Jul-24																
00:00	19	37.7	29.3	7.1	0	0	0	2	5	5	2	5	0	0	0	0
01:00	15	31.4	27.5	4.1	0	0	0	0	6	6	3	0	0	0	0	0
02:00	6	-	31	4.4	0	0	0	0	1	1	4	0	0	0	0	0
03:00	4	-	31	5.2	0	0	0	0	0	3	0	1	0	0	0	0
04:00	5	-	26.5	4.6	0	0	0	0	3	1	1	0	0	0	0	0
05:00	14	33.3	28.1	5.2	0	0	0	0	6	4	3	1	0	0	0	0
06:00	18	30.5	27.1	5	0	0	0	1	7	7	2	1	0	0	0	0
07:00	54	34.4	27.9	6.4	0	1	1	3	16	15	14	4	0	0	0	0
08:00	62	30.9	27.5	4.8	0	0	0	5	15	33	7	1	1	0	0	0
09:00	123	30.4	26.8	4.3	0	0	0	11	33	68	9	2	0	0	0	0
10:00	142	30.4	26.4	4.8	0	0	1	10	57	60	10	3	0	1	0	0
11:00	134	33.4	28	5.1	0	0	1	4	44	50	30	3	2	0	0	0
12:00	166	30.7	27	4.2	0	1	0	3	63	78	20	0	1	0	0	0
13:00	197	30.5	26.5	4.3	0	0	1	11	79	85	18	3	0	0	0	0
14:00	154	30.5	25.9	4.6	0	0	2	16	59	59	18	0	0	0	0	0
15:00	156	32.4	28.4	4.8	0	0	2	1	36	88	18	9	2	0	0	0
16:00	151	30.8	26.6	4.4	0	0	0	11	56	63	20	1	0	0	0	0
17:00	165	32.4	27.5	5.3	0	0	1	8	57	68	21	8	1	1	0	0
18:00	152	31.2	27.2	4.3	0	0	1	4	55	68	22	2	0	0	0	0
19:00	131	32.2	27.7	4.6	0	0	0	5	40	61	21	3	1	0	0	0
20:00	85	35.2	29.9	5.3	0	0	0	0	19	36	20	7	3	0	0	0
21:00	92	33.4	28.2	5.1	0	0	0	4	26	41	14	6	1	0	0	0
22:00	47	31.5	28	4.9	0	0	1	1	11	26	5	3	0	0	0	0
23:00	41	30.8	27.4	4.9	0	0	0	1	16	18	4	1	1	0	0	0
12H,7-19	1656	31.1	27.1	4.7	0	2	10	87	570	735	207	36	7	2	0	0
16H,6-22	1982	31.6	27.3	4.8	0	2	10	97	662	880	264	53	12	2	0	0
18H,6-24	2070	31.6	27.3	4.8	0	2	11	99	689	924	273	57	13	2	0	0
24H,0-24	2133	31.8	27.3	4.8	0	2	11	101	710	944	286	64	13	2	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 07-Jul-24																
00:00	27	30.8	28.1	4.8	0	0	0	1	6	16	3	0	1	0	0	0
01:00	7	-	29.9	4	0	0	0	0	1	3	3	0	0	0	0	0
02:00	4	-	32.3	4.9	0	0	0	0	0	2	1	1	0	0	0	0
03:00	4	-	27.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
04:00	8	-	28.5	4.8	0	0	0	0	3	2	3	0	0	0	0	0
05:00	12	34.1	30.2	4.7	0	0	0	1	0	5	6	0	0	0	0	0
06:00	19	29.3	29.3	5	0	0	0	0	3	13	1	1	1	0	0	0
07:00	29	38.6	31.4	6.4	0	0	0	1	4	11	4	8	1	0	0	0
08:00	43	31.1	27.8	5.9	0	2	0	0	8	26	4	3	0	0	0	0
09:00	59	34.3	28.2	6.7	0	1	1	0	20	23	7	6	0	0	1	0
10:00	103	32.8	27.4	4.9	0	0	1	5	35	38	22	2	0	0	0	0
11:00	133	32.5	27.1	4.8	0	0	0	10	47	48	26	2	0	0	0	0
12:00	167	30.7	26.9	4.5	0	0	1	10	56	80	17	2	1	0	0	0
13:00	145	30.9	27.8	5.1	0	0	0	1	50	73	16	2	1	1	0	1
14:00	156	30.9	26.5	5.4	0	0	0	22	48	63	17	5	0	1	0	0
15:00	172	30.5	26.3	5.2	0	0	0	21	60	72	14	3	1	0	1	0
16:00	145	31.3	27.7	4.7	0	0	1	3	45	73	15	7	1	0	0	0
17:00	152	33	27.6	4.8	0	1	0	2	60	53	32	4	0	0	0	0
18:00	138	33.7	29.4	4.3	0	0	0	1	21	74	38	2	1	1	0	0
19:00	82	34.7	29.1	5.7	0	1	1	2	17	29	26	6	0	0	0	0
20:00	56	32.2	28.9	3.7	0	0	0	0	9	36	9	2	0	0	0	0
21:00	50	35.2	29.6	5.8	0	0	0	2	11	19	12	4	2	0	0	0
22:00	71	34.4	29.8	4.6	0	0	1	0	12	27	29	2	0	0	0	0
23:00	24	33.4	28.9	5.5	0	0	0	1	5	12	4	1	1	0	0	0
12H,7-19	1442	32.3	27.5	5.1	0	4	4	76	454	634	212	46	6	3	2	1
16H,6-22	1649	32.7	27.7	5.1	0	5	5	80	494	731	260	59	9	3	2	1
18H,6-24	1744	32.9	27.8	5.1	0	5	6	81	511	770	293	62	10	3	2	1
24H,0-24	1806	32.9	27.9	5.1	0	5	6	83	523	799	310	63	11	3	2	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 08-Jul-24																
00:00	11	34.6	31.7	6.6	0	0	0	0	1	5	4	0	0	1	0	0
01:00	5	-	29.5	6.6	0	0	0	0	2	1	1	1	0	0	0	0
02:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	6	-	29.3	4	0	0	0	0	1	3	2	0	0	0	0	0
05:00	11	30.3	29.9	3.5	0	0	0	0	0	9	1	1	0	0	0	0
06:00	27	34	29.6	4.5	0	0	0	1	3	13	9	1	0	0	0	0
07:00	105	30.1	26.9	3.4	0	0	0	2	35	63	4	1	0	0	0	0
08:00	141	30.9	27	4.8	0	0	0	14	39	68	15	5	0	0	0	0
09:00	128	30.7	27.2	4	0	0	0	3	45	64	15	0	1	0	0	0
10:00	88	30.7	27.2	4.2	0	0	0	5	25	47	10	1	0	0	0	0
11:00	162	30.6	26.7	4.2	0	0	1	9	55	79	17	1	0	0	0	0
12:00	137	30.7	27	4.5	0	0	0	5	54	60	14	3	1	0	0	0
13:00	155	30.9	26.9	4.6	0	0	1	11	51	70	19	3	0	0	0	0
14:00	245	30.1	25.6	4.8	0	0	1	36	95	92	17	3	1	0	0	0
15:00	237	30.1	25.9	4.1	0	0	1	17	104	96	18	1	0	0	0	0
16:00	291	30.2	25.3	4.9	0	0	9	40	105	111	25	1	0	0	0	0
17:00	284	30.1	25.8	4.4	0	0	1	29	121	109	21	3	0	0	0	0
18:00	156	31.3	27.7	4.4	0	0	0	7	41	83	21	3	1	0	0	0
19:00	135	32.9	28.4	4.7	0	0	1	0	37	67	24	5	0	1	0	0
20:00	120	32.3	28.2	4.7	0	0	1	2	31	63	17	5	1	0	0	0
21:00	68	34.2	29.2	4.9	0	0	0	0	17	32	13	5	1	0	0	0
22:00	47	33.7	28.5	6.7	0	0	0	3	14	16	12	1	0	0	0	1
23:00	22	34.7	29.4	5.4	0	0	0	1	5	7	7	2	0	0	0	0
12H,7-19	2129	30.5	26.4	4.5	0	0	14	178	770	942	196	25	4	0	0	0
16H,6-22	2479	30.7	26.7	4.6	0	0	16	181	858	1117	259	41	6	1	0	0
18H,6-24	2548	30.8	26.7	4.7	0	0	16	185	877	1140	278	44	6	1	0	1
24H,0-24	2586	30.8	26.8	4.7	0	0	16	185	883	1160	286	47	6	2	0	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 09-Jul-24																
00:00	9	-	26.3	3.9	0	0	0	0	5	3	1	0	0	0	0	0
01:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	-	26.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
03:00	4	-	31	3.2	0	0	0	0	0	2	2	0	0	0	0	0
04:00	2	-	28.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	21	34.3	29.2	5.3	0	0	0	1	5	6	8	1	0	0	0	0
06:00	22	32.2	29.2	3.2	0	0	0	0	2	15	5	0	0	0	0	0
07:00	92	30.8	28.1	4.2	0	0	0	3	18	59	9	2	1	0	0	0
08:00	154	30.2	26.3	4.1	0	0	1	13	50	79	11	0	0	0	0	0
09:00	118	31.5	26.5	4.8	0	0	0	7	56	35	18	1	1	0	0	0
10:00	134	30.5	26.5	4.7	0	0	0	7	61	51	11	2	2	0	0	0
11:00	146	30.3	26.2	4.2	0	0	3	2	70	56	14	1	0	0	0	0
12:00	167	31.6	26.6	5.3	0	1	2	18	51	66	27	1	1	0	0	0
13:00	170	31.2	26.7	4.7	0	1	0	8	72	62	24	3	0	0	0	0
14:00	196	33.3	27.6	5.2	0	0	0	11	70	70	33	11	1	0	0	0
15:00	254	30.4	26.3	4.3	0	0	1	19	100	109	22	3	0	0	0	0
16:00	297	30.6	25.7	5.2	0	0	2	47	115	96	30	5	1	1	0	0
17:00	274	30.6	26.6	4.7	0	0	4	17	99	122	26	5	1	0	0	0
18:00	205	31.1	27.7	4.3	0	1	1	2	57	112	28	3	1	0	0	0
19:00	147	30.8	26.8	4.4	0	0	1	4	63	59	16	4	0	0	0	0
20:00	131	32.9	28.2	4.4	0	0	1	5	28	65	31	1	0	0	0	0
21:00	87	31.2	27.6	4.4	0	0	0	5	21	47	12	2	0	0	0	0
22:00	30	32	28.5	4.8	0	0	0	1	6	17	5	0	1	0	0	0
23:00	24	30.5	27	5.4	0	0	0	0	14	6	1	3	0	0	0	0
12H,7-19	2207	30.8	26.6	4.7	0	3	14	154	819	917	253	37	9	1	0	0
16H,6-22	2594	30.9	26.8	4.7	0	3	16	168	933	1103	317	44	9	1	0	0
18H,6-24	2648	30.9	26.8	4.7	0	3	16	169	953	1126	323	47	10	1	0	0
24H,0-24	2688	31	26.8	4.7	0	3	16	170	965	1140	335	48	10	1	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 10-Jul-24																
00:00	3	-	23.5	5	0	0	0	1	1	1	0	0	0	0	0	0
01:00	7	-	28.5	3.2	0	0	0	0	1	5	1	0	0	0	0	0
02:00	2	-	26	10.6	0	0	0	1	0	0	1	0	0	0	0	0
03:00	2	-	23.5	7.1	0	0	0	1	0	1	0	0	0	0	0	0
04:00	4	-	32.3	8.5	0	0	0	0	1	1	1	0	1	0	0	0
05:00	16	35.4	31.6	5.9	0	0	0	1	1	4	8	1	1	0	0	0
06:00	32	33.4	27.9	6	0	0	3	0	5	14	10	0	0	0	0	0
07:00	88	30.7	26.8	4.5	0	0	0	6	31	40	9	2	0	0	0	0
08:00	150	30.7	26.5	4.5	0	0	0	14	52	65	18	1	0	0	0	0
09:00	146	30.6	27.1	3.8	0	0	0	2	55	73	14	2	0	0	0	0
10:00	144	30.3	26.6	4.1	0	1	1	5	49	76	12	0	0	0	0	0
11:00	190	30.7	27.1	4.5	0	0	2	10	56	98	21	2	1	0	0	0
12:00	169	31	27.4	4	0	0	0	3	60	80	24	2	0	0	0	0
13:00	177	31.2	27.1	4.6	0	1	1	4	66	77	26	1	1	0	0	0
14:00	219	30.7	26.8	4.9	0	0	0	16	80	95	23	4	0	0	0	1
15:00	229	30.4	26.1	4.5	0	2	0	17	92	95	21	2	0	0	0	0
16:00	347	30.1	25.6	4.7	0	0	2	50	124	144	22	5	0	0	0	0
17:00	274	30.8	26.8	4.4	0	0	2	17	92	127	34	2	0	0	0	0
18:00	189	30.9	27.6	4.3	0	0	2	3	52	105	25	1	0	1	0	0
19:00	141	33.2	28.1	5.1	0	0	1	0	51	56	26	4	2	1	0	0
20:00	109	33	28.5	4.3	0	0	0	1	28	54	23	2	1	0	0	0
21:00	86	34.5	29.7	5.1	0	0	0	0	18	39	22	5	1	1	0	0
22:00	57	32.1	28	4.4	0	0	0	2	15	29	9	2	0	0	0	0
23:00	20	38.5	32	6.8	0	0	0	0	3	8	4	3	1	1	0	0
12H,7-19	2322	30.7	26.7	4.5	0	4	10	147	809	1075	249	24	2	1	0	1
16H,6-22	2690	30.9	27	4.6	0	4	14	148	911	1238	330	35	6	3	0	1
18H,6-24	2767	30.9	27	4.6	0	4	14	150	929	1275	343	40	7	4	0	1
24H,0-24	2801	31	27	4.7	0	4	14	154	933	1287	354	41	9	4	0	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 11-Jul-24																
00:00	6	-	26.8	3	0	0	0	0	2	4	0	0	0	0	0	0
01:00	5	-	31.5	7.6	0	0	0	0	1	2	1	0	1	0	0	0
02:00	2	-	31	10.6	0	0	0	0	1	0	0	1	0	0	0	0
03:00	1	-	28.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	18	34.8	31.6	3.8	0	0	0	0	2	3	13	0	0	0	0	0
06:00	38	33.4	29.3	4.5	0	0	1	0	3	24	8	2	0	0	0	0
07:00	110	31	27.3	4.3	0	0	0	4	37	52	15	2	0	0	0	0
08:00	166	30.6	27.3	4.4	0	1	0	6	49	91	16	1	2	0	0	0
09:00	110	32	27.7	4.4	0	0	0	5	30	54	20	0	1	0	0	0
10:00	125	30.7	26.9	5	0	0	1	7	44	57	13	2	0	0	1	0
11:00	138	31.2	26.5	5	0	0	2	11	52	51	19	3	0	0	0	0
12:00	157	31.2	27	4.7	0	0	2	8	54	68	21	4	0	0	0	0
13:00	149	30.6	26.6	4.5	0	0	0	11	56	65	14	2	1	0	0	0
14:00	194	31	27.1	4.5	0	0	2	8	66	89	25	4	0	0	0	0
15:00	237	30.9	26.7	4.7	0	0	3	17	79	105	30	3	0	0	0	0
16:00	291	30	25.8	4.6	0	0	3	32	109	127	16	3	1	0	0	0
17:00	290	30.4	26.1	4.7	0	1	4	16	127	112	23	6	1	0	0	0
18:00	211	32	28.2	4.2	0	0	2	2	49	119	34	4	1	0	0	0
19:00	156	30.7	27.2	5.3	0	1	1	1	62	71	15	3	0	1	0	1
20:00	137	31.5	27.7	4.4	0	0	1	2	43	68	19	3	1	0	0	0
21:00	85	34	29.1	5.3	0	0	2	1	15	41	21	4	0	1	0	0
22:00	54	30.9	27.8	4.6	0	0	0	2	15	29	6	1	1	0	0	0
23:00	31	33.9	29.6	4.3	0	0	0	1	3	16	10	1	0	0	0	0
12H,7-19	2178	30.8	26.8	4.6	0	2	19	127	752	990	246	34	7	0	1	0
16H,6-22	2594	30.9	27	4.7	0	3	24	131	875	1194	309	46	8	2	1	1
18H,6-24	2679	30.9	27	4.7	0	3	24	134	893	1239	325	48	9	2	1	1
24H,0-24	2713	31	27.1	4.7	0	3	24	134	899	1249	340	50	10	2	1	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Northbound

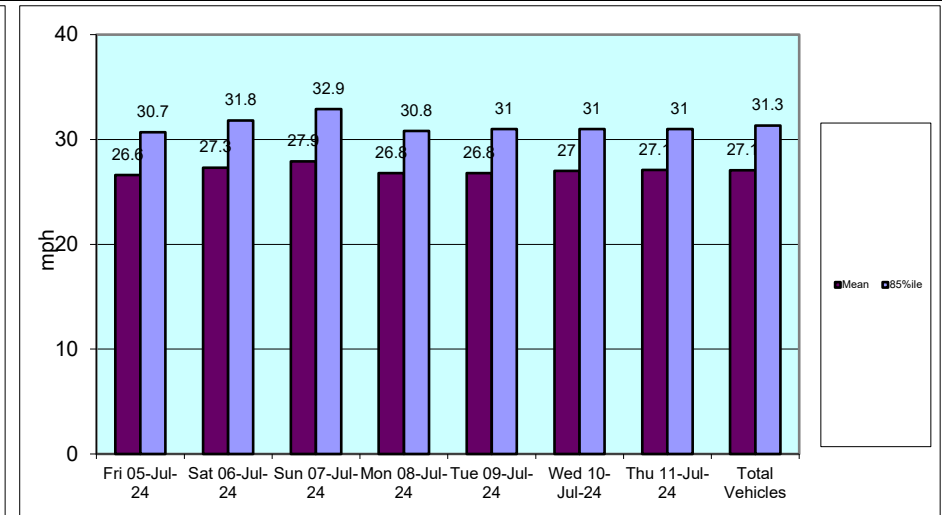
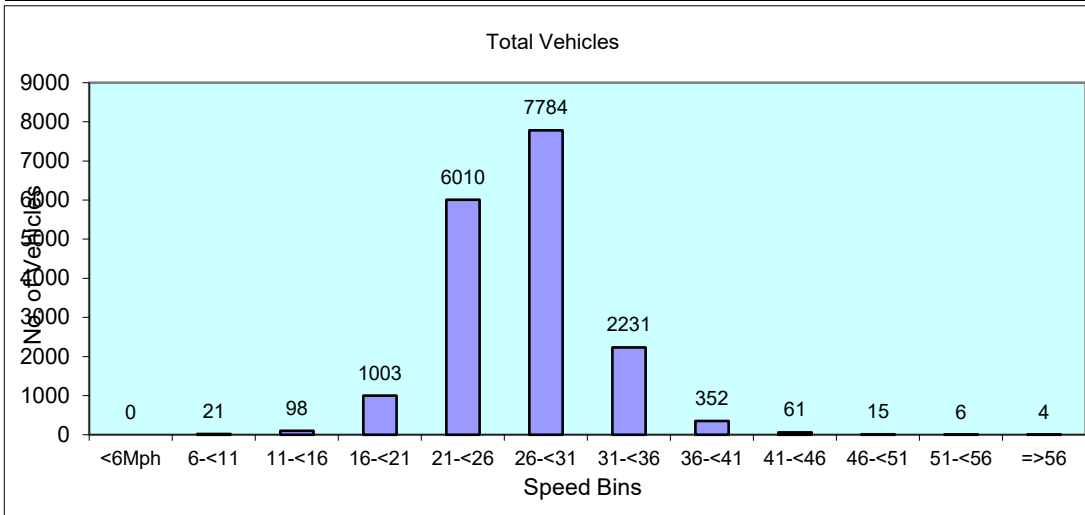
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Fri 05-Jul-24	2858	30.7	26.6	4.6	0	4	11	176	1097	1205	320	39	2	1	3	0
Sat 06-Jul-24	2133	31.8	27.3	4.8	0	2	11	101	710	944	286	64	13	2	0	0
Sun 07-Jul-24	1806	32.9	27.9	5.1	0	5	6	83	523	799	310	63	11	3	2	1
Mon 08-Jul-24	2586	30.8	26.8	4.7	0	0	16	185	883	1160	286	47	6	2	0	1
Tue 09-Jul-24	2688	31	26.8	4.7	0	3	16	170	965	1140	335	48	10	1	0	0
Wed 10-Jul-24	2801	31	27	4.7	0	4	14	154	933	1287	354	41	9	4	0	1
Thu 11-Jul-24	2713	31	27.1	4.7	0	3	24	134	899	1249	340	50	10	2	1	1

Total Vehicles

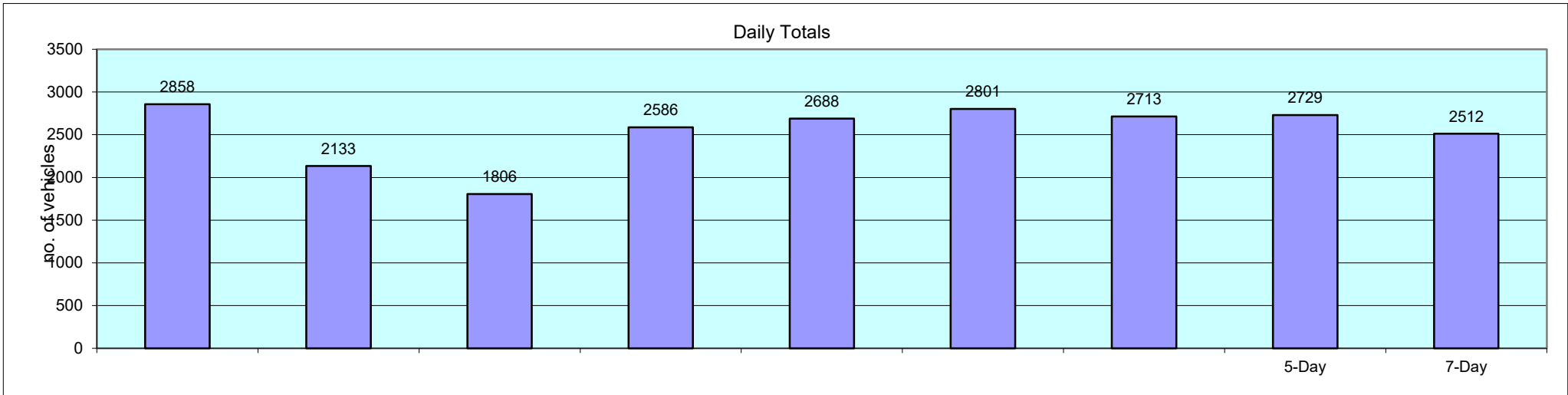
[--]	17585	31.3	27.1	4.8	0	21	98	1003	6010	7784	2231	352	61	15	6	4
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13588	SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn		
	Channel: Northbound								
TIME PERIOD	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Wed 10-Jul-24	Thu 11-Jul-24	5-Day Av	7-Day Av
Week Begin: 05-Jul-24									
00:00	12	19	27	11	9	3	6	8	12
01:00	13	15	7	5	1	7	5	6	8
02:00	3	6	4	2	3	2	2	2	3
03:00	3	4	4	3	4	2	1	3	3
04:00	4	5	8	6	2	4	2	4	4
05:00	20	14	12	11	21	16	18	17	16
06:00	33	18	19	27	22	32	38	30	27
07:00	97	54	29	105	92	88	110	98	82
08:00	154	62	43	141	154	150	166	153	124
09:00	112	123	59	128	118	146	110	123	114
10:00	180	142	103	88	134	144	125	134	131
11:00	164	134	133	162	146	190	138	160	152
12:00	191	166	167	137	167	169	157	164	165
13:00	197	197	145	155	170	177	149	170	170
14:00	238	154	156	245	196	219	194	218	200
15:00	229	156	172	237	254	229	237	237	216
16:00	292	151	145	291	297	347	291	304	259
17:00	260	165	152	284	274	274	290	276	243
18:00	197	152	138	156	205	189	211	192	178
19:00	162	131	82	135	147	141	156	148	136
20:00	107	85	56	120	131	109	137	121	106
21:00	107	92	50	68	87	86	85	87	82
22:00	55	47	71	47	30	57	54	49	52
23:00	28	41	24	22	24	20	31	25	27
12H,7-19	2311	1656	1442	2129	2207	2322	2178	2229	2035
16H,6-22	2720	1982	1649	2479	2594	2690	2594	2615	2387
18H,6-24	2803	2070	1744	2548	2648	2767	2679	2689	2466
24H,0-24	2858	2133	1806	2586	2688	2801	2713	2729	2512
Am	10:00	10:00	11:00	11:00	08:00	11:00	08:00		
Peak	180	142	133	162	154	190	166		
Pm	16:00	13:00	15:00	16:00	16:00	16:00	16:00		
Peak	292	197	172	291	297	347	291		

13588	SARN	Site No: 13588002	Location	Site 2 - Bryncoch Rd, Sarn
		Channel: Northbound		

TIME PERIOD	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Wed 10-Jul-24	Thu 11-Jul-24	5-Day Av	7-Day Av
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13588		SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn						
Fri 05-Jul-24 to Thu 11-Jul-24				Channel: Southbound										
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 05-Jul-24														
00:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	8	1	0	0	1	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	11	0	9	1	0	0	0	1	0	0	0	0	0	0
05:00	60	0	55	4	0	0	1	0	0	0	0	0	0	0
06:00	113	2	95	10	0	1	5	0	0	0	0	0	0	0
07:00	247	1	196	34	1	1	13	0	0	0	0	1	0	0
08:00	271	1	240	17	1	1	9	0	2	0	0	0	0	0
09:00	217	0	190	12	0	1	13	0	1	0	0	0	0	0
10:00	180	2	167	4	0	1	5	0	1	0	0	0	0	0
11:00	162	0	139	18	0	0	4	0	0	0	0	1	0	0
12:00	171	4	150	8	0	0	7	1	0	0	0	1	0	0
13:00	164	0	150	9	0	2	3	0	0	0	0	0	0	0
14:00	174	0	160	12	0	1	1	0	0	0	0	0	0	0
15:00	236	0	221	5	1	1	8	0	0	0	0	0	0	0
16:00	202	1	190	6	1	0	4	0	0	0	0	0	0	0
17:00	192	0	183	6	0	0	2	1	0	0	0	0	0	0
18:00	157	1	149	3	1	0	1	0	2	0	0	0	0	0
19:00	118	0	103	10	0	1	3	0	1	0	0	0	0	0
20:00	123	1	115	4	0	0	3	0	0	0	0	0	0	0
21:00	61	0	53	4	0	0	4	0	0	0	0	0	0	0
22:00	47	2	44	0	0	0	1	0	0	0	0	0	0	0
23:00	21	0	21	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2373	10	2135	134	5	8	70	2	6	0	0	3	0	0
16H,6-22	2788	13	2501	162	5	10	85	2	7	0	0	3	0	0
18H,6-24	2856	15	2566	162	5	10	86	2	7	0	0	3	0	0
24H,0-24	2946	15	2646	169	5	10	88	3	7	0	0	3	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	VEHICLES					RIGID	ARTIC		ARTIC	ARTIC	ARTIC	
Sat 06-Jul-24															
00:00	9	0	7	1	0	0	1	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
02:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
03:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
04:00	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
05:00	32	1	28	0	0	0	3	0	0	0	0	0	0	0	0
06:00	31	0	28	3	0	0	0	0	0	0	0	0	0	0	0
07:00	86	0	78	1	0	2	5	0	0	0	0	0	0	0	0
08:00	114	2	94	8	0	0	9	0	0	0	0	1	0	0	0
09:00	142	2	131	2	0	3	2	0	0	0	0	0	2	0	0
10:00	180	1	169	5	0	1	4	0	0	0	0	0	0	0	0
11:00	211	1	198	7	0	0	4	1	0	0	0	0	0	0	0
12:00	153	10	133	6	0	1	2	0	1	0	0	0	0	0	0
13:00	156	4	141	5	0	1	4	0	0	0	0	1	0	0	0
14:00	141	2	129	3	0	3	3	0	1	0	0	0	0	0	0
15:00	145	0	139	1	0	1	3	0	1	0	0	0	0	0	0
16:00	123	1	118	0	0	1	2	0	1	0	0	0	0	0	0
17:00	125	2	110	7	0	0	6	0	0	0	0	0	0	0	0
18:00	136	4	128	1	0	1	2	0	0	0	0	0	0	0	0
19:00	122	3	110	4	1	1	3	0	0	0	0	0	0	0	0
20:00	70	1	63	3	0	1	2	0	0	0	0	0	0	0	0
21:00	68	0	63	1	1	0	3	0	0	0	0	0	0	0	0
22:00	32	0	30	1	1	0	0	0	0	0	0	0	0	0	0
23:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1712	29	1568	46	0	14	46	1	4	0	0	2	2	0	0
16H,6-22	2003	33	1832	57	2	16	54	1	4	0	0	2	2	0	0
18H,6-24	2052	33	1879	58	3	16	54	1	4	0	0	2	2	0	0
24H,0-24	2113	34	1933	60	3	16	58	1	4	0	0	2	2	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE,		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES		RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC		
Sun 07-Jul-24																
00:00	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	18	0	17	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00	21	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0
07:00	35	0	33	1	0	0	1	0	0	0	0	0	0	0	0	0
08:00	57	0	49	4	0	0	3	0	0	1	0	0	0	0	0	0
09:00	97	0	91	3	0	0	3	0	0	0	0	0	0	0	0	0
10:00	184	3	172	4	0	0	4	0	1	0	0	0	0	0	0	0
11:00	183	1	174	5	0	0	3	0	0	0	0	0	0	0	0	0
12:00	156	1	148	5	1	1	0	0	0	0	0	0	0	0	0	0
13:00	151	4	142	3	0	1	1	0	0	0	0	0	0	0	0	0
14:00	137	2	129	4	0	1	1	0	0	0	0	0	0	0	0	0
15:00	120	1	114	1	0	1	3	0	0	0	0	0	0	0	0	0
16:00	121	0	110	9	0	0	1	0	1	0	0	0	0	0	0	0
17:00	118	1	114	0	0	1	1	0	1	0	0	0	0	0	0	0
18:00	110	1	103	4	0	0	1	1	0	0	0	0	0	0	0	0
19:00	65	1	61	1	0	2	0	0	0	0	0	0	0	0	0	0
20:00	52	1	49	1	0	0	1	0	0	0	0	0	0	0	0	0
21:00	35	1	32	1	0	0	1	0	0	0	0	0	0	0	0	0
22:00	41	0	40	0	0	0	1	0	0	0	0	0	0	0	0	0
23:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	1469	14	1379	43	1	5	22	1	3	1	0	0	0	0	0	0
16H,6-22	1642	17	1541	47	1	7	24	1	3	1	0	0	0	0	0	0
18H,6-24	1695	17	1593	47	1	7	25	1	3	1	0	0	0	0	0	0
24H,0-24	1754	17	1651	47	1	7	26	1	3	1	0	0	0	0	0	0

