



McDonalds Pontardawe Local Model Validation Report

For McDonalds Restaurants Ltd

Date 25 September 2023

Doc ref 15297-HYD-XX-XX-RP-TP-8001_P01_S3

Document Control Sheet

Issued by	Hydrock Consultants Limited Courtleigh House 75 Lemon St Truro Cornwall TR1 2PN United Kingdom	T +44(0) 1209 719037 E truro@hydrock.com
Project number	15297	
Status	S3 - Suitable for Review and Comment	
Date	25/09/2023	

Document production record		
Issue number	P01	Name
Prepared by	Charlotte Grigg BSc (Hons) MSc GradCIHT	
Checked by	Vassil Pavlov BEng (Hons) MSc MCIHT	
Approved by	Chris Hill BSc (Hons) MSc MCIHT MInstP	

Document revision record			
Issue number	Status	Date	Revision details
P01	S	25/09/2023	First Issue

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above-named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

Contents

1.	Introduction	1
1.1	Overview	1
1.2	Purpose of Model	1
1.3	Model Scope.....	2
1.4	Structure of Report	2
2.	Model Overview	3
2.1	Preamble.....	3
2.2	Existing Network Conditions	3
2.3	Benefits of Microsimulation Modelling.....	3
2.4	Model Extents and Zoning Structure.....	3
3.	Background and Data Collection	6
3.1	Introduction.....	6
3.2	Model Parameters.....	6
3.3	Baseline Traffic Data	6
4.	Base Model Development	9
4.1	Vehicle Inputs.....	9
4.2	Vehicle Routing.....	9
4.3	Highway Layout and Network Coding.....	9
4.4	Vehicle / Link Speeds	9
4.5	Reduced Speed Areas.....	10
4.6	Priority Rules and Conflict Areas.....	11
4.7	Public Transport Routes	11
4.8	Driver Behaviour.....	11
4.9	Base Model Summary.....	11
5.	Model Calibration and Validation	12
5.1	Introduction.....	12
5.2	Model Calibration Overview	13
5.3	Model Calibration – GEH Statistic.....	13
5.4	Model Validation - Overview	19
5.5	Model Validation - Journey Times.....	19
5.6	Model Validation - Queue Length Comparison	22
6.	Summary and conclusions	23
6.1	Summary.....	23
6.2	Conclusions.....	24

Tables

Table 4.1: TAG Validation Criteria	12
Table 4.2: Model Calibration Junction Nodes	14
Table 4.3: Average Calibration Results Summary	14
Table 4.4: AM Average Model Journey Time Validation	20
Table 4.5: PM Average Model Journey Time Validation	20

Figures

Figure 1.1: Study Network	1
Figure 2.1: Junction Locations and Zoning Structure	4

Appendices

Appendix A	<i>MCTC and Queue Survey Data</i>
Appendix B	<i>TomTom Journey Time Data</i>
Appendix C	<i>Model Calibration Results</i>
Appendix D	<i>Journey Time Validation Results</i>
Appendix E	<i>Queue Length Validation Results</i>

1. Introduction

1.1 Overview

- 1.1.1 Hydrock has been commissioned by McDonald's Restaurants Ltd to build a microsimulation traffic model of the A474 /A4067 /Tesco Access junctions and the surrounding highway network, as part of the Transport Assessment in support of a proposed McDonald's Restaurant with a drive-thru facility on part of the existing Tesco car park in Pontardawe, to the north-east of Swansea.
- 1.1.2 To conduct a thorough traffic impact assessment of the proposed development and evaluate the operational performance of the network, a detailed microsimulation model has been built, using PTV Vissim.
- 1.1.3 This Local Model Validation Report [LMVR] will detail the methodology, assumptions and coding applied to create a validated 'fit for purpose' base-year Vissim model that is suitable to undertake the assessment of the redevelopment proposals.

1.2 Purpose of Model

- 1.2.1 The A474 /A4067 /Tesco Access junctions consists of a five-arm roundabout and four-arm roundabout, located at the intersection of the A474 and A4067 in Pontardawe, Swansea. Access is also provided to the industrial estate from the northern roundabout and to the Tesco superstore from the southern roundabout, which contains a small three-arm mini-roundabout.
- 1.2.2 The surrounding network features a mixture of A-roads and three or four-arm roundabouts, with various speed limits,
- 1.2.3 The study area in the context of the proposed development is illustrated in Figure 1.1.

Figure 1.1: Study Network



- 1.2.4 Figure 1.1 is merely indicative. The modelled upstream length for each arm is ultimately dictated by the journey time validation routes and the simulated levels of queue build up insofar as ensuring that model locking does not take place and driving behaviour is not unrealistically affected.
- 1.2.5 Due to the junctions' location on busy and congested roads, the density of the junctions, the demand dependency and resulting vehicle-vehicle interactions may result in the network capacity, queuing and delay being misrepresented. At such complex junctions and in saturated conditions, driver behaviour and vehicle dynamics become more prevalent and increasingly difficult to replicate in empirical and deterministic models.
- 1.2.6 Consequently, a detailed micro simulation model is considered the most appropriate tool to ensure a thorough and robust operational assessment is undertaken. This approach has been discussed and confirmed in meetings with National Highways [NH] and Neath Port Talbot Council [NPTCC].

1.3 Model Scope

- 1.3.1 The scope of the modelling study has been agreed following discussions with National Highways [NH] and Neath Port Talbot Council [NPTCC].

1.4 Structure of Report

- 1.4.1 The LMVR will summarise the model development, calibration and validation methodology, while alluding to the wider scope and objective of the study, to demonstrate that the model has been calibrated and validated against on-street traffic conditions before its intended use for future year forecasting.
- 1.4.2 The production of an LMVR is a requirement of the Design Manual for Roads and Bridges (DMRB) and TAG guidance. The content of this report is set and informed by these standards and guidance. It is intended that the LMVR is a free-standing document that covers all pertinent elements relating to model development, calibration and validation.
- 1.4.3 This LMVR is structured as follows:
- » Section 2 - Model Overview
 - » Section 3 - Background and Data Collection
 - » Section 4 - Base Model Development
 - » Section 5 - Calibration and Validation
 - » Section 6 - Summary and Conclusions

2. Model Overview

2.1 Preamble

- 2.1.1 The model has been developed by Hydrock for a base year of 2023 to replicate the existing local road layout and traffic conditions, as derived from empirical traffic survey data. The base model has been calibrated against observed Manual Classified Turning Counts [MCTC] and validated against journey time and queue length data.
- 2.1.2 The model has been developed in accordance with best industry standards and in compliance with TAG and DMRB guidance, as well as TfL Modelling Guidelines.

2.2 Existing Network Conditions

- 2.2.1 The network experiences sustained stress during the peak hours, with potential for queueing on the A4067, leading to traffic accumulating at the larger northern roundabout and causing queueing on the A474, particularly in the east direction, and the Industrial Estate. The set of junctions are currently functioning but are approaching capacity.

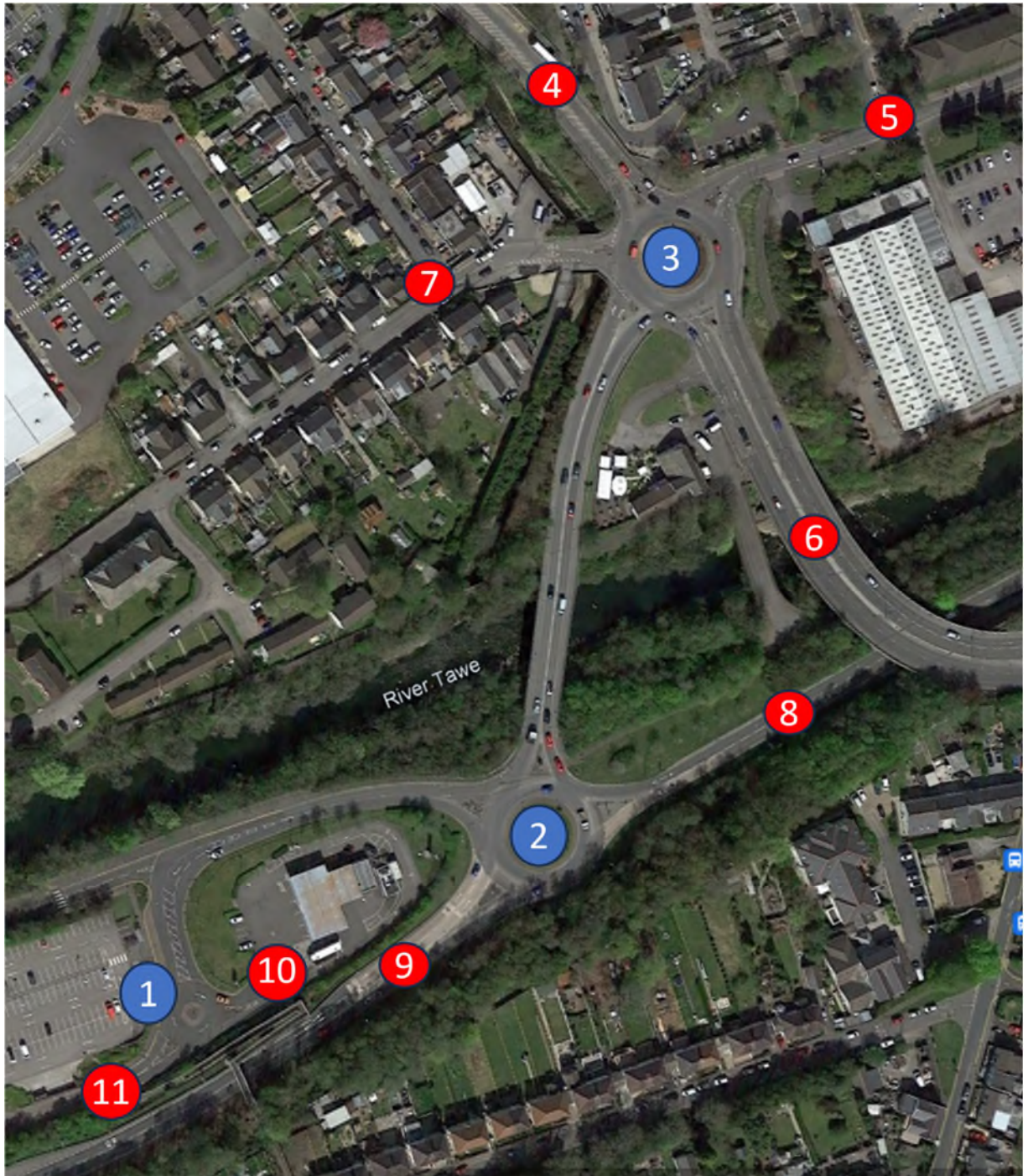
2.3 Benefits of Microsimulation Modelling

- 2.3.1 In order to accurately assess the operational performance of the network and potential impact of the proposed development scheme on the existing Tesco car park in Pontardawe, a detailed microsimulation model of the junction has been developed using PTV Vissim.
- 2.3.2 Vissim is a microscopic, behavioural based, multi-modal and multi-purpose traffic simulation program developed by PTV Group. It realistically simulates and balances highway capacity and traffic demand, providing a significant benefit to modelling the impact of transport and development schemes across a large network, where route choice may change as a result of congestion.
- 2.3.3 In addition to modelling and combining various types of junctions, corridors and town centres, other key benefits of Vissim include:
- » Exact simulation of traffic patterns;
 - » Flexible input of model geometries, with any level of complexity;
 - » Driver behaviour under differing physical conditions;
 - » Calibration and representation of real-life route choice through networks, using cost and surcharge facilities, influencing driver behaviour;
 - » The effect of various network constraints such as lane changing and traffic calming;
 - » Modelling the interaction of all modes of transport, including public transport routes and stops/stations;
 - » Fine tuning of traffic signals / adaptive control and representation of intelligent transportation systems;
 - » Avoiding over-prediction of queues and delays at congested junctions; and
 - » Pedestrian Simulation.

2.4 Model Extents and Zoning Structure

- 2.4.1 The junction and zone locations are illustrated in Figure 2.1.

Figure 2.1: Junction Locations and Zoning Structure



2.4.2 The model network extent comprises the following three junctions and eight zones, as shown in Figure 2.1.

Junctions

1. Main Access / Petrol Station / Tesco Car Park;
2. A4067 (N) / A4067 (E) / A4067 (S) / Tesco Access;
3. A474 (W) / Industrial Estate / A474 (E) / A4067 / Ynisderw Road;

Zones

4. A474 (W)
5. Industrial Estate
6. A474 (E)
7. Ynisderw Road
8. A4067 (E)
9. A4067 (S)
10. Petrol Station
11. Tesco Car Park

3. Background and Data Collection

3.1 Introduction

- 3.1.1 A 2023 base year microsimulation model of the A474 /A4067 /Tesco Access junctions and the surround network has been developed by Hydrock, on behalf of McDonalds Restaurants Ltd, to test and assess the impact of the proposed McDonald's Restaurant with drive-thru facility on existing Tesco car park in Pontardawe

3.2 Model Parameters

- 3.2.1 The base year model will be developed using the latest version of PTV Vissim, to replicate the observed baseline conditions.
- 3.2.2 The modelled time periods (including warm up and run down periods) will be consistent with the typical weekday peak periods for the area, and are as follows:
- » Friday 07:00 - 10:00 – (AM Peak);
 - » Thursday 16:00 - 19:00 – (PM Peak); and
 - » Saturday 11:00 - 15:00 – (INTER Peak).
- 3.2.3 The peak hours for detailed assessment, evaluation and model validation have been determined following identification of the network peak times upon receipt of the traffic survey data and are as follows:
- » 08:00-09:00 – (AM Peak);
 - » 17:00-18:00 – (PM Peak); and
 - » 12:00 - 14:00 – (INTER Peak).
- 3.2.4 These time periods have been checked to ensure they accord with the peak hours identified from analysis of the traffic data collected in May 2023.

3.3 Baseline Traffic Data

- 3.3.1 This section describes the various types and locations of traffic survey data collected to inform the construction and subsequent calibration and validation process for the base year microsimulation model. Sources of other forms of data provided to assist with the base model development are also detailed in this section.

Traffic Surveys

- 3.3.2 To ascertain the current baseline traffic conditions and to enable a thorough and fit for purpose assessment of the proposed scheme, the following two types of survey data have been collected on Monday 15th May 2023 to Sunday 21st May 2023:
- » Manual Classified Turning Counts (MCTCs); and
 - » Queue Lengths;
- 3.3.3 The data collected is considered acceptable and representative of typical neutral weekday traffic conditions, thus undertaking the modelling for a 'worst case' scenario.

Manual Classified Turning Counts [MCTC]

- 3.3.4 Hydrock commissioned a program of Manual Classified Turning Count [MCTC] surveys at the aforementioned three junctions, undertaken by PCC Traffic Information Consultancy in May 2023. The surveys were observed over a week (Monday 15th May to Sunday 21st May), counting vehicle turning movements to and from each entry arm.
- 3.3.5 All surveys were undertaken between the peak hours of 07:00 - 19:00. MCTCs were recorded in 15-minute intervals, with vehicles subsumed under the following individual vehicle types:
- » Cars (CAR)
 - » Light Goods Vehicles (LGV)
 - » Other Goods Vehicles 1 & 2 (OGV 1 & OGV 2)
 - » Public Service Vehicles (BUS)
 - » Motorcycles (M/CYCLE)
 - » Pedal Cycles (CYCLE)
- 3.3.6 The MCTCs were undertaken using high mast digital video cameras, which also assists in understanding local driver behaviour at each junction.
- 3.3.7 The unabridged raw MCTC survey results are provided in Appendix A.

Queue Lengths

- 3.3.8 The queue length data has been collected for each junction entry arm and split by lane. The maximum queue length for every 15-minute interval has been recorded at the stop line. The entire length of a queue has been covered, where possible.
- 3.3.9 Like the MCTCs, the queue length surveys were undertaken using high mast digital video cameras and experienced technicians/enumerators.
- 3.3.10 The full data is contained in Appendix B.

Journey Time Data

- 3.3.11 In addition to the survey data, observed journey times have been procured through TomTom mass dataset extraction. The data has been exported from the TomTom portal based on an Integrated Transport Network [ITN] layer used as a digitised polygon to represent a set of determined points on the existing road network. The use of TomTom and other 'big data' sources is current best-practice and state of the art, providing greater numbers of individual data points.
- 3.3.12 A total of 20 journey time routes have been identified within the modelled area for analysis. These have been derived as a matrix between seven different locations, expressed as origins and destinations. The locations have been precisely plotted and the distance from the stop lines measured. The journey time markers in the model have been based on the said distances and later corroborated against the aerial imagery to ensure an accurate comparison is undertaken. A map of the journey time datum points is provided in Appendix B.
- 3.3.13 The TomTom data is aggregated over a period of time, thus enabling average journey times and time-mean speeds to be calculated. This ensures a more suitable comparison between modelled and observed travel times is undertaken and provides

greater confidence in the reliability and stability of the data. 2nd March - 26th May has been chosen as the date range for the export, limiting the outputs to Thursdays, Fridays and Saturdays - a total sample size of 30 days.

4. Base Model Development

4.1 Vehicle Inputs

- 4.1.1 Vehicle inputs have been placed at each entry into the model. The volumes have been taken as the total origin trip ends for each of the 8 entry points in the model.

4.2 Vehicle Routing

- 4.2.1 The base model has been built using static assignment, with the static routes corresponding to the derived entry and exit points. A total of 38 static routes have been created for each vehicle class with 4 routes for each of the 5 arms at junction three, 3 routes for each of the 4 arms at junction two and 2 routes for each of the 3 arms at junction one. By connecting the static routes between junctions, this leads to 56 potential vehicle routes.
- 4.2.2 In addition to static routes, which determine the proportion of traffic assigned between each O-D pair, partial routes have been used at each junction to ensure correct lane discipline and eliminate unrealistic free lane change behaviour. To achieve this, the partial routes have been placed within the static routes and anchored through additional connectors on top of links, where necessary.

4.3 Highway Layout and Network Coding

- 4.3.1 Geometric calculations for the base model have been derived from a digital Ordnance Survey (OS) base map. A check on the accuracy of the base map has been undertaken against junction video surveys, satellite imagery and Google Street view.
- 4.3.2 Where discrepancies have been identified, this has accounted for in the Vissim model. The calculations have informed all lane width, link length and number of lanes parameters within the model, as well as lane structure, road curvature and stop line (signal head) positions.
- 4.3.3 Emergency stop and lane change parameters have been used to model lane change behaviour. This was determined by reviewing the physical characteristics of the network as well as multiple factors including lane usage. Values used depend on a number of factors including positioning of signage, lane occupancy, type of junction, the presence of wayfinding markings and proximity of other junctions.
- 4.3.4 The emergency stop distance specifies the last possible position value for a vehicle to change lanes. This has been left at the default value of 5.0m and adjusted during calibration, if required.

4.4 Vehicle / Link Speeds

- 4.4.1 The vehicle types represented in the model accord with the traffic data classifications collected and have been defined as follows:
- » 100 - Car;
 - » 110 - LGV;
 - » 200 - OGV1;
 - » 210 - OGV2;
 - » 300 - Bus;

- » 600 - MCY; and
- » 610 - PCY.

4.4.2 To replicate the on-street speed limits, the following standardised speed distributions, created using the most recent (2021) statistics available from the Department for Transport (DfT) for the associated speed limits, have been used as appropriate:

- » 20mph - Car / MCY, LGV, OGV1, OGV2 and Bus
- » 30mph - Car / MCY, LGV, OGV1, OGV2 and Bus
- » Single Carriageway National Speed Limit (60mph) - Car, MCY, LGV, OGV1, OGV2 and Bus
- » Motorway - Car, MCY, LGV, OGV1, OGV2 and Bus

4.4.3 Statistics for 40mph, 50mph and dual carriageway speed limits are not available from the DfT, therefore these profiles have been obtained from the latest TfL Vissim template, which Hydrock are in possession of.

- » 40mph - Car / MCY and Bus
- » 50mph - Car / MCY and Bus
- » Dual Carriageway National Speed Limit (70mph) - Car, MCY and Bus

4.4.4 Additional speed distributions have also been created for pedal cycles.

4.4.5 Desired speed decisions have been placed at all locations on the network that coincide with on-street speed limit change signs.

4.4.6 The A474 (E) road is a dual carriageway governed by a 30mph speed limit. Therefore, the 30mph desired speed distribution has been used as opposed to the Dual Carriageway, which is more applicable for roads where a national speed limit is imposed, i.e., national speed limit.

4.5 Reduced Speed Areas

4.5.1 Reduced Speed Areas have been used throughout the model in locations where a bend is of such a radius that it will always require a motorist to brake when negotiating it. It is important to understand that a Reduced Speed Area upon a bend will result in a vehicle decelerating on the approach to the bend, matching the defined speed and accelerating again thereafter.

4.5.2 For on-street physical changes in speeds such as bends, junction approaches, traffic calming and on-street parking, three profiles have been created and assigned to network objects 'Reduced Speed Areas'.

4.5.3 The three profiles created are as follows:

- » Slight (18mph – 20mph);
- » Medium (14mph – 16mph); and
- » Tight (8mph – 12mph).

4.5.4 It should also be noted that the majority of the Reduced Speed Areas coded within the model have been split to 'slight' for cars and LGVs, while OGVs and buses have 'medium' profiles associated. In the same vein, a medium - tight split has also been used for the same vehicle types at certain locations, if deemed appropriate.

- 4.5.5 The parameters have been applied to the model based on observations from Google Street View and video surveys.
- 4.5.6 Consistent with best practice guidance and cognisant of the network characteristics, no Reduced Speed Areas have been used within the Pontardawe gyratory links. Instead, modelled speeds in those locations are controlled by Desired Speed Decisions, where vehicles are assigned a new speed upon entering the junction and return to their normal speed after exiting.

4.6 Priority Rules and Conflict Areas

- 4.6.1 Priority Rules and Conflict areas have been included to model give-way behaviour.
- 4.6.2 Priority Rules are deemed more suitable for complex multi-lane interactions and they have predominately been used for junction control at most junctions within the base model. Due to the different vehicle lengths and acceleration characteristics, separate priority rules have been used for light and heavy-duty traffic, where observations from the video surveys have deemed it appropriate.
- 4.6.3 As the model build was taken through calibration and validation, values have been adjusted to replicate the performance of the junction accurately. Gap times and headway values vary dependent on driver behaviour and visibility.
- 4.6.4 Conflict areas have been used more sparingly, mainly to model give-way behaviour at simple junctions as well as branching behaviour and where a connector overlaps a link. The latter two have been set as 'undetermined'.

4.7 Public Transport Routes

- 4.7.1 Public transport routes have not been modelled as the bus stops and routes are unlikely to impact the traffic in the network.

4.8 Driver Behaviour

- 4.8.1 For single carriageway roads governed by a 30mph speed limit, the Urban (motorized) driver behaviour has been applied.
- 4.8.2 It is generally considered best practice that driver behaviour parameters are left at their default values as much as possible, unless supported by site observations and measurements.

4.9 Base Model Summary

- 4.9.1 In summary, the 2023 base model has been constructed in line with best practices and current national guidance as set out by WebTAG, DMRB and the TfL Traffic Modelling Guidelines.

5. Model Calibration and Validation

5.1 Introduction

5.1.1 This section of the report summarises the calibration and validation process of the 2023 base model, in accordance with current guidance and recommendations.

5.1.2 Calibration and validation of the base model has been carried out in accordance with multiple guidance sources, primarily:

- » DMRB Volume 12a Section 11.4
- » TAG Unit M3.1 Section 3
- » TfL 'Traffic Modelling Guidelines v4.0

5.1.3 A summary of the acceptable thresholds for calibration and validation criteria, defined by DMRB and TAG guidance, is shown in Table 5.1.

Table 5.1: TAG Validation Criteria

Link Flow and Turning Movement Validation Criteria and Acceptability Guidelines	
Criteria	Acceptability
Individual flows within 100 veh/hr of counts for flows less than 700 veh/hr	85% of cases
Individual flows within 15% of counts for flows from 700 to 2,700 veh/hr	85% of cases
Individual Flows within 400 veh/hr of counts for flows more than 2,700 veh/hr	85% of cases
GEH <5 for individual flows	85% of cases
Journey Time Validation Criteria and Acceptability Guidelines	
Criteria	Acceptability
Modelled times along routes should be within 15% of surveyed time (or one minute, if higher than 15%)	85% of cases

5.1.4 The base model has been calibrated against observed turning movements and has then been validated to observed journey times and queue lengths.

5.1.5 To produce a statistically valid set of results, multiple runs of each model scenario were undertaken. Vissim uses a random seed to vary the vehicle demand profiles for each model run. The 'random seed' increments used aim to replicate daily differences in traffic flow profiles.

5.1.6 The base model consists of three scenarios, namely:

1. AM - 07:00 - 10:00;
12. PM - 16:00 - 19:00; and
13. INTER - 11:00 - 15:00

5.1.7 Each scenario was run 20 times, using random seed 42, as the initial value, with an increment of two for each successive run. All evaluation output results were then averaged over the 20 runs to smooth out any local discrepancies.

- 5.1.8 20 simulation runs are recommended in the TFL Modelling Guidelines and are considered appropriate in number to minimise the seed variance for this study and present a suitable comparison with the journey time data, which is averaged over a total of 30 days.

5.2 Model Calibration Overview

- 5.2.1 The purpose of model calibration is to ensure that the matrix estimation and model assignment are appropriate and that the modelled flows are within a permissible degree of unity with the observed. The main emphasis of the calibration process is to ensure that during modelled periods:
- » Traffic patterns in the network are modelled accurately
 - » The junctions within the network are coded accurately
 - » Traffic volumes on side roads and alternative routes (if applicable) are modelled accurately
- 5.2.2 Calibration is an iterative process. The model is continually adjusted / revised to ensure that the base-year scenarios are accurate and representative of on-street conditions. This involves:
- » Checking the coding of the network
 - » Ensuring that the assignment procedure is appropriate
 - » Refinement and adjustment of demand matrices
- 5.2.3 To ensure both peak period base models are working correctly, comparisons have been made between the May 2023 MCTC and the base model turning counts.

5.3 Model Calibration – GEH Statistic

- 5.3.1 Model calibration has been undertaken through the comparison of observed and modelled turning movements at each junction in the network, for the AM, PM and INTER peak hours.
- 5.3.2 The difference (%) between observed and modelled datasets can prove to be misleading given its relative value. The standard method used to compare modelled values against observations, therefore, involves the calculation of the GEH statistic.
- 5.3.3 The GEH statistic is a form of the Chi squared test and incorporates both relative and absolute errors. It is derived as follows:

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

Where:

M is the modelled traffic volume

C is the observed flow

- 5.3.4 The ideal outcome of the derivation of the GEH statistic, as outlined in DMRB / TAG, is to achieve a high proportion (85% or higher) of GEH values below, or equal, to five, and where possible all (100%) values below 10. TFL Modelling Guidelines, on the other hand, strongly recommend that models achieve a GEH of less than three for all critical links in the model. Given the scale of the model, this is considered more appropriate calibration threshold.

5.3.5 The observed turning movements, counted in May 2023, were used to calibrate the traffic volumes for the AM, PM and INTER peak base model, using the GEH statistic criteria.

5.3.6 Model calibration has been undertaken using nodes at the following three junctions.

Table 5.2: Model Calibration Junction Nodes

Junction	Name	Vissim Node
J1	Main Access/Petrol Station/Tesco Car Park	2
J2	A4067 (N)/A4067 (E)/A4067 (S)/Tesco Access	3
J3	A474 (W)/Industrial Estate/A474 (E)/A4067/Ynisderw Road	5

5.3.7 The average calibration results are summarised in Table 5.3.

Table 5.3: Average Calibration Results Summary

Junction	Time of Day	Movement	Observed	Modelled	GEH	GEH<5
J1	AM	Main Access to Petrol Station	19	22	0.6	YES
		Main Access to Tesco Car Park	44	45	0.2	YES
		Petrol Station to Tesco Car Park	3	3	0.1	YES
		Petrol Station to Main Access	17	17	0.1	YES
		Tesco Car Park To Main Access	44	45	0.0	YES
		Tesco Car Park To Petrol Station	2	2	0.0	YES
	PM	Main Access to Petrol Station	18	19	0.1	YES
		Main Access to Tesco Car Park	55	56	0.2	YES
		Petrol Station to Tesco Car Park	2	2	0.0	YES
		Petrol Station to Main Access	20	21	0.2	YES
		Tesco Car Park To Main Access	52	52	0.0	YES
		Tesco Car Park To Petrol Station	4	3	0.3	YES

J2	INTER	Main Access to Petrol Station	24	25	0.1	YES
		Main Access to Tesco Car Park	70	71	0.2	YES
		Petrol Station to Tesco Car Park	3	3	0.0	YES
		Petrol Station to Main Access	28	29	0.1	YES
		Tesco Car Park To Main Access	73	73	0.0	YES
		Tesco Car Park To Petrol Station	6	7	0.1	YES
	AM	A4067 (N) To A4067 (E)	45	46	0.1	YES
		A4067 (N) To A4067 (S)	106	106	0.0	YES
		A4067 (N) To Tesco Access	43	43	0.1	YES
		A4067 (E) To A4067 (S)	96	95	0.2	YES
		A4067 (E) To Tesco Access	9	9	0.2	YES
		A4067 (E) To A4067 (N)	47	45	0.2	YES
		A4067 (S) To Tesco Access	15	15	0.1	YES
		A4067 (S) To A4067 (N)	100	100	0.0	YES
		A4067 (S) To A4067 (E)	56	56	0.1	YES
		Tesco Access To A4067 (N)	37	36	0.0	YES
		Tesco Access To A4067 (E)	7	7	0.2	YES
		Tesco Access To A4067 (S)	19	19	0.2	YES
	PM	A4067 (N) To A4067 (E)	40	41	0.3	YES
		A4067 (N) To A4067 (S)	84	84	0.0	YES
		A4067 (N) To Tesco Access	33	34	0.2	YES
		A4067 (E) To A4067 (S)	82	84	0.2	YES
		A4067 (E) To Tesco Access	6	7	0.3	YES
		A4067 (E) To A4067 (N)	35	36	0.0	YES
		A4067 (S) To Tesco Access	33	34	0.1	YES
		A4067 (S) To A4067 (N)	159	153	0.5	YES
		A4067 (S) To A4067 (E)	112	109	0.3	YES
		Tesco Access To A4067 (N)	48	50	0.2	YES

		Tesco Access To A4067 (E)	11	11	0.1	YES
		Tesco Access To A4067 (S)	14	15	0.1	YES
J3	INTER	A4067 (N) To A4067 (E)	41	41	0.1	YES
		A4067 (N) To A4067 (S)	100	102	0.2	YES
		A4067 (N) To Tesco Access	57	58	0.1	YES
		A4067 (E) To A4067 (S)	78	81	0.3	YES
		A4067 (E) To Tesco Access	10	12	0.4	YES
		A4067 (E) To A4067 (N)	35	35	0.0	YES
		A4067 (S) To Tesco Access	26	27	0.1	YES
		A4067 (S) To A4067 (N)	98	98	0.0	YES
		A4067 (S) To A4067 (E)	75	75	0.0	YES
		Tesco Access To A4067 (N)	61	63	0.2	YES
		Tesco Access To A4067 (E)	13	14	0.1	YES
		Tesco Access To A4067 (S)	25	25	0.1	YES
	AM	Industrial Estate to A474 (E)	42	41	0.2	YES
		Industrial Estate to A4067 (N)	33	33	0.0	YES
		Industrial Estate to Ynysderw Road	2	2	0.0	YES
		Industrial Estate to A474 (W)	12	12	0.1	YES
		A474 (E) To A4067 (N)	70	70	0.0	YES
		A474 (E) To Ynysderw Road	4	4	0.1	YES
		A474 (E) To A474 (W)	67	68	0.1	YES
		A474 (E) To Industrial Estate	44	44	0.0	YES
		A4067 (N) To Ynysderw Road	2	2	0.0	YES
		A4067 (N) To A474 (W)	86	85	0.1	YES
		A4067 (N) To Industrial Estate	41	41	0.0	YES
		A4067 (N) To A474 (E)	53	52	0.1	YES
		Ynysderw Road To A474 (W)	1	1	0.0	YES
		Ynysderw Road To Industrial Estate	2	2	0.0	YES

	Ynysderw Road To A474 (E)	2	2	0.0	YES
	Ynysderw Road To A4067 (N)	2	2	0.0	YES
PM	A474 (W) To Industrial Estate	15	15	0.0	YES
	A474 (W) To A474 (E)	65	64	0.1	YES
	A474 (W) To A4067 (N)	90	90	0.0	YES
	A474 (W) To Ynysderw Road	0	0	0.7	YES
	Industrial Estate to A474 (E)	33	34	0.2	YES
	Industrial Estate to A4067 (N)	27	27	0.0	YES
	Industrial Estate to Ynysderw Road	1	2	0.2	YES
	Industrial Estate to A474 (W)	9	8	0.1	YES
	A474 (E) To A4067 (N)	60	61	0.0	YES
	A474 (E) To Ynysderw Road	2	2	0.0	YES
	A474 (E) To A474 (W)	55	56	0.2	YES
	A474 (E) To Industrial Estate	28	28	0.1	YES
	A4067 (N) To Ynysderw Road	3	4	0.1	YES
	A4067 (N) To A474 (W)	117	115	0.1	YES
	A4067 (N) To Industrial Estate	35	34	0.1	YES
	A4067 (N) To A474 (E)	87	86	0.1	YES
	Ynysderw Road To A474 (W)	2	2	0.0	YES
	Ynysderw Road To Industrial Estate	1	1	0.0	YES
	Ynysderw Road To A474 (E)	2	2	0.0	YES
	Ynysderw Road To A4067 (N)	3	2	0.2	YES
	A474 (W) To Industrial Estate	15	14	0.1	YES
	A474 (W) To A474 (E)	73	74	0.1	YES
	A474 (W) To A4067 (N)	69	70	0.2	YES

	A474 (W) To Ynysderw Road	2	0	1.7	YES
INTER	Industrial Estate to A474 (E)	25	27	0.2	YES
	Industrial Estate to A4067 (N)	33	33	0.0	YES
	Industrial Estate to Ynysderw Road	2	2	0.0	YES
	Industrial Estate to A474 (W)	9	9	0.1	YES
	A474 (E) To A4067 (N)	62	62	0.0	YES
	A474 (E) To Ynysderw Road	1	1	0.0	YES
	A474 (E) To A474 (W)	45	46	0.2	YES
	A474 (E) To Industrial Estate	24	22	0.3	YES
	A4067 (N) To Ynysderw Road	2	2	0.0	YES
	A4067 (N) To A474 (W)	110	112	0.2	YES
	A4067 (N) To Industrial Estate	28	27	0.1	YES
	A4067 (N) To A474 (E)	55	55	0.0	YES
	Ynysderw Road To A474 (W)	3	3	0.0	YES
	Ynysderw Road To Industrial Estate	1	1	0.0	YES
	Ynysderw Road To A474 (E)	2	1	0.2	YES
	Ynysderw Road To A4067 (N)	1	1	0.0	YES
	A474 (W) To Industrial Estate	11	11	0.2	YES
	A474 (W) To A474 (E)	50	51	0.1	YES
	A474 (W) To A4067 (N)	103	106	0.4	YES
	A474 (W) To Ynysderw Road	1	0	1.6	YES

5.3.8 In summary, 100 % turning movements for all 15-minute intervals yielded GEH values of less than two, with 98 % of those yielding values of less than one. The full calibration results for the AM PM and INTER peak periods can be found in Appendix C.

