



Llandarcy Drive-Thru Development

Transport Assessment

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CAMBRIA

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1 Introduction

- 1.1.1 Cambria Consulting have been appointed by LP2 Ltd. to prepare a Transport Assessment in support of a planning application for the development of a development on land adjacent to the B4290 at Llandarcy. The development comprises of a drive-thru coffee shop and EV charging station. The site's location is shown in Figure 1 below.



Figure 1 - Site Location Plan

- 1.1.2 This Transport Assessment describes the existing transport infrastructure that serves the site, describes the proposed development and its transport implications.
- 1.1.3 The site was the subject of a successful outline planning application for a hotel development in 2007 (LPA Ref: P2006/0805) where the means of access to the site was considered and approved. The planning permission has subsequently lapsed but the access arrangements for the proposed drive-thru development align with those that were found to be acceptable for the approved hotel development and meet current design standards.
- 1.1.4 The structure of the Transport Assessment is as follows:
- ▶ Section 2: Development Proposals & Planning Policy Framework
 - ▶ Section 3: The Site
 - ▶ Section 4: Existing Conditions
 - ▶ Section 5: Proposed Development
 - ▶ Section 6: Trip Generation & Impact
 - ▶ Section 7: Summary & Conclusion

2 Development Proposal & Planning Policy Framework

2.1 Development Proposal

2.1.1 The proposal is to construct a new drive-thru coffee shop.

2.2 Future Wales - The National Plan 2040

2.2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

2.3 Planning Policy Wales (11th Edition)

2.3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.3.2 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.3.3 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- ▶ are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- ▶ are designed in a way which integrates them with existing land uses and neighbourhoods; and
- ▶ make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.3.4 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- ▶ Walking and Cycling
- ▶ Public Transport
- ▶ Ultra Low Emission Vehicles
- ▶ Other Private Motor Vehicles

- 2.3.5 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.
- 2.3.6 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.
- 2.3.7 To this end the provision of ULEV charging points is encouraged within new developments.
- 2.3.8 PPW recommends (4.1.50) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

2.4 TAN18 Transportation

- 2.4.1 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- ▶ promoting travel efficient settlement patterns;
 - ▶ ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - ▶ managing parking provision;
 - ▶ ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - ▶ encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ▶ ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.4.2 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

2.5 The Active Travel (Wales) Act 2013

- 2.5.1 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.5.2 It creates new duties to consider the needs of walkers and cyclists and make better provision for them and makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. The Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.5.3 The figure below is an extract of the published Active Travel Network Map in the vicinity of the site and shows several proposed future walking and cycling routes. These include sections that run along the eastern and western boundaries of the application site.

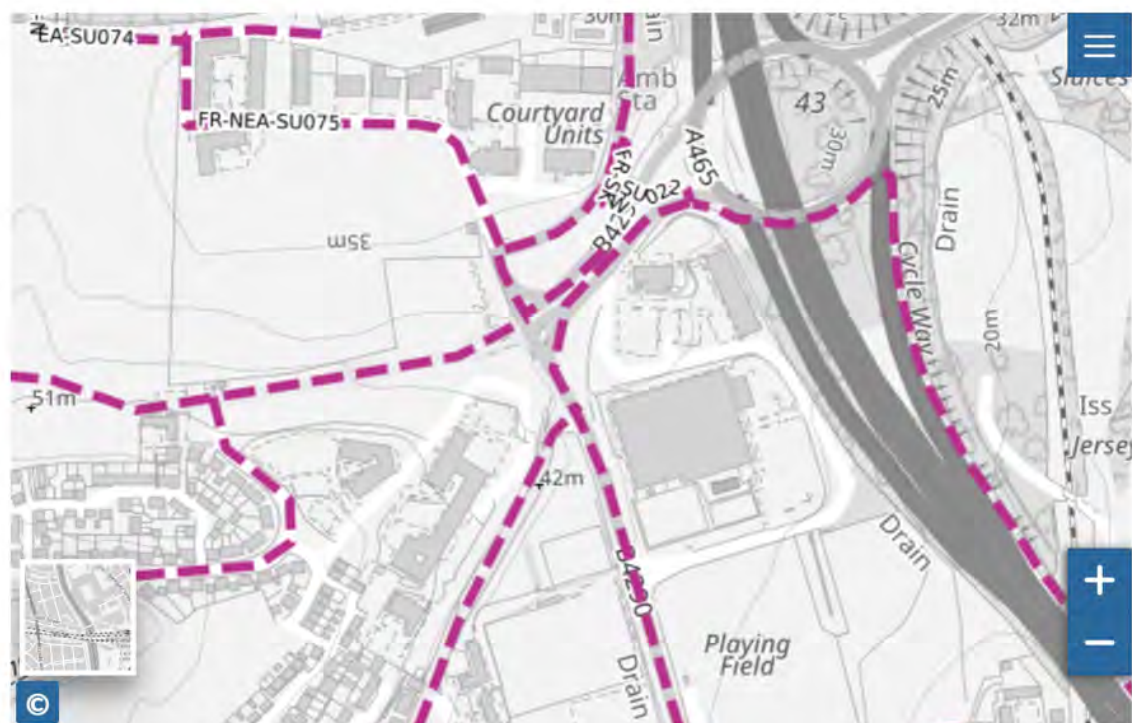


Figure 2 – Active Travel Network Map (Source:DataMapWales)

2.6 Neath Port Talbot CBC Local Development Plan (2011 – 2026)

- 2.6.1 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.
- 2.6.2 Policy TR2 relates to the design and access of new developments and is reproduced in full below.
- Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:*
- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
 - 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
 - 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
 - 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.*

2.7 Neath Port Talbot CBC Parking Standards (2016)

- 2.7.1 The Parking Standards provide guidance on the appropriate level of parking provision within new development. The guidance varies depending on which one of 5 zones best describes the location of the development. It is considered that the application site is in a Zone 4 (suburban or near urban) location.
- 2.7.2 For drive-thru restaurants in Zones 2 to 4 locations the following parking provision is recommended:
- ▶ 1 commercial vehicle space
 - ▶ 1 space per 3 non-resident staff & 1 space per 14m² of dining area
 - ▶ 5% of the total car park capacity to be accessible spaces for disabled people
 - ▶ 1 cycle stand per 10 staff
 - ▶ No minimum cycle parking provision for visitors

3 The Site

- 3.1.1 The application site is located some 300m to the south west of junction 43 of the M4. Its eastern boundary is along the B4290 and its western boundary is along an unnamed road that links Llandarcy village to the B4290. Immediately to the south of the site is the Llandarcy Academy of Sport, part of Neath Port Talbot College. Opposite the site, on the eastern side of the B4290, is the David Lloyd gym.
- 3.1.2 The site was the subject of a successful outline planning application for a hotel development in 2007 (LPA Ref: P2006/0805) where the means of access to the site was considered and approved. The planning permission has subsequently lapsed but the access arrangements for the proposed drive-thru development will align with those that were found to be acceptable for the approved hotel development.



Figure 3 – Previous Hotel Proposal (P2006/0805)

4 Existing Conditions

4.1 Active Travel

- 4.1.1 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option. The figure below shows the areas that are within a 30-minute walk of the site.

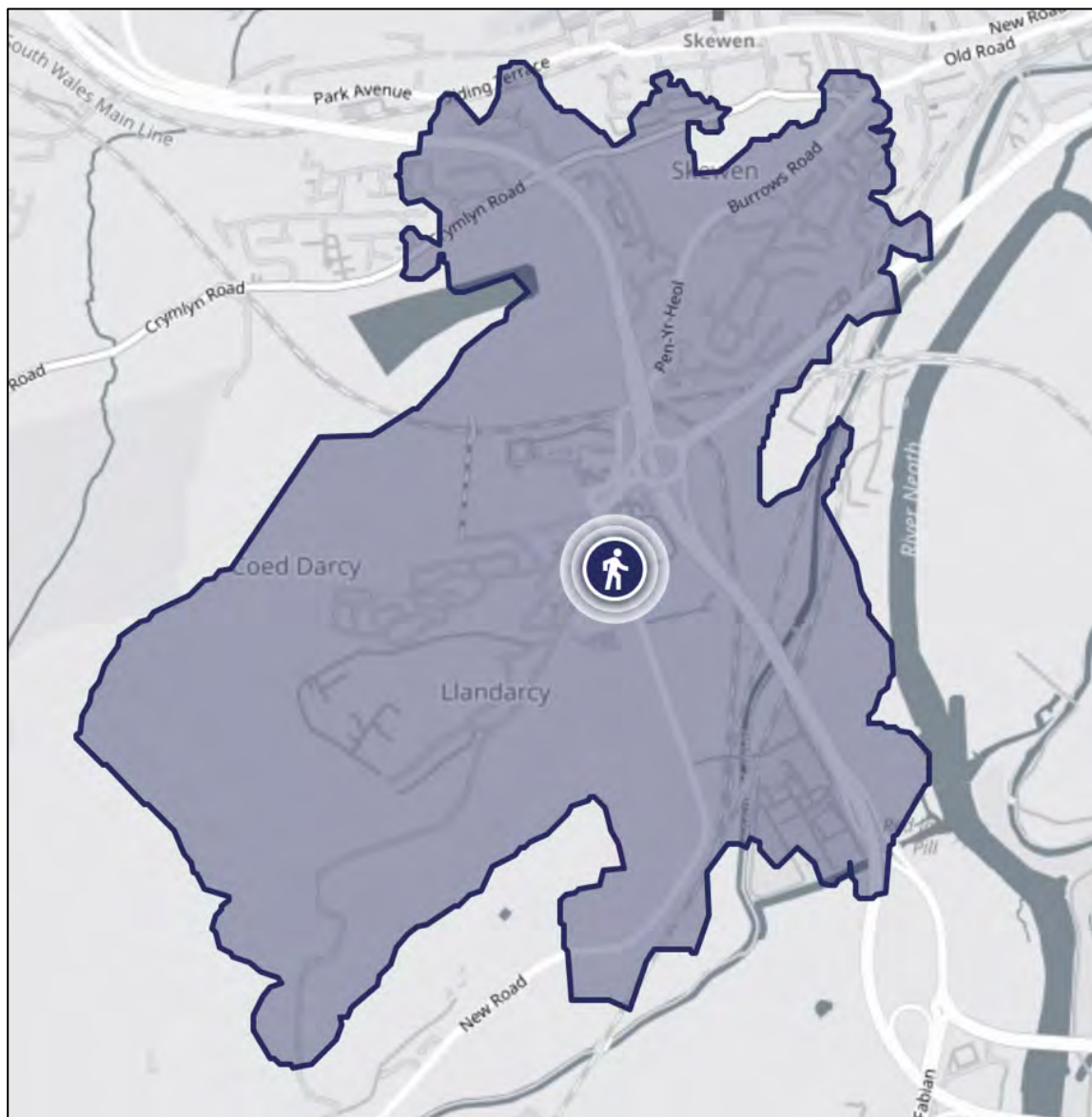


Figure 4 30-Minute Walk Catchment

- 4.1.2 The site will be accessed from the B4290 and a new section of footway will connect the site's access to the existing footway on the western side of the road that currently terminates just north of the site. A new crossing facility will also be provided to provide a connection to the road's eastern footway.

-
- A detailed map of the Neath Port Talbot Local Authority area. The map shows the coastline, major roads, and various towns and villages. Llandarcy is highlighted with a red circle and a bicycle icon, indicating its location relative to other areas like Neath, Port Talbot, and Llanidloes. The map also shows the Neath River and the Neath Port Talbot Harbour.

4.1.5 The published Active Travel Network Map in the vicinity of the site shows several proposed future walking and cycling routes. These include sections that run along the eastern and western boundaries of the application site.

4.2 Public Transport Network

4.2.1 There are bus stops adjacent to the site on the B4290. They provide access to the services listed in the following table.

Service No.	Route	General Details		
		Weekday	Saturday	Sunday
38	Swansea – Neath	Hourly Service Earliest 08:45 Latest 18:15		Hourly Service Earliest 09:50 Latest 19:50
	Neath - Swansea	Hourly Service Earliest 07:51 Latest 18:25		Hourly Service Earliest 09:04 Latest 18:24
T6	Brecon - Swansea	Hourly Service Earliest 08:34 Latest 19:48		Every 2 Hours Earliest 10:54 Latest 18:54
	Swansea - Brecon	Hourly Service Earliest 09:26 Latest 20:29		Every 2 Hours Earliest 09:19 Latest 17:19
X7	Swansea - Glynneath	Hourly Service Earliest 07:56 Latest 18:58		n/a
	Glynneath - Swansea	Hourly Service Earliest 07:17 Latest 18:08		n/a

Table 1 Bus Services Accessed from Bus Stops Adjacent to the Site

4.3 Highway Network

- 4.3.1 The site is located to the west of, and will be accessed from, the B4290, which links to the south with Jersey Marine and the A483, the main arterial link to Swansea from the east.
- 4.3.2 Opposite the site is the access to the David Lloyd gym and this takes the form of a ghost-island priority junction. Just to the north of the site there is a priority junction with an unnamed road that provides access to the Llandarcy Academy of Sport campus and the residential areas of Llandarcy. North of this junction is a signal controlled crossroad junction that provides access to Coed Darcy the west and junction 43 of the M4 and the A465 (T) to the east.
- 4.3.3 The B4290 is subject to a 30mph speed limit and benefits from street lighting.
- 4.3.4 A 7-day traffic volume and speed survey was undertaken adjacent to the site on the B4290, commencing 2nd February 2023. The results are provided in full in Appendix A and summarised below.

	Mean Speed	85th Percentile Speed
Northbound	29mph	34mph
Southbound	28mph	31mph

Table 2 B4290 Speed Survey

Time Range	Northbound	Southbound	Two Way
05:00-06:00	35	51	86
06:00-07:00	79	79	158
07:00-08:00	186	198	384
08:00-09:00	225	292	517
09:00-10:00	159	195	353
10:00-11:00	185	130	316
11:00-12:00	203	139	343
12:00-13:00	218	128	346
13:00-14:00	223	133	356
14:00-15:00	234	134	369
15:00-16:00	277	189	466
16:00-17:00	369	219	588
17:00-18:00	330	194	524
18:00-19:00	283	161	444
19:00-20:00	221	93	313
20:00-21:00	182	62	244
21:00-22:00	115	42	157
Daily (24-Hr)	3646	2509	6157

Table 3 B4290 Average Weekday Flow

- 4.3.5 A review of the safety of the roads surrounding the site has been undertaken and reveals that there have been no recorded injury accidents in the latest 5-year period for which data is available (2017 – 2021). This demonstrates that the highway network operates safely.

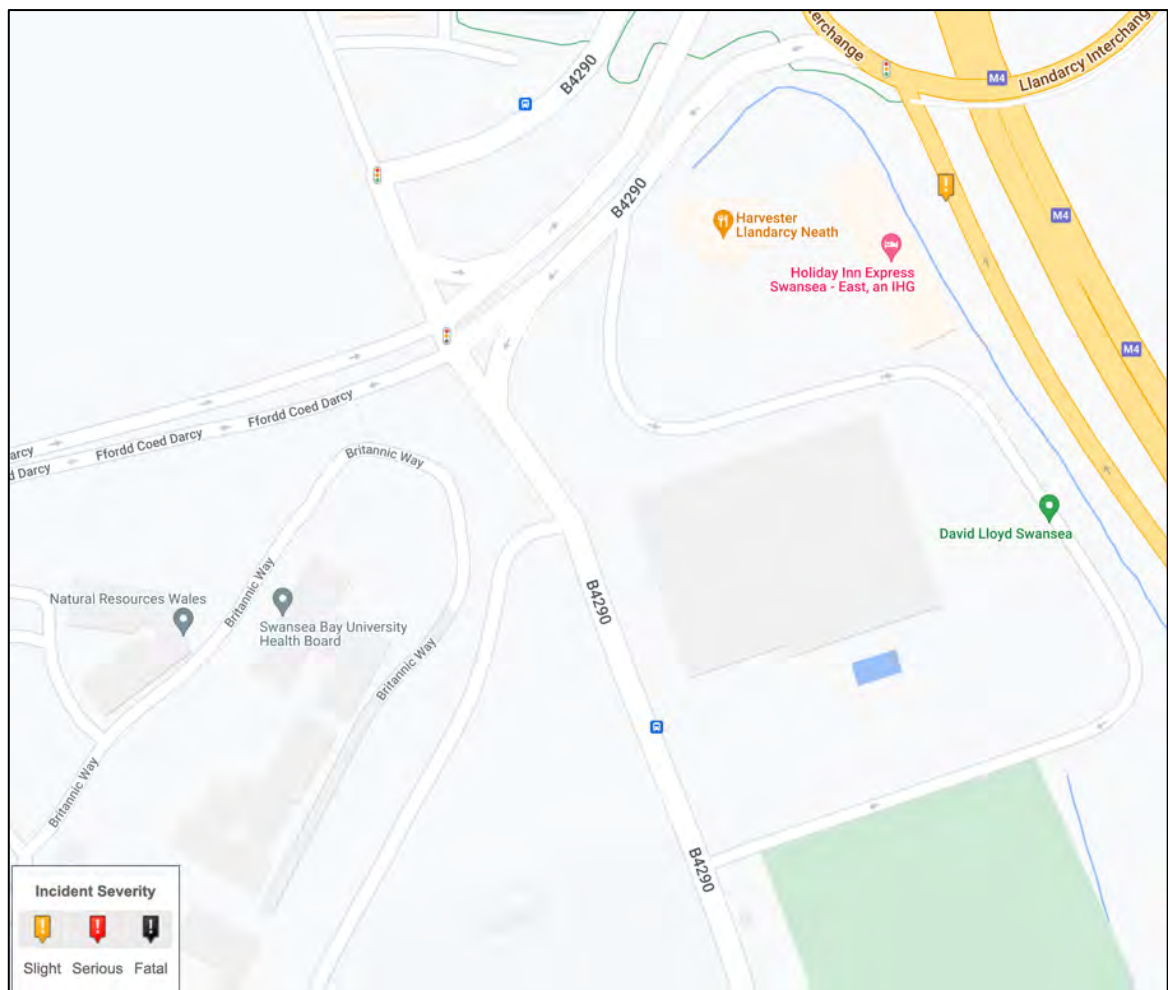


Figure 6 – Injury Accident Location & Severity 2017 - 2021 (Source: crashmap.co.uk)

4.4 Summary

- 4.4.1 The site is in a sustainable location that is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway network serving the site operates safely.

5 Proposed Development

5.1 Development Composition

- 5.1.1 The proposal is for the construction of a new, 1,800ft² (170m²) drive-thru coffee shop, which has a dining area of approximately 88m². Also included within the development is a 16-space EV charging station.

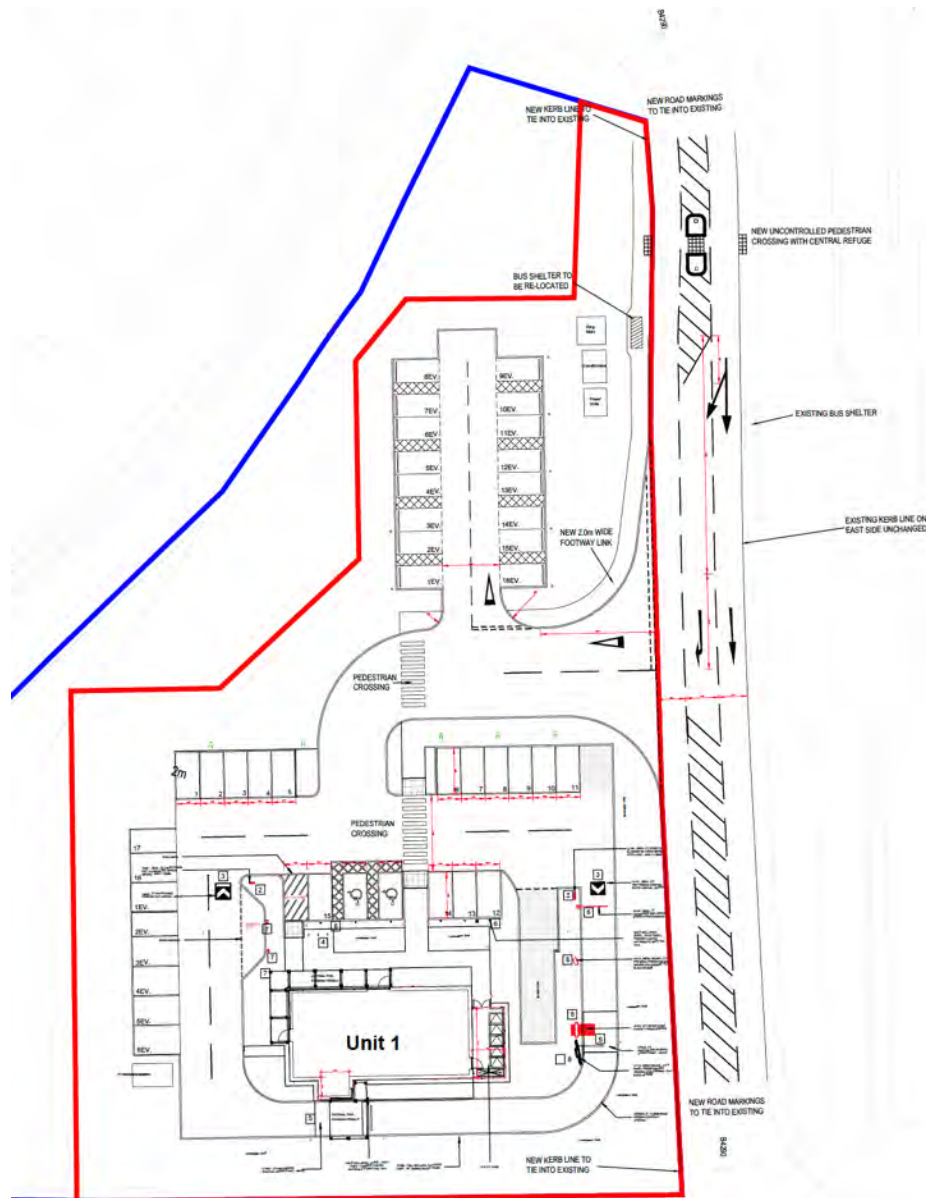


Figure 7 – Proposed Layout

5.2 Access

- 5.2.1 Access to the site is from the B4290 and comprises of a new ghost-island priority junction. The access arrangement is shown in greater detail in Appendix B.
- 5.2.2 The arrangement is similar to that which was approved for the previous hotel development proposal. The ghost island provides 3m wide through lanes with a 3.5m wide central lane. The junction has 10m radii and visibility splays of at least 2.4m x 50m are available in both directions. The junction layout complies with the requirements set out in “Design Manual for Roads and Bridges – CD123 Geometric Design of at-grade Priority and Signal Controlled Junctions”.