13588		SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn							
Fri 05-Jul-24 to Thu 11-Jul-24				Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Mon 08-Jul-24															
00:00	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
03:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
04:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
05:00	45	0	42	2	0	0	1	0	0	0	0	0	0	0	0
06:00	132	0	116	12	0	0	4	0	0	0	0	0	0	0	0
07:00	227	0	187	29	1	0	9	0	0	0	0	1	0	0	0
08:00	239	0	224	8	1	0	5	1	0	0	0	0	0	0	0
09:00	165	0	148	11	1	0	5	0	0	0	0	0	0	0	0
10:00	145	0	137	4	0	0	4	0	0	0	0	0	0	0	0
11:00	139	0	123	13	0	1	1	0	0	0	0	1	0	0	0
12:00	132	1	113	10	0	0	8	0	0	0	0	0	0	0	0
13:00	140	0	130	5	0	2	3	0	0	0	0	0	0	0	0
14:00	158	0	137	17	0	1	3	0	0	0	0	0	0	0	0
15:00	234	0	217	12	1	1	3	0	0	0	0	0	0	0	0
16:00	169	0	158	8	0	0	2	0	0	0	0	1	0	0	0
17:00	180	0	170	8	0	0	1	0	1	0	0	0	0	0	0
18:00	137	0	130	4	0	2	1	0	0	0	0	0	0	0	0
19:00	119	0	110	7	0	0	2	0	0	0	0	0	0	0	0
20:00	50	0	45	3	0	1	1	0	0	0	0	0	0	0	0
21:00	36	0	33	1	1	0	1	0	0	0	0	0	0	0	0
22:00	31	0	30	1	0	0	0	0	0	0	0	0	0	0	0
23:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2065	1	1874	129	4	7	45	1	1	0	0	3	0	0	0
16H,6-22	2402	1	2178	152	5	8	53	1	1	0	0	3	0	0	0
18H,6-24	2444	1	2219	153	5	8	53	1	1	0	0	3	0	0	0
24H,0-24	2526	1	2297	156	5	8	54	1	1	0	0	3	0	0	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE OR MORE AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC		
			CAR-BASED LGV																						
Tue 09-Jul-24																									
00:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	48	0	46	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	133	1	115	16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	244	0	212	24	1	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	289	2	268	13	1	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	204	0	179	13	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	146	0	138	3	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	143	2	125	8	1	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	146	1	129	13	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	166	1	155	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	157	1	139	13	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	236	1	215	15	1	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	179	0	163	11	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:00	178	2	167	6	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	160	3	149	5	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	116	0	105	6	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
20:00	114	0	108	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	41	0	38	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	2248	13	2039	132	12	0	14	31	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16H,6-22	2652	14	2405	157	12	0	17	39	3	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
18H,6-24	2686	14	2439	157	12	0	17	39	3	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
24H,0-24	2758	14	2506	160	12	0	17	41	3	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

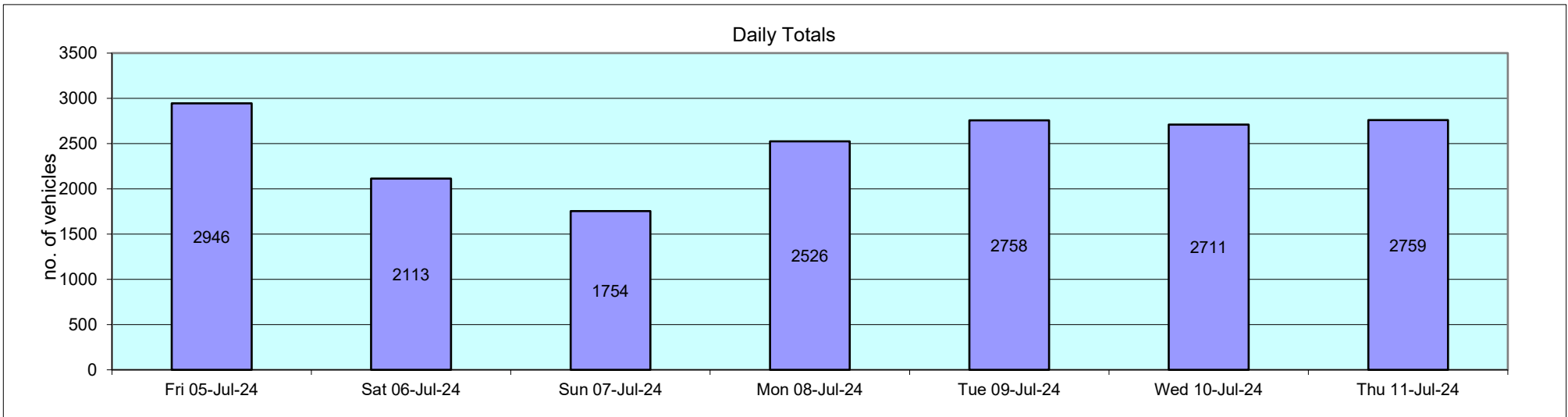
13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO AXLE, SIX TYRE,		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
			CAR-BASED LGV	LIGHT GOODS VEHICLES		RIGID/BUSES	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC		
Wed 10-Jul-24																
00:00	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
01:00	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
04:00	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0
05:00	58	0	55	2	0	0	1	0	0	0	0	0	0	0	0	0
06:00	133	2	113	13	0	1	4	0	0	0	0	0	0	0	0	0
07:00	224	0	189	23	1	0	10	0	0	0	0	0	0	1	0	0
08:00	264	1	241	16	2	1	3	0	0	0	0	0	0	0	0	0
09:00	195	1	182	7	1	1	2	0	1	0	0	0	0	0	0	0
10:00	138	0	115	18	0	1	3	0	0	0	0	0	1	0	0	0
11:00	134	2	119	6	1	1	4	0	0	0	0	0	1	0	0	0
12:00	161	1	149	6	1	0	4	0	0	0	0	0	0	0	0	0
13:00	189	0	173	8	0	4	4	0	0	0	0	0	0	0	0	0
14:00	151	1	138	7	0	0	4	0	0	0	0	1	0	0	0	0
15:00	226	0	201	14	1	2	6	0	2	0	0	0	0	0	0	0
16:00	172	1	154	9	0	0	7	0	1	0	0	0	0	0	0	0
17:00	188	0	175	8	0	2	2	0	1	0	0	0	0	0	0	0
18:00	162	1	154	0	0	1	5	1	0	0	0	0	0	0	0	0
19:00	115	1	110	1	1	2	0	0	0	0	0	0	0	0	0	0
20:00	72	1	70	1	0	0	0	0	0	0	0	0	0	0	0	0
21:00	60	0	55	1	0	1	3	0	0	0	0	0	0	0	0	0
22:00	37	0	34	1	0	0	2	0	0	0	0	0	0	0	0	0
23:00	9	0	8	0	0	0	1	0	0	0	0	0	0	0	0	0
12H,7-19	2204	8	1990	122	7	13	54	1	5	0	1	3	0	0	0	0
16H,6-22	2584	12	2338	138	8	17	61	1	5	0	1	3	0	0	0	0
18H,6-24	2630	12	2380	139	8	17	64	1	5	0	1	3	0	0	0	0
24H,0-24	2711	13	2454	143	8	17	65	1	5	0	1	3	1	0	0	0

13588		SARN				Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn					
Fri 05-Jul-24 to Thu 11-Jul-24		Channel: Southbound										FIVE OR LESS		SEVEN	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Thu 11-Jul-24															
00:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
01:00	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
02:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
03:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
04:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
05:00	60	0	55	2	0	0	3	0	0	0	0	0	0	0	
06:00	139	2	115	13	1	0	8	0	0	0	0	0	0	0	
07:00	252	0	216	22	0	1	11	0	1	0	0	1	0	0	
08:00	253	1	231	10	1	0	10	0	0	0	0	0	0	0	
09:00	181	0	161	10	2	1	7	0	0	0	0	0	0	0	
10:00	149	1	130	8	0	2	7	1	0	0	0	0	0	0	
11:00	178	3	153	15	0	3	4	0	0	0	0	0	0	0	
12:00	135	4	122	5	0	0	4	0	0	0	0	0	0	0	
13:00	153	2	140	7	0	2	2	0	0	0	0	0	0	0	
14:00	155	0	144	7	0	3	1	0	0	0	0	0	0	0	
15:00	223	3	202	14	0	3	1	0	0	0	0	0	0	0	
16:00	165	1	151	9	0	1	1	1	1	0	0	0	0	0	
17:00	180	3	168	6	0	1	2	0	0	0	0	0	0	0	
18:00	144	2	130	5	1	0	5	0	1	0	0	0	0	0	
19:00	99	1	88	6	1	0	3	0	0	0	0	0	0	0	
20:00	138	2	127	3	0	1	5	0	0	0	0	0	0	0	
21:00	81	0	76	2	0	1	2	0	0	0	0	0	0	0	
22:00	34	0	32	2	0	0	0	0	0	0	0	0	0	0	
23:00	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
12H,7-19	2168	20	1948	118	4	17	55	2	3	0	0	1	0	0	
16H,6-22	2625	25	2354	142	6	19	73	2	3	0	0	1	0	0	
18H,6-24	2676	25	2403	144	6	19	73	2	3	0	0	1	0	0	
24H,0-24	2759	25	2479	147	6	19	77	2	3	0	0	1	0	0	

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 05-Jul-24	2946	15	2646	169	5	10	88	3	7	0	0	3	0	0
Sat 06-Jul-24	2113	34	1933	60	3	16	58	1	4	0	0	2	2	0
Sun 07-Jul-24	1754	17	1651	47	1	7	26	1	3	1	0	0	0	0
Mon 08-Jul-24	2526	1	2297	156	5	8	54	1	1	0	0	3	0	0
Tue 09-Jul-24	2758	14	2506	160	12	17	41	3	3	0	0	2	0	0
Wed 10-Jul-24	2711	13	2454	143	8	17	65	1	5	0	1	3	1	0
Thu 11-Jul-24	2759	25	2479	147	6	19	77	2	3	0	0	1	0	0
Total Vehicles														
[--]	17567	119	15966	882	40	94	409	12	26	1	1	14	3	0



13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 05-Jul-24											
00:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	10	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	11	0	0.0	9	81.8	1	9.1	1	9.1	0	0.0
05:00	60	0	0.0	55	91.7	4	6.7	1	1.7	0	0.0
06:00	113	2	1.8	95	84.1	10	8.9	6	5.3	0	0.0
07:00	247	1	0.4	196	79.4	34	13.8	15	6.1	1	0.4
08:00	271	1	0.4	240	88.6	17	6.3	12	4.4	1	0.4
09:00	217	0	0.0	190	87.6	12	5.5	15	6.9	0	0.0
10:00	180	2	1.1	167	92.8	4	2.2	7	3.9	0	0.0
11:00	162	0	0.0	139	85.8	18	11.1	5	3.1	0	0.0
12:00	171	4	2.3	150	87.7	8	4.7	9	5.3	0	0.0
13:00	164	0	0.0	150	91.5	9	5.5	5	3.1	0	0.0
14:00	174	0	0.0	160	92.0	12	6.9	2	1.2	0	0.0
15:00	236	0	0.0	221	93.6	5	2.1	9	3.8	1	0.4
16:00	202	1	0.5	190	94.1	6	3.0	4	2.0	1	0.5
17:00	192	0	0.0	183	95.3	6	3.1	3	1.6	0	0.0
18:00	157	1	0.6	149	94.9	3	1.9	3	1.9	1	0.6
19:00	118	0	0.0	103	87.3	10	8.5	5	4.2	0	0.0
20:00	123	1	0.8	115	93.5	4	3.3	3	2.4	0	0.0
21:00	61	0	0.0	53	86.9	4	6.6	4	6.6	0	0.0
22:00	47	2	4.3	44	93.6	0	0.0	1	2.1	0	0.0
23:00	21	0	0.0	21	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2373	10	0.4	2135	90.0	134	5.7	89	3.8	5	0.2
16H,6-22	2788	13	0.5	2501	89.7	162	5.8	107	3.8	5	0.2
18H,6-24	2856	15	0.5	2566	89.9	162	5.7	108	3.8	5	0.2
24H,0-24	2946	15	0.5	2646	89.8	169	5.7	111	3.8	5	0.2

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 06-Jul-24											
00:00	9	0	0.0	7	77.8	1	11.1	1	11.1	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
05:00	32	1	3.1	28	87.5	0	0.0	3	9.4	0	0.0
06:00	31	0	0.0	28	90.3	3	9.7	0	0.0	0	0.0
07:00	86	0	0.0	78	90.7	1	1.2	7	8.1	0	0.0
08:00	114	2	1.8	94	82.5	8	7.0	10	8.8	0	0.0
09:00	142	2	1.4	131	92.3	2	1.4	7	4.9	0	0.0
10:00	180	1	0.6	169	93.9	5	2.8	5	2.8	0	0.0
11:00	211	1	0.5	198	93.8	7	3.3	5	2.4	0	0.0
12:00	153	10	6.5	133	86.9	6	3.9	4	2.6	0	0.0
13:00	156	4	2.6	141	90.4	5	3.2	6	3.9	0	0.0
14:00	141	2	1.4	129	91.5	3	2.1	7	5.0	0	0.0
15:00	145	0	0.0	139	95.9	1	0.7	5	3.5	0	0.0
16:00	123	1	0.8	118	95.9	0	0.0	4	3.3	0	0.0
17:00	125	2	1.6	110	88.0	7	5.6	6	4.8	0	0.0
18:00	136	4	2.9	128	94.1	1	0.7	3	2.2	0	0.0
19:00	122	3	2.5	110	90.2	4	3.3	4	3.3	1	0.8
20:00	70	1	1.4	63	90.0	3	4.3	3	4.3	0	0.0
21:00	68	0	0.0	63	92.7	1	1.5	3	4.4	1	1.5
22:00	32	0	0.0	30	93.8	1	3.1	0	0.0	1	3.1
23:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1712	29	1.7	1568	91.6	46	2.7	69	4.0	0	0.0
16H,6-22	2003	33	1.7	1832	91.5	57	2.9	79	3.9	2	0.1
18H,6-24	2052	33	1.6	1879	91.6	58	2.8	79	3.9	3	0.2
24H,0-24	2113	34	1.6	1933	91.5	60	2.8	83	3.9	3	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 07-Jul-24											
00:00	23	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
01:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
05:00	18	0	0.0	17	94.4	0	0.0	1	5.6	0	0.0
06:00	21	0	0.0	20	95.2	1	4.8	0	0.0	0	0.0
07:00	35	0	0.0	33	94.3	1	2.9	1	2.9	0	0.0
08:00	57	0	0.0	49	86.0	4	7.0	4	7.0	0	0.0
09:00	97	0	0.0	91	93.8	3	3.1	3	3.1	0	0.0
10:00	184	3	1.6	172	93.5	4	2.2	5	2.7	0	0.0
11:00	183	1	0.6	174	95.1	5	2.7	3	1.6	0	0.0
12:00	156	1	0.6	148	94.9	5	3.2	1	0.6	1	0.6
13:00	151	4	2.7	142	94.0	3	2.0	2	1.3	0	0.0
14:00	137	2	1.5	129	94.2	4	2.9	2	1.5	0	0.0
15:00	120	1	0.8	114	95.0	1	0.8	4	3.3	0	0.0
16:00	121	0	0.0	110	90.9	9	7.4	2	1.7	0	0.0
17:00	118	1	0.9	114	96.6	0	0.0	3	2.5	0	0.0
18:00	110	1	0.9	103	93.6	4	3.6	2	1.8	0	0.0
19:00	65	1	1.5	61	93.9	1	1.5	2	3.1	0	0.0
20:00	52	1	1.9	49	94.2	1	1.9	1	1.9	0	0.0
21:00	35	1	2.9	32	91.4	1	2.9	1	2.9	0	0.0
22:00	41	0	0.0	40	97.6	0	0.0	1	2.4	0	0.0
23:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	1469	14	1.0	1379	93.9	43	2.9	32	2.2	1	0.1
16H,6-22	1642	17	1.0	1541	93.9	47	2.9	36	2.2	1	0.1
18H,6-24	1695	17	1.0	1593	94.0	47	2.8	37	2.2	1	0.1
24H,0-24	1754	17	1.0	1651	94.1	47	2.7	38	2.2	1	0.1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 08-Jul-24											
00:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
01:00	0	0	-	0	-	0	-	0	-	0	-
02:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0
05:00	45	0	0.0	42	93.3	2	4.4	1	2.2	0	0.0
06:00	132	0	0.0	116	87.9	12	9.1	4	3.0	0	0.0
07:00	227	0	0.0	187	82.4	29	12.8	10	4.4	1	0.4
08:00	239	0	0.0	224	93.7	8	3.4	6	2.5	1	0.4
09:00	165	0	0.0	148	89.7	11	6.7	5	3.0	1	0.6
10:00	145	0	0.0	137	94.5	4	2.8	4	2.8	0	0.0
11:00	139	0	0.0	123	88.5	13	9.4	3	2.2	0	0.0
12:00	132	1	0.8	113	85.6	10	7.6	8	6.1	0	0.0
13:00	140	0	0.0	130	92.9	5	3.6	5	3.6	0	0.0
14:00	158	0	0.0	137	86.7	17	10.8	4	2.5	0	0.0
15:00	234	0	0.0	217	92.7	12	5.1	4	1.7	1	0.4
16:00	169	0	0.0	158	93.5	8	4.7	3	1.8	0	0.0
17:00	180	0	0.0	170	94.4	8	4.4	2	1.1	0	0.0
18:00	137	0	0.0	130	94.9	4	2.9	3	2.2	0	0.0
19:00	119	0	0.0	110	92.4	7	5.9	2	1.7	0	0.0
20:00	50	0	0.0	45	90.0	3	6.0	2	4.0	0	0.0
21:00	36	0	0.0	33	91.7	1	2.8	1	2.8	1	2.8
22:00	31	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
23:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2065	1	0.1	1874	90.8	129	6.3	57	2.8	4	0.2
16H,6-22	2402	1	0.0	2178	90.7	152	6.3	66	2.8	5	0.2
18H,6-24	2444	1	0.0	2219	90.8	153	6.3	66	2.7	5	0.2
24H,0-24	2526	1	0.0	2297	90.9	156	6.2	67	2.7	5	0.2

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 09-Jul-24											
00:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
01:00	2	0	0.0	1	50.0	0	0.0	1	50.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
04:00	14	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
05:00	48	0	0.0	46	95.8	1	2.1	1	2.1	0	0.0
06:00	133	1	0.8	115	86.5	16	12.0	1	0.8	0	0.0
07:00	244	0	0.0	212	86.9	24	9.8	7	2.9	1	0.4
08:00	289	2	0.7	268	92.7	13	4.5	5	1.7	1	0.4
09:00	204	0	0.0	179	87.8	13	6.4	12	5.9	0	0.0
10:00	146	0	0.0	138	94.5	3	2.1	4	2.7	1	0.7
11:00	143	2	1.4	125	87.4	8	5.6	7	4.9	1	0.7
12:00	146	1	0.7	129	88.4	13	8.9	2	1.4	1	0.7
13:00	166	1	0.6	155	93.4	8	4.8	2	1.2	0	0.0
14:00	157	1	0.6	139	88.5	13	8.3	1	0.6	3	1.9
15:00	236	1	0.4	215	91.1	15	6.4	4	1.7	1	0.4
16:00	179	0	0.0	163	91.1	11	6.2	3	1.7	2	1.1
17:00	178	2	1.1	167	93.8	6	3.4	3	1.7	0	0.0
18:00	160	3	1.9	149	93.1	5	3.1	2	1.3	1	0.6
19:00	116	0	0.0	105	90.5	6	5.2	5	4.3	0	0.0
20:00	114	0	0.0	108	94.7	2	1.8	4	3.5	0	0.0
21:00	41	0	0.0	38	92.7	1	2.4	2	4.9	0	0.0
22:00	24	0	0.0	24	100.0	0	0.0	0	0.0	0	0.0
23:00	10	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2248	13	0.6	2039	90.7	132	5.9	52	2.3	12	0.5
16H,6-22	2652	14	0.5	2405	90.7	157	5.9	64	2.4	12	0.5
18H,6-24	2686	14	0.5	2439	90.8	157	5.9	64	2.4	12	0.5
24H,0-24	2758	14	0.5	2506	90.9	160	5.8	66	2.4	12	0.4

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

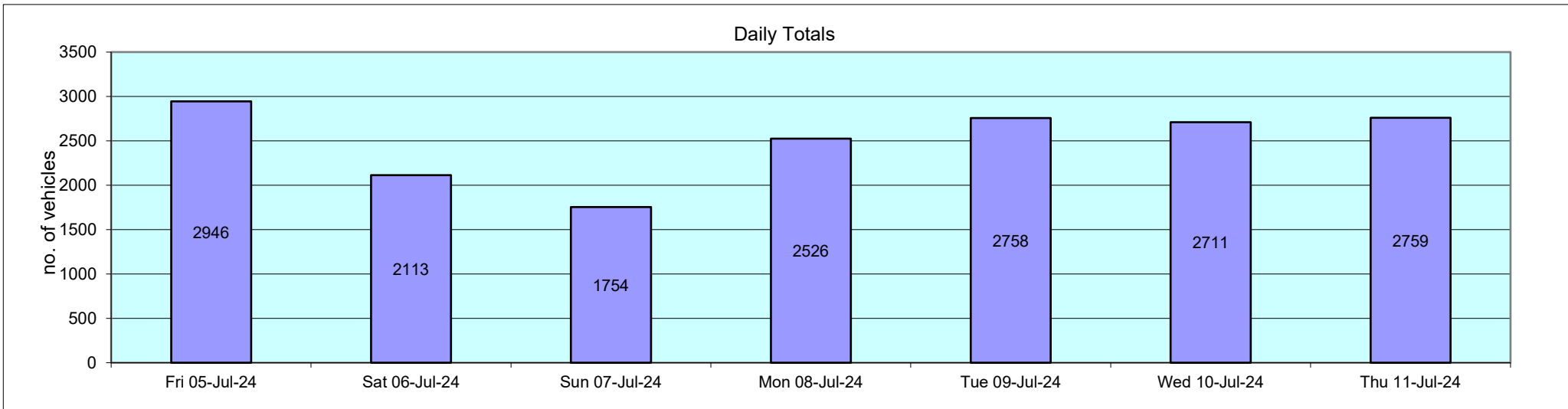
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 10-Jul-24											
00:00	4	1	25.0	2	50.0	1	25.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
04:00	11	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
05:00	58	0	0.0	55	94.8	2	3.5	1	1.7	0	0.0
06:00	133	2	1.5	113	85.0	13	9.8	5	3.8	0	0.0
07:00	224	0	0.0	189	84.4	23	10.3	11	4.9	1	0.5
08:00	264	1	0.4	241	91.3	16	6.1	4	1.5	2	0.8
09:00	195	1	0.5	182	93.3	7	3.6	4	2.1	1	0.5
10:00	138	0	0.0	115	83.3	18	13.0	5	3.6	0	0.0
11:00	134	2	1.5	119	88.8	6	4.5	6	4.5	1	0.8
12:00	161	1	0.6	149	92.6	6	3.7	4	2.5	1	0.6
13:00	189	0	0.0	173	91.5	8	4.2	8	4.2	0	0.0
14:00	151	1	0.7	138	91.4	7	4.6	5	3.3	0	0.0
15:00	226	0	0.0	201	88.9	14	6.2	10	4.4	1	0.4
16:00	172	1	0.6	154	89.5	9	5.2	8	4.7	0	0.0
17:00	188	0	0.0	175	93.1	8	4.3	5	2.7	0	0.0
18:00	162	1	0.6	154	95.1	0	0.0	7	4.3	0	0.0
19:00	115	1	0.9	110	95.7	1	0.9	2	1.7	1	0.9
20:00	72	1	1.4	70	97.2	1	1.4	0	0.0	0	0.0
21:00	60	0	0.0	55	91.7	1	1.7	4	6.7	0	0.0
22:00	37	0	0.0	34	91.9	1	2.7	2	5.4	0	0.0
23:00	9	0	0.0	8	88.9	0	0.0	1	11.1	0	0.0
12H,7-19	2204	8	0.4	1990	90.3	122	5.5	77	3.5	7	0.3
16H,6-22	2584	12	0.5	2338	90.5	138	5.3	88	3.4	8	0.3
18H,6-24	2630	12	0.5	2380	90.5	139	5.3	91	3.5	8	0.3
24H,0-24	2711	13	0.5	2454	90.5	143	5.3	93	3.4	8	0.3

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 11-Jul-24											
00:00	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	3	0	0.0	2	66.7	0	0.0	1	33.3	0	0.0
02:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
04:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
05:00	60	0	0.0	55	91.7	2	3.3	3	5.0	0	0.0
06:00	139	2	1.4	115	82.7	13	9.4	8	5.8	1	0.7
07:00	252	0	0.0	216	85.7	22	8.7	14	5.6	0	0.0
08:00	253	1	0.4	231	91.3	10	4.0	10	4.0	1	0.4
09:00	181	0	0.0	161	89.0	10	5.5	8	4.4	2	1.1
10:00	149	1	0.7	130	87.3	8	5.4	10	6.7	0	0.0
11:00	178	3	1.7	153	86.0	15	8.4	7	3.9	0	0.0
12:00	135	4	3.0	122	90.4	5	3.7	4	3.0	0	0.0
13:00	153	2	1.3	140	91.5	7	4.6	4	2.6	0	0.0
14:00	155	0	0.0	144	92.9	7	4.5	4	2.6	0	0.0
15:00	223	3	1.4	202	90.6	14	6.3	4	1.8	0	0.0
16:00	165	1	0.6	151	91.5	9	5.5	4	2.4	0	0.0
17:00	180	3	1.7	168	93.3	6	3.3	3	1.7	0	0.0
18:00	144	2	1.4	130	90.3	5	3.5	6	4.2	1	0.7
19:00	99	1	1.0	88	88.9	6	6.1	3	3.0	1	1.0
20:00	138	2	1.5	127	92.0	3	2.2	6	4.4	0	0.0
21:00	81	0	0.0	76	93.8	2	2.5	3	3.7	0	0.0
22:00	34	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
23:00	17	0	0.0	17	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	2168	20	0.9	1948	89.9	118	5.4	78	3.6	4	0.2
16H,6-22	2625	25	1.0	2354	89.7	142	5.4	98	3.7	6	0.2
18H,6-24	2676	25	0.9	2403	89.8	144	5.4	98	3.7	6	0.2
24H,0-24	2759	25	0.9	2479	89.9	147	5.3	102	3.7	6	0.2

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 05-Jul-24	2946	15	0.5	2646	89.8	169	5.7	111	3.8	5	0.2
Sat 06-Jul-24	2113	34	1.6	1933	91.5	60	2.8	83	3.9	3	0.1
Sun 07-Jul-24	1754	17	1.0	1651	94.1	47	2.7	38	2.2	1	0.1
Mon 08-Jul-24	2526	1	0.0	2297	90.9	156	6.2	67	2.7	5	0.2
Tue 09-Jul-24	2758	14	0.5	2506	90.9	160	5.8	66	2.4	12	0.4
Wed 10-Jul-24	2711	13	0.5	2454	90.5	143	5.3	93	3.4	8	0.3
Thu 11-Jul-24	2759	25	0.9	2479	89.9	147	5.3	102	3.7	6	0.2
Total Vehicles											
[--]	17567	119	0.7	15966	91.1	882	4.8	560	3.1	40	0.2