- 5.3.9 The results demonstrate an excellent level of fit in both AM, PM and INTER models, with all movements achieving the GEH criteria, suggesting no statistically significant difference between modelled and observed flows.

5.4 Model Validation - Overview

- 5.4.1 Model validation is the critical parameter in determining whether the base model meets current guidance criteria, as set out by TAG, DMRB and TfL, and concludes that the base model is considered 'Fit for Purpose.'
- 5.4.2 Whilst the calibration of the base model was undertaken against traffic data that had been used to construct the demand matrices, validation of the base model is the process whereby modelled result outputs are compared against independent traffic data observations.
- 5.4.3 This is to ensure that the base-year model is an accurate and realistic representation of observed conditions on-street and therefore providing a robust platform to undertake the assessment of the development proposals and concomitant impact within the associated modelled network study area.
- 5.4.4 The outputs from the model have been compared against the observed data to ensure that the day-to-day conditions have been replicated within the model.
- 5.4.5 The model validation process has been undertaken by comparing model outputs against observed queue lengths and independently obtained journey time data.

5.5 Model Validation - Journey Times

- 5.5.1 Journey time surveys are the foremost form of data when checking a microsimulation model. Observed journey times, vehicle volumes in the model, queue lengths and delay must also be adequately represented to achieve journey time accuracy.
- 5.5.2 In accordance with DMRB and TAG, the modelled and observed journey times have been compared to assess the degree of validation of the base model AM, PM and INTER peak hours. The journey time results produced by Vissim should be close to the average observed for the comparative route; within 15% of observed times (or one minute if higher than 15%) for at least 85% of the routes observed.
- 5.5.3 The journey time observations used in the validation process were undertaken using TomTom, which involves extracting travel time data from the same date and time period as the input data. The journey time routes were recorded to coincide with the corresponding turning movements.
- 5.5.4 As discussed in Section 3, a total of 20 journey time routes through the network have been considered for journey time validation. These have been coded into the Vissim model to match the on-street observations. A map of the journey time datum points is included in Appendix C.
- 5.5.5 In the same vein as calibration, model validation is also an iterative process, with the primary focus in this instance being on the incremental adjustment of the following:
- » Desired speed decisions and reduced speed areas;
 - » Gap acceptance parameters;
 - » Routing and lane changing.

5.5.6 Tables 5.4 and 5.5 compare the average 2023 observed and modelled average journey times for each route in the AM, PM and INTER peak hours respectively against current DMRB and TAG criteria. Only routes with more than 10 vehicles have been included in the validation process. The full results are provided in Appendix D.

Table 5.4: AM Average Model Journey Time Validation

RouteID	Observed	Modelled	Difference	Within 15%	Validated
9	102.25	100.04	2.21	2	YES
10	97.5	98.3225	0.8225	1	YES
11	83.25	93.43	10.18	12	YES
12	64.75	64.825	0.075	0	YES
20	97.25	84.5075	12.7425	13	YES
22	54.75	40.9725	13.7775	25	NO
23	40.25	36.325	3.925	10	YES
24	98.5	83.8475	14.6525	15	YES
26	103.5	102.74	0.76	1	YES
28	50.5	44.3625	6.1375	12	YES
29	46.25	44.9	1.35	3	YES
30	104.5	105.6725	1.1725	1	YES
32	97.75	104.9725	7.2225	7	YES
34	44.75	47.4775	2.7275	6	YES
35	40.25	44.32	4.07	10	YES
36	98.75	106.4	7.65	8	YES
38	66	65.2225	0.7775	1	YES
40	88.25	83.5875	4.6625	5	YES
41	83.75	81.115	2.635	3	YES
42	69	75.5475	6.5475	9	YES

Table 5.5: PM Average Model Journey Time Validation

RouteID	Observed	Modelled	Difference	Within 15%	Validated
9	101.25	101.815	0.565	1	YES
10	100.25	100.575	0.325	0	YES
11	84.75	94.1225	9.3725	11	YES

12	59	59.0375	0.0375	0	YES
20	91.75	91.555	0.195	0	YES
22	57	55.79	1.21	2	YES
23	41.5	51.1275	9.6275	23	NO
24	95.25	92.41	2.84	3	YES
26	91.75	102.8075	11.0575	12	YES
28	44.25	50.6575	6.4075	14	YES
29	41.75	51.7225	9.9725	24	NO
30	95.5	105.33	9.83	10	YES
32	86	81.94	4.06	5	YES
34	38	27.5875	10.4125	27	NO
35	37	25.3225	11.6775	32	NO
36	89.75	82.905	6.845	8	YES
38	56.25	54.1	2.15	4	YES
40	86	83.215	2.785	3	YES
41	85	80.9525	4.0475	5	YES
42	69.5	74.56	5.06	7	YES

Table 5.6: INTER Average Model Journey Time Validation

RouteID	Observed	Modelled	Difference	Within 15%	Validated
9	114.5	106.2475	8.2525	7	YES
10	113.5	103.27	10.23	9	YES
11	98.25	98.07	0.18	0	YES
12	63.5	57.095	6.405	10	YES
20	81.5	63.4775	18.0225	22	NO
22	54.5	37.715	16.785	31	NO
23	39.25	34.015	5.235	13	YES
24	86	65.13	20.87	24	NO
26	82.5	85.0425	2.5425	3	YES
28	42.25	41.2575	0.9925	2	YES
29	39.5	42.1725	2.6725	7	YES

30	86.75	87.1725	0.4225	0	YES
32	83.25	88.225	4.975	6	YES
34	43.5	44.7025	1.2025	3	YES
35	42.5	41.71	0.79	2	YES
36	87.75	90.9625	3.2125	4	YES
38	70.75	70.5575	0.1925	0	YES
40	107.75	101.135	6.615	6	YES
41	107	98.5625	8.4375	8	YES
42	91.25	93.2175	1.9675	2	YES

- 5.5.7 The two tables demonstrate that the DMRB / TAG criteria is satisfied for 95% of the routes in the AM, 80% in the PM and 85% in the INTER.
- 5.5.8 In the AM and INTER scenarios, based on the total journey times, the model validates in both instances.
- 5.5.9 The PM scenario achieves an 80% validation level which does not satisfy the 85% criteria. However, for the routes that fail to validate, the differences in journey times between the observed and modelled data are minimal, falling between 9.6 and 11.7 seconds. The routes in question have observed journey times in the range 37 to 41.75 seconds which fall among the shortest journey times in the network. Since the differences in observed and modelled times are minimal, the PM model can be used in the forecasting assessment.
- 5.5.10 The journey times satisfy the 85% validation level outlined in 5.6.2, in the AM, and INTER peak hours and achieves an 80% validation level in the PM with the invalidated routes having minimal differences in journey times between the observed and modelled data. Thus, the model is suitable for undertaking a forecasting assessment of network capacity and traffic impact at the A474 / A4067 / Tesco Access junctions and the surrounding network.

5.6 Model Validation - Queue Length Comparison

- 5.6.1 Given that the objective of the study is to assess the detailed operational performance of the main junctions, the journey time validation has been supplemented with the surveyed queue lengths.
- 5.6.2 While not an official measure of validation due the random fluctuation and varying definitions, a comparison of modelled and observed queue lengths has been undertaken to ensure that they broadly occur at the same times and in the same locations, with less importance ascribed to the order of magnitude.
- 5.6.3 The queue length observations were captured using cameras and recorded as the number of vehicles per lane and classified by type, as described earlier.

- 5.6.4 Modelled queue data has been collected using Queue Counters in Vissim, which measure the upstream queue length in metres. Vissim measures queues using a set of speed and headway parameters, which have been adjusted from their default values. Crucially, this enables slow moving traffic with bumper-to-bumper clearances of up to five meters to be captured as rolling queues.
- 5.6.5 To reconcile the two sets of data, the observed queue lengths have been converted to metres using the following conversion assumptions:
- » PCU length of 5.75m; and
 - » Average distance headway of 2.0 to 5.0m. This accounts for variable road behaviours and both stationary and slow-moving traffic.
- 5.6.6 The comparison of the queue length results, is provided in Appendix E for reference.
- 5.6.7 Queue lengths typically exhibit considerable daily fluctuation even under immutable flow conditions and more importance is ascribed to the profile than the order of magnitude, as previously stated. To demonstrate this variability, the validation exercise has been expanded to include the minimum and maximum modelled queue lengths over the 20 simulation runs, thus elucidating the variance between the individual simulation runs.
- 5.6.8 Nevertheless, queues should be interpreted with caution, due to difference in definition and measurement as well as considerable daily fluctuation caused by random arrival rates.

6. Summary and conclusions

6.1 Summary

- 6.1.1 Hydrock has been commissioned by McDonald's Restaurants Ltd to undertake an operational assessment of the A474 /A4067 /Tesco Access junctions and the surrounding

highway network, as part of the Transport Assessment in support of a McDonald's Restaurant with drive-thru on existing Tesco car park in Pontardawe, Swansea.

- 6.1.2 To conduct a thorough traffic impact assessment of the proposed development, a detailed microsimulation model has been developed, using PTV Vissim.
- 6.1.3 This Local Model Validation Report [LMVR] has detailed the methodology, assumptions and coding applied to create a validated 'fit for purpose' base-year Vissim model that is suitable to undertake the assessment of the redevelopment proposals.
- 6.1.4 Empirical traffic survey data, in the form of MCTCs and queues, was collected in May 2023. The traffic data collected was used to develop 2023 base-year traffic demand Origin-Destination [O-D] matrix for the network, and for comparison against model outputs in the calibration and validation process.
- 6.1.5 The purpose of undertaking a model calibration process is to ensure that the model development and traffic assignments are appropriate. The main emphasis of the calibration process is to ensure that the coding of the model accurately reflects existing on-street conditions during the model time periods, namely:
 - » Traffic volumes, assignment and patterns
 - » Network constraints (gradients, widths, parking)
 - » Driver behaviour (lane usage, gap acceptance)
- 6.1.6 Whilst the calibration of the base model was undertaken against traffic data that had been used to construct the demand matrices, validation of the base model is the process whereby modelled result outputs are compared against an independent set of traffic data observations.
- 6.1.7 Model validation is the critical parameter in determining whether the base model meets current guidance criteria, as set out by TAG, DMRB and TfL, and concludes that the base model is considered 'Fit for Purpose'.
- 6.1.8 With regards to model calibration, the LMVR demonstrates that the modelled turning flow results exceed the criteria set out by DMRB and TAG, when compared against the surveyed counts within the model study area.
- 6.1.9 Importantly the 2023 base-year model validates against observed journey times for 95 % of the routes in the AM, 80 % in the PM and 85 % in the INTER. This is in line with the guidance set out by TAG stating that at least 85% of routes should be validated against observed journey times for the AM and INTER scenarios. The PM scenario can also be used in the forecasting assessment of network conditions due to the minimal differences between observed and modelled journey times.

6.2 Conclusions

- 6.2.1 The analysis undertaken and documented within the LMVR demonstrates that the interim 2023 base Vissim model can be used as a suitable representation of the highway network, and is therefore considered a 'Fit for Purpose' baseline to initially assess the traffic impact of the proposed development in forecast years.

Appendix A *MCTC and Queue Survey Data*

Junction: 1
Approach: Main Access

TIME	Left to Petrol Station								Right to Tesco Car Park								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	17	6	0	0	0	23	0	0	18	0	1	0	0	19	0	0	0	1	0	0	0	1
07:15 - 07:30	0	0	11	6	0	0	0	17	0	0	20	3	0	0	0	23	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	14	4	0	0	0	18	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	11	6	0	0	0	17	0	0	26	10	0	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	0	0	53	22	0	0	0	75	0	0	83	15	1	0	0	99	0	0	0	1	0	0	0	1
08:00 - 08:15	0	0	11	3	0	0	0	14	0	0	42	2	0	0	0	44	0	0	5	0	0	0	0	5
08:15 - 08:30	0	0	18	3	0	0	0	21	0	0	49	1	0	0	0	50	0	0	2	1	0	0	0	3
08:30 - 08:45	0	0	17	2	0	0	0	19	0	0	38	0	0	0	0	38	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	21	1	0	0	0	22	0	0	36	6	1	0	0	43	0	0	0	0	0	0	0	0
Hourly Total	0	0	67	9	0	0	0	76	0	0	165	9	1	0	0	175	0	0	8	1	0	0	0	9
09:00 - 09:15	0	2	17	5	0	0	0	24	0	0	50	2	2	0	0	54	0	0	0	0	0	0	0	0
09:15 - 09:30	0	4	15	6	0	0	0	25	0	1	30	3	2	0	0	36	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	12	5	0	0	0	17	0	1	56	4	2	0	0	63	0	0	0	0	0	0	0	0
09:45 - 10:00	0	1	19	2	0	0	0	22	0	1	37	6	2	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	0	7	63	18	0	0	0	88	0	3	173	15	8	0	0	199	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	18	3	0	0	0	21	0	1	55	3	0	0	0	59	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	14	3	1	0	0	18	0	0	51	3	1	0	0	55	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	14	1	0	0	0	15	0	0	48	5	1	0	0	54	0	0	0	1	0	0	0	1
10:45 - 11:00	0	2	16	3	0	0	0	21	0	0	43	1	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	0	2	62	10	1	0	0	75	0	1	197	12	2	0	0	212	0	0	1	1	0	0	0	2
11:00 - 11:15	0	2	18	3	0	0	0	23	0	0	50	3	0	0	0	53	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	17	0	1	0	0	18	0	0	45	3	1	0	0	49	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	19	1	0	0	0	20	0	0	48	3	0	0	0	51	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	19	3	1	0	0	23	0	0	44	3	0	0	0	47	0	0	1	0	0	0	0	1
Hourly Total	0	2	73	7	2	0	0	84	0	0	187	12	1	0	0	200	0	0	1	0	0	0	0	1
12:00 - 12:15	0	0	20	4	0	0	0	24	0	0	45	3	0	0	0	48	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	24	0	1	0	0	26	0	0	58	4	0	0	0	62	0	0	1	0	0	0	0	1
12:30 - 12:45	0	1	21	1	0	0	0	23	0	1	45	3	0	0	0	49	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	17	5	0	0	0	22	0	0	44	7	0	0	0	51	0	0	2	0	0	0	0	2
Hourly Total	0	2	82	10	1	0	0	95	0	1	192	17	0	0	0	210	0	0	3	0	0	0	0	3
13:00 - 13:15	0	0	14	1	0	0	0	15	0	0	47	4	0	0	0	51	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	19	2	0	0	0	21	0	0	53	7	0	0	0	60	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	21	3	0	0	0	24	0	1	54	3	0	0	0	58	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	22	1	0	0	0	23	0	0	45	7	0	0	0	52	0	0	0	0	0	0	0	0
Hourly Total	0	0	76	7	0	0	0	83	0	1	199	21	0	0	0	221	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	13	2	0	0	0	15	0	0	57	4	0	0	0	61	0	0	0	1	0	0	0	1
14:15 - 14:30	0	0	17	0	0	0	0	17	0	0	51	4	0	0	0	55	0	0	2	1	0	0	0	3
14:30 - 14:45	0	0	17	1	0	0	0	18	0	0	52	7	0	0	0	59	0	0	2	0	0	0	0	2
14:45 - 15:00	0	0	15	3	0	0	0	18	0	0	58	5	0	0	0	63	0	0	0	2	0	0	0	2
Hourly Total	0	0	62	6	0	0	0	68	0	0	218	20	0	0	0	238	0	0	4	4	0	0	0	8
15:00 - 15:15	0	0	14	3	0	0	0	17	0	1	52	6	0	0	0	59	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	13	3	0	1	0	17	0	1	45	5	0	1	0	52	0	0	6	0	0	0	0	6
15:30 - 15:45	0	0	7	2	0	0	0	9	0	0	60	4	0	0	0	64	0	0	3	0	0	0	0	3
15:45 - 16:00	0	0	14	2	0	0	0	16	0	0	52	2	0	0	0	54	0	0	0	0	0	0	0	0
Hourly Total	0	0	48	10	0	1	0	59	0	2	209	17	0	1	0	229	0	0	11	0	0	0	0	11
16:00 - 16:15	0	0	16	5	0	1	0	22	0	0	59	1	0	0	0	60	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	16	4	0	0	0	20	1	0	52	4	0	0	0	57	0	0	2	0	0	0	0	2
16:30 - 16:45	0	1	15	2	0	0	0	18	0	0	66	7	0	0	0	73	0	0	0	0	0	0	0	0
16:45 - 17:00	0	2	15	2	0	0	0	19	0	0	61	7	0	0	0	68	0	0	1	0	0	0	0	1
Hourly Total	0	3	62	13	0	1	0	79	1	0	238	19	0	0	0	258	0	0	4	0	0	0	0	4
17:00 - 17:15	0	1	12	2	0	0	0	15	0	0	53	5	0	0	0	58	0	0	1	0	0	0	0	1
17:15 - 17:30	0	2	11	2	0	0	0	15	0	0	61	6	0	0	0	67	0	0	2	0	0	0	0	2
17:30 - 17:45	0	0	11	4	0	0	0	15	0	0	60	10	0	0	0	70	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	14	2	0	0	0	16	0	1	68	4	0	0	0	73	0	0	1	0	0	0	0	1
Hourly Total	0	3	48	10	0	0	0	61	0	1	242	25	0	0	0	268	0	0	6	0	0	0	0	6
18:00 - 18:15	0	0	15	3	0	0	0	18	0	0	53	5	0	0	0	58	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	14	2	0	0	0	16	0	0	62	6	0	0	0	68	0	0	0	0	0	0	0	0
18:30 - 18:45	0	1	11	0	0	0	0	12	0	0	48	2	0	0	0	50	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	15	1	0	0	0	16	0	0	46	0	0	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	0	1	55	6	0	0	0	62	0	0	209	13	0	0	0	222	0	0	0	0	0	0	0	0
TOTAL	0	20	751	128	4	2	0	905	1	9	2312	195	13	1	0	2531	0	0	39	7	0	0	0	46

Junction: 1

Approach: Petrol Station

Ahead to Tesco Car Park									Right to Main Access							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	1	0	0	0	4	0	0	15	6	0	0	0	21
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	14	6	0	0	0	20
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	11	5	0	0	0	16
07:45 - 08:00	0	0	3	0	0	0	0	3	0	0	9	6	0	0	0	15
Hourly Total	0	0	8	1	0	0	0	9	0	0	49	23	0	0	0	72
08:00 - 08:15	0	0	2	1	0	0	0	3	0	0	13	1	0	0	0	14
08:15 - 08:30	0	0	2	0	0	0	0	2	0	0	18	3	0	0	0	21
08:30 - 08:45	0	0	1	1	0	0	0	2	0	0	11	1	0	0	0	12
08:45 - 09:00	0	0	5	0	0	0	0	5	0	0	19	1	0	0	0	20
Hourly Total	0	0	10	2	0	0	0	12	0	0	61	6	0	0	0	67
09:00 - 09:15	0	0	2	1	0	0	0	3	0	0	20	1	0	0	0	21
09:15 - 09:30	0	1	3	0	0	0	0	4	0	2	18	7	0	0	0	27
09:30 - 09:45	0	0	1	0	0	0	0	1	0	3	12	7	0	0	0	22
09:45 - 10:00	0	0	1	0	0	0	0	1	0	1	21	0	0	0	0	22
Hourly Total	0	1	7	1	0	0	0	9	0	6	71	15	0	0	0	92
10:00 - 10:15	0	0	3	0	0	0	0	3	0	0	17	4	0	0	0	21
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	13	4	1	0	0	18
10:30 - 10:45	0	0	3	0	0	0	0	3	0	0	17	2	0	0	0	19
10:45 - 11:00	0	0	2	1	0	0	0	3	0	0	21	3	0	0	0	24
Hourly Total	0	0	9	1	0	0	0	10	0	0	68	13	1	0	0	82
11:00 - 11:15	0	0	2	0	0	0	0	2	0	4	14	3	0	0	0	21
11:15 - 11:30	0	0	5	0	0	0	0	5	0	0	16	1	1	0	0	18
11:30 - 11:45	0	0	5	0	0	0	0	5	0	0	19	2	0	0	0	21
11:45 - 12:00	0	0	3	0	0	0	0	3	0	0	19	2	1	0	0	22
Hourly Total	0	0	15	0	0	0	0	15	0	4	68	8	2	0	0	82
12:00 - 12:15	0	0	4	0	0	0	0	4	0	0	19	4	1	0	0	24
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	25	1	0	0	0	26
12:30 - 12:45	0	0	2	0	0	0	0	2	0	1	22	2	0	0	0	25
12:45 - 13:00	0	0	4	1	0	0	0	5	0	1	20	3	0	0	0	24
Hourly Total	0	0	12	1	0	0	0	13	0	2	86	10	1	0	0	99
13:00 - 13:15	0	0	0	1	0	0	0	1	0	0	20	2	0	0	0	22
13:15 - 13:30	0	0	5	0	0	0	0	5	0	0	19	2	0	0	0	21
13:30 - 13:45	0	0	3	1	0	0	0	4	0	0	20	2	0	0	0	22
13:45 - 14:00	0	0	1	1	0	0	0	2	0	0	26	2	0	0	0	28
Hourly Total	0	0	9	3	0	0	0	12	0	0	85	8	0	0	0	93
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	10	2	0	0	0	12
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	15	1	0	0	0	16
14:30 - 14:45	0	0	7	0	0	0	0	7	0	0	19	1	0	0	0	20
14:45 - 15:00	0	0	1	1	0	0	0	2	0	0	21	4	0	0	0	25
Hourly Total	0	0	11	1	0	0	0	12	0	0	65	8	0	0	0	73
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	13	4	0	0	0	17
15:15 - 15:30	0	0	3	0	0	0	0	3	0	0	11	3	0	0	0	14
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	15
15:45 - 16:00	0	0	1	0	0	0	0	1	0	1	17	2	0	0	0	20
Hourly Total	0	0	6	0	0	0	0	6	0	1	53	11	0	1	0	66
16:00 - 16:15	0	0	4	0	0	0	0	4	0	0	13	4	0	0	0	17
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	17	6	0	0	0	23
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	19	2	0	1	0	22
16:45 - 17:00	0	0	2	0	0	0	0	2	0	3	14	3	0	0	0	20
Hourly Total	0	0	7	0	0	0	0	7	0	3	63	15	0	1	0	82
17:00 - 17:15	0	0	0	0	0	0	0	0	0	1	11	3	0	0	0	15
17:15 - 17:30	0	0	2	0	0	0	0	2	0	2	18	1	0	0	0	21
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	14	4	0	0	0	18
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	11	4	0	0	0	15
Hourly Total	0	0	5	0	0	0	0	5	0	3	54	12	0	0	0	69
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18
18:15 - 18:30	0	0	2	1	0	0	0	3	0	0	13	2	0	0	0	15
18:30 - 18:45	0	0	1	0	0	0	0	1	0	1	14	1	0	0	0	16
18:45 - 19:00	0	0	3	0	0	0	0	3	0	0	14	3	0	0	0	17
Hourly Total	0	0	6	1	0	0	0	7	0	1	58	7	0	0	0	66
TOTAL	0	1	105	11	0	0	0	117	0	20	781	136	4	2	0	943

Junction: 1

Approach: Tesco Car Park

	Left to Main Access								Ahead to Petrol Station							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	12	0	1	0	0	13	0	0	1	1	0	0	0	2
07:15 - 07:30	0	0	17	1	0	0	0	18	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	14	1	0	0	0	15	0	0	1	1	0	0	0	2
07:45 - 08:00	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	68	6	1	0	0	75	0	0	3	2	0	0	0	5
08:00 - 08:15	0	0	43	9	0	0	0	52	0	0	1	1	0	0	0	2
08:15 - 08:30	0	0	43	0	0	0	0	43	0	0	3	13	0	0	0	3
08:30 - 08:45	0	0	39	1	0	0	0	40	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	40	2	0	0	0	42	0	0	1	0	0	0	0	1
Hourly Total	0	0	165	12	0	0	0	177	0	0	5	1	0	0	0	6
09:00 - 09:15	0	0	38	4	0	0	0	42	0	0	4	0	0	0	0	4
09:15 - 09:30	0	0	37	4	1	0	0	42	0	0	3	0	0	0	0	3
09:30 - 09:45	0	3	38	4	3	0	0	48	0	0	4	0	0	0	0	4
09:45 - 10:00	0	0	49	3	2	0	0	54	0	0	2	0	0	0	0	2
Hourly Total	0	3	162	15	6	0	0	186	0	0	13	0	0	0	0	13
10:00 - 10:15	0	0	50	3	1	0	0	54	0	0	0	1	0	0	0	1
10:15 - 10:30	0	0	42	1	1	0	0	44	0	0	4	1	0	0	0	5
10:30 - 10:45	0	1	41	5	2	0	0	49	0	0	3	0	0	0	0	3
10:45 - 11:00	0	1	46	3	1	0	0	51	0	0	8	1	0	0	0	9
Hourly Total	0	2	179	12	5	0	0	198	0	0	15	3	0	0	0	18
11:00 - 11:15	0	0	50	2	0	0	0	52	0	0	1	1	0	0	0	2
11:15 - 11:30	0	0	49	2	0	0	0	51	0	0	2	0	0	0	0	2
11:30 - 11:45	0	0	45	4	0	0	0	49	0	0	3	0	0	0	0	3
11:45 - 12:00	0	0	51	2	0	0	0	53	0	0	1	0	0	0	0	1
Hourly Total	0	0	195	10	0	0	0	205	0	0	7	1	0	0	0	8
12:00 - 12:15	0	0	50	4	1	0	0	55	0	0	3	0	0	0	0	3
12:15 - 12:30	0	0	50	3	0	0	0	53	0	0	6	0	0	0	0	6
12:30 - 12:45	0	0	51	3	0	0	0	54	0	0	2	2	0	0	0	4
12:45 - 13:00	0	0	52	1	0	0	0	53	0	0	7	1	0	0	0	8
Hourly Total	0	0	203	11	1	0	0	215	0	0	18	3	0	0	0	21
13:00 - 13:15	0	0	41	6	0	0	0	47	0	0	4	1	0	0	0	5
13:15 - 13:30	0	0	41	5	0	0	0	46	0	0	6	0	0	0	0	6
13:30 - 13:45	0	0	51	7	0	0	0	58	0	0	2	0	0	0	0	2
13:45 - 14:00	0	1	50	2	0	0	0	53	0	0	3	0	0	0	0	3
Hourly Total	0	1	183	20	0	0	0	204	0	0	15	1	0	0	0	16
14:00 - 14:15	0	0	48	9	0	0	0	57	0	0	3	1	0	0	0	4
14:15 - 14:30	0	0	51	4	0	0	0	55	0	0	2	0	0	0	0	2
14:30 - 14:45	0	0	48	3	0	0	0	51	0	0	5	0	0	0	0	5
14:45 - 15:00	0	0	53	9	0	0	0	62	0	0	4	2	0	0	0	6
Hourly Total	0	0	200	25	0	0	0	225	0	0	14	3	0	0	0	17
15:00 - 15:15	0	1	63	3	0	0	0	67	0	0	1	0	0	0	0	1
15:15 - 15:30	0	0	62	6	0	1	0	69	0	0	2	0	0	0	0	2
15:30 - 15:45	0	0	44	4	0	0	0	48	0	1	2	0	0	0	0	3
15:45 - 16:00	0	0	46	3	0	0	0	49	0	0	6	0	0	0	0	6
Hourly Total	0	1	215	16	0	1	0	233	0	1	11	0	0	0	0	12
16:00 - 16:15	0	0	53	3	0	0	0	56	0	0	1	1	0	0	0	2
16:15 - 16:30	0	0	57	4	0	0	0	61	0	0	1	0	0	0	0	1
16:30 - 16:45	1	0	62	5	0	0	0	68	0	0	4	1	0	0	0	5
16:45 - 17:00	0	0	65	5	0	0	0	70	0	0	1	0	0	0	0	1
Hourly Total	1	0	237	17	0	0	0	255	0	0	7	2	0	0	0	9
17:00 - 17:15	0	0	63	5	0	0	0	68	0	0	4	0	0	0	0	4
17:15 - 17:30	0	0	61	6	0	0	0	67	0	0	4	0	0	0	0	4
17:30 - 17:45	0	0	57	9	0	0	0	66	0	0	4	0	0	0	0	4
17:45 - 18:00	0	1	70	2	0	0	0	73	0	0	2	2	0	0	0	4
Hourly Total	0	1	251	22	0	0	0	274	0	0	14	2	0	0	0	16
18:00 - 18:15	0	0	61	5	0	0	0	66	0	0	6	0	0	0	0	6
18:15 - 18:30	0	0	47	5	0	0	0	52	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	59	5	0	0	0	64	0	0	3	1	0	0	0	4
18:45 - 19:00	0	0	38	2	0	0	0	40	0	0	2	1	0	0	0	3
Hourly Total	0	0	205	17	0	0	0	222	0	0	12	2	0	0	0	14
TOTAL	1	8	2263	183	13	1	0	2469	0	1	134	20	0	0	0	155