- 5.2.3 The new junction is located 65m north of the existing David Lloyd junction opposite and some 70m to the south of the junction that provides access to Llandarcy Academy of Sport campus and Llandarcy Village. The junction spacing exceeds the stopping sight distance of traffic travelling on the 30mph speed limit road and is acceptable for that reason.
- 5.2.4 A 2m wide footway link is proposed between the site and the existing B4290 footway to the north of the site's access and this will be supplemented with a new pedestrian crossing facility to link with the road's eastern footway. An uncontrolled crossing with a central refuge is proposed. The crossing and footway ensures that the development is accessible to pedestrians. The proposals also improve access to the bus stops on either side of the road as pedestrians currently have no crossing facilities. This will benefit existing public transport users and encourage others to take up this form of transport.

5.3 Parking

- 5.3.1 A total of 25 car parking spaces is provided adjacent to the drive-thru coffee shop. This includes two accessible spaces for the use of disabled people and 6 EV charging spaces. The disabled parking provision equates to 8% of the overall total, exceeding the minimum 5% requirement. The 6 EV charging spaces equates to 24% of spaces, far exceeding the 10% provision recommended by "Future Wales - The National Plan 2040".
- 5.3.2 The proposed 25 car parking spaces exceed the Parking Standard requirement of 1 space per 3 staff and 1 space per 14m² of dining area. The proposed dining area of 88m² and, say 6 staff members, would equate to 8 parking spaces if the Parking Standard requirement was applied. However potential operators of the drive-thru unit have advised that, in their experience, 8 parking spaces would not be sufficient. The layout of the site and the parking provision has been informed by their expert knowledge of operating these type of developments.
- 5.3.3 In addition to the proposed 25 car parking spaces a separate waiting bay is provided where customers can wait for orders to be prepared and delivered without obstructing the circulation of other vehicles.
- 5.3.4 A motorcycle parking bay is provided together with 2 cycle parking stands. A servicing bay is provided for delivery vehicles.
- 5.3.5 The layout has been the subject of swept path analysis to ensure that vehicles can manoeuvre within the site and through the new highway junction. This is provided in Appendix C.
- 5.3.6 In addition, a 16-space EV charging station is proposed.

6 Traffic Generation & Impact

6.1 Trip Attraction – Drive-Thru

6.1.1 The likely traffic generation of the coffee shop element of the proposed development has been estimated by reference to the TRICS trip rate database, a database of over 8,000 transport surveys conducted at various types of development throughout the UK and Ireland. TRICS is the industry standard source of evidence for development trip generation.

6.1.2 From the database a sample of weekday surveys of drive-thru coffee shops has been obtained by applying the following filtering criteria.

- ▶ Surveys limited to:
 - sites located in mainland Britain (excluding Greater London)
 - sites located in suburban or edge of town locations

6.1.3 The detailed TRICS output is provided in Appendix D and summarised below.

Time Range	Trip Rate (per 100m ² Gross Floor Area)			Trip Attraction		
	Arrival	Departure	Total	Arrival	Departure	Total
05:00-06:00	0.694	0	0.694	1	0	1
06:00-07:00	4.202	3.735	7.937	7	6	13
07:00-08:00	13.836	12.656	26.492	24	22	45
08:00-09:00	18.361	16.459	34.82	31	28	59
09:00-10:00	21.115	19.803	40.918	36	34	70
10:00-11:00	16.066	16.59	32.656	27	28	56
11:00-12:00	15.016	15.475	30.491	26	26	52
12:00-13:00	17.311	16.525	33.836	29	28	58
13:00-14:00	15.607	16.459	32.066	27	28	55
14:00-15:00	12.459	12.787	25.246	21	22	43
15:00-16:00	11.738	10.885	22.623	20	19	38
16:00-17:00	11.541	12.852	24.393	20	22	41
17:00-18:00	9.246	10.951	20.197	16	19	34
18:00-19:00	6.426	7.148	13.574	11	12	23
19:00-20:00	5.058	4.981	10.039	9	8	17
20:00-21:00	2.49	3.424	5.914	4	6	10
21:00-22:00	1.654	2.206	3.86	3	4	7
Daily	182.82	182.936	365.756	311	311	622

Table 4 Development Trip Rate and Trip Generation

6.1.4 The TRICS data suggests that the coffee shop has the potential to attract some 59 vehicle movements during the morning peak hour (08:00 – 09:00), 34 vehicle movements during the evening peak hour (17:00 – 18:00), up to 70 movements during its busiest hour (09:00 – 10:00) and a daily total of 622 vehicle movements.

6.2 Trip Attraction – EV Charging Station

- 6.2.1 There are no surveys of EV charging stations within the TRICS database. Rapid chargers typically charge an EV vehicle in 30 minutes to 1 hour. It is assumed therefore that each charging space has a maximum capacity of 2 EV vehicles per hour. The proposed 16 spaces therefore have a maximum capacity of 32 vehicles per hour, which would generate 64 vehicle movements per hour.

6.3 Trip Attraction – Total

- 6.3.1 The combined trip attraction of the two elements of the development during the highway network peak hours are summarised below.

Time Range	Arrivals	Departures	Total
08:00-09:00	63	60	123
17:00-18:00	48	51	98*

*Apparent arithmetic error caused by rounding up

Table 5 Total Development Trip Attraction

6.4 Trip Generation

- 6.4.1 There are three main trip types which are commonly accounted for as part of the traffic analysis for this type of development. These are:

- ▶ **Pass by trips:** These are trips that are already travelling on the B4290 as part of an existing trip (e.g. trips to and from work or trips to and from the David Lloyd gym). These trips would call into the proposed development as part of their existing journey and would therefore not add to the existing traffic on the B4290.
- ▶ **Diverted trips:** These are trips that are already present on the network but will divert onto the B4290 to visit the development. These might be trips made to similar coffee-shop outlets in the locality that would divert to the new development instead or trips to nearby work or leisure destinations that might make a short detour to purchase a coffee.
- ▶ **New trips:** These are trips which are wholly new to the highway network and only now occur as a direct result of the proposed coffee shop.

- 6.4.2 There is unlikely to be a significant number of new trips i.e. people that make a journey exclusively to visit the proposed development. It is considered reasonable to assume that the new trips will account for no more than 10% of all trips attracted to the development. It is estimated that the proportion of pass-by and diverted trips will be broadly similar.

Trip Type	Proportion
Pass By	45%
Diverted	45%
New	10%

Table 6 Trip Types

Time Range	Drive Thru Trips	EV Charging Trips	Total Trips	New Trips	Diverted Trips	Sum of New + Diverted Trips	Pass-by Trips
08:00-09:00	59	64	123	12	55	68	55
17:00-18:00	34	64	98	10	44	54	44

Table 7 Trip Attraction by Type

6.5 Traffic Impact

- 6.5.1 The sum of new and the diverted trips gives the total number of additional vehicle movements on the B4290 that will be generated by the development. There will be an additional 68 and 54 vehicle movements during the morning and evening peak hours, respectively. This equates to an increase of 10% to 13%. Traffic flow on highway links will generally fluctuate by $\pm 10\%$ from day-to-day. The development generated traffic approximates to this range of fluctuation and is therefore unlikely to have a material impact on highway conditions.

Time Range	Existing Two-Way Traffic	Additional Development Generated Traffic	% Increase
08:00-09:00	517	68	13%
17:00-18:00	524	54	10%

Table 8 Development Traffic Impact

6.6 Junction Capacity

- 6.6.1 The capacity of the junction that will serve the proposed development has been tested using the Junctions 10 software package. The detailed output is included as Appendix E. The capacity model calculated the ratio of flow to capacity (RFC) of the junction. A RFC above 1 indicates that traffic demand is exceeding the junction's capacity. A figure below 1 indicated that traffic demand is within the junction's capacity. Congestion is likely to begin to occur when the RFC reaches around 0.85.
- 6.6.2 The RFC that is calculated for the proposed access is 0.13, indicating that the junction will operate with ample spare capacity, without causing delay or congestion.

7 Summary & Conclusion

- 7.1.1 The proposed development comprises of a drive-thru coffee shop.
- 7.1.2 The site is located in a sustainable location that is accessible to pedestrians, cyclists and public transport users. The highway network around the site operates safely.
- 7.1.3 The development will be served by a new ghost island junction with the B4290. The junction arrangement complies with current design standards and is similar to the arrangement previously approved for a hotel development at the site.
- 7.1.4 Parking provision within the development is appropriate and swept path analysis has been undertaken to ensure that vehicles can manoeuvre safely within the site.
- 7.1.5 The development will generate an additional 4% to 6% of traffic on the B4290 during peak hours. This is insignificant and will have no material impact on the operation of the highway.
- 7.1.6 In conclusion, the proposed development is in an appropriate and accessible location. It is served by a safe access, relevant parking provision is made and it is considered that the traffic generated by the development will have no significant impact on highway conditions. As such it is considered that there are no highway or transportation issues that should prevent the proposal from gaining planning permission.

Appendix A: A4290 Traffic Survey

Job Number & Title: **SS1004** Llandarcy

Site Location: B4290

Survey Date: 02 February 2023 - 08 February 2023

Site Location Plan



SS1004 Llandarcy																	
FEBRUARY 2023						Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
Site	Location	Lat / Long	Direction	Start Date	End Date					>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	B4290	51.64641, - 3.85150	Northbound	02 February 2023	08 February 2023	30	23275	3647	3325	9014	38.7	2380	10.2	111	0.5	28.8	33.7
			Southbound	02 February 2023	08 February 2023		15681	2509	2240	3809	24.3	531	3.4	10	0.1	27.6	31.3
			Two-Way	02 February 2023	08 February 2023		38956	6157	5565	12823	33	2911	7	121	0	28	33



SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Northbound								
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
02 February 2023															
0000	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	4	1	0	0	0	0	0	0	1	0	0	0	0
0300	10	1	5	4	0	0	0	0	0	0	0	0	0	0	0
0400	13	1	10	2	0	0	0	0	0	0	0	0	0	0	0
0500	26	1	14	5	0	0	0	0	3	0	2	0	0	0	1
0600	80	0	57	13	0	2	0	1	2	0	3	0	0	0	2
0700	185	1	132	40	2	3	3	2	1	0	0	0	0	0	1
0800	217	1	144	57	1	5	4	1	0	0	1	1	0	0	2
0900	155	1	109	30	0	4	5	0	3	0	0	2	0	0	1
1000	181	0	128	38	1	5	4	1	3	0	1	0	0	0	0
1100	212	0	150	54	2	3	0	0	2	0	0	0	0	0	1
1200	186	3	134	42	2	0	2	1	2	0	0	0	0	0	0
1300	205	0	161	38	1	3	1	1	0	0	0	0	0	0	0
1400	219	1	156	54	1	5	1	0	0	0	0	1	0	0	0
1500	280	2	218	52	2	3	3	0	0	0	0	0	0	0	0
1600	401	1	327	58	1	0	10	0	3	0	1	0	0	0	0
1700	322	7	264	38	1	1	5	0	4	0	0	1	0	0	1
1800	257	3	216	29	1	1	4	0	1	1	0	0	0	0	1
1900	214	0	174	40	0	0	0	0	0	0	0	0	0	0	0
2000	164	1	133	28	0	1	1	0	0	0	0	0	0	0	0
2100	109	0	89	20	0	0	0	0	0	0	0	0	0	0	0
2200	44	0	37	6	0	0	0	0	1	0	0	0	0	0	0
2300	36	1	24	11	0	0	0	0	0	0	0	0	0	0	0
07-19	2820	20	2139	530	15	33	42	6	19	1	3	5	0	0	7
06-22	3387	21	2592	631	15	36	43	7	21	1	6	5	0	0	9
06-00	3467	22	2653	648	15	36	43	7	22	1	6	5	0	0	9
00-00	3536	25	2694	666	15	36	43	7	25	1	9	5	0	0	10

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023			to	08 February 2023		Direction	Northbound								
												FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
03 February 2023															
0000	13	0	10	3	0	0	0	0	0	0	0	0	0	0	
0100	9	0	6	3	0	0	0	0	0	0	0	0	0	0	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
0300	6	0	3	2	0	0	0	0	0	0	1	0	0	0	
0400	14	2	9	1	0	0	0	0	0	0	1	0	0	1	
0500	27	1	13	7	0	0	1	0	3	0	0	0	0	2	
0600	75	0	49	15	2	3	1	1	0	0	0	0	0	4	
0700	181	1	130	42	1	2	2	1	1	0	0	1	0	0	
0800	250	3	170	60	0	6	6	1	3	0	0	1	0	0	
0900	178	0	122	47	1	4	2	0	0	0	0	0	0	2	
1000	171	0	112	46	3	5	1	0	3	0	0	0	0	1	
1100	231	3	172	45	0	2	2	2	4	0	1	0	0	0	
1200	238	2	177	48	1	4	2	0	3	0	1	0	0	0	
1300	274	1	211	52	1	4	4	0	1	0	0	0	0	0	
1400	297	4	217	65	3	3	3	0	2	0	0	0	0	0	
1500	300	1	228	53	1	0	10	0	4	1	0	1	0	1	
1600	368	7	289	55	1	1	9	0	4	1	1	0	0	0	
1700	323	3	262	46	2	0	6	0	3	0	0	0	0	1	
1800	251	2	208	36	2	0	3	0	0	0	0	0	0	0	
1900	203	1	167	21	2	0	12	0	0	0	0	0	0	0	
2000	146	0	113	27	2	0	1	0	2	0	1	0	0	0	
2100	125	1	97	25	0	0	2	0	0	0	0	0	0	0	
2200	65	0	53	10	1	0	0	0	1	0	0	0	0	0	
2300	46	1	39	6	0	0	0	0	0	0	0	0	0	0	
07-19	3062	27	2298	595	16	31	50	4	28	2	3	3	0	5	
06-22	3611	29	2724	683	22	34	66	5	30	2	4	3	0	9	
06-00	3722	30	2816	699	23	34	66	5	31	2	4	3	0	9	
00-00	3792	33	2857	716	23	34	67	5	34	2	6	3	0	12	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
04 February 2023															
0000	17	0	12	5	0	0	0	0	0	0	0	0	0	0	
0100	20	0	14	6	0	0	0	0	0	0	0	0	0	0	
0200	7	0	4	3	0	0	0	0	0	0	0	0	0	0	
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0400	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
0500	15	0	12	3	0	0	0	0	0	0	0	0	0	0	
0600	13	0	8	3	0	0	0	0	0	0	1	1	0	0	
0700	52	0	40	10	1	0	0	0	1	0	0	0	0	0	
0800	101	1	73	22	2	1	2	0	0	0	0	0	0	0	
0900	136	0	113	16	4	1	1	0	0	0	0	0	0	1	
1000	247	1	188	51	2	2	1	0	2	0	0	0	0	0	
1100	226	7	168	45	1	2	3	0	0	0	0	0	0	0	
1200	257	1	206	43	2	0	2	0	3	0	0	0	0	0	
1300	246	1	191	50	2	0	0	0	2	0	0	0	0	0	
1400	169	3	141	22	3	0	0	0	0	0	0	0	0	0	
1500	162	0	145	16	1	0	0	0	0	0	0	0	0	0	
1600	204	3	168	29	3	0	1	0	0	0	0	0	0	0	
1700	198	5	156	32	1	0	2	0	2	0	0	0	0	0	
1800	141	1	116	20	2	1	0	0	1	0	0	0	0	0	
1900	106	0	79	25	2	0	0	0	0	0	0	0	0	0	
2000	106	1	86	16	1	0	2	0	0	0	0	0	0	0	
2100	71	0	50	20	0	0	1	0	0	0	0	0	0	0	
2200	54	2	43	9	0	0	0	0	0	0	0	0	0	0	
2300	42	0	31	9	0	1	0	0	1	0	0	0	0	0	
07-19	2139	23	1705	356	24	7	12	0	11	0	0	0	0	1	
06-22	2435	24	1928	420	27	7	15	0	11	0	1	1	0	1	
06-00	2531	26	2002	438	27	8	15	0	12	0	1	1	0	1	
00-00	2605	26	2057	457	27	8	15	0	12	0	1	1	0	1	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Northbound								
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	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	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
05 February 2023															
0000	19	0	15	4	0	0	0	0	0	0	0	0	0	0	
0100	10	0	5	5	0	0	0	0	0	0	0	0	0	0	
0200	11	0	8	3	0	0	0	0	0	0	0	0	0	0	
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
0400	11	1	6	4	0	0	0	0	0	0	0	0	0	0	
0500	24	2	14	8	0	0	0	0	0	0	0	0	0	0	
0600	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0700	33	0	26	7	0	0	0	0	0	0	0	0	0	0	
0800	66	0	46	20	0	0	0	0	0	0	0	0	0	0	
0900	117	1	90	24	0	0	0	0	2	0	0	0	0	0	
1000	150	2	107	37	2	0	1	0	0	0	1	0	0	0	
1100	188	4	156	23	2	0	1	0	1	0	0	0	0	1	
1200	255	3	207	38	0	1	3	0	1	0	0	1	0	1	
1300	207	1	173	30	0	2	1	0	0	0	0	0	0	0	
1400	213	1	176	34	0	0	1	0	1	0	0	0	0	0	
1500	207	3	163	35	1	0	3	0	1	0	0	1	0	0	
1600	222	2	184	34	1	0	0	0	1	0	0	0	0	0	
1700	188	0	158	24	1	1	2	0	0	0	0	2	0	0	
1800	148	3	123	21	1	0	0	0	0	0	0	0	0	0	
1900	161	1	136	21	2	0	0	0	1	0	0	0	0	0	
2000	77	0	58	19	0	0	0	0	0	0	0	0	0	0	
2100	63	0	54	8	1	0	0	0	0	0	0	0	0	0	
2200	32	1	25	6	0	0	0	0	0	0	0	0	0	0	
2300	17	0	12	3	0	2	0	0	0	0	0	0	0	0	
07-19	1994	20	1609	327	8	4	12	0	7	0	1	4	0	2	
06-22	2303	21	1864	376	11	4	12	0	8	0	1	4	0	2	
06-00	2352	22	1901	385	11	6	12	0	8	0	1	4	0	2	
00-00	2433	25	1953	411	11	6	12	0	8	0	1	4	0	2	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023			to	08 February 2023		Direction	Northbound								
												FIVE OR LESS			
			CARS OR	LIGHT		TWO	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN OR	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	AXLE, SIX	AXLE	MORE	LESS	FIVE AXLE	MORE	MULTI-	MULTI-	MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		TYRE,	RIGID	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	AXLE	
			LGV			RIGID		RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	
06 February 2023															
0000	6	1	4	1	0	0	0	0	0	0	0	0	0	0	
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
0200	7	0	5	1	0	0	0	0	0	0	1	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	6	1	2	1	0	0	0	0	0	0	2	0	0	0	
0500	42	2	28	2	0	0	1	0	2	0	1	1	0	5	
0600	78	0	53	15	0	2	0	0	3	0	1	0	0	4	
0700	191	1	132	43	3	3	4	3	1	0	0	0	0	1	
0800	222	1	162	45	2	5	4	1	1	1	0	0	0	0	
0900	161	0	114	37	3	3	1	0	3	0	0	0	0	0	
1000	201	1	145	42	3	5	3	0	1	0	0	1	0	0	
1100	197	0	143	40	5	3	2	1	2	0	0	1	0	0	
1200	213	1	156	49	2	3	1	0	1	0	0	0	0	0	
1300	236	0	175	44	2	6	4	0	2	2	0	1	0	0	
1400	220	0	171	34	1	0	4	0	8	0	0	0	0	2	
1500	259	2	203	40	0	2	7	0	4	0	0	1	0	0	
1600	364	2	277	61	2	1	15	0	4	0	1	1	0	0	
1700	328	2	253	57	1	3	5	0	4	0	0	3	0	0	
1800	286	3	236	38	1	1	5	0	1	0	1	0	0	0	
1900	233	1	202	25	1	0	4	0	0	0	0	0	0	0	
2000	215	1	172	39	1	0	1	0	1	0	0	0	0	0	
2100	113	0	89	24	0	0	0	0	0	0	0	0	0	0	
2200	49	1	33	15	0	0	0	0	0	0	0	0	0	0	
2300	18	0	10	7	0	0	0	0	0	0	0	1	0	0	
07-19	2878	13	2167	530	25	35	55	5	32	3	2	8	0	3	
06-22	3517	15	2683	633	27	37	60	5	36	3	3	8	0	7	
06-00	3584	16	2726	655	27	37	60	5	36	3	3	9	0	7	
00-00	3647	20	2765	662	27	37	61	5	38	3	7	10	0	12	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
07 February 2023															
0000	10	0	6	4	0	0	0	0	0	0	0	0	0	0	
0100	6	0	3	2	0	0	0	0	1	0	0	0	0	0	
0200	7	0	5	1	0	0	0	0	0	0	1	0	0	0	
0300	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
0400	13	1	6	3	0	0	0	0	0	0	1	1	0	1	
0500	42	1	29	5	0	0	0	0	2	0	2	2	0	1	
0600	86	0	60	17	1	1	1	1	1	0	1	0	0	3	
0700	201	0	138	52	1	2	4	1	1	0	0	0	0	2	
0800	215	0	154	45	1	5	6	0	1	1	2	0	0	0	
0900	152	1	95	51	0	3	2	0	0	0	0	0	0	0	
1000	185	0	126	43	4	5	2	0	4	0	0	0	0	1	
1100	184	4	139	35	3	1	2	0	0	0	0	0	0	0	
1200	224	2	168	41	3	3	2	0	0	1	2	2	0	0	
1300	205	3	154	40	1	2	1	0	2	1	1	0	0	0	
1400	218	1	158	49	1	1	5	0	2	0	0	1	0	0	
1500	262	2	202	49	0	2	3	0	2	0	0	2	0	0	
1600	366	3	295	57	1	1	6	0	3	0	0	0	0	0	
1700	341	4	274	51	1	1	5	1	2	0	1	1	0	0	
1800	333	6	265	49	1	1	9	0	1	0	1	0	0	0	
1900	208	1	168	34	1	0	1	0	3	0	0	0	0	0	
2000	167	0	134	29	0	0	3	0	1	0	0	0	0	0	
2100	134	2	98	32	0	2	0	0	0	0	0	0	0	0	
2200	56	0	47	9	0	0	0	0	0	0	0	0	0	0	
2300	17	0	12	5	0	0	0	0	0	0	0	0	0	0	
07-19	2886	26	2168	562	17	27	47	2	18	3	7	6	0	3	
06-22	3481	29	2628	674	19	30	52	3	23	3	8	6	0	6	
06-00	3554	29	2687	688	19	30	52	3	23	3	8	6	0	6	
00-00	3640	31	2742	705	19	30	52	3	26	3	12	9	0	8	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)							
02 February 2023			to			08 February 2023			Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC				
08 February 2023																
0000	8	0	4	4	0	0	0	0	0	0	0	0	0	0		
0100	9	0	5	3	0	0	0	0	1	0	0	0	0	0		
0200	7	0	3	3	0	1	0	0	0	0	0	0	0	0		
0300	11	0	4	5	0	0	0	0	0	0	1	0	0	1		
0400	9	1	3	2	0	0	0	0	0	0	1	2	0	0		
0500	38	2	24	6	0	0	0	0	3	1	2	0	0	0		
0600	76	0	49	16	0	2	0	0	2	0	1	1	0	5		
0700	170	1	122	37	2	3	3	0	1	0	1	0	0	0		
0800	221	0	163	48	0	3	5	0	0	1	0	1	0	0		
0900	148	0	97	44	2	3	0	0	0	0	0	2	0	0		
1000	189	1	142	34	0	5	4	0	2	0	1	0	0	0		
1100	193	3	142	36	2	8	2	0	0	0	0	0	0	0		
1200	231	1	175	44	2	3	3	0	2	0	0	0	0	1		
1300	197	1	151	37	3	1	2	0	1	0	0	0	0	1		
1400	217	0	166	43	5	2	1	0	0	0	0	0	0	0		
1500	284	4	209	55	3	3	5	0	0	0	0	3	1	1		
1600	345	1	273	60	3	4	4	0	0	0	0	0	0	0		
1700	334	2	280	47	1	2	2	0	0	0	0	0	0	0		
1800	290	3	238	42	3	0	3	0	0	0	1	0	0	0		
1900	245	1	200	40	1	0	3	0	0	0	0	0	0	0		
2000	220	0	184	33	1	0	0	0	2	0	0	0	0	0		
2100	93	1	71	19	0	0	1	0	1	0	0	0	0	0		
2200	63	0	53	10	0	0	0	0	0	0	0	0	0	0		
2300	24	1	17	6	0	0	0	0	0	0	0	0	0	0		
07-19	2819	17	2158	527	26	37	34	0	6	1	3	6	1	3		
06-22	3453	19	2662	635	28	39	38	0	11	1	4	7	1	8		
06-00	3540	20	2732	651	28	39	38	0	11	1	4	7	1	8		
00-00	3622	23	2775	674	28	40	38	0	15	2	8	9	1	9		