13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 05-Jul-24																
00:00	4	-	31	6.5	0	0	0	0	1	1	1	1	0	0	0	0
01:00	10	31	29.5	4.1	0	0	0	0	1	7	1	1	0	0	0	0
02:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	4	-	34.8	9.5	0	0	0	0	0	2	1	0	0	1	0	0
04:00	11	34.9	29.9	7.6	0	0	0	2	1	2	5	0	1	0	0	0
05:00	60	35.4	28.8	6.7	0	0	0	6	16	17	13	6	1	1	0	0
06:00	113	34.5	29.6	5.4	0	0	3	1	18	45	41	3	1	1	0	0
07:00	247	32.2	27.4	4.9	0	0	5	12	69	113	42	6	0	0	0	0
08:00	271	32.6	27.6	4.7	0	0	0	13	88	114	47	9	0	0	0	0
09:00	217	31.4	27.7	4.8	0	0	1	9	61	111	24	9	2	0	0	0
10:00	180	33.8	28.7	4.9	0	0	2	2	43	89	30	13	1	0	0	0
11:00	162	33.7	28.7	4.4	0	0	0	2	41	72	41	6	0	0	0	0
12:00	171	33.2	27.7	5.9	0	1	3	13	41	77	22	12	2	0	0	0
13:00	164	32.2	27.3	5	0	0	0	15	48	70	24	7	0	0	0	0
14:00	174	34.2	28.3	5.5	0	0	0	10	51	64	35	12	2	0	0	0
15:00	236	30.9	27.2	4.3	0	0	0	13	74	115	31	3	0	0	0	0
16:00	202	33	28	4.5	0	0	0	10	53	90	46	3	0	0	0	0
17:00	192	32.6	28.2	4.9	0	0	0	5	56	95	21	13	2	0	0	0
18:00	157	34.3	28.5	5.4	0	0	0	5	50	57	32	10	3	0	0	0
19:00	118	32.3	27.6	4.8	0	0	1	5	36	53	19	4	0	0	0	0
20:00	123	34	28.2	5.4	0	0	1	9	29	49	27	8	0	0	0	0
21:00	61	36.8	29.7	6	0	0	0	2	14	25	9	9	2	0	0	0
22:00	47	36.4	30.8	7	0	0	1	2	10	6	20	6	1	1	0	0
23:00	21	35.5	31.4	7.6	0	0	0	1	3	7	7	1	1	0	1	0
12H,7-19	2373	32.9	27.9	4.9	0	1	11	109	675	1067	395	103	12	0	0	0
16H,6-22	2788	33.2	28	5	0	1	16	126	772	1239	491	127	15	1	0	0
18H,6-24	2856	33.3	28.1	5.1	0	1	17	129	785	1252	518	134	17	2	1	0
24H,0-24	2946	33.4	28.1	5.1	0	1	17	137	805	1281	539	142	19	4	1	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 06-Jul-24																
00:00	9	-	27.4	4.3	0	0	0	1	1	6	1	0	0	0	0	0
01:00	4	-	36	5.2	0	0	0	0	0	1	0	3	0	0	0	0
02:00	4	-	27.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
03:00	5	-	31.5	3.1	0	0	0	0	0	2	3	0	0	0	0	0
04:00	7	-	29.9	4	0	0	0	0	1	3	3	0	0	0	0	0
05:00	32	34.6	29.8	5	0	0	0	1	6	11	12	2	0	0	0	0
06:00	31	36.7	31.2	4.8	0	0	0	0	3	14	8	6	0	0	0	0
07:00	86	34.8	28.8	5.4	0	0	0	4	22	33	18	9	0	0	0	0
08:00	114	34.4	28.9	5.3	0	1	0	4	24	49	27	9	0	0	0	0
09:00	142	33.7	28.9	4.4	0	0	0	4	28	67	39	4	0	0	0	0
10:00	180	32.1	27.1	5	0	0	0	13	64	70	26	6	1	0	0	0
11:00	211	34.1	29.6	4.8	0	0	1	2	31	111	54	8	3	0	1	0
12:00	153	34.2	28.6	5	0	0	1	2	48	52	41	9	0	0	0	0
13:00	156	31.2	27.3	4.3	0	0	0	5	54	72	23	1	1	0	0	0
14:00	141	31.4	26.9	5	0	0	2	8	52	56	18	4	1	0	0	0
15:00	145	32.8	27.7	5.6	0	0	0	11	44	60	22	6	0	1	1	0
16:00	123	31.3	27	4.7	0	0	0	8	45	50	18	1	1	0	0	0
17:00	125	32.4	27.9	4.5	0	0	0	6	33	61	21	4	0	0	0	0
18:00	136	32.8	27.4	5.4	0	0	1	8	48	49	25	3	1	1	0	0
19:00	122	34.8	29.5	7.3	0	0	0	3	38	43	25	7	2	0	1	3
20:00	70	34.9	29.5	5.6	0	0	0	2	18	22	22	5	0	1	0	0
21:00	68	34.1	28.9	5.2	0	0	0	3	15	30	15	4	1	0	0	0
22:00	32	34.7	30.2	4.7	0	0	0	1	4	12	13	2	0	0	0	0
23:00	17	42.2	33.8	7.5	0	0	0	0	3	4	3	3	4	0	0	0
12H,7-19	1712	33.3	28	5	0	1	5	75	493	730	332	64	8	2	2	0
16H,6-22	2003	33.6	28.3	5.2	0	1	5	83	567	839	402	86	11	3	3	3
18H,6-24	2052	33.7	28.3	5.3	0	1	5	84	574	855	418	91	15	3	3	3
24H,0-24	2113	33.7	28.4	5.3	0	1	5	86	584	879	438	96	15	3	3	3

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 07-Jul-24																
00:00	23	34.8	30	4.9	0	0	0	0	5	8	8	2	0	0	0	0
01:00	5	-	32.5	6.6	0	0	0	0	1	1	1	2	0	0	0	0
02:00	6	-	30.2	5.3	0	0	0	0	1	3	1	1	0	0	0	0
03:00	3	-	30.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
04:00	4	-	36	5.2	0	0	0	0	0	0	3	0	1	0	0	0
05:00	18	34.8	30.4	4.5	0	0	0	0	2	9	5	2	0	0	0	0
06:00	21	33.4	29.9	3.5	0	0	0	0	1	14	5	1	0	0	0	0
07:00	35	34.9	29.9	5	0	0	0	0	9	10	13	3	0	0	0	0
08:00	57	34.8	30.1	4.9	0	0	0	1	8	26	17	4	1	0	0	0
09:00	97	34.3	28.8	5	0	0	1	1	26	39	23	7	0	0	0	0
10:00	184	34.8	29.4	5.8	0	0	1	7	34	88	34	11	8	1	0	0
11:00	183	33.1	28.1	4.6	0	0	0	7	49	82	41	3	1	0	0	0
12:00	156	33	28	4.5	0	0	0	3	53	63	32	5	0	0	0	0
13:00	151	33.5	28.1	6	0	2	1	3	46	61	30	6	0	1	0	1
14:00	137	33.4	28.1	5	0	1	0	5	39	56	31	5	0	0	0	0
15:00	120	32.6	27.9	5.7	0	0	0	12	27	58	14	5	4	0	0	0
16:00	121	32.4	27.5	4.7	0	0	0	7	38	51	23	1	1	0	0	0
17:00	118	35.8	29.7	5.9	0	0	0	3	30	41	27	14	2	1	0	0
18:00	110	34.4	29.1	5.5	0	0	1	4	20	53	22	8	1	1	0	0
19:00	65	35.4	29.4	6.4	0	0	1	4	15	17	20	6	2	0	0	0
20:00	52	35	30	5.8	0	0	0	2	9	20	16	3	1	1	0	0
21:00	35	35.6	30.8	7.7	0	0	0	0	10	11	9	2	1	0	2	0
22:00	41	33.9	29.2	4.5	0	0	0	1	7	20	11	2	0	0	0	0
23:00	12	35.2	31.8	5.1	0	0	0	1	0	2	8	1	0	0	0	0
12H,7-19	1469	34	28.6	5.3	0	3	4	53	379	628	307	72	18	4	0	1
16H,6-22	1642	34.1	28.7	5.4	0	3	5	59	414	690	357	84	22	5	2	1
18H,6-24	1695	34.2	28.7	5.4	0	3	5	61	421	712	376	87	22	5	2	1
24H,0-24	1754	34.3	28.8	5.4	0	3	5	61	431	734	394	95	23	5	2	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 08-Jul-24																
00:00	12	37.8	32.3	6.9	0	0	0	1	1	2	5	2	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	-	31.8	7.6	0	0	0	0	1	0	1	1	0	0	0	0
03:00	4	-	29.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0
04:00	18	40	34.3	8.6	0	0	0	0	2	4	8	1	1	0	2	0
05:00	45	35	30.9	5.2	0	0	0	0	6	18	17	1	3	0	0	0
06:00	132	35	30.3	4.5	0	0	0	0	17	64	38	12	1	0	0	0
07:00	227	33.9	28.7	5	0	0	0	8	53	106	44	13	3	0	0	0
08:00	239	32.1	27.6	4.9	0	0	0	15	68	113	30	12	1	0	0	0
09:00	165	32.1	27.5	4.9	0	0	0	8	56	71	22	6	2	0	0	0
10:00	145	32	28.3	4.1	0	0	0	0	37	81	25	0	1	1	0	0
11:00	139	31.9	28.1	4.1	0	0	0	3	35	76	21	4	0	0	0	0
12:00	132	32.4	27.2	5.3	0	0	3	8	41	54	21	4	1	0	0	0
13:00	140	32.7	27.8	5.1	0	0	0	11	34	66	22	6	1	0	0	0
14:00	158	33.3	28	4.8	0	0	0	4	53	63	30	8	0	0	0	0
15:00	234	34.1	28.7	4.9	0	0	0	8	59	94	60	13	0	0	0	0
16:00	169	32.2	27.7	4.7	0	0	1	12	36	87	29	4	0	0	0	0
17:00	180	32.6	28.4	4.5	0	1	0	6	32	104	29	8	0	0	0	0
18:00	137	34.8	29.5	5.1	0	0	0	3	32	49	42	10	1	0	0	0
19:00	119	34.2	29.3	5	0	0	1	1	21	66	18	10	2	0	0	0
20:00	50	34.9	29.7	5.4	0	0	0	1	13	14	18	3	1	0	0	0
21:00	36	34.5	29.1	6	0	0	0	1	9	18	3	4	0	1	0	0
22:00	31	35	30	5.2	0	0	0	0	6	15	6	3	1	0	0	0
23:00	11	38.1	31.2	10.9	0	0	0	1	2	5	0	2	0	0	0	1
12H,7-19	2065	33.2	28.2	4.8	0	1	4	86	536	964	375	88	10	1	0	0
16H,6-22	2402	33.5	28.4	4.9	0	1	5	89	596	1126	452	117	14	2	0	0
18H,6-24	2444	33.5	28.4	4.9	0	1	5	90	604	1146	458	122	15	2	0	1
24H,0-24	2526	33.7	28.5	5	0	1	5	91	614	1173	490	127	20	2	2	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 09-Jul-24																
00:00	4	-	24.8	4.9	0	0	0	1	1	2	0	0	0	0	0	0
01:00	2	-	26	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	3	-	28.5	5	0	0	0	0	1	1	1	0	0	0	0	0
04:00	14	34.5	29.2	6.3	0	0	1	0	1	8	2	2	0	0	0	0
05:00	48	35.1	30.2	5	0	0	0	0	12	12	20	4	0	0	0	0
06:00	133	35.3	30.8	4.7	0	0	0	1	17	50	52	11	2	0	0	0
07:00	244	33.9	28.4	5.1	0	0	0	4	82	90	54	10	3	1	0	0
08:00	289	32.7	26.9	5.4	0	1	5	22	97	102	55	6	1	0	0	0
09:00	204	31.2	27.3	4.7	0	0	1	10	66	95	24	8	0	0	0	0
10:00	146	32.9	27.7	4.7	0	0	2	7	38	64	34	1	0	0	0	0
11:00	143	32.3	27.7	5	0	0	2	7	38	69	20	7	0	0	0	0
12:00	146	33.1	28	4.7	0	0	1	3	46	60	33	2	1	0	0	0
13:00	166	31.9	26.8	4.9	0	0	0	13	65	58	25	5	0	0	0	0
14:00	157	33.4	28.7	4.5	0	0	0	1	41	76	31	7	1	0	0	0
15:00	236	32.2	27.7	4.9	0	0	0	10	75	108	30	11	1	1	0	0
16:00	179	32.8	27.2	5.5	0	1	2	16	49	73	30	8	0	0	0	0
17:00	178	33.4	28.9	4.9	0	1	0	3	33	99	31	10	0	0	1	0
18:00	160	32.2	28.2	4.4	0	0	0	4	39	87	23	6	1	0	0	0
19:00	116	34.9	30	5	0	0	0	3	12	65	23	10	3	0	0	0
20:00	114	33.1	28.7	4.9	0	0	1	1	25	63	15	8	0	1	0	0
21:00	41	33.7	28.3	5.4	0	0	1	2	9	17	10	2	0	0	0	0
22:00	24	34.5	29.8	5.3	0	0	0	0	6	9	7	1	1	0	0	0
23:00	10	31	30	8.9	0	0	0	0	3	5	1	0	0	0	1	0
12H,7-19	2248	32.9	27.8	5	0	3	13	100	669	981	390	81	8	2	1	0
16H,6-22	2652	33.3	28.1	5	0	3	15	107	732	1176	490	112	13	3	1	0
18H,6-24	2686	33.3	28.1	5	0	3	15	107	741	1190	498	113	14	3	2	0
24H,0-24	2758	33.4	28.1	5.1	0	3	16	108	757	1214	522	119	14	3	2	0

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 10-Jul-24																
00:00	4	-	27.3	4.9	0	0	0	0	2	1	1	0	0	0	0	0
01:00	4	-	31	9.6	0	0	0	0	2	0	1	0	1	0	0	0
02:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	3	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0
04:00	11	35.3	28.5	7.5	0	0	0	1	4	3	1	1	1	0	0	0
05:00	58	35.1	28.4	5.8	0	0	0	1	23	19	7	7	1	0	0	0
06:00	133	34.9	30.1	4.7	0	0	0	2	18	62	39	11	1	0	0	0
07:00	224	34.6	29.2	5.2	0	0	0	4	55	95	50	15	5	0	0	0
08:00	264	32.2	27.6	4.7	0	0	3	11	77	122	44	7	0	0	0	0
09:00	195	32.9	27.2	5.1	0	0	1	13	72	65	38	5	1	0	0	0
10:00	138	31.2	27.5	4.3	0	0	0	6	41	69	19	3	0	0	0	0
11:00	134	32.1	27.2	5.4	0	1	3	4	45	57	16	8	0	0	0	0
12:00	161	33.9	28.6	5.4	0	1	1	5	39	65	44	5	0	0	1	0
13:00	189	32.9	27.8	4.9	0	0	0	10	57	81	32	8	1	0	0	0
14:00	151	33.2	28.1	5.5	0	0	1	5	48	63	25	4	4	1	0	0
15:00	226	32.4	27.6	4.7	0	0	1	10	72	99	35	9	0	0	0	0
16:00	172	33.3	27.8	5.7	1	0	4	4	52	70	32	7	1	1	0	0
17:00	188	32.9	28.3	4.7	0	0	0	5	48	96	27	11	1	0	0	0
18:00	162	33.9	28.9	4.7	0	0	0	3	37	76	37	7	2	0	0	0
19:00	115	34.1	29.5	5.2	0	0	0	1	21	64	18	8	2	0	1	0
20:00	72	35.4	30.9	6.2	0	0	0	0	10	34	19	5	2	1	0	1
21:00	60	35.1	30.5	5.3	0	0	0	1	8	26	19	4	1	1	0	0
22:00	37	33.5	28.9	4.8	0	0	1	0	6	20	8	2	0	0	0	0
23:00	9	-	24.1	4.2	0	0	0	2	4	3	0	0	0	0	0	0
12H,7-19	2204	33.2	28	5.1	1	2	14	80	643	958	399	89	15	2	1	0
16H,6-22	2584	33.5	28.3	5.1	1	2	14	84	700	1144	494	117	21	4	2	1
18H,6-24	2630	33.5	28.3	5.1	1	2	15	86	710	1167	502	119	21	4	2	1
24H,0-24	2711	33.6	28.3	5.2	1	2	15	88	741	1192	513	128	24	4	2	1

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 11-Jul-24																
00:00	3	-	25.2	3.1	0	0	0	0	2	1	0	0	0	0	0	0
01:00	3	-	23.5	1.7	0	0	0	0	3	0	0	0	0	0	0	0
02:00	5	-	29.5	5.6	0	0	0	0	1	3	0	1	0	0	0	0
03:00	4	-	36	8.7	0	0	0	0	0	1	2	0	0	1	0	0
04:00	8	-	29.8	8	0	0	1	0	0	4	1	2	0	0	0	0
05:00	60	35.3	30.5	5.7	0	0	0	2	4	35	11	4	3	1	0	0
06:00	139	35.4	30.4	5.7	0	1	0	1	25	48	49	10	4	1	0	0
07:00	252	33.9	28.8	4.8	0	0	1	6	56	118	57	13	1	0	0	0
08:00	253	33.3	28.5	4.9	0	0	1	13	47	135	41	15	1	0	0	0
09:00	181	33.9	28.9	4.8	0	0	1	6	33	88	44	8	1	0	0	0
10:00	149	33.5	28.1	5.6	0	0	0	14	34	63	30	4	4	0	0	0
11:00	178	33.7	28.1	5.8	0	0	4	10	45	74	33	9	2	1	0	0
12:00	135	30.9	27	4.7	0	0	4	4	42	65	18	2	0	0	0	0
13:00	153	33.5	28.4	5.7	0	0	0	8	42	64	31	5	1	1	0	1
14:00	155	32.5	28	4.6	0	0	0	5	44	74	27	3	2	0	0	0
15:00	223	33.3	28.3	5.2	0	1	2	10	46	112	39	10	3	0	0	0
16:00	165	33.2	28	5.3	1	1	0	3	49	74	27	9	1	0	0	0
17:00	180	34.6	28.9	5.9	0	0	1	8	44	75	34	15	2	0	0	1
18:00	144	33.7	28.6	4.7	0	0	0	2	39	66	28	8	1	0	0	0
19:00	99	34	28.7	6	0	0	1	3	28	39	21	5	1	0	0	1
20:00	138	33.3	28	5.2	0	0	1	3	48	52	28	3	3	0	0	0
21:00	81	34.2	28.9	6	0	0	0	3	22	35	13	5	2	0	1	0
22:00	34	34.7	29.2	5.1	0	0	0	1	7	16	6	4	0	0	0	0
23:00	17	45.9	33.8	9.5	0	0	0	0	2	6	6	0	0	2	0	1
12H,7-19	2168	33.5	28.3	5.2	1	2	14	89	521	1008	409	101	19	2	0	2
16H,6-22	2625	33.7	28.5	5.3	1	3	16	99	644	1182	520	124	29	3	1	3
18H,6-24	2676	33.8	28.5	5.3	1	3	16	100	653	1204	532	128	29	5	1	4
24H,0-24	2759	33.8	28.6	5.4	1	3	17	102	663	1248	546	135	32	7	1	4

13588 SARN Site No: 13588002 Location Site 2 - Bryncoch Rd, Sarn
 Fri 05-Jul-24 to Thu 11-Jul-24 Channel: Southbound

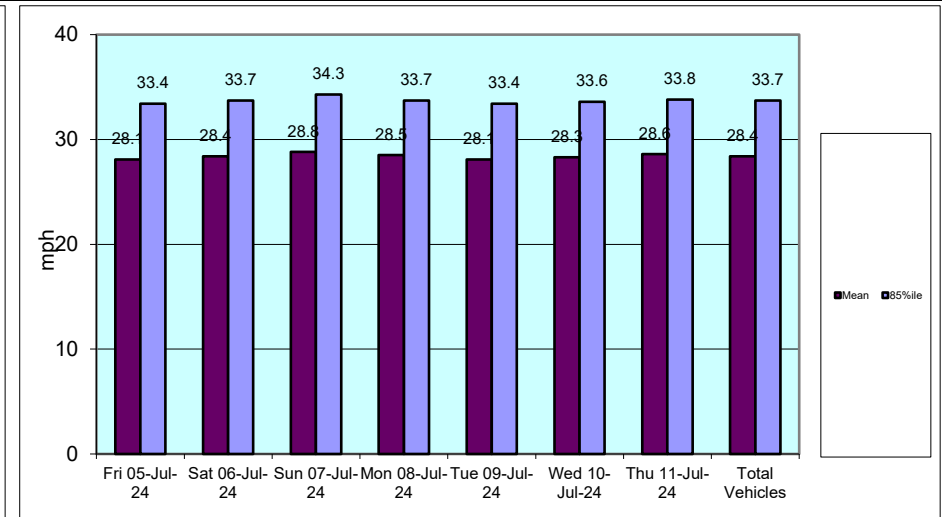
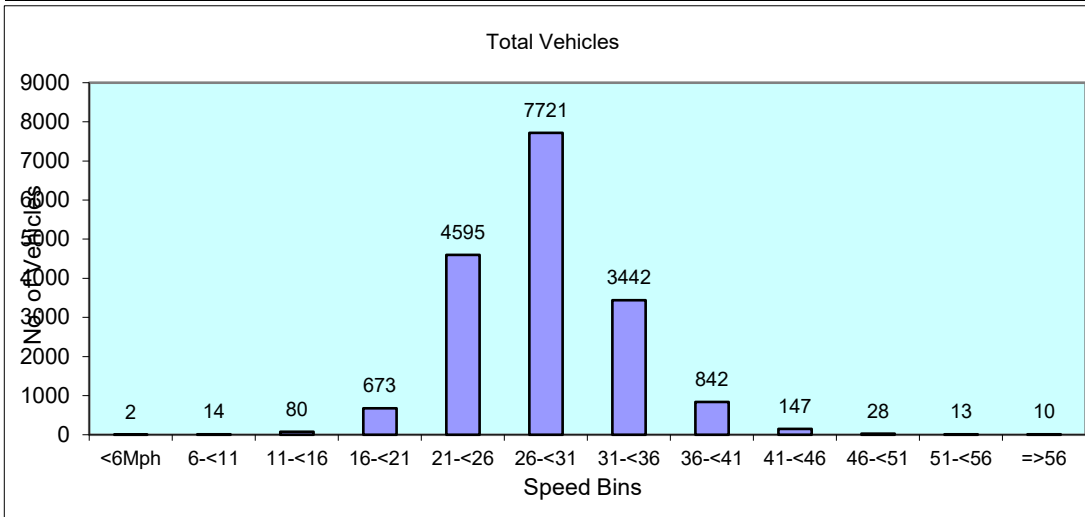
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
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Daily Totals

Fri 05-Jul-24	2946	33.4	28.1	5.1	0	1	17	137	805	1281	539	142	19	4	1	0
Sat 06-Jul-24	2113	33.7	28.4	5.3	0	1	5	86	584	879	438	96	15	3	3	3
Sun 07-Jul-24	1754	34.3	28.8	5.4	0	3	5	61	431	734	394	95	23	5	2	1
Mon 08-Jul-24	2526	33.7	28.5	5	0	1	5	91	614	1173	490	127	20	2	2	1
Tue 09-Jul-24	2758	33.4	28.1	5.1	0	3	16	108	757	1214	522	119	14	3	2	0
Wed 10-Jul-24	2711	33.6	28.3	5.2	1	2	15	88	741	1192	513	128	24	4	2	1
Thu 11-Jul-24	2759	33.8	28.6	5.4	1	3	17	102	663	1248	546	135	32	7	1	4

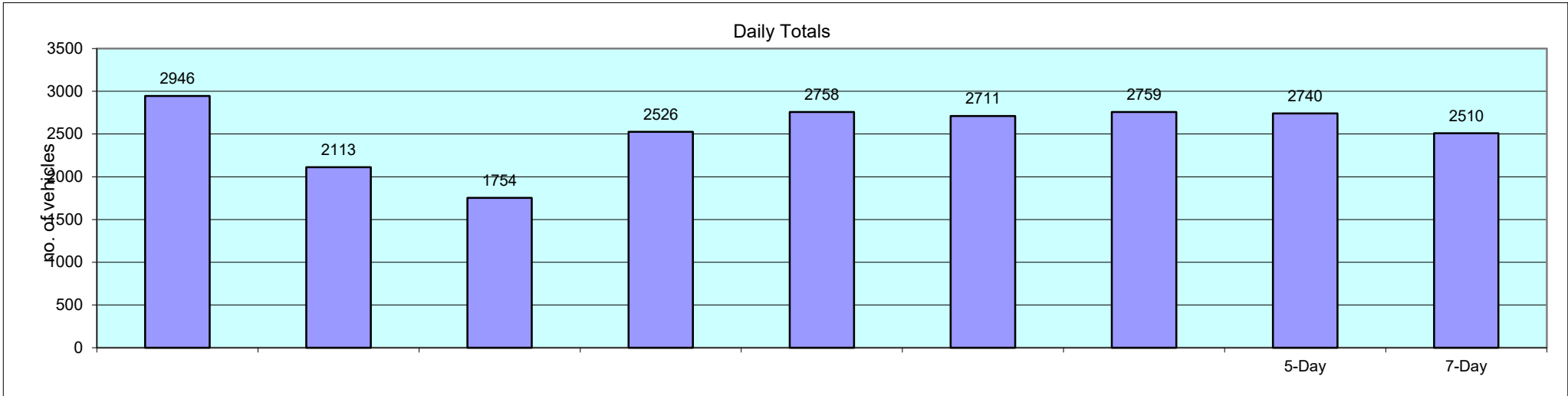
Total Vehicles

[--]	17567	33.7	28.4	5.2	2	14	80	673	4595	7721	3442	842	147	28	13	10
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13588	SARN		Site No: 13588002		Location		Site 2 - Bryncoch Rd, Sarn		
	Channel: Southbound								
TIME PERIOD	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Wed 10-Jul-24	Thu 11-Jul-24	5-Day Av	7-Day Av
Week Begin: 05-Jul-24									
00:00	4	9	23	12	4	4	3	5	8
01:00	10	4	5	0	2	4	3	4	4
02:00	1	4	6	3	1	1	5	2	3
03:00	4	5	3	4	3	3	4	4	4
04:00	11	7	4	18	14	11	8	12	10
05:00	60	32	18	45	48	58	60	54	46
06:00	113	31	21	132	133	133	139	130	100
07:00	247	86	35	227	244	224	252	239	188
08:00	271	114	57	239	289	264	253	263	212
09:00	217	142	97	165	204	195	181	192	172
10:00	180	180	184	145	146	138	149	152	160
11:00	162	211	183	139	143	134	178	151	164
12:00	171	153	156	132	146	161	135	149	151
13:00	164	156	151	140	166	189	153	162	160
14:00	174	141	137	158	157	151	155	159	153
15:00	236	145	120	234	236	226	223	231	203
16:00	202	123	121	169	179	172	165	177	162
17:00	192	125	118	180	178	188	180	184	166
18:00	157	136	110	137	160	162	144	152	144
19:00	118	122	65	119	116	115	99	113	108
20:00	123	70	52	50	114	72	138	99	88
21:00	61	68	35	36	41	60	81	56	55
22:00	47	32	41	31	24	37	34	35	35
23:00	21	17	12	11	10	9	17	14	14
12H,7-19	2373	1712	1469	2065	2248	2204	2168	2212	2034
16H,6-22	2788	2003	1642	2402	2652	2584	2625	2610	2385
18H,6-24	2856	2052	1695	2444	2686	2630	2676	2658	2434
24H,0-24	2946	2113	1754	2526	2758	2711	2759	2740	2510
Am	08:00	11:00	10:00	08:00	08:00	08:00	08:00	08:00	
Peak	271	211	184	239	289	264	253		
Pm	15:00	13:00	12:00	15:00	15:00	15:00	15:00		
Peak	236	156	156	234	236	226	223		