Junction: 1

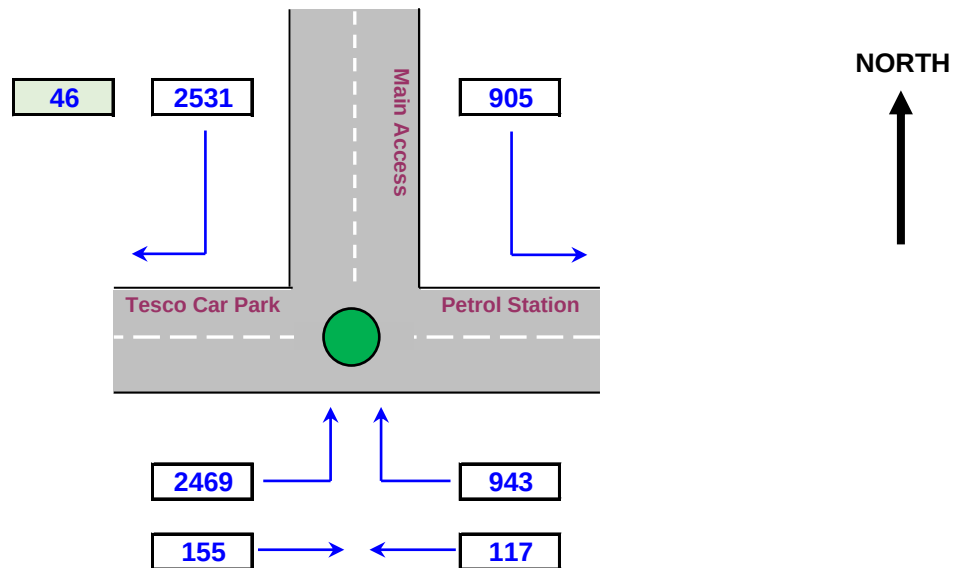
U-Turn

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 1
Approach: Main Access

TIME	Left to Petrol Station								Right to Tesco Car Park								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	3	0	0	0	7	0	0	4	1	0	0	0	5	0	0	0	2	0	0	0	2
07:15 - 07:30	0	0	9	3	0	0	0	12	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	11	2	0	0	0	13	0	0	16	1	0	0	0	17	0	0	1	1	0	0	0	2
07:45 - 08:00	0	1	6	5	0	0	0	12	0	0	25	2	0	0	0	27	0	0	0	0	0	0	0	0
Hourly Total	0	1	30	13	0	0	0	44	0	0	49	5	0	0	0	54	0	0	1	3	0	0	0	4
08:00 - 08:15	0	0	10	6	0	0	0	16	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	12	2	0	0	0	14	0	0	27	5	0	0	0	32	0	0	1	0	0	0	0	1
08:30 - 08:45	0	1	15	4	0	0	0	20	0	1	23	5	0	0	0	29	0	0	1	1	0	0	0	2
08:45 - 09:00	0	1	16	3	0	0	0	20	0	0	41	2	0	0	0	43	0	0	0	0	0	0	0	0
Hourly Total	0	2	53	15	0	0	0	70	0	1	110	13	0	0	0	124	0	0	2	1	0	0	0	3
09:00 - 09:15	0	0	14	6	0	0	0	20	0	0	52	3	0	0	0	55	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	14	4	0	0	0	18	0	0	58	5	0	0	0	63	0	0	0	0	0	0	0	0
09:30 - 09:45	0	3	26	3	0	0	0	32	0	0	61	2	0	0	0	63	0	0	0	0	0	0	0	0
09:45 - 10:00	0	1	20	2	1	0	0	24	0	0	45	1	0	0	0	46	0	0	0	1	0	0	0	1
Hourly Total	0	4	74	15	1	0	0	94	0	0	216	11	0	0	0	227	0	0	2	1	0	0	0	3
10:00 - 10:15	0	1	34	3	0	0	0	38	0	0	58	8	0	0	0	66	0	0	0	0	0	0	0	0
10:15 - 10:30	0	1	26	3	1	0	0	31	0	0	54	5	0	0	0	59	0	0	2	0	0	0	0	2
10:30 - 10:45	0	0	17	2	0	0	0	19	0	1	60	2	0	0	0	63	0	0	2	1	0	0	0	3
10:45 - 11:00	0	1	21	4	0	0	0	26	0	0	64	2	0	0	1	67	0	0	1	0	0	0	0	1
Hourly Total	0	3	98	12	1	0	0	114	0	1	236	17	0	0	1	255	0	0	5	1	0	0	0	6
11:00 - 11:15	1	1	24	1	0	0	0	27	0	0	73	5	0	0	0	78	0	0	1	0	0	0	0	1
11:15 - 11:30	0	1	25	3	1	0	0	30	0	1	63	4	0	0	0	68	0	0	1	0	0	0	0	1
11:30 - 11:45	0	0	17	2	0	0	0	19	0	0	61	6	0	0	0	67	0	0	2	1	0	0	0	3
11:45 - 12:00	0	1	20	4	0	0	0	25	0	0	72	2	0	0	0	74	0	0	1	0	0	0	0	1
Hourly Total	1	3	86	10	1	0	0	101	0	1	269	17	0	0	0	287	0	0	5	1	0	0	0	6
12:00 - 12:15	0	0	21	1	0	0	0	22	0	0	65	3	0	0	0	68	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	22	5	0	0	0	27	0	0	69	5	0	0	0	74	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	23	1	0	0	0	25	0	0	70	2	1	0	0	73	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	19	2	0	0	0	22	0	0	57	6	0	0	0	63	0	0	0	1	0	0	0	1
Hourly Total	0	2	85	9	0	0	0	96	0	0	261	16	1	0	0	278	0	0	0	1	0	0	0	1
13:00 - 13:15	0	1	22	1	0	0	0	24	0	0	57	1	0	0	0	58	0	0	1	0	0	0	0	1
13:15 - 13:30	0	2	12	1	0	0	0	15	0	0	48	1	0	0	0	49	0	0	0	1	0	0	0	1
13:30 - 13:45	0	0	17	3	0	0	0	20	0	0	53	2	0	0	0	55	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	17	2	0	0	0	19	0	0	58	8	0	0	0	66	0	0	0	0	0	0	0	0
Hourly Total	0	3	68	7	0	0	0	78	0	0	216	12	0	0	0	228	0	0	1	1	0	0	0	2
14:00 - 14:15	0	1	23	3	0	0	0	27	0	0	56	3	0	0	0	59	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	15	0	0	0	0	15	0	1	61	6	0	0	0	68	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	15	3	0	0	0	18	0	0	59	3	0	0	0	62	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	18	1	0	0	0	19	0	0	58	3	0	0	0	61	0	0	2	0	0	0	0	2
Hourly Total	0	1	71	7	0	0	0	79	0	1	234	15	0	0	0	250	0	0	2	0	0	0	0	2
15:00 - 15:15	0	1	26	3	0	0	0	30	0	0	45	1	0	0	0	46	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	8	2	0	0	0	11	0	0	52	4	0	0	0	56	0	0	1	1	0	0	0	2
15:30 - 15:45	0	0	14	1	0	0	0	15	0	0	46	2	0	0	0	48	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	14	1	0	0	0	15	0	1	62	1	0	0	0	64	0	0	0	0	0	0	0	0
Hourly Total	0	2	62	7	0	0	0	71	0	1	205	8	0	0	0	214	0	0	1	1	0	0	0	2
16:00 - 16:15	0	3	13	1	0	0	0	17	0	0	40	2	0	0	0	42	0	0	1	0	0	0	0	1
16:15 - 16:30	0	1	14	2	0	0	0	17	0	0	62	3	0	0	0	65	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	16	4	1	0	0	21	0	3	32	0	0	0	0	35	0	0	1	0	0	0	0	1
16:45 - 17:00	0	1	9	1	0	0	0	11	0	0	58	5	0	0	0	63	0	0	0	0	0	0	0	0
Hourly Total	0	5	52	8	1	0	0	66	0	3	192	10	0	0	0	205	0	0	2	0	0	0	0	2
17:00 - 17:15	0	1	14	1	0	0	0	16	0	2	53	4	0	0	0	59	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	14	1	2	0	0	17	0	0	56	4	0	0	0	60	0	0	0	0	0	0	1	1
17:30 - 17:45	0	1	11	3	0	0	0	15	0	1	46	4	0	0	0	51	0	0	3	0	0	0	0	3
17:45 - 18:00	0	0	11	2	0	0	0	13	0	0	43	1	0	0	0	44	0	0	0	0	0	0	0	0
Hourly Total	0	2	50	7	2	0	0	61	0	3	198	13	0	0	0	214	0	0	3	0	0	0	1	4
18:00 - 18:15	0	1	7	1	0	0	0	9	0	0	49	2	0	0	0	51	0	0	2	1	0	0	0	3
18:15 - 18:30	0	0	15	0	0	0	0	15	0	0	45	6	0	0	0	51	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	13	0	0	0	0	13	0	0	61	1	0	0	0	62	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	12	1	0	0	0	13	0	0	46	4	0	0	0	50	0	0	0	0	0	0	0	0
Hourly Total	0	1	47	2	0	0	0	50	0	0	201	13	0	0	0	214	0	0	2	1	0	0	0	3
TOTAL	1	29	776	112	6	0	0	924	0	11	2387	150	1	0	1	2550	0	0	26	11	0	0	1	38

Junction: 1

Approach: Petrol Station

Ahead to Tesco Car Park									Right to Main Access							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	3	3	0	0	0	6
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	9	4	0	0	0	13
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8
07:45 - 08:00	0	0	2	1	0	0	0	3	0	0	9	5	0	0	0	14
Hourly Total	0	0	5	1	0	0	0	6	0	0	27	14	0	0	0	41
08:00 - 08:15	0	0	2	1	0	0	0	3	0	1	11	4	0	0	0	16
08:15 - 08:30	0	0	2	1	0	0	0	3	0	0	12	2	0	0	0	14
08:30 - 08:45	0	0	6	0	0	0	0	6	0	0	9	2	0	0	0	11
08:45 - 09:00	0	0	2	0	0	0	0	2	0	2	18	3	0	0	0	23
Hourly Total	0	0	12	2	0	0	0	14	0	3	50	11	0	0	0	64
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	13	9	0	0	0	22
09:15 - 09:30	0	0	3	0	0	0	0	3	0	1	15	3	0	0	0	19
09:30 - 09:45	0	0	4	0	0	0	0	4	0	3	21	5	0	0	0	29
09:45 - 10:00	0	0	4	1	0	0	0	5	0	1	19	3	1	0	0	24
Hourly Total	0	0	14	1	0	0	0	15	0	5	68	20	1	0	0	94
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	27	3	0	0	0	30
10:15 - 10:30	0	0	2	0	0	0	0	2	0	2	26	3	1	0	0	32
10:30 - 10:45	0	0	4	0	0	0	0	4	0	0	25	2	0	0	0	27
10:45 - 11:00	0	0	6	0	0	0	0	6	0	1	15	4	0	0	0	20
Hourly Total	0	0	14	0	0	0	0	14	0	3	93	12	1	0	0	109
11:00 - 11:15	0	0	5	0	0	0	0	5	0	1	23	0	0	0	0	24
11:15 - 11:30	0	0	5	0	0	0	0	5	1	0	22	5	1	0	0	29
11:30 - 11:45	0	0	3	0	0	0	0	3	0	0	20	1	0	0	0	21
11:45 - 12:00	0	0	4	0	0	0	0	4	0	1	21	1	0	0	0	23
Hourly Total	0	0	17	0	0	0	0	17	1	2	86	7	1	0	0	97
12:00 - 12:15	0	0	3	0	0	0	0	3	0	0	26	1	0	0	0	27
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	19	3	0	0	0	22
12:30 - 12:45	0	0	4	0	0	0	0	4	0	1	28	2	0	0	0	31
12:45 - 13:00	0	0	2	0	0	0	0	2	0	0	30	2	0	0	0	32
Hourly Total	0	0	11	0	0	0	0	11	0	1	103	8	0	0	0	112
13:00 - 13:15	0	0	2	0	0	0	0	2	0	2	25	1	0	0	0	28
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	15	1	0	0	0	16
13:30 - 13:45	0	0	2	0	0	0	0	2	0	2	23	3	0	0	0	28
13:45 - 14:00	0	0	5	1	0	0	0	6	0	0	13	1	0	0	0	14
Hourly Total	0	0	11	1	0	0	0	12	0	4	76	6	0	0	0	86
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	17	4	0	0	0	21
14:15 - 14:30	0	0	3	0	0	0	0	3	0	1	24	2	0	0	0	27
14:30 - 14:45	0	0	6	1	0	0	0	7	0	0	9	2	0	0	0	11
14:45 - 15:00	0	0	1	0	0	0	0	1	0	0	21	0	0	0	0	21
Hourly Total	0	0	12	1	0	0	0	13	0	1	71	8	0	0	0	80
15:00 - 15:15	0	0	4	2	0	0	0	6	0	0	24	2	0	0	0	26
15:15 - 15:30	0	0	3	0	0	0	0	3	0	1	16	1	0	0	0	18
15:30 - 15:45	0	0	2	0	0	0	0	2	0	1	10	1	0	0	0	12
15:45 - 16:00	0	0	7	0	0	0	0	7	0	0	18	2	0	0	0	20
Hourly Total	0	0	16	2	0	0	0	18	0	2	68	6	0	0	0	76
16:00 - 16:15	0	0	2	0	0	0	0	2	0	1	15	0	0	0	0	16
16:15 - 16:30	0	0	3	0	0	0	0	3	0	3	11	2	0	0	0	16
16:30 - 16:45	0	0	4	2	0	0	0	6	0	0	13	2	0	0	0	15
16:45 - 17:00	0	0	2	0	0	0	0	2	0	1	12	2	0	0	0	15
Hourly Total	0	0	11	2	0	0	0	13	0	5	51	6	0	0	0	62
17:00 - 17:15	0	0	1	0	0	0	0	1	0	1	15	1	1	0	0	18
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	16	0	0	0	0	16
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	12	3	2	0	0	18
17:45 - 18:00	0	0	0	1	0	0	0	1	0	1	15	0	0	0	0	16
Hourly Total	0	0	5	1	0	0	0	6	0	3	58	4	3	0	0	68
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14
18:15 - 18:30	0	0	3	0	0	0	0	3	0	1	10	1	0	0	0	12
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	17	0	0	0	0	17
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	9	1	0	0	0	10
Hourly Total	0	0	6	0	0	0	0	6	0	1	48	4	0	0	0	53
TOTAL	0	0	134	11	0	0	0	145	1	30	799	106	6	0	0	942

Junction: 1

Approach: Tesco Car Park

	Left to Main Access								Ahead to Petrol Station							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	4	2	0	0	0	6	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	17	1	1	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	0	0	34	4	1	0	0	39	0	0	2	0	0	0	0	2
08:00 - 08:15	0	0	15	3	0	0	0	18	0	0	5	0	0	0	0	5
08:15 - 08:30	0	0	21	2	0	0	0	23	0	0	2	0	0	0	0	2
08:30 - 08:45	0	1	20	4	0	0	0	25	0	0	3	0	0	0	0	3
08:45 - 09:00	0	0	35	5	0	0	0	40	0	0	3	0	0	0	0	3
Hourly Total	0	1	91	14	0	0	0	106	0	0	13	0	0	0	0	13
09:00 - 09:15	0	0	34	1	0	0	0	35	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	51	1	0	0	0	52	0	0	5	1	0	0	0	6
09:30 - 09:45	0	0	52	2	0	0	0	54	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	56	3	0	0	0	59	0	0	1	0	0	0	0	1
Hourly Total	0	0	193	7	0	0	0	200	0	0	9	1	0	0	0	10
10:00 - 10:15	0	0	44	3	0	0	0	47	0	0	1	0	0	0	0	1
10:15 - 10:30	0	0	57	4	0	0	0	61	0	0	2	0	0	0	0	2
10:30 - 10:45	0	1	49	4	0	0	0	54	0	0	3	0	0	0	0	3
10:45 - 11:00	0	0	71	3	0	0	0	74	0	0	5	0	0	0	0	5
Hourly Total	0	1	221	14	0	0	0	236	0	0	11	0	0	0	0	11
11:00 - 11:15	0	0	62	2	0	0	1	65	0	0	7	0	0	0	0	7
11:15 - 11:30	0	0	57	4	0	0	0	61	0	0	2	0	0	0	0	2
11:30 - 11:45	0	1	51	4	0	0	0	56	0	0	3	0	0	0	0	3
11:45 - 12:00	0	0	71	4	0	0	0	75	0	0	6	0	0	0	0	6
Hourly Total	0	1	241	14	0	0	1	257	0	0	18	0	0	0	0	18
12:00 - 12:15	0	0	74	1	0	0	0	75	0	0	4	0	0	0	0	4
12:15 - 12:30	0	0	71	2	0	0	0	73	0	0	3	0	0	0	0	3
12:30 - 12:45	0	1	62	3	0	0	0	66	0	0	9	0	0	0	0	9
12:45 - 13:00	0	0	72	4	1	0	0	77	0	0	9	0	0	0	0	9
Hourly Total	0	1	279	10	1	0	0	291	0	0	25	0	0	0	0	25
13:00 - 13:15	0	0	50	4	0	0	0	54	0	0	2	0	0	0	0	2
13:15 - 13:30	0	0	69	2	0	0	0	71	0	0	6	0	0	0	0	6
13:30 - 13:45	0	0	47	2	0	0	0	49	0	0	7	0	0	0	0	7
13:45 - 14:00	0	0	56	3	0	0	0	59	0	0	2	1	0	0	0	3
Hourly Total	0	0	222	11	0	0	0	233	0	0	17	1	0	0	0	18
14:00 - 14:15	0	0	51	6	0	0	0	57	0	0	2	1	0	0	0	3
14:15 - 14:30	0	0	70	7	0	0	0	77	0	0	4	0	0	0	0	4
14:30 - 14:45	0	0	55	4	0	0	0	59	0	0	2	1	0	0	0	3
14:45 - 15:00	0	0	61	5	0	0	0	66	0	0	3	0	0	0	0	3
Hourly Total	0	0	237	22	0	0	0	259	0	0	11	2	0	0	0	13
15:00 - 15:15	1	0	62	4	0	0	0	67	0	0	5	0	0	0	0	5
15:15 - 15:30	0	0	50	1	0	0	0	51	0	0	4	0	0	0	0	4
15:30 - 15:45	0	0	59	3	0	0	0	62	0	0	2	0	0	0	0	2
15:45 - 16:00	0	0	44	4	0	0	0	48	0	0	6	0	0	0	0	6
Hourly Total	1	0	215	12	0	0	0	228	0	0	17	0	0	0	0	17
16:00 - 16:15	0	1	50	2	0	0	0	53	0	0	5	0	0	0	0	5
16:15 - 16:30	0	0	49	1	0	0	0	50	0	0	2	0	0	0	0	2
16:30 - 16:45	0	1	51	2	0	0	0	54	0	0	6	0	0	0	0	6
16:45 - 17:00	0	0	37	4	0	0	0	41	0	0	2	0	0	0	0	2
Hourly Total	0	2	187	9	0	0	0	198	0	0	15	0	0	0	0	15
17:00 - 17:15	0	0	61	2	0	0	0	63	0	0	3	0	0	0	0	3
17:15 - 17:30	0	2	53	3	0	0	0	58	0	0	4	0	0	0	0	4
17:30 - 17:45	0	0	51	7	0	0	0	58	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	57	3	0	0	0	60	0	1	3	0	0	0	0	4
Hourly Total	0	2	222	15	0	0	0	239	0	1	12	0	0	0	0	13
18:00 - 18:15	0	0	45	4	0	0	0	49	0	0	3	0	0	0	0	3
18:15 - 18:30	0	0	50	1	0	0	0	51	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	58	6	0	0	0	64	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	47	1	0	0	0	48	0	0	0	0	0	0	0	0
Hourly Total	0	0	200	12	0	0	0	212	0	0	6	0	0	0	0	6
TOTAL	1	8	2342	144	2	0	1	2498	0	1	156	4	0	0	0	161

Junction: 1

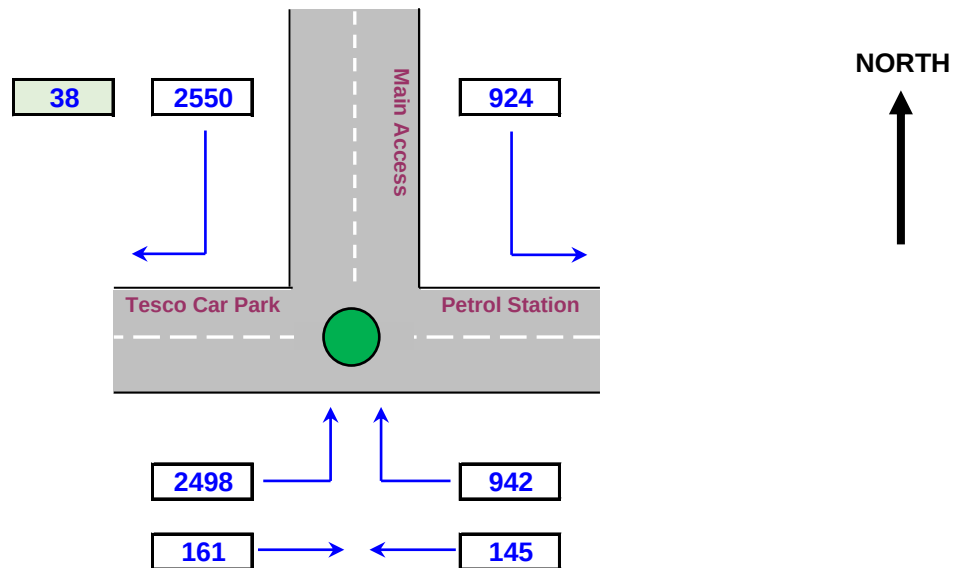
U-Turn

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 1
Approach: Main Access

TIME	Left to Petrol Station								Right to Tesco Car Park								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	11	7	0	0	1	19	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	14	6	0	1	0	21	0	0	12	4	0	0	0	16	0	0	1	1	0	0	0	2
07:30 - 07:45	0	0	9	5	0	1	1	16	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	12	7	0	0	0	19	0	0	21	5	1	0	0	27	0	0	0	0	0	0	0	0
Hourly Total	0	0	46	25	0	2	2	75	0	0	67	14	1	0	0	82	0	0	1	1	0	0	0	2
08:00 - 08:15	0	0	12	4	0	0	0	16	0	0	17	5	0	0	0	22	0	0	3	1	0	0	0	4
08:15 - 08:30	0	0	19	5	0	0	0	24	0	0	25	5	0	0	0	30	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	16	7	0	0	0	23	0	1	22	3	0	0	0	26	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	13	5	0	0	0	18	0	0	44	4	0	0	0	48	0	0	1	0	0	0	0	1
Hourly Total	0	0	60	21	0	0	0	81	0	1	108	17	0	0	0	126	0	0	5	2	0	0	0	7
09:00 - 09:15	0	0	6	4	0	0	0	10	0	0	29	3	0	0	0	32	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	13	2	0	0	0	15	0	0	32	2	0	0	0	34	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	16	3	0	0	0	19	0	0	32	0	0	1	0	33	0	0	1	0	0	0	0	1
09:45 - 10:00	0	0	11	2	1	1	0	15	0	0	38	4	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	0	0	46	11	1	1	0	59	0	0	131	9	0	1	0	141	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	12	2	0	0	0	14	0	0	37	5	0	0	0	42	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	13	4	0	0	0	17	0	0	43	3	0	0	0	46	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	16	4	0	1	0	21	0	0	31	2	0	0	0	33	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	10	2	0	0	0	12	0	0	44	5	0	0	0	49	0	0	0	0	0	0	0	0
Hourly Total	0	0	51	12	0	1	0	64	0	0	155	15	0	0	0	170	0	0	2	0	0	0	0	2
11:00 - 11:15	0	1	5	4	0	0	0	10	0	0	42	3	0	0	0	45	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	15	2	0	0	0	17	0	0	35	4	1	0	0	40	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	15	4	0	0	0	19	0	1	51	3	1	0	0	56	0	0	1	0	0	0	0	1
11:45 - 12:00	0	1	8	1	0	0	0	10	0	0	36	5	0	0	0	41	0	0	1	1	1	0	0	3
Hourly Total	0	2	43	11	0	0	0	56	0	1	164	15	2	0	0	182	0	0	2	1	1	0	0	4
12:00 - 12:15	0	0	16	4	0	1	0	21	0	0	49	4	0	0	0	53	0	0	1	0	0	0	0	1
12:15 - 12:30	0	1	16	4	0	0	0	21	0	1	45	5	0	0	0	51	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	8	3	0	0	0	11	0	0	49	3	1	0	0	53	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	19	0	0	0	0	19	0	0	43	1	0	0	0	44	0	0	1	0	0	0	0	1
Hourly Total	0	1	59	11	0	1	0	72	0	1	186	13	1	0	0	201	0	0	2	0	0	0	0	2
13:00 - 13:15	0	0	11	4	0	0	0	15	0	0	45	5	0	0	0	50	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	12	2	0	0	0	14	0	0	56	6	0	0	0	62	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	9	2	0	0	0	12	0	1	40	2	0	0	0	43	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	11	1	0	0	0	12	0	0	39	6	0	0	0	45	0	0	2	0	0	0	0	2
Hourly Total	0	1	43	9	0	0	0	53	0	1	180	19	0	0	0	200	0	0	3	0	0	0	0	3
14:00 - 14:15	0	1	7	2	0	0	0	10	0	0	45	6	0	0	0	51	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	10	0	0	0	0	10	0	1	44	2	0	0	0	47	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	14	2	0	0	0	16	0	0	44	5	1	0	0	50	0	0	3	0	0	0	0	3
14:45 - 15:00	0	0	20	3	0	0	0	23	0	1	45	2	0	0	0	48	0	0	0	0	0	0	0	0
Hourly Total	0	1	51	7	0	0	0	59	0	2	178	15	1	0	0	196	0	0	4	0	0	0	0	4
15:00 - 15:15	0	1	15	1	0	0	0	17	0	0	49	5	0	0	0	54	0	0	5	0	0	0	0	5
15:15 - 15:30	0	2	9	1	0	0	0	12	0	1	45	3	0	0	0	49	0	0	2	0	0	0	0	2
15:30 - 15:45	0	1	10	1	0	0	0	12	0	0	62	3	0	0	0	65	0	0	3	0	0	1	0	4
15:45 - 16:00	0	0	14	0	0	0	0	14	0	1	42	5	0	0	0	48	0	0	0	1	0	0	0	1
Hourly Total	0	4	48	3	0	0	0	55	0	2	198	16	0	0	0	216	0	0	10	1	0	1	0	12
16:00 - 16:15	0	0	15	2	0	1	0	18	0	0	38	7	0	0	0	45	0	0	3	0	0	0	0	3
16:15 - 16:30	0	0	10	1	0	0	0	11	0	0	50	4	0	0	0	54	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	22	4	0	0	0	26	0	0	48	4	0	0	0	52	0	0	1	1	0	0	0	2
16:45 - 17:00	0	1	14	5	0	0	0	20	0	1	55	6	0	0	0	62	0	0	0	1	0	0	0	1
Hourly Total	0	1	61	12	0	1	0	75	0	1	191	21	0	0	0	213	0	0	4	2	0	0	0	6
17:00 - 17:15	0	0	19	5	0	0	0	24	0	0	50	7	0	0	0	57	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	13	0	0	0	0	13	0	0	50	6	0	0	0	56	0	0	3	0	0	0	0	3
17:30 - 17:45	0	1	15	1	0	0	0	17	0	0	47	5	0	0	0	52	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	16	2	0	0	0	19	0	0	50	4	0	0	0	54	0	0	1	0	0	0	0	1
Hourly Total	1	1	63	8	0	0	0	73	0	0	197	22	0	0	0	219	0	0	4	0	0	0	0	4
18:00 - 18:15	0	1	19	2	0	0	0	22	0	0	41	2	0	0	0	43	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	16	2	0	0	0	18	0	0	36	1	0	0	0	37	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	11	1	0	0	0	12	0	0	46	7	0	0	0	53	0	0	0	0	0	0	0	0
18:45 - 19:00	0	2	13	1	0	1	0	17	0	0	38	4	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	0	3	59	6	0	1	0	69	0	0	161	14	0	0	0	175	0	0	0	0	0	0	0	0
TOTAL	1	14	630	136	1	7	2	791	0	9	1916	190	5	1	0	2121	0	0	38	7	1	1	0	47

Junction: 1

Approach: Petrol Station

	Ahead to Tesco Car Park								Right to Main Access							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	8	7	0	0	1	16
07:15 - 07:30	0	0	4	0	0	0	0	4	0	0	11	7	0	1	0	19
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	9
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	12	9	0	1	1	23
Hourly Total	0	0	6	0	0	0	0	6	0	0	36	27	0	2	2	67
08:00 - 08:15	0	0	1	1	0	0	0	2	0	0	10	4	0	0	0	14
08:15 - 08:30	0	0	1	1	0	0	0	2	0	0	16	5	0	0	0	21
08:30 - 08:45	0	0	2	0	0	0	0	2	0	0	16	4	0	0	0	20
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	15	5	0	0	0	20
Hourly Total	0	0	5	2	0	0	0	7	0	0	57	18	0	0	0	75
09:00 - 09:15	0	0	2	0	0	0	0	2	0	0	11	4	0	0	0	15
09:15 - 09:30	0	0	4	0	0	0	0	4	0	0	9	3	0	0	0	12
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	15	3	0	0	0	18
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14
Hourly Total	0	0	7	0	0	0	0	7	0	0	47	11	1	0	0	59
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	16	2	0	1	0	19
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	11	3	0	0	0	14
10:30 - 10:45	0	0	3	0	0	0	0	3	0	0	13	4	0	1	0	18
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	14	4	0	0	0	18
Hourly Total	0	0	9	0	0	0	0	9	0	0	54	13	0	2	0	69
11:00 - 11:15	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	10
11:15 - 11:30	0	0	2	0	0	0	0	2	0	0	13	2	0	0	0	15
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	13	1	1	0	0	14
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	14	4	0	0	0	18
Hourly Total	0	0	5	0	0	0	0	5	0	1	44	12	0	0	0	57
12:00 - 12:15	0	0	1	0	0	0	0	1	0	1	17	1	0	0	0	19
12:15 - 12:30	0	0	4	0	0	0	0	4	0	1	16	7	0	1	0	25
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13
12:45 - 13:00	0	0	3	1	0	0	0	4	0	0	14	0	0	0	0	14
Hourly Total	0	0	8	1	0	0	0	9	0	2	57	11	0	1	0	71
13:00 - 13:15	0	0	3	0	0	0	0	3	0	0	16	2	0	0	0	18
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	14	4	0	0	0	18
13:30 - 13:45	0	0	1	0	0	0	0	1	0	1	8	2	0	0	0	11
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	11
Hourly Total	0	0	9	0	0	0	0	9	0	1	48	9	0	0	0	58
14:00 - 14:15	0	0	4	0	0	0	0	4	0	0	10	2	0	0	0	12
14:15 - 14:30	0	0	0	0	0	0	0	0	0	1	11	1	0	0	0	13
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	18	3	0	0	0	21
14:45 - 15:00	0	0	2	1	0	0	0	3	0	0	16	2	0	0	0	18
Hourly Total	0	0	8	1	0	0	0	9	0	1	55	8	0	0	0	64
15:00 - 15:15	0	0	2	0	0	0	0	2	0	1	18	2	0	0	0	21
15:15 - 15:30	0	0	2	0	0	0	0	2	0	1	9	1	0	0	0	11
15:30 - 15:45	0	0	2	0	0	0	0	2	0	1	11	1	0	0	0	13
15:45 - 16:00	0	0	3	0	0	0	0	3	0	1	13	0	0	0	0	14
Hourly Total	0	0	9	0	0	0	0	9	0	4	51	4	0	0	0	59
16:00 - 16:15	0	0	2	1	0	0	0	3	0	0	15	1	0	0	0	16
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14
16:30 - 16:45	0	0	4	0	0	0	0	4	0	0	17	3	0	0	0	20
16:45 - 17:00	0	0	2	0	0	0	0	2	0	1	19	5	0	0	0	25
Hourly Total	0	0	8	1	0	0	0	9	0	1	63	11	0	0	0	75
17:00 - 17:15	0	0	2	0	0	0	0	2	0	0	20	4	0	1	0	25
17:15 - 17:30	0	0	1	0	0	0	0	1	0	0	19	4	0	0	0	23
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	11	0	0	0	0	12
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	19	2	0	0	0	21
Hourly Total	0	0	6	0	0	0	0	6	0	1	69	10	0	1	0	81
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	18	2	0	0	0	20
18:15 - 18:30	0	0	2	0	0	0	0	2	0	1	18	1	0	0	0	20
18:30 - 18:45	0	0	2	1	0	0	0	3	0	0	14	0	0	0	0	14
18:45 - 19:00	0	0	1	0	0	0	0	1	0	2	13	2	0	0	0	17
Hourly Total	0	0	8	1	0	0	0	9	0	3	63	5	0	0	0	71
TOTAL	0	0	88	6	0	0	0	94	0	14	644	139	1	6	2	806

Junction: 1

Approach: Tesco Car Park

TIME	Left to Main Access								Ahead to Petrol Station								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	9	5	2	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	12	1	0	0	0	13	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	13	3	0	0	0	16	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	25	6	1	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	59	15	3	0	0	77	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	18	5	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	20	7	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	22	4	0	0	0	27	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
Hourly Total	0	1	75	18	0	0	0	94	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	24	1	0	0	0	25	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	29	4	0	0	0	33	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	30	0	0	0	0	30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	31	1	0	1	0	33	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	0	114	6	0	1	0	121	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	29	5	0	0	0	34	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	44	3	0	0	0	47	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	36	3	0	0	0	39	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	39	2	0	0	0	41	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	148	13	0	0	0	161	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	46	5	0	0	0	51	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	35	3	0	0	0	38	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	36	3	1	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	1	39	3	0	0	0	43	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	1	156	14	1	0	0	172	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	47	3	1	0	0	51	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	46	3	0	0	0	49	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	50	7	0	0	0	58	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	43	4	0	0	0	47	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	1	186	17	1	0	0	205	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	41	2	0	0	0	43	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	45	5	1	0	0	51	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	53	5	0	0	0	59	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	45	1	0	0	0	46	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	0	1	184	13	1	0	0	199	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	46	8	0	0	0	54	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	39	4	0	0	0	44	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	49	3	1	0	0	53	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	46	3	0	0	0	49	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	1	180	18	1	0	0	200	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	41	5	0	0	0	47	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	54	2	0	0	0	56	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	56	3	0	0	0	60	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	46	3	0	0	0	50	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	0	3	197	13	0	0	0	213	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	47	6	0	0	0	53	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	45	5	0	0	0	50	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	48	3	0	0	0	51	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	58	10	0	0	0	69	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	1	198	24	0	0	0	223	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	48	5	0	0	0	53	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	55	5	0	0	0	60	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	44	8	0	0	0	52	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	37	4	0	0	0	41	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	184	22	0	0	0	206	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	50	3	0	0	0	53	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	46	1	0	0	0	47	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	36	5	0	0	0	41	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	49	5	0	0	0	54	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	0	0	181	14	0	0	0	195	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
TOTAL	0	9	1862	187	7	1	0	2066	0	0	102	9	0	0	0	111	0	0	1	0	0	0	0	1