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
Average Day															
0000	12	0	8	4	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	5	3	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	4	2	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
0400	11	1	7	2	0	0	0	0	0	0	1	0	0	0	0
0500	31	1	19	5	0	0	0	0	2	0	1	0	0	0	1
0600	59	0	40	11	0	1	0	0	1	0	1	0	0	0	3
0700	145	1	103	33	1	2	2	1	1	0	0	0	0	0	1
0800	185	1	130	42	1	4	4	0	1	0	0	0	0	0	0
0900	150	0	106	36	1	3	2	0	1	0	0	1	0	0	1
1000	189	1	135	42	2	4	2	0	2	0	0	0	0	0	0
1100	204	3	153	40	2	3	2	0	1	0	0	0	0	0	0
1200	229	2	175	44	2	2	2	0	2	0	0	0	0	0	0
1300	224	1	174	42	1	3	2	0	1	0	0	0	0	0	0
1400	222	1	169	43	2	2	2	0	2	0	0	0	0	0	0
1500	251	2	195	43	1	1	4	0	2	0	0	1	0	0	0
1600	324	3	259	51	2	1	6	0	2	0	0	0	0	0	0
1700	291	3	235	42	1	1	4	0	2	0	0	1	0	0	0
1800	244	3	200	34	2	1	3	0	1	0	0	0	0	0	0
1900	196	1	161	29	1	0	3	0	1	0	0	0	0	0	0
2000	156	0	126	27	1	0	1	0	1	0	0	0	0	0	0
2100	101	1	78	21	0	0	1	0	0	0	0	0	0	0	0
2200	52	1	42	9	0	0	0	0	0	0	0	0	0	0	0
2300	29	0	21	7	0	0	0	0	0	0	0	0	0	0	0
07-19	2657	21	2035	490	19	25	36	2	17	1	3	5	0	3	3
06-22	3170	23	2440	579	21	27	41	3	20	1	4	5	0	6	6
06-00	3250	24	2502	595	21	27	41	3	20	1	4	5	0	6	6
00-00	3325	26	2549	613	21	27	41	3	23	2	6	6	0	8	8

SS1004 Llandarcy

02 February 2023

to

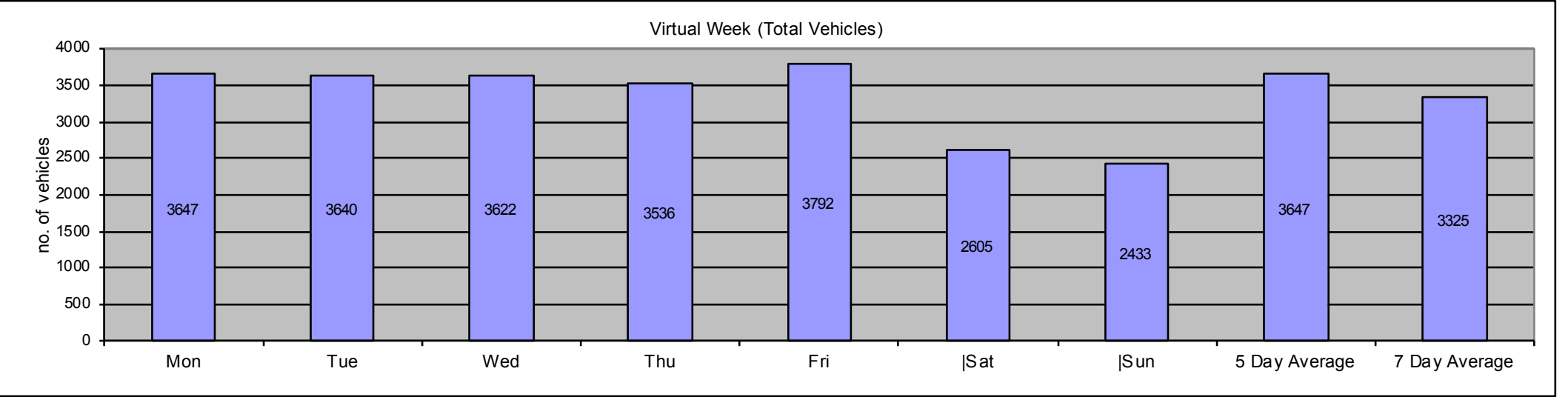
08 February 2023

Site 1

Location B4290 (51.64641, -3.85150)

Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Virtual Week														
Mon	3647	20	2765	662	27	37	61	5	38	3	7	10	0	12
Tue	3640	31	2742	705	19	30	52	3	26	3	12	9	0	8
Wed	3622	23	2775	674	28	40	38	0	15	2	8	9	1	9
Thu	3536	25	2694	666	15	36	43	7	25	1	9	5	0	10
Fri	3792	33	2857	716	23	34	67	5	34	2	6	3	0	12
Sat	2605	26	2057	457	27	8	15	0	12	0	1	1	0	1
Sun	2433	25	1953	411	11	6	12	0	8	0	1	4	0	2
5 Day Average														
[--]	3647	26	2767	685	22	35	52	4	28	2	8	7	0	10
7 Day Average														
[--]	3325	26	2549	613	21	27	41	3	23	2	6	6	0	8
Total Vehicles														
[--]	23275	183	17843	4291	150	191	288	20	158	11	44	41	1	54



SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
02 February 2023					to	08 February 2023					Direction	Northbound															
															Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)								
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed					
02 February 2023																											
0000	11	0	0	0	0	3	4	2	2	0	0	0	0	0	8	72.73	4	36.36	0	0	33.6	40.8					
0100	3	0	0	0	0	1	1	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	32.6	-					
0200	6	0	0	0	0	0	3	2	1	0	0	0	0	0	6	100	3	50	0	0	36	-					
0300	10	0	0	0	0	4	3	1	1	1	0	0	0	0	6	60	3	30	1	10	33.2	-					
0400	13	0	0	0	0	5	6	1	1	0	0	0	0	0	8	61.54	2	15.38	0	0	33	39.1					
0500	26	0	0	1	3	10	5	7	0	0	0	0	0	0	12	46.15	7	26.92	0	0	30.5	36.2					
0600	80	0	0	1	15	27	24	6	6	1	0	0	0	0	37	46.25	13	16.25	1	1.25	30.5	36.5					
0700	185	1	0	3	28	80	50	21	1	1	0	0	0	0	73	39.46	23	12.43	1	0.541	29.3	34.6					
0800	217	2	2	6	23	86	77	18	2	0	1	0	0	0	98	45.16	21	9.677	1	0.461	29.1	34.1					
0900	155	0	0	3	18	52	61	18	3	0	0	0	0	0	82	52.9	21	13.55	0	0	30	34.7					
1000	181	1	0	2	21	89	51	13	4	0	0	0	0	0	68	37.57	17	9.392	0	0	29.1	33.4					
1100	212	0	0	1	15	85	78	29	4	0	0	0	0	0	111	52.36	33	15.57	0	0	30.4	35.1					
1200	186	0	0	4	28	77	55	19	3	0	0	0	0	0	77	41.4	22	11.83	0	0	29.4	34.3					
1300	205	1	1	1	22	86	76	17	0	1	0	0	0	0	94	45.85	18	8.78	1	0.488	29.5	33.4					
1400	219	0	1	1	17	100	71	25	4	0	0	0	0	0	100	45.66	29	13.24	0	0	29.9	34.6					
1500	280	3	4	6	35	137	78	15	1	0	1	0	0	0	95	33.93	17	6.071	1	0.357	28.3	32.9					
1600	401	13	36	37	90	134	76	15	0	0	0	0	0	0	91	22.69	15	3.741	0	0	24.8	31.4					
1700	322	1	8	19	53	157	75	8	1	0	0	0	0	0	84	26.09	9	2.795	0	0	27.2	31.3					
1800	257	1	7	27	48	106	55	10	3	0	0	0	0	0	68	26.46	13	5.058	0	0	26.5	31.7					
1900	214	0	0	0	31	109	55	14	3	1	0	1	0	0	74	34.58	19	8.879	2	0.935	29.1	33.3					
2000	164	0	0	1	17	66	60	14	6	0	0	0	0	0	80	48.78	20	12.2	0	0	30.2	34.5					
2100	109	0	0	0	7	50	31	16	4	1	0	0	0	0	52	47.71	21	19.27	1	0.917	30.7	35.5					
2200	44	0	0	0	5	21	17	1	0	0	0	0	0	0	18	40.91	1	2.273	0	0	29.2	33.5					
2300	36	0	0	1	0	13	17	2	3	0	0	0	0	0	22	61.11	5	13.89	0	0	31.5	35.2					
07-19	2820	23	59	110	398	1189	803	208	26	2	2	0	0	0	1041	36.91	238	8.44	4	0.142	28.2	33.2					
06-22	3387	23	59	112	468	1441	973	258	45	5	2	1	0	0	1284	37.91	311	9.182	8	0.236	28.5	33.4					
06-00	3467	23	59	113	473	1475	1007	261	48	5	2	1	0	0	1324	38.19	317	9.143	8	0.231	28.6	33.4					
00-00	3536	23	59	114	476	1498	1029	275	53	6	2	1	0	0	1366	38.63	337	9.531	9	0.255	28.6	33.6					

SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
02 February 2023					to					08 February 2023					Direction					Northbound									
																				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)					
Time Period	Total Vehicles	Speed Bins																											
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed							
03 February 2023																													
0000	13	0	0	0	0	3	4	6	0	0	0	0	0	0	10	76.92	6	46.15	0	0	33.1	37.1							
0100	9	0	0	0	0	1	4	3	0	1	0	0	0	0	8	88.89	4	44.44	1	11.11	35.6	-							
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	0	0	0	0	33.5	-							
0300	6	0	0	0	1	0	1	3	0	1	0	0	0	0	5	83.33	4	66.67	1	16.67	35.9	-							
0400	14	0	0	0	0	5	5	3	0	0	1	0	0	0	9	64.29	4	28.57	1	7.143	33.2	39.3							
0500	27	0	1	0	3	7	8	5	1	1	1	0	0	0	16	59.26	8	29.63	2	7.407	32	39.8							
0600	75	0	0	2	11	26	21	12	2	0	1	0	0	0	36	48	15	20	1	1.333	30.1	36.2							
0700	181	0	1	3	17	84	57	12	7	0	0	0	0	0	76	41.99	19	10.5	0	0	29.5	33.4							
0800	250	4	11	8	45	108	52	17	5	0	0	0	0	0	74	29.6	22	8.8	0	0	27.4	33.1							
0900	178	0	1	2	16	75	69	13	2	0	0	0	0	0	84	47.19	15	8.427	0	0	29.5	33.8							
1000	171	0	0	1	20	74	52	19	3	2	0	0	0	0	76	44.44	24	14.04	2	1.17	29.9	34.6							
1100	231	0	1	3	53	107	52	10	4	1	0	0	0	0	67	29	15	6.494	1	0.433	28.1	31.6							
1200	238	3	5	4	40	104	65	14	2	0	1	0	0	0	82	34.45	17	7.143	1	0.42	28.3	33.3							
1300	274	0	2	2	33	122	88	21	5	1	0	0	0	0	115	41.97	27	9.854	1	0.365	29.4	33.9							
1400	297	2	6	7	52	117	78	26	8	1	0	0	0	0	113	38.05	35	11.78	1	0.337	28.7	34.1							
1500	300	0	9	18	69	128	68	8	0	0	0	0	0	0	76	25.33	8	2.667	0	0	26.7	31.4							
1600	368	2	25	20	78	155	70	18	0	0	0	0	0	0	88	23.91	18	4.891	0	0	26.2	31.7							
1700	323	5	10	18	81	150	49	9	1	0	0	0	0	0	59	18.27	10	3.096	0	0	26	30.3							
1800	251	1	4	5	44	118	58	18	3	0	0	0	0	0	79	31.47	21	8.367	0	0	28.1	32.8							
1900	203	1	2	4	38	92	55	10	1	0	0	0	0	0	66	32.51	11	5.419	0	0	28.2	32.9							
2000	146	0	0	1	13	63	51	16	0	1	1	0	0	0	69	47.26	18	12.33	2	1.37	30.2	34.3							
2100	125	0	0	3	16	57	37	11	1	0	0	0	0	0	49	39.2	12	9.6	0	0	29	33.1							
2200	65	0	0	1	7	27	16	12	2	0	0	0	0	0	30	46.15	14	21.54	0	0	30.4	36.5							
2300	46	0	0	1	5	18	16	4	2	0	0	0	0	0	22	47.83	6	13.04	0	0	29.9	34.5							
07-19	3062	17	75	91	548	1342	758	185	40	5	1	0	0	0	989	32.3	231	7.544	6	0.196	27.9	32.8							
06-22	3611	18	77	101	626	1580	922	234	44	6	3	0	0	0	1209	33.48	287	7.948	9	0.249	28.1	33							
06-00	3722	18	77	103	638	1625	954	250	48	6	3	0	0	0	1261	33.88	307	8.248	9	0.242	28.2	33							
00-00	3792	18	78	103	642	1641	977	270	49	9	5	0	0	0	1310	34.55	333	8.782	14	0.369	28.3	33.1							

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
02 February 2023				to	08 February 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DfT	45 DfT
04 February 2023																						
0000	17	0	0	0	1	6	6	2	2	0	0	0	0	0	10	58.82	4	23.53	0	0	32.3	40.2
0100	20	0	0	0	3	5	6	3	3	0	0	0	0	0	12	60	6	30	0	0	31.8	39.8
0200	7	0	0	0	1	2	3	1	0	0	0	0	0	0	4	57.14	1	14.29	0	0	31.4	-
0300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	3	75	2	50	0	0	33.5	-
0400	11	0	0	0	0	5	2	2	2	0	0	0	0	0	6	54.55	4	36.36	0	0	33.1	42.3
0500	15	0	0	0	1	4	4	4	2	0	0	0	0	0	10	66.67	6	40	0	0	33.4	40.8
0600	13	0	0	0	0	3	6	3	1	0	0	0	0	0	10	76.92	4	30.77	0	0	32.6	37
0700	52	0	0	0	5	25	18	3	0	1	0	0	0	0	22	42.31	4	7.692	1	1.923	29.7	33.8
0800	101	0	2	2	12	34	34	12	4	1	0	0	0	0	51	50.5	17	16.83	1	0.99	30.2	35.8
0900	136	0	0	1	17	62	40	9	5	1	1	0	0	0	56	41.18	16	11.76	2	1.471	29.5	34.3
1000	247	0	5	9	48	108	61	15	1	0	0	0	0	0	77	31.17	16	6.478	0	0	27.9	32.9
1100	226	3	7	11	18	99	57	25	6	0	0	0	0	0	88	38.94	31	13.72	0	0	28.7	34.8
1200	257	0	1	1	34	115	79	22	5	0	0	0	0	0	106	41.25	27	10.51	0	0	29.4	34
1300	246	0	4	5	38	96	74	22	4	2	1	0	0	0	103	41.87	29	11.79	3	1.22	29.1	34.1
1400	169	0	1	0	23	69	50	16	8	2	0	0	0	0	76	44.97	26	15.38	2	1.183	30.3	35.2
1500	162	0	2	0	31	70	43	9	7	0	0	0	0	0	59	36.42	16	9.877	0	0	28.8	33.4
1600	204	0	0	2	32	94	62	13	1	0	0	0	0	0	76	37.25	14	6.863	0	0	28.9	32.4
1700	198	0	1	2	28	100	48	15	4	0	0	0	0	0	67	33.84	19	9.596	0	0	28.9	33.4
1800	141	0	1	2	19	54	44	17	4	0	0	0	0	0	65	46.1	21	14.89	0	0	29.8	35.1
1900	106	0	0	1	11	46	34	12	2	0	0	0	0	0	48	45.28	14	13.21	0	0	30	34.4
2000	106	0	0	5	7	39	40	9	4	1	1	0	0	0	55	51.89	15	14.15	2	1.887	30.3	34.5
2100	71	0	0	0	3	25	23	15	3	2	0	0	0	0	43	60.56	20	28.17	2	2.817	32.2	37.7
2200	54	1	0	0	3	16	25	7	0	1	0	0	1	0	34	62.96	9	16.67	2	3.704	31.5	35.5
2300	42	0	0	0	1	14	21	3	1	2	0	0	0	0	27	64.29	6	14.29	2	4.762	31.9	35.3
07-19	2139	3	24	35	305	926	610	178	49	7	2	0	0	0	846	39.55	236	11.03	9	0.421	29.1	34
06-22	2435	3	24	41	326	1039	713	217	59	10	3	0	0	0	1002	41.15	289	11.87	13	0.534	29.3	34.1
06-00	2531	4	24	41	330	1069	759	227	60	13	3	0	1	0	1063	42	304	12.01	17	0.672	29.4	34.2
00-00	2605	4	24	41	336	1092	781	241	69	13	3	0	1	0	1108	42.53	327	12.55	17	0.653	29.5	34.3

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)															
02 February 2023					to					08 February 2023					Direction		Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins										30	30	35	35	45	45	Mean Speed	85%ile Speed								
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55									55 60	60 65	65 130	ACPO	ACPO	DFT	DFT	
05 February 2023																											
0000	19	0	0	0	0	3	7	6	1	0	2	0	0	0	16	84.21	9	47.37	2	10.53	35.9	41.8					
0100	10	0	0	0	0	2	6	1	1	0	0	0	0	0	8	80	2	20	0	0	33.5	-					
0200	11	0	0	0	0	2	2	7	0	0	0	0	0	0	9	81.82	7	63.64	0	0	34.4	37.4					
0300	6	0	0	0	0	0	5	0	0	0	0	0	1	0	6	100	1	16.67	1	16.67	37.6	-					
0400	11	0	0	0	0	6	2	2	0	1	0	0	0	0	5	45.45	3	27.27	1	9.091	32.2	39.1					
0500	24	1	0	0	1	8	7	5	1	1	0	0	0	0	14	58.33	7	29.17	1	4.167	31.9	39.6					
0600	8	0	0	0	0	3	2	2	1	0	0	0	0	0	5	62.5	3	37.5	0	0	33.1	-					
0700	33	0	0	0	1	8	14	6	2	1	0	1	0	0	24	72.73	10	30.3	2	6.061	33.5	38					
0800	66	0	0	1	5	26	22	11	0	1	0	0	0	0	34	51.52	12	18.18	1	1.515	30.7	36.4					
0900	117	0	1	3	7	45	43	14	2	2	0	0	0	0	61	52.14	18	15.38	2	1.709	30.3	35.2					
1000	150	0	1	1	10	48	68	20	1	0	1	0	0	0	90	60	22	14.67	1	0.667	30.8	35.2					
1100	188	4	4	2	20	81	56	16	3	1	0	1	0	0	77	40.96	21	11.17	2	1.064	29	34.3					
1200	255	2	12	14	37	106	63	19	2	0	0	0	0	0	84	32.94	21	8.235	0	0	27.5	33					
1300	207	0	3	0	19	83	63	27	11	1	0	0	0	0	102	49.28	39	18.84	1	0.483	30.6	35.8					
1400	213	2	3	5	32	89	60	16	4	1	1	0	0	0	82	38.5	22	10.33	2	0.939	28.8	33.6					
1500	207	0	2	4	34	98	50	16	2	1	0	0	0	0	69	33.33	19	9.179	1	0.483	28.7	33.7					
1600	222	0	0	0	30	107	63	20	1	1	0	0	0	0	85	38.29	22	9.91	1	0.45	29.5	34.1					
1700	188	1	1	2	22	97	51	11	3	0	0	0	0	0	65	34.57	14	7.447	0	0	28.9	33.3					
1800	148	0	0	0	11	72	51	8	3	2	0	1	0	0	65	43.92	14	9.459	3	2.027	30.1	33.5					
1900	161	1	0	1	14	74	45	21	4	1	0	0	0	0	71	44.1	26	16.15	1	0.621	30.1	35.5					
2000	77	0	0	0	4	39	23	9	1	0	1	0	0	0	34	44.16	11	14.29	1	1.299	30.7	34.7					
2100	63	0	0	0	3	28	20	8	3	0	0	1	0	0	32	50.79	12	19.05	1	1.587	31.2	36.5					
2200	32	1	0	0	2	9	11	7	2	0	0	0	0	0	20	62.5	9	28.13	0	0	31.5	38.6					
2300	17	0	0	0	0	4	11	1	0	1	0	0	0	0	13	76.47	2	11.76	1	5.882	33.1	35.1					
07-19	1994	9	27	32	228	860	604	184	34	11	2	3	0	0	838	42.03	234	11.74	16	0.802	29.4	34.2					
06-22	2303	10	27	33	249	1004	694	224	43	12	3	4	0	0	980	42.55	286	12.42	19	0.825	29.6	34.3					
06-00	2352	11	27	33	251	1017	716	232	45	13	3	4	0	0	1013	43.07	297	12.63	20	0.85	29.6	34.4					
00-00	2433	12	27	33	252	1038	745	253	48	15	5	4	1	0	1071	44.02	326	13.4	25	1.028	29.7	34.7					