TIME PERIOD	Fri 05-Jul-24	Sat 06-Jul-24	Sun 07-Jul-24	Mon 08-Jul-24	Tue 09-Jul-24	Wed 10-Jul-24	Thu 11-Jul-24	5-Day Av	7-Day Av
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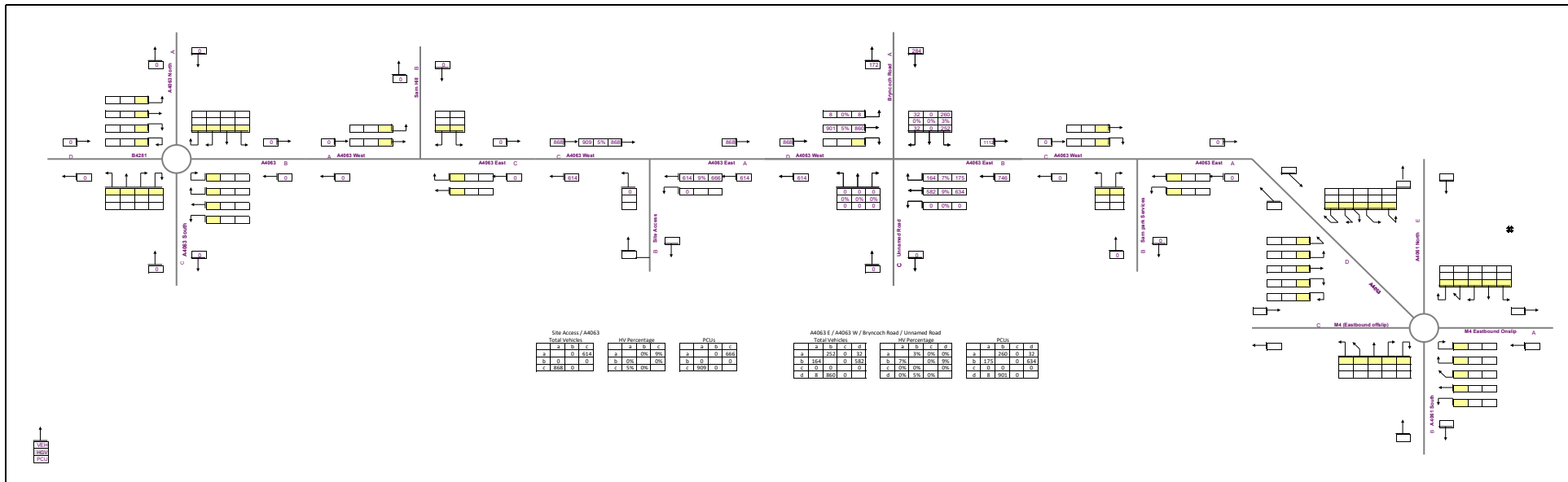
Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 - 15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix N – Traffic Flow Diagrams



Site Access / A4063

Total Vehicles			
	A	B	C
A	0	0	151
B	0	0	0
C	1888	0	0

V% Percentage			
	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	100%	0%	0%

PCU			
	A	B	C
A	0	0	169
B	0	0	0
C	1898	0	0

A4063 E / A4063 W / Bryncoch Road / Unnamed Road

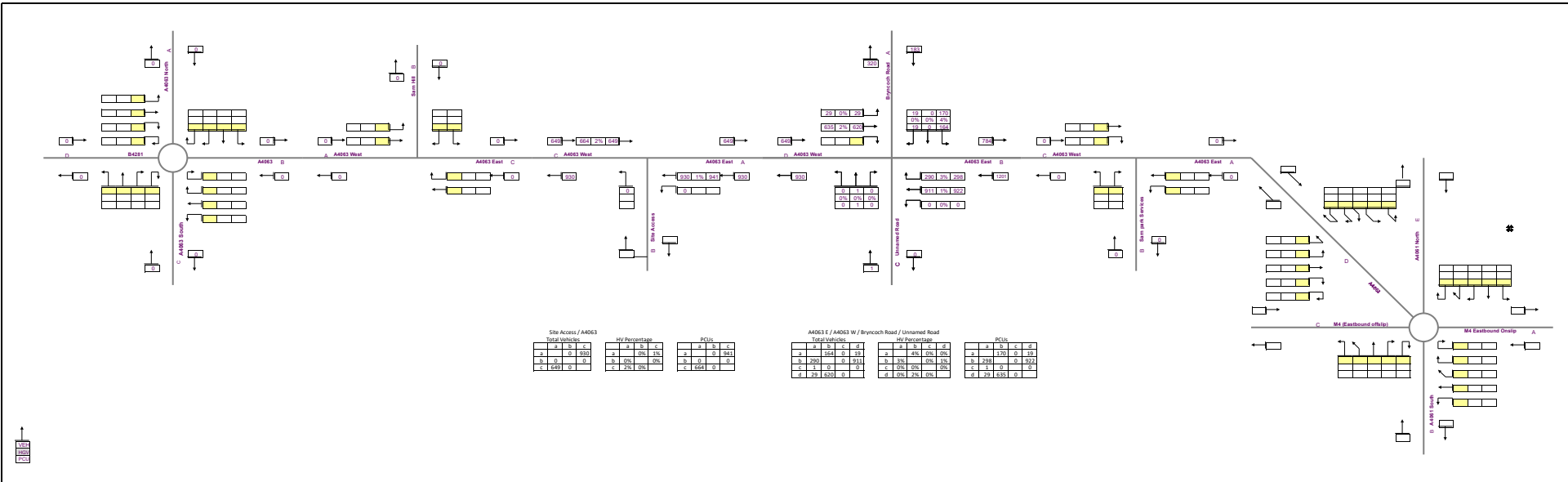
Total Vehicles			
	A	B	C
A	252	0	12
B	164	0	165
C	0	0	0
D	8	855	0

V% Percentage			
	A	B	C
A	15%	0%	1%
B	10%	0%	10%
C	0%	0%	0%
D	0%	53%	0%

PCU			
	A	B	C
A	260	0	12
B	171	0	165
C	0	0	0
D	8	855	0



Figure: TFD-09
 Client: Centis
 Project: T17 Table
 Title: 2024 Observed Traffic Flows
 Period: AM Peak Hour



Site Access / A4063

Total Vehicles			
	A	B	C
A	0	0	320
B	0	0	0
C	1490	0	0

V% Percentage			
	A	B	C
A	0%	0%	33%
B	0%	0%	0%
C	22%	0%	67%

PCU			
	A	B	C
A	0	0	363
B	0	0	0
C	664	0	0

A4063 E / A4063 W / Bryncoch Road / Unnamed Road

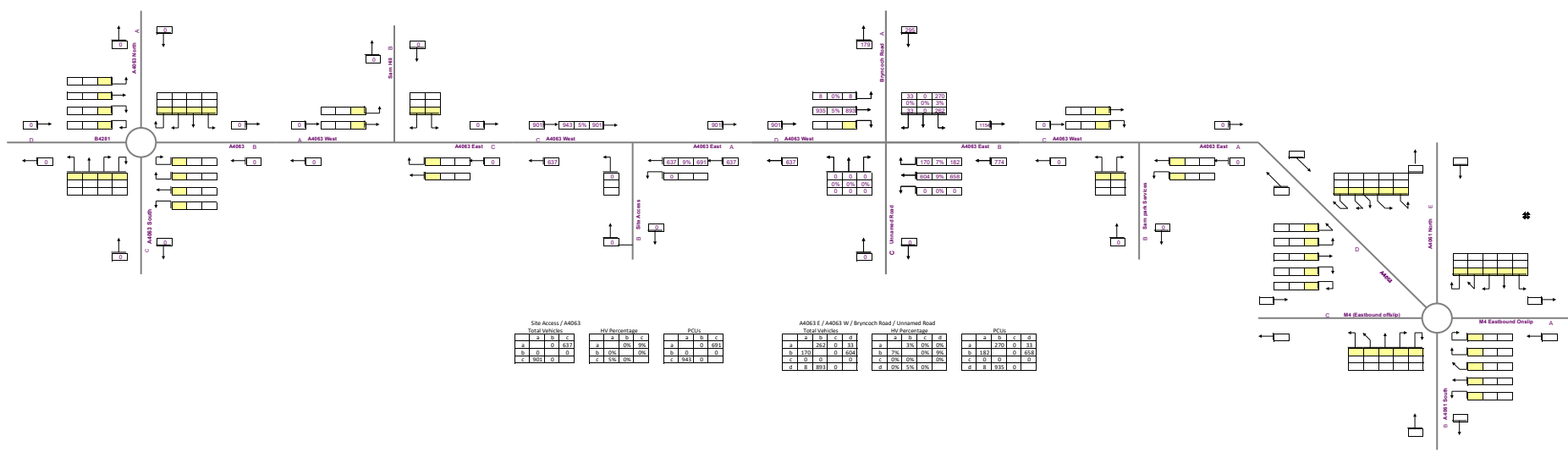
Total Vehicles			
	A	B	C
A	384	0	33
B	290	0	33
C	3	0	0
D	29	425	0

V% Percentage			
	A	B	C
A	45%	0%	20%
B	35%	0%	10%
C	0%	0%	0%
D	1%	25%	70%

PCU			
	A	B	C
A	320	0	33
B	228	0	33
C	3	0	0
D	27	435	0



Figure: TFD-10
 Client: Censis
 Project: T17 Talpa
 Title: 2024 Observed Traffic Flows
 Period: PM Peak Hour



Site Access / A4063

Total Vehicles			
	A	B	C
A	0	0	627
B	0	0	0
C	0	0	0
Total	0	0	627

V% Percentage			
	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	0%	0%	0%

PCU			
	A	B	C
A	0	0	627
B	0	0	0
C	0	0	0
Total	0	0	627

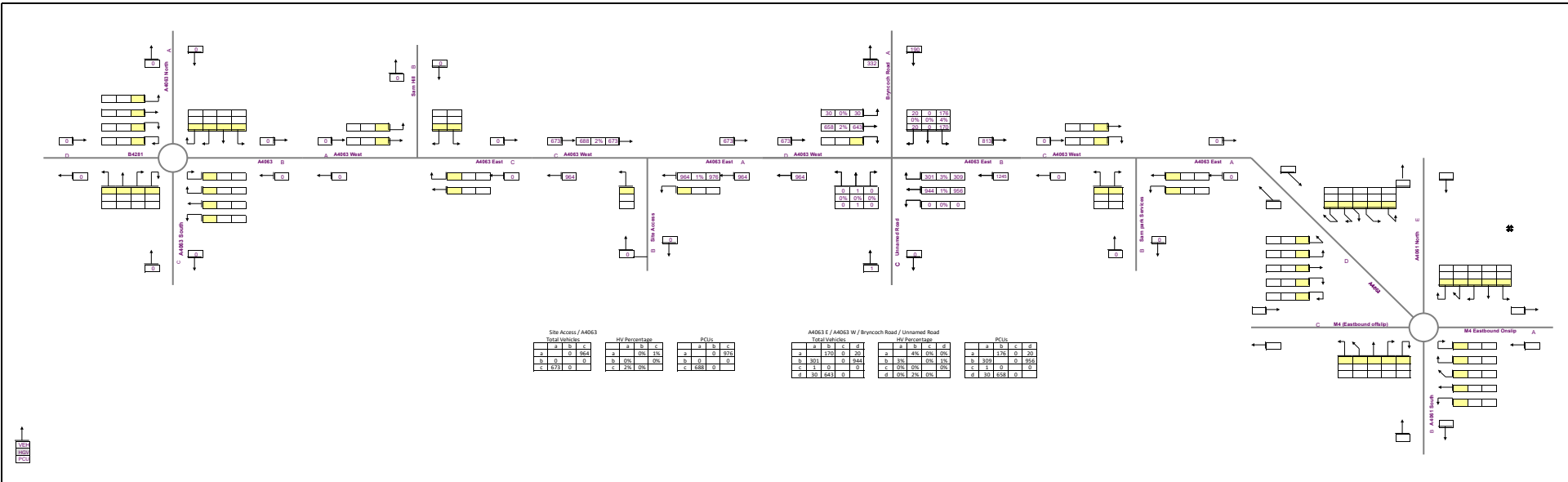
A4063 E / A4063 W / Bryncoch Road / Unnamed Road

Total Vehicles			
	A	B	C
A	267	0	111
B	170	0	653
C	0	0	0
Total	437	0	764

V% Percentage			
	A	B	C
A	7%	0%	16%
B	39%	0%	86%
C	0%	0%	0%

PCU			
	A	B	C
A	270	0	114
B	172	0	657
C	0	0	0
Total	442	0	771

Figure: TFD-11
 Client: Centri
 Project: T17 Hub
 Title: A4063 Baseline Traffic Flows
 Period: AM Peak Hour



Site Access / A4063

Total Vehicles			
	A	B	C
A	0	0	363
B	0	0	0
C	673	0	0

V/C Percentage			
	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	100%	0%	0%

PCU			
	A	B	C
A	0	0	373
B	0	0	0
C	688	0	0

A4063 E / A4063 W / Bryncoch Road / Unnamed Road

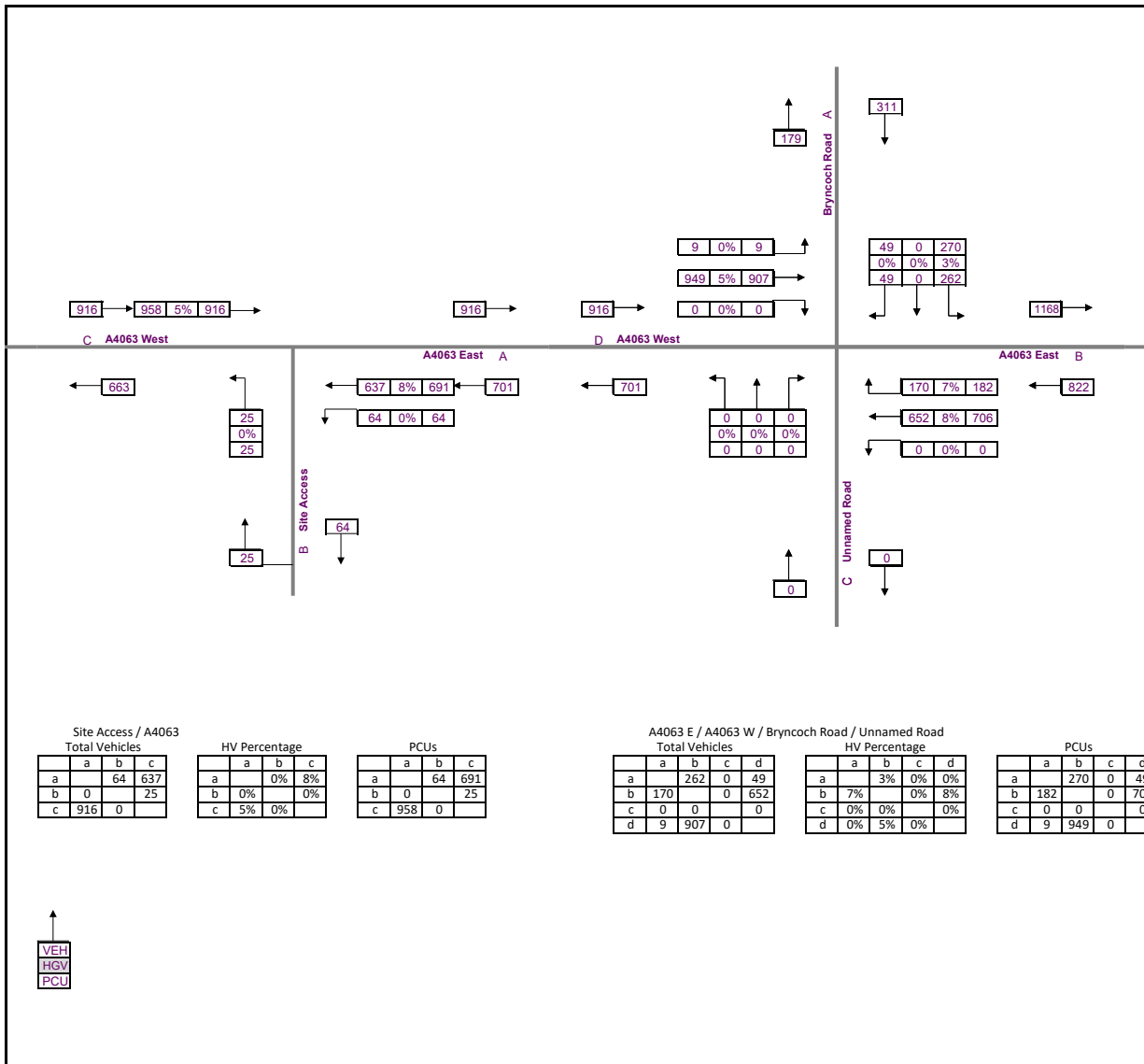
Total Vehicles			
	A	B	C
A	370	0	324
B	301	0	184
C	1	0	0
D	30	25	0

V/C Percentage			
	A	B	C
A	45%	0%	20%
B	37%	0%	12%
C	0%	0%	0%
D	4%	3%	0%

PCU			
	A	B	C
A	376	0	329
B	307	0	185
C	1	0	0
D	30	25	0



Figure: TFD-12
 Client: Centis
 Project: J17/18/19
 Title: 2025 Baseline Traffic Flows
 Period: PM Peak Hour



Site Access / A4063
Total Vehicles

	a	b	c
a		64	637
b	0		25
c	916	0	

HV Percentage

	a	b	c
a		0%	8%
b	0%		0%
c	5%	0%	

PCUs

	a	b	c
a		64	691
b	0		25
c	958	0	

A4063 E / A4063 W / Bryncoch Road / Unnamed Road
Total Vehicles

	a	b	c	d
a		262	0	49
b	170		0	652
c	0	0		0
d	9	907	0	

HV Percentage

	a	b	c	d
a		3%	0%	0%
b	7%		0%	8%
c	0%	0%		0%
d	0%	5%	0%	

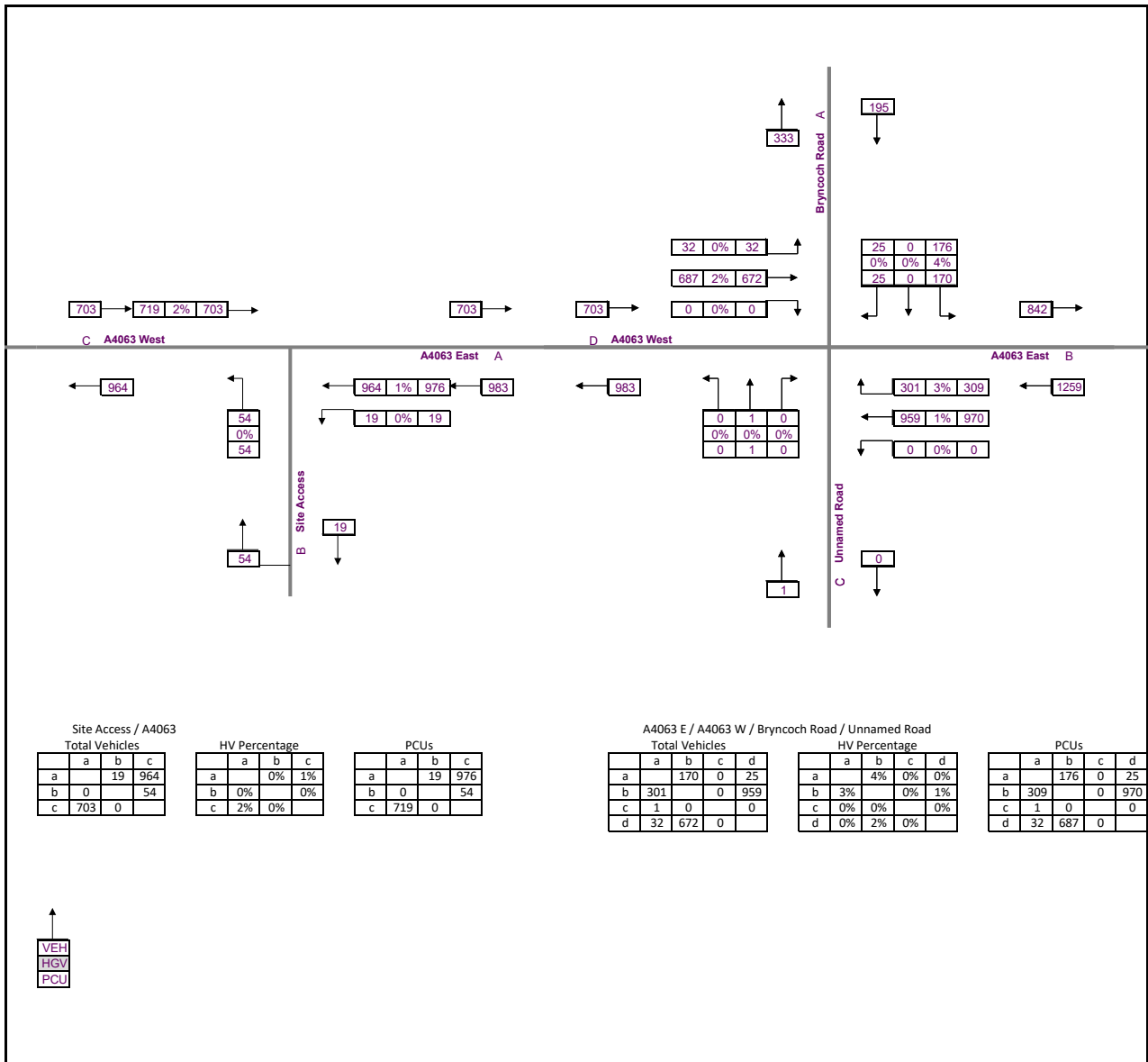
PCUs

	a	b	c	d
a		270	0	49
b	182		0	706
c	0	0		0
d	9	949	0	

↑
VEH
HGV
PCU



Figure: TFD-13
 Client: Cenin
 Project: TI'r Isha
 Title: 2028 Baseline + Development Traffic Flows
 Period: AM Peak Hour



Site Access / A4063

Total Vehicles		
a	b	c
a	19	964
b	0	54
c	703	0

HV Percentage

a	b	c
a	0%	1%
b	0%	0%
c	2%	0%

PCUs

a	b	c
a	19	976
b	0	54
c	719	0

A4063 E / A4063 W / Bryncoch Road / Unnamed Road

Total Vehicles			
a	b	c	d
a	170	0	25
b	301	0	959
c	1	0	0
d	32	672	0

HV Percentage

a	b	c	d
a	4%	0%	0%
b	3%	0%	1%
c	0%	0%	0%
d	0%	2%	0%

PCUs

a	b	c	d
a	176	0	25
b	309	0	970
c	1	0	0
d	32	687	0

↑
VEH
HGV
PCU



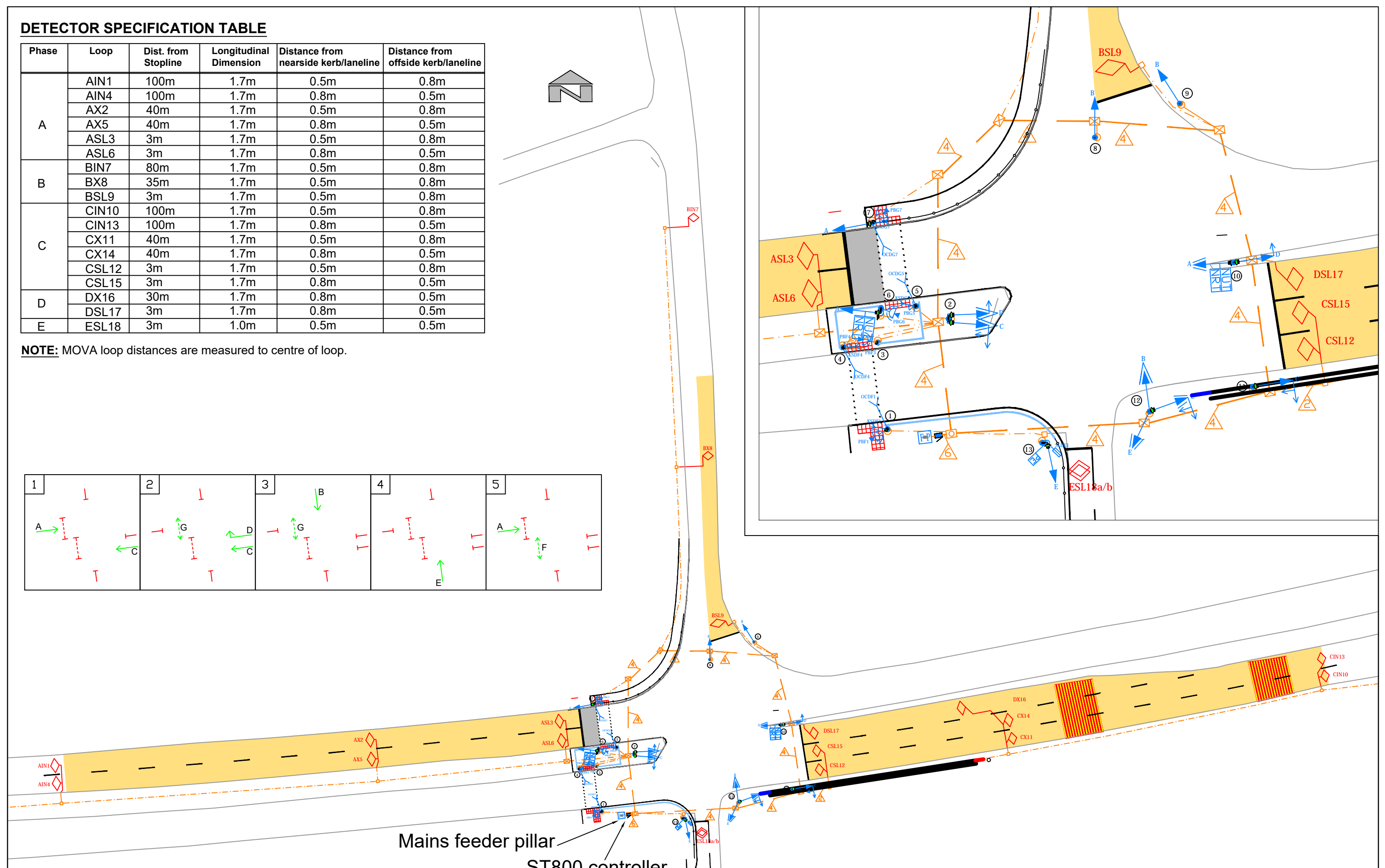
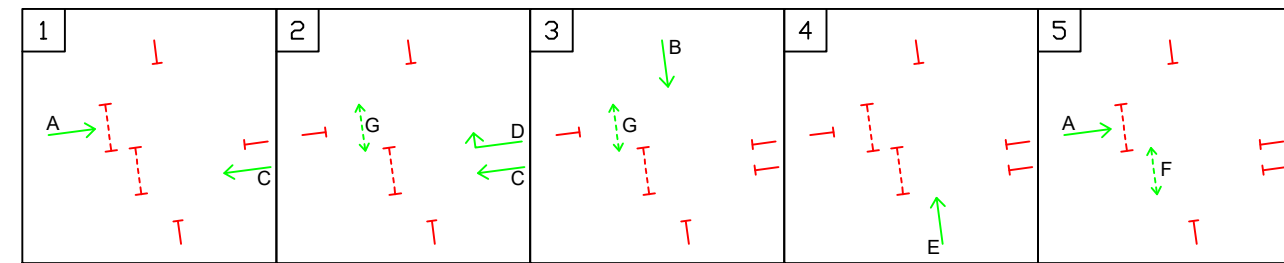
Figure: TFD-14
 Client: Cenin
 Project: Ti'r Isha
 Title: 2028 Baseline + Development Traffic Flows
 Period: PM Peak Hour

Appendix O – Signal Specification Data

DETECTOR SPECIFICATION TABLE

Phase	Loop	Dist. from Stopline	Longitudinal Dimension	Distance from nearside kerb/laneline	Distance from offside kerb/laneline
A	AIN1	100m	1.7m	0.5m	0.8m
	AIN4	100m	1.7m	0.8m	0.5m
	AX2	40m	1.7m	0.5m	0.8m
	AX5	40m	1.7m	0.8m	0.5m
	ASL3	3m	1.7m	0.5m	0.8m
	ASL6	3m	1.7m	0.8m	0.5m
B	BIN7	80m	1.7m	0.5m	0.8m
	BX8	35m	1.7m	0.5m	0.8m
	BSL9	3m	1.7m	0.5m	0.8m
C	CIN10	100m	1.7m	0.5m	0.8m
	CIN13	100m	1.7m	0.8m	0.5m
	CX11	40m	1.7m	0.5m	0.8m
	CX14	40m	1.7m	0.8m	0.5m
	CSL12	3m	1.7m	0.5m	0.8m
D	DX16	30m	1.7m	0.8m	0.5m
	DSL17	3m	1.7m	0.8m	0.5m
E	ESL18	3m	1.0m	0.5m	0.5m

NOTE: MOVA loop distances are measured to centre of loop.



AMENDMENTS	REV REF	DETAILS	DATE	MADE BY	CHKD BY	Controller Tel. No. 07990517366 (GSM)	Client: Consultant:	Drawn	Approved	Project: S1040 A4063/BRYNCOCH ROAD SARN Traffic Signal Layout
	Checked	Date	Scale	Original drawing A3						
	Job No.	Title:		Rev						
	Dwg No.									