Junction: 1

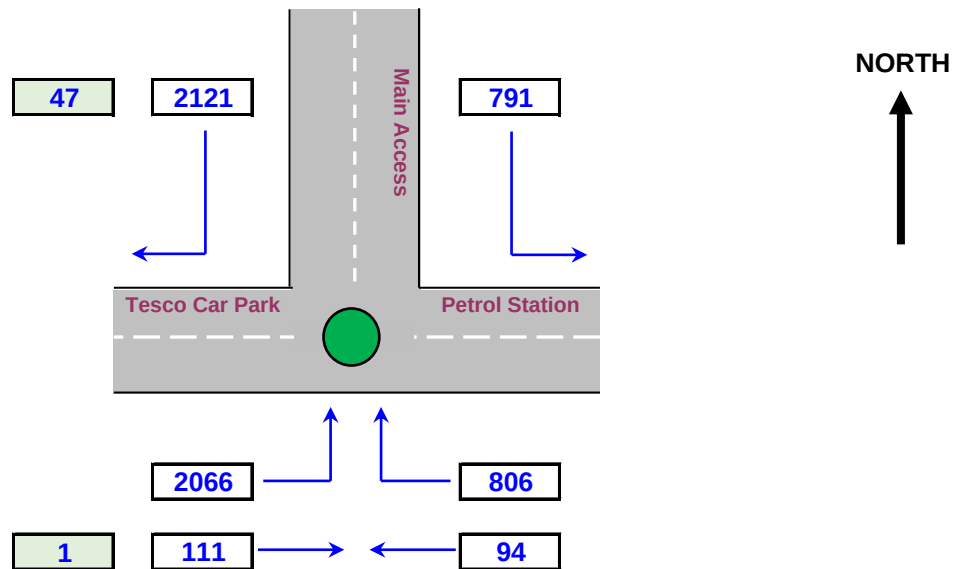
U-Turn

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 2
Approach: A4067 North

TIME	To A4067 (E)								To A4067 (S)								To Tesco Access								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	16	1	0	0	0	17	0	1	78	22	0	1	1	103	0	0	29	7	1	0	0	37	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	11	5	3	0	0	19	0	2	102	21	0	0	1	126	0	0	20	6	1	0	0	27	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	17	6	2	0	26	0	0	70	20	1	2	0	93	0	1	19	5	0	0	0	25	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	16	8	1	0	25	0	0	76	17	1	1	2	97	0	0	25	13	0	0	0	38	0	0	0	0	0	0	0	0
Hourly Total	0	1	60	20	6	0	0	87	0	3	326	80	2	4	4	419	0	1	93	31	1	0	0	126	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	1	27	10	0	0	1	39	0	1	101	8	3	0	1	114	0	0	33	5	1	0	0	39	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	37	4	0	0	1	42	0	0	91	10	4	0	1	106	0	0	45	5	0	0	0	50	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	41	11	2	0	1	55	0	0	85	11	1	1	2	100	0	0	39	1	0	0	0	40	0	0	1	0	0	0	1
08:45 - 09:00	0	0	1	33	10	1	0	0	45	0	0	77	21	3	2	1	104	0	0	41	2	0	0	0	43	0	0	0	1	0	0	1
Hourly Total	0	2	138	35	3	0	3	181	0	1	354	50	11	3	5	424	0	0	158	13	1	0	0	172	0	0	0	1	1	0	0	2
09:00 - 09:15	0	0	0	23	3	1	1	0	28	0	0	91	15	1	0	0	107	0	0	48	4	1	0	0	53	0	0	0	0	0	0	0
09:15 - 09:30	0	0	1	33	7	0	0	1	42	0	0	86	24	2	2	1	115	0	2	30	4	1	0	0	37	0	0	1	0	0	0	1
09:30 - 09:45	0	0	1	22	5	2	0	0	30	0	1	68	10	4	1	0	84	0	1	48	2	2	0	0	53	0	0	0	1	0	0	1
09:45 - 10:00	0	0	3	28	6	0	0	0	37	0	3	76	14	2	0	1	96	0	2	38	6	1	0	0	47	0	0	0	0	0	0	0
Hourly Total	0	5	106	21	3	1	1	137	0	4	321	63	9	3	2	402	0	5	164	16	5	0	0	190	0	0	1	1	0	0	0	2
10:00 - 10:15	0	0	0	28	2	0	1	0	31	0	2	75	13	5	1	0	96	0	0	49	3	0	0	0	52	0	0	1	0	0	0	1
10:15 - 10:30	0	0	1	21	4	2	0	0	28	0	0	78	13	5	0	0	96	0	0	43	4	1	0	0	48	0	0	2	0	0	0	2
10:30 - 10:45	2	0	0	24	5	1	0	0	32	0	0	72	13	0	0	0	85	0	0	45	6	0	0	0	51	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	35	10	1	0	0	46	0	0	57	11	2	1	0	71	0	2	45	2	0	0	0	49	0	0	0	0	0	0	0
Hourly Total	2	1	108	21	4	1	0	137	0	2	282	50	12	2	0	348	0	2	182	15	1	0	0	200	0	0	0	3	0	0	0	3
11:00 - 11:15	0	0	0	31	5	0	0	0	36	0	0	85	14	0	1	0	100	0	2	44	3	0	0	0	49	0	0	0	0	0	0	0
11:15 - 11:30	0	0	1	27	6	1	0	0	35	0	0	84	13	5	0	1	103	0	0	47	1	1	0	0	49	0	0	0	0	0	0	0
11:30 - 11:45	0	0	1	29	4	0	0	1	35	0	2	91	17	5	1	0	116	0	0	48	2	0	0	0	50	0	0	0	0	1	0	1
11:45 - 12:00	0	0	0	24	5	1	0	0	30	0	1	77	8	2	0	1	89	0	0	44	2	1	0	0	47	0	0	0	0	0	0	0
Hourly Total	0	2	111	20	2	0	1	136	0	3	337	52	12	2	2	408	0	2	183	8	2	0	0	195	0	0	0	0	1	0	0	1
12:00 - 12:15	0	0	0	28	2	1	1	0	32	0	0	80	17	1	1	0	99	0	0	50	2	0	0	0	52	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	25	9	2	0	0	36	0	0	78	16	0	1	0	95	0	1	47	2	0	0	0	50	0	0	1	0	0	0	1
12:30 - 12:45	0	0	0	56	2	1	1	0	60	0	0	70	18	2	1	0	91	0	1	38	1	0	0	0	40	0	0	0	0	0	0	0
12:45 - 13:00	0	0	1	25	8	1	0	0	35	0	0	70	12	2	0	0	84	0	0	35	7	0	0	0	42	0	1	0	0	0	0	1
Hourly Total	0	1	134	21	5	2	0	163	0	0	298	63	5	3	0	369	0	2	170	12	0	0	0	184	0	1	1	0	0	0	0	2
13:00 - 13:15	0	0	0	52	9	0	0	0	61	0	0	71	16	0	0	0	87	0	0	37	3	0	0	0	40	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	33	7	0	0	0	40	0	0	70	15	1	0	0	86	0	0	43	3	0	0	0	46	0	0	0	1	0	0	1
13:30 - 13:45	0	0	0	41	3	1	0	0	45	0	1	70	13	0	3	0	87	0	0	45	0	0	0	0	45	0	0	1	0	0	0	1
13:45 - 14:00	0	0	0	32	2	1	0	1	36	0	0	49	14	1	0	1	65	0	0	32	3	0	0	0	35	0	0	0	0	0	0	0
Hourly Total	0	0	158	21	2	0	1	182	0	1	260	58	2	3	1	325	0	0	157	9	0	0	0	166	0	0	1	1	0	0	0	2
14:00 - 14:15	0	0	0	37	3	0	1	0	41	0	0	66	21	0	0	0	87	0	0	46	0	0	0	0	46	0	0	2	0	0	0	2
14:15 - 14:30	0	0	0	43	4	0	0	0	47	0	1	63	10	1	0	0	75	0	0	36	2	0	0	0	38	0	0	1	0	0	0	1
14:30 - 14:45	0	0	1	33	4	0	0	1	39	0	0	62	22	1	0	0	85	0	0	34	3	0	0	0	37	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	33	5	0	0	1	41	0	0	83	19	1	0	0	103	0	0	38	7	0	0	0	45	0	0	0	1	0	0	1
Hourly Total	0	3	146	16	0	1	2	168	0	1	274	72	3	0	0	350	0	0	154	12	0	0	0	166	0	0	0	3	1	0	0	4
15:00 - 15:15	0	0	0	41	8	0	0	0	49	0	1	75	12	0	0	0	88	0	1	37	6	0	0	0	44	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	42	5	0	0	2	49	0	1	81	19	2	0	2	105	0	0	39	2	0	1	0	42	0	0	1	0	0	0	1
15:30 - 15:45	0	0	2	48	3	0	0	2	55	0	1	84	17	1	0	1	104	0	0	35	4	0	0	0	39	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	48	6	0	0	0	55	0	0	74	14	3	1	3	95	0	0	42	1	0	0	0	43	0	0	0	0	0	0	0
Hourly Total	0	3	179	22	0	0	4	208	0	3	314	62	6	1	6	392	0	1	153	13	0	1	0	168	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	1	44	6	3	0	0	54	0	3	75	21	0	0	1	100	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0
16:15 - 16:30	0	0	2	30	3	0	0	0	35	0	0	52	11	0	0	0	63	1	0	40	3	0	0	0	44	0	0	1	0	0	0	1
16:30 - 16:45																																

Junction: 2
Approach: A4067 East

TIME	To A4067 (S)								To Tesco Access								To A4067 (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	64	34	3	1	0	102	0	0	3	0	0	0	0	3	0	0	8	1	0	0	1	10	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	103	30	2	0	0	136	0	0	3	1	0	0	0	4	0	0	11	1	1	0	0	13	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	91	25	1	1	0	119	0	0	7	1	0	0	0	8	0	0	7	3	0	0	0	11	0	0	0	0	0	0	0	0
07:45 - 08:00	0	1	68	17	1	1	0	88	0	0	5	0	1	0	0	6	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	0	3	326	106	7	3	0	445	0	0	18	2	1	0	0	21	0	0	37	5	1	0	2	45	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	93	8	1	1	0	104	0	0	8	0	0	0	0	8	0	0	31	3	0	0	0	34	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	79	22	0	2	0	103	0	0	9	0	0	0	0	9	0	0	44	7	0	0	0	51	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	69	14	2	1	2	88	0	0	5	1	0	0	0	6	0	0	36	6	1	0	2	45	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	62	19	4	1	2	89	0	0	9	1	1	0	0	11	0	0	46	8	1	0	1	56	0	0	0	0	0	0	0	0
Hourly Total	0	2	303	63	7	5	4	384	0	0	31	2	1	0	0	34	0	0	157	24	2	0	3	186	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	77	10	1	0	0	88	0	0	10	1	1	0	0	12	0	0	34	3	4	0	1	42	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	62	6	0	0	0	68	0	0	8	3	0	0	0	11	0	1	33	5	0	0	0	39	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	52	9	2	4	0	67	0	0	7	2	0	0	0	9	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0
09:45 - 10:00	0	4	47	10	3	2	0	66	0	0	6	0	0	0	0	6	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0
Hourly Total	0	4	238	35	6	6	0	289	0	0	31	6	1	0	0	38	0	1	118	13	4	0	1	137	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	60	12	3	0	0	75	0	0	7	1	0	0	0	8	0	1	19	3	0	0	0	23	0	0	1	0	0	0	0	1
10:15 - 10:30	0	1	47	17	2	1	0	68	0	0	7	2	0	0	0	9	0	0	29	5	0	0	0	34	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	36	9	1	0	0	46	0	0	6	0	0	0	0	6	0	0	21	6	0	0	0	27	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	56	9	1	1	0	68	0	0	7	1	0	0	0	8	0	1	23	7	1	0	1	33	0	0	0	0	0	0	0	0
Hourly Total	0	2	199	47	7	2	0	257	0	0	27	4	0	0	0	31	0	2	92	21	1	0	1	117	0	0	1	0	0	0	0	1
11:00 - 11:15	0	0	45	10	2	0	0	57	0	0	11	2	0	0	0	13	0	1	19	4	1	0	1	26	0	0	0	0	0	0	0	0
11:15 - 11:30	0	1	64	12	2	0	0	79	0	0	4	1	0	0	0	5	0	0	34	5	1	1	1	42	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	66	22	2	0	0	90	0	0	10	0	0	0	0	10	0	0	34	2	0	0	0	36	0	0	0	0	0	0	0	0
11:45 - 12:00	0	3	53	10	2	1	0	69	0	0	7	0	0	0	0	7	0	0	32	5	0	0	0	37	0	0	0	0	0	0	0	0
Hourly Total	0	4	228	54	8	1	0	295	0	0	32	3	0	0	0	35	0	1	119	16	2	1	2	141	0	0	0	0	0	0	0	0
12:00 - 12:15	0	4	58	13	2	0	0	77	0	0	8	1	0	0	0	9	1	0	27	3	0	0	0	31	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	60	8	1	0	0	69	0	0	9	0	1	0	0	10	0	1	19	6	0	0	0	26	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	64	12	2	1	0	80	0	1	7	3	0	0	0	11	0	0	29	4	0	0	0	33	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	47	15	2	1	0	65	0	0	7	1	0	0	0	8	0	0	20	4	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	0	5	229	48	7	2	0	291	0	1	31	5	1	0	0	38	1	1	95	17	0	0	0	114	0	0	0	0	0	0	0	0
13:00 - 13:15	0	2	59	7	3	0	0	71	0	0	8	0	0	0	0	8	0	0	33	4	0	0	0	37	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	64	18	1	2	1	86	0	0	10	2	0	0	0	12	0	3	34	5	0	0	0	42	0	0	0	0	0	0	0	0
13:30 - 13:45	0	3	48	9	1	2	1	64	0	1	5	2	0	0	0	8	0	0	30	7	0	0	0	37	0	0	0	0	0	0	0	0
13:45 - 14:00	0	3	38	11	1	0	0	53	0	0	8	1	0	0	0	9	0	0	25	1	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	0	8	209	45	6	4	2	274	0	1	31	5	0	0	0	37	0	3	122	17	0	0	0	142	0	0	0	0	0	0	0	0
14:00 - 14:15	0	1	39	17	2	1	0	60	0	0	4	2	0	0	0	6	0	1	24	4	1	0	0	30	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	54	12	1	2	0	69	0	0	10	1	0	0	0	11	0	0	31	6	0	0	0	37	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	42	13	2	1	0	58	0	0	8	2	0	0	0	10	0	0	26	5	0	0	0	31	0	0	0	0	0	0	0	0
14:45 - 15:00	0	1	67	18	2	0	0	88	0	0	4	0	0	0	0	4	0	0	37	8	0	0	0	45	0	0	0	0	0	0	0	0
Hourly Total	0	2	202	60	7	4	0	275	0	0	26	5	0	0	0	31	0	1	118	23	1	0	0	143	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	56	16	2	1	0	75	0	0	5	2	0	0	0	7	0	0	43	5	0	0	1	49	0	0	0	0	0	0	0	0
15:15 - 15:30	0	2	62	16	1	0	0	81	0	0	4	1	0	0	0	5	0	1	47	2	0	0	2	52	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	54	19	1	0	0	74	0	0	7	1	0	0	0	8	0	1	33	3	2	0	0	39	0	0	0	0	0	0	0	0
15:45 - 16:00	0	5	61	12	2	0	1	81	0	0	2	0	0	0	0	2	0	1	28	7	0	0	0	36	0	0	0	0	0	0	0	0
Hourly Total	0	7	233	63	6	1	1	311	0	0	18	4	0	0	0	22	0	3	151	17	2	0	3	176	0	0	0	0	0	0	0	0
16:00 - 16:15	0	2	61	11	1	1	3	79	0	0	8	0	0	0	0	8	0	0	23	7	0	0	0	30	0	0	0	0	0	0	0	0
16:15 - 16:30	0	2	79	12	0	0	0	93	0	0	8	2	0	0	0	10	0	0	34	3	0	0	0	37	0	0	0	0	0	0	0	0
16:30 - 16:45	0	2	65	18	0	1	0	86	0	0	5	0	0	0	0	5	0	0	2													

Junction: 2
Approach: A4067 South

TIME	To Tesco Access								To A4067 (N)								To A4067 (E)								U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	3	0	0	0	0	3	1	2	24	9	2	2	0	40	0	0	10	6	0	0	0	16	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	6	2	0	0	0	8	0	0	27	11	0	0	0	38	0	0	16	5	0	1	0	22	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	7	1	0	0	0	8	0	1	56	17	2	1	0	77	0	0	22	11	1	0	0	34	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	9	2	0	0	0	11	0	0	67	21	2	2	1	93	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0	
Hourly Total	0	0	25	5	0	0	0	30	1	3	174	58	6	5	1	248	0	0	73	29	1	1	0	104	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	0	14	2	0	0	0	16	0	0	55	13	1	1	3	73	0	0	46	17	2	1	1	67	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	15	0	0	0	0	15	0	0	89	22	3	2	1	117	0	0	38	16	1	2	0	57	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	14	1	0	0	0	15	0	0	97	20	3	1	0	121	0	0	41	12	3	1	1	58	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	9	4	0	0	0	13	0	0	75	14	1	0	0	90	0	1	31	7	0	1	0	40	0	0	0	0	0	0	0	0	
Hourly Total	0	0	52	7	0	0	0	59	0	0	316	69	8	4	4	401	0	1	156	52	6	5	2	222	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	2	11	2	1	0	0	16	0	0	71	18	2	1	1	93	0	0	17	21	2	0	1	41	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	3	9	4	0	0	0	16	0	0	53	23	3	1	0	80	0	0	27	13	2	0	0	42	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	13	3	0	0	0	16	0	1	51	11	1	1	0	65	0	0	35	13	1	1	0	50	0	0	1	0	0	0	0	1	
09:45 - 10:00	0	0	14	2	1	0	0	17	0	1	39	18	3	0	0	61	0	0	40	20	1	0	0	61	0	0	0	0	0	0	0	0	
Hourly Total	0	5	47	11	2	0	0	65	0	2	214	70	9	3	1	299	0	0	119	67	6	1	1	194	0	0	0	1	0	0	0	1	
10:00 - 10:15	0	0	18	2	0	0	0	20	0	0	52	11	3	0	1	67	0	0	35	11	2	0	0	48	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	16	0	2	0	0	18	0	0	48	10	2	1	0	61	0	0	37	17	6	0	0	60	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	11	3	1	0	0	15	0	0	55	12	1	0	1	69	0	0	35	7	1	0	0	43	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	8	1	0	0	0	9	1	3	71	15	2	0	0	92	0	1	34	9	1	1	0	46	0	0	0	0	0	0	0	0	
Hourly Total	0	0	53	6	3	0	0	62	1	3	226	48	8	1	2	289	0	1	141	44	10	1	0	197	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	16	1	0	0	0	17	0	0	78	20	3	1	0	102	0	0	43	4	2	0	0	49	0	0	1	0	0	0	0	1	
11:15 - 11:30	0	0	9	1	0	0	0	10	0	0	62	17	1	0	0	80	0	1	47	14	2	0	0	64	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	12	3	0	0	0	15	0	0	60	17	3	0	0	80	0	0	40	13	0	1	0	54	0	0	1	0	0	0	0	1	
11:45 - 12:00	0	0	13	3	0	1	0	17	0	0	67	7	2	1	0	77	0	0	43	6	0	1	0	50	0	0	0	0	0	0	0	0	
Hourly Total	0	0	50	8	0	1	0	59	0	0	267	61	9	2	0	339	0	1	173	37	4	2	0	217	0	0	0	2	0	0	0	2	
12:00 - 12:15	0	0	11	2	0	0	0	13	0	0	85	22	1	1	0	109	0	0	48	7	0	0	0	55	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	24	1	0	0	0	25	0	1	88	9	1	0	1	100	0	3	50	14	0	0	1	68	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	19	3	0	0	0	22	0	2	71	21	2	1	1	98	0	0	46	13	0	2	0	61	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	18	4	0	0	0	22	0	0	106	16	1	2	1	126	0	1	50	11	1	0	2	65	0	0	0	1	0	0	0	1	
Hourly Total	0	0	72	10	0	0	0	82	0	3	350	68	5	4	3	433	0	4	194	45	1	2	3	249	0	0	0	1	0	0	0	1	
13:00 - 13:15	0	0	17	3	0	0	0	20	0	0	70	19	1	0	0	90	0	1	50	8	1	3	0	63	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	18	3	0	0	0	21	0	1	82	15	1	0	0	99	0	0	53	14	0	0	0	67	0	0	1	0	0	0	0	1	
13:30 - 13:45	0	0	22	4	0	0	0	26	0	1	70	17	0	1	0	89	0	1	57	12	0	1	0	71	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	25	5	0	0	0	30	0	0	78	7	1	1	1	88	0	1	57	15	3	0	0	76	0	0	0	0	0	0	0	0	
Hourly Total	0	0	82	15	0	0	0	97	0	2	300	58	3	2	1	366	0	3	217	49	4	4	0	277	0	0	0	1	0	0	0	1	
14:00 - 14:15	0	0	18	4	0	0	0	22	0	0	75	21	0	0	0	96	0	3	53	15	0	0	0	71	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	30	2	0	0	0	32	0	0	97	11	2	1	0	111	0	2	72	8	1	0	0	83	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	25	2	0	0	0	27	0	2	98	22	0	1	0	123	0	3	79	16	1	0	2	101	0	0	1	0	0	0	0	1	
14:45 - 15:00	0	0	31	4	0	0	0	35	0	0	101	16	0	0	0	117	0	0	74	15	1	0	0	90	0	0	0	0	0	0	0	0	
Hourly Total	0	0	104	12	0	0	0	116	0	2	371	70	2	2	0	447	0	8	278	54	3	0	2	345	0	0	0	1	0	0	0	0	1
15:00 - 15:15	0	0	29	2	0	0	0	31	0	0	103	16	1	0	3	123	0	0	71	18	3	0	0	92	0	0	1	0	0	0	0	1	
15:15 - 15:30	0	1	21	5	0	1	0	28	0	1	87	25	1	0	0	114	0	1	62	23	0	0	0	86	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	28	2	0	0	0	30	0	1	114	22	0	0	1	138	0	1	90	22	0	0	0	113	0	0	1	0	0	0	0	1	
15:45 - 16:00	0	0	20	3	0	0	0	23	0	1	124	27	3	0	0	155	0	0	94	16	1	3	1	115	0	0	1	0	0	0	0	1	
Hourly Total	0	1	98	12	0	1	0	112	0	3	428	90	5	0	4	530	0	2	317	79	4	3	1	406	0	0	3	0	0	0	0	3	
16:00 - 16:15	0	0	26	1	0	1	0	28	0	1	114	19	0	0	0	134	0	0	77	15	0	1	0	93	0	0	0	0	0	0	0	0	
16:15 - 16:30	0	0	21	3	0	0	0	24	0	2	94	23	0	0	1	120	0	1	89	17	1	0	1	109	0	0	0	0	0	0	0	0	
16:30 - 16:45																																	

Junction: 2
Approach: Tesco Access

TIME	To A4067 (N)								To A4067 (E)								To A4067 (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	8	2	0	0	0	10	0	0	3	2	0	0	0	5	0	1	19	5	1	0	0	26	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	14	3	0	0	0	17	0	0	3	0	0	0	0	3	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	13	1	0	0	0	14	0	0	2	2	0	0	0	4	0	0	7	5	0	0	0	12	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	24	3	0	0	0	27	0	0	2	1	0	0	0	3	0	0	12	5	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	0	0	59	9	0	0	0	68	0	0	10	5	0	0	0	15	0	1	51	19	1	0	0	72	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	34	7	0	0	0	41	0	0	10	1	0	0	0	11	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	39	1	0	0	0	40	0	0	4	1	1	0	0	6	0	0	19	3	0	0	0	22	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	27	1	0	0	0	28	0	0	4	0	0	0	0	4	0	0	20	2	0	0	0	22	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	36	1	0	0	0	37	0	0	6	2	0	0	0	8	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	0	136	10	0	0	0	146	0	0	24	4	1	0	0	29	0	0	71	6	0	0	0	77	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	35	0	0	0	0	35	0	0	4	2	0	0	0	6	0	0	18	4	0	0	0	22	0	0	0	0	0	0	0	0
09:15 - 09:30	0	2	31	6	1	0	0	40	0	0	7	0	0	0	0	7	0	0	14	5	0	0	0	19	0	0	1	0	0	0	0	1
09:30 - 09:45	0	1	37	4	0	0	0	42	0	0	7	2	1	0	0	10	0	5	8	4	2	0	0	19	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	43	4	1	0	0	48	0	0	5	0	0	0	0	22	5	1	19	1	1	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	0	3	146	14	2	0	0	165	0	0	23	4	1	0	0	28	0	6	59	14	3	0	0	82	0	0	1	0	0	0	0	1
10:00 - 10:15	0	0	54	4	1	0	0	59	0	0	7	2	0	0	0	9	0	0	6	3	0	0	0	9	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	32	1	0	0	0	33	0	0	4	0	1	0	0	5	0	0	18	3	1	0	0	22	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	37	3	2	0	0	42	0	1	4	2	1	0	0	8	0	0	18	4	0	0	0	22	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	46	3	1	0	0	51	0	0	9	0	0	0	0	9	0	0	14	4	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	1	169	11	4	0	0	185	0	1	24	4	2	0	0	31	0	0	56	14	1	0	0	71	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	43	2	0	0	0	45	0	2	5	0	0	0	0	7	0	1	16	3	0	0	0	20	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	32	0	1	0	0	33	0	0	10	1	0	0	0	11	0	1	23	2	0	0	0	26	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	38	1	0	0	0	39	0	0	10	0	0	0	0	10	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	50	3	1	0	0	54	0	0	6	1	0	0	0	7	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	0	0	163	6	2	0	0	171	0	2	31	2	0	0	0	35	0	2	72	8	0	0	0	82	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	46	4	0	0	0	50	0	0	9	2	0	0	0	11	0	0	13	2	1	0	0	16	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	50	2	0	0	0	52	0	0	6	0	0	0	0	6	0	0	21	2	1	0	0	24	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	47	3	0	0	0	50	0	1	8	1	0	0	0	10	0	0	19	2	0	1	0	22	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	52	2	0	0	0	55	0	0	6	0	0	0	0	6	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	0	1	195	11	0	0	0	207	0	1	29	3	0	0	0	33	0	0	69	7	2	1	0	79	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	48	4	0	0	0	52	0	0	5	0	0	0	0	5	0	0	6	4	0	0	0	10	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	45	5	0	0	0	50	0	0	6	0	0	0	0	6	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	48	5	0	0	0	53	0	0	14	2	0	0	0	16	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	49	1	0	0	0	51	0	0	8	2	0	0	0	10	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	0
Hourly Total	0	1	190	15	0	0	0	206	0	0	33	4	0	0	0	37	0	0	50	9	0	0	0	59	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	34	5	0	0	0	39	0	0	14	1	0	0	0	15	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	42	4	0	0	0	46	0	0	14	0	0	0	0	14	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	56	2	0	0	0	58	0	0	6	1	0	0	0	7	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	43	7	0	0	0	50	0	0	22	3	0	0	0	25	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	0	175	18	0	0	0	193	0	0	56	5	0	0	0	61	0	0	43	9	0	0	0	52	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	56	3	0	0	0	59	0	0	7	2	0	0	0	9	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	47	7	0	0	0	55	0	0	9	2	0	0	0	11	0	0	22	0	0	1	0	23	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	39	0	0	0	0	39	0	0	8	5	0	1	0	14	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	31	2	0	0	0	33	0	1	16	3	0	0	0	20	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	0	1	173	12	0	0	0	186	0	1	40	12	0	1	0	54	0	0	64	5	0	1	0	70	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	49	4	0	0	0	53	0	0	7	0	0	0	0	7	0	0	10	2	0	0	0	12	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	52	3	0	0	0	55	0	0	10	3	0	0	0	13	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
16:30 - 16:45	1	0	57	5	0	0	0	63	0	0	8	0	0	1	0	9	0	0	22	1	0	0	0	23	0	0						



Pontardawe, Friday 19th May 2023

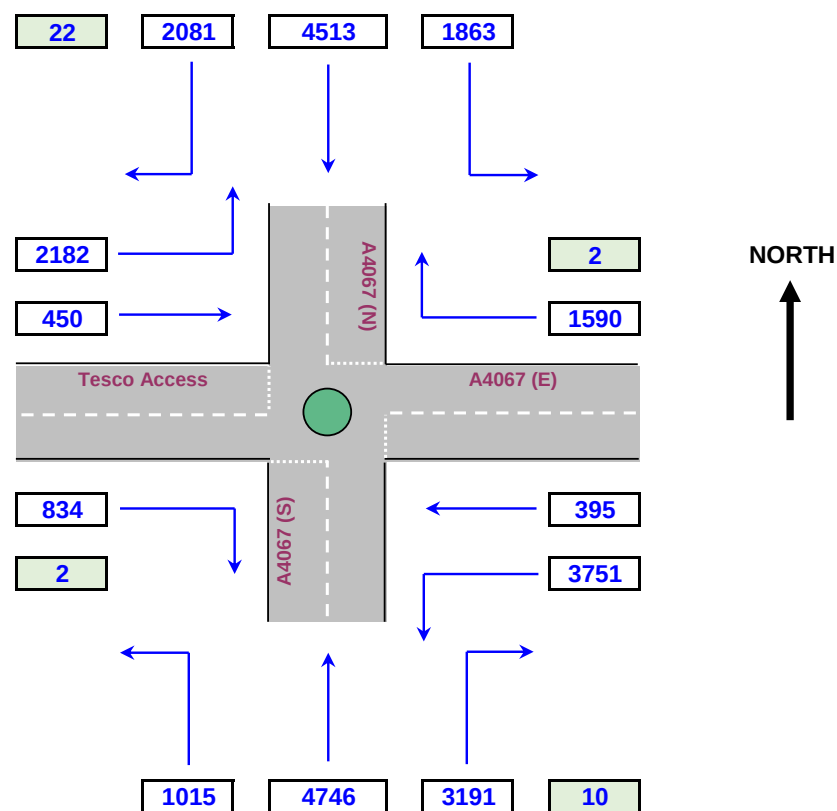
2

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 2
Approach: A4067 North

TIME	To A4067 (E)								To A4067 (S)								To Tesco Access								U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	4	2	0	0	0	6	0	1	23	3	0	0	0	27	0	0	4	4	0	0	0	8	0	0	1	0	0	0	0	0	0
07:15 - 07:30	0	0	6	7	0	0	0	13	0	0	36	3	0	0	0	39	0	0	9	3	0	0	0	12	0	0	1	0	0	0	0	0	0
07:30 - 07:45	0	0	11	2	0	0	0	13	0	2	32	5	0	0	0	39	0	0	21	3	0	0	0	24	0	0	0	0	0	0	0	0	0
07:45 - 08:00	1	1	6	5	0	0	0	13	0	1	35	5	0	0	1	42	0	1	20	4	0	0	0	25	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	27	16	0	0	0	45	0	4	126	16	0	0	1	147	0	1	54	14	0	0	0	69	0	0	1	0	0	0	0	0	1
08:00 - 08:15	0	0	12	1	0	0	0	13	0	0	57	10	0	0	0	67	0	0	25	6	0	0	0	31	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	12	5	0	0	0	17	0	0	59	10	0	0	0	69	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	3	15	3	0	0	0	21	0	0	70	10	0	2	0	82	0	1	25	4	0	0	0	30	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	20	2	0	0	0	23	0	0	55	7	0	0	0	62	0	0	44	1	0	0	0	45	0	0	1	0	0	0	0	0	1
Hourly Total	0	4	59	11	0	0	0	74	0	0	241	37	0	2	0	280	0	1	119	15	0	0	0	135	0	0	1	0	0	0	0	0	1
09:00 - 09:15	0	0	21	3	1	0	0	25	0	0	81	13	0	0	0	94	0	0	40	7	0	0	0	47	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	2	28	6	0	0	0	36	0	2	80	8	2	1	0	93	0	0	58	3	0	0	0	61	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	23	3	0	0	0	26	0	5	98	10	0	0	0	113	0	2	60	4	0	0	0	66	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	23	1	0	0	0	24	1	1	78	12	0	1	1	94	0	1	51	3	0	0	0	55	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	95	13	1	0	0	111	1	8	337	43	2	2	1	394	0	3	209	17	0	0	0	229	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	34	1	0	0	0	35	0	0	79	10	2	0	0	91	0	0	60	5	0	0	0	65	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	1	39	2	1	0	0	43	0	1	79	7	2	0	0	89	0	0	50	4	1	0	0	55	0	0	0	0	0	0	0	0	0
10:30 - 10:45	1	1	42	3	0	0	0	47	0	0	94	10	0	0	0	104	0	1	57	4	0	0	0	62	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	35	4	0	0	0	40	0	0	72	6	0	0	0	78	0	0	48	3	0	0	0	51	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	150	10	1	0	0	165	0	1	324	33	4	0	0	362	0	1	215	16	1	0	0	233	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	38	3	0	0	0	41	1	0	95	11	1	0	0	108	0	0	62	3	0	0	0	65	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	1	36	3	0	0	0	40	0	0	108	11	1	0	0	120	0	0	55	5	0	0	0	60	0	0	1	0	0	0	0	0	1
11:30 - 11:45	0	1	43	5	0	0	0	49	0	1	98	5	1	0	0	105	0	0	59	7	0	0	0	66	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	47	4	0	0	0	51	0	1	87	11	0	0	2	101	0	1	68	5	0	0	0	74	0	0	2	0	0	0	0	0	2
Hourly Total	0	2	164	15	0	0	0	181	1	2	388	38	3	0	2	434	0	1	244	20	0	0	0	265	0	0	3	0	0	0	0	0	3
12:00 - 12:15	0	1	38	3	1	0	0	43	0	2	95	6	2	0	0	105	0	0	58	1	0	0	0	59	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	36	3	0	0	0	40	0	5	90	12	2	0	0	109	0	0	49	6	0	0	0	55	0	0	0	0	0	0	0	0	0
12:30 - 12:45	1	0	35	1	0	0	0	37	0	0	85	4	0	0	0	89	0	1	67	1	0	0	0	69	0	0	1	0	0	0	0	0	1
12:45 - 13:00	0	0	40	2	0	0	0	42	0	1	89	8	0	0	0	98	0	1	40	4	0	0	0	45	0	2	0	1	0	0	0	0	3
Hourly Total	1	2	149	9	1	0	0	162	0	8	359	30	4	0	0	401	0	2	214	12	0	0	0	228	0	2	1	1	0	0	0	0	4
13:00 - 13:15	0	2	52	2	0	0	0	56	0	4	94	11	0	0	0	109	0	0	49	1	0	0	0	50	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	1	39	1	0	0	0	41	0	2	114	11	0	0	0	127	0	2	37	2	0	0	0	41	0	0	1	0	0	0	0	0	1
13:30 - 13:45	0	0	34	2	0	0	0	36	0	0	116	12	0	1	0	129	0	0	37	2	0	0	0	39	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	36	8	0	0	0	45	0	0	104	10	1	0	0	115	0	0	43	7	0	0	0	50	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	161	13	0	0	0	178	0	6	428	44	1	1	0	480	0	2	166	12	0	0	0	180	0	0	1	0	0	0	0	0	1
14:00 - 14:15	0	0	38	5	0	0	0	43	0	4	105	14	1	0	0	124	0	1	39	9	0	0	0	49	0	0	3	0	0	0	0	0	3
14:15 - 14:30	0	0	41	3	0	0	0	44	0	2	76	6	0	0	0	84	0	0	43	3	0	0	0	46	0	0	1	0	0	0	0	0	1
14:30 - 14:45	0	0	31	3	0	0	0	34	0	4	88	14	0	0	0	106	0	0	45	1	0	0	0	46	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	23	2	0	0	0	25	0	1	89	13	0	0	0	103	0	0	45	2	0	0	0	47	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	133	13	0	0	0	146	0	11	358	47	1	0	0	417	0	1	172	15	0	0	0	188	0	0	5	0	0	0	0	0	5
15:00 - 15:15	0	1	33	4	0	0	0	38	0	2	115	14	0	0	1	132	0	0	34	3	0	0	0	37	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	30	4	0	0	0	35	0	3	59	7	1	0	0	70	0	0	37	4	0	0	0	41	0	0	0	1	0	0	0	0	1
15:30 - 15:45	0	1	20	1	0	0	0	22	0	1	56	3	0	0	0	60	0	0	34	1	0	0	0	35	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	19	3	0	0	0	23	0	2	73	6	0	0	0	81	0	0	38	1	0	0	0	39	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	102	12	0	0	0	118	0	8	303	30	1	0	1	343	0	0	143	9	0	0	0	152	0	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	34	1	0	0	0	35	0	1	84	8	0	0	0	93	0	2	31	3	0	0	0	36	0	0	1	0	0	0	0	0	