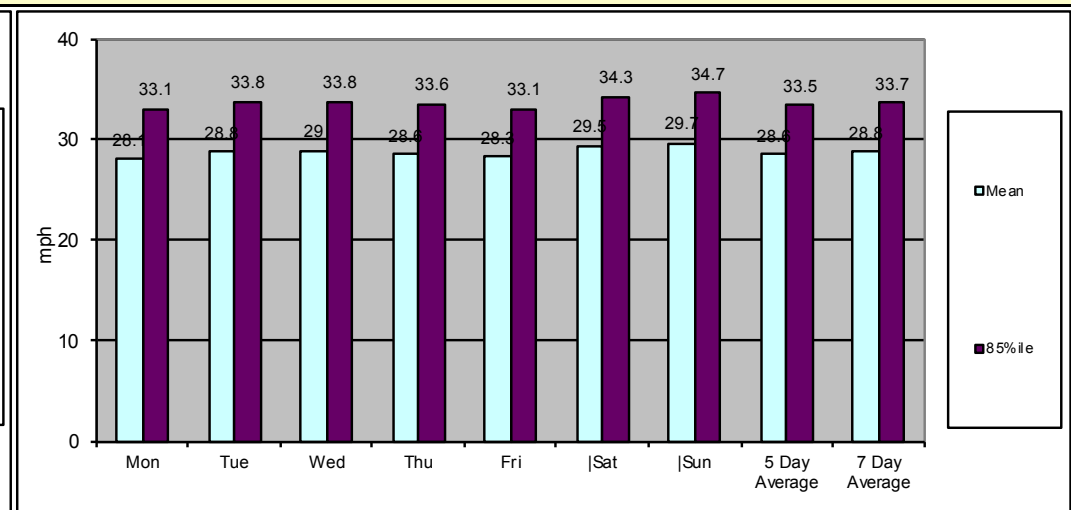
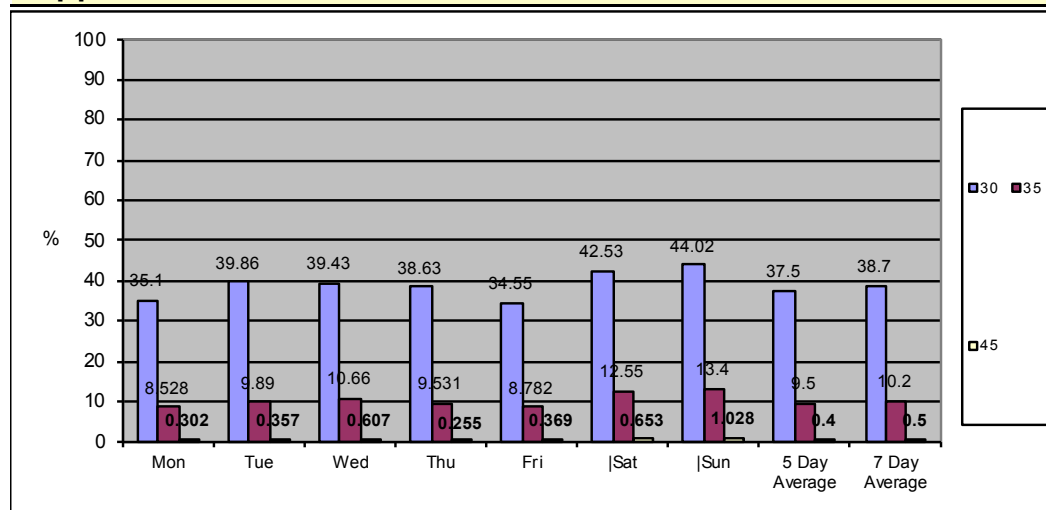
SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
02 February 2023					to	08 February 2023					Direction	Northbound															
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed					
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT							
06 February 2023																											
0000	6	0	0	0	0	2	1	1	0	2	0	0	0	0	4	66.67	3	50	2	33.33	36	-					
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	1	50	0	0	0	0	30.8	-					
0200	7	0	0	0	0	2	4	0	0	1	0	0	0	0	5	71.43	1	14.29	1	14.29	33.1	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0400	6	0	0	0	0	2	3	0	1	0	0	0	0	0	4	66.67	1	16.67	0	0	32.5	-					
0500	42	3	0	0	6	14	13	5	1	0	0	0	0	0	19	45.24	6	14.29	0	0	28.5	35.1					
0600	78	0	0	4	7	29	19	16	2	1	0	0	0	0	38	48.72	19	24.36	1	1.282	30.7	37.4					
0700	191	1	2	3	23	96	51	11	4	0	0	0	0	0	66	34.55	15	7.853	0	0	28.7	32.8					
0800	222	0	1	15	34	93	61	14	4	0	0	0	0	0	79	35.59	18	8.108	0	0	28.3	33.4					
0900	161	4	3	2	23	66	42	18	3	0	0	0	0	0	63	39.13	21	13.04	0	0	28.7	34.2					
1000	201	0	1	7	23	79	69	17	3	2	0	0	0	0	91	45.27	22	10.95	2	0.995	29.4	34.3					
1100	197	0	0	3	21	72	70	29	2	0	0	0	0	0	101	51.27	31	15.74	0	0	30.1	35.2					
1200	213	1	0	2	24	91	70	17	5	2	0	1	0	0	95	44.6	25	11.74	3	1.408	29.8	33.9					
1300	236	0	0	9	31	100	82	12	2	0	0	0	0	0	96	40.68	14	5.932	0	0	28.9	33.3					
1400	220	0	1	12	42	99	58	7	0	0	1	0	0	0	66	30	8	3.636	1	0.455	27.7	32.1					
1500	259	1	6	21	63	103	46	14	5	0	0	0	0	0	65	25.1	19	7.336	0	0	26.7	31.7					
1600	364	8	23	28	79	145	68	10	3	0	0	0	0	0	81	22.25	13	3.571	0	0	25.5	31					
1700	328	8	7	21	69	138	67	15	3	0	0	0	0	0	85	25.91	18	5.488	0	0	26.6	31.3					
1800	286	0	5	7	66	141	57	9	1	0	0	0	0	0	67	23.43	10	3.497	0	0	27.1	30.8					
1900	233	3	13	12	41	96	55	10	2	1	0	0	0	0	68	29.18	13	5.579	1	0.429	26.9	32.2					
2000	215	0	0	2	23	100	66	19	5	0	0	0	0	0	90	41.86	24	11.16	0	0	29.4	33.7					
2100	113	0	0	0	9	45	43	12	4	0	0	0	0	0	59	52.21	16	14.16	0	0	30.5	34.7					
2200	49	0	0	2	2	20	17	6	2	0	0	0	0	0	25	51.02	8	16.33	0	0	30.5	35.2					
2300	18	0	0	0	1	5	6	6	0	0	0	0	0	0	12	66.67	6	33.33	0	0	32.9	38.6					
07-19	2878	23	49	130	498	1223	741	173	35	4	1	1	0	0	955	33.18	214	7.436	6	0.208	27.9	32.8					
06-22	3517	26	62	148	578	1493	924	230	48	6	1	1	0	0	1210	34.4	286	8.132	8	0.227	28	33					
06-00	3584	26	62	150	581	1518	947	242	50	6	1	1	0	0	1247	34.79	300	8.371	8	0.223	28.1	33.1					
00-00	3647	29	62	150	587	1539	969	248	52	9	1	1	0	0	1280	35.1	311	8.528	11	0.302	28.1	33.1					

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
02 February 2023				to	08 February 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DfT	45 DfT
07 February 2023																						
0000	10	0	0	0	0	3	5	1	1	0	0	0	0	0	7	70	2	20	0	0	31.8	-
0100	6	0	0	0	0	2	2	0	1	1	0	0	0	0	4	66.67	2	33.33	1	16.67	34.3	-
0200	7	0	0	0	0	0	3	3	1	0	0	0	0	0	7	100	4	57.14	0	0	36	-
0300	8	0	0	0	1	2	5	0	0	0	0	0	0	0	5	62.5	0	0	0	0	30.6	-
0400	13	0	0	0	1	2	3	7	0	0	0	0	0	0	10	76.92	7	53.85	0	0	33.2	38.4
0500	42	0	0	0	1	14	18	5	4	0	0	0	0	0	27	64.29	9	21.43	0	0	32.5	38.6
0600	86	1	0	7	11	27	21	12	5	1	0	1	0	0	40	46.51	19	22.09	2	2.326	30.1	36.8
0700	201	0	1	4	24	86	70	14	1	1	0	0	0	0	86	42.79	16	7.96	1	0.498	29.2	33.3
0800	215	2	3	4	38	83	69	14	2	0	0	0	0	0	85	39.53	16	7.442	0	0	28.6	33.9
0900	152	1	0	1	20	42	63	21	4	0	0	0	0	0	88	57.89	25	16.45	0	0	30.2	35.2
1000	185	0	2	3	31	73	60	13	3	0	0	0	0	0	76	41.08	16	8.649	0	0	29	33.7
1100	184	1	2	2	11	68	65	30	5	0	0	0	0	0	100	54.35	35	19.02	0	0	30.5	35.8
1200	224	0	1	7	12	99	78	22	3	1	1	0	0	0	105	46.88	27	12.05	2	0.893	30	34.3
1300	205	0	2	1	29	80	63	25	5	0	0	0	0	0	93	45.37	30	14.63	0	0	29.6	34.9
1400	218	0	2	2	23	95	69	22	3	2	0	0	0	0	96	44.04	27	12.39	2	0.917	29.8	34.4
1500	262	1	7	4	44	84	87	29	4	2	0	0	0	0	122	46.56	35	13.36	2	0.763	29.2	34.5
1600	366	1	10	12	70	157	99	17	0	0	0	0	0	0	116	31.69	17	4.645	0	0	27.5	32.4
1700	341	2	29	29	74	140	55	9	3	0	0	0	0	0	67	19.65	12	3.519	0	0	25.5	30.8
1800	333	2	9	10	80	149	79	1	2	0	1	0	0	0	83	24.92	4	1.201	1	0.3	26.8	31.3
1900	208	0	1	5	21	101	67	11	2	0	0	0	0	0	80	38.46	13	6.25	0	0	28.8	33
2000	167	0	2	3	26	76	42	12	6	0	0	0	0	0	60	35.93	18	10.78	0	0	28.9	33.5
2100	134	0	0	2	16	56	43	14	3	0	0	0	0	0	60	44.78	17	12.69	0	0	29.8	34.7
2200	56	0	0	0	6	26	20	3	0	0	1	0	0	0	24	42.86	4	7.143	1	1.786	29.8	33.7
2300	17	0	0	0	0	7	5	2	2	1	0	0	0	0	10	58.82	5	29.41	1	5.882	33.1	40.7
07-19	2886	10	68	79	456	1156	857	217	35	6	2	0	0	0	1117	38.7	260	9.009	8	0.277	28.5	33.6
06-22	3481	11	71	96	530	1416	1030	266	51	7	2	1	0	0	1357	38.98	327	9.394	10	0.287	28.6	33.7
06-00	3554	11	71	96	536	1449	1055	271	53	8	3	1	0	0	1391	39.14	336	9.454	12	0.338	28.7	33.7
00-00	3640	11	71	96	539	1472	1091	287	60	9	3	1	0	0	1451	39.86	360	9.89	13	0.357	28.8	33.8

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)												
02 February 2023				to	08 February 2023					Direction		Northbound												
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed					
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DfT	45 DfT		
08 February 2023																								
0000	8	0	0	1	0	1	2	2	2	0	0	0	0	0	6	75	4	50	0	0	33.9	-		
0100	9	0	0	0	2	3	3	1	0	0	0	0	0	0	4	44.44	1	11.11	0	0	29.1	-		
0200	7	0	0	0	0	1	3	0	3	0	0	0	0	0	6	85.71	3	42.86	0	0	35.2	-		
0300	11	0	0	0	0	3	6	1	1	0	0	0	0	0	8	72.73	2	18.18	0	0	32.6	38.6		
0400	9	0	0	0	0	4	2	2	0	1	0	0	0	0	5	55.56	3	33.33	1	11.11	32.5	-		
0500	38	0	0	0	1	12	9	11	4	1	0	0	0	0	25	65.79	16	42.11	1	2.632	33.7	39.9		
0600	76	0	0	2	7	26	22	12	2	4	1	0	0	0	41	53.95	19	25	5	6.579	31.8	37.9		
0700	170	0	0	1	16	79	54	18	2	0	0	0	0	0	74	43.53	20	11.76	0	0	29.9	34.3		
0800	221	0	2	6	30	88	76	15	4	0	0	0	0	0	95	42.99	19	8.597	0	0	29	33.4		
0900	148	0	2	0	13	59	51	16	7	0	0	0	0	0	74	50	23	15.54	0	0	30.4	35.5		
1000	189	0	3	3	24	70	69	15	5	0	0	0	0	0	89	47.09	20	10.58	0	0	29.3	33.8		
1100	193	1	1	5	26	66	65	24	4	1	0	0	0	0	94	48.7	29	15.03	1	0.518	29.9	35		
1200	231	0	2	3	30	97	76	20	3	0	0	0	0	0	99	42.86	23	9.957	0	0	29.1	33.5		
1300	197	1	0	1	23	74	69	18	6	3	2	0	0	0	98	49.75	29	14.72	5	2.538	30.4	35		
1400	217	0	0	7	21	87	72	26	4	0	0	0	0	0	102	47	30	13.82	0	0	29.6	34.3		
1500	284	0	2	12	51	117	68	26	6	2	0	0	0	0	102	35.92	34	11.97	2	0.704	28.6	34.3		
1600	345	3	7	15	61	156	84	11	7	1	0	0	0	0	103	29.86	19	5.507	1	0.29	27.4	31.8		
1700	334	3	4	24	66	169	57	7	4	0	0	0	0	0	68	20.36	11	3.293	0	0	26.8	30.8		
1800	290	3	8	8	54	133	76	7	1	0	0	0	0	0	84	28.97	8	2.759	0	0	27.3	32.1		
1900	245	0	2	4	27	138	50	14	6	2	2	0	0	0	74	30.2	24	9.796	4	1.633	28.8	33.2		
2000	220	0	0	1	32	113	66	7	1	0	0	0	0	0	74	33.64	8	3.636	0	0	28.7	32.3		
2100	93	0	0	1	8	45	28	10	0	1	0	0	0	0	39	41.94	11	11.83	1	1.075	29.7	34.6		
2200	63	0	0	0	3	15	29	13	3	0	0	0	0	0	45	71.43	16	25.4	0	0	32.2	37		
2300	24	0	0	0	0	5	5	9	4	1	0	0	0	0	19	79.17	14	58.33	1	4.167	34.9	42.8		
07-19	2819	11	31	85	415	1195	817	203	53	7	2	0	0	0	1082	38.38	265	9.4	9	0.319	28.7	33.4		
06-22	3453	11	33	93	489	1517	983	246	62	14	5	0	0	0	1310	37.94	327	9.47	19	0.55	28.8	33.4		
06-00	3540	11	33	93	492	1537	1017	268	69	15	5	0	0	0	1374	38.81	357	10.08	20	0.565	28.9	33.7		
00-00	3622	11	33	94	495	1561	1042	285	79	17	5	0	0	0	1428	39.43	386	10.66	22	0.607	29	33.8		

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
02 February 2023				to	08 February 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DfT	45 DfT
Average Day																						
0000	12	0	0	0	0	3	4	3	1	0	0	0	0	0	9	72.62	5	38.1	1	4.762	33.8	39.9
0100	8	0	0	0	1	2	3	1	1	0	0	0	0	0	6	66.1	2	27.12	0	3.39	32.5	-
0200	7	0	0	0	0	1	3	2	1	0	0	0	0	0	5	82.61	3	41.3	0	2.174	34.3	-
0300	6	0	0	0	0	1	3	1	0	0	0	0	0	0	5	73.33	2	26.67	0	6.667	33.6	-
0400	11	0	0	0	0	4	3	2	1	0	0	0	0	0	7	61.04	3	31.17	0	3.896	32.9	38.8
0500	31	1	0	0	2	10	9	6	2	0	0	0	0	0	18	57.48	8	27.57	1	1.869	31.6	38.3
0600	59	0	0	2	7	20	16	9	3	1	0	0	0	0	30	49.76	13	22.12	1	2.404	30.7	37.1
0700	145	0	1	2	16	65	45	12	2	1	0	0	0	0	60	41.56	15	10.56	1	0.494	29.5	33.8
0800	185	1	3	6	27	74	56	14	3	0	0	0	0	0	74	39.94	18	9.675	0	0.232	28.7	33.7
0900	150	1	1	2	16	57	53	16	4	0	0	0	0	0	73	48.52	20	13.28	1	0.382	29.8	34.6
1000	189	0	2	4	25	77	61	16	3	1	0	0	0	0	81	42.82	20	10.35	1	0.378	29.2	33.8
1100	204	1	2	4	23	83	63	23	4	0	0	0	0	0	91	44.58	28	13.63	1	0.28	29.5	34.6
1200	229	1	3	5	29	98	69	19	3	0	0	0	0	0	93	40.4	23	10.1	1	0.374	29	33.7
1300	224	0	2	3	28	92	74	20	5	1	0	0	0	0	100	44.65	27	11.85	2	0.701	29.6	34.4
1400	222	1	2	5	30	94	65	20	4	1	0	0	0	0	91	40.89	25	11.4	1	0.515	29.2	34.1
1500	251	1	5	9	47	105	63	17	4	1	0	0	0	0	84	33.52	21	8.438	1	0.342	28.1	32.9
1600	324	4	14	16	63	135	75	15	2	0	0	0	0	0	91	28.19	17	5.198	0	0.088	26.8	32
1700	291	3	9	16	56	136	57	11	3	0	0	0	0	0	71	24.34	13	4.572	0	0	26.9	31.4
1800	244	1	5	8	46	110	60	10	2	0	0	0	0	0	73	29.95	13	5.334	1	0.234	27.6	32.2
1900	196	1	3	4	26	94	52	13	3	1	0	0	0	0	69	35.11	17	8.759	1	0.584	28.7	33.2
2000	156	0	0	2	17	71	50	12	3	0	0	0	0	0	66	42.19	16	10.41	1	0.457	29.6	33.9
2100	101	0	0	1	9	44	32	12	3	1	0	0	0	0	48	47.18	16	15.4	1	0.706	30.3	35.1
2200	52	0	0	0	4	19	19	7	1	0	0	0	0	0	28	53.99	9	16.8	0	0.826	30.8	35.4
2300	29	0	0	0	1	9	12	4	2	1	0	0	0	0	18	62.5	6	22	1	2.5	32	36.8
07-19	2657	14	48	80	407	1127	741	193	39	6	2	1	0	0	981	36.93	240	9.022	8	0.312	28.5	33.3
06-22	3170	15	50	89	467	1356	891	239	50	9	3	1	0	0	1193	37.64	302	9.524	12	0.388	28.6	33.4
06-00	3250	15	50	90	472	1384	922	250	53	9	3	1	0	0	1239	38.12	317	9.749	13	0.413	28.7	33.6
00-00	3325	15	51	90	475	1406	948	266	59	11	3	1	0	0	1288	38.73	340	10.23	16	0.477	28.8	33.7

SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
02 February 2023					to	08 February 2023					Direction		Northbound								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DFT	45 DFT					
Virtual Week																											
Mon	3647	29	62	150	587	1539	969	248	52	9	1	1	0	0	1280	35.1	311	8.528	11	0.302	28.1	33.1					
Tue	3640	11	71	96	539	1472	1091	287	60	9	3	1	0	0	1451	39.86	360	9.89	13	0.357	28.8	33.8					
Wed	3622	11	33	94	495	1561	1042	285	79	17	5	0	0	0	1428	39.43	386	10.66	22	0.607	29	33.8					
Thu	3536	23	59	114	476	1498	1029	275	53	6	2	1	0	0	1366	38.63	337	9.531	9	0.255	28.6	33.6					
Fri	3792	18	78	103	642	1641	977	270	49	9	5	0	0	0	1310	34.55	333	8.782	14	0.369	28.3	33.1					
Sat	2605	4	24	41	336	1092	781	241	69	13	3	0	1	0	1108	42.53	327	12.55	17	0.653	29.5	34.3					
Sun	2433	12	27	33	252	1038	745	253	48	15	5	4	1	0	1071	44.02	326	13.4	25	1.028	29.7	34.7					
5 Day Average																											
[--]	3647	18	61	111	548	1542	1022	273	59	10	3	1	0	0	1367	37.5	345	9.5	14	0.4	28.6	33.5					
7 Day Average																											
[--]	3325	15	51	90	475	1406	948	266	59	11	3	1	0	0	1288	38.7	340	10.2	16	0.5	28.8	33.7					
Total Vehicles																											
[--]	23275	108	354	631	3327	9841	6634	1859	410	78	24	7	2	0	9014	39	2380	10	111	0	29	34					



SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	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	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
02 February 2023															
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0300	8	0	4	4	0	0	0	0	0	0	0	0	0	0	
0400	9	1	7	1	0	0	0	0	0	0	0	0	0	0	
0500	51	1	48	1	0	0	0	0	0	0	0	1	0	0	
0600	78	2	71	4	0	1	0	0	0	0	0	0	0	0	
0700	213	6	188	19	0	0	0	0	0	0	0	0	0	0	
0800	259	2	229	26	0	1	0	0	0	0	1	0	0	0	
0900	177	0	146	26	2	0	0	0	1	0	1	1	0	0	
1000	128	0	114	10	0	3	0	0	0	0	0	1	0	0	
1100	135	2	117	11	0	3	1	0	1	0	0	0	0	0	
1200	135	0	122	9	1	1	0	0	0	0	1	1	0	0	
1300	130	2	112	10	0	0	4	0	1	1	0	0	0	0	
1400	122	1	104	12	0	1	1	0	1	0	1	1	0	0	
1500	179	3	149	18	0	2	1	0	1	0	3	2	0	0	
1600	245	4	227	8	0	2	2	0	1	0	0	0	0	1	
1700	176	1	164	6	0	2	1	0	0	0	1	1	0	0	
1800	152	0	142	6	0	1	0	0	0	0	0	2	0	1	
1900	67	0	64	3	0	0	0	0	0	0	0	0	0	0	
2000	73	0	70	2	0	1	0	0	0	0	0	0	0	0	
2100	48	1	46	0	0	0	0	0	0	0	1	0	0	0	
2200	29	0	27	1	0	0	0	0	0	0	1	0	0	0	
2300	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
07-19	2051	21	1814	161	3	16	10	0	6	1	8	9	0	2	
06-22	2317	24	2065	170	3	18	10	0	6	1	9	9	0	2	
06-00	2359	24	2104	172	3	18	10	0	6	1	10	9	0	2	
00-00	2441	26	2176	179	3	18	10	0	6	1	10	10	0	2	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MORE ARTIC	
03 February 2023															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0
0500	57	0	55	2	0	0	0	0	0	0	0	0	0	0	0
0600	87	2	78	4	0	1	1	0	1	0	0	0	0	0	0
0700	199	4	176	19	0	0	0	0	0	0	0	0	0	0	0
0800	242	1	222	16	1	1	1	0	0	0	0	0	0	0	0
0900	159	1	135	16	1	2	1	0	0	0	2	0	0	0	1
1000	132	2	113	12	0	1	2	0	0	0	2	0	0	0	0
1100	159	1	146	7	0	2	0	0	1	0	0	1	0	0	1
1200	147	3	123	13	0	1	2	0	1	0	2	2	0	0	0
1300	145	0	130	9	0	1	0	0	2	0	1	2	0	0	0
1400	169	3	145	16	0	2	0	0	0	0	3	0	0	0	0
1500	216	2	184	17	0	1	5	0	2	0	3	1	0	0	1
1600	249	2	227	11	1	2	1	0	1	0	3	1	0	0	0
1700	199	2	190	4	0	0	0	0	3	0	0	0	0	0	0
1800	171	2	165	3	0	1	0	0	0	0	0	0	0	0	0
1900	96	1	90	4	0	1	0	0	0	0	0	0	0	0	0
2000	58	0	56	1	0	0	0	0	1	0	0	0	0	0	0
2100	48	0	44	4	0	0	0	0	0	0	0	0	0	0	0
2200	39	1	38	0	0	0	0	0	0	0	0	0	0	0	0
2300	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0
07-19	2187	23	1956	143	3	14	12	0	10	0	16	7	0	0	3
06-22	2476	26	2224	156	3	16	13	0	12	0	16	7	0	0	3
06-00	2532	27	2278	157	3	16	13	0	12	0	16	7	0	0	3
00-00	2613	27	2351	165	3	16	13	0	12	0	16	7	0	0	3

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
												FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
04 February 2023															
0000	17	1	15	1	0	0	0	0	0	0	0	0	0	0	
0100	7	0	4	3	0	0	0	0	0	0	0	0	0	0	
0200	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0300	8	0	6	1	0	0	0	0	0	0	1	0	0	0	
0400	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
0500	20	0	19	0	0	1	0	0	0	0	0	0	0	0	
0600	27	0	27	0	0	0	0	0	0	0	0	0	0	0	
0700	67	2	57	4	1	1	0	0	0	0	2	0	0	0	
0800	88	0	78	8	0	1	0	0	0	0	1	0	0	0	
0900	118	1	105	9	1	2	0	0	0	0	0	0	0	0	
1000	143	3	133	5	0	1	0	0	0	0	1	0	0	0	
1100	160	1	150	8	0	1	0	0	0	0	0	0	0	0	
1200	150	3	140	6	0	0	0	0	1	0	0	0	0	0	
1300	137	5	128	2	0	1	1	0	0	0	0	0	0	0	
1400	108	2	101	3	1	1	0	0	0	0	0	0	0	0	
1500	96	2	87	4	0	2	0	0	1	0	0	0	0	0	
1600	80	5	70	4	0	1	0	0	0	0	0	0	0	0	
1700	91	2	84	3	0	1	1	0	0	0	0	0	0	0	
1800	79	1	71	3	0	4	0	0	0	0	0	0	0	0	
1900	59	2	52	4	0	1	0	0	0	0	0	0	0	0	
2000	40	0	37	3	0	0	0	0	0	0	0	0	0	0	
2100	32	0	29	3	0	0	0	0	0	0	0	0	0	0	
2200	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
2300	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
07-19	1317	27	1204	59	3	16	2	0	2	0	4	0	0	0	
06-22	1475	29	1349	69	3	17	2	0	2	0	4	0	0	0	
06-00	1524	29	1397	70	3	17	2	0	2	0	4	0	0	0	
00-00	1584	30	1445	79	3	18	2	0	2	0	5	0	0	0	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	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	
05 February 2023															
0000	11	1	7	3	0	0	0	0	0	0	0	0	0	0	
0100	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0200	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
0300	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0400	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
0500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0600	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
0700	48	2	45	1	0	0	0	0	0	0	0	0	0	0	
0800	64	2	57	4	0	0	0	0	0	0	0	1	0	0	
0900	116	0	107	8	0	1	0	0	0	0	0	0	0	0	
1000	141	3	132	3	0	3	0	0	0	0	0	0	0	0	
1100	147	2	141	1	0	1	1	0	1	0	0	0	0	0	
1200	144	1	139	3	0	1	0	0	0	0	0	0	0	0	
1300	148	2	143	3	0	0	0	0	0	0	0	0	0	0	
1400	132	2	125	3	0	1	0	0	1	0	0	0	0	0	
1500	78	2	70	6	0	0	0	0	0	0	0	0	0	0	
1600	116	1	111	4	0	0	0	0	0	0	0	0	0	0	
1700	121	2	119	0	0	0	0	0	0	0	0	0	0	0	
1800	71	3	64	2	0	2	0	0	0	0	0	0	0	0	
1900	55	0	52	3	0	0	0	0	0	0	0	0	0	0	
2000	38	0	37	1	0	0	0	0	0	0	0	0	0	0	
2100	34	0	29	3	0	0	0	0	0	0	2	0	0	0	
2200	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
2300	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
07-19	1326	22	1253	38	0	9	1	0	2	0	0	1	0	0	
06-22	1468	22	1386	45	0	9	1	0	2	0	2	1	0	0	
06-00	1491	22	1408	46	0	9	1	0	2	0	2	1	0	0	
00-00	1550	23	1458	54	0	9	1	0	2	0	2	1	0	0	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
												FIVE OR LESS			
			CARS OR	LIGHT		TWO	THREE	FOUR OR	FOUR OR		SIX OR	AXLE	SIX AXLE	SEVEN OR	
TIME	TOTAL	MOTOR-	CAR-	GOODS	BUSES	AXLE, SIX	AXLE	MORE	LESS	FIVE AXLE	MORE	MULTI-	MULTI-	MORE	
PERIOD	VEHICLES	CYCLES	BASED	VEHICLES		TYRE,	RIGID	AXLE	AXLE	ARTIC	AXLE	TRAILER	TRAILER	AXLE	
			LGV			RIGID		RIGID	ARTIC		ARTIC	ARTIC	ARTIC	ARTIC	
06 February 2023															
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
0500	55	0	54	1	0	0	0	0	0	0	0	0	0	0	0
0600	77	5	70	2	0	0	0	0	0	0	0	0	0	0	0
0700	191	4	168	18	1	0	0	0	0	0	0	0	0	0	0
0800	287	1	261	22	0	1	0	0	2	0	0	0	0	0	0
0900	167	1	149	12	0	4	1	0	0	0	0	0	0	0	0
1000	143	0	124	12	0	3	2	0	2	0	0	0	0	0	0
1100	134	2	112	13	0	3	2	0	1	0	0	1	0	0	0
1200	103	0	87	10	1	0	0	0	2	0	2	1	0	0	0
1300	148	1	124	15	0	2	2	0	0	0	1	2	0	1	1
1400	133	1	112	11	0	4	0	0	2	0	2	1	0	0	0
1500	197	1	173	14	0	2	2	0	1	0	4	0	0	0	0
1600	201	2	172	17	0	3	4	1	0	1	1	0	0	0	0
1700	192	5	173	9	0	1	2	0	0	0	2	0	0	0	0
1800	141	0	133	5	1	2	0	0	0	0	0	0	0	0	0
1900	100	0	96	4	0	0	0	0	0	0	0	0	0	0	0
2000	46	2	42	2	0	0	0	0	0	0	0	0	0	0	0
2100	35	0	31	2	0	0	0	0	0	0	2	0	0	0	0
2200	25	1	22	2	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	10	3	0	0	0	0	0	0	0	0	0	0	0
07-19	2037	18	1788	158	3	25	15	1	10	1	12	5	0	1	1
06-22	2295	25	2027	168	3	25	15	1	10	1	14	5	0	1	1
06-00	2333	26	2059	173	3	25	15	1	10	1	14	5	0	1	1
00-00	2423	26	2143	179	3	25	15	1	10	1	14	5	0	1	1

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
													FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC				
07 February 2023															
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0300	7	0	4	2	0	0	0	0	1	0	0	0	0	0	0
0400	13	0	9	2	0	0	1	0	1	0	0	0	0	0	0
0500	43	0	40	2	0	1	0	0	0	0	0	0	0	0	0
0600	81	2	77	2	0	0	0	0	0	0	0	0	0	0	0
0700	187	5	160	19	0	0	0	0	1	1	1	0	0	0	0
0800	291	3	265	21	0	1	0	0	0	0	0	1	0	0	0
0900	220	1	191	20	0	3	2	0	1	0	2	0	0	0	0
1000	113	3	94	11	1	1	0	0	0	0	2	1	0	0	0
1100	135	0	121	8	0	3	0	0	1	1	1	0	0	0	0
1200	125	0	105	13	0	2	1	0	1	0	2	1	0	0	0
1300	127	1	105	16	0	1	0	0	2	0	0	1	0	1	1
1400	127	0	109	12	0	3	1	0	1	0	1	0	0	0	0
1500	179	3	155	11	0	2	2	0	4	0	2	0	0	0	0
1600	205	4	177	13	1	2	2	0	0	0	1	5	0	0	0
1700	204	3	192	3	0	2	0	0	2	0	1	0	0	0	1
1800	146	0	137	6	0	1	0	0	2	0	0	0	0	0	0
1900	90	0	83	7	0	0	0	0	0	0	0	0	0	0	0
2000	50	1	48	1	0	0	0	0	0	0	0	0	0	0	0
2100	34	0	29	4	0	0	0	0	0	0	1	0	0	0	0
2200	21	1	19	0	0	0	0	0	0	0	1	0	0	0	0
2300	9	0	7	1	0	0	0	0	0	0	1	0	0	0	0
07-19	2059	23	1811	153	2	21	8	0	15	2	13	9	0	2	2
06-22	2314	26	2048	167	2	21	8	0	15	2	14	9	0	2	2
06-00	2344	27	2074	168	2	21	8	0	15	2	16	9	0	2	2
00-00	2419	27	2135	178	2	22	9	0	17	2	16	9	0	2	2

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	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	
08 February 2023															
0000	8	0	5	2	0	0	0	0	1	0	0	0	0	0	
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0300	2	0	1	0	0	0	0	0	1	0	0	0	0	0	
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
0500	49	0	46	2	0	0	0	0	0	0	1	0	0	0	
0600	73	3	67	3	0	0	0	0	0	0	0	0	0	0	
0700	200	3	174	20	0	1	0	0	0	0	2	0	0	0	
0800	383	1	345	31	0	4	0	0	1	0	0	1	0	0	
0900	250	2	214	27	0	4	2	0	0	0	1	0	0	0	
1000	136	2	114	15	0	3	1	0	0	0	1	0	0	0	
1100	134	0	117	10	0	5	1	0	1	0	0	0	0	0	
1200	130	2	109	16	0	0	0	0	2	0	0	1	0	0	
1300	113	0	98	10	0	0	1	0	1	0	2	1	0	0	
1400	121	1	101	10	0	2	3	0	0	1	1	2	0	0	
1500	172	2	147	14	1	1	2	0	2	0	0	3	0	0	
1600	197	0	172	13	1	2	2	0	3	0	4	0	0	0	
1700	199	3	188	5	0	0	0	0	1	0	0	2	0	0	
1800	193	0	186	3	1	1	1	0	1	0	0	0	0	0	
1900	110	0	105	4	0	1	0	0	0	0	0	0	0	0	
2000	82	1	80	1	0	0	0	0	0	0	0	0	0	0	
2100	44	0	42	1	0	0	0	0	1	0	0	0	0	0	
2200	25	0	24	1	0	0	0	0	0	0	0	0	0	0	
2300	14	0	10	2	0	0	0	0	0	0	2	0	0	0	
07-19	2228	16	1965	174	3	23	13	0	12	1	11	10	0	0	
06-22	2537	20	2259	183	3	24	13	0	13	1	11	10	0	0	
06-00	2576	20	2293	186	3	24	13	0	13	1	13	10	0	0	
00-00	2651	20	2356	195	3	24	13	0	15	1	14	10	0	0	

SS1004 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
02 February 2023		to	08 February 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO		FOUR OR		FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN OR
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	FIVE AXLE ARTIC	MORE AXLE ARTIC				
Average Day															
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0
0500	41	0	39	1	0	0	0	0	0	0	0	0	0	0	0
0600	63	2	58	2	0	0	0	0	0	0	0	0	0	0	0
0700	158	4	138	14	0	0	0	0	0	0	1	0	0	0	0
0800	231	1	208	18	0	1	0	0	0	0	0	0	0	0	0
0900	172	1	150	17	1	2	1	0	0	0	1	0	0	0	0
1000	134	2	118	10	0	2	1	0	0	0	1	0	0	0	0
1100	143	1	129	8	0	3	1	0	1	0	0	0	0	0	0
1200	133	1	118	10	0	1	0	0	1	0	1	1	0	0	0
1300	135	2	120	9	0	1	1	0	1	0	1	1	0	0	0
1400	130	1	114	10	0	2	1	0	1	0	1	1	0	0	0
1500	160	2	138	12	0	1	2	0	2	0	2	1	0	0	0
1600	185	3	165	10	0	2	2	0	1	0	1	1	0	0	0
1700	169	3	159	4	0	1	1	0	1	0	1	0	0	0	0
1800	136	1	128	4	0	2	0	0	0	0	0	0	0	0	0
1900	82	0	77	4	0	0	0	0	0	0	0	0	0	0	0
2000	55	1	53	2	0	0	0	0	0	0	0	0	0	0	0
2100	39	0	36	2	0	0	0	0	0	0	1	0	0	0	0
2200	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
07-19	1886	21	1684	127	2	18	9	0	8	1	9	6	0	1	1
06-22	2126	25	1908	137	2	19	9	0	9	1	10	6	0	1	1
06-00	2166	25	1945	139	2	19	9	0	9	1	11	6	0	1	1
00-00	2240	26	2009	147	2	19	9	0	9	1	11	6	0	1	1

SS1004 Llandarcy

02 February 2023

to

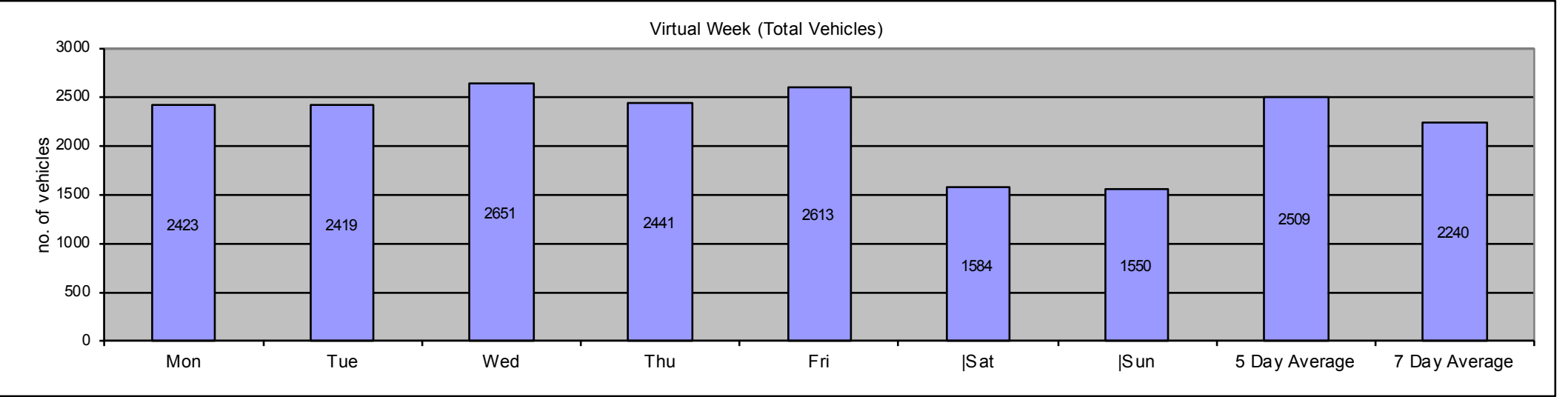
08 February 2023

Site 1

Location B4290 (51.64641, -3.85150)

Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Virtual Week														
Mon	2423	26	2143	179	3	25	15	1	10	1	14	5	0	1
Tue	2419	27	2135	178	2	22	9	0	17	2	16	9	0	2
Wed	2651	20	2356	195	3	24	13	0	15	1	14	10	0	0
Thu	2441	26	2176	179	3	18	10	0	6	1	10	10	0	2
Fri	2613	27	2351	165	3	16	13	0	12	0	16	7	0	3
Sat	1584	30	1445	79	3	18	2	0	2	0	5	0	0	0
Sun	1550	23	1458	54	0	9	1	0	2	0	2	1	0	0
5 Day Average														
[--]	2509	25	2232	179	3	21	12	0	12	1	14	8	0	2
7 Day Average														
[--]	2240	26	2009	147	2	19	9	0	9	1	11	6	0	1
Total Vehicles														
[--]	15681	179	14064	1029	17	132	63	1	64	5	77	42	0	8



SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)																											
0/1/00										to										08 February 2023										Direction										Southbound									

SS1004 Llandarcy										Site	1	Location					B4290 (51.64641, -3.85150)							
0/1/00			to		08 February 2023					Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			Mean Speed	85%ile Speed				
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO			45 DFT	45 DFT		
03 February 2023																								
0000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	32.3	-		
0100	6	0	0	0	0	5	1	0	0	0	0	0	0	0	1	16.67	0	0	0	0	27.4	-		
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100	1	100	0	0	40.8	-		
0300	4	0	0	0	1	2	1	0	0	0	0	0	0	0	1	25	0	0	0	0	27.1	-		
0400	10	0	0	0	1	4	5	0	0	0	0	0	0	0	5	50	0	0	0	0	29.2	-		
0500	57	0	0	0	8	24	21	4	0	0	0	0	0	0	25	43.86	4	7.018	0	0	29.5	33.6		
0600	87	0	0	0	9	27	41	8	1	1	0	0	0	0	51	58.62	10	11.49	1	1.149	30.6	34.3		
0700	199	0	2	6	23	97	55	14	2	0	0	0	0	0	71	35.68	16	8.04	0	0	28.6	32.4		
0800	242	2	5	12	58	119	42	4	0	0	0	0	0	0	46	19.01	4	1.653	0	0	26.5	30.5		
0900	159	1	5	4	31	94	20	4	0	0	0	0	0	0	24	15.09	4	2.516	0	0	26.6	30.5		
1000	132	0	0	3	20	81	22	6	0	0	0	0	0	0	28	21.21	6	4.545	0	0	27.9	30.5		
1100	159	0	1	5	31	90	24	7	1	0	0	0	0	0	32	20.13	8	5.031	0	0	27.4	31.3		
1200	147	0	0	2	30	84	30	1	0	0	0	0	0	0	31	21.09	1	0.68	0	0	27.5	31.7		
1300	145	0	1	2	19	93	26	4	0	0	0	0	0	0	30	20.69	4	2.759	0	0	27.9	31.3		
1400	169	0	0	1	34	103	27	3	1	0	0	0	0	0	31	18.34	4	2.367	0	0	27.5	30.4		
1500	216	0	1	10	45	116	43	1	0	0	0	0	0	0	44	20.37	1	0.463	0	0	26.9	30.9		
1600	249	0	1	8	63	140	31	5	1	0	0	0	0	0	37	14.86	6	2.41	0	0	26.7	29.9		
1700	199	0	1	5	66	104	21	1	1	0	0	0	0	0	23	11.56	2	1.005	0	0	26.1	29.3		
1800	171	1	1	3	54	88	21	3	0	0	0	0	0	0	24	14.04	3	1.754	0	0	26.2	29.7		
1900	96	0	0	2	28	49	15	2	0	0	0	0	0	0	17	17.71	2	2.083	0	0	27	30.9		
2000	58	0	0	1	13	29	13	2	0	0	0	0	0	0	15	25.86	2	3.448	0	0	27.7	32.2		
2100	48	0	0	0	9	28	6	4	1	0	0	0	0	0	11	22.92	5	10.42	0	0	28.2	33.2		
2200	39	0	0	1	5	20	9	4	0	0	0	0	0	0	13	33.33	4	10.26	0	0	28.6	32		
2300	17	0	0	0	1	8	5	3	0	0	0	0	0	0	8	47.06	3	17.65	0	0	30.2	35.9		
07-19	2187	4	18	61	474	1209	362	53	6	0	0	0	0	0	421	19.25	59	2.698	0	0	27.1	30.8		
06-22	2476	4	18	64	533	1342	437	69	8	1	0	0	0	0	515	20.8	78	3.15	1	0.04	27.2	31.1		
06-00	2532	4	18	65	539	1370	451	76	8	1	0	0	0	0	536	21.17	85	3.357	1	0.039	27.3	31.1		
00-00	2613	4	18	65	549	1406	480	81	9	1	0	0	0	0	571	21.85	91	3.483	1	0.038	27.3	31.2		

SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)																		
0/1/00					to					08 February 2023					Direction					Southbound																				
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed																		
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT																				
04 February 2023																																								
0000	17	0	0	0	1	7	6	2	1	0	0	0	0	0	9	52.94	3	17.65	0	0	31.1	37																		
0100	7	0	0	0	3	3	1	0	0	0	0	0	0	0	1	14.29	0	0	0	0	26.2	-																		
0200	5	0	0	0	0	2	3	0	0	0	0	0	0	0	3	60	0	0	0	0	30.7	-																		
0300	8	0	0	0	1	4	1	2	0	0	0	0	0	0	3	37.5	2	25	0	0	30.5	-																		
0400	3	0	0	0	1	0	2	0	0	0	0	0	0	0	2	66.67	0	0	0	0	29.3	-																		
0500	20	0	0	0	2	6	7	5	0	0	0	0	0	0	12	60	5	25	0	0	31.3	38.1																		
0600	27	0	0	1	2	10	9	4	1	0	0	0	0	0	14	51.85	5	18.52	0	0	30.7	36.7																		
0700	67	0	0	2	6	34	20	5	0	0	0	0	0	0	25	37.31	5	7.463	0	0	29.2	33.5																		
0800	88	0	0	0	17	48	21	2	0	0	0	0	0	0	23	26.14	2	2.273	0	0	28.1	32.3																		
0900	118	0	2	2	19	70	23	2	0	0	0	0	0	0	25	21.19	2	1.695	0	0	27.5	32.5																		
1000	143	0	0	7	25	84	24	3	0	0	0	0	0	0	27	18.88	3	2.098	0	0	26.9	30.8																		
1100	160	2	0	1	34	87	33	3	0	0	0	0	0	0	36	22.5	3	1.875	0	0	27.4	31																		
1200	150	1	3	3	28	79	34	2	0	0	0	0	0	0	36	24	2	1.333	0	0	27	30.7																		
1300	137	0	0	3	20	62	49	2	0	1	0	0	0	0	52	37.96	3	2.19	1	0.73	28.6	32.5																		
1400	108	0	0	3	16	51	32	5	1	0	0	0	0	0	38	35.19	6	5.556	0	0	28.6	32.3																		
1500	96	0	0	1	9	57	26	2	1	0	0	0	0	0	29	30.21	3	3.125	0	0	28.4	32.8																		
1600	80	0	0	0	15	45	18	2	0	0	0	0	0	0	20	25	2	2.5	0	0	28.2	31.7																		
1700	91	0	0	1	9	62	16	3	0	0	0	0	0	0	19	20.88	3	3.297	0	0	28	30.7																		
1800	79	1	0	3	10	37	23	3	2	0	0	0	0	0	28	35.44	5	6.329	0	0	28.5	32.7																		
1900	59	0	0	1	8	30	20	0	0	0	0	0	0	0	20	33.9	0	0	0	0	28.3	31.9																		
2000	40	0	0	0	3	26	8	3	0	0	0	0	0	0	11	27.5	3	7.5	0	0	29.1	33.7																		
2100	32	0	0	0	3	12	14	1	2	0	0	0	0	0	17	53.13	3	9.375	0	0	30	32.6																		
2200	30	0	0	0	1	16	7	3	2	0	1	0	0	0	13	43.33	6	20	1	3.333	31.4	37.1																		
2300	19	0	0	0	3	3	11	1	0	1	0	0	0	0	13	68.42	2	10.53	1	5.263	30.9	34.4																		
07-19	1317	4	5	26	208	716	319	34	4	1	0	0	0	0	358	27.18	39	2.961	1	0.076	27.9	31.7																		
06-22	1475	4	5	28	224	794	370	42	7	1	0	0	0	0	420	28.47	50	3.39	1	0.068	28	31.8																		
06-00	1524	4	5	28	228	813	388	46	9	2	1	0	0	0	446	29.27	58	3.806	3	0.197	28.1	31.9																		
00-00	1584	4	5	28	236	835	408	55	10	2	1	0	0	0	476	30.05	68	4.293	3	0.189	28.2	32.1																		

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
0/1/00					to 08 February 2023					Direction		Southbound										
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT		
05 February 2023																						
0000	11	0	0	0	0	6	3	2	0	0	0	0	0	0	5	45.45	2	18.18	0	0	30.7	35.9
0100	10	0	0	0	2	4	3	1	0	0	0	0	0	0	4	40	1	10	0	0	30	-
0200	13	0	0	0	2	6	4	1	0	0	0	0	0	0	5	38.46	1	7.692	0	0	28.9	34.2
0300	8	0	0	0	0	7	0	0	1	0	0	0	0	0	1	12.5	1	12.5	0	0	30.1	-
0400	8	0	0	0	1	3	3	1	0	0	0	0	0	0	4	50	1	12.5	0	0	30	-
0500	9	0	0	0	0	6	2	1	0	0	0	0	0	0	3	33.33	1	11.11	0	0	29.7	-
0600	15	0	0	0	3	7	4	1	0	0	0	0	0	0	5	33.33	1	6.667	0	0	28.5	33.1
0700	48	0	0	0	4	22	15	5	1	1	0	0	0	0	22	45.83	7	14.58	1	2.083	30.9	35
0800	64	0	1	2	10	36	12	3	0	0	0	0	0	0	15	23.44	3	4.688	0	0	27.7	31.1
0900	116	0	0	3	26	60	24	3	0	0	0	0	0	0	27	23.28	3	2.586	0	0	27.4	31
1000	141	0	0	5	41	56	34	5	0	0	0	0	0	0	39	27.66	5	3.546	0	0	27.4	31.7
1100	147	1	0	4	23	83	32	4	0	0	0	0	0	0	36	24.49	4	2.721	0	0	27.6	30.9
1200	144	0	0	1	23	75	36	9	0	0	0	0	0	0	45	31.25	9	6.25	0	0	28.4	31.4
1300	148	1	0	0	15	100	29	3	0	0	0	0	0	0	32	21.62	3	2.027	0	0	28.1	31.2
1400	132	0	0	2	16	73	36	4	1	0	0	0	0	0	41	31.06	5	3.788	0	0	28.6	31.6
1500	78	0	1	0	11	37	23	4	2	0	0	0	0	0	29	37.18	6	7.692	0	0	29	32.8
1600	116	0	1	1	22	57	33	1	1	0	0	0	0	0	35	30.17	2	1.724	0	0	28	31.4
1700	121	0	0	0	27	60	30	4	0	0	0	0	0	0	34	28.1	4	3.306	0	0	28.1	31.8
1800	71	0	0	0	12	34	23	2	0	0	0	0	0	0	25	35.21	2	2.817	0	0	28.4	31.2
1900	55	0	0	3	8	29	11	4	0	0	0	0	0	0	15	27.27	4	7.273	0	0	27.9	31.8
2000	38	0	0	0	8	17	9	4	0	0	0	0	0	0	13	34.21	4	10.53	0	0	28.9	33.9
2100	34	0	0	0	4	18	9	2	1	0	0	0	0	0	12	35.29	3	8.824	0	0	29.3	33.5
2200	16	0	0	0	2	6	7	1	0	0	0	0	0	0	8	50	1	6.25	0	0	29.7	32
2300	7	0	0	0	1	1	4	1	0	0	0	0	0	0	5	71.43	1	14.29	0	0	31	-
07-19	1326	2	3	18	230	693	327	47	5	1	0	0	0	0	380	28.66	53	3.997	1	0.075	28.1	31.5
06-22	1468	2	3	21	253	764	360	58	6	1	0	0	0	0	425	28.95	65	4.428	1	0.068	28.2	31.7
06-00	1491	2	3	21	256	771	371	60	6	1	0	0	0	0	438	29.38	67	4.494	1	0.067	28.2	31.7
00-00	1550	2	3	21	261	803	386	66	7	1	0	0	0	0	460	29.68	74	4.774	1	0.065	28.3	31.8

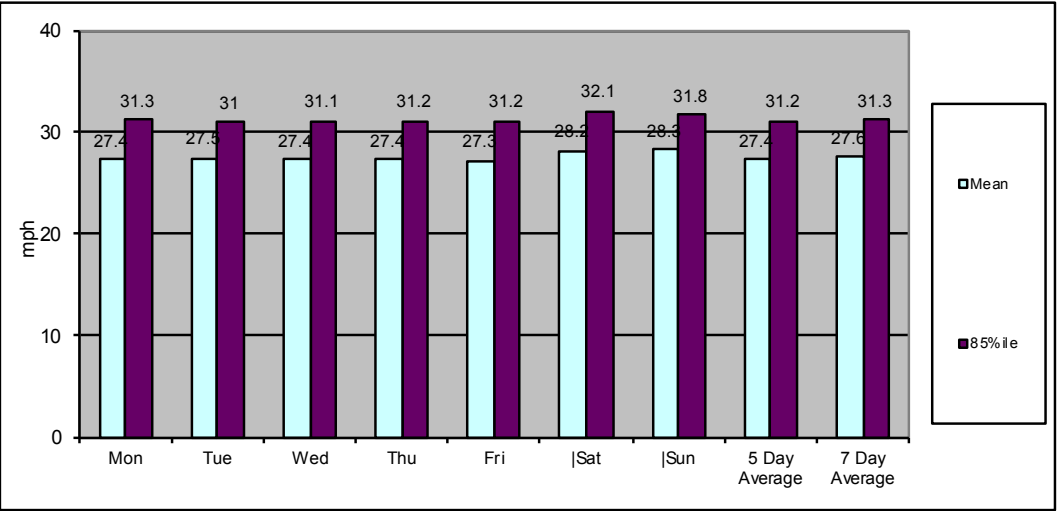
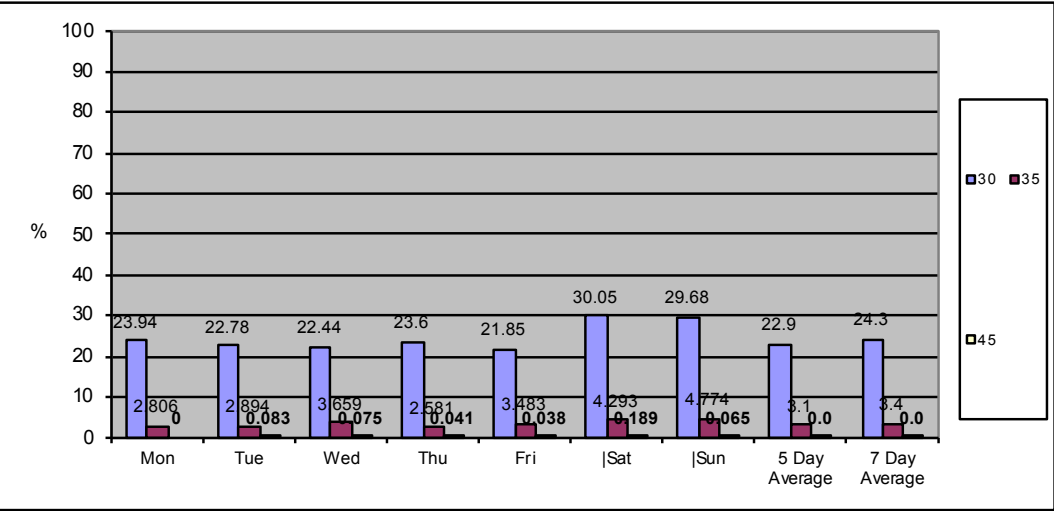
SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)			
0/1/00					to					08 February 2023					Direction					Southbound					
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed						
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO			35 ACPO	45 DFT	45 DFT			
06 February 2023																									
0000	6	0	0	0	0	3	2	1	0	0	0	0	0	0	3	50	1	16.67	0	0	30.2	-			
0100	4	0	0	0	1	1	2	0	0	0	0	0	0	0	2	50	0	0	0	0	28.1	-			
0200	7	0	0	0	1	1	4	1	0	0	0	0	0	0	5	71.43	1	14.29	0	0	32.2	-			
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	0	0	0	0	30.1	-			
0400	17	0	0	0	2	6	7	2	0	0	0	0	0	0	9	52.94	2	11.76	0	0	29.6	34.3			
0500	55	0	0	1	5	26	19	3	1	0	0	0	0	0	23	41.82	4	7.273	0	0	29.3	33			
0600	77	0	0	2	2	36	29	7	1	0	0	0	0	0	37	48.05	8	10.39	0	0	30.2	33.8			
0700	191	0	2	3	28	110	46	2	0	0	0	0	0	0	48	25.13	2	1.047	0	0	27.8	31.5			
0800	287	0	1	7	61	153	61	4	0	0	0	0	0	0	65	22.65	4	1.394	0	0	27.3	30.9			
0900	167	0	1	3	36	82	38	7	0	0	0	0	0	0	45	26.95	7	4.192	0	0	27.7	31.4			
1000	143	0	0	3	34	87	17	2	0	0	0	0	0	0	19	13.29	2	1.399	0	0	26.9	29.9			
1100	134	0	0	1	19	75	35	4	0	0	0	0	0	0	39	29.1	4	2.985	0	0	28.2	31.6			
1200	103	0	0	1	24	43	26	9	0	0	0	0	0	0	35	33.98	9	8.738	0	0	28.4	32.8			
1300	148	0	0	1	26	81	33	6	1	0	0	0	0	0	40	27.03	7	4.73	0	0	28	31.3			
1400	133	0	0	7	41	58	25	1	1	0	0	0	0	0	27	20.3	2	1.504	0	0	26.6	30.7			
1500	197	0	1	7	47	114	26	1	1	0	0	0	0	0	28	14.21	2	1.015	0	0	26.5	30			
1600	201	1	4	13	44	103	35	1	0	0	0	0	0	0	36	17.91	1	0.498	0	0	26.4	30.6			
1700	192	2	2	3	51	96	37	0	1	0	0	0	0	0	38	19.79	1	0.521	0	0	26.6	30.8			
1800	141	0	0	6	51	70	11	2	1	0	0	0	0	0	14	9.929	3	2.128	0	0	26.1	29.4			
1900	100	0	0	4	27	49	17	3	0	0	0	0	0	0	20	20	3	3	0	0	26.7	30.6			
2000	46	0	0	0	7	25	11	2	1	0	0	0	0	0	14	30.43	3	6.522	0	0	28.7	32.4			
2100	35	0	0	1	8	12	14	0	0	0	0	0	0	0	14	40	0	0	0	0	28	31.9			
2200	25	0	1	0	7	5	11	1	0	0	0	0	0	0	12	48	1	4	0	0	28.1	34.2			
2300	13	0	0	0	1	6	5	1	0	0	0	0	0	0	6	46.15	1	7.692	0	0	30.3	34.3			
07-19	2037	3	11	55	462	1072	390	39	5	0	0	0	0	0	434	21.31	44	2.16	0	0	27.2	30.9			
06-22	2295	3	11	62	506	1194	461	51	7	0	0	0	0	0	519	22.61	58	2.527	0	0	27.3	31.1			
06-00	2333	3	12	62	514	1205	477	53	7	0	0	0	0	0	537	23.02	60	2.572	0	0	27.3	31.2			
00-00	2423	3	12	63	523	1242	512	60	8	0	0	0	0	0	580	23.94	68	2.806	0	0	27.4	31.3			

SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)																											
0/1/00										to										08 February 2023										Direction										Southbound									

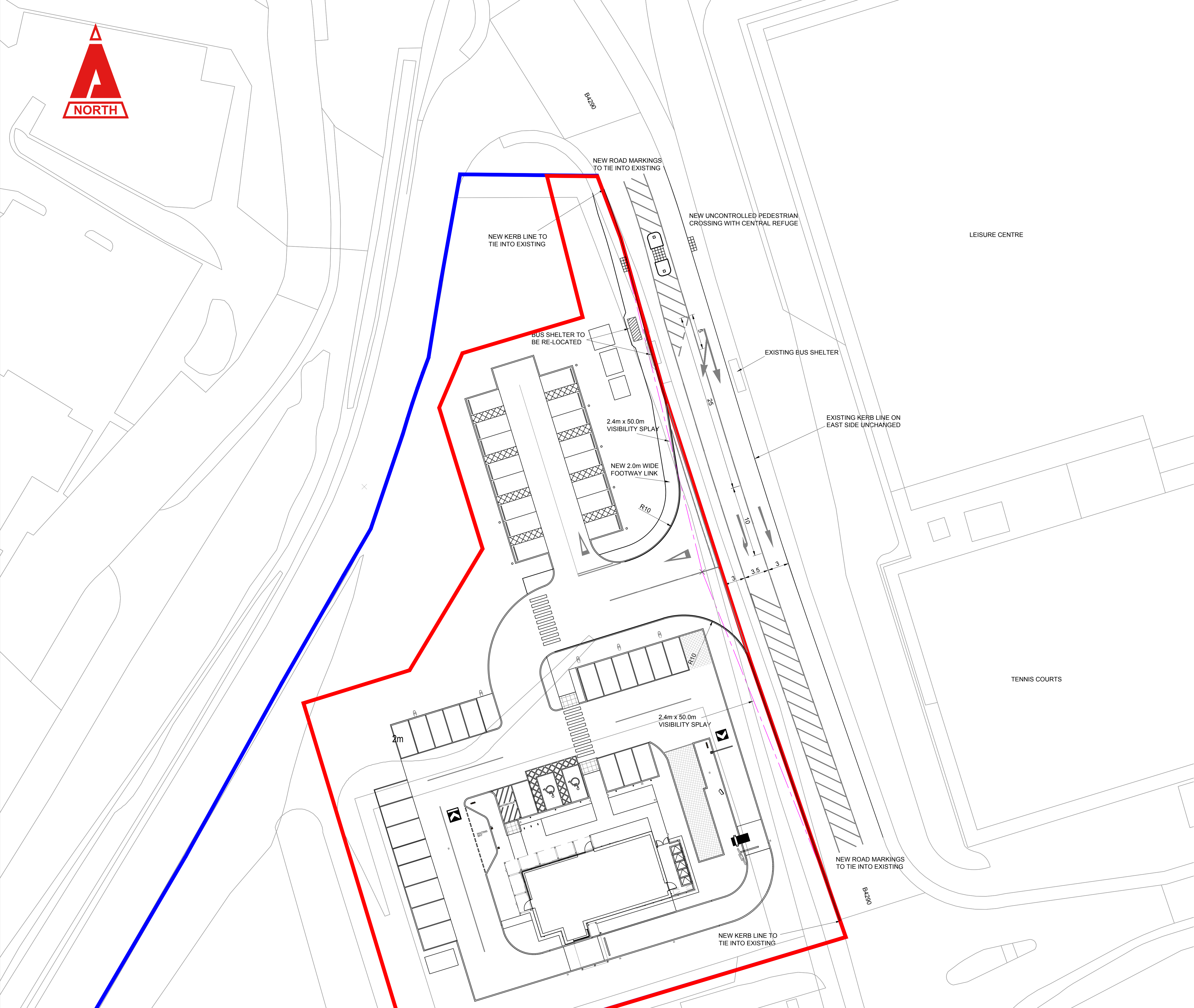
SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
0/1/00		to 08 February 2023								Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	Speed Bins										30	30	35	35	45	45	Mean Speed	85%ile Speed			
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55									55 60	60 65	65 130
08 February 2023																						
0000	8	0	1	0	1	3	2	1	0	0	0	0	0	0	3	37.5	1	12.5	0	0	27.3	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-	
0200	4	0	0	0	1	0	1	1	1	0	0	0	0	0	3	75	2	50	0	0	34	-
0300	2	0	0	0	0	1	0	1	0	0	0	0	0	0	1	50	1	50	0	0	32.1	-
0400	10	0	0	1	1	5	3	0	0	0	0	0	0	0	3	30	0	0	0	0	27.7	-
0500	49	0	0	1	6	21	15	5	1	0	0	0	0	0	21	42.86	6	12.24	0	0	29.7	34.3
0600	73	0	0	0	11	30	26	6	0	0	0	0	0	0	32	43.84	6	8.219	0	0	29.6	34.3
0700	200	0	1	9	24	104	54	6	2	0	0	0	0	0	62	31	8	4	0	0	28.3	31.7
0800	383	1	5	8	124	190	50	5	0	0	0	0	0	0	55	14.36	5	1.305	0	0	26.3	29.9
0900	250	0	1	10	50	133	49	5	2	0	0	0	0	0	56	22.4	7	2.8	0	0	27.4	31.1
1000	136	0	4	5	26	65	28	6	1	1	0	0	0	0	36	26.47	8	5.882	1	0.735	27.3	32.7
1100	134	0	0	3	27	80	18	6	0	0	0	0	0	0	24	17.91	6	4.478	0	0	27.4	30.8
1200	130	0	1	3	26	77	18	5	0	0	0	0	0	0	23	17.69	5	3.846	0	0	27.4	30.2
1300	113	0	0	2	17	66	25	3	0	0	0	0	0	0	28	24.78	3	2.655	0	0	28.2	31.7
1400	121	0	2	2	17	72	22	5	1	0	0	0	0	0	28	23.14	6	4.959	0	0	28	32.2
1500	172	0	0	0	34	96	36	6	0	0	0	0	0	0	42	24.42	6	3.488	0	0	27.8	31.2
1600	197	0	3	5	39	104	40	6	0	0	0	0	0	0	46	23.35	6	3.046	0	0	27.4	31.5
1700	199	2	2	0	52	109	31	3	0	0	0	0	0	0	34	17.09	3	1.508	0	0	26.8	30.5
1800	193	0	5	3	60	95	26	4	0	0	0	0	0	0	30	15.54	4	2.073	0	0	26.2	30.2
1900	110	0	0	4	32	57	15	2	0	0	0	0	0	0	17	15.45	2	1.818	0	0	26.5	30.7
2000	82	0	0	4	36	28	13	1	0	0	0	0	0	0	14	17.07	1	1.22	0	0	26	30.4
2100	44	0	0	0	5	22	15	2	0	0	0	0	0	0	17	38.64	2	4.545	0	0	28.4	32.3
2200	25	0	0	0	2	9	9	4	1	0	0	0	0	0	14	56	5	20	0	0	30.9	36.4
2300	14	0	0	0	1	7	2	3	0	0	1	0	0	0	6	42.86	4	28.57	1	7.143	32.3	38.7
07-19	2228	3	24	50	496	1191	397	60	6	1	0	0	0	0	464	20.83	67	3.007	1	0.045	27.2	30.9
06-22	2537	3	24	58	580	1328	466	71	6	1	0	0	0	0	544	21.44	78	3.074	1	0.039	27.2	30.9
06-00	2576	3	24	58	583	1344	477	78	7	1	1	0	0	0	564	21.89	87	3.377	2	0.078	27.3	31
00-00	2651	3	25	60	592	1376	498	86	9	1	1	0	0	0	595	22.44	97	3.659	2	0.075	27.4	31.1