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Administration

General Specifications

Customer Name	<input type="text" value="CAPITA GLAMORGAN"/>	Customer Order No.	<input type="text"/>
Intersection/ General Description	<input type="text" value="A4063 SARN LINK / BRYNCOCH RD - SARN"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	<input type="text" value="E36009"/> Issue <input type="text" value="3"/>
Area Specifications/ Customer Drawings	<input type="text" value="NOTE FOR ENGINEER NEW Issue"/>	Equipment Installation by	<input type="text" value="NOTE THIS ITEM WAS"/>
Specification Section	<input type="text" value="11 FIRMWARE TO BE USED FOR"/>	Slot Cutting by	<input type="text" value="SUPPLIED BEFORE AND MAY"/>
Contract/Tender Ref:	<input type="text" value="THIS ISSUE OF CONFIG"/>	Civil Works by	<input type="text" value="BE FITTED PLEASE RECHECK"/>
Quotation No.	<input type="text"/>	Customer's Engineer	<input type="text" value="Andrew Phipps"/>
Works Order No.	<input type="text"/>	Telephone Number	<input type="text" value="01443 823238"/>

Signal Company Use Only

Signal Engineer	<input type="text" value="P W WRIGHT"/>	(IF PROM Label as >) PROM Number	<input type="text" value="16772"/>	PROM Variant	<input type="text" value="9"/>
		Configuration Check Value	<input type="text" value="E0 65 45 BB"/>		

Controller Options

Hardware Firmware Type and Issue Other Options

ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK Small Non-UK

Cabinet/Rack Variant Cuckoo Options Gemini Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz					
Peak Lamp Current	<input type="text" value="9"/> Amps	Dimming Voltage	<input type="text" value="27.5"/>	Answer Issue	<input type="text" value="0"/>	Date Created	<input type="text" value="11/05/09"/>
Average Lamp Power	<input type="text" value="1627"/> Watts	Low Inrush Træ	<input type="checkbox"/>	Edit Issue	<input type="text" value="5"/>		
Total Average Power	<input type="text" value="1627"/> Watts						

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Phases, Stages and Streams

Phases, Stages and Streams

Select Object to Add/Delete/Insert.

<input type="radio"/>	Streams Current Number of Streams <input type="text" value="1"/>
<input type="radio"/>	Phases Current Total Number of Phases <input type="text" value="8"/> <input checked="" type="radio"/> Number of Real Phases <input type="text" value="7"/> <input type="radio"/> Number of Dummy Phases <input type="text" value="1"/>
<input type="radio"/>	Stages Current Number of stages (inc. ALL-RED stages) <input type="text" value="6"/>
<input type="radio"/>	Switched Signs Number of Switched Signs <input type="text" value="0"/>

Action

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Facilities/Modes Enabled and Mode Priority Levels

Facilities

<input checked="" type="checkbox"/> Manual Control	<input type="checkbox"/> Part Time	<input type="checkbox"/> London IMU	<input checked="" type="checkbox"/> Pelican/Puffin/Toucan
<input type="checkbox"/> Manual Step On	<input checked="" type="checkbox"/> Master Time Clock		<input type="checkbox"/> Standalone Manual
<input checked="" type="checkbox"/> CLF (Base Time)	<input checked="" type="checkbox"/> Lamp Monitoring	<input type="checkbox"/> Extend All Red	<input type="checkbox"/> Holiday Clock
<input type="checkbox"/> CLF (non-Base Time)	<input checked="" type="checkbox"/> RED Lamp Monitoring	<input type="checkbox"/>	<input type="checkbox"/> Fail to Part Time
<input checked="" type="checkbox"/> UTC	<input type="checkbox"/>	<input type="checkbox"/> Ripple Change	
<input type="checkbox"/> Hurry Call	<input type="checkbox"/> Linked Fixed Time	<input type="checkbox"/> Non-UK	
<input checked="" type="checkbox"/> Priority	<input checked="" type="checkbox"/> FT To Current MAX		<input checked="" type="checkbox"/> Serial MOVA
<input checked="" type="checkbox"/> Emergency Vehicles	<input type="checkbox"/> Speed Measurement		<input type="checkbox"/> Free-Standing OTU
<input type="text" value="8"/> Starting Intergreen	<input type="checkbox"/> Download To Level 3		<input type="checkbox"/> Integral OTU

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11
Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Selected Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cableless Link (CLF)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

standardPB801.8df

Default PROM data file

Correspondence Monitoring to inc.

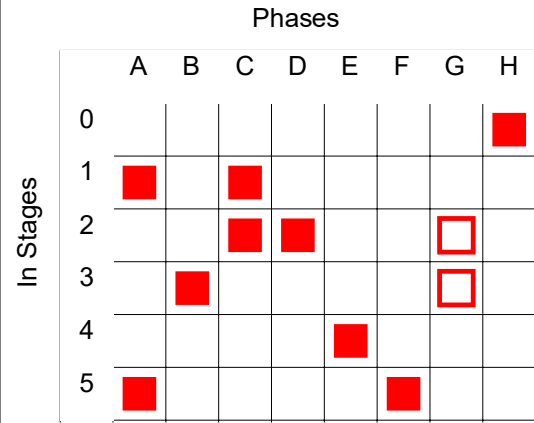
Reds
 Ambers
 Switched Signs
 Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

Off
 On

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Phases in Stages



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Stages in Streams

Stream Data	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence	<input type="text" value="0"/>							
Startup Stage	<input type="text" value="1"/>							
Part-Time switch off stage								
Standalone Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: For a Stand-Along Stream, the reversion must be to All Red stage or Traffic stage/phase to meet 1

Stages

	0	1	2	3	4	5
In Stream	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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Phase Type and Conditions

Phase Type and Conditions

Phases A to P Manual Output Allocation

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs		
						"R"	"A"	"G"
A	A4063 SARN LINK E/B	0 - UK Traffic	0	0 - E	A	1	1	1
B	BRYNCOCH ROAD	0 - UK Traffic	0	0 - E	B	1	1	1
C	A4063 SARN LINK W/B	0 - UK Traffic	0	0 - E	C	1	1	1
D	A4063 SARN LINK W/B RIGHT TURN	0 - UK Traffic	0	0 - E	D	1	1	1
E	ACCESS ROAD	0 - UK Traffic	0	0 - E	E	1	1	1
F	PEDS X A4063 SARN LINK W/B EXIT	3 - UK Near Side Pedestrian	0	0 - E	F	1	1	2
G	PEDS X A4063 SARN LINK E/N ENTRANCE	3 - UK Near Side Pedestrian	1	0 - E	G	1	1	2
H	DUMMY FOR REST ON RED	0 - UK Traffic	0	0 - E	H			

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.
 3) The HW Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

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Opposing and Conflicting Phases

Select Stream(s) To Configure

All
 0

Initialise

Amber Conflict Monitoring

To Phase

From Phase

	A	B	C	D	E	F	G	H
A	■	Co		Co	Co		Co	o
B	Co	■	Co	Co	Co	Co		o
C		Co	■		Co	Co		o
D	Co	Co		■	Co			o
E	Co	Co	Co	Co	■	Co		o
F		Co	Co		Co	■		o
G	Co						■	o
H	o	o	o	o	o	o	o	■

Works Order :
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Phase Minimums, Maximums, Extensions, Pedestrian Leaving Periods

Phase Minimums, Maximums, Extensions, Pedestrian Leaving Periods

Phases A to P

Phase	Min Green	Min Ped Clr	Extensions	Maximums								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.2	30	40	50	40	0	0	0	0	<input type="checkbox"/>
B	7	0	0.2	15	15	20	25	0	0	0	0	<input type="checkbox"/>
C	7	0	0.2	30	40	50	40	0	0	0	0	<input type="checkbox"/>
D	7	0	0.2	10	15	20	25	0	0	0	0	<input type="checkbox"/>
E	7	0	0.2	7	7	7	7	0	0	0	0	<input type="checkbox"/>
F	5	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
G	5	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
H	3	0	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

Note: For Standalone Streams see Help for use of Max Sets.

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Phase Intergreen Times

Select Stream(s) To Configure

All
 0

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CD

To Phase

		A	B	C	D	E	F	G	H
From Phase	A		8		7	5		6	3
	B	5		6	5	7	10		3
	C		6			7	10		3
	D	6	6			5			3
	E	5	7	5	5		7		3
	F		0	0		0			3
	G	0							3
	H	2	2	2	2	2	2	2	

Works Order :
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Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

	A	B	C	D	E	F	G	H
A		5		5	5		5	
B	5		5	5	5	9		
C		5			5	8		
D	5	5			5			
E	5	5	5	5		6		
F								
G								
H								

From Phase

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	7	255	Q
B	7	255	R
C	7	255	S
D	7	255	T
E	7	255	U
F	5	255	V
G	5	255	W
H	3	255	X
I			Y
J			Z
K			A2
L			B2
M			C2
N			D2
O			E2
P			F2

<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Min. Green</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">255</td> </tr> </table>	Min. Green		Min.	Max.	0	255	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Max. Green</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">255</td> </tr> </table>	Max. Green		Min.	Max.	0	255
Min. Green													
Min.	Max.												
0	255												
Max. Green													
Min.	Max.												
0	255												
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Vehicle Extension</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">0.0</td> <td style="text-align: center;">10.0</td> </tr> </table>	Vehicle Extension		Min.	Max.	0.0	10.0	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Phase Delay</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">255</td> </tr> </table>	Phase Delay		Min.	Max.	0	255
Vehicle Extension													
Min.	Max.												
0.0	10.0												
Phase Delay													
Min.	Max.												
0	255												
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Starting I/G</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">12</td> </tr> </table>	Starting I/G		Min.	Max.	4	12	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Min Pedestrian Clearance (PBT)</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">0</td> <td style="text-align: center;">12</td> </tr> </table>	Min Pedestrian Clearance (PBT)		Min.	Max.	0	12
Starting I/G													
Min.	Max.												
4	12												
Min Pedestrian Clearance (PBT)													
Min.	Max.												
0	12												
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Traffic Phase Leaving</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">3.0</td> <td style="text-align: center;">3.0</td> </tr> </table>	Traffic Phase Leaving		Min.	Max.	3.0	3.0	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: center; padding: 5px;">Traffic Phase Red/Amber</th> </tr> <tr> <td style="width: 50%;">Min.</td> <td style="width: 50%;">Max.</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </table>	Traffic Phase Red/Amber		Min.	Max.	2	2
Traffic Phase Leaving													
Min.	Max.												
3.0	3.0												
Traffic Phase Red/Amber													
Min.	Max.												
2	2												

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VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

For Unlatched demands precede the name with a #.
 Conditioning MUST be used to specify unlatched demands.

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A	AX2	ASL3	AX5	ASL6
B	BX8	BSL9		
C	CX11	CSL12	CX14	CSL15
D	DX16	DSL17		
E	ESL18	SLDE1		
F	PEDF1	PEDF3	PEDF4	
G	PEDG5	PEDG6	PEDG7	
H				

Phases A to P

Extensions

AIN1	AX2	ASL3	AIN4
BX8	BSL9		
CIN10	CX11	CSL12	CIN13
DX16	DSL17		
ESL18	SLDE1		

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Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

Phases A to P

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F	OCDF1	OCDF4			KSDF1	KSDF4		
G	OCDG5	OCDG7			KSDG5	KSDG7		
H								

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Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times												
Pedestrian Enable VA Mode (PEV)												
Streams												
0	1	2	3	4	5	6	7					
Pedestrian All Red Times (Vehicle to Pedestrian)							Handset Range Limits					
Streams			0	1	2	3	4	5	6	7	Min	Max
(PAR n 0) VA Gap Change											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PAR n 1) VA Max Change											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PAR n 2) FVP Change											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PAR n 3) UTC Change											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PAR n 4) Local Link Change											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
Pelican Intergreen times												
(PIT n 0) Veh Red/Ped Flash Green											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PIT n 1) Veh Flash Amber/Ped Flash Green											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PIT n 2) Veh Flash Amber/Ped red											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>
(PIT n 3) Veh Flash Amber/Ped Red Quiescent											<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>

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Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Dem Del	PDX Demand Hold	CMX Ped Clearance Maximum	CDY 0 Clearance Delay Gap Change	CDY 1 Clearance Delay Max Change	CRD Clearance Minimum Red	
A	0	0.0	0	0	0	0	
B	0	0.0	0	0	0	0	<input type="checkbox"/>
C	0	0.0	0	0	0	0	
D	0	0.0	0	0	0	0	<input type="checkbox"/>
E	0	0.0	0	0	0	0	
F	1	2.0	7	0	3	0	
G	1	2.0	7	0	3	0	
H	0	0.0	0	0	0	0	

Phases A to P

Handset Range Limits

	MIN	MAX
Pedestrian Demand Delay PDD	0	3
Pedestrian Demand Hold PDX	0.0	5.0
Pedestrian Clearance CMX	0	15
Pedestrian Clearance Delays CDY 0 and CDY1	0	5
Pedestrian Clearance Delay (Red) CRC	0	3

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IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times								
Streams	0	1	2	3	4	5	6	7
Computer Control								
PV								
Window Time								
UIE								
Local Link								
PV1								
Link Delay Time								
LKD								
Link Window Time								
LKW								
Link Override Time								
LKO								
Kerbside Mat Test <input type="checkbox"/>								
Output								

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Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

	Phase	Demand	KBS		Phase	Demand	KBS		Phase	Demand	KBS		Phase	Demand	KBS
0	F	PEDF1	KSDF1	16				32				48			
1	F	PEDF3	KSDF4	17				33				49			
2	F	PEDF4	KSDF4	18				34				50			
3	G	PEDG5	KSDG5	19				35				51			
4	G	PEDG6	KSDG5	20				36				52			
5	G	PEDG7	KSDG7	21				37				53			
6				22				38				54			
7				23				39				55			
8				24				40				56			
9				25				41				57			
10				26				42				58			
11				27				43				59			
12				28				44				60			
13				29				45				61			
14				30				46				62			
15				31				47				63			

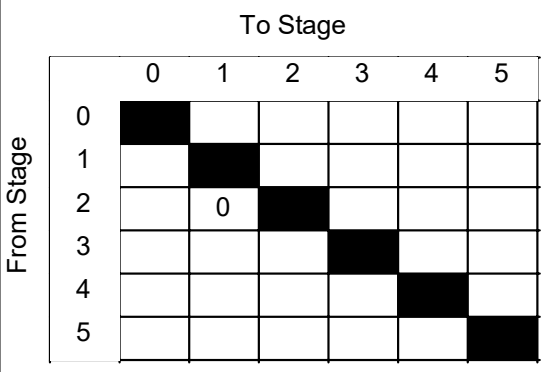
Note: Any association pushed off the screen will have any previous association blanked

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Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets	Modes	Restrictions Apply To:	No Restrictions	Modes	Restrictions Apply To:	No Restrictions
<input checked="" type="radio"/> 1	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Manual	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/> 2	Cableless Linking	<input type="radio"/>	<input checked="" type="radio"/>	Priority	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/> 3	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>	Emergency	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/> 4	Fixed Time	<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>



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Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/>	4	<input checked="" type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>										
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Phase Delays

Phase Delays

Phase Delays 0-29

Phase Delays 30-59

Phase Delays 60-89

Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds		No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	C	1	3	2		15				0
1	A	1	4	2		16				0
2	A	5	2	3		17				0
3	A	5	3	2		18				0
4	F	5	3	1		19				0
5	A	5	4	2		20				0
6				0		21				0
7				0		22				0
8				0		23				0
9				0		24				0
10				0		25				0
11				0		26				0
12				0		27				0
13				0		28				0
14				0		29				0

Works Order :
 EM Number : E36009
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Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

CLF - Base Time

CLF - Base Time

Controller Base Date

XX/XX/XX

Controller Base Time

00:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>

Handset Range Limits

	Minutes	Seconds
Min	<input type="text" value="0"/>	<input type="text" value="0"/>
Max	<input type="text" value="255"/>	<input type="text" value="59"/>

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

UTC General Data

UTC General Data

Type of UTC

106 316

Integral OTUA address

 Number of Control Words

 Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority Mode

 Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTCTS input)

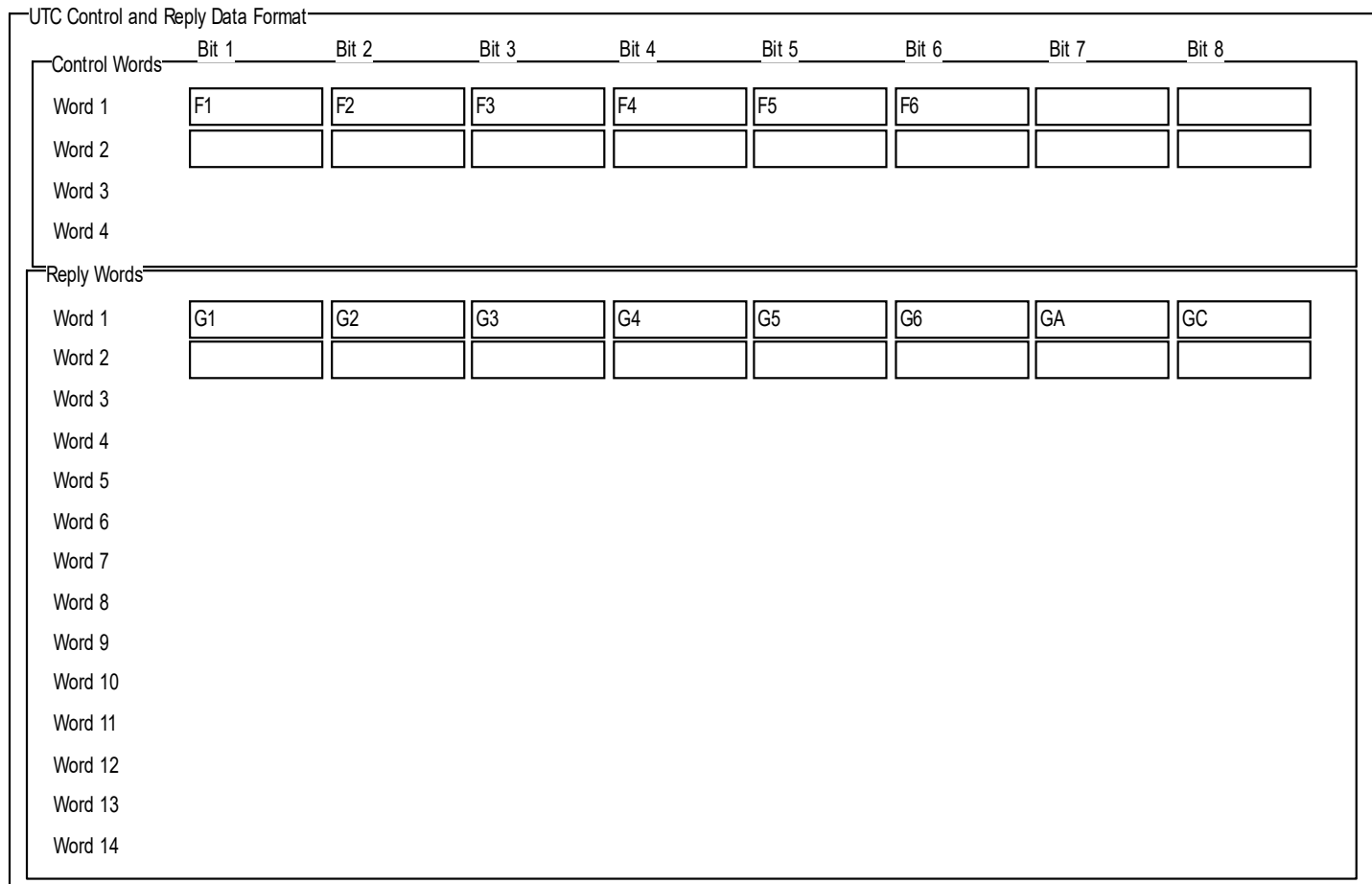
Day	Time
<input type="text" value="Saturday"/>	<input type="text" value="00:00:00"/>

Clock Confirm Time (UTC RT output)

Day	Time
<input type="text" value="Saturday"/>	<input type="text" value="00:00:00"/>

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

UTC Control and Reply Data Format



Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0	F6	G6		16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5	F5	G5		21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

- Manual Mode Operative:
 G1/G2 RR
- Manual Mode Selected:
 G1/G2 RR
- No Lamp Power, or Lamps Off due to RLM
 G1/G2
- Detector Fault:
 DF
- Normal NOT selected on the Manual Panel:
 G1/G2 RR
- RR Button Selected:
 G1/G2 RR
- If UTC Reply Confirms are required for a Coni

Works Order :
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Engineer : P W WRIGHT
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Serial MOVA

Serial MOVA

1	AIN1	2	AX2	3	ASL3	4	AIN4	5	AX5	6	ASL6	7	BIN7	8	BX8
9	BSL9	10	CIN10	11	CX11	12	CSL12	13	CIN13	14	CX14	15	CSL15	16	DX16
17	DSL17	18	ESL18	19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate DFM	ALTDfMB	19	No Action	
4	Alternate DFM	ALTDfMC	20	No Action	
5	Alternate DFM	ALTDfMD	21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	INTRODUCE MAXSET C	2	2
1	9	09:30:00	INTRODUCE MAXSET B	2	1
2	9	12:00:00	INTRODUCE MAXSET B	2	1
3	9	14:00:00	INTRODUCE MAXSET B	2	1
4	9	16:00:00	INTRODUCE MAXSET C	2	2
5	9	20:00:00	INTRODUCE MAXSET A	2	0
6	0	08:00:00	INTRODUCE MAXSET B	2	1
7	0	12:00:00	INTRODUCE MAXSET B	2	1
8	0	19:00:00	INTRODUCE MAXSET A	2	0
9	1	08:00:00	INTRODUCE MAXSET B	2	1
10	1	12:00:00	INTRODUCE MAXSET B	2	1
11	1	19:00:00	INTRODUCE MAXSET A	2	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

- 0 = Isolate From CLF
- 1 = Introduce a CLF Plan
- 2 = Introduce a Parameter (Con
- 3 = Selects an Individual event
- 4 = Selects an Individual event

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

<input type="radio"/>	<input checked="" type="radio"/> 48
<input type="radio"/>	<input type="radio"/>

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum

Maximum

Streams with Phase BlackOut on RLF2

<input type="checkbox"/> 0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
----------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Integral LMU Onboard Sensors (ELV Controllers)

Integral LMU Onboard Sensors (ELV Controllers)

No. of LSLS cards fitted
1

HPU Connection
1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Load Type	Phase	Aspect	Sensor #	Sensor Type	Load Type	
A	Red	1	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	F	Amber	7	Wait	2: Siemens LED Demand Indicator <input type="radio"/>
A	Amber	1	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	F	Green	6	R,G	3: Siemens LED Nearside Indicator <input type="radio"/>
A	Green	1	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	F	Green	N/A	N/A	N/A <input type="radio"/>
B	Red	2	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	G	Red	8	R,G	3: Siemens LED Nearside Indicator <input type="radio"/>
B	Amber	2	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	G	Amber	9	Wait	2: Siemens LED Demand Indicator <input type="radio"/>
B	Green	2	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	G	Green	8	R,G	3: Siemens LED Nearside Indicator <input type="radio"/>
C	Red	3	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	G	Green	N/A	N/A	N/A <input type="radio"/>
C	Amber	3	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
C	Green	3	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
D	Red	4	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
D	Amber	4	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
D	Green	4	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
E	Red	5	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
E	Amber	5	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
E	Green	5	As Seq.	1: Siemens Helios ELV	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>
F	Red	6	R,G	3: Siemens LED Nearside Indicator	<input type="radio"/>	N/A	N/A	N/A	N/A	N/A <input type="radio"/>

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Integral LMU External Sensors for Regulatory Signs (ELV Controllers)

Integral LMU External Sensors for Regulatory Signs (ELV Controllers)																	
<table border="1"><thead><tr><th>External Sensors (1)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody><tr><td>48</td><td>4: Siemens ELV Regulatory Sign</td></tr><tr><td>47</td><td>4: Siemens ELV Regulatory Sign</td></tr><tr><td>46</td><td>4: Siemens ELV Regulatory Sign</td></tr><tr><td>45</td><td>4: Siemens ELV Regulatory Sign</td></tr></tbody></table>	External Sensors (1)		Sensor	Load Type	48	4: Siemens ELV Regulatory Sign	47	4: Siemens ELV Regulatory Sign	46	4: Siemens ELV Regulatory Sign	45	4: Siemens ELV Regulatory Sign	<table border="1"><thead><tr><th>External Sensors (4)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody></tbody></table>	External Sensors (4)		Sensor	Load Type
External Sensors (1)																	
Sensor	Load Type																
48	4: Siemens ELV Regulatory Sign																
47	4: Siemens ELV Regulatory Sign																
46	4: Siemens ELV Regulatory Sign																
45	4: Siemens ELV Regulatory Sign																
External Sensors (4)																	
Sensor	Load Type																
<table border="1"><thead><tr><th>External Sensors (2)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody></tbody></table>	External Sensors (2)		Sensor	Load Type	<table border="1"><thead><tr><th>External Sensors (5)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody></tbody></table>	External Sensors (5)		Sensor	Load Type								
External Sensors (2)																	
Sensor	Load Type																
External Sensors (5)																	
Sensor	Load Type																
<table border="1"><thead><tr><th>External Sensors (3)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody></tbody></table>	External Sensors (3)		Sensor	Load Type	<table border="1"><thead><tr><th>External Sensors (6)</th><th></th></tr><tr><th>Sensor</th><th>Load Type</th></tr></thead><tbody></tbody></table>	External Sensors (6)		Sensor	Load Type								
External Sensors (3)																	
Sensor	Load Type																
External Sensors (6)																	
Sensor	Load Type																

Note: Sensors which have been used as Onboard sensors will not be available here

Works Order :
EM Number : E36009
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RLM Additional Intergreens

Phases Delayed

	A	B	C	D	E	F	G	H
A	■						2	
B		■				2		
C			■			2		
D				■				
E					■	2		
F						■		
G							■	
H								■

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

	A	B	C	D	E	F	G	H
A							■	
B						■		
C						■		
D								
E						■		
F								
G								
H								

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Priority and Emergency Vehicle - General

Priority and Emergency Vehicle - General

Unit	Input Name	Type Priority / Emergency		Phase	DFM Time (x10)	Gap Time	DFM Self Reset	Demands Sets				Revertive Demands Sets				Revertive Demands to St Sets					
		P	E					0	1	2	3	0	1	2	3	0	1	2	3		
Unit 0	APRI	<input checked="" type="radio"/>	<input type="radio"/>	A	30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1	CPRI	<input checked="" type="radio"/>	<input type="radio"/>	C	30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2	DPRI	<input checked="" type="radio"/>	<input type="radio"/>	D	30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3	AEM	<input type="radio"/>	<input checked="" type="radio"/>	A	30	4		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4	CEM	<input type="radio"/>	<input checked="" type="radio"/>	C	30	4		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5		<input type="radio"/>	<input checked="" type="radio"/>		30	4		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6		<input type="radio"/>	<input checked="" type="radio"/>		30	4		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7		<input type="radio"/>	<input checked="" type="radio"/>		30	4		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inputs From Conditioning

Note:
 Bus Priority Unit values will not be used unless a valid Input Name is specified
 If Bus Unit is to generate a VA demand, then input name must also be specified on VA demands screen

Note:
 Valid values for DFM Self Reset: 1 or 0 for PB800, 0-255 for PB801

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Priority - Delays, Unit Inhibits and Associations

Priority - Delays, Unit Inhibits and Associations																			
	Delay Time		Priority Units Inhibited					Associated Priority Units											
	First	Second	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7	
Unit 0			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Handset Delay Limits																			
	First Delay Handset Range	Min		Max		Second Delay Handset Range	Min		Max										

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Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time (secs)	15	15	15	15	15	15	15	15
Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time (secs)	0	0	0	0	0	50	50	50

Compensation Times

Priority Units

	A	B	C	D	E	F	G	H
0		12		10	3			
1		12		10	3			
2		12		10	3			
3		12		10	3			
4		12		10	3			
5								
6								
7								

Works Order :
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Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time (secs)	15	15	15	15	15	15	15	15
Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time (secs)	0	0	0	0	0	50	50	50

Compensation Times

Priority Units

	A	B	C	D	E	F	G	H
0		16		13	3			
1		16		13	3			
2		16		13	3			
3		16		13	3			
4		16		13	3			
5								
6								
7								

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Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time (secs)	15	15	15	15	15	15	15	15
Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time (secs)	0	0	0	0	0	50	50	50

Compensation Times

Priority Units

	A	B	C	D	E	F	G	H
0		16		13	3			
1		16		13	3			
2		16		13	3			
3		16		13	3			
4		16		13	3			
5								
6								
7								

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Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time (secs)	15	15	15	15	15	15	15	15
Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time (secs)	0	0	0	0	0	50	50	50

Compensation Times

Priority Units

	A	B	C	D	E	F	G	H
0		16		13	3			
1		16		13	3			
2		16		13	3			
3		16		13	3			
4		16		13	3			
5								
6								
7								

Works Order :
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Priority - Allowed and Enforced Demands

		Phase							
		A	B	C	D	E	F	G	H
Priority Unit	0		a			a			
	1					a	a		
	2	a				a	a		
	3								
	4								
	5								
	6								
	7								

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Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream							
		0	1	2	3	4	5	6	7
0	ALL RED	<input type="text" value="0"/>							
1	A4063 SARN LINK	<input type="text" value="1"/>							
2	A4063 SARN LINK WB_RIGHTTURN	<input type="text" value="2"/>							
3	BRYNCOCH ROAD	<input type="text" value="3"/>							
4	ACCESS ROAD	<input type="text" value="4"/>							
5	A4063 SARN LINK EB_PED	<input type="text" value="5"/>							
6	<input type="text"/>	<input type="text"/>							
7	<input type="text"/>	<input type="text"/>							