Junction: 2
Approach: A4067 East

TIME	To A4067 (S)								To Tesco Access								To A4067 (N)								U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	1	0	18	8	0	1	0	27	0	0	3	1	0	0	0	4	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0	
07:15 - 07:30	2	0	19	7	0	0	0	27	0	0	2	1	1	0	0	4	0	0	4	0	1	0	0	5	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	37	7	0	1	0	45	0	0	3	0	0	0	0	3	0	0	5	2	0	0	0	7	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	32	6	0	0	0	38	0	0	1	2	0	0	0	3	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0	
Hourly Total	1	0	106	28	0	2	0	137	0	0	9	4	1	0	0	14	0	0	33	6	0	0	0	39	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	1	37	8	1	0	0	47	0	0	2	1	0	0	0	3	1	0	16	6	1	0	0	24	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	27	6	0	0	0	33	0	0	6	0	0	0	0	6	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	1	56	2	1	0	0	60	0	0	6	0	0	0	0	6	0	0	25	9	1	0	0	35	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	1	41	9	0	0	0	51	0	1	5	1	0	0	0	7	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0	
Hourly Total	0	3	161	25	2	0	0	191	0	1	19	2	0	0	0	22	1	0	84	18	2	0	0	105	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	43	9	0	0	0	52	0	0	10	0	0	0	0	10	0	0	28	5	0	0	0	33	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	67	8	1	0	0	76	0	0	4	1	0	0	0	5	0	4	29	3	0	0	0	36	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	1	65	10	0	0	0	76	0	1	7	0	0	0	0	8	0	0	41	4	0	0	0	45	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	65	10	0	0	0	75	0	0	2	1	0	0	0	3	0	0	33	6	0	0	0	39	0	0	0	0	0	0	0	0	
Hourly Total	0	1	240	37	1	0	0	279	0	1	23	2	0	0	0	26	0	4	131	18	0	0	0	153	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	53	5	0	0	0	58	0	0	7	3	0	0	0	10	0	0	42	6	0	0	0	48	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	1	74	6	0	0	0	81	0	0	16	1	0	0	0	17	0	0	31	5	0	0	0	36	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	3	91	8	2	0	0	104	0	0	6	0	0	0	0	6	0	0	41	2	0	0	0	43	0	0	0	0	0	0	0	0	
10:45 - 11:00	1	3	74	10	0	1	0	89	0	1	6	1	0	0	0	8	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	
Hourly Total	1	7	292	29	2	1	0	332	0	1	35	5	0	0	0	41	0	0	148	17	0	0	0	165	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	1	68	10	0	1	0	80	0	0	8	2	0	0	0	10	0	0	41	0	0	0	0	41	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	70	3	0	0	0	73	0	0	9	1	0	0	0	10	0	0	37	5	0	0	0	42	0	0	0	0	0	0	0	0	
11:30 - 11:45	2	1	78	8	0	0	0	89	0	0	7	0	1	0	0	8	0	0	40	7	0	0	0	47	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	2	71	9	0	0	0	82	0	0	10	0	0	0	0	10	1	0	45	3	0	0	0	49	0	0	0	0	0	0	0	0	
Hourly Total	2	4	287	30	0	1	0	324	0	0	34	3	1	0	0	38	1	0	163	15	0	0	0	179	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	3	75	6	0	0	0	84	0	0	9	0	0	0	0	9	0	1	36	6	0	0	0	43	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	1	62	7	0	0	0	70	0	0	12	3	0	0	0	15	0	0	35	2	0	1	0	38	0	0	0	0	0	0	0	0	
12:30 - 12:45	1	1	83	1	2	0	0	88	0	0	5	1	1	0	0	7	0	0	29	1	0	0	0	30	0	1	0	0	0	0	0	1	
12:45 - 13:00	0	1	64	5	0	0	1	71	0	0	9	1	0	0	0	10	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	0	
Hourly Total	1	6	284	19	2	0	1	313	0	0	35	5	1	0	0	41	0	1	123	13	0	1	0	138	0	1	0	0	0	0	0	1	
13:00 - 13:15	0	1	44	4	1	0	0	50	0	0	6	0	0	0	0	6	0	1	35	3	0	0	0	39	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	67	6	0	0	0	73	0	0	8	0	0	0	0	8	0	0	31	2	0	0	1	34	0	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	56	3	1	0	0	60	0	0	8	3	0	0	0	11	0	0	23	2	1	0	0	26	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	3	88	9	0	0	0	100	0	0	6	0	0	0	0	6	0	0	33	4	0	0	0	37	0	0	0	0	0	0	0	0	
Hourly Total	0	4	255	22	2	0	0	283	0	0	28	3	0	0	0	31	0	1	122	11	1	0	1	136	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	55	9	0	0	0	64	0	0	11	0	0	0	0	11	0	0	39	1	0	0	0	40	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	6	77	5	0	0	0	88	0	0	9	0	0	0	0	9	0	0	39	4	0	0	0	43	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	68	4	0	0	0	72	0	0	11	1	0	0	0	12	0	1	26	2	0	0	0	29	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	3	55	4	0	0	0	62	0	0	5	2	0	0	0	7	1	1	30	5	0	0	0	37	0	0	0	0	0	0	0	0	
Hourly Total	0	9	255	22	0	0	0	286	0	0	36	3	0	0	0	39	1	2	134	12	0	0	0	149	0	0	0	0	0	0	0	0	0
15:00 - 15:15	1	2	53	1	0	0	0	57	0	0	15	1	0	0	0	16	0	1	18	2	0	0	0	21	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	59	6	0	0	0	65	0	1	10	0	0	0	0	11	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	3	64	10	0	0	0	77	0	0	4	0	0	0	0	4	0	0	33	1	0	0	0	34	0	0	0	0	0	0	0	0	
15:45 - 16:00	1	8	57	7	0	0	0	73	0	0	7	0	0	0	0	7	0	0	28	1	0	0	0	29	0	0	0	0	0	0	0	0	
Hourly Total	2	13	233	24	0	0	0	272	0	1	36	1	0	0	0	38	0	1	105	5	0	0	0	111	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	10	82	8	0	0	0	100	0	0	8	0	0	0	0	8	0	1	32	4	0	0	0	37	0	0	0	0	0	0	0	0	
16:15 - 16:30	0	4	75	8	0	0	0	87	0	0	8	0	0	0	0	8	0	0	44	1	0	0	0	45	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	1	65	8	2	0	0	76	0	0	6	0	0	0	0	6	0	0															

Junction: 2
Approach: A4067 South

TIME	To Tesco Access								To A4067 (N)								To A4067 (E)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	1	14	3	0	0	0	18	0	0	8	4	0	0	0	12	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	1	0	0	0	2	0	0	13	4	0	0	0	17	1	0	16	2	0	0	2	21	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	2	3	0	0	0	5	0	0	25	5	0	0	1	31	0	0	24	4	2	0	1	31	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	11	0	0	0	0	11	0	0	26	4	1	0	0	31	0	0	28	4	1	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	0	0	15	4	0	0	0	19	0	1	78	16	1	0	1	97	1	0	76	14	3	0	3	97	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	7	0	0	0	0	7	0	0	29	7	0	1	0	37	0	0	17	4	0	0	0	21	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	9	3	0	0	0	12	1	2	51	10	0	0	0	64	0	0	21	6	0	0	1	28	0	0	0	0	0	0	0	0
08:30 - 08:45	0	1	10	6	0	0	0	17	0	0	40	6	1	0	0	47	0	0	24	2	1	0	3	30	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	13	3	0	0	0	16	0	1	95	13	1	1	2	113	2	1	26	5	1	1	1	37	0	0	0	0	0	0	0	0
Hourly Total	0	1	39	12	0	0	0	52	1	3	215	36	2	2	2	261	2	1	88	17	2	1	5	116	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	21	3	0	0	0	24	0	0	94	16	0	0	0	110	0	1	27	6	2	0	0	36	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	13	2	0	0	0	15	0	0	125	17	0	0	0	142	0	1	41	6	0	0	0	48	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	14	2	0	0	0	16	0	2	89	19	0	0	0	110	0	0	37	3	0	1	0	41	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	13	0	1	0	0	14	0	1	80	9	0	1	0	91	0	0	35	9	0	0	0	44	0	0	0	0	0	0	0	0
Hourly Total	0	0	61	7	1	0	0	69	0	3	388	61	0	1	0	453	0	2	140	24	2	1	0	169	0	0	0	0	0	0	0	0
10:00 - 10:15	0	1	22	2	0	0	0	25	0	0	77	13	0	0	0	90	0	1	40	5	0	0	0	46	0	0	0	0	0	0	0	0
10:15 - 10:30	0	1	22	3	0	0	0	26	0	0	87	14	1	0	0	102	0	0	43	8	1	1	0	53	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	17	1	0	0	0	18	0	1	56	11	1	0	1	70	1	0	46	13	0	0	0	60	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	31	1	0	0	1	33	0	0	80	6	1	0	0	87	0	3	46	7	0	0	0	56	0	0	0	0	0	0	0	0
Hourly Total	0	2	92	7	0	0	1	102	0	1	300	44	3	0	1	349	1	4	175	33	1	1	0	215	0	0	1	0	0	0	0	1
11:00 - 11:15	1	1	27	1	0	0	0	30	0	2	73	13	0	0	0	88	2	0	45	6	0	0	0	53	0	0	0	0	0	0	0	0
11:15 - 11:30	0	2	20	3	0	0	0	25	1	0	76	7	0	0	0	84	0	1	54	9	0	0	0	64	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	19	1	0	0	0	20	0	0	81	11	0	1	0	93	0	2	49	7	0	1	0	59	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	16	1	0	0	0	17	0	0	87	13	0	1	0	101	0	3	49	4	0	1	0	57	0	0	0	0	0	0	0	0
Hourly Total	1	3	82	6	0	0	0	92	1	2	317	44	0	2	0	366	2	6	197	26	0	2	0	233	0	0	0	1	0	0	0	1
12:00 - 12:15	0	0	22	3	0	0	0	25	0	1	78	13	0	0	0	92	0	3	68	12	0	0	0	83	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	25	1	0	0	0	26	0	1	85	9	0	0	0	95	0	1	61	12	1	0	1	76	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	26	1	0	0	0	27	0	0	84	7	0	0	0	91	0	3	41	7	0	0	0	51	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	23	2	0	0	0	25	0	0	103	9	1	0	1	114	0	1	80	7	0	1	1	90	0	0	0	0	0	0	0	0
Hourly Total	0	0	96	7	0	0	0	103	0	2	350	38	1	0	1	392	0	8	250	38	1	1	2	300	0	0	0	0	0	0	0	0
13:00 - 13:15	0	1	21	1	0	0	0	23	0	1	77	10	2	0	0	90	0	0	83	6	0	0	0	89	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	17	1	0	0	0	18	0	1	80	11	0	0	0	92	0	1	74	8	0	0	0	83	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	24	0	0	0	0	24	0	0	84	9	0	0	0	93	0	0	76	7	0	0	0	83	0	0	0	1	0	0	0	1
13:45 - 14:00	0	0	24	3	0	0	0	27	0	2	69	9	0	0	0	80	0	5	89	3	0	0	0	97	0	0	0	0	0	0	0	0
Hourly Total	0	1	86	5	0	0	0	92	0	4	310	39	2	0	0	355	0	6	322	24	0	0	0	352	0	0	0	1	0	0	0	1
14:00 - 14:15	0	1	24	0	0	0	0	25	0	2	65	6	0	0	0	73	0	2	62	8	0	0	0	72	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	24	2	0	0	0	26	0	1	91	14	0	0	0	106	0	2	63	7	0	0	0	72	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	18	2	0	0	0	20	0	1	94	8	0	0	0	103	0	0	76	6	0	0	0	82	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	26	1	0	0	0	27	0	1	66	8	0	0	0	75	0	4	67	8	0	0	0	79	0	0	0	0	0	0	0	0
Hourly Total	0	1	92	5	0	0	0	98	0	5	316	36	0	0	0	357	0	8	268	29	0	0	0	305	0	0	2	0	0	0	0	2
15:00 - 15:15	0	1	16	0	0	0	0	17	0	1	82	12	1	0	0	96	0	1	74	5	0	0	0	80	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	16	3	0	0	0	19	0	1	79	4	0	0	0	84	0	0	57	7	0	0	0	64	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	20	2	0	0	0	22	0	0	75	3	0	0	0	78	0	3	72	9	0	0	0	84	0	0	0	0	0	0	0	0
15:45 - 16:00	0	1	36	1	0	0	0	38	0	1	86	9	0	0	1	97	0	0	74	5	0	0	0	79	0	0	2	0	0	0	0	2
Hourly Total	0	2	88	6	0	0	0	96	0	3	322	28	1	0	1	355	0	4	277	26	0	0	0	307	0	0	2	0	0	0	0	2
16:00 - 16:15	0	1	15	0	0	0	0	16	0	0	64	10	0	0	0	74	0	1	58	5	0	1	0	65	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	21	2	0	0	0	23	0	3	88	5	1	0	1	98	1	0	62	3	0	0	0	66	0	0	0	0	0	0	0	0
16:30 - 16:45	0	2	15	1	1	1	0	20	0	2	81																					

Junction: 2
Approach: Tesco Access

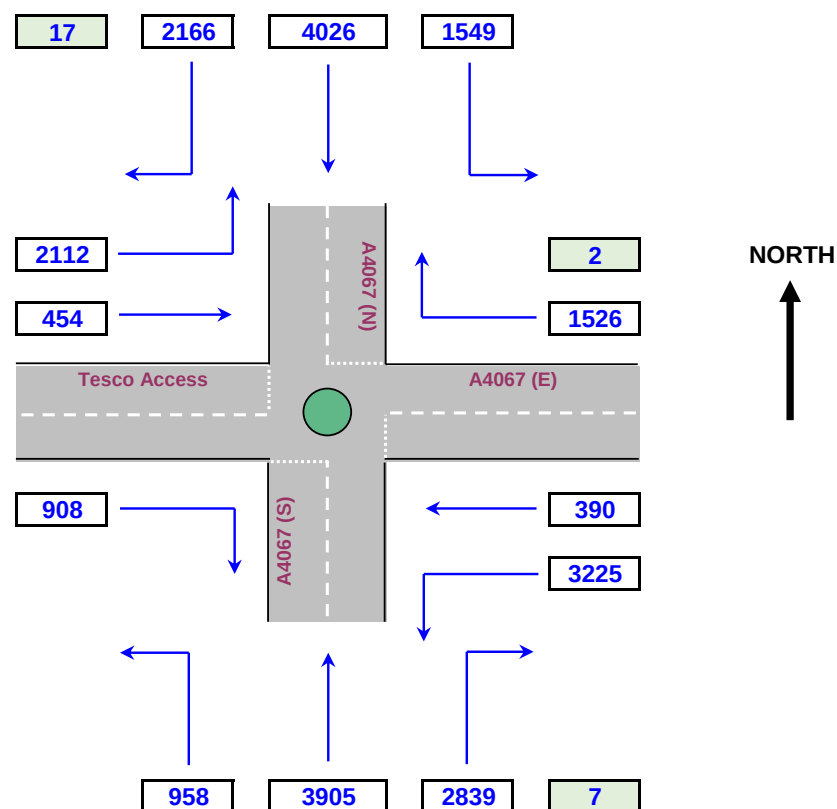
TIME	To A4067 (N)								To A4067 (E)								To A4067 (S)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	5	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3
07:15 - 07:30	0	0	6	2	0	0	0	8	0	0	2	1	0	0	0	3	0	0	5	3	0	0	0	8
07:30 - 07:45	0	0	12	0	1	0	0	13	0	0	0	1	0	0	0	1	0	0	4	0	0	0	0	4
07:45 - 08:00	0	0	20	2	1	0	0	23	0	0	3	2	2	0	0	7	0	0	6	4	0	0	0	10
Hourly Total	0	0	43	9	2	0	0	54	0	0	5	4	2	0	0	11	0	0	17	8	0	0	0	25
08:00 - 08:15	0	0	15	3	0	0	0	18	0	0	3	1	0	0	0	4	0	1	8	1	0	0	0	10
08:15 - 08:30	0	0	19	3	0	0	0	22	0	0	4	2	0	0	0	6	0	0	11	0	0	0	0	11
08:30 - 08:45	0	1	20	6	0	0	0	27	0	0	2	0	0	0	0	2	0	0	6	1	0	0	0	7
08:45 - 09:00	0	0	37	8	0	0	0	45	0	1	3	0	0	0	0	4	0	1	13	1	0	0	0	15
Hourly Total	0	1	91	20	0	0	0	112	0	1	12	3	0	0	0	16	0	2	38	3	0	0	0	43
09:00 - 09:15	0	0	36	0	0	0	0	36	0	0	2	3	0	0	0	5	0	0	14	5	0	0	0	19
09:15 - 09:30	0	0	44	2	0	0	0	46	0	0	3	0	0	0	0	3	0	1	14	2	0	0	0	17
09:30 - 09:45	0	0	47	5	0	0	0	52	0	0	10	2	0	0	0	12	0	3	12	1	0	0	0	16
09:45 - 10:00	0	0	51	3	1	0	0	55	0	1	8	1	0	0	0	10	0	0	19	3	0	0	0	22
Hourly Total	0	0	178	10	1	0	0	189	0	1	23	6	0	0	0	30	0	4	59	11	0	0	0	74
10:00 - 10:15	0	0	38	4	0	0	0	42	0	0	7	1	0	0	0	8	0	0	25	1	0	0	0	26
10:15 - 10:30	0	0	50	3	1	0	0	54	0	2	10	1	0	0	0	13	0	0	21	2	0	0	0	23
10:30 - 10:45	0	1	40	4	0	0	0	45	0	0	7	0	0	0	0	7	0	0	33	2	0	0	0	35
10:45 - 11:00	0	0	65	6	0	0	0	71	0	0	9	1	0	0	0	10	0	1	16	0	0	0	0	17
Hourly Total	0	1	193	17	1	0	0	212	0	2	33	3	0	0	0	38	0	1	95	5	0	0	0	101
11:00 - 11:15	0	1	48	1	0	0	0	50	0	0	10	0	0	0	1	11	0	0	23	2	0	0	0	25
11:15 - 11:30	0	0	44	4	0	0	0	48	0	0	10	0	0	0	0	10	1	0	31	4	0	0	0	36
11:30 - 11:45	0	0	48	0	0	0	0	48	0	0	10	3	0	0	0	13	0	0	29	1	0	0	0	30
11:45 - 12:00	0	0	61	4	0	0	0	65	0	1	6	0	0	0	0	7	0	1	17	2	0	0	0	20
Hourly Total	0	1	201	9	0	0	0	211	0	1	36	3	0	0	1	41	1	1	100	9	0	0	0	111
12:00 - 12:15	0	0	59	0	2	0	0	61	0	0	10	1	0	0	0	11	0	0	24	1	0	0	0	25
12:15 - 12:30	0	0	62	1	0	0	0	63	0	0	7	2	0	0	0	9	0	0	20	2	0	0	0	22
12:30 - 12:45	0	1	50	2	0	0	0	53	0	0	18	3	0	0	0	21	0	1	26	3	0	0	0	30
12:45 - 13:00	0	0	65	2	0	0	0	67	0	0	12	0	0	0	0	12	0	0	17	4	1	0	0	22
Hourly Total	0	1	236	5	2	0	0	244	0	0	47	6	0	0	0	53	0	1	87	10	1	0	0	99
13:00 - 13:15	0	1	41	5	0	0	0	47	0	1	11	0	0	0	0	12	0	0	28	0	0	0	0	28
13:15 - 13:30	0	0	57	2	0	0	0	59	0	0	11	1	0	0	0	12	0	0	19	0	0	0	0	19
13:30 - 13:45	0	0	44	1	0	0	0	45	0	0	6	0	0	0	0	6	0	2	22	3	0	0	0	27
13:45 - 14:00	0	0	34	3	0	0	0	37	0	0	13	0	0	0	0	13	0	0	19	1	0	0	0	20
Hourly Total	0	1	176	11	0	0	0	188	0	1	41	1	0	0	0	43	0	2	88	4	0	0	0	94
14:00 - 14:15	0	0	39	3	0	0	0	42	0	0	13	1	0	0	0	14	0	0	19	4	0	0	0	23
14:15 - 14:30	0	1	47	3	0	0	0	51	0	0	13	3	0	0	0	16	0	0	31	4	0	0	0	35
14:30 - 14:45	0	1	41	2	0	0	0	44	0	0	14	1	0	0	0	15	0	0	15	2	0	0	0	17
14:45 - 15:00	0	0	51	3	0	0	0	54	0	0	11	1	0	0	0	12	0	0	18	0	0	0	0	18
Hourly Total	0	2	178	11	0	0	0	191	0	0	51	6	0	0	0	57	0	0	83	10	0	0	0	93
15:00 - 15:15	0	0	54	3	0	0	0	57	0	0	9	0	0	0	0	9	1	0	23	3	0	0	0	27
15:15 - 15:30	0	0	47	2	0	0	0	49	0	1	6	1	0	0	0	8	0	0	14	1	0	0	0	15
15:30 - 15:45	0	0	43	2	0	0	0	45	0	0	9	1	0	0	0	10	0	1	18	0	0	0	0	19
15:45 - 16:00	0	0	38	2	0	0	0	40	0	0	10	0	0	0	0	10	0	0	16	1	0	0	0	17
Hourly Total	0	0	182	9	0	0	0	191	0	1	34	2	0	0	0	37	1	1	71	5	0	0	0	78
16:00 - 16:15	0	1	41	2	0	0	0	44	0	0	17	0	0	0	0	17	0	1	10	0	0	0	0	11
16:15 - 16:30	0	1	32	1	0	0	0	34	0	1	8	1	0	0	0	10	0	1	20	0	0	0	0	21
16:30 - 16:45	0	1	37	3	0	0	0	41	0	0	14	1	0	0	0	15	0	0	15	0	0	0	0	15
16:45 - 17:00	0	1	23	6	0	0	0	30	0	0	10	0	0	0	0	10	0	0	19	0	0	0	0	19
Hourly Total	0	4	133	12	0	0	0	149	0	1	49	2	0	0	0	52	0	2	64	0	0	0	0	66
17:00 - 17:15	0	1	42	4	0	0	0	47	0	0	10	0	0	0	0	10	0	0	15	1	1	0	0	17
17:15 - 17:30	0	0	46	4	0	0	0	50	0	2	10	0	0	0	1	13	0	0	15	0	0	0	0	15
17:30 - 17:45	0	0	41	6	0	0	0	47	0	0	11	2	1	1	0	15	0	0	12	1	1	0	0	14
17:45 - 18:00	0	0	46	2	0	0	0	48	0	1	10	1	0	0	0	12	0	1	18	0	0	0	0	19
Hourly Total	0	1	175	16	0	0	0	192	0	3	41	3	1	1	1	50	0	1	60	2	2	0	0	65
18:00 - 18:15	0	0	37	4	0	0	0	41	0	0	5	1	0	0	0	6	0	0	15	1	0	0	0	16
18:15 - 18:30	0	0	40	1	0	0	0	41	0	0	7	0	0	0	0	7	0	1	14	0	0	0	0	15
18:30 - 18:45	0	0	46	6	0	0	0	52	0	0	9	0	0	0	0	9	0	0	20	0	0	0	0	20
18:45 - 19:00	0	0	44	1	0	0	0	45	0	0	4	0	0	0	0	4	0	0	7	1	0	0	0	8
Hourly Total	0	0	167	12	0	0	0	179	0	0	25	1	0	0	0	26	0	1	56	2	0	0	0	59
TOTAL	0	12	1953	141	6	0	0	2112	0	11	397	40	3	1	2	454	2	16	818	69	3	0	0	908

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 2
Approach: A4067 North

TIME	To A4067 (E)								To A4067 (S)								To Tesco Access								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	10	2	0	0	0	12	0	0	105	24	0	0	1	130	0	0	13	6	0	0	0	19	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	10	1	1	0	0	11	0	1	117	21	0	1	1	140	0	0	19	4	0	0	0	23	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	16	5	0	0	0	21	0	1	80	15	1	1	0	98	0	0	14	4	0	1	0	19	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	27	7	3	2	0	39	0	0	80	16	1	4	1	102	0	0	20	5	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	0	0	63	15	3	2	0	83	0	2	382	76	2	6	2	470	0	0	66	19	0	1	0	86	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	32	7	0	0	0	39	0	0	104	19	1	0	1	125	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	40	7	1	0	2	50	0	0	123	9	1	2	1	136	0	0	22	4	0	0	0	26	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	28	6	1	0	1	36	0	0	117	15	4	0	1	137	0	0	22	7	0	0	0	29	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	35	8	0	0	0	43	0	0	103	7	1	1	2	114	0	0	42	3	0	0	0	45	0	0	0	0	0	0	0	0
Hourly Total	0	0	135	28	2	0	3	168	0	0	447	50	7	3	5	512	0	0	101	16	0	0	0	117	0	0	1	0	0	0	0	1
09:00 - 09:15	0	0	23	7	0	0	0	30	0	1	78	14	1	1	0	95	0	0	27	4	0	0	0	31	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	22	9	1	0	1	33	0	1	71	13	2	3	0	90	0	0	34	1	0	0	0	35	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	19	5	0	0	0	25	0	0	76	10	2	3	0	91	0	0	34	2	0	1	0	37	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	39	6	1	0	0	46	0	0	75	18	0	0	1	94	0	0	35	4	0	0	0	39	0	0	0	0	0	0	0	0
Hourly Total	0	1	103	27	2	0	1	134	0	2	300	55	5	7	1	370	0	0	130	11	0	1	0	142	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	33	3	2	0	0	38	0	0	66	11	4	0	0	81	0	0	29	3	0	0	0	32	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	36	2	2	0	0	40	0	0	63	11	0	0	0	74	0	0	33	5	0	0	0	38	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	24	1	1	0	0	26	0	1	65	12	2	0	0	80	0	0	27	5	0	1	0	33	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	28	4	1	1	0	34	0	2	57	17	1	1	0	78	0	0	37	6	0	0	0	43	0	0	0	0	0	0	0	0
Hourly Total	0	0	121	10	6	1	0	138	0	3	251	51	7	1	0	313	0	0	126	19	0	1	0	146	0	0	1	0	0	0	0	1
11:00 - 11:15	0	0	27	4	1	0	0	32	0	2	68	13	2	0	0	85	0	1	32	3	0	0	0	36	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	29	3	0	0	0	32	0	0	76	16	0	1	0	93	0	0	33	3	1	0	0	37	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	37	3	0	0	1	42	0	2	81	15	3	1	0	102	0	1	38	4	0	0	0	43	0	0	0	1	0	0	0	1
11:45 - 12:00	0	0	28	5	2	0	0	35	0	0	67	22	1	3	0	93	0	1	32	5	1	0	0	39	0	0	0	0	0	0	0	0
Hourly Total	0	1	121	15	3	0	1	141	0	4	292	66	6	5	0	373	0	3	135	15	2	0	0	155	0	0	0	1	0	0	0	1
12:00 - 12:15	0	0	33	6	0	0	0	39	0	2	87	11	0	1	2	103	0	0	46	1	0	0	0	47	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	30	9	1	1	0	42	0	1	83	13	1	0	0	98	0	1	34	4	0	0	0	39	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	29	7	0	0	0	37	0	0	87	22	0	0	0	109	0	0	38	0	1	0	0	39	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	34	5	1	0	0	40	0	0	64	13	3	0	0	80	0	0	36	0	0	0	0	36	0	0	0	2	0	0	0	2
Hourly Total	0	2	126	27	2	1	0	158	0	3	321	59	4	1	2	390	0	1	154	5	1	0	0	161	0	0	0	2	0	0	0	2
13:00 - 13:15	0	0	31	1	1	1	0	34	0	1	56	7	0	0	0	64	0	0	36	4	0	0	0	40	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	35	3	0	0	0	38	0	0	66	15	0	0	0	81	0	0	40	8	0	0	0	48	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	32	3	1	1	0	38	0	1	74	16	3	1	0	95	0	1	31	3	0	0	0	35	0	0	0	0	1	0	0	1
13:45 - 14:00	0	0	23	7	0	0	0	30	0	1	75	15	5	2	0	98	0	0	32	2	0	0	0	34	0	0	0	0	0	0	0	0
Hourly Total	0	1	121	14	2	2	0	140	0	3	271	53	8	3	0	338	0	1	139	17	0	0	0	157	0	0	0	0	1	0	0	1
14:00 - 14:15	0	0	28	5	1	0	0	34	0	1	71	9	0	0	0	81	0	1	29	4	0	0	0	34	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	28	3	0	0	0	31	0	2	63	17	0	1	2	85	0	1	30	2	0	0	0	33	0	0	1	0	0	0	0	1
14:30 - 14:45	0	1	31	5	0	0	0	37	0	1	58	15	3	0	0	77	0	0	37	3	1	0	0	41	0	0	0	1	0	0	0	1
14:45 - 15:00	0	0	32	4	0	0	0	36	0	1	84	16	2	0	0	103	0	0	41	4	0	0	0	45	0	0	0	1	0	0	0	1
Hourly Total	0	1	119	17	1	0	0	138	0	5	276	57	5	1	2	346	0	2	137	13	1	0	0	153	0	0	1	2	0	0	0	3
15:00 - 15:15	0	0	41	10	0	0	0	51	0	3	74	14	2	2	0	95	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	39	6	0	0	2	47	0	0	97	11	1	1	3	113	0	2	25	2	0	0	0	29	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	62	3	0	0	1	66	0	0	97	19	1	0	0	117	0	1	36	1	0	1	0	39	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	96	11	0	0	1	108	0	1	70	17	2	1	1	92	0	0	27	2	0	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	238	30	0	0	4	272	0	4	338	61	6	4	4	417	0	3	121	7	0	1	0	132	0	0	1	0	0	0	0	1
16:00 - 16:15	0	0	50	2	0	0	0	52	0	1	85	14	1	3	0	104	0	0	20	5	0	0	0	25	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	45	7	0	0	0	53	0	0	86	22	2	0	0	110	0	0	30	5	0	0	0	35	0	0	0	0	0	0	0	0
16:30 - 16:45	0																															

Junction: 2
Approach: A4067 East

TIME	To A4067 (S)								To Tesco Access								To A4067 (N)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	90	36	0	1	0	128	0	0	4	1	0	1	0	5	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
07:15 - 07:30	0	2	120	39	2	0	0	163	0	0	2	6	0	1	0	9	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
07:30 - 07:45	0	2	99	31	0	1	0	133	0	0	8	3	0	0	0	11	0	0	22	8	0	0	0	30	0	0	0	0	0	0	0	0
07:45 - 08:00	2	1	86	21	2	0	0	112	0	0	3	4	0	0	0	7	0	0	34	9	1	0	0	44	0	0	0	0	0	0	0	0
Hourly Total	3	5	395	127	4	2	0	536	0	0	17	14	0	1	0	32	0	0	82	23	1	0	0	106	0	0	0	0	0	0	0	0
08:00 - 08:15	0	2	91	22	0	1	0	116	0	0	8	1	0	0	0	9	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0	0
08:15 - 08:30	0	2	95	22	3	0	0	122	0	0	11	2	0	0	0	13	0	0	46	14	0	0	2	62	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	75	21	1	0	2	99	0	1	4	1	0	0	0	6	0	0	44	9	2	0	0	55	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	67	14	0	1	0	82	0	0	4	2	0	0	0	6	0	1	36	10	0	0	0	47	0	0	0	0	0	0	0	0
Hourly Total	0	4	328	79	4	2	2	419	0	1	27	6	0	0	0	34	0	1	166	35	2	0	2	206	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	55	14	1	0	0	70	0	0	1	0	0	0	0	1	0	0	35	3	1	0	1	40	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	50	18	2	0	1	71	0	0	2	1	0	0	0	3	0	0	41	4	0	0	0	45	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	49	17	3	1	0	70	0	0	8	1	0	0	0	9	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	47	11	0	2	0	60	0	0	5	0	1	0	0	6	0	0	29	2	1	1	0	33	0	0	0	0	0	0	0	0
Hourly Total	0	0	201	60	6	3	1	271	0	0	16	2	1	0	0	19	0	0	135	13	2	1	1	152	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	79	13	1	1	0	94	0	0	10	0	0	0	0	10	0	0	24	4	0	1	0	29	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	56	16	0	1	1	74	0	0	7	0	0	0	0	7	0	0	21	5	1	0	0	27	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	52	15	2	0	0	69	0	0	9	0	0	0	0	9	0	0	27	8	0	1	0	36	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	53	11	0	0	0	64	0	0	9	2	0	0	0	11	0	0	24	5	0	0	0	29	0	0	0	0	0	0	0	0
Hourly Total	0	0	240	55	3	2	1	301	0	0	35	2	0	0	0	37	0	0	96	22	1	2	0	121	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	49	19	0	0	0	68	0	0	4	1	0	0	0	5	0	1	27	4	0	0	0	32	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	51	4	2	4	0	61	0	0	7	1	0	0	0	8	0	1	40	7	0	2	0	50	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	58	10	0	0	0	69	0	0	12	2	1	0	0	15	0	0	24	4	0	0	1	29	0	0	0	0	0	0	0	0
11:45 - 12:00	1	0	51	14	3	1	0	70	0	0	3	3	0	0	0	6	0	0	30	5	0	0	0	35	0	0	0	0	0	0	0	0
Hourly Total	1	1	209	47	5	5	0	268	0	0	26	7	1	0	0	34	0	2	121	20	0	2	1	146	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	44	13	2	0	0	59	0	0	4	4	0	0	0	8	0	1	19	1	1	0	0	22	0	0	0	0	0	0	0	0
12:15 - 12:30	0	2	40	14	1	0	0	57	0	0	12	4	0	0	0	16	0	0	20	8	0	0	0	28	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	46	9	0	1	0	57	0	0	3	3	0	0	0	6	0	0	24	9	0	0	0	33	0	0	0	0	0	0	0	0
12:45 - 13:00	1	1	51	18	1	1	0	73	0	0	10	0	0	0	0	10	0	0	27	4	0	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	1	4	181	54	4	2	0	246	0	0	29	11	0	0	0	40	0	1	90	22	1	0	0	114	0	0	0	0	0	0	0	0
13:00 - 13:15	0	1	57	11	1	0	0	70	0	0	7	2	0	0	0	9	0	1	26	6	1	0	0	34	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	63	14	0	0	0	77	0	0	5	1	0	0	0	6	0	1	32	1	0	0	0	34	0	0	0	0	0	0	0	0
13:30 - 13:45	0	2	66	16	1	2	0	87	0	0	7	1	0	0	0	8	0	1	29	10	1	0	0	41	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	50	7	3	0	0	61	0	0	4	2	0	0	0	6	0	0	30	4	0	0	0	34	0	0	0	0	0	0	0	0
Hourly Total	0	4	236	48	5	2	0	295	0	0	23	6	0	0	0	29	0	3	117	21	2	0	0	143	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	41	11	1	1	0	54	0	0	10	2	0	0	0	12	0	2	27	1	1	0	0	31	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	37	9	1	0	0	48	0	1	9	0	0	0	0	10	0	2	31	4	0	1	0	38	0	0	0	0	0	0	0	0
14:30 - 14:45	0	1	47	20	1	2	0	71	0	0	7	1	0	0	0	8	0	0	28	5	0	0	0	33	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	48	18	2	1	1	70	0	1	6	0	0	0	0	7	0	0	30	4	0	0	1	35	0	0	0	0	0	0	0	0
Hourly Total	0	2	173	58	5	4	1	243	0	2	32	3	0	0	0	37	0	4	116	14	1	1	1	137	0	0	0	0	0	0	0	0
15:00 - 15:15	0	2	45	12	0	2	0	61	0	0	5	0	0	0	0	5	0	0	38	5	0	0	0	43	0	0	0	1	0	0	0	1
15:15 - 15:30	0	1	54	14	1	0	2	72	0	0	9	1	0	0	0	10	0	0	31	3	0	0	1	35	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	66	17	2	1	0	87	0	0	10	1	0	0	0	11	0	0	30	2	0	0	0	32	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	55	20	0	0	2	77	0	0	7	1	0	0	0	8	0	0	25	8	0	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	0	4	220	63	3	3	4	297	0	0	31	3	0	0	0	34	0	0	124	18	0	0	1	143	0	0	0	1	0	0	0	1
16:00 - 16:15	0	1	78	22	3	2	2	108	0	0	13	3	0	0	0	16	0	0	25	3	0	0	0	28	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	72	17	1	1	0	91	0	0	11	1	0	0	0	12	0	0	41	5	0	1	0	47	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	67	21	1	1	1	91	0	0	12	1	0	0	0																	