SS1004 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
0/1/00					to 08 February 2023					Direction		Southbound										
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT		
Average Day																						
0000	8	0	0	0	1	4	2	1	0	0	0	0	0	0	4	47.46	2	18.64	0	0	30.2	-
0100	5	0	0	0	1	2	1	0	0	0	0	0	0	0	1	25	0	3.125	0	0	27.9	-
0200	6	0	0	0	1	2	2	1	0	0	0	0	0	0	3	53.85	1	20.51	0	0	31	-
0300	5	0	0	0	1	4	1	0	0	0	0	0	0	0	1	23.68	1	10.53	0	0	28.8	-
0400	10	0	0	0	2	4	4	1	0	0	0	0	0	0	5	45.71	1	5.714	0	0	28.9	-
0500	41	0	0	1	5	17	14	4	0	0	0	0	0	0	18	44.37	4	10.92	0	0	29.6	33.9
0600	63	0	0	0	7	27	22	5	1	0	0	0	0	0	28	44.29	6	9.589	0	0.228	29.7	33.7
0700	158	0	1	4	22	82	41	6	1	0	0	0	0	0	49	30.77	7	4.525	0	0.09	28.3	31.9
0800	231	1	3	7	53	123	41	3	0	0	0	0	0	0	45	19.33	3	1.487	0	0	26.9	30.6
0900	172	0	2	5	38	91	32	4	0	0	0	0	0	0	36	20.71	4	2.403	0	0	27.1	30.9
1000	134	0	1	4	30	69	26	4	0	0	0	0	0	0	30	22.44	4	2.991	0	0.107	27.3	31.2
1100	143	0	0	2	29	79	28	5	0	0	0	0	0	0	32	22.61	5	3.386	0	0	27.5	31.1
1200	133	0	1	2	24	73	29	4	0	0	0	0	0	0	33	25.05	4	3.319	0	0	27.7	31.4
1300	135	0	1	2	20	76	32	3	0	0	0	0	0	0	36	26.48	4	2.637	0	0.105	28	31.7
1400	130	0	0	3	25	71	26	4	1	0	0	0	0	0	31	23.9	5	3.618	0	0	27.8	31.3
1500	160	0	1	3	29	89	35	3	1	0	0	0	0	0	38	23.99	4	2.328	0	0	27.6	31.1
1600	185	0	2	5	40	102	31	3	0	0	0	0	0	0	35	19.03	4	2.011	0	0.155	27	30.5
1700	169	1	1	2	41	93	27	3	1	0	0	0	0	0	30	18.02	3	1.861	0	0	26.9	30.5
1800	136	0	1	3	40	69	19	3	0	0	0	0	0	0	22	16.47	3	2.204	0	0	26.6	30.3
1900	82	0	0	2	19	42	17	2	0	0	0	0	0	0	19	23.22	2	2.946	0	0.173	27.4	31.2
2000	55	0	0	1	14	26	12	2	0	0	0	0	0	0	14	25.32	2	4.134	0	0	27.7	31.9
2100	39	0	0	0	5	19	12	2	1	0	0	0	0	0	15	37.45	2	5.818	0	0	28.8	32.7
2200	26	0	0	0	5	10	8	2	0	0	0	0	0	0	11	42.16	3	10.81	0	0.541	29.2	33.9
2300	13	0	0	0	1	5	6	1	0	0	0	0	0	0	7	56.52	2	13.04	0	2.174	30.8	34.5
07-19	1886	3	14	43	392	1017	368	44	5	0	0	0	0	0	418	22.16	50	2.643	1	0.038	27.4	31
06-22	2126	3	14	47	438	1130	431	56	6	1	0	0	0	0	494	23.22	63	2.957	1	0.047	27.5	31.2
06-00	2166	3	14	47	444	1145	445	60	6	1	1	0	0	0	512	23.65	67	3.114	1	0.066	27.5	31.2
00-00	2240	3	14	48	454	1177	468	67	8	1	1	0	0	0	544	24.29	76	3.386	1	0.064	27.6	31.3

SS1004 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
0/1/00					to					08 February 2023					Direction					Southbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)				ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT			45 DFT							
Virtual Week																													
Mon	2423	3	12	63	523	1242	512	60	8	0	0	0	0	0	580	23.94	68	2.806	0	0	27.4	31.3							
Tue	2419	1	16	43	496	1312	481	58	10	1	1	0	0	0	551	22.78	70	2.894	2	0.083	27.5	31							
Wed	2651	3	25	60	592	1376	498	86	9	1	1	0	0	0	595	22.44	97	3.659	2	0.075	27.4	31.1							
Thu	2441	4	19	57	521	1264	513	62	0	0	1	0	0	0	576	23.6	63	2.581	1	0.041	27.4	31.2							
Fri	2613	4	18	65	549	1406	480	81	9	1	0	0	0	0	571	21.85	91	3.483	1	0.038	27.3	31.2							
Sat	1584	4	5	28	236	835	408	55	10	2	1	0	0	0	476	30.05	68	4.293	3	0.189	28.2	32.1							
Sun	1550	2	3	21	261	803	386	66	7	1	0	0	0	0	460	29.68	74	4.774	1	0.065	28.3	31.8							
5 Day Average																													
[--]	2509	3	18	58	536	1320	497	69	7	1	1	0	0	0	575	22.9	78	3.1	1	0.0	27.4	31.2							
7 Day Average																													
[--]	2240	3	14	48	454	1177	468	67	8	1	1	0	0	0	544	24.3	76	3.4	1	0.0	27.6	31.3							
Total Vehicles																													
[--]	15681	21	98	337	3178	8238	3278	468	53	6	4	0	0	0	3809	24.3	531	3.4	10	0.1	27.6	31.3							



Appendix B: Proposed Access



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 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

P02	EV PARKING AREA ADDED	GVT	LJ	LJ
		27/07/23		
P01	ISSUED FOR INFORMATION.	GVT	LJ	LJ
		13/03/23		
Rev.	Description	By	Chk	App

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

Drawing Title:
PROPOSED GHOST ISLAND JUNCTION LAYOUT - GA

Drawing No.
CC2514 CAM XX XX SK C 0007

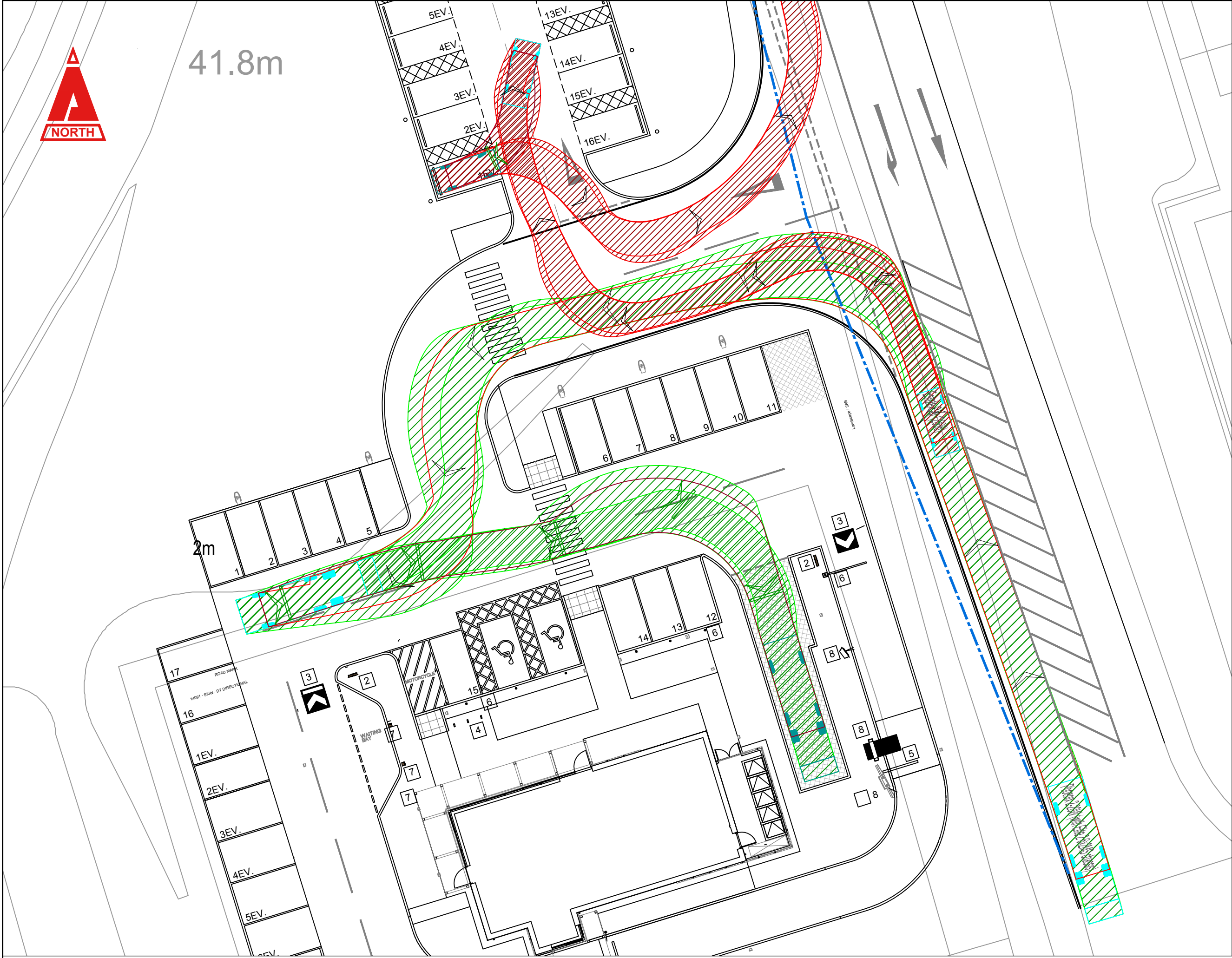
Project	Originator	Vol.	Level	Type	Role	Number
Status:	S0 INFORMATION		Scale @A1: 1:250		Rev.	P02

CAMBRIA
Constructive Thinking

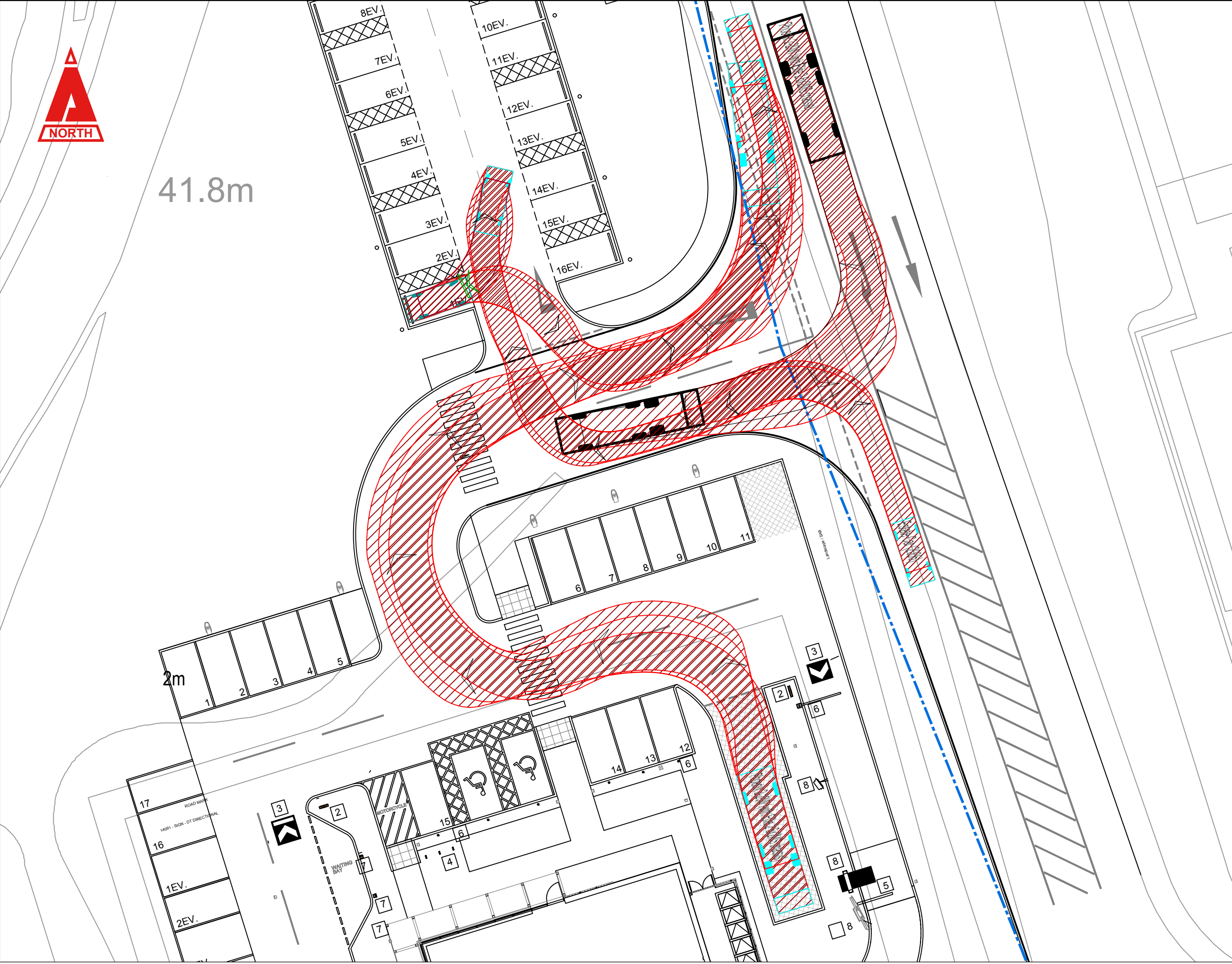
Civil & Structural Engineers
Cambria House
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Penarth Marina
Cardiff, CF64 1TR

T 029 2009 3333
E admin@cambria.co.uk
W www.cambria.co.uk
@cambriauk
uk.linkedin.com/in/cambriauk

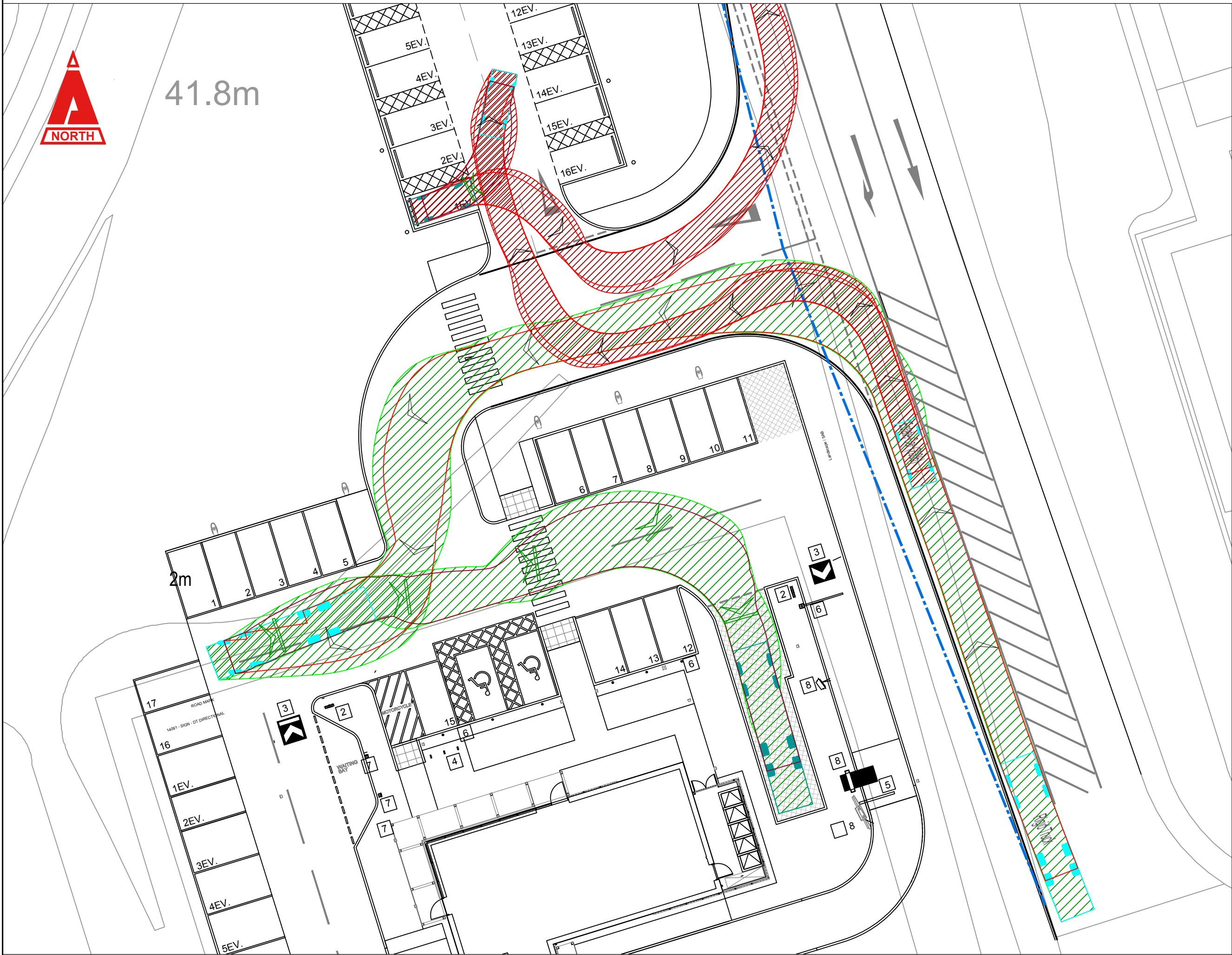
Appendix C: Swept Path Analysis



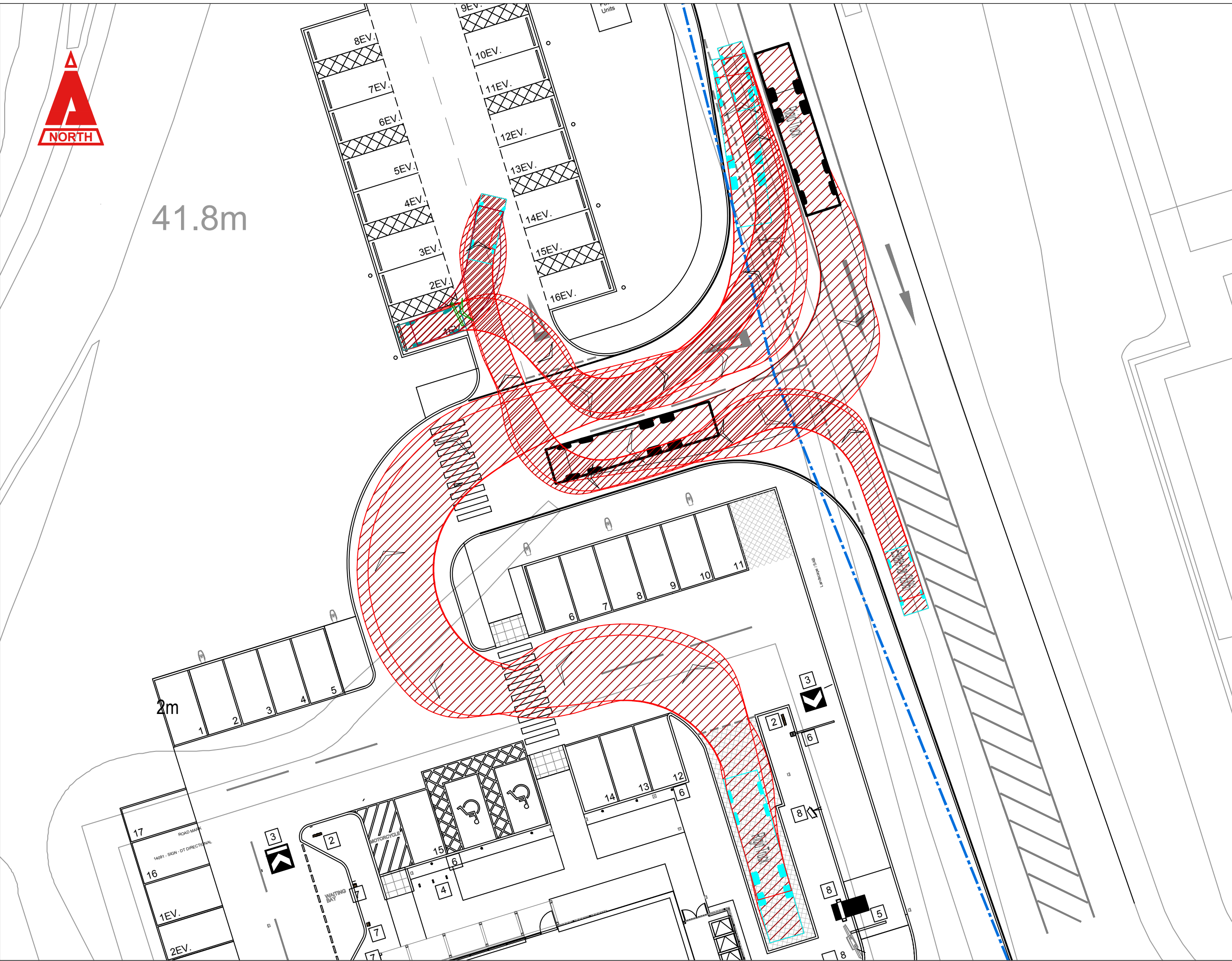
REFUSE VEHICLE INGRESS



REFUSE VEHICLE EGRESS

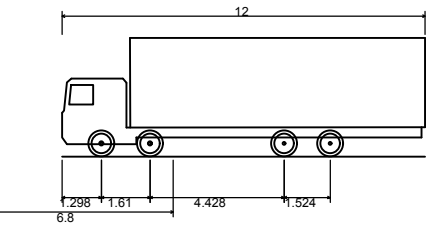
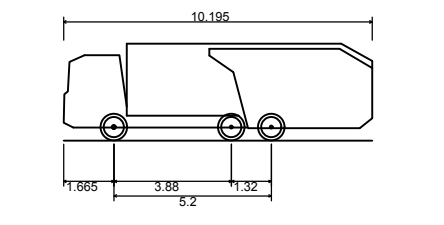