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Manual Mode Enable

- Always
 - When Handset Plugged in (Note 1)
 - When 'MND' Command Entered
- NOTE:
For this to operate Special

General Buttons

	None	SW1	SW2	SW3
Momentary		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

- Immediate Signals On
- As Start-Up

Mode Select Switches Disabled

- VA
- Fixed Time
- CLF

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Manual Mode - Optional Phases Appearance

Manual Mode - Optional Phases Appearance																
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Never Appears	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Demand Dependant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Always Appears	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Never Appears	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Demand Dependant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Always Appears	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Special Conditioning

```
; MANUAL PANEL
; =====

(MODE0 EQL<6>)=MIL17 ; UTC ACTIVE LIGHT HIGHER PRIORITY L.E.D.
(AEM+CEM)=MIL22 ; EMERGENCY INPUT TO LIGHT AUX1 L.E.D.
(APRI+CPRI+DPRI)=MIL23 ; PRIORITY INPUT TO LIGHT AUX2 L.E.D.
; MOVA PED WAIT CONFIRMS
; =====

NOT(LMUINH F).(PRSLMPAF)=MOVADET20 ; PHASE F WAIT LAMP TO ACTIVATE MOVA DETECTOR 20
NOT(LMUINH G).(PRSLMPAG)=MOVADET21 ; PHASE G WAIT LAMP TO ACTIVATE MOVA DETECTOR 21
; MOVA PHASE CONFIRMS
; =====
NOT(PHASEA)=GA
NOT(PHASEC)=GC
; MIN LAMPS OFF
; =====

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN ; TIMER TO STOP MOVACRB BEING TOGGLED BY THE LAMP TEST
  RUN<1>
END

;
; MOVA CRB
; =====

IFT NOT(MODE0 EQL<6>).NOT(CNDTMA0).SSNRM THN ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
  RUN<0>
END

IFT CNDTER0+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
  LOD<10> 1SCRTCH0
  TRUE=2SCRT1
END ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE

NOT(1SCRTST0 EQL<0>)=.2SCRT1

IFT (1SCRTST0 GRT<0>) THN
  DEC 1SCRTCH0
END

SSNRM.(NOT(2SCRT1)+(MODE0 EQL<6>)).CNDTMA1=MOVACRB ; WHEN TIMER TERMINATES TOGGLE CRB
; BUS INPUTS TO MOVA
; =====

IFT (AEM).NOT(CNDTMA2).NOT(SCRT0).NOT(CNDTMA3) THN ; PHASE A EMERGENCY INPUT TO SEND AN OUTPUT TO MOVA

  TRUE=SCRT0
  RUN<2> ; TIMER 2 IS THE OUTPUT
  RUN<3> ; TIMER 3 IS THE OVERRIDE TIMER
END
AEM=SCRT0
CNDTMA2=MOVADET22

IFT (CEM).NOT(CNDTMA4).NOT(SCRT1).NOT(CNDTMA5) THN ; PHASE C EMERGENCY INPUT TO SEND AN OUTPUT TO MOVA

  TRUE=SCRT1
  RUN<4> ; TIMER 4 IS THE OUTPUT
  RUN<5> ; TIMER 5 IS THE OVERRIDE TIMER
END
CEM=SCRT1
```

Works Order :
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Special Conditioning

```
CNDTMA4=MOVADET23
IFT (APRI).NOT(CNDTMA6).NOT(SCRT2).NOT(CNDTMA7) THN          ;PHASE A PRIORITY INPUT TO SEND AN OUTPUT TO MOVA
    TRUE=SCRT2
    RUN<6>              ; TIMER 6 IS THE OUTPUT
    RUN<7>              ; TIMER 7 IS THE OVERRIDE TIMER
END
APRI=SCRT2
CNDTMA6=+MOVADET24
IFT (CPRI).NOT(CNDTMA8).NOT(SCRT3).NOT(CNDTMA9) THN          ;PHASE C PRIORITY INPUT TO SEND AN OUTPUT TO MOVA
    TRUE=SCRT3
    RUN<8>              ; TIMER 8 IS THE OUTPUT
    RUN<9>              ; TIMER 9 IS THE OVERRIDE TIMER
END
CPRI=SCRT3
CNDTMA8=+MOVADET25
IFT (DPRI).NOT(CNDTMA10).NOT(SCRT4).NOT(CNDTMA11) THN        ;PHASE D PRIORITY INPUT TO SEND AN OUTPUT TO MOVA
    TRUE=SCRT4
    RUN<10>             ; TIMER 10 IS THE OUTPUT
    RUN<11>            ; TIMER 11 IS THE OVERRIDE TIMER
END
DPRI=SCRT4
CNDTMA10=+MOVADET26
; STAGE PREVENTS
; =====

(MODE0 EQL<2>).NOT(LCPHF+UCPHF+PEDBUTF)=PRVST5                ; PREVENT STAGE 5 IF NO DEMAND FOR PHASE F
; SPECIAL REVERSION
; =====

LCPHA+UCPHA+EXTAA $                                           ; ANY DEMANDS OR EXTENSIONS ACTIVE SET SCRT5
+LCPHB+UCPHB+EXTAB $
+LCPHC+UCPHC+EXTAC $
+LCPHD+UCPHD+EXTAD $
+LCPHE+UCPHE+EXTAE $
+((PEDBUTF+LCPHF).NOT(PHASEF)) $
+((PEDBUTG+LCPHG).NOT(PHASEG)) $
+LCST1+UCST1 $
+LCST2+UCST2 $
+LCST3+UCST3 $
+LCST4+UCST4 $
+LCST5+UCST5=SCRT5

IFT SCRT5 THN                                                  ; SCRT5 ACTIVE STARTS TIMER 12
    RUN<12>
END
(MODE0 EQL<2>).CNDTMA12=PRVST0                                ; IN VA AND TIMER 12 ACTIVE PREVENT STAGE 0
IFT CNDTER12 THN                                              ; TIMER 12 TERMINATED RUN TIMER 13
    RUN<13>
END
CNDTMA13=MOVADET27                                           ; TIMER 13 ACTIVE SET MOVADET27
```

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Special Conditioning

```
;CANCEL PHASE DELAYS WHEN OPERATING MOVA  
;=====  
(MODE0 EQL<6>)::::==PHDLAY000  
  *NOT(CNDTMA10)=PHDLAY001  
  *NOT(CNDTMA10)=PHDLAY002  
  *NOT(CNDTMA10)=PHDLAY003  
  *NOT(CNDTMA10)=PHDLAY004  
  *NOT(CNDTMA10)=PHDLAY005  
  *NOT(CNDTMA10)=PHDLAY006  
  *NOT(CNDTMA10)=PHDLAY007  
;TACTILE INTERLOCK  
;=====  
PHASEF.LMPON=TACTF  
PHASEG.LMPON=TACTG  
;EXTRA VA EXTENSIONS  
;=====  
AX5_EXT+ASL6_EXT:+=EXOA  
  *+=EXCA  
CX14_EXT+CSL15_EXT:+=EXOC  
  *+=EXCC
```

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Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	120	0	255	<input type="checkbox"/>	CRB TOGGLE TIMER	16		0	255	<input type="checkbox"/>	
1	1	0	255	<input type="checkbox"/>	LAMPS OFF MIN TIMER	17		0	255	<input type="checkbox"/>	
2	2	0	255	<input type="checkbox"/>	AEM O/P PULSE MOVADET22	18		0	255	<input type="checkbox"/>	
3	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET22	19		0	255	<input type="checkbox"/>	
4	2	0	255	<input type="checkbox"/>	CEM O/P PULSE MOVADET23	20		0	255	<input type="checkbox"/>	
5	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET23	21		0	255	<input type="checkbox"/>	
6	2	0	255	<input type="checkbox"/>	APRI O/P PULSE MOVADET24	22		0	255	<input type="checkbox"/>	
7	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET24	23		0	255	<input type="checkbox"/>	
8	2	0	255	<input type="checkbox"/>	CPRI O/P PULSE MOVADET25	24		0	255	<input type="checkbox"/>	
9	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET25	25		0	255	<input type="checkbox"/>	
10	2	0	255	<input type="checkbox"/>	DPRI O/P PULSE MOVADET26	26		0	255	<input type="checkbox"/>	
11	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET26	27		0	255	<input type="checkbox"/>	
12	10	0	255	<input type="checkbox"/>	DELAYED REVERT TIMER	28		0	255	<input type="checkbox"/>	
13	2	0	255	<input type="checkbox"/>	O/P PULSE TO MOVADET27	29		0	255	<input type="checkbox"/>	
14		0	255	<input type="checkbox"/>		30		0	255	<input type="checkbox"/>	
15		0	255	<input type="checkbox"/>		31		0	255	<input type="checkbox"/>	

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Special Instructions

E36009

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/4	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/4	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/4	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/4	1 I/O1	03	7	O	056 - 059	1 I/O1
CPU	A					

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/32900/920	ST900 ELV cuckoo Kit - T200			
43	667/1/32900/921	ST900 ELV cuckoo Kit - T400			
44	667/1/32900/922	ST900 ELV cuckoo Kit - T800			
45	667/1/32900/923	ST900 ELV cuckoo Kit - Microsense			
46	667/1/32900/925	ST900 ELV cuckoo Kit - Peek			
47					
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/1/21150/002	ST800 / ST900 Gas Plinth			
58	667/2/27096/000	ST800 / ST900 Mounting Stool			
59					
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65					
66					
67	667/1/32900/120	ST900 ELV Cabinet Export 20A 1 LSLS - Grey			
68	667/1/32900/140	ST900 ELV Cabinet Export 40A 1 LSLS - Grey			
69	667/1/32900/121	ST900 ELV Cabinet Export 20A 1 LSLS - Black			
70	667/1/32900/141	ST900 ELV Cabinet Export 40A 1 LSLS - Black			
71					
72					
73	667/1/32900/900	ST900 ELV export rack Kit			
74	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
75					
76	667/1/27007/000	IRM Facility			
77					
78					
79					
80					

Works Order :
EM Number : E36009
Engineer : P W WRIGHT
Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Special Instructions

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Terminal No
<input type="radio"/>	0	I	AIN1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	3.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	A1
<input type="radio"/>	1	I	AX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	A2
<input type="radio"/>	2	I	ASL3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	A3
<input type="radio"/>	3	I	ASL6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	A4
<input type="radio"/>	4	I	AIN4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	3.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	B1
<input type="radio"/>	5	I	AX5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	B2
<input type="radio"/>	6	I	ESL18	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	B3
<input type="radio"/>	7	I	ESL18u	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
														Pri	HC	CC	AR	UD				
<input type="radio"/>	8	0	I	CIN10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	3.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	C1	
<input type="radio"/>	9	1	I	CX11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	C2
<input type="radio"/>	10	2	I	CIN13	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	3.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	C3
<input type="radio"/>	11	3	I	CX14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	C4
<input type="radio"/>	12	4	I	CSL12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	D1
<input type="radio"/>	13	5	I	CSL15	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	D2
<input type="radio"/>	14	6	I	DX16	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	D3
<input type="radio"/>	15	7	I	DSL17	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT1	D4

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Terminal No
<input type="radio"/>	16	0	I	BIN7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	A1
<input type="radio"/>	17	1	I	BX8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	A2
<input type="radio"/>	18	2	I	BSL9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	A3
<input type="radio"/>	19	3	I	SPARE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	A4
<input type="radio"/>	20	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	B1
<input type="radio"/>	21	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	B2
<input type="radio"/>	22	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	B3
<input type="radio"/>	23	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2 LT2	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Line No		
															Pri	HC	CC	AR	UD			
<input type="radio"/>	32	0	I	PEDF1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	0
<input type="radio"/>	33	1	I	PEDF3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	1
<input type="radio"/>	34	2	I	PEDF4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	2
<input type="radio"/>	35	3	I	KSDF1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	1	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	3
<input type="radio"/>	36	4	I	KSDF4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	1	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	4
<input type="radio"/>	37	5	I	OCDF1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	5
<input type="radio"/>	38	6	I	OCDF4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	6
<input type="radio"/>	39	7	I	PEDG5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	7

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Line No			
															Pri	HC	CC	AR	UD				
<input type="radio"/>	40	0	I	PEDG6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	8		
<input type="radio"/>	41	1	I	PEDG7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	9	
<input type="radio"/>	42	2	I	KSDG5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	1	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	10	
<input type="radio"/>	43	3	I	KSDG7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	1	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	11	
<input type="radio"/>	44	4	I	OCDG5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	12	
<input type="radio"/>	45	5	I	OCDG7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	13	
<input type="radio"/>	46	6	I	APRI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	14	
<input type="radio"/>	47	7	I	CPRI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	15	

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Line No	
																Pri	HC	CC	AR	UD		
<input type="radio"/>	48	0	I	DPRI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	16
<input type="radio"/>	49	1	I	AEM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	17
<input type="radio"/>	50	2	I	CEM	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	18
<input type="radio"/>	51	3	I	SLDE1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	19
<input type="radio"/>	52	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	20
<input type="radio"/>	53	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	21
<input type="radio"/>	54	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	22
<input type="radio"/>	55	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	23

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	Used By					Term Block	Line No	
													SDE	Pri	HC	CC	AR	UD			
<input type="radio"/>	56	0	TACTF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	0
<input type="radio"/>	57	1	TACTG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	1
<input type="radio"/>	58	2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	2
<input type="radio"/>	59	3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	3
<input type="radio"/>	60	4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	4
<input type="radio"/>	61	5		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	5
<input type="radio"/>	62	6		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	6
<input type="radio"/>	63	7		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/01	7

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Works Order :
 EM Number : E36009
 Engineer : P W WRIGHT
 Intersection : A4063 SARN LINK / BRYNCOCH RD - SARN

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection

1

Aspect Drive Configuration for LSLS 1 of 1 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	F	Amber	Phase
31	A	Amber	Phase	15	F	Green	Phase
30	A	Green	Phase	14	F	Green	Phase
29	B	Red	Phase	13	G	Red	Phase
28	B	Amber	Phase	12	G	Amber	Phase
27	B	Green	Phase	11	G	Green	Phase
26	C	Red	Phase	10	G	Green	Phase
25	C	Amber	Phase	9	N/A	N/A	N/A
24	C	Green	Phase	8	N/A	N/A	N/A
23	D	Red	Phase	7	N/A	N/A	N/A
22	D	Amber	Phase	6	N/A	N/A	N/A
21	D	Green	Phase	5	N/A	N/A	N/A
20	E	Red	Phase	4	N/A	N/A	N/A
19	E	Amber	Phase	3	N/A	N/A	N/A
18	E	Green	Phase	2	N/A	N/A	N/A
17	F	Red	Phase	1	N/A	N/A	N/A

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SETB	SETC	SETD
Group 0	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>
Group 2	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>
Group 3	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 4	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 5	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to C)

Handset Limiting Values		
State	Min	Max
Active (Mins)	<input type="text" value="0"/>	<input type="text" value="254"/>
InActive (Hrs)	<input type="text" value="0"/>	<input type="text" value="254"/>

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Appendix P – LinSig Output Report

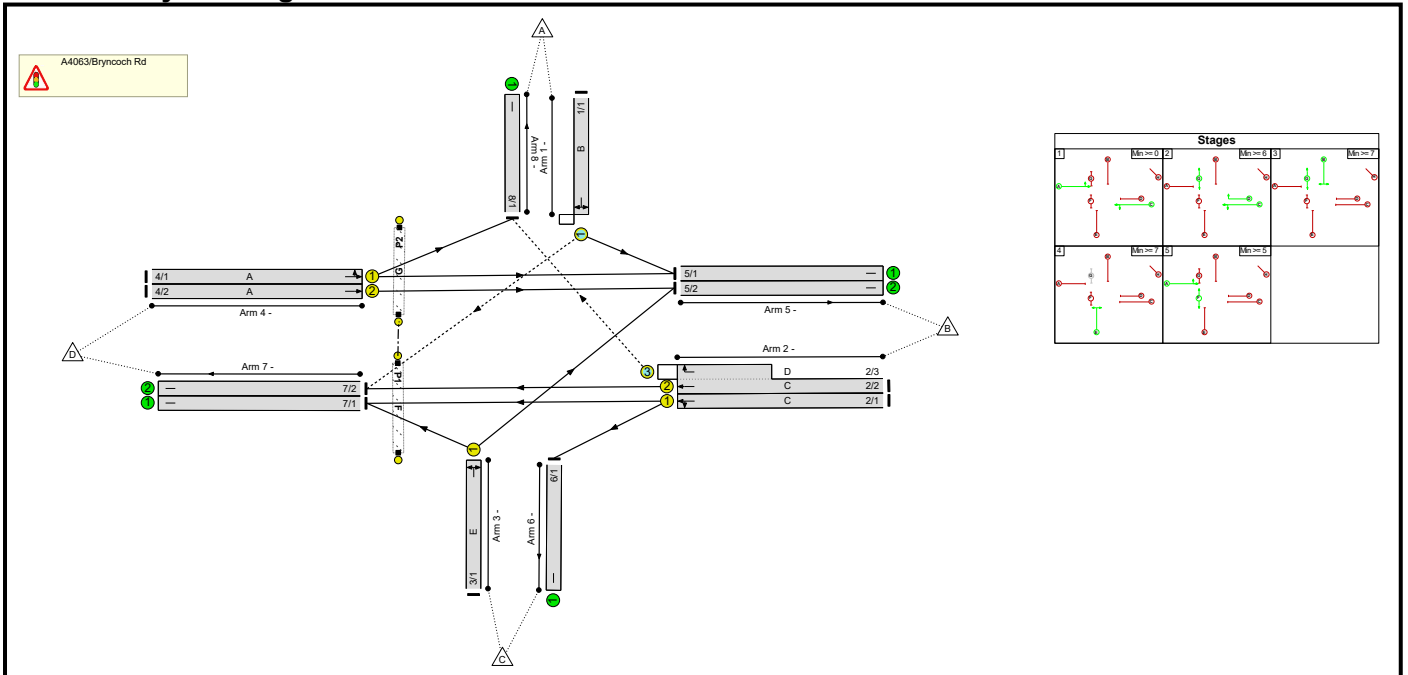
Full Input Data And Results

Full Input Data And Results

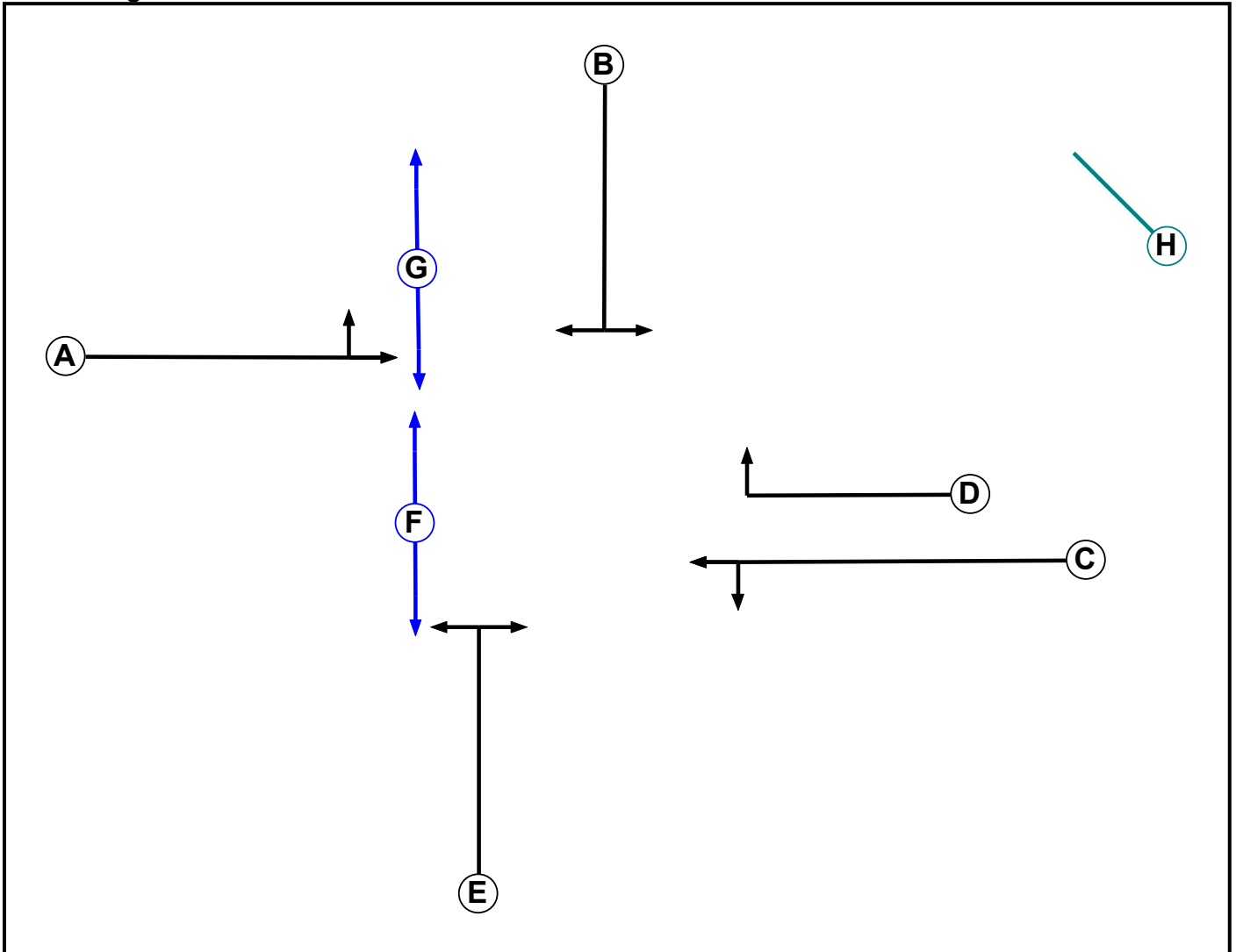
User and Project Details

Project:	Ti'r Isha
Company:	RPS

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Dummy		3	3

Full Input Data And Results

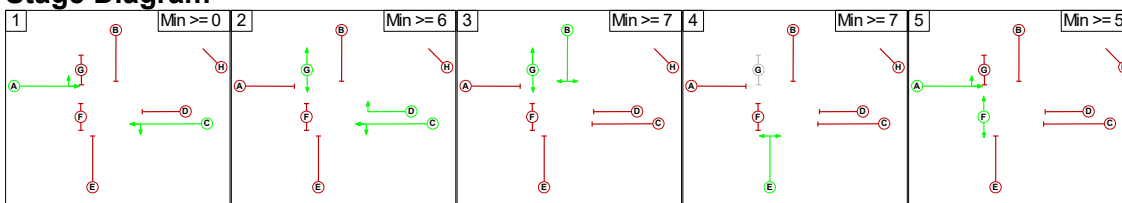
Phase Intergrens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		8	-	7	5	-	6	3
	B	5		6	5	7	10	-	3
	C	-	6		-	7	10	-	3
	D	6	6	-		5	-	-	3
	E	5	7	5	5		7	-	3
	F	-	0	0	-	0		-	3
	G	0	-	-	-	-	-		3
	H	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C D G
3	B G
4	E
5	A F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	C	Losing	2	2
1	4	A	Losing	2	2
5	2	A	Losing	3	3
5	3	A	Losing	2	2
5	3	F	Losing	1	1
5	4	A	Losing	2	2

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1		7	8	7	10
2	6		6	7	10
3	6	6		7	10
4	5	5	7		7
5	2	10	10	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A4063/Bryncoch Rd											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1	7/2 (Right)	1439	0	2/2	1.09	All	1.00	1.00	0.50	1	2.00
				2/3	1.09	All					
2/3	8/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
				4/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A4063/Bryncoch Rd												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1	O	B	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Left	22.20
											Arm 7 Right	9.90
											Arm 6 Left	5.30
2/1	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
2/2	U	C	2	3	60.0	Geom	-	3.30	0.00	N	Arm 7 Ahead	Inf
2/3	O	D	2	3	9.7	Geom	-	3.20	0.00	Y	Arm 8 Right	12.40
3/1	U	E	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 5 Right	12.50
											Arm 7 Left	4.90
4/1	U	A	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 5 Ahead	Inf
4/2	U	A	2	3	60.0	Geom	-	3.80	0.00	N	Arm 8 Left	16.10
											Arm 5 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM'	07:45	08:45	01:00	
2: '2024 Base PM'	16:30	17:30	01:00	
3: '2028 Base AM'	07:45	08:45	01:00	
4: '2028 Base PM'	16:30	17:30	01:00	
5: '2028 Base + Dev AM'	07:45	08:45	01:00	
6: '2028 Base + Dev PM'	16:30	17:30	01:00	

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	260	0	32	292
	B	175	0	0	634	809
	C	0	0	0	0	0
	D	8	901	0	0	909
	Tot.	183	1161	0	666	2010

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM
Junction: A4063/Bryncoch Rd	
1/1	292
2/1	317
2/2 (with short)	492(In) 317(Out)
2/3 (short)	175
3/1	0
4/1	432
4/2	477
5/1	684
5/2	477
6/1	0
7/1	317
7/2	349
8/1	183

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	89.0 %	1964	1964
				Arm 7 Right	9.90	11.0 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	98.1 %	1992	1992
				Arm 8 Left	16.10	1.9 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Full Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	170	0	19	189
	B	298	0	0	922	1220
	C	0	0	0	0	0
	D	29	635	0	0	664
	Tot.	327	805	0	941	2073

Traffic Lane Flows

Lane	Scenario 2: 2024 Base PM
Junction: A4063/Bryncoch Rd	
1/1	189
2/1	461
2/2 (with short)	759(In) 461(Out)
2/3 (short)	298
3/1	0
4/1	313
4/2	351
5/1	454
5/2	351
6/1	0
7/1	461
7/2	480
8/1	327

Full Input Data And Results

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	89.9 %	1966	1966
				Arm 7 Right	9.90	10.1 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	90.7 %	1978	1978
				Arm 8 Left	16.10	9.3 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	270	0	33	303	
B	182	0	0	658	840	
C	0	0	0	0	0	
D	8	935	0	0	943	
Tot.	190	1205	0	691	2086	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: A4063/Bryncoch Rd	
1/1	303
2/1	329
2/2 (with short)	511(In) 329(Out)
2/3 (short)	182
3/1	0
4/1	449
4/2	494
5/1	711
5/2	494
6/1	0
7/1	329
7/2	362
8/1	190

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	89.1 %	1964	1964
				Arm 7 Right	9.90	10.9 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	98.2 %	1992	1992
				Arm 8 Left	16.10	1.8 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	176	0	20	196
	B	309	0	0	956	1265
	C	0	0	0	0	0
	D	30	658	0	0	688
	Tot.	339	834	0	976	2149

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: A4063/Bryncoch Rd	
1/1	196
2/1	478
2/2 (with short)	787(In) 478(Out)
2/3 (short)	309
3/1	0
4/1	325
4/2	363
5/1	471
5/2	363
6/1	0
7/1	478
7/2	498
8/1	339

Full Input Data And Results

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	89.8 %	1965	1965
				Arm 7 Right	9.90	10.2 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	90.8 %	1978	1978
				Arm 8 Left	16.10	9.2 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Scenario 5: '2028 Base + Dev AM' (FG5: '2028 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
A	0	270	0	49	319	
B	182	0	0	706	888	
C	0	0	0	0	0	
D	9	949	0	0	958	
Tot.	191	1219	0	755	2165	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Dev AM
Junction: A4063/Bryncoch Rd	
1/1	319
2/1	353
2/2 (with short)	535(In) 353(Out)
2/3 (short)	182
3/1	0
4/1	457
4/2	501
5/1	718
5/2	501
6/1	0
7/1	353
7/2	402
8/1	191

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	84.6 %	1957	1957
				Arm 7 Right	9.90	15.4 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	98.0 %	1991	1991
				Arm 8 Left	16.10	2.0 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Full Input Data And Results

Scenario 6: '2028 Base + Dev PM' (FG6: '2028 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	176	0	25	201
	B	309	0	0	970	1279
	C	0	0	0	0	0
	D	32	687	0	0	719
	Tot.	341	863	0	995	2199

Traffic Lane Flows

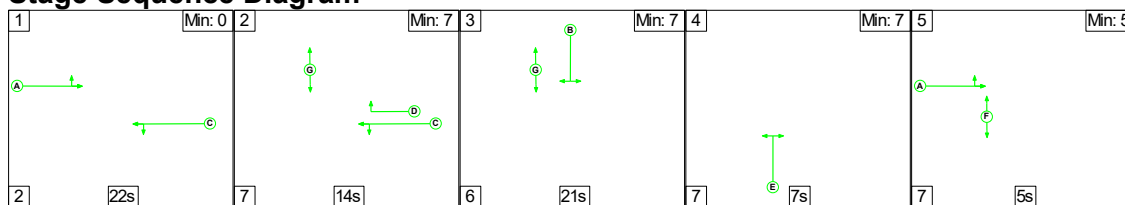
Lane	Scenario 6: 2028 Base + Dev PM
Junction: A4063/Bryncoch Rd	
1/1	201
2/1	485
2/2 (with short)	794(In) 485(Out)
2/3 (short)	309
3/1	0
4/1	339
4/2	380
5/1	483
5/2	380
6/1	0
7/1	485
7/2	510
8/1	341