Junction: 2
Approach: A4067 South

TIME	To Tesco Access								To A4067 (N)								To A4067 (E)								U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	5	2	0	0	1	8	0	0	20	8	0	1	0	29	0	0	26	7	0	0	0	33	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	3	2	0	0	0	5	0	0	37	6	1	1	0	45	0	0	32	11	2	1	3	49	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	9	1	0	0	1	11	0	0	44	8	1	2	1	56	0	0	26	16	0	0	2	44	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	7	2	1	0	0	10	0	0	64	21	1	1	1	88	0	0	67	20	0	0	0	87	0	0	0	0	0	0	0	0	
Hourly Total	0	0	24	7	1	0	2	34	0	0	165	43	3	5	2	218	0	0	151	54	2	1	5	213	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	0	11	6	0	0	0	17	0	0	76	11	2	2	1	92	0	2	37	17	1	0	1	58	0	0	0	0	0	0	0	0	
08:15 - 08:30	0	0	11	3	0	0	0	14	0	1	96	12	1	0	2	112	0	1	52	18	1	2	0	74	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	11	3	0	0	0	14	0	0	106	17	2	0	0	125	0	1	48	17	1	2	0	69	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	12	4	0	0	0	16	0	0	71	10	0	3	0	84	0	0	34	15	3	0	1	53	0	0	0	0	0	0	0	0	
Hourly Total	0	0	45	16	0	0	0	61	0	1	349	50	5	5	3	413	0	4	171	67	6	4	2	254	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	7	3	0	0	0	10	0	0	44	14	5	1	1	65	0	0	31	4	0	3	0	38	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	12	1	0	0	0	13	0	1	41	18	1	0	0	61	0	0	23	13	2	0	0	38	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	12	1	0	0	0	13	0	0	43	13	5	0	0	61	0	1	39	14	0	0	0	54	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	6	2	0	1	0	9	0	0	44	17	2	0	0	63	0	2	33	12	1	2	0	50	0	0	0	0	0	0	0	0	
Hourly Total	0	0	37	7	0	1	0	45	0	1	172	62	13	1	1	250	0	3	126	43	3	5	0	180	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	10	4	0	0	0	14	0	4	48	23	1	0	0	76	0	0	29	12	1	1	0	43	0	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	17	2	0	0	0	19	0	0	37	12	1	1	0	51	0	2	38	9	3	0	0	52	0	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	11	1	0	0	0	12	0	0	62	7	1	1	1	72	0	0	34	10	2	2	0	48	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	9	1	0	0	0	10	0	3	45	13	3	0	2	66	0	0	35	15	2	0	0	52	0	0	0	0	0	0	0	0	
Hourly Total	0	0	47	8	0	0	0	55	0	7	192	55	6	2	3	265	0	2	136	46	8	3	0	195	0	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	11	1	0	0	0	12	0	0	55	15	4	1	0	75	0	0	40	8	2	0	0	50	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	15	2	0	0	0	17	0	1	63	11	3	0	0	78	0	0	59	11	0	0	0	70	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	19	1	0	0	0	20	0	0	66	14	1	0	0	81	0	1	51	9	4	1	0	66	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	10	0	0	0	0	10	0	0	74	8	1	1	0	84	1	0	31	14	0	2	0	48	0	0	0	0	0	0	0	0	
Hourly Total	0	0	55	4	0	0	0	59	0	1	258	48	9	2	0	318	1	1	181	42	6	3	0	234	0	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	14	2	0	1	0	17	0	0	71	21	0	0	1	93	0	0	41	7	0	2	0	50	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	10	2	0	0	0	12	0	1	74	10	0	0	0	85	0	0	46	13	1	0	0	60	0	0	1	0	0	0	0	1	
12:30 - 12:45	0	0	14	2	0	0	0	16	0	0	76	13	2	0	0	91	0	1	40	12	1	0	0	54	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	19	1	0	0	0	20	0	0	66	8	0	1	1	76	0	0	45	15	1	1	0	62	0	0	0	0	0	0	0	0	
Hourly Total	0	0	57	7	0	1	0	65	0	1	287	52	2	1	2	345	0	1	172	47	3	3	0	226	0	0	1	0	0	0	0	1	
13:00 - 13:15	0	0	15	3	0	0	0	18	0	0	89	14	0	2	0	105	0	4	48	6	0	0	0	58	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	21	1	0	0	0	22	0	0	76	17	1	1	0	95	0	1	43	7	0	1	0	52	0	0	0	1	0	0	0	1	
13:30 - 13:45	0	1	14	1	0	0	0	16	0	2	72	18	0	1	0	93	0	3	49	13	1	0	0	66	0	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	14	2	0	0	0	16	0	1	76	16	0	0	0	93	0	1	45	12	0	1	0	59	0	0	0	0	0	0	0	0	
Hourly Total	0	1	64	7	0	0	0	72	0	3	313	65	1	4	0	386	0	9	185	38	1	2	0	235	0	0	0	1	0	0	0	1	
14:00 - 14:15	0	0	16	1	0	0	0	17	0	2	67	10	1	0	0	80	0	0	47	6	1	2	0	56	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	14	1	0	0	0	15	0	0	95	11	0	4	0	110	0	2	79	9	2	0	1	93	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	20	2	0	0	0	22	0	1	84	14	0	1	0	100	0	0	73	12	2	0	0	87	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	19	2	0	0	0	21	0	1	118	12	3	0	1	135	0	0	65	21	1	1	2	90	0	0	0	0	0	0	0	0	
Hourly Total	0	0	69	6	0	0	0	75	0	4	364	47	4	5	1	425	0	2	264	48	6	3	3	326	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	31	4	0	0	0	36	0	0	123	19	1	2	3	148	0	1	69	8	0	1	0	79	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	1	24	2	0	0	0	27	0	0	109	11	2	1	1	124	0	1	76	15	2	1	0	95	0	0	1	0	0	0	0	1	
15:30 - 15:45	0	0	27	2	0	0	0	29	0	2	99	19	4	1	0	125	0	1	78	16	1	0	0	96	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	1	24	3	0	0	0	28	0	2	103	17	1	0	0	123	0	2	72	21	1	1	0	97	0	0	0	0	0	0	0	0	
Hourly Total	0	3	106	11	0	0	0	120	0	4	434	66	8	4	4	520	0	5	295	60	4	3	0	367	0	0	1	0	0	0	0	1	
16:00 - 16:15	0	0	22	3	0	1	0	26	0	3	123	18	1	0	0	145	0	4	77	21	0	1	0	103	0	0	0	0	0	0	0	0	
16:15 - 16:30	0	0	19	1	0	0	0	20	0	2	132	22	2	0	1	159	0	1	89	30	1	0	0	121	0	0	0	0	0	0	0	0	
16:30 - 16:45																																	

Junction: 2
Approach: Tesco Access

TIME	To A4067 (N)								To A4067 (E)								To A4067 (S)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	1	0	0	0	4	0	0	1	1	1	0	0	3	0	0	13	10	1	0	0	24	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	11	5	0	0	1	17	0	0	3	1	0	0	0	4	0	0	11	3	0	1	0	15	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	7	2	1	0	0	10	0	0	1	1	0	0	0	2	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	27	9	0	0	1	37	0	0	2	2	1	0	0	5	0	0	8	6	0	1	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	48	17	1	0	2	68	0	0	7	5	2	0	0	14	0	0	42	22	1	2	0	67	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	16	3	0	0	0	19	0	0	4	1	1	0	0	6	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	18	4	0	0	0	22	0	0	6	3	0	0	0	9	0	0	9	4	0	0	0	13	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	17	3	0	0	0	20	0	0	3	2	0	0	0	5	0	0	20	6	0	0	0	26	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	20	6	0	0	0	27	0	0	5	2	0	0	0	7	0	0	10	5	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	1	71	16	0	0	0	88	0	0	18	8	1	0	0	27	0	0	51	16	0	0	0	67	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	25	1	0	0	0	26	0	0	1	0	0	0	0	1	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	26	4	0	0	0	30	0	0	5	1	0	0	0	6	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	29	1	0	0	0	30	0	0	6	1	0	0	0	7	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	33	3	0	0	0	36	0	0	3	0	0	0	0	3	0	0	8	1	0	1	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	113	9	0	0	0	122	0	0	15	2	0	0	0	17	0	0	37	9	0	1	0	47	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	31	1	1	1	0	34	0	0	2	2	0	0	0	4	0	0	9	3	0	0	0	12	0	0	0	1	0	0	0	1
10:15 - 10:30	0	0	34	5	0	0	0	39	0	0	7	0	0	0	0	7	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	30	2	0	1	0	33	0	0	7	0	0	0	0	7	0	0	15	5	0	0	0	20	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	40	5	0	0	0	45	0	0	2	0	0	0	0	2	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	0	0	135	13	1	2	0	151	0	0	18	2	0	0	0	20	0	0	48	10	0	0	0	58	0	0	0	1	0	0	0	1
11:00 - 11:15	0	0	31	6	0	0	0	37	0	0	6	1	0	0	0	7	0	1	15	3	0	0	0	19	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	28	4	0	0	0	32	0	0	6	0	0	0	0	6	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	24	4	0	0	0	28	0	0	5	0	0	0	0	5	0	0	21	0	1	0	0	22	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	37	5	1	0	0	43	0	0	6	0	0	0	0	6	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	120	19	1	0	0	140	0	0	23	1	0	0	0	24	0	1	60	6	1	0	0	68	0	0	0	0	0	0	0	0
12:00 - 12:15	0	2	43	3	0	0	0	48	0	0	4	0	0	0	0	4	0	0	13	1	1	0	0	15	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	43	4	0	0	0	47	0	0	9	1	0	1	0	11	0	1	13	4	0	0	0	18	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	36	4	0	0	0	41	0	0	9	0	0	0	0	9	0	0	17	5	0	0	0	22	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	39	1	0	0	0	40	0	0	7	0	0	0	0	7	0	0	12	5	0	1	0	18	0	0	0	0	0	0	0	0
Hourly Total	0	3	161	12	0	0	0	176	0	0	29	1	0	1	0	31	0	1	55	15	1	1	0	73	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	40	1	0	0	0	41	0	0	7	0	0	0	0	7	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	34	3	0	0	0	37	0	0	13	0	0	0	0	13	0	0	13	5	1	1	0	20	0	0	0	0	0	0	0	0
13:30 - 13:45	0	1	42	3	0	0	0	46	0	1	5	1	0	0	0	7	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	33	1	0	0	0	34	0	0	11	0	0	0	0	11	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	1	149	8	0	0	0	158	0	1	36	1	0	0	0	38	0	0	50	13	1	1	0	65	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	37	6	0	0	0	43	0	0	6	1	0	0	0	7	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
14:15 - 14:30	0	1	31	3	0	0	0	35	0	0	4	2	0	0	0	6	0	1	13	1	0	0	0	15	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	48	3	0	0	0	51	0	0	13	0	0	0	0	13	0	0	13	2	1	0	0	16	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	43	3	0	0	0	46	0	0	7	1	0	0	0	8	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	0	1	159	15	0	0	0	175	0	0	30	4	0	0	0	34	0	1	52	5	1	0	0	59	0	0	0	0	0	0	0	0
15:00 - 15:15	0	1	39	5	0	0	0	45	0	0	8	3	0	0	0	11	0	1	15	0	0	0	0	16	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	34	2	0	0	0	37	0	0	16	0	0	0	0	16	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
15:30 - 15:45	0	2	41	1	0	0	0	44	0	0	13	0	0	0	0	13	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	43	2	0	0	0	45	0	0	5	2	0	0	0	7	0	1	12	0	0	1	0	14	0	0	0	0	0	0	0	0
Hourly Total	0	4	157	10	0	0	0	171	0	0	42	5	0	0	0	47	0	2	56	3	0	1	0	62	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	42	4	0	0	0	46	0	0	4	2	0	0	0	6	0	1	18	1	0	0	0	20	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	39	6	0	0	0	45	0	0	9	1	0	0	0	10	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	37	6	0	0	0	43	0	0	12	0	0	0	0	12	0	0	18	0	0	0	0	18	0	0	0	0				



Pontardawe, Thursday 18th May 2023

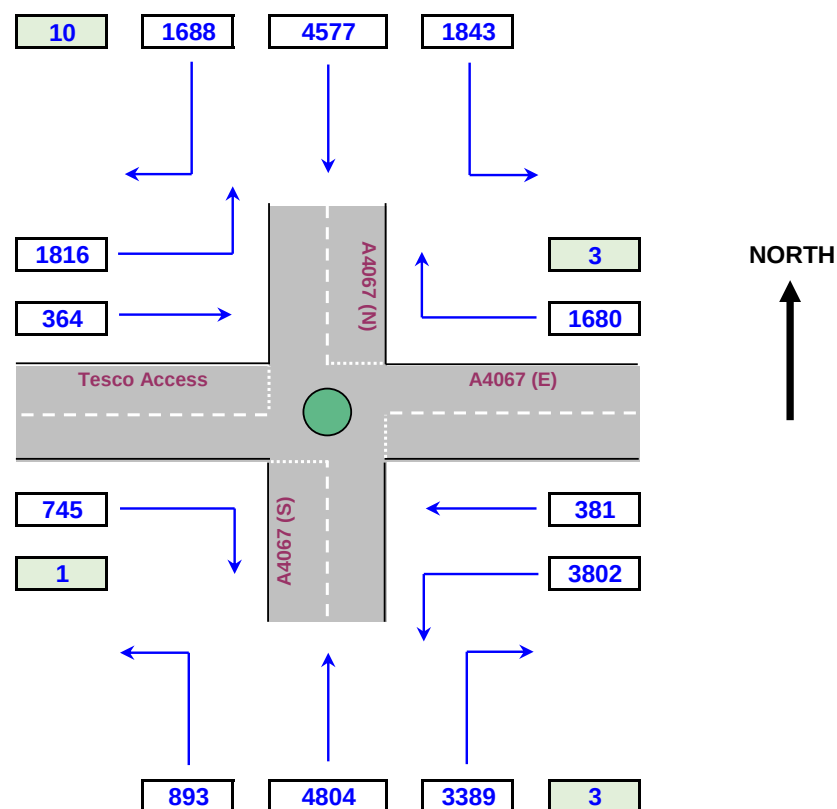
2

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00





Pontardawe, Friday 19th May 2023

Junction: 3
Approach: Industrial Estate

TIME	To A474 (E)								To A4067								To Ynysdwr Road								To A474 (W)								U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
07:00 - 07:15	0	0	6	1	1	0	0	8	0	0	21	7	0	1	0	29	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	3	9	7	0	0	0	19	0	1	21	9	1	0	0	32	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	13	9	1	1	0	25	0	0	14	2	0	14	0	19	0	0	0	0	0	0	0	1	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	23	12	1	0	0	36	0	0	15	11	0	0	0	26	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	3	52	29	3	1	0	88	0	1	72	29	3	1	0	106	0	0	1	1	0	0	0	2	0	0	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	18	7	1	0	0	27	0	0	30	10	0	0	0	40	0	0	1	0	0	0	0	1	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	
08:15 - 08:30	1	0	32	4	1	0	0	38	0	0	22	4	1	0	0	27	0	0	1	0	0	0	0	1	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	49	3	1	0	0	53	0	0	24	11	0	0	0	35	0	0	4	0	0	0	0	4	0	0	13	3	1	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	0	1	41	8	0	0	0	50	0	0	19	9	1	0	0	29	0	0	1	0	0	0	0	1	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	2	1	140	22	3	0	0	168	0	0	95	34	2	0	0	131	0	0	7	0	0	0	0	7	0	0	40	7	2	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	28	4	1	0	0	33	0	0	35	6	1	0	0	42	0	0	3	1	0	0	0	4	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	15	3	2	0	0	20	0	0	36	13	1	0	0	50	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	14	8	0	0	0	22	0	0	38	6	5	0	0	49	0	0	2	0	0	0	0	2	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	14	6	2	0	0	22	0	0	21	12	0	0	0	35	0	0	1	0	0	0	0	1	0	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	71	21	5	0	0	97	0	2	130	37	7	0	0	176	0	0	6	1	0	0	0	7	0	0	44	12	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	19	6	1	0	0	26	0	0	37	6	1	1	0	40	0	0	1	0	1	0	0	2	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0		
10:15 - 10:30	0	0	14	8	0	0	0	22	0	0	37	9	4	0	0	50	0	0	2	0	0	0	0	2	0	0	7	2	1	0	0	0	0	0	0	0	0	0	0		
10:30 - 10:45	0	1	21	4	1	0	0	27	0	0	32	7	0	0	0	39	0	0	2	0	0	0	0	2	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	1	24	6	0	0	0	31	0	1	34	10	1	0	0	46	0	0	1	0	0	0	0	1	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	2	78	24	2	0	0	106	0	1	135	32	6	1	0	175	0	0	6	0	1	0	0	7	0	0	37	6	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	27	7	1	0	0	35	0	1	33	6	0	0	0	40	0	0	2	0	0	0	0	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	28	2	0	0	0	30	0	0	32	6	3	0	0	41	0	0	2	1	0	0	0	3	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	28	5	0	0	0	33	0	0	37	7	0	0	0	44	0	0	2	1	0	0	0	3	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	21	6	0	0	0	27	0	0	31	3	0	0	0	34	0	0	1	0	0	0	0	1	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	104	20	1	0	0	125	0	1	133	22	3	0	0	159	0	0	7	2	0	0	0	9	0	0	48	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	21	5	1	0	0	27	0	0	34	7	1	0	0	42	0	0	0	2	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	1	21	3	1	0	0	26	0	0	28	6	3	0	0	37	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	0	1	28	5	0	0	0	34	0	0	41	7	1	0	0	49	0	0	1	0	0	0	0	1	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	24	3	0	0	0	27	0	0	24	8	2	0	0	34	0	0	1	0	0	0	0	1	0	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	94	16	2	0	0	114	0	0	127	28	7	0	0	162	0	0	2	2	0	0	0	4	0	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	43	8	0	0	0	51	0	0	38	10	0	0	0	48	0	0	1	0	0	0	0	1	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	23	2	0	0	0	25	0	0	28	5	0	0	0	33	0	0	1	1	0	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	13	4	0	0	0	17	0	0	30	4	1	1	0	36	0	0	1	0	0	0	0	1	0	0	14	2	1	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	1	15	5	0	0	0	21	0	0	21	5	0	0	0	26	0	0	1	0	0	0	0	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	94	19	0	0	0	114	0	0	117	24	1	1	0	143	0	0	4	1	0	0	0	5	0	0	37	9	1	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	23	5	0	0	0	28	0	0	35	5	0	0	0	40	0	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	
14:15 - 14:30	0	0	19	2	0	0	0	21	0	1	25	5	0	0	0	31	0	0	1	0	0	0	0	1	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	0	1	25	2	0	0	0	28	0	1	40	8	0	0	0	49	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	20	5	0	0	0	25	0	0	25	2	0	0	0	27	0	0	2	0	0	0	0	2	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	87	14	0	0	0	102	0	2	125	20	0	0	0	147	0	0	4	1	0	0	0	4	0	0	1	30	5	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:																																									

Junction: 3
Approach: A474 East

TIME	To A4067							To Ynysderw Road							To A474 (W)							To Industrial Estate							U-Turn										
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL							
07:00 - 07:15	0	0	37	7	0	0	0	44	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	12	4	0	0	0	16	0	0	0	0	0	0	0
07:15 - 07:30	0	0	54	9	0	0	1	64	0	0	1	0	0	0	0	1	0	0	14	5	0	0	1	20	0	0	12	1	0	0	0	13	0	0	0	0	0	0	
07:30 - 07:45	0	1	42	11	0	0	0	54	0	0	1	2	0	0	0	1	0	0	22	4	0	1	1	28	0	0	16	3	0	0	0	19	0	0	0	0	0	0	
07:45 - 08:00	0	0	48	14	1	0	0	63	0	0	1	0	0	0	0	1	0	0	44	7	0	1	3	55	0	0	24	5	3	0	0	32	0	0	0	0	0	0	
Hourly Total	0	1	181	41	1	0	1	225	0	0	2	1	0	0	0	3	0	1	86	18	0	2	4	111	0	0	64	13	3	0	0	80	0	0	0	0	0	0	
08:00 - 08:15	0	0	67	7	0	0	0	74	0	0	0	0	0	0	0	0	0	0	51	2	3	1	2	59	0	0	24	4	2	0	0	30	0	0	1	0	0	1	
08:15 - 08:30	0	0	64	9	1	0	1	75	0	0	4	0	0	0	0	4	0	0	72	4	2	0	1	79	0	0	39	9	0	0	0	48	0	0	1	0	0	1	
08:30 - 08:45	0	0	59	7	0	0	0	66	0	0	6	2	0	0	0	8	0	0	76	4	0	0	1	81	0	0	49	7	0	0	0	56	0	0	1	0	0	0	
08:45 - 09:00	0	1	50	9	0	1	2	63	0	0	2	0	0	0	0	2	0	0	38	6	1	2	0	47	0	0	39	3	0	0	0	42	0	0	0	0	0	0	
Hourly Total	0	1	240	32	1	1	3	278	0	0	12	2	0	0	0	14	0	0	237	16	6	1	6	266	0	0	151	23	2	0	0	176	0	0	3	0	0	3	
09:00 - 09:15	0	0	63	7	1	0	0	71	0	0	0	0	0	0	0	0	0	0	35	3	0	0	0	38	0	0	30	5	2	0	0	37	0	0	0	0	0	0	
09:15 - 09:30	0	2	36	12	0	1	0	51	0	0	0	0	0	0	0	0	0	0	34	3	0	0	1	38	0	0	18	5	0	0	0	23	0	0	0	0	0	0	
09:30 - 09:45	0	2	36	3	2	0	0	43	0	0	0	2	0	0	0	2	1	0	35	6	3	0	0	45	0	0	22	3	1	0	0	26	0	0	0	0	0	0	
09:45 - 10:00	0	3	49	5	0	0	0	57	0	0	0	0	0	0	0	0	0	1	31	9	0	0	2	43	0	1	22	7	1	0	0	31	0	0	0	0	0	0	
Hourly Total	0	7	184	27	3	1	0	222	0	0	0	2	0	0	0	2	1	1	135	21	3	0	3	164	0	1	92	20	4	0	0	117	0	0	0	0	0	0	
10:00 - 10:15	0	0	40	4	0	1	0	45	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	26	0	0	19	6	0	0	0	25	0	0	0	0	0	0	
10:15 - 10:30	0	1	37	6	2	0	0	46	0	0	1	0	0	0	0	1	0	0	28	4	0	1	1	34	0	0	26	1	1	0	0	28	0	0	0	0	0	0	
10:30 - 10:45	2	0	40	10	1	0	0	53	0	0	0	0	0	0	0	0	0	0	24	7	1	0	0	32	0	0	22	4	2	0	0	28	0	0	0	0	0	0	
10:45 - 11:00	0	1	48	8	0	0	0	57	0	0	0	0	0	0	0	0	0	0	30	6	0	0	2	38	0	0	25	2	1	0	0	27	0	0	0	0	0	0	
Hourly Total	2	2	165	28	3	1	0	201	0	0	1	0	0	0	1	0	0	107	18	1	1	3	130	0	0	92	13	4	0	0	109	0	0	0	0	0	0		
11:00 - 11:15	0	0	51	5	0	0	0	56	0	0	2	0	0	0	0	2	0	0	35	6	0	0	0	41	0	0	19	5	1	0	0	25	0	0	0	0	0	0	
11:15 - 11:30	0	0	52	6	4	0	0	62	0	0	0	0	0	0	0	0	0	0	31	3	0	1	1	36	0	0	32	6	0	0	0	38	0	0	0	0	0	0	
11:30 - 11:45	0	1	49	9	2	0	0	61	0	0	0	0	0	0	0	0	0	1	41	3	0	0	0	45	0	1	20	5	0	0	0	26	0	0	0	0	0	0	
11:45 - 12:00	0	0	28	3	0	0	0	31	0	0	2	0	0	0	0	2	0	0	32	5	1	0	1	39	0	0	19	5	1	0	0	25	0	0	0	0	0	0	
Hourly Total	0	1	180	23	6	0	0	210	0	0	4	0	0	0	0	4	0	1	139	17	1	1	2	161	0	1	90	21	2	0	0	114	0	0	0	0	0	0	
12:00 - 12:15	0	0	52	5	0	1	0	58	1	0	2	0	0	0	0	3	0	0	40	9	1	0	1	51	0	1	28	4	0	0	0	33	0	0	0	0	0	0	
12:15 - 12:30	0	1	52	7	0	1	0	61	0	0	0	0	0	0	0	0	0	0	31	8	0	0	2	41	0	0	19	3	1	0	0	23	0	0	0	0	0	0	
12:30 - 12:45	0	0	53	3	1	1	0	58	0	0	0	0	0	0	0	0	0	0	24	2	1	0	1	28	0	0	18	3	0	0	0	21	0	0	0	0	0	0	
12:45 - 13:00	0	0	38	8	0	0	0	47	0	0	2	1	0	0	0	3	0	0	30	1	1	0	2	34	0	0	15	2	0	0	0	17	0	0	0	0	0	0	
Hourly Total	0	2	195	23	1	3	0	224	1	0	4	1	0	0	0	6	0	0	125	20	3	0	6	154	0	1	80	12	1	0	0	94	0	0	0	0	0	0	
13:00 - 13:15	0	0	61	9	0	0	0	70	0	0	0	1	0	0	0	1	0	0	45	2	0	0	0	48	0	0	23	7	0	0	0	30	0	0	0	0	0	0	
13:15 - 13:30	0	0	38	6	0	0	0	44	0	0	2	0	0	0	0	2	0	0	43	4	0	0	0	47	0	0	10	2	0	0	0	12	0	0	0	0	0	0	
13:30 - 13:45	0	1	56	1	1	0	0	59	0	0	0	0	0	0	0	1	0	5	33	7	0	0	0	45	0	1	17	4	0	0	0	22	0	0	0	0	0	0	
13:45 - 14:00	0	0	34	7	0	0	1	42	0	0	1	0	0	0	0	1	1	1	48	5	1	0	1	57	0	1	29	2	0	0	0	32	0	0	0	0	0	0	
Hourly Total	0	1	189	23	1	0	1	215	0	0	4	1	0	0	0	5	0	6	169	18	1	0	2	197	0	2	79	15	0	0	0	96	0	0	0	0	0	0	
14:00 - 14:15	0	0	35	10	0	1	0	46	0	0	1	0	0	0	0	1	0	1	36	8	0	0	2	47	0	0	22	5	0	0	0	27	0	0	0	0	0	0	
14:15 - 14:30	0	0	57	2	0	0	0	59	0	0	2	0	0	0	0	2	0	1	30	8	0	0	0	39	0	0	17	4	0	0	0	21	0	0	0	1	0	0	
14:30 - 14:45	0	0	45	8	0	0	1	54	0	0	1	0	0	0	0	1	0	0	41	6	0	0	1	48	0	1	23	7	0	0	0	31	0	0	0	0	0	0	
14:45 - 15:00	0	2	62	13	0	0	0	77	0	0	0	0	0	0	0	0	0	0	47	9	0	1	1	58	0	0	37	3	0	0	0	40	0	0	1	0	0	1	
Hourly Total	0	2	199	33	0	1	1	236	0	0	4	0	0	0	0	4	0	2	154	31	0	1	4	192	0	1	99	19	0	0	0	119	0	0	1	1	0	2	
15:00 - 15:15	0	0	60	14	0	0	0	74	0	0	5	0	0	0	0	5	0	5	41	2	0	0	5	53	0	1	36	3	0	0	0	40	0	0	0	0	0	0	
15:15 - 15:30	0	0	51	8	0	0	0	59	0	0	3	0	0	0	0	3	0	0	52	3	1	0	0	56	0	0	33	5	0	0	0	38	0	0	1	0	0	1	

Junction: 3
Approach: A4067

To Ynysdew Road										To A474 (W)										To Industrial Estate										To A474 (E)										U-Turn									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL									
07:00 - 07:15	0	0	1	0	0	0	0	1	1	1	17	2	1	2	0	24	0	0	9	4	1	0	0	14	0	1	14	5	0	0	0	20	0	0	0	0	0	0	0	0									
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	22	9	1	0	1	33	0	0	14	3	0	0	0	17	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0									
07:30 - 07:45	0	0	3	0	0	0	0	3	3	0	27	10	0	1	0	39	0	0	24	6	1	0	0	31	0	0	22	6	1	1	24	30	0	0	0	0	0	0	0	0									
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	40	10	1	2	1	54	0	0	36	9	1	0	0	46	0	0	25	6	0	0	0	31	0	0	0	0	0	0	0	0									
Hourly Total	0	0	5	0	0	0	0	5	1	2	106	31	3	5	2	150	0	0	83	22	3	0	0	108	0	1	78	20	1	0	1	101	0	0	0	0	0	0	0	0									
08:00 - 08:15	0	0	3	1	0	0	0	4	0	0	45	8	0	1	2	56	0	0	25	7	1	0	0	33	0	0	44	4	1	0	0	49	0	0	0	0	0	0	0	0									
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	87	12	1	1	1	102	0	0	39	10	0	0	0	49	0	0	39	7	2	0	1	49	0	0	0	0	0	0	0	0									
08:30 - 08:45	0	0	0	1	0	0	0	1	0	0	88	5	2	1	1	97	0	0	27	12	1	0	0	40	0	0	50	9	1	1	1	62	0	0	0	0	0	0	0	0									
08:45 - 09:00	0	0	1	0	0	0	0	1	0	0	73	16	0	0	0	89	0	0	37	5	1	0	0	43	0	0	46	4	1	0	0	52	0	0	0	0	0	0	0	0									
Hourly Total	0	0	7	2	0	0	0	9	0	0	293	41	3	3	4	344	0	0	128	34	3	0	0	165	0	0	179	24	5	1	3	212	0	0	0	0	0	0	0	0									
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	63	9	2	1	2	77	0	0	30	4	1	0	0	35	0	0	33	7	3	0	0	43	0	0	0	0	0	0	0	0									
09:15 - 09:30	0	0	3	0	0	0	0	3	0	0	60	14	2	0	0	79	0	0	28	13	2	0	0	43	0	0	34	8	0	1	0	43	0	0	0	0	0	0	0	0									
09:30 - 09:45	0	0	1	0	0	0	0	1	0	1	52	7	0	0	0	60	0	1	26	6	3	1	0	37	0	0	28	5	0	0	0	33	0	0	0	0	0	0	0	0									
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	71	6	0	0	0	79	0	1	18	12	0	0	0	31	0	0	29	6	0	0	0	35	0	0	0	0	0	0	0	0									
Hourly Total	0	0	7	0	0	0	0	7	0	4	237	35	8	1	2	287	0	2	102	35	6	1	0	146	0	0	124	26	3	1	0	154	0	0	0	1	0	0	0	1									
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	67	9	0	0	1	77	0	0	23	6	3	0	0	32	0	1	34	3	1	0	0	39	0	0	0	0	0	0	0	0									
10:15 - 10:30	0	0	1	1	0	0	0	2	0	0	61	6	0	1	0	68	0	0	21	3	2	0	0	26	0	0	28	6	0	0	0	34	0	0	1	0	0	0	0	1									
10:30 - 10:45	0	0	1	1	0	0	0	2	0	0	62	9	2	0	1	74	0	0	20	7	1	0	0	28	0	0	29	3	1	0	0	33	0	0	0	0	0	0	0	0									
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	68	17	1	5	1	91	0	0	34	5	1	0	0	34	0	1	45	4	2	0	0	53	0	0	0	0	0	0	0	0									
Hourly Total	0	0	6	2	0	0	0	8	0	1	259	41	3	1	2	307	1	3	88	21	7	0	0	120	0	2	136	16	4	0	1	159	0	0	1	0	0	0	0	1									
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	72	14	2	1	1	90	0	1	27	13	1	0	0	42	0	0	41	4	1	0	0	46	0	0	0	0	0	0	0	0									
11:15 - 11:30	0	0	2	1	0	0	0	3	0	0	61	9	0	0	1	71	0	0	35	6	2	0	0	43	0	0	33	4	1	1	1	39	0	0	0	0	0	0	0	0									
11:30 - 11:45	0	0	1	0	0	0	0	1	0	0	64	8	0	0	0	72	0	0	26	8	1	0	0	35	0	0	37	6	3	0	0	46	0	0	0	0	0	0	0	0									
11:45 - 12:00	0	0	1	0	0	0	0	1	0	0	70	5	0	0	0	75	0	0	25	4	2	0	0	31	0	0	51	5	0	1	0	57	0	0	0	0	0	0	0	0									
Hourly Total	0	0	4	1	0	0	0	5	0	0	267	36	2	1	2	308	0	1	113	31	6	0	0	151	0	0	162	19	5	2	0	188	0	0	1	0	0	0	0	1									
12:00 - 12:15	0	0	5	0	0	0	0	5	0	0	93	12	0	1	0	106	0	0	20	3	1	0	0	24	0	0	39	9	1	0	0	49	0	0	0	0	0	0	0	0									
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	88	11	0	0	1	100	0	1	31	5	1	0	0	38	0	1	37	4	0	0	0	42	0	0	0	0	0	0	0	0									
12:30 - 12:45	0	0	0	0	0	0	0	0	0	2	73	11	2	0	1	89	0	0	33	9	0	0	0	42	0	0	42	8	0	0	1	0	51	0	0	0	0	0	0	0									
12:45 - 13:00	0	0	1	3	0	0	0	4	0	0	94	0	0	0	0	94	0	0	45	6	0	0	0	52	0	0	56	4	0	0	0	61	0	0	0	0	0	0	0	0									
Hourly Total	0	0	7	3	0	0	0	10	0	2	333	46	2	3	3	389	0	2	129	23	2	0	0	156	0	1	174	25	2	1	0	203	0	0	0	0	0	0	0	0									
13:00 - 13:15	0	0	3	0	0	0	0	3	0	1	64	14	0	0	0	79	0	0	34	8	1	0	0	43	0	0	55	6	0	0	0	61	0	0	0	0	0	0	0	0									
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	86	5	0	0	0	94	0	0	24	12	1	0	0	37	0	1	51	7	0	0	0	59	0	0	0	0	0	0	0	0									
13:30 - 13:45	0	0	3	0	0	0	0	3	0	0	74	16	0	0	0	90	0	0	25	6	0	1	0	32	0	1	44	12	0	0	0	57	0	0	0	0	0	0	0	0									
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	79	7	1	1	1	90	0	0	20	2	0	0	0	22	0	0	50	1	0	0	0	51	0	0	0	0	0	0	0	0									
Hourly Total	0	0	6	0	0	0	0	6	0	5	303	42	1	1	1	353	0	0	103	28	2	1	0	134	0	2	200	26	0	0	0	228	0	0	0	0	0	0	0	0									
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	70	14	1	0	0	85	0	0	23	5	0	0	0	28	0	0	44	7	0	0	0	51	0	0	0	0	0	0	0	0									
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	97	7	2	1	0	107	0	0	31	5	0	0	0	36	0	1	43	9	0	0	0	53	0	0	0	0	0	0	0	0									
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	104	12	0	1	0	117	0	0	23	7	0	0	0	30	0	2	49	9	0	0	0	60	0	0	0	0	0	0	0	0									
14:45 - 15:00	0	0	3	0	0	0	0	3	0	0	90	13	0	0	0	103	0	0	24	4	0	0	0	28	0	0	64	14	0	0	0	78	0	0	0	0	0	0	0	0									
Hourly Total	0	0	6	0	0	0	0	6	0	0	361	46	3	2	2	412	0	0	101	21	0	0	0	122	0	3	200	39	0	0	0	2																	