12m RIGID TRUCK INGRESS



12m RIGID TRUCK EGRESS

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DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER
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Rigid Truck	12.000m
Overall Length	2.550m
Overall Width	3.920m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.900m
Kerb to Kerb Turning Radius	
	
Phoenix 2-20W (with Elite 2 6x2MS chassis)	10.195m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

P02	UPDATED SITE PLAN	GJ	LM	LM
				20/07/23
P01	ISSUED FOR INFORMATION.	JK	LJ	LJ
				22/03/23
Rev.	Description	By	Chk	App

Client:
LP2 LTD

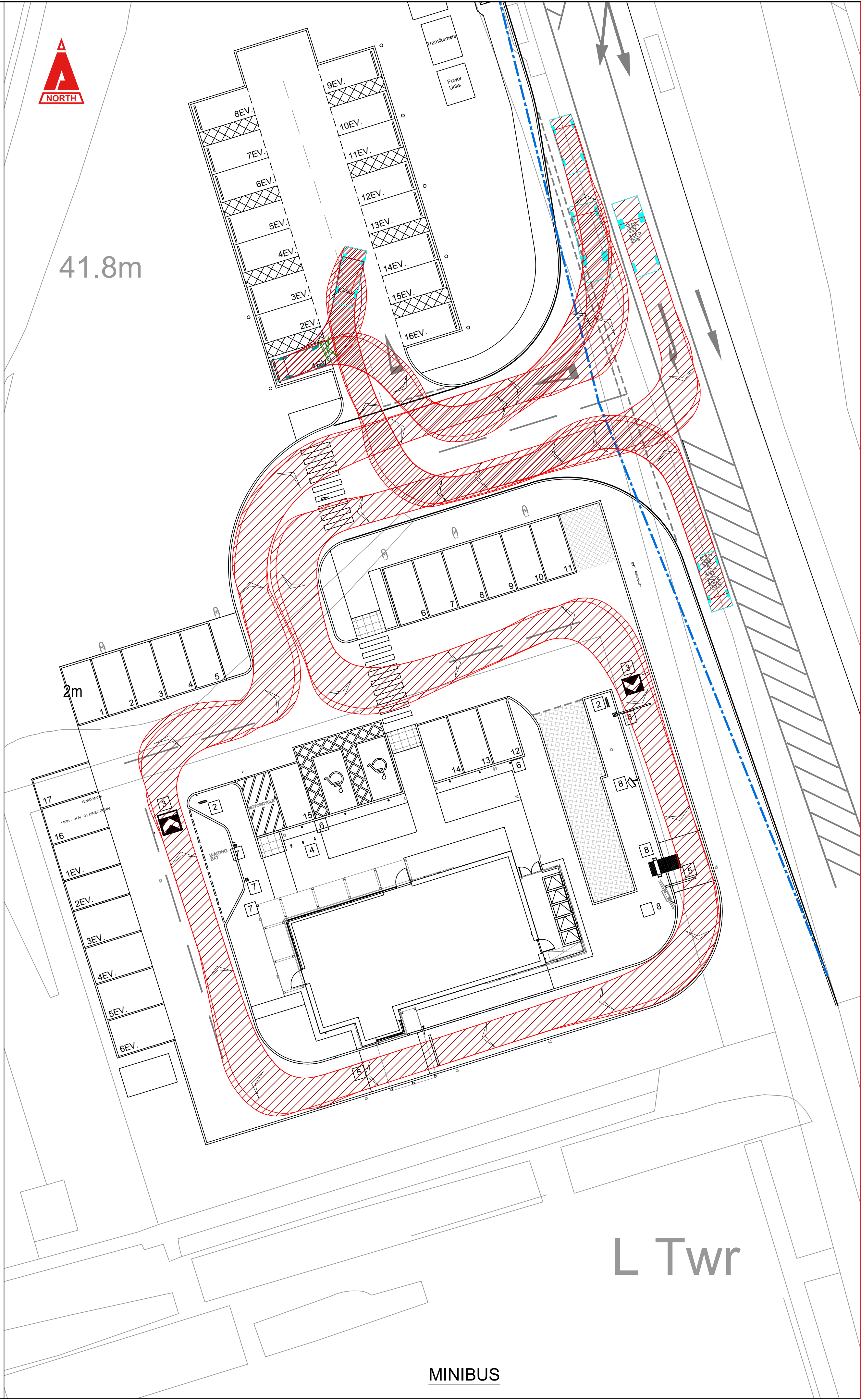
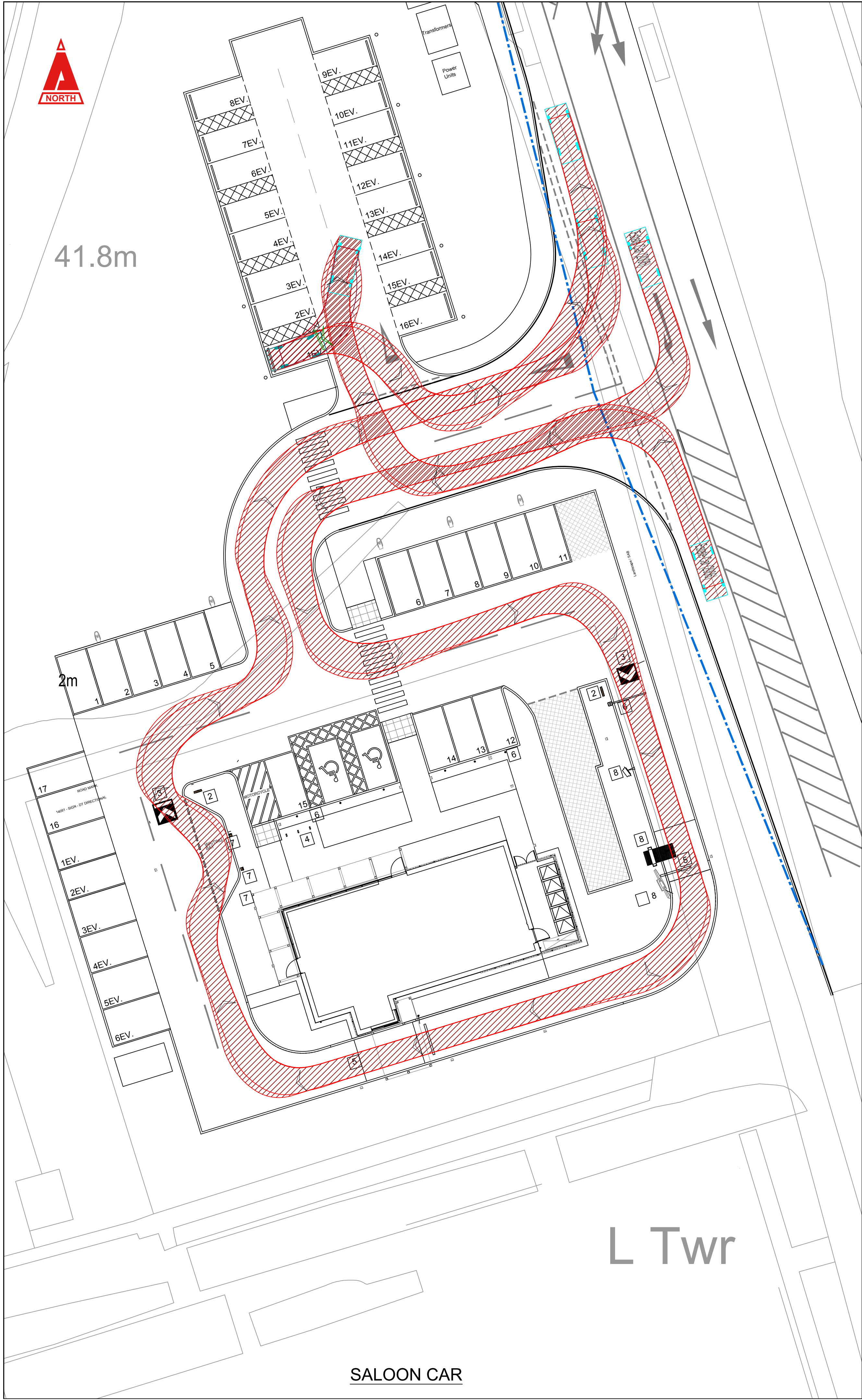
Project:
LLANDARCY DRIVE THRU

Drawing Title:
VEHICLE TRACKING PLAN
(RIGID DELIVERY LORRY
AND REFUSE VEHICLE)

Drawing No.
CC2514 CAM XX XX DR C 0110

Project	Originator	Vol.	Level	Type	Role	Number
Status:	S2	PRELIMINARY	Scale @A1:	1:250	Rev.	P02

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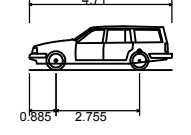


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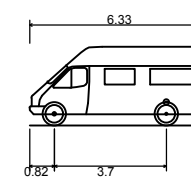
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THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Mini Bus
Overall Length 6.330m
Overall Width 2.152m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m

P02	UPDATED SITE PLAN	GJ	LM	LM
				20/07/23
P01	ISSUED FOR INFORMATION.	JK	LJ	LJ
				22/03/23
Rev.	Description	By	Chk	App

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

Drawing Title:
VEHICLE TRACKING PLAN
(MINIBUS AND ESTATE CAR)

Drawing No.
CC2514 CAM XX XX DR C 0111

Project	Originator	Vol.	Level	Type	Role	Number
S2	PRELIMINARY					

Scale @A1: 1:200	Rev. P02
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CAMBRIA

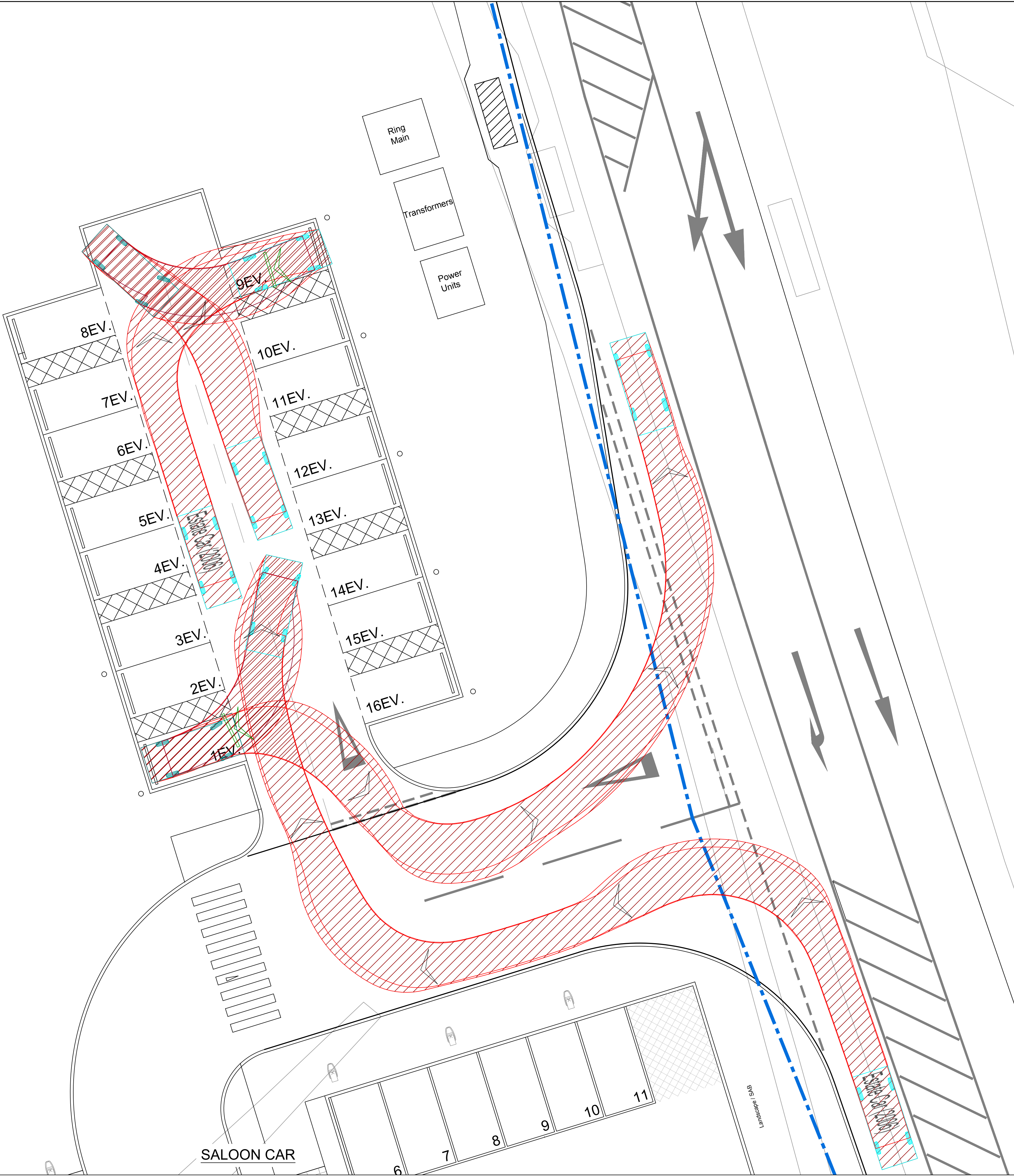
Constructive Thinking

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41.8m

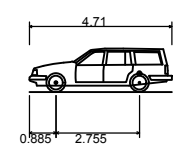


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THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

 THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS. ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.297m
Max Track Width 1.756m
Lock to lock time 4.09s
Kerb to Kerb Turning Radius 5.950m

P01	ISSUED FOR INFORMATION.		GJ	LM	LM
	Rev.	Description	By	Chk	App

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

Drawing Title:
VEHICLE TRACKING PLAN
(ESTATE CAR)
EV PARKING AREA

Drawing No.
CC2514 CAM XX XX DR C 0112

Project	Originator	Vol.	Level	Type	Role	Number
S2	PRELIMINARY					P01

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Appendix D: TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-230324-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : J - DRIVE THROUGH COFFEE SHOP
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
11	SCOTLAND	
	PK PERTH & KINROSS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 140 to 305 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 15/05/22

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
Tuesday	1 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	3
Residential Zone	1
Retail Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	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	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 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 7 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	HC-06-J-01 COTSWORTH ROAD GOSPORT	COSTA COFFEE	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:	185 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
2	HE-06-J-01 LEDBURY ROAD ROSS-ON-WYE	STARBUCKS	HEREFORDSHIRE
	Edge of Town Retail Zone Total Gross floor area:	305 sqm	
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL
3	NM-06-J-01 DARNELL WAY NORTHAMPTON	BEWICED COFFEE	WEST NORTHAMPTONSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	140 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	NN-06-J-01 CORBY ROAD CORBY WELDON	STARBUCKS	NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	236 sqm	
	Survey date: FRIDAY	23/10/20	Survey Type: MANUAL
5	PK-06-J-01 THE TRIANGLE PERTH INVERALMOND	STARBUCKS	PERTH & KINROSS
	Edge of Town Industrial Zone Total Gross floor area:	219 sqm	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
6	SF-06-J-01 THORNEY WAY STOWMARKET	COSTA COFFEE	SUFFOLK
	Edge of Town No Sub Category Total Gross floor area:	200 sqm	
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL
7	WO-06-J-01 STOURPORT ROAD KIDDERMINSTER	STARBUCKS	WORCESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	240 sqm	
	Survey date: FRIDAY	09/10/20	Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	192	0.694	3	192	0.000	3	192	0.694
06:00 - 07:00	6	214	4.202	6	214	3.735	6	214	7.937
07:00 - 08:00	7	218	13.836	7	218	12.656	7	218	26.492
08:00 - 09:00	7	218	18.361	7	218	16.459	7	218	34.820
09:00 - 10:00	7	218	21.115	7	218	19.803	7	218	40.918
10:00 - 11:00	7	218	16.066	7	218	16.590	7	218	32.656
11:00 - 12:00	7	218	15.016	7	218	15.475	7	218	30.491
12:00 - 13:00	7	218	17.311	7	218	16.525	7	218	33.836
13:00 - 14:00	7	218	15.607	7	218	16.459	7	218	32.066
14:00 - 15:00	7	218	12.459	7	218	12.787	7	218	25.246
15:00 - 16:00	7	218	11.738	7	218	10.885	7	218	22.623
16:00 - 17:00	7	218	11.541	7	218	12.852	7	218	24.393
17:00 - 18:00	7	218	9.246	7	218	10.951	7	218	20.197
18:00 - 19:00	7	218	6.426	7	218	7.148	7	218	13.574
19:00 - 20:00	6	214	5.058	6	214	4.981	6	214	10.039
20:00 - 21:00	6	214	2.490	6	214	3.424	6	214	5.914
21:00 - 22:00	3	181	1.654	3	181	2.206	3	181	3.860
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			182.820			182.936			365.756

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:	140 - 305 (units: sqm)
Survey date range:	01/01/14 - 15/05/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E: Development Access – Capacity Assessment

Junctions 10																		
PICADY 10 - Priority Intersection Module																		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021																		
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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: Site Access.j10

Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1638 Llandarcy Drive-Thru\Junctions

Report generation date: 28/07/2023 11:17:26

»Proposed Layout - AM Peak Hour, AM

»Proposed Layout - PM Peak Hour, PM

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
	Proposed Layout - AM Peak Hour																	
Stream B-AC	D1	0.2	0.5	8.29	0.13	A	1.08	A	197 %									
Stream C-AB		0.1	0.5	5.84	0.06	A		[Stream B-AC]										
	Proposed Layout - PM Peak Hour																	
Stream B-AC										D2	0.2	0.5	9.55	0.13	A	1.05	A	163 %
Stream C-AB									0.0		0.5	6.70	0.05	A	[Stream B-AC]			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Llandarcy Drive-Thru
Location	
Site number	
Date	28/07/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AGR
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM Peak Hour	AM	ONE HOUR	07:45	09:15	15	✓
D2	PM Peak Hour	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Layout	✓	100.000	100.000

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM Peak Hour	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - B4290 S		ONE HOUR	✓	259	100.000
B - Development		ONE HOUR	✓	60	100.000
C - B4290 N		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4290 S	B - Development	C - B4290 N
From	A - B4290 S	0	34	225
	B - Development	30	0	30
	C - B4290 N	292	34	0

Vehicle Mix

HV %s

	To			
		A - B4290 S	B - Development	C - B4290 N
From	A - B4290 S	0	0	0
	B - Development	0	0	0
	C - B4290 N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	8.29	0.2	0.5	A	55	83
C-AB	0.06	5.84	0.1	0.5	A	31	47
C-A						268	402
A-B						31	47
A-C						206	310

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	530	0.085	45	0.0	0.1	7.415	A
C-AB	26	6	675	0.038	25	0.0	0.0	5.540	A
C-A	220	55			220				
A-B	26	6			26				
A-C	169	42			169				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	518	0.104	54	0.1	0.1	7.760	A
C-AB	31	8	666	0.046	31	0.0	0.0	5.663	A

C-A	263	66			263				
A-B	31	8			31				
A-C	202	51			202				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	500	0.132	66	0.1	0.2	8.284	A
C-AB	37	9	654	0.057	37	0.0	0.1	5.840	A
C-A	321	80			321				
A-B	37	9			37				
A-C	248	62			248				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	66	17	500	0.132	66	0.2	0.2	8.289	A
C-AB	37	9	654	0.057	37	0.1	0.1	5.840	A
C-A	321	80			321				
A-B	37	9			37				
A-C	248	62			248				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	518	0.104	54	0.2	0.1	7.770	A
C-AB	31	8	666	0.046	31	0.1	0.0	5.664	A
C-A	263	66			263				
A-B	31	8			31				
A-C	202	51			202				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	11	530	0.085	45	0.1	0.1	7.430	A
C-AB	26	6	675	0.038	26	0.0	0.0	5.545	A
C-A	220	55			220				
A-B	26	6			26				
A-C	169	42			169				

Q Variation Results for each time segment**07:45 - 08:00**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Proposed Layout - PM Peak Hour, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - AM Peak Hour, AM	Demand Set 1: Scenario Name includes Time Period Name ('AM'). Are you sure this is correct?
Warning	Demand Sets	D2 - PM Peak Hour, PM	Demand Set 2: Scenario Name includes Time Period Name ('PM'). Are you sure this is correct?
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

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	Development Access	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	163	Stream B-AC	1.05	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM Peak Hour	PM	ONE HOUR	16:45	18:15	15	✓

Default vehicle mix	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - B4290 S		ONE HOUR	✓	354	100.000
B - Development		ONE HOUR	✓	52	100.000
C - B4290 N		ONE HOUR	✓	218	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - B4290 S	B - Development	C - B4290 N
From	A - B4290 S	0	24	330
	B - Development	26	0	26
	C - B4290 N	194	24	0

Vehicle Mix

HV %s

	To			
		A - B4290 S	B - Development	C - B4290 N
From	A - B4290 S	10	10	10
	B - Development	10	10	10
	C - B4290 N	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.13	9.55	0.2	0.5	A	48	72
C-AB	0.05	6.70	0.0	0.5	A	22	33
C-A						178	267
A-B						22	33
A-C						303	454

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	468	0.084	39	0.0	0.1	8.389	A
C-AB	18	5	593	0.030	18	0.0	0.0	6.263	A
C-A	146	37			146				
A-B	18	5			18				
A-C	248	62			248				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	454	0.103	47	0.1	0.1	8.845	A
C-AB	22	5	580	0.037	22	0.0	0.0	6.442	A
C-A	174	44			174				
A-B	22	5			22				
A-C	297	74			297				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	434	0.132	57	0.1	0.2	9.542	A
C-AB	26	7	563	0.047	26	0.0	0.0	6.703	A
C-A	214	53			214				
A-B	26	7			26				
A-C	363	91			363				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	434	0.132	57	0.2	0.2	9.552	A
C-AB	26	7	563	0.047	26	0.0	0.0	6.703	A
C-A	214	53			214				
A-B	26	7			26				
A-C	363	91			363				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	47	12	454	0.103	47	0.2	0.1	8.855	A
C-AB	22	5	580	0.037	22	0.0	0.0	6.445	A
C-A	174	44			174				
A-B	22	5			22				
A-C	297	74			297				

18:00 - 18:15

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Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	39	10	468	0.084	39	0.1	0.1	8.409	A
C-AB	18	5	593	0.030	18	0.0	0.0	6.266	A
C-A	146	37			146				
A-B	18	5			18				
A-C	248	62			248				

Q Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A