Lane Saturation Flows

Junction: A4063/Bryncoch Rd								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	5.00	0.00	Y	Arm 5 Left	22.20	87.6 %	1962	1962
				Arm 7 Right	9.90	12.4 %		
2/1	3.00	0.00	Y	Arm 6 Left	5.30	0.0 %	1915	1915
				Arm 7 Ahead	Inf	100.0 %		
2/2	3.30	0.00	N	Arm 7 Ahead	Inf	100.0 %	2085	2085
2/3	3.20	0.00	Y	Arm 8 Right	12.40	100.0 %	1726	1726
3/1	2.50	0.00	Y	Arm 5 Right	12.50	0.0 %	1865	1865
				Arm 7 Left	4.90	0.0 %		
4/1	3.80	0.00	Y	Arm 5 Ahead	Inf	90.6 %	1978	1978
				Arm 8 Left	16.10	9.4 %		
4/2	3.80	0.00	N	Arm 5 Ahead	Inf	100.0 %	2135	2135

Scenario 1: '2024 Base AM' (FG1: '2024 Base AM', Plan 1: 'Network Control Plan 1')

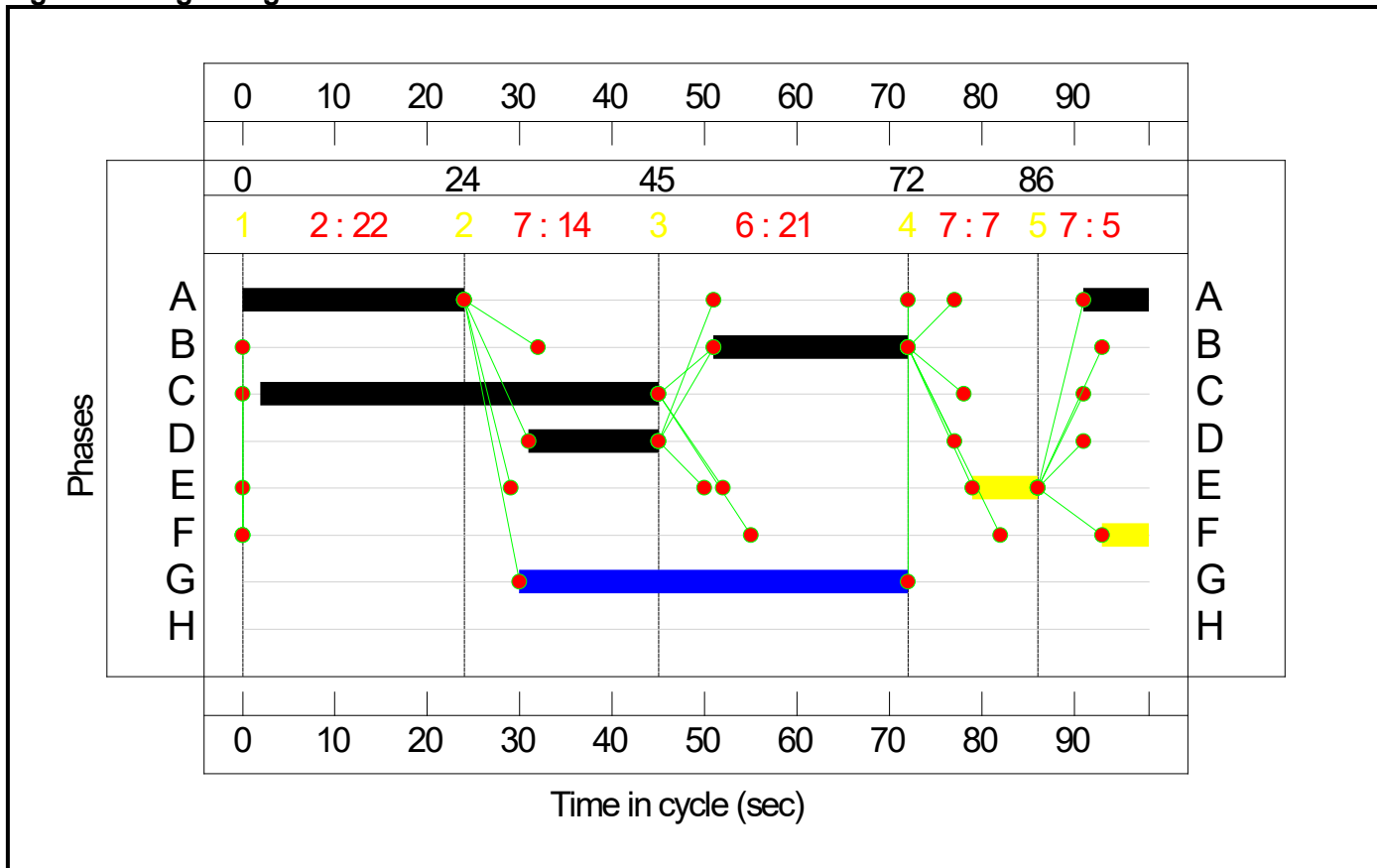
Stage Sequence Diagram



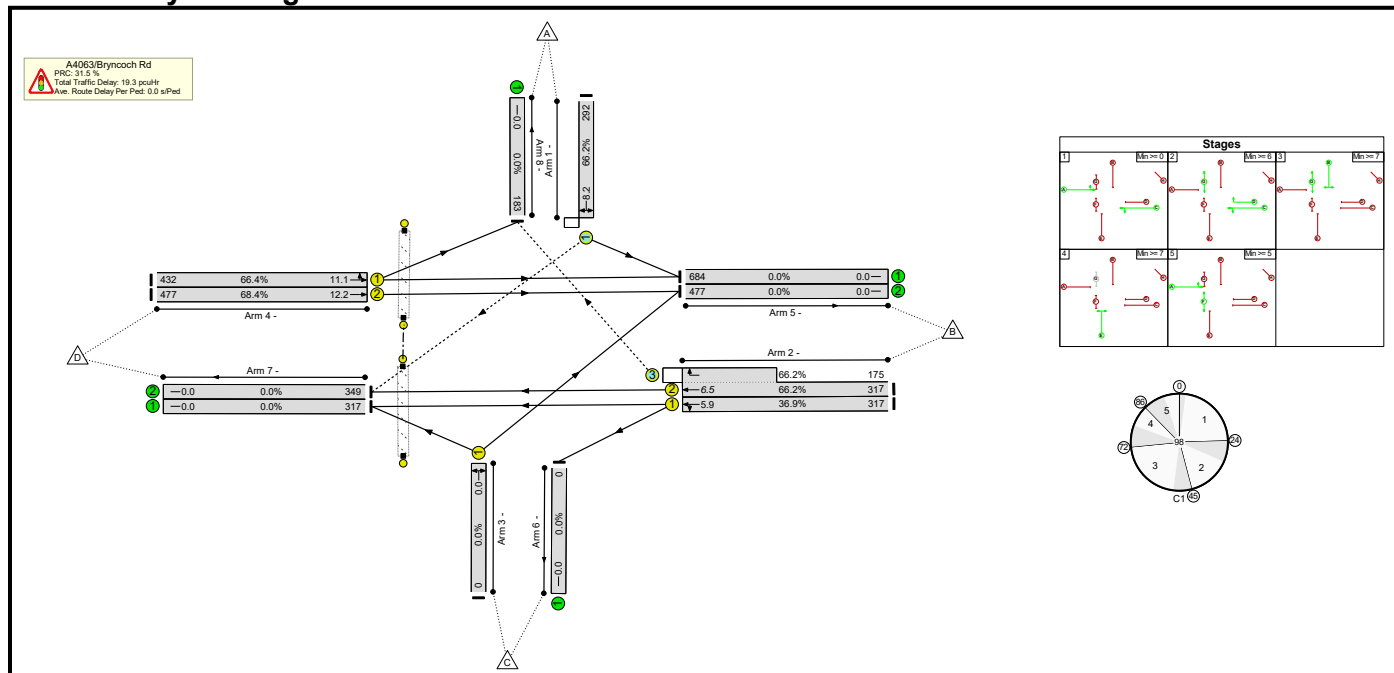
Stage Timings

Stage	1	2	3	4	5
Duration	22	14	21	7	5
Change Point	0	24	45	72	86

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

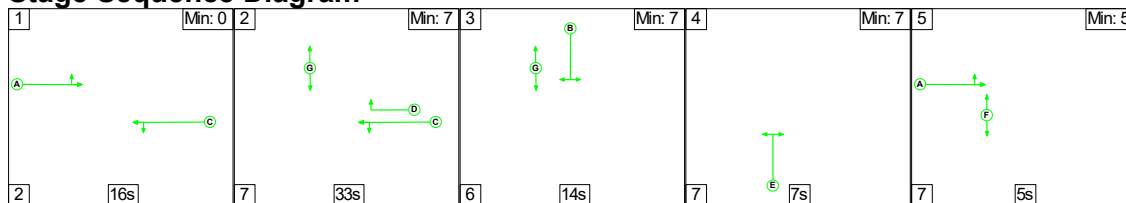
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	68.4%
1/1	Left Right	O	N/A	N/A	B		1	21	-	292	1964	441	66.2%
2/1	Left Ahead	U	N/A	N/A	C		1	43	-	317	1915	860	36.9%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	43:14	-	492	2085:1726	479+264	66.2 : 66.2%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	152	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	31	-	432	1992	650	66.4%
4/2	Ahead	U	N/A	N/A	A		1	31	-	477	2135	697	68.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	203	4	15.0	4.3	0.0	19.3	-	-	-	-
A4063/Bryncoch Rd	-	-	0	203	4	15.0	4.3	0.0	19.3	-	-	-	-
1/1	292	292	0	32	0	2.8	1.0	0.0	3.8	46.6	7.2	1.0	8.2
2/1	317	317	-	-	-	1.6	0.3	-	1.9	21.1	5.6	0.3	5.9
2/2+2/3	492	492	0	171	4	3.4	1.0	0.0	4.4	32.3	5.5	1.0	6.5
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	432	432	-	-	-	3.4	1.0	-	4.4	36.5	10.1	1.0	11.1
4/2	477	477	-	-	-	3.8	1.1	-	4.9	36.7	11.1	1.1	12.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 31.5 Total Delay for Signalled Lanes (pcuHr): 19.31 Cycle Time (s): 98 PRC Over All Lanes (%): 31.5 Total Delay Over All Lanes(pcuHr): 19.31													

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2024 Base PM' (FG2: '2024 Base PM', Plan 1: 'Network Control Plan 1')

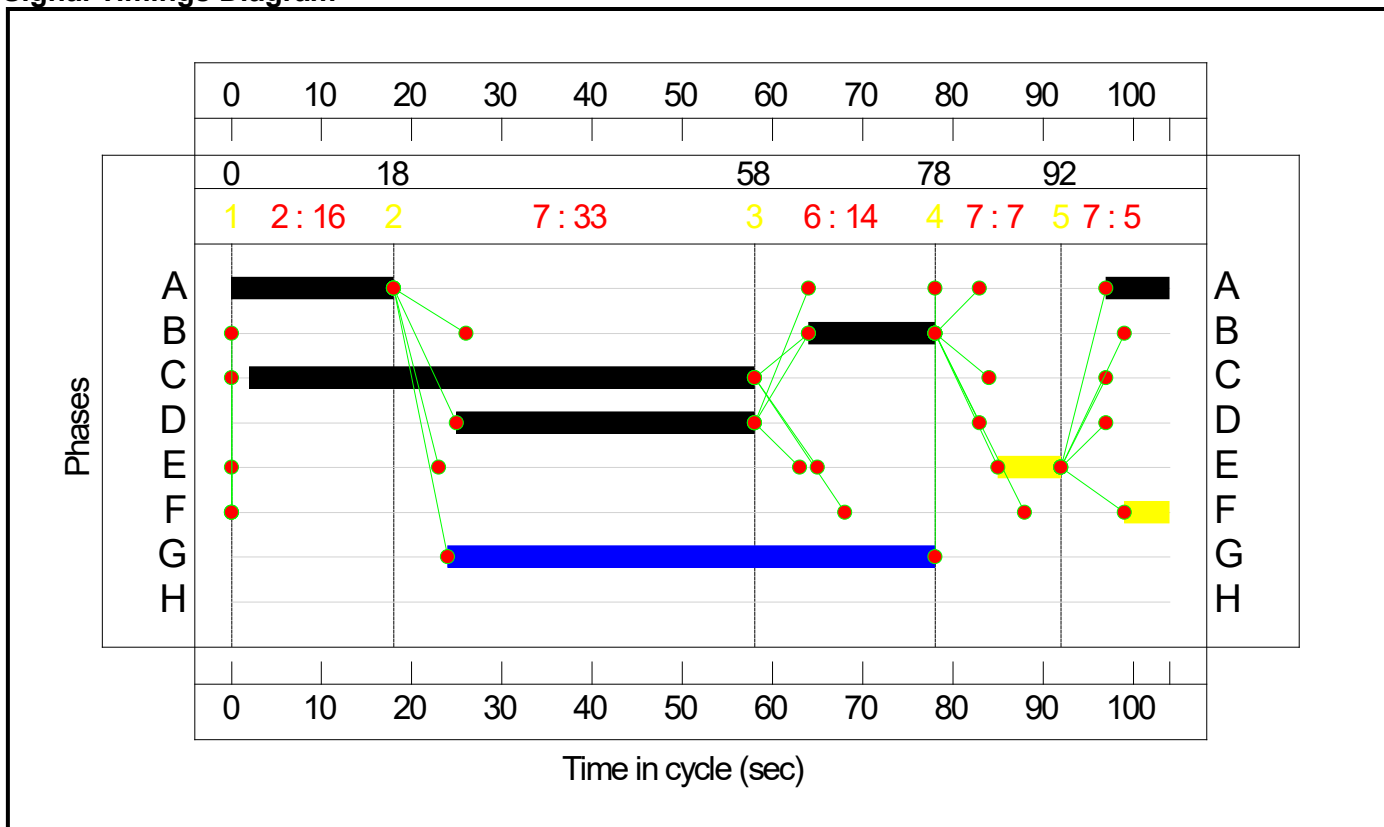
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	16	33	14	7	5
Change Point	0	18	58	78	92

Signal Timings Diagram



Full Input Data And Results

Network Results

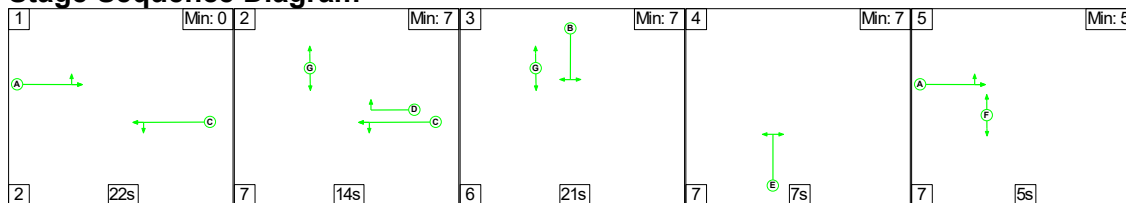
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	67.5%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	67.5%
1/1	Left Right	O	N/A	N/A	B		1	14	-	189	1966	284	66.7%
2/1	Left Ahead	U	N/A	N/A	C		1	56	-	461	1915	1050	43.9%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	56:33	-	759	2085:1726	683+441	67.5 : 67.5%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	143	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	25	-	313	1978	494	63.3%
4/2	Ahead	U	N/A	N/A	A		1	25	-	351	2135	534	65.8%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	54	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	311	6	14.5	4.2	0.0	18.8	-	-	-	-
A4063/Bryncoch Rd	-	-	0	311	6	14.5	4.2	0.0	18.8	-	-	-	-
1/1	189	189	0	19	0	2.2	1.0	0.0	3.2	60.8	5.1	1.0	6.1
2/1	461	461	-	-	-	1.8	0.4	-	2.2	17.0	7.8	0.4	8.2
2/2+2/3	759	759	0	292	6	4.1	1.0	0.0	5.1	24.4	7.7	1.0	8.7
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	313	313	-	-	-	3.0	0.9	-	3.9	44.6	8.0	0.9	8.9
4/2	351	351	-	-	-	3.4	1.0	-	4.4	44.8	9.1	1.0	10.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 33.3 Total Delay for Signalled Lanes (pcuHr): 18.75 Cycle Time (s): 104 PRC Over All Lanes (%): 33.3 Total Delay Over All Lanes(pcuHr): 18.75													

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'Network Control Plan 1')

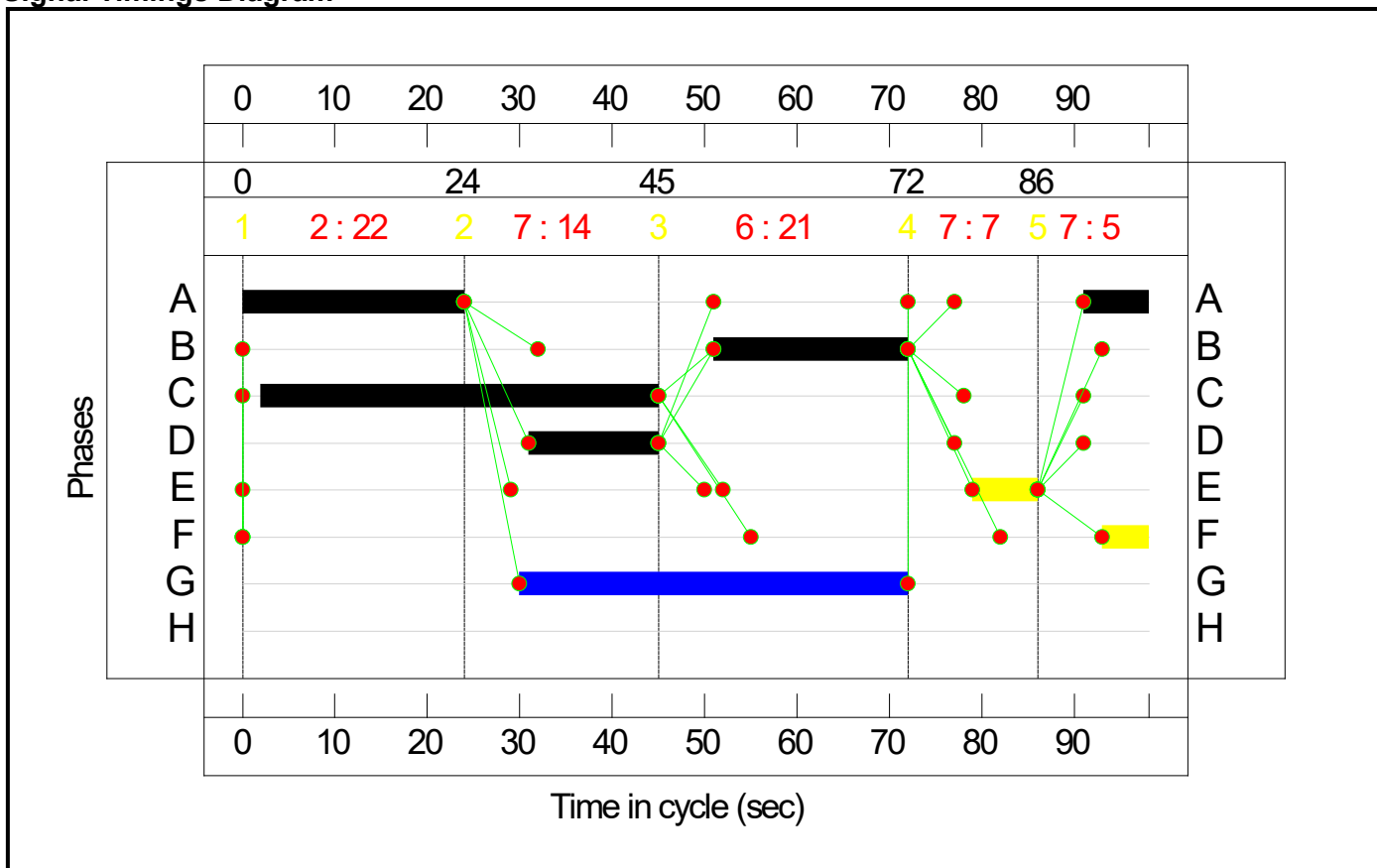
Stage Sequence Diagram



Stage Timings

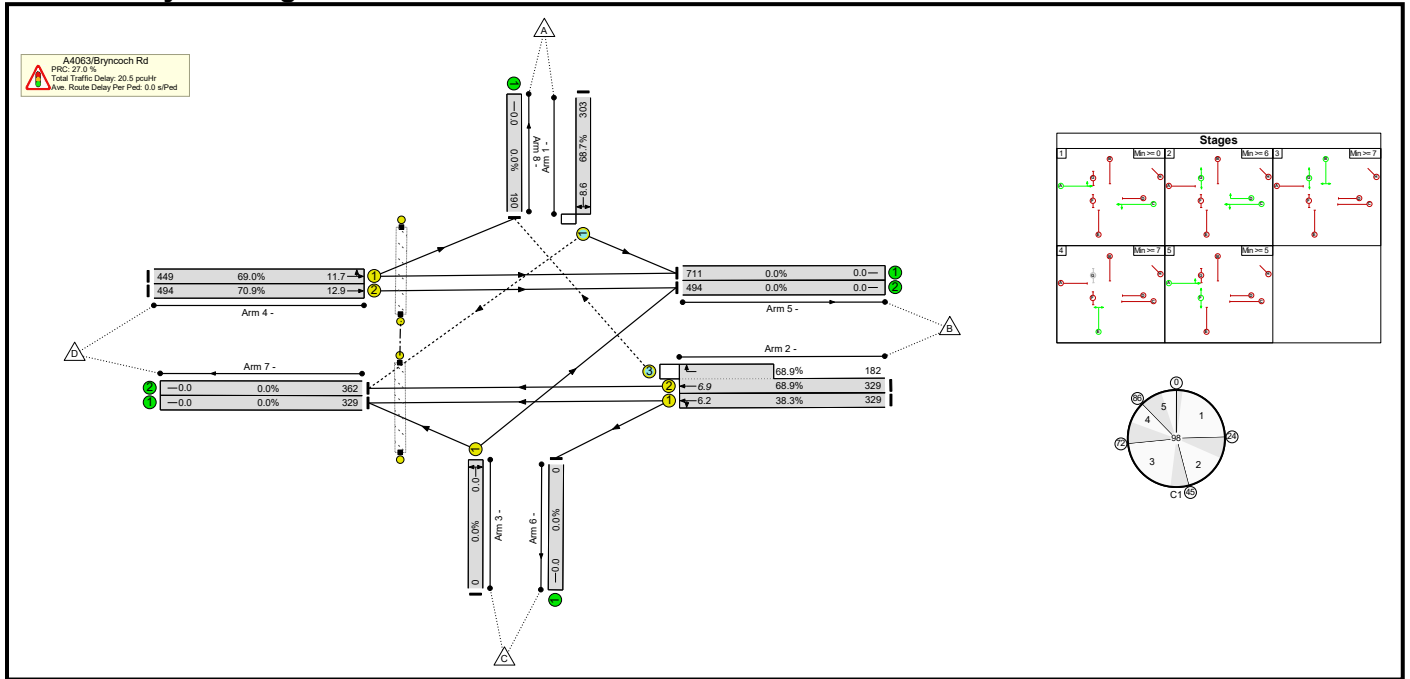
Stage	1	2	3	4	5
Duration	22	14	21	7	5
Change Point	0	24	45	72	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

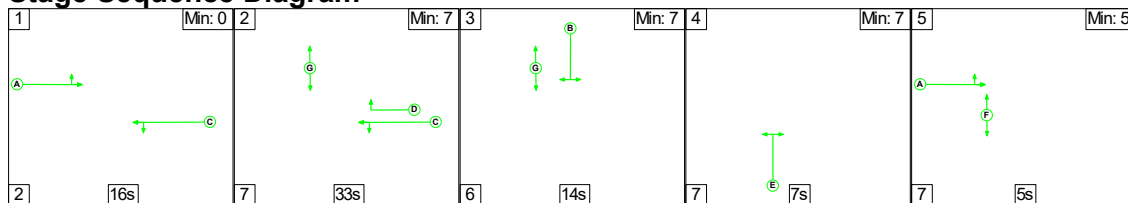
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.9%
1/1	Left Right	O	N/A	N/A	B		1	21	-	303	1964	441	68.7%
2/1	Left Ahead	U	N/A	N/A	C		1	43	-	329	1915	860	38.3%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	43:14	-	511	2085:1726	478+264	68.9 : 68.9%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	152	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	31	-	449	1992	650	69.0%
4/2	Ahead	U	N/A	N/A	A		1	31	-	494	2135	697	70.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	211	4	15.7	4.8	0.0	20.5	-	-	-	-
A4063/Bryncoch Rd	-	-	0	211	4	15.7	4.8	0.0	20.5	-	-	-	-
1/1	303	303	0	33	0	2.9	1.1	0.0	4.0	47.7	7.5	1.1	8.6
2/1	329	329	-	-	-	1.6	0.3	-	2.0	21.4	5.9	0.3	6.2
2/2+2/3	511	511	0	178	4	3.6	1.1	0.0	4.7	33.1	5.8	1.1	6.9
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	449	449	-	-	-	3.6	1.1	-	4.7	37.5	10.6	1.1	11.7
4/2	494	494	-	-	-	4.0	1.2	-	5.2	37.7	11.7	1.2	12.9
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%): 27.0 PRC Over All Lanes (%): 27.0		Total Delay for Signalled Lanes (pcuHr): 20.52 Total Delay Over All Lanes(pcuHr): 20.52		Cycle Time (s): 98						

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'Network Control Plan 1')

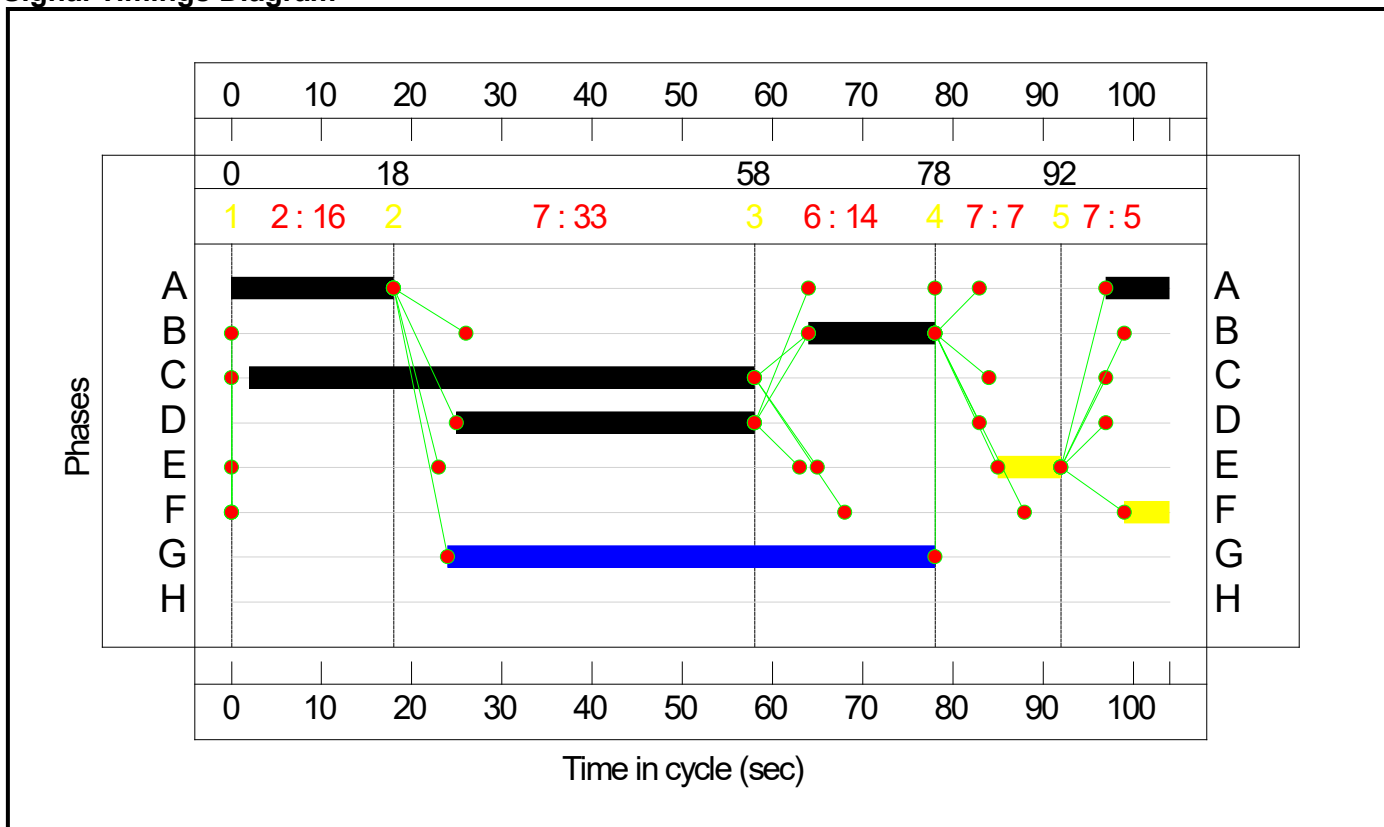
Stage Sequence Diagram



Stage Timings

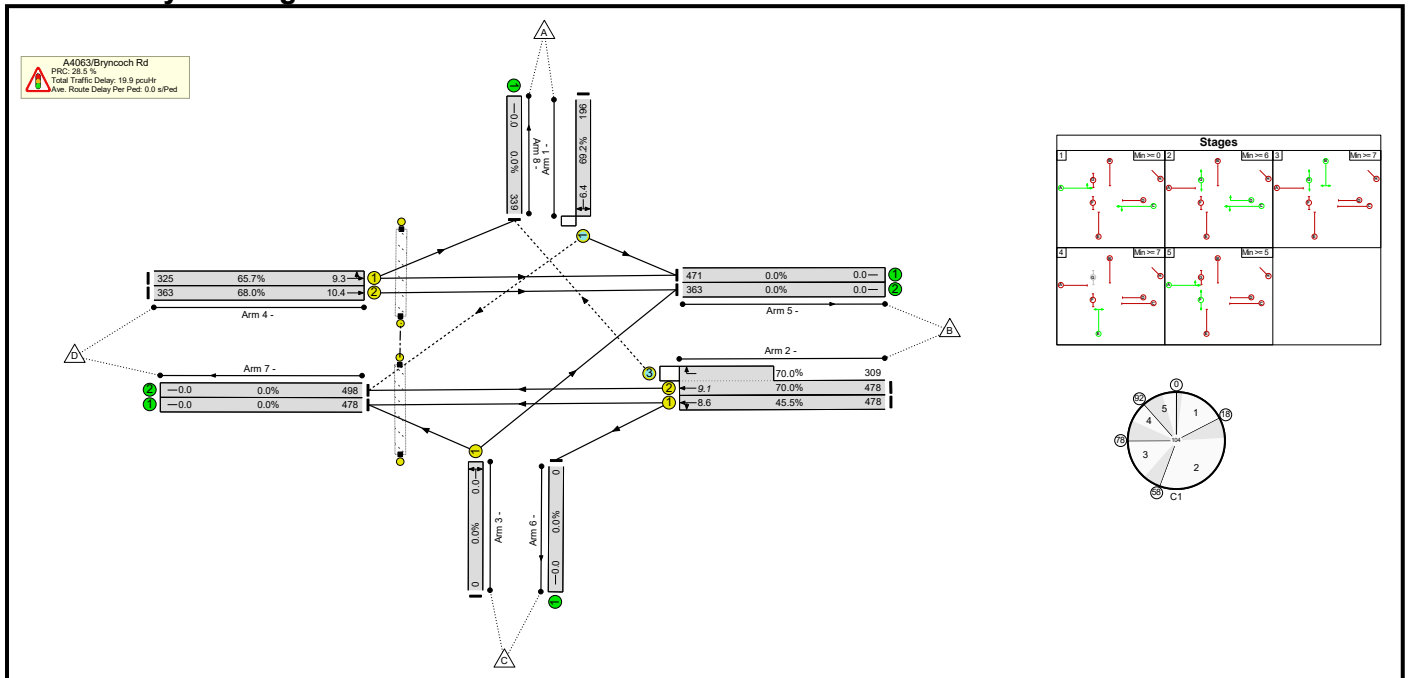
Stage	1	2	3	4	5
Duration	16	33	14	7	5
Change Point	0	18	58	78	92