Pontardawe, Friday 19th May 2023

Junction: 3
Approach: Ynysderw Road

TIME	To A474 (W)							To Industrial Estate							To A474 (E)							To A4067							U-Turn						
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			
07:00 - 07:15	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0		
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
07:45 - 08:00	0	0	2	0	1	0	0	3	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0		
Hourly Total	0	0	6	1	1	0	0	8	0	0	2	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	6	1	0	0	0	0	0	0	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	5	0	0	0	0	5	0	0	3	0	0	0	0	0	0		
08:45 - 09:00	0	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0		
Hourly Total	0	0	3	1	1	0	0	5	0	0	7	1	0	0	0	8	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
09:30 - 09:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	0	0	0	
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	
Hourly Total	0	0	3	1	0	0	0	4	0	0	0	1	0	0	0	1	0	0	5	1	0	0	0	6	0	0	4	1	0	0	0	0	0	0	0
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	3	0	1	0	0	4	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	
Hourly Total	0	0	8	1	1	0	0	10	0	0	8	1	0	0	0	9	0	0	1	0	0	0	0	1	0	0	9	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	2	2	0	0	0	4	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
11:30 - 11:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	
Hourly Total	0	0	8	3	0	0	0	11	0	0	5	1	0	0	0	6	0	0	2	3	0	0	0	5	0	0	6	1	1	0	0	0	0	0	0
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	4	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	
13:30 - 13:45	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	6	1	0	0	0	7	0	0	5	0	0	0	0	5	0	0	3	1	0	0	0	4	0	0	7	1	0	0	0	0	0	0	0
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3	0	0	1	2	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	4	0	0	0	0	4	0	0	4	1	0	0	0	5	0	0	11	0	0	0	0	11	0	0	4	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	0	0	0	
15:45 - 16:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	10	0	0	0	0	10	0	0	6	1	0	0	0	7	0	0	16	1	0	0	0	17	0	0	10	1	0	0	0	0	0	0	0
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	0
16:15 - 16:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													



Pontardawe, Friday 19th May 2023

Junction: 3
Approach: A474 West

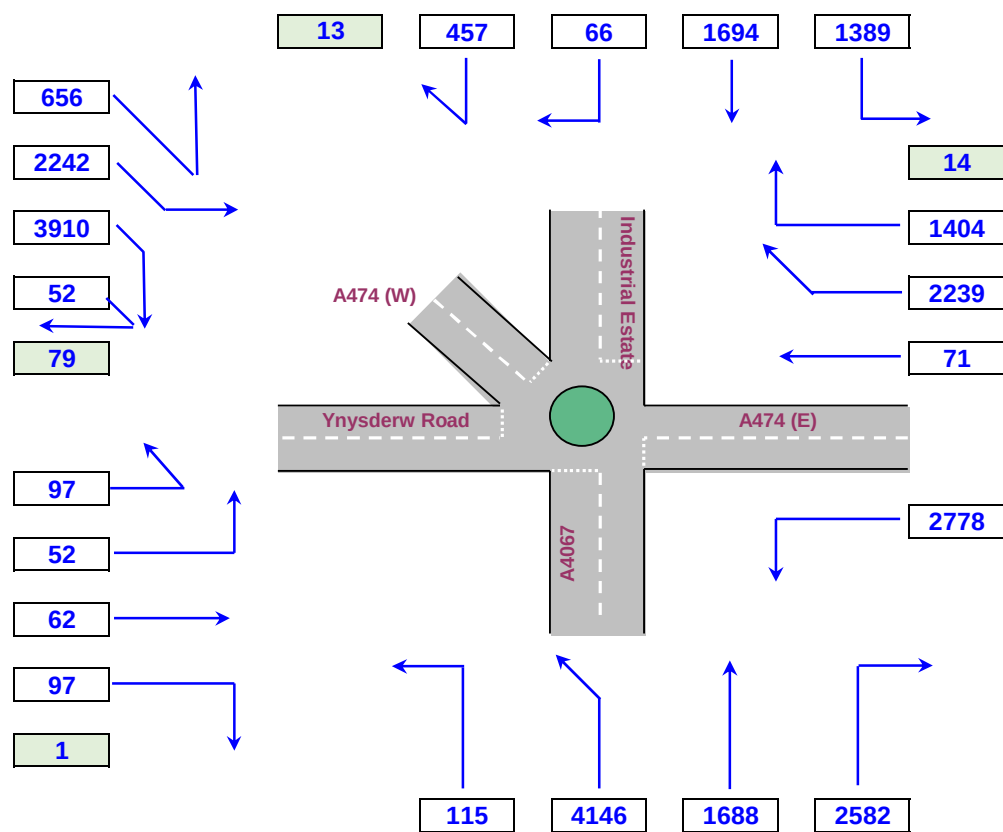
To Industrial Estate										To A474 (E)										To A4067										To Ynysdew Road										U-Turn									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL									
07:00 - 07:15	0	0	0	1	0	0	0	1	0	1	10	2	0	0	0	13	0	0	61	16	0	0	1	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1									
07:15 - 07:30	0	0	2	1	1	0	0	4	0	0	16	7	0	0	1	24	0	1	64	11	2	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2									
07:30 - 07:45	0	0	4	1	0	0	0	5	0	0	38	4	1	2	0	45	0	1	46	21	1	2	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1										
07:45 - 08:00	0	0	8	3	3	2	0	13	0	0	41	4	0	0	1	46	0	0	51	10	3	1	2	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	0	14	6	3	0	0	23	0	1	100	17	1	0	2	121	0	2	222	58	6	3	3	294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4									
08:00 - 08:15	0	0	4	1	0	0	0	5	0	0	36	9	1	1	0	47	0	2	60	6	3	0	2	73	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2									
08:15 - 08:30	0	0	18	4	0	0	0	22	0	0	57	3	0	0	4	64	0	0	88	8	2	0	1	99	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0										
08:30 - 08:45	0	0	12	2	0	0	0	14	0	0	61	9	2	1	2	75	0	0	75	4	3	2	2	86	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	4									
08:45 - 09:00	0	0	18	1	0	0	0	19	0	0	63	5	3	0	2	73	0	0	81	7	4	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	0	52	8	0	0	0	60	0	0	217	26	6	2	8	259	0	2	304	35	12	2	5	360	0	0	1	0	0	0	0	0	1	0	0	2	1	0	0	5	8								
09:00 - 09:15	0	0	14	1	1	0	0	16	1	1	30	4	3	0	0	39	0	0	63	9	1	1	0	74	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	1	3								
09:15 - 09:30	0	0	18	4	0	0	0	22	0	0	38	2	0	0	1	41	0	1	72	7	2	1	2	85	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	1									
09:30 - 09:45	0	0	15	3	0	0	0	18	0	1	32	2	0	0	0	35	0	1	62	9	1	1	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2									
09:45 - 10:00	0	0	8	2	0	0	0	10	0	0	21	5	0	0	0	26	0	0	31	6	3	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	0	55	10	1	0	0	66	1	2	125	13	3	0	2	146	0	5	267	34	7	3	3	319	0	0	2	0	0	0	0	0	2	0	0	2	0	0	4	6									
10:00 - 10:15	0	0	8	2	1	0	0	11	0	0	29	5	3	0	1	38	0	2	73	8	4	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2									
10:15 - 10:30	0	0	13	4	0	0	0	17	0	0	31	3	0	0	1	35	0	0	67	6	2	0	0	75	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	2									
10:30 - 10:45	0	0	7	4	0	0	0	11	0	1	33	3	1	0	0	38	0	0	72	7	0	0	0	79	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	2									
10:45 - 11:00	0	0	11	0	0	0	0	11	0	0	42	4	2	0	1	52	0	1	56	4	2	1	0	64	0	0	1	1	0	0	0	0	2	1	0	0	0	1	1										
Hourly Total	0	0	39	10	1	0	0	50	0	1	138	15	6	0	3	163	0	3	268	25	8	1	0	305	0	0	3	1	0	0	0	0	4	0	0	1	0	0	6	7									
11:00 - 11:15	0	0	16	4	0	0	0	20	0	1	40	6	1	0	0	48	0	1	67	9	0	1	0	78	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	3	4								
11:15 - 11:30	0	2	7	1	0	0	0	10	1	0	40	3	2	0	1	47	0	1	81	9	1	0	1	93	0	0	1	1	1	1	0	0	3	0	0	0	0	0	1	1									
11:30 - 11:45	0	0	15	1	0	0	0	16	0	0	32	8	1	0	0	41	0	2	78	6	3	1	1	91	0	0	2	1	0	0	0	0	3	0	0	0	0	0	2	2									
11:45 - 12:00	0	0	15	3	0	0	0	18	0	0	48	6	1	0	1	56	0	1	84	11	3	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	2	53	9	0	0	0	64	1	1	160	23	5	0	2	192	0	5	310	35	7	2	3	362	0	0	4	3	1	0	0	0	8	0	0	1	0	0	6	7									
12:00 - 12:15	0	0	16	0	1	0	0	17	0	0	39	5	0	0	1	45	0	0	67	9	1	1	0	78	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	2									
12:15 - 12:30	0	0	7	1	1	0	0	9	0	0	39	6	0	0	1	46	0	1	75	14	0	0	0	90	0	0	2	0	0	0	0	0	2	0	0	0	0	1	1										
12:30 - 12:45	0	0	13	6	0	0	0	19	0	0	38	11	0	0	0	49	0	1	74	10	0	1	0	86	0	0	4	0	0	0	0	0	4	0	0	0	0	0	2	2									
12:45 - 13:00	0	0	6	2	0	0	0	8	0	0	36	4	0	0	2	42	0	0	67	14	1	0	0	82	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1									
Hourly Total	0	0	42	9	2	0	0	53	0	0	152	26	0	0	4	182	0	2	283	47	2	2	0	336	0	0	8	0	0	0	0	0	8	0	0	0	0	0	6	6									
13:00 - 13:15	0	0	13	2	0	0	0	15	0	1	34	6	0	0	1	42	0	0	53	11	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2									
13:15 - 13:30	0	0	15	0	0	0	0	15	0	0	28	7	1	0	1	37	0	0	81	15	1	0	0	97	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2									
13:30 - 13:45	0	0	7	2	0	0	0	9	0	0	42	3	0	0	1	46	0	0	72	10	0	2	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2									
13:45 - 14:00	0	3	17	2	0	0	0	22	0	2	30	5	0	1	0	38	0	0	56	7	1	0	1	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Hourly Total	0	3	52	6	0	0	0	61	0	3	134	21	1	1	3	163	0	0	262	43	2	2	1	310	0	0	0	2	0	0	0	0	2	1	1	0	0	0	6	7									
14:00 - 14:15	0	2	6	4	0	0	0	12	0	0	32	4	0	0	1	37	0	0	73	10	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1									
14:15 - 14:30	0	0	16	4	2	0	0	22	0	0	38	5	1	0	1	45	0	0	55	9	1	0	0	65	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	1									
14:30 - 14:45	0	0	5	2	0	0	0	7	0	0	56	7	0	0	0	63	0	0	54	12	1	0	0	67	0	0	2	0	0	0	0	0	2	0	0	1	0	0	1	2									
14:45 - 15:00	0	0	11	2	2	0	0	15	0	1	35	13	2	0	1	52	0	0	69	13	1	0	0	84	0	0	1	1	0	0	0	0	2	0	0	1	0	0	0	1									
Hourly Total	0	2	38	12	4	0	0	56	0	1	161	29	3	0	3	197	0	0	251	44	3	0	1	299	0	0	5	1	0	0	0	0	6	2	2														

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 3
Approach: Industrial Estate

TIME	To A474 (E)								To A4067								To Ynysderw Road								To A474 (W)								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	5	0	0	0	0	5	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	7	0	0	0	0	12	0	0	14	4	0	0	0	18	0	0	1	0	0	0	0	1	0	0	1	3	0	0	0	4	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	7	4	0	0	0	11	0	0	5	7	0	0	0	12	0	0	1	0	0	0	0	1	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	
Hourly Total	0	0	19	9	0	0	0	28	0	0	26	18	0	0	0	44	0	0	2	0	0	0	2	0	0	0	8	4	0	0	0	12	0	0	0	0	0	0	0	
08:00 - 08:15	5	0	11	0	0	0	0	16	0	0	15	4	0	0	0	19	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0		
08:15 - 08:30	0	0	9	1	0	0	0	10	0	0	15	7	0	0	0	22	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	19	5	1	0	0	25	0	0	23	4	0	0	0	27	0	0	1	0	0	0	0	1	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	16	0	0	0	0	20	0	0	22	4	0	0	0	26	0	0	2	0	0	0	0	2	0	0	8	1	1	0	0	9	0	0	0	0	0	0	0	
Hourly Total	5	0	55	10	1	0	0	71	0	0	75	19	0	0	0	94	0	0	3	0	0	0	0	3	0	0	32	4	0	0	0	36	0	0	0	0	0	0	0	
09:00 - 09:15	0	0	13	5	0	0	0	18	0	0	25	6	0	0	0	31	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	22	3	0	0	0	25	0	3	46	4	0	0	0	53	0	0	1	0	0	0	0	0	1	0	0	16	2	0	0	0	18	0	0	0	0	0	0	
09:30 - 09:45	0	0	36	3	0	0	0	39	0	0	28	2	0	0	0	30	0	0	2	0	0	0	0	0	2	0	0	12	1	0	0	0	13	0	0	0	0	0	0	
09:45 - 10:00	0	0	28	4	1	0	0	33	0	0	39	5	0	0	0	39	0	0	0	0	0	0	0	0	0	7	6	1	0	0	0	7	0	0	0	0	0	0	0	
Hourly Total	0	0	99	15	1	0	0	115	0	3	134	16	0	0	0	153	0	0	3	0	0	0	0	3	0	0	47	6	0	0	0	53	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	20	4	0	0	0	24	0	0	26	5	1	0	0	32	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0		
10:15 - 10:30	0	0	15	5	0	0	0	20	0	0	24	6	0	0	0	30	0	0	2	2	0	0	0	0	4	0	0	5	1	0	0	0	6	0	0	0	0	0	0	
10:30 - 10:45	0	0	16	3	0	0	0	19	0	0	20	5	0	0	0	25	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	0	0	0	0	0	0		
10:45 - 11:00	0	0	20	3	0	0	0	23	0	0	23	3	0	0	0	26	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	8	0	0	0	0	0	0		
Hourly Total	0	0	71	15	0	0	0	86	0	0	100	19	1	0	0	120	0	0	2	2	0	0	0	4	0	0	32	5	0	0	0	37	0	0	0	0	0	0	0	
11:00 - 11:15	0	0	25	4	0	0	0	29	0	0	42	5	0	0	0	47	0	0	1	1	0	0	0	2	0	0	15	3	0	0	0	18	0	0	0	0	0	0		
11:15 - 11:30	0	0	27	1	0	0	0	28	0	0	32	5	0	0	0	37	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0		
11:30 - 11:45	0	1	28	2	0	0	0	31	0	0	44	2	0	0	0	46	0	0	1	1	0	0	0	2	0	0	7	1	0	0	0	8	0	0	0	0	0	0		
11:45 - 12:00	0	1	22	0	0	0	0	23	0	0	35	5	0	0	0	39	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0		
Hourly Total	0	2	102	7	0	0	0	111	0	0	137	17	0	0	0	154	0	0	3	2	0	0	0	5	0	0	34	6	0	0	0	40	0	0	0	0	0	0	0	
12:00 - 12:15	0	0	30	0	0	0	0	30	0	0	43	2	0	0	0	45	0	0	2	0	0	0	0	2	0	0	7	3	0	0	0	10	0	0	0	0	0	0		
12:15 - 12:30	0	0	17	2	0	0	0	19	1	1	21	2	0	0	0	25	0	0	1	0	0	0	0	1	0	0	10	0	0	0	0	10	0	0	0	0	0	0		
12:30 - 12:45	0	0	17	1	0	0	0	18	0	0	31	4	0	0	0	35	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	0	0	0	0	0	0		
12:45 - 13:00	0	0	27	7	0	0	0	34	0	1	27	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0		
Hourly Total	0	0	91	10	0	0	0	101	1	2	120	9	0	0	0	132	0	0	6	0	0	0	0	6	0	0	32	3	0	0	0	35	0	0	0	0	0	0	0	
13:00 - 13:15	0	0	11	2	0	0	0	13	0	2	28	4	0	0	0	34	0	0	1	1	0	0	0	2	0	0	7	0	0	0	0	7	0	0	0	0	0	0		
13:15 - 13:30	0	1	10	0	0	0	0	11	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1	0	0	12	0	0	0	0	12	0	0	0	0	0	0		
13:30 - 13:45	0	0	17	2	0	0	0	19	0	0	23	0	0	0	0	23	0	0	3	0	0	0	0	3	0	0	4	0	0	0	0	4	0	0	0	0	0	0		
13:45 - 14:00	0	0	12	0	0	0	0	12	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0		
Hourly Total	0	1	50	4	0	0	0	55	0	2	76	6	0	0	0	84	0	0	5	2	0	0	0	6	0	0	26	0	0	0	0	26	0	0	0	0	0	0		
14:00 - 14:15	0	1	11	2	0	0	0	14	0	1	13	2	0	0	0	16	0	0	2	0	0	0	0	2	0	1	9	0	0	0	0	10	0	0	0	0	0	0		
14:15 - 14:30	0	0	4	1	0	0	0	5	0	0	12	3	0	0	0	15	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0			
14:30 - 14:45	0	0	13	1	0	0	0	14	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0			
14:45 - 15:00	0	0	8	2	0	0	0	10	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0		
Hourly Total	0	1	36	6	0	0	0	43	0	1	53	9	0	0	0	63	0	0	2	0	0	0	0	2	1	0	20	1	0	0	0	22	0	0	0	0	0	0		
15:00 - 15:15	0	0	8	0	0	0	0	8	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	0	0	0	0	0	0			
15:15 - 15:30	0	0	11	0	0	0	0	11	0	2	7	0	0	0	0	9	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0									

Junction: 3
Approach: A474 East

TIME	To A4067							To Ynysderw Road							To A474 (W)							To Industrial Estate							U-Turn						
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			
07:00 - 07:15	0	0	12	4	0	0	0	16	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	6	0	0	1	0	0	0	0	0	0		
07:15 - 07:30	0	0	25	3	1	0	0	29	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	0	0	5	1	0	0	0	0	0		
07:30 - 07:45	0	0	25	5	0	0	0	30	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	0	0	8	2	0	0	0	0	0		
07:45 - 08:00	1	1	19	3	0	0	0	24	0	0	0	0	0	0	0	0	6	0	16	2	2	0	1	27	0	0	10	0	0	0	0	0	0		
Hourly Total	1	1	81	15	1	0	0	99	0	0	0	0	0	0	0	0	6	0	40	8	3	1	1	59	0	0	24	3	0	0	0	0	0		
08:00 - 08:15	0	0	30	5	0	0	0	35	0	0	0	0	0	0	0	0	0	0	10	5	0	0	1	16	0	0	13	3	1	0	0	0	0		
08:15 - 08:30	0	0	26	6	0	0	0	32	0	0	0	0	0	0	0	0	1	1	21	2	1	0	0	26	0	0	15	1	0	0	0	0	0		
08:30 - 08:45	0	3	33	3	0	0	0	39	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	39	0	0	10	2	0	0	0	0	0		
08:45 - 09:00	1	0	42	0	0	0	0	43	0	0	0	0	0	0	0	0	1	1	54	5	0	0	2	63	0	0	18	2	0	0	0	0	0		
Hourly Total	1	3	131	14	0	0	0	149	0	0	0	0	0	0	0	0	2	2	120	16	1	0	3	144	0	0	56	8	1	0	0	0	0		
09:00 - 09:15	0	0	52	8	1	0	0	61	0	0	1	0	0	0	0	1	0	1	50	4	0	0	1	56	0	0	23	4	0	0	0	0	2		
09:15 - 09:30	0	0	47	8	0	1	0	56	0	0	3	0	0	0	0	3	0	0	50	0	1	0	0	51	0	0	24	2	1	0	0	0	0		
09:30 - 09:45	0	2	57	5	0	0	0	64	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46	0	0	24	4	0	0	0	0	0		
09:45 - 10:00	1	1	42	4	0	0	0	48	0	0	1	2	0	0	0	3	0	1	39	1	1	0	2	44	0	0	23	5	0	0	0	0	1		
Hourly Total	1	3	198	25	1	1	0	229	0	0	5	2	0	0	0	7	0	2	182	8	2	0	3	197	0	0	94	15	1	0	0	0	4		
10:00 - 10:15	0	0	78	5	1	0	0	84	0	0	0	1	0	0	0	1	0	2	38	2	0	0	1	43	0	0	29	1	0	0	0	0	0		
10:15 - 10:30	0	2	57	1	2	0	0	62	0	0	0	0	0	0	0	0	0	0	35	5	0	0	0	40	0	0	19	3	0	0	0	0	0		
10:30 - 10:45	1	0	75	6	0	0	0	82	0	0	0	0	0	0	0	0	0	1	46	2	1	0	0	50	6	1	18	3	0	0	0	0	0		
10:45 - 11:00	1	1	41	5	0	0	0	48	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46	0	0	29	3	0	0	0	0	0		
Hourly Total	2	3	251	17	3	0	0	276	0	0	1	0	0	0	0	1	0	3	162	12	1	0	3	181	6	1	95	10	0	0	0	0	0		
11:00 - 11:15	0	0	66	2	0	0	0	68	0	0	1	0	0	0	0	1	0	0	49	2	0	0	1	52	0	0	28	5	0	0	0	0	0		
11:15 - 11:30	0	1	53	6	1	0	0	61	0	0	0	0	0	0	0	0	0	4	51	5	0	0	0	60	0	0	23	0	0	0	0	0	0		
11:30 - 11:45	0	1	48	2	0	0	0	51	0	0	0	0	0	0	0	0	0	0	38	3	1	0	0	42	0	0	26	0	0	0	0	0	0		
11:45 - 12:00	0	1	64	3	0	0	0	68	0	0	1	1	0	0	0	2	1	0	59	2	0	0	2	64	0	0	20	2	0	0	0	0	0		
Hourly Total	0	3	231	13	1	0	0	248	0	0	2	1	0	0	0	3	1	4	197	12	1	0	3	218	0	0	97	7	0	0	0	0	1		
12:00 - 12:15	0	1	54	1	2	0	0	58	0	0	1	0	0	0	0	1	0	1	41	4	0	0	0	47	0	0	16	4	0	0	0	0	0		
12:15 - 12:30	0	2	57	10	1	0	0	70	0	0	1	0	0	0	0	1	0	0	41	7	0	0	0	48	0	2	21	4	0	0	0	0	1		
12:30 - 12:45	0	1	47	1	0	0	0	49	0	0	1	0	0	0	0	1	1	2	35	7	0	0	1	46	1	0	20	1	0	0	0	0	0		
12:45 - 13:00	0	0	66	3	0	0	0	69	0	0	0	0	0	0	0	0	0	0	36	1	0	0	1	38	0	0	24	1	0	0	0	0	0		
Hourly Total	0	4	224	15	3	0	0	246	0	0	3	0	0	0	0	3	1	3	153	19	0	0	3	179	1	2	81	10	0	0	0	0	3		
13:00 - 13:15	0	0	68	2	0	0	0	70	0	0	0	1	0	0	0	1	1	0	42	5	0	0	0	48	0	0	12	3	0	0	0	0	0		
13:15 - 13:30	0	0	58	5	0	0	0	63	0	0	2	0	0	0	0	2	0	0	40	4	0	0	0	44	0	0	17	2	0	0	0	0	0		
13:30 - 13:45	0	0	51	5	0	0	0	56	0	0	0	0	0	0	0	0	1	2	37	1	0	0	0	41	0	0	14	3	0	0	0	0	0		
13:45 - 14:00	0	0	45	4	0	0	0	49	0	0	1	0	0	0	0	1	0	1	37	5	1	0	1	45	0	0	11	4	0	0	0	0	0		
Hourly Total	0	0	222	16	0	0	0	238	0	0	3	1	0	0	0	4	2	3	156	15	1	0	1	178	0	0	54	12	0	0	0	0	12		
14:00 - 14:15	0	2	54	9	0	0	0	65	0	0	0	0	0	0	0	0	0	2	42	5	0	0	1	50	0	0	16	0	0	0	0	0	0		
14:15 - 14:30	0	0	44	4	0	0	0	48	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	26	1	0	7	1	0	0	0	0	0		
14:30 - 14:45	0	1	53	3	0	0	0	57	0	0	1	0	0	0	0	1	0	0	27	1	0	0	0	28	0	0	11	8	0	0	0	0	0		
14:45 - 15:00	0	1	41	5	0	0	0	47	0	0	0	1	0	0	0	1	0	1	36	1	0	0	0	39	0	0	14	1	0	0	0	0	0		
Hourly Total	0	4	192	21	0	0	0	217	0	0	2	0	0	0	0	2	0	3	129	9	0	0	2	143	1	0	48	10	0	0	0	0	4		
15:00 - 15:15	0	1	48	8	0	0	0	57	0	0	2	1	0	0	0	3	0	0	34	3	0	0	0	38	0	0	13	1	0	0	0	0	0		
15:15 - 15:30	0	1	48	5	0	0	0	54	0	0	1	0	0	0	0	1	0	3	29	0	0	0	0	32	0	0	10	0	0	0	0	0	0		
15:30 - 15:45	0	0	32	1	0	0	0	33	0	0	3	1	0	0	0	4	0	0	29	1	0	0	0	30	0	0	16	0	0	0	0	0	0		
15:45 - 16:00	0	1	39	3	0	0	0	43	0	0	1	0	0	0	0	1	0	0	42	3	0	0	1	46	0	0	7	0	0	0	0	0	0		
Hourly Total	0	3	167	17	0	0	0	187	0	0	7	2	0	0	0	9	0	3	134	7	0	0	2	146	0	0	46	1	0	0	0	0	4		
16:00 - 16:15	0	0	45	2	0	0	0	47	0	0	2	0	0	0	0	2	0	1	28	3	0	0	0	32	0	0	14	1	0	0	0	0	0		
16:15 - 16:30	0	0	43	2	0	0	0	45	0	0	0	0	0	0	0	0	0	0	34	3	0	0	1	38	0	0	8	0	0	0	0	0	0		
16:30 - 16:45	0	1	47	3	0	0	0	51	0	0	0	0	0	0	0	0	0	0	24	3	0	0	0	27	0	0	12	0	0	0	0				

Junction: 3
Approach: A4067

TIME	To Ynysdew Road							To A474 (W)							To Industrial Estate							To A474 (E)							U-Turn						
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			
07:00 - 07:15	0	0	0	0	0	0	0	0	0	1	16	6	0	0	0	23	0	0	6	2	0	0	0	8	0	0	8	0	0	0	0	0			
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	0	0	2	1	0	0	0	3	0	0	9	4	0	0	0	0			
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	21	3	0	0	1	25	0	0	12	2	0	0	0	14	0	0	12	8	2	1	0	0			
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	33	2	2	0	0	37	0	0	11	2	0	0	0	13	0	0	19	3	0	0	0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	1	80	14	2	0	1	98	0	0	31	7	0	0	0	38	0	0	44	9	1	0	0	0			
08:00 - 08:15	0	0	0	0	0	0	0	0	1	0	26	6	0	1	0	34	0	0	10	6	0	0	0	16	0	0	16	3	1	0	0	0			
08:15 - 08:30	0	0	2	0	0	0	0	2	1	1	42	8	0	0	0	52	0	1	25	4	0	0	0	30	0	0	19	2	0	0	0	0			
08:30 - 08:45	0	0	1	0	0	0	0	1	0	1	57	5	5	0	0	67	0	0	13	10	2	0	0	25	0	0	17	5	0	0	0	0			
08:45 - 09:00	0	0	8	1	0	0	0	9	0	1	104	17	0	1	2	125	0	0	15	1	0	0	0	16	0	0	30	3	1	0	0	0			
Hourly Total	0	0	11	1	0	0	0	12	2	3	223	36	0	2	2	268	0	1	63	21	2	0	0	67	0	0	82	13	2	0	0	0			
09:00 - 09:15	0	0	4	1	0	0	0	5	0	0	120	12	0	0	0	132	0	0	20	4	0	0	0	24	0	0	20	4	0	0	0	0			
09:15 - 09:30	0	0	6	2	0	0	0	8	0	0	129	12	0	0	0	141	0	2	36	2	0	0	0	40	0	2	25	5	0	0	0	0			
09:30 - 09:45	0	0	12	1	0	0	0	13	0	2	109	15	0	0	0	126	0	0	27	7	0	0	0	34	0	0	34	3	0	0	0	0			
09:45 - 10:00	0	0	7	0	0	0	0	7	0	0	88	9	0	1	0	98	0	0	19	5	0	0	0	24	0	0	44	5	1	0	0	0			
Hourly Total	0	0	29	4	0	0	0	33	0	3	445	48	0	1	0	497	0	2	102	18	0	0	0	122	0	2	123	17	1	0	0	0			
10:00 - 10:15	0	0	3	1	0	0	0	4	0	0	98	15	0	0	0	113	0	0	16	5	0	0	0	21	0	0	39	2	0	0	0	0			
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	92	9	1	0	0	102	0	0	19	7	1	0	0	27	0	0	53	6	0	0	0	0			
10:30 - 10:45	0	0	3	0	0	0	0	3	0	1	78	11	0	0	1	91	0	0	25	2	1	0	0	28	0	1	32	4	0	0	0	0			
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	92	8	1	0	0	101	0	0	22	2	0	0	0	24	0	0	64	6	0	0	0	0			
Hourly Total	0	0	10	1	0	0	0	11	0	1	360	43	2	0	1	407	0	0	82	16	2	0	0	100	0	1	188	18	0	0	0	0			
11:00 - 11:15	0	0	0	0	0	0	0	0	0	3	89	6	0	0	0	98	0	0	22	5	0	0	0	27	0	0	44	4	0	0	0	0			
11:15 - 11:30	0	0	5	1	0	0	0	6	1	0	88	6	0	0	0	95	0	0	15	3	0	0	0	18	0	0	50	6	0	0	0	0			
11:30 - 11:45	0	0	4	1	0	0	0	5	0	0	94	6	0	0	0	100	0	0	27	4	0	0	0	31	0	0	53	8	1	1	0	0			
11:45 - 12:00	0	0	3	1	0	0	0	4	0	0	110	5	0	1	0	116	0	0	27	5	0	0	0	32	1	0	54	8	0	0	0	0			
Hourly Total	0	0	12	3	0	0	0	15	1	3	381	23	0	1	0	409	0	0	91	17	0	0	0	108	1	0	201	26	1	1	0	0			
12:00 - 12:15	0	0	1	0	0	0	0	1	0	1	98	7	0	0	0	106	0	1	27	4	0	0	0	32	0	0	50	8	0	0	0	0			
12:15 - 12:30	0	0	1	0	0	0	0	1	0	1	96	7	2	0	0	106	0	0	32	1	0	0	0	33	0	0	43	4	1	1	0	0			
12:30 - 12:45	0	0	1	0	0	0	0	1	0	1	109	5	0	0	0	115	0	0	15	1	0	0	0	16	0	0	45	6	0	0	0	0			
12:45 - 13:00	0	0	4	0	0	0	0	4	0	0	104	7	1	0	0	113	0	0	25	5	0	0	0	30	0	0	58	2	0	0	0	0			
Hourly Total	0	0	7	0	0	0	0	7	0	3	407	26	3	0	1	440	0	1	99	11	0	0	0	111	0	0	196	20	1	1	0	0			
13:00 - 13:15	0	0	2	2	0	0	0	4	0	2	72	8	0	0	0	82	0	1	18	2	0	0	0	21	0	0	57	8	2	0	0	0			
13:15 - 13:30	0	0	2	1	0	0	0	3	0	0	110	9	0	0	0	119	0	0	12	1	0	0	0	13	0	1	47	3	0	0	0	0			
13:30 - 13:45	0	0	2	1	0	0	0	3	0	0	93	7	0	0	0	100	0	0	18	2	0	0	0	20	0	0	44	2	1	0	0	0			
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	77	7	0	0	0	84	0	0	17	4	0	0	0	21	0	1	38	3	0	0	0	0			
Hourly Total	0	0	7	5	0	0	0	12	0	2	352	31	0	0	0	385	0	1	65	9	0	0	0	75	0	2	186	16	3	0	0	0			
14:00 - 14:15	0	0	2	0	0	0	0	2	0	2	76	6	0	0	0	84	0	1	12	3	0	0	0	16	0	0	40	1	0	0	0	0			
14:15 - 14:30	0	0	6	0	0	0	0	6	0	2	96	13	0	0	0	111	0	0	19	2	0	0	0	21	0	0	62	6	0	0	0	0			
14:30 - 14:45	0	0	3	0	0	0	0	3	0	2	97	9	0	0	0	108	0	0	15	1	0	0	0	16	0	1	56	2	0	0	0	0			
14:45 - 15:00	0	0	1	2	0	0	0	3	0	0	89	7	0	0	0	96	0	1	17	2	0	0	0	20	1	1	41	7	0	0	0	0			
Hourly Total	0	0	12	2	0	0	0	14	0	6	358	35	0	0	0	399	0	2	63	8	0	0	0	73	1	2	199	16	0	0	0	0			
15:00 - 15:15	0	0	1	0	0	0	0	1	0	0	90	7	1	0	0	98	0	1	14	2	0	0	0	17	0	1	57	6	0	0	0	0			
15:15 - 15:30	0	0	1	0	0	0	0	1	0	1	82	4	0	0	0	87	0	0	16	2	0	0	0	18	0	0	57	2	0	0	0	0			
15:30 - 15:45	0	0	3	0	0	0	0	3	0	0	73	5	0	0	0	78	0	0	7	0	0	0	0	7	0	2	65	1	0	0	0	0			
15:45 - 16:00	0	0	5	0	0	0	0	5	0	0	86	7	0	0	1	94	0	0	17	2	0	0	0	19	0	2	49	4	0	0	0	0			
Hourly Total	0	0	10	0	0	0	0	10	0	1	331	23	1	0	1	357	0	1	54	6	0	0	0	61	0	5	228	13	0	0	0	0			
16:00 - 16:15	0	0	2	0	0	0	0	2	0	0	72	7	0	0	0	79	0	0	17	5	0	0	0	22	0	2	45	4	0	0	0	0			
16:15 - 16:30	0	0	1	0	0	0	0	1	0	3	80	7	1	0	1	92	0	0	14	0	0	0	0	14	0	0	67	1	0	0	0	0			
16:30 - 16:45	0	0	1	0	0	0	0	1	0	1	68	8	0	0	0	77	0	1	15	3	0	0	0	19	0	2	55	2	0	0	0	0			
16:45 - 17:00	0	0	3	0	0	0	0	3	0	3	65	5	0	0	0	73	0	0	15	1	0	0	0	16	0	1	56	7	0	0	0	0			
Hourly Total	0																																		