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

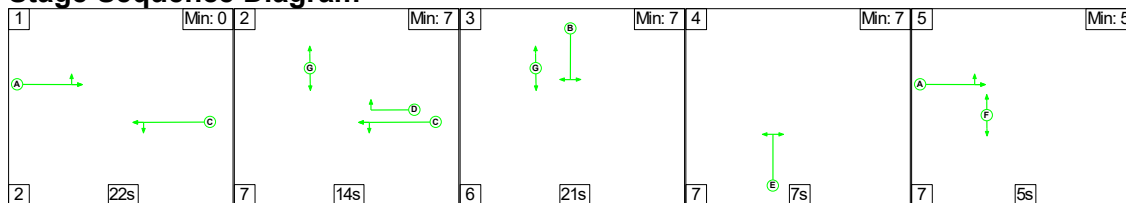
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Left Right	O	N/A	N/A	B		1	14	-	196	1965	283	69.2%
2/1	Left Ahead	U	N/A	N/A	C		1	56	-	478	1915	1050	45.5%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	56:33	-	787	2085:1726	683+441	70.0 : 70.0%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	143	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	25	-	325	1978	494	65.7%
4/2	Ahead	U	N/A	N/A	A		1	25	-	363	2135	534	68.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	54	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	323	6	15.2	4.7	0.0	19.9	-	-	-	-
A4063/Bryncoch Rd	-	-	0	323	6	15.2	4.7	0.0	19.9	-	-	-	-
1/1	196	196	0	20	0	2.3	1.1	0.0	3.4	62.4	5.3	1.1	6.4
2/1	478	478	-	-	-	1.9	0.4	-	2.3	17.3	8.2	0.4	8.6
2/2+2/3	787	787	0	303	6	4.3	1.2	0.0	5.5	24.9	8.0	1.2	9.1
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	325	325	-	-	-	3.2	0.9	-	4.1	45.5	8.4	0.9	9.3
4/2	363	363	-	-	-	3.6	1.1	-	4.6	45.7	9.4	1.1	10.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 28.5 Total Delay for Signalled Lanes (pcuHr): 19.86 Cycle Time (s): 104 PRC Over All Lanes (%): 28.5 Total Delay Over All Lanes(pcuHr): 19.86													

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2028 Base + Dev AM' (FG5: '2028 Base + Dev AM', Plan 1: 'Network Control Plan 1')

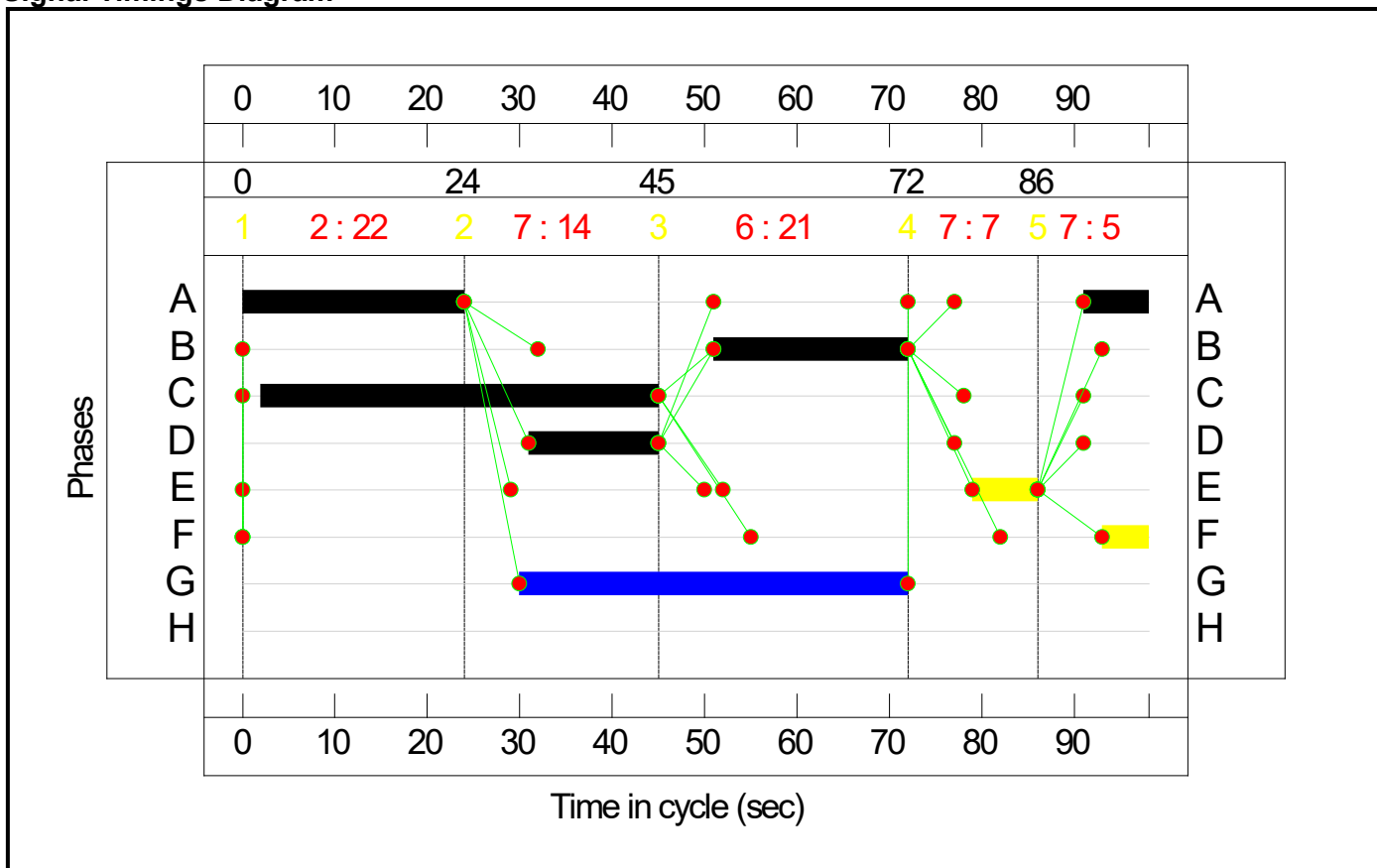
Stage Sequence Diagram



Stage Timings

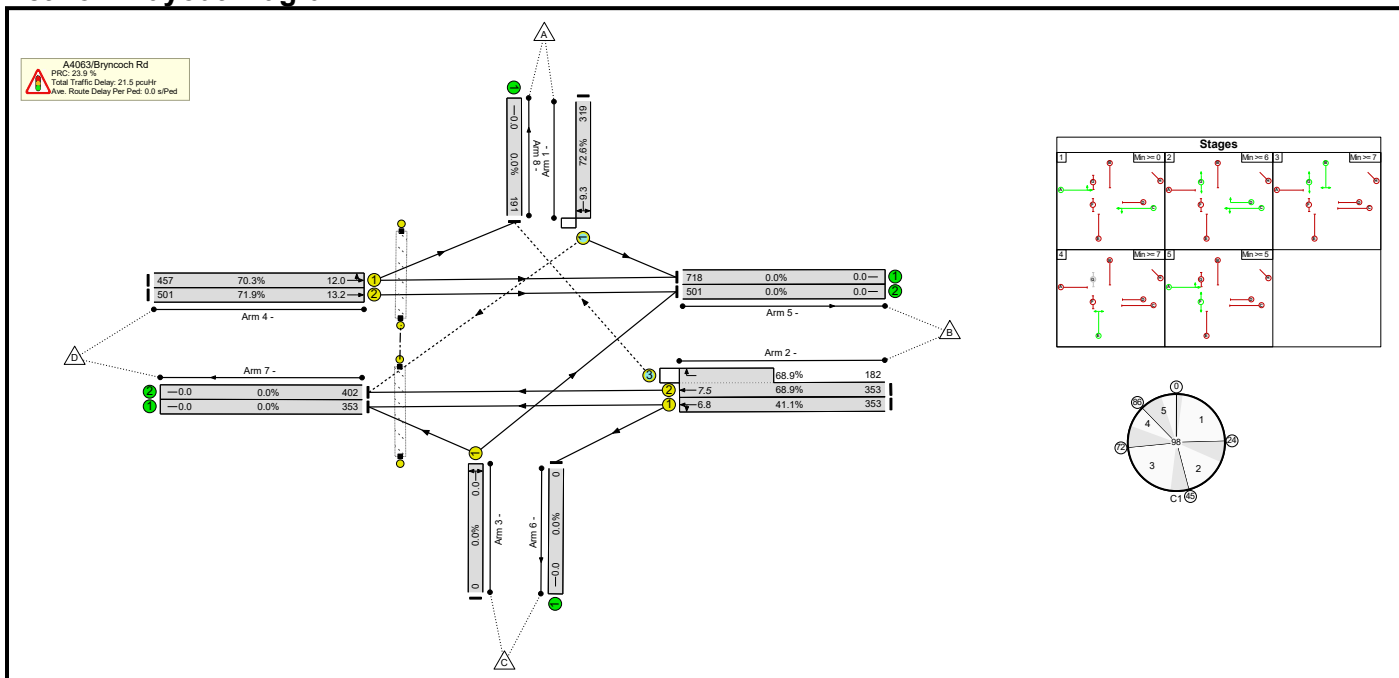
Stage	1	2	3	4	5
Duration	22	14	21	7	5
Change Point	0	24	45	72	86

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

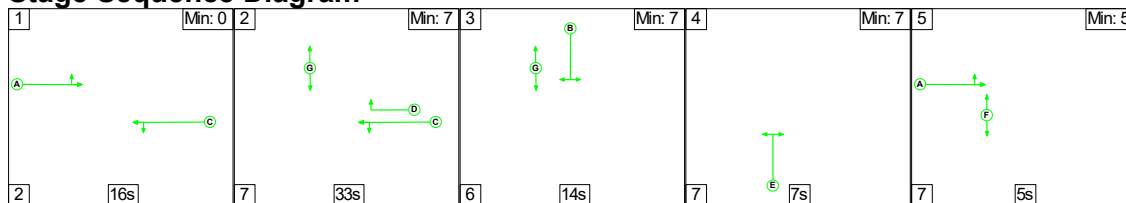
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.6%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	72.6%
1/1	Left Right	O	N/A	N/A	B		1	21	-	319	1957	439	72.6%
2/1	Left Ahead	U	N/A	N/A	C		1	43	-	353	1915	860	41.1%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	43:14	-	535	2085:1726	512+264	68.9 : 68.9%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	152	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	31	-	457	1991	650	70.3%
4/2	Ahead	U	N/A	N/A	A		1	31	-	501	2135	697	71.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	42	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	227	4	16.4	5.2	0.0	21.5	-	-	-	-
A4063/Bryncoch Rd	-	-	0	227	4	16.4	5.2	0.0	21.5	-	-	-	-
1/1	319	319	0	48	0	3.1	1.3	0.0	4.4	49.9	8.0	1.3	9.3
2/1	353	353	-	-	-	1.8	0.3	-	2.1	21.8	6.5	0.3	6.8
2/2+2/3	535	535	0	178	4	3.7	1.1	0.0	4.8	32.6	6.4	1.1	7.5
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	457	457	-	-	-	3.7	1.2	-	4.8	38.1	10.8	1.2	12.0
4/2	501	501	-	-	-	4.0	1.3	-	5.3	38.1	12.0	1.3	13.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 23.9 Total Delay for Signalled Lanes (pcuHr): 21.53 Cycle Time (s): 98 PRC Over All Lanes (%): 23.9 Total Delay Over All Lanes(pcuHr): 21.53													

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2028 Base + Dev PM' (FG6: '2028 Base + Dev PM', Plan 1: 'Network Control Plan 1')

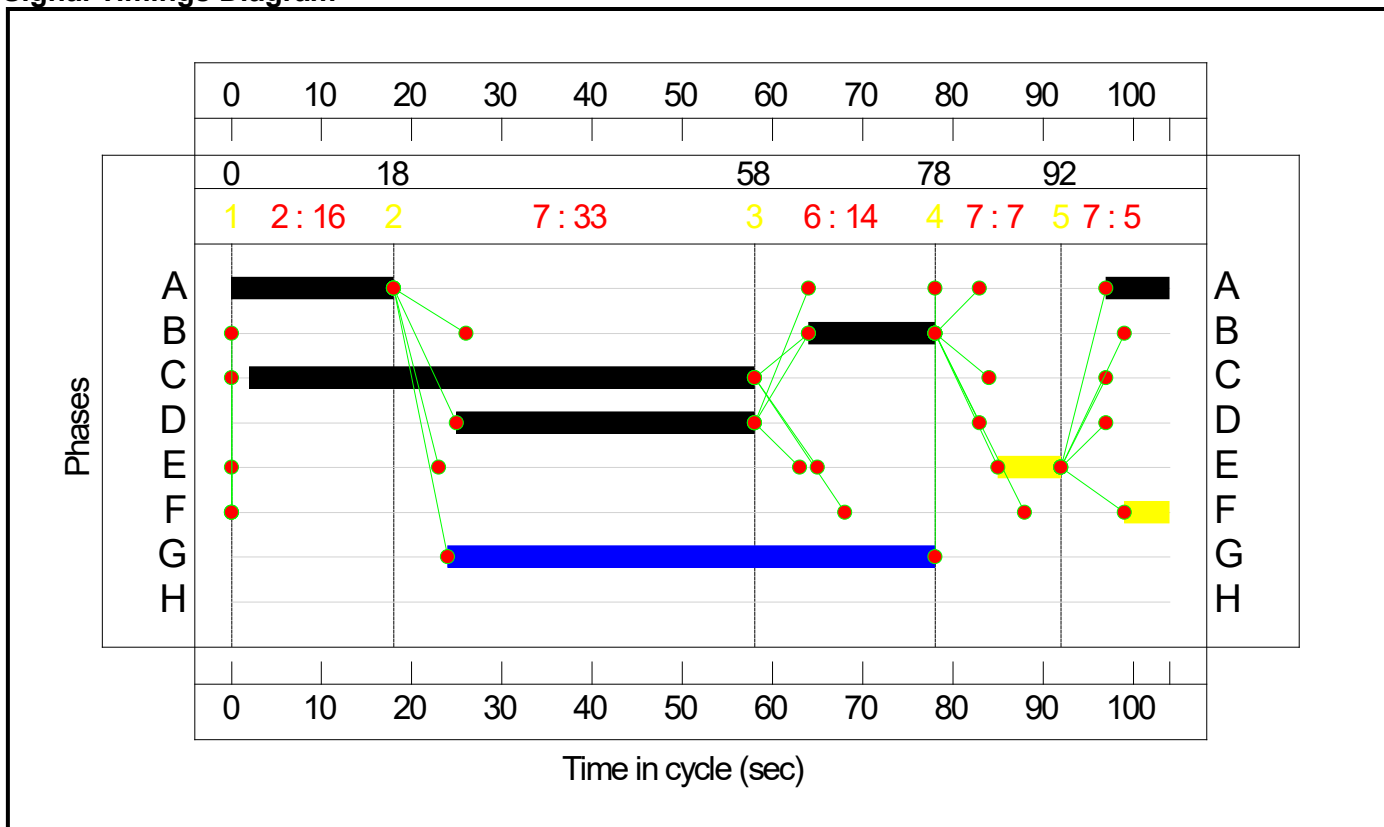
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	16	33	14	7	5
Change Point	0	18	58	78	92

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.2%
A4063/Bryncoch Rd	-	-	N/A	-	-		-	-	-	-	-	-	71.2%
1/1	Left Right	O	N/A	N/A	B		1	14	-	201	1962	283	71.0%
2/1	Left Ahead	U	N/A	N/A	C		1	56	-	485	1915	1050	46.2%
2/2+2/3	Ahead Right	U+O	N/A	N/A	C D		1	56:33	-	794	2085:1726	691+440	70.2 : 70.2%
3/1	Right Left	U	N/A	N/A	E		1	7	-	0	1865	143	0.0%
4/1	Ahead Left	U	N/A	N/A	A		1	25	-	339	1978	494	68.6%
4/2	Ahead	U	N/A	N/A	A		1	25	-	380	2135	534	71.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	G		1	54	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	328	6	15.7	5.1	0.0	20.8	-	-	-	-
A4063/Bryncoch Rd	-	-	0	328	6	15.7	5.1	0.0	20.8	-	-	-	-
1/1	201	201	0	25	0	2.4	1.2	0.0	3.6	63.8	5.5	1.2	6.7
2/1	485	485	-	-	-	1.9	0.4	-	2.3	17.4	8.4	0.4	8.8
2/2+2/3	794	794	0	303	6	4.3	1.2	0.0	5.5	24.9	8.2	1.2	9.4
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	339	339	-	-	-	3.3	1.1	-	4.4	46.7	8.9	1.1	9.9
4/2	380	380	-	-	-	3.8	1.2	-	5.0	47.1	9.9	1.2	11.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%): 26.4 PRC Over All Lanes (%): 26.4		Total Delay for Signalled Lanes (pcuHr): 20.77 Total Delay Over All Lanes(pcuHr): 20.77		Cycle Time (s): 104						

Full Input Data And Results

Appendix Q – Picady Output Report

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: A4063 Site Access Junction.j11
Path: P:\eur-mpfs-02.eur.rpsgroup.com\Oxford\TR_Projects\0 - Non-Transport Lead Office Projects\PLN-WWP\794-PLN-WWP-JPW1777 - T'ir Isha\Transport\Picady
Report generation date: 15/01/2025 13:01:47

»2028 | Baseline + Development | AM
 »2028 | Baseline + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2028 - Baseline + Development										
Stream B-AC	D1	0.0	4.96	0.04	A	D2	0.1	5.75	0.09	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

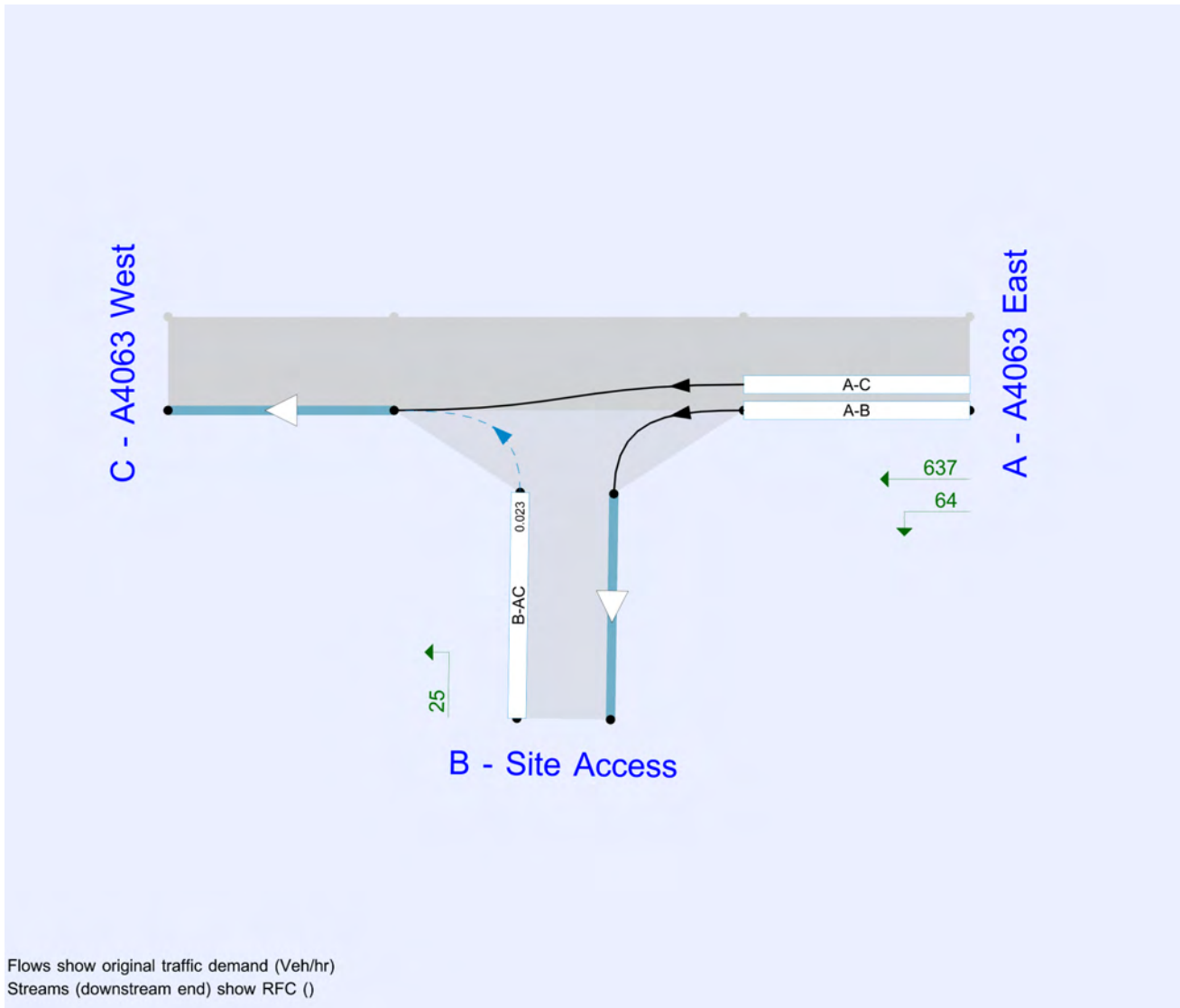
File summary

File Description

Title	
Location	
Site number	
Date	13/01/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\DANIEL.INNES
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	Baseline + Development	AM	ONE HOUR	07:30	09:00	15
D2	2028	Baseline + Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 | Baseline + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4063 / Site Access	T-Junction	Entry Only	Two-way	Exit Only		0.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.16	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4063 East		Major
B	Site Access		Minor
C	A4063 West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4063 West	7.10	✓	0.00			✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	5.00	250	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	837	0.145	0.367	0.231	0.524
B-C	938	0.092	0.234	-	-
C-B	574	0.177	0.177	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	Baseline + Development	AM	ONE HOUR	07:30	09:00	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4063 East		✓	701	100.000
B - Site Access		✓	25	100.000
C - A4063 West		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4063 East	B - Site Access	C - A4063 West
From	A - A4063 East	0	64	637
	B - Site Access	0	0	25
	C - A4063 West	0	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4063 East	B - Site Access	C - A4063 West
From	A - A4063 East	0	0	9
	B - Site Access	0	0	0
	C - A4063 West	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:30-07:45	A - A4063 East	528	571
	B - Site Access	19	19
	C - A4063 West	0	0
07:45-08:00	A - A4063 East	630	682
	B - Site Access	22	22
	C - A4063 West	0	0
08:00-08:15	A - A4063 East	772	835
	B - Site Access	28	28
	C - A4063 West	0	0
08:15-08:30	A - A4063 East	772	835
	B - Site Access	28	28
	C - A4063 West	0	0
08:30-08:45	A - A4063 East	630	682
	B - Site Access	22	22
	C - A4063 West	0	0
08:45-09:00	A - A4063 East	528	571
	B - Site Access	19	19
	C - A4063 West	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.04	4.96	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	811	0.023	19	0.0	4.543	A
C-AB	0	0.00	473	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	48	0.00			48			
A-C	480	0.00			480			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	787	0.029	22	0.0	4.711	A
C-AB	0	0.00	453	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	58	0.00			58			
A-C	573	0.00			573			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	753	0.037	27	0.0	4.964	A
C-AB	0	0.00	426	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	70	0.00			70			
A-C	701	0.00			701			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	753	0.037	28	0.0	4.964	A
C-AB	0	0.00	426	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	70	0.00			70			
A-C	701	0.00			701			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	787	0.029	23	0.0	4.711	A
C-AB	0	0.00	453	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	58	0.00			58			
A-C	573	0.00			573			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	811	0.023	19	0.0	4.543	A
C-AB	0	0.00	473	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	48	0.00			48			
A-C	480	0.00			480			

2028 | Baseline + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A4063 / Site Access	T-Junction	Entry Only	Two-way	Exit Only		0.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	Baseline + Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A4063 East		✓	983	100.000
B - Site Access		✓	54	100.000
C - A4063 West		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A4063 East	B - Site Access	C - A4063 West
From	A - A4063 East	0	19	964
	B - Site Access	0	0	54
	C - A4063 West	0	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A4063 East	B - Site Access	C - A4063 West
From	A - A4063 East	0	0	1
	B - Site Access	0	0	0
	C - A4063 West	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:15-16:30	A - A4063 East	740	747
	B - Site Access	41	41
	C - A4063 West	0	0
16:30-16:45	A - A4063 East	884	892
	B - Site Access	49	49
	C - A4063 West	0	0
16:45-17:00	A - A4063 East	1082	1093
	B - Site Access	59	59
	C - A4063 West	0	0
17:00-17:15	A - A4063 East	1082	1093
	B - Site Access	59	59
	C - A4063 West	0	0
17:15-17:30	A - A4063 East	884	892
	B - Site Access	49	49
	C - A4063 West	0	0
17:30-17:45	A - A4063 East	740	747
	B - Site Access	41	41
	C - A4063 West	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	5.75	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	765	0.053	40	0.1	4.966	A
C-AB	0	0.00	441	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	14	0.00			14			
A-C	726	0.00			726			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	732	0.066	48	0.1	5.269	A
C-AB	0	0.00	416	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	17	0.00			17			
A-C	867	0.00			867			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	685	0.087	59	0.1	5.751	A
C-AB	0	0.00	380	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	21	0.00			21			
A-C	1061	0.00			1061			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	0.00	685	0.087	59	0.1	5.751	A
C-AB	0	0.00	380	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	21	0.00			21			
A-C	1061	0.00			1061			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	732	0.066	49	0.1	5.271	A
C-AB	0	0.00	416	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	17	0.00			17			
A-C	867	0.00			867			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	765	0.053	41	0.1	4.971	A
C-AB	0	0.00	441	0.000	0	0.0	0.000	A
C-A	0	0.00			0			
A-B	14	0.00			14			
A-C	726	0.00			726			

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