Junction: 3

Approach: Ynysderw Road

	To A474 (W)								To Industrial Estate								To A474 (E)								To A4067							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
08:45 - 09:00	0	0	13	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
Hourly Total	0	0	14	2	0	0	0	16	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2
09:00 - 09:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	3	
09:30 - 09:45	0	0	5	2	0	0	0	7	0	0	0	1	0	0	0	1	0	0	4	0	0	0	0	4	0	0	2	1	0	0	3	
09:45 - 10:00	0	0	5	2	0	0	0	7	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	
Hourly Total	0	0	20	5	0	0	0	25	0	0	3	1	0	0	0	4	0	0	5	1	0	0	0	6	0	0	7	1	0	0	8	
10:00 - 10:15	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	
10:15 - 10:30	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
10:30 - 10:45	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
10:45 - 11:00	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
Hourly Total	0	0	18	2	0	0	0	20	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	1	0	0	8	
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	1	0	0	4	
11:15 - 11:30	0	0	5	1	0	0	0	6	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
11:30 - 11:45	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	
11:45 - 12:00	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
Hourly Total	0	0	13	3	0	0	0	16	0	0	4	0	0	0	0	4	0	0	2	0	0	0	0	2	0	0	7	1	0	0	8	
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	
12:15 - 12:30	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
12:45 - 13:00	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	3	0	0	0	3	
Hourly Total	0	0	9	1	0	0	0	10	0	0	5	0	0	0	0	5	1	0	4	1	0	0	0	6	0	0	4	0	0	0	4	
13:00 - 13:15	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	2	
13:15 - 13:30	0	0	1	1	0	0	0	2	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	6	1	0	0	7	
13:30 - 13:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	3	1	0	0	4	
13:45 - 14:00	0	0	1	0	0	0	0	1	0	0	4	1	0	0	0	5	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	
Hourly Total	0	0	6	2	0	0	0	8	0	0	6	2	0	0	0	8	0	0	7	2	0	0	0	9	0	0	11	2	0	0	13	
14:00 - 14:15	0	0	1	0	0	0	0	1	0	0	1	2	0	0	0	3	0	0	1	0	0	0	0	1	0	0	3	0	0	0	3	
14:15 - 14:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	2	0	0	0	2	
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	5	0	0	0	5	
14:45 - 15:00	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	6	0	0	0	6	
Hourly Total	0	0	9	1	0	0	0	10	0	0	4	2	0	0	0	6	0	0	6	1	0	0	0	7	0	0	16	0	0	0	16	
15:00 - 15:15	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	
15:45 - 16:00	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	
Hourly Total	0	0	9	0	0	0	0	9	0	0	2	0	0	0	0	2	0	0	3	0	0	0	0	3	0	0	8	0	0	0	8	
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
16:15 - 16:30	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	4	0	0	0	4	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
16:45 - 17:00	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	0	0	7	1	0	0	0	8	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	0	6	1	0	0	7	
17:00 - 17:1																																



Pontardawe, Saturday 20th May 2023

Junction: 3
Approach: A474 West

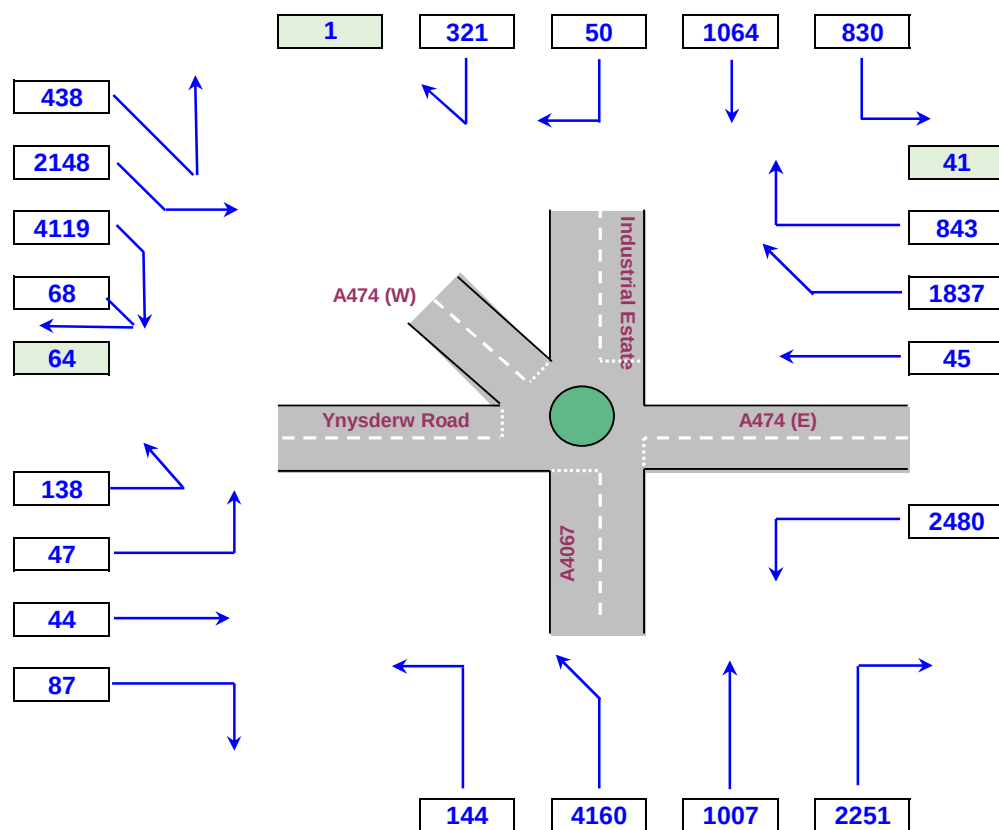
TIME	CYCLE	M/CYCLE	To Industrial Estate						To A474 (E)						To A4067						To Ynysdew Road						U-Turn											
			CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL						
07:00 - 07:15	0	0	1	2	1	0	0	4	1	0	4	1	0	0	6	0	1	13	4	0	0	0	18	0	0	0	0	0	0	0	0	1	1					
07:15 - 07:30	0	0	1	2	0	0	3	0	0	6	1	1	1	1	10	0	0	23	4	0	0	0	27	0	0	1	0	0	0	0	0	1	1					
07:30 - 07:45	0	0	0	4	0	0	4	2	5	2	0	0	0	0	9	0	2	26	3	1	0	0	30	0	0	0	0	0	0	0	0	0	0					
07:45 - 08:00	0	0	1	1	0	0	2	0	0	11	2	0	0	1	14	0	2	26	4	0	0	0	33	0	0	0	0	0	0	0	0	0	0					
Hourly Total	0	0	3	9	1	0	13	3	0	26	6	1	1	2	39	0	5	88	15	1	0	1	110	0	0	1	0	0	0	0	0	2	2					
08:00 - 08:15	0	0	8	0	0	0	8	0	0	10	2	0	0	0	12	0	0	46	8	0	0	0	54	0	0	0	0	0	0	0	0	0	1	1				
08:15 - 08:30	0	0	10	2	0	0	12	0	0	12	3	1	0	2	18	0	0	46	5	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0				
08:30 - 08:45	0	1	13	0	0	0	14	0	0	15	3	0	0	0	18	0	1	55	9	0	2	0	67	0	0	1	0	0	0	0	0	0	0	0				
08:45 - 09:00	0	0	9	0	0	0	12	1	0	35	1	1	0	2	40	0	1	53	6	9	0	0	60	0	0	3	1	0	0	0	0	0	0	0				
Hourly Total	0	1	40	5	0	0	46	1	0	72	9	2	0	4	88	0	2	200	28	0	2	0	232	0	0	4	1	0	0	0	5	0	0	2	2			
09:00 - 09:15	0	0	11	1	0	0	12	7	0	29	2	0	0	0	38	0	0	65	9	0	0	0	74	0	0	1	0	0	0	0	1	0	0	1	2			
09:15 - 09:30	0	0	15	1	0	0	16	4	0	30	2	1	0	1	38	0	1	83	6	2	0	0	92	0	0	0	0	0	0	0	0	0	0	1	1			
09:30 - 09:45	0	0	11	3	0	0	14	0	1	33	6	0	0	0	40	0	5	91	9	0	0	0	105	0	0	2	0	0	0	0	0	0	0	0	0			
09:45 - 10:00	0	0	8	1	0	0	9	0	0	37	5	0	0	2	45	0	1	80	7	1	5	0	90	0	0	1	0	0	0	0	0	0	0	0	0			
Hourly Total	0	0	45	6	0	0	51	11	2	129	15	1	0	3	161	0	7	319	31	2	1	1	361	0	0	4	0	0	0	0	4	0	0	4	5			
10:00 - 10:15	0	0	11	0	0	0	11	0	0	36	3	1	0	0	40	0	0	72	3	0	0	0	75	0	0	1	0	0	0	0	1	0	0	0	2	3		
10:15 - 10:30	0	0	11	0	0	0	11	0	1	42	6	0	0	1	50	0	1	84	10	2	0	0	97	0	0	2	1	0	0	0	3	0	0	0	0	1	1	
10:30 - 10:45	0	0	19	2	0	0	21	0	0	36	4	0	0	1	41	0	1	93	7	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	2	2		
10:45 - 11:00	0	0	19	1	0	0	20	0	0	39	5	0	0	0	45	0	0	81	5	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	1	1		
Hourly Total	0	0	60	3	0	0	63	0	1	153	18	1	0	3	176	0	2	330	25	2	0	0	359	0	0	3	1	0	0	0	4	0	0	1	0	6	7	
11:00 - 11:15	0	0	8	0	0	0	8	0	1	40	4	0	0	0	45	0	0	91	10	1	0	0	102	0	0	0	0	0	0	0	0	0	0	0	2	2		
11:15 - 11:30	0	0	14	2	0	0	16	0	0	30	4	0	0	1	35	0	0	110	11	0	0	0	121	0	0	0	1	0	0	0	1	0	0	0	2	2		
11:30 - 11:45	0	0	13	1	0	0	14	0	2	52	4	0	0	0	58	0	1	113	11	1	0	0	126	0	0	1	0	0	0	0	0	0	0	0	1	1		
11:45 - 12:00	0	0	7	1	0	0	8	0	0	43	0	0	0	0	43	0	0	114	10	0	0	0	124	0	0	1	0	0	0	0	1	0	0	0	0	1		
Hourly Total	0	0	42	4	0	0	46	0	3	170	15	0	0	3	191	0	2	428	42	2	0	2	476	0	0	2	1	0	0	0	3	0	0	1	0	5	6	
12:00 - 12:15	0	0	9	1	0	0	10	0	0	44	3	0	0	0	47	0	0	97	4	1	0	0	102	0	0	3	0	0	0	0	3	0	0	0	2	2		
12:15 - 12:30	0	0	13	1	0	0	14	0	1	42	1	0	0	1	45	0	4	98	11	1	0	0	114	0	0	1	0	0	0	0	1	0	0	0	1	2		
12:30 - 12:45	0	0	10	1	0	0	11	0	5	47	3	0	0	0	55	0	0	91	5	0	0	0	96	0	0	1	0	0	0	0	1	0	0	0	0	2	2	
12:45 - 13:00	0	0	7	0	0	0	7	1	1	45	5	0	0	1	53	0	3	86	9	0	0	0	98	0	0	0	0	0	0	0	0	0	0	0	1	1		
Hourly Total	0	0	39	3	0	0	42	1	7	178	12	0	0	2	200	0	7	372	29	2	0	0	410	0	0	5	0	0	0	0	5	0	0	1	0	6	7	
13:00 - 13:15	0	0	7	0	0	0	7	0	0	67	4	0	0	0	71	0	4	96	10	0	0	0	110	0	0	1	0	0	0	0	1	0	0	0	0	1	1	
13:15 - 13:30	0	0	8	2	0	0	10	1	1	75	3	0	0	0	81	0	5	110	12	0	0	0	127	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
13:30 - 13:45	0	0	11	0	0	0	11	0	0	61	5	0	0	0	66	0	0	112	14	0	1	0	127	0	0	1	1	0	0	0	2	0	0	0	0	2	3	
13:45 - 14:00	0	1	4	0	0	0	5	0	1	63	4	0	0	0	68	0	2	125	18	1	0	0	146	0	0	1	1	0	0	0	2	0	0	0	0	0	2	
Hourly Total	0	1	30	2	0	0	33	1	2	266	16	0	0	1	286	0	11	443	54	1	2	1	510	0	0	3	2	0	0	0	5	0	0	3	0	0	4	7
14:00 - 14:15	0	0	8	1	0	0	9	0	0	53	3	0	0	1	57	0	2	105	15	1	0	0	123	0	0	0	5	0	0	0	0	5	0	0	0	0	2	
14:15 - 14:30	0	0	3	0	0	0	3	0	0	44	3	0	0	1	48	0	1	103	6	0	0	0	110	0	0	3	1	0	0	0	4	0	0	1	0	0	1	2
14:30 - 14:45	0	0	4	0	0	0	4	0	2	40	7	0	0	0	49	0	3	94	10	0	0	0	107	0	0	0	0	0	0	0	0	5	0	0	0	0	2	2
14:45 - 15:00	0	0	14	0	0	0	14	0	2	69	5	1	0	1	78	0	0	105	12	0	0	0	117	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	29	1	0	0	30	0	4	206	18	1	0	3	232	0	6	407	43	1	0	0	457	0	0	16	1	0	0	0	17	0	0	3	0	0	3	6
15:00 - 15:15	0	0	9	0	0	0	9	0	2	70	3	0	0	0	75	0	2	117	9	0	0	0	129	0	0	2	0	0	0	0	2	0	0	0	0	0	1	
15:15 - 15:30	0	2	12	1	0	0	15	0	6	50	7	0	0	1	64	0	1	71	10	1	0	0	83	0	0	2	0	0	0	0	2	0	0	0	0	1	1	
15:30 - 15:45	0	0	13	1	0	0	14	0	1	41	2	0	0	0	44	0	1	66	3	0	0	0	70	0	0	1	0	0	0	0	1	0	0	0	0	0	3	3
15:45 - 16:00	0	0	5	0	0	0	5	0	3	33	4	0	0	1	41	0	2	76	6	0	0	0	84	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	0	2	3																																			

Vehicle Class: All Vehicles

Show Peak Hour: ☐

Start Time: 1) 07:00

End Time: 1) 19:00



Junction: 3
Approach: Industrial Estate

TIME	To A474 (E)							To A4067							To Ynysderw Road							To A474 (W)							U-Turn						
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL			
07:00 - 07:15	0	0	7	1	0	0	0	8	0	0	14	4	0	0	0	18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
07:15 - 07:30	0	1	11	2	0	0	0	14	0	0	18	7	0	0	0	25	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0		
07:30 - 07:45	0	1	13	3	0	0	0	26	0	0	24	8	1	0	0	34	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0		
07:45 - 08:00	0	0	23	8	1	0	0	32	0	0	21	11	1	2	0	35	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0		
Hourly Total	0	2	54	22	4	0	0	82	0	0	78	30	2	2	0	112	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	16	0	0	
08:00 - 08:15	0	0	27	9	3	0	0	39	0	0	24	12	1	0	0	37	0	0	1	1	0	0	0	2	0	0	3	2	1	0	0	6	0	0	
08:15 - 08:30	0	0	33	0	0	0	1	34	0	0	25	8	1	0	0	34	0	0	2	0	0	0	0	2	0	0	9	2	0	0	0	11	0	0	
08:30 - 08:45	0	0	41	8	0	0	0	49	0	0	31	4	2	0	0	37	0	0	2	0	0	0	0	2	0	0	8	2	0	0	0	10	0	0	
08:45 - 09:00	0	0	35	6	0	0	0	41	0	0	20	0	0	0	0	24	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	0		
Hourly Total	0	0	136	23	3	0	1	163	0	0	100	28	4	0	0	132	0	0	5	1	0	0	0	6	0	0	30	7	1	0	0	38	0	0	
09:00 - 09:15	0	1	17	1	0	0	0	19	0	1	31	8	0	0	0	40	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	0	0		
09:15 - 09:30	0	0	21	3	2	0	0	26	0	0	24	4	0	1	0	29	0	0	0	0	0	0	0	0	0	6	1	1	0	0	7	0	0		
09:30 - 09:45	0	0	13	2	0	0	0	15	0	0	21	4	2	1	0	28	0	0	1	0	0	0	0	1	0	10	0	0	0	0	10	0	0		
09:45 - 10:00	0	0	21	7	1	0	0	29	0	0	36	8	1	0	0	45	0	0	1	0	0	0	0	1	0	8	0	0	0	0	8	0	0		
Hourly Total	0	1	72	13	3	0	0	89	0	1	112	24	3	2	0	142	0	0	2	0	0	0	0	2	0	0	41	1	0	0	0	42	0	0	
10:00 - 10:15	0	0	15	4	1	0	0	20	0	0	28	6	1	0	0	35	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	0		
10:15 - 10:30	0	0	20	2	2	0	0	24	0	0	19	7	0	0	0	26	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	0	0		
10:30 - 10:45	0	0	13	3	1	0	0	17	0	0	24	6	0	0	0	30	0	0	3	0	0	0	0	3	0	0	7	1	0	0	0	8	0	0	
10:45 - 11:00	0	0	23	0	0	0	0	23	0	0	21	5	0	0	0	26	0	0	0	0	0	0	0	0	0	11	2	0	0	0	13	0	0		
Hourly Total	0	0	71	9	4	0	0	84	0	0	92	24	1	0	0	117	0	0	3	0	0	0	0	3	0	0	33	8	0	0	0	41	0	0	
11:00 - 11:15	1	0	18	4	1	0	0	24	0	0	21	5	0	0	0	26	0	0	0	0	0	0	0	0	0	1	8	1	2	0	0	12	0	0	
11:15 - 11:30	0	0	18	3	0	0	0	21	0	0	25	7	0	0	0	32	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	
11:30 - 11:45	0	0	17	4	0	0	0	21	0	0	35	7	0	0	0	42	2	0	1	0	0	0	0	3	0	0	7	1	0	0	0	8	0	0	
11:45 - 12:00	0	1	19	0	0	0	0	20	0	1	26	8	2	0	0	36	0	0	1	0	0	0	0	1	0	0	6	0	0	0	0	6	0	0	
Hourly Total	1	1	72	11	1	0	0	86	0	1	106	27	2	0	0	136	2	0	2	0	0	0	0	4	0	0	1	34	3	2	0	0	40	0	0
12:00 - 12:15	0	2	35	2	0	0	0	39	0	1	34	11	0	1	0	47	0	0	3	1	0	0	0	4	0	0	16	0	0	0	0	16	0	0	
12:15 - 12:30	0	0	22	5	0	0	0	27	0	0	26	6	1	0	0	33	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	0	0		
12:30 - 12:45	0	0	25	2	0	0	0	27	0	0	31	3	0	0	0	34	0	0	2	0	0	0	0	2	0	0	10	2	0	0	0	12	0	0	
12:45 - 13:00	0	0	22	1	0	0	0	23	0	0	27	4	0	0	0	31	0	0	1	0	0	0	0	1	0	0	5	2	0	0	0	7	0	0	
Hourly Total	0	2	104	13	1	0	0	120	0	1	114	30	2	1	0	148	0	0	6	1	0	0	0	7	0	0	39	6	0	0	0	45	0	0	
13:00 - 13:15	0	0	9	2	0	0	0	11	0	0	20	8	0	1	0	29	0	0	2	0	0	0	0	2	0	0	8	0	0	0	0	8	0	0	
13:15 - 13:30	0	1	11	7	0	0	0	19	0	0	23	1	1	0	0	25	0	0	2	0	0	0	0	2	0	0	11	1	0	0	1	13	0	0	
13:30 - 13:45	0	0	11	3	1	0	0	15	0	1	20	9	0	0	0	30	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0		
13:45 - 14:00	0	0	23	8	0	0	0	31	0	0	22	8	1	1	0	32	0	0	1	0	0	0	0	1	0	0	9	2	0	0	0	11	0	0	
Hourly Total	0	1	54	20	1	0	0	76	0	1	85	26	2	2	0	116	0	0	5	0	0	0	0	5	0	0	38	3	0	0	0	42	0	0	
14:00 - 14:15	0	2	24	1	0	0	0	27	0	0	34	4	0	0	0	38	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	
14:15 - 14:30	0	0	14	5	0	0	0	19	0	0	24	4	0	0	1	29	0	0	0	1	0	0	0	1	0	0	7	2	0	1	0	10	0	0	
14:30 - 14:45	0	0	31	4	0	0	0	35	0	0	23	7	0	0	0	30	0	0	0	0	0	0	0	0	0	1	13	1	0	0	0	15	0	0	
14:45 - 15:00	0	1	25	2	0	0	0	28	0	0	25	5	1	0	0	31	0	0	2	2	0	0	0	4	0	1	7	2	0	0	0	10	0	0	
Hourly Total	0	3	94	12	0	0	0	109	0	0	106	20	1	0	1	128	0	0	2	3	0	0	0	5	0	0	39	6	0	1	0	49	0	0	
15:00 - 15:15	0	1	38	1	0	0	0	40	0	0	27	6	1	1	0	35	2	0	1	0	0	0	0	3	0	0	9	1	0	0	0	10	0	0	
15:15 - 15:30	0	0	41	5	0	0	0	46	0	0	30	4	1	1	0	36	0	0	2	0	0	0	0	2	0	10	0	1	0	0	11	0	0		
15:30 - 15:45	0	0	28	3	0	0	0	31	0	0	29	6	0	0	0	35	0	0	2	1	0	0	0	3	0	0	3	2	0	0	0	5	0	0	
15:45 - 16:00	0	0	29	3	0	0	1	33	0	0	29	4	0	0	0	33	0	0	1	0	0	0	0	2	0	0	7	2	0	0	0	9	0	0	
Hourly Total	0	1	136	12	0	0	1	150	0	0	115	20	2	2	0	139	2	0	6	2	0	0	0	10	0	0	29	5	1	0	0	35	0	0	
16:00 - 16:15	0	0	22	4	0	0	0	26	0	0	33	4	0	1	0	38	0	0	0	1	0	0	0	1	0	0	7	2	0	0	0	9	0	0	
16:15 - 16:30	0	0	29	1	0	0	0	30	0	1	30	4	0	0	0	35	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0		
16:30 - 16:4																																			



Pontardawe, Thursday 18th May 2023

Junction: 3
Approach: A474 East

TIME	To A4067								To A4071 Road								To A474 (W)								To Industrial Estate								U-Turn							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL								
07:00 - 07:15	0	0	49	11	0	0	0	60	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	15	0	0	11	5	1	0	0	17	0	0	1	0	0	0	1	
07:15 - 07:30	0	0	46	8	0	0	0	54	0	0	1	1	0	0	0	2	0	0	7	4	1	1	0	13	0	0	10	4	0	0	0	14	0	0	0	0	0	0	0	
07:30 - 07:45	0	1	40	14	0	0	0	55	1	1	0	0	0	0	0	2	0	0	25	12	0	0	0	37	0	0	16	3	0	0	0	19	0	0	0	0	0	0	0	
07:45 - 08:00	0	0	66	9	1	0	0	76	0	0	0	0	0	0	0	0	0	0	37	4	1	0	2	44	0	0	28	6	0	0	0	34	0	0	0	0	0	0	0	
Hourly Total	0	1	201	42	1	0	0	245	0	0	2	1	0	0	0	3	0	0	78	25	3	1	2	109	0	0	65	18	1	0	0	84	0	0	1	0	0	0	1	
08:00 - 08:15	0	1	68	10	0	0	0	79	0	0	1	0	0	0	0	1	0	0	58	8	1	1	2	70	0	0	28	4	0	0	0	32	0	0	1	0	0	0	1	
08:15 - 08:30	0	0	93	10	1	0	2	106	0	0	3	1	0	0	0	4	0	0	80	8	1	0	2	91	0	0	35	3	0	0	0	38	0	0	0	0	0	0	0	
08:30 - 08:45	0	0	74	9	2	0	0	85	0	0	5	0	0	0	0	5	0	0	77	8	0	0	0	85	0	0	25	4	0	0	0	29	0	0	0	0	0	0	0	
08:45 - 09:00	0	0	75	9	0	0	1	85	0	0	2	0	0	0	0	2	0	0	60	6	1	0	0	69	0	1	42	2	0	0	0	45	0	0	0	0	0	0	0	
Hourly Total	0	1	310	38	3	0	3	355	0	0	11	1	0	0	0	12	0	0	275	30	3	1	6	315	0	1	130	13	0	0	0	144	0	0	1	0	0	0	1	
09:00 - 09:15	0	0	57	13	0	0	0	70	0	0	1	0	0	0	0	1	0	0	39	4	0	0	0	43	0	0	16	6	0	0	0	22	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	34	8	1	0	0	43	0	0	0	0	0	0	0	0	0	0	44	5	1	0	1	51	0	0	20	8	0	0	0	28	0	0	0	0	0	0	0	
09:30 - 09:45	0	0	47	8	0	0	0	55	0	0	1	0	0	0	0	1	0	0	25	6	0	0	0	31	0	0	15	7	1	0	0	23	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	54	9	0	0	0	63	0	0	1	0	0	0	0	1	0	0	23	5	0	0	2	30	0	0	20	3	0	0	0	23	0	0	0	0	0	0	0	
Hourly Total	0	0	192	38	1	0	0	231	0	0	3	0	0	0	0	3	0	0	131	20	1	0	3	155	0	0	71	24	1	0	0	96	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	36	3	1	0	0	40	0	0	0	0	0	0	0	0	0	1	27	4	0	0	1	33	0	0	19	0	2	0	0	21	0	0	0	0	0	0	0	
10:15 - 10:30	0	0	54	6	3	0	0	63	1	0	0	0	0	0	0	1	0	0	43	7	0	0	0	50	0	0	17	1	1	0	0	19	0	0	1	0	0	0	1	
10:30 - 10:45	0	1	40	5	2	0	0	48	0	0	1	0	0	0	0	1	0	0	32	3	0	0	0	35	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	
10:45 - 11:00	0	1	35	7	1	1	0	45	0	0	0	0	0	0	0	0	0	0	35	6	1	0	0	44	0	0	23	4	0	0	0	27	0	0	0	0	0	0	0	
Hourly Total	0	2	165	21	7	1	0	196	1	0	1	0	0	0	0	2	0	1	137	20	1	0	3	162	0	0	70	6	3	0	0	79	0	0	1	0	0	0	1	
11:00 - 11:15	0	0	40	6	1	0	0	47	0	0	0	0	0	0	0	0	0	0	24	5	0	0	0	29	0	0	17	3	1	0	0	21	0	0	0	0	0	0	0	
11:15 - 11:30	0	0	42	6	0	0	0	48	0	0	0	0	0	0	0	0	0	0	23	2	0	0	1	26	0	0	13	4	1	0	0	18	0	0	0	0	0	0	0	
11:30 - 11:45	0	2	48	7	2	0	0	59	0	0	1	0	0	0	0	1	1	1	33	3	0	0	0	39	0	0	16	4	0	0	0	20	0	0	0	0	0	0	0	
11:45 - 12:00	0	0	47	11	0	0	0	58	0	0	0	0	0	0	0	0	0	0	25	2	0	0	1	29	0	0	25	8	1	0	0	35	0	0	1	0	0	0	0	
Hourly Total	0	2	177	30	3	0	0	212	0	0	1	0	0	0	0	1	1	1	105	13	0	0	3	123	0	1	71	19	3	0	0	94	0	0	1	0	0	0	1	
12:00 - 12:15	0	1	42	2	0	0	0	45	0	0	0	0	0	0	0	2	0	0	42	2	0	0	0	45	0	0	24	1	0	0	0	25	0	0	0	0	0	0	0	
12:15 - 12:30	0	0	50	9	1	1	0	61	0	0	2	0	0	0	0	2	0	0	32	5	0	0	0	37	0	0	26	2	2	0	0	30	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	41	11	1	0	0	53	0	0	0	0	0	0	0	0	0	0	23	3	1	0	0	27	0	0	20	8	0	0	0	1	29	0	0	0	0	0	0	
12:45 - 13:00	0	0	49	2	1	0	0	52	0	0	0	0	0	0	0	0	0	0	28	8	2	0	0	40	0	0	22	3	0	0	0	25	0	0	0	0	0	0	0	
Hourly Total	0	1	182	24	3	1	0	211	0	0	4	0	0	0	0	4	0	0	125	18	3	0	3	149	0	0	92	14	2	0	0	1	109	0	0	0	0	0	0	0
13:00 - 13:15	0	0	41	3	0	0	0	44	0	0	1	0	0	0	0	1	0	0	27	7	0	0	0	34	0	0	15	5	1	0	0	21	0	0	1	0	0	0	1	
13:15 - 13:30	0	0	50	12	0	0	0	62	0	0	1	0	0	0	0	1	1	0	38	3	0	0	0	42	0	0	4	4	0	0	0	8	0	0	0	0	0	0	0	
13:30 - 13:45	0	0	45	5	1	1	0	52	0	0	2	0	0	0	0	2	0	1	42	3	0	0	0	46	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	
13:45 - 14:00	0	0	50	12	0	0	0	62	0	0	1	0	0	0	0	1	0	2	44	4	0	0	0	52	0	1	30	5	0	0	0	36	0	0	0	0	0	0	0	
Hourly Total	0	0	186	32	1	1	0	220	0	0	5	0	0	0	0	5	1	3	151	17	0	0	2	174	0	1	66	17	1	0	0	85	0	0	1	0	0	0	1	
14:00 - 14:15	0	0	40	10	1	0	0	51	0	0	1	0	0	0	0	1	0	0	40	5	0	0	0	45	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	
14:15 - 14:30	0	2	39	10	0	0	0	51	0	0	2	1	0	0	0	3	0	0	32	7	0	0	1	40	0	0	18	2	0	0	0	20	0	0	1	1	0	0	2	
14:30 - 14:45	0	0	40	6	0	0	0	46	0	0	0	0	0	0	0	0	0	0	24	5	0	0	1	50	0	0	12	4	0	0	0	16	0	0	1	0	0	0	1	
14:45 - 15:00	0	0	60	5	0	0	0	65	0	0	0	1	0	0	0	1	0	0	40	8	0	0	3	51	0	0	23	3	2	0	0	28	0	0	0	0	0	0	0	
Hourly Total	0	2	179	31	1	0	0	213	0	0	3	2	0	0	0	5	0	2	154	25	0	0	5	186	0	0	72	10	2	0	0	84	0	0	2	1	0	0	3	
15:00 - 15:15	0	0	59	11	0	0	0	70	0	0	5	1	0	0	0	6	0	0	52	5	0	0	2	59	0	0	16	5	2	0	0	23	0	0						

Junction: 3
Approach: A4067

TIME	To Ynysderw Road								To A474 (W)								To Industrial Estate								To A474 (E)							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	0	0	0	0	2	0	0	15	6	0	0	0	21	0	0	9	3	0	0	0	12	0	0	11	1	0	0	0	12
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	21	6	1	1	1	30	0	0	15	6	0	0	0	21	0	0	22	3	0	0	0	25
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	31	9	0	1	1	42	0	0	22	5	2	1	0	30	0	0	20	5	0	0	0	25
07:45 - 08:00	0	0	3	0	0	0	0	3	0	0	47	11	1	1	1	61	0	0	41	8	0	0	0	49	0	0	34	19	1	0	1	55
Hourly Total	0	0	7	0	0	0	0	7	0	0	114	32	2	3	3	154	0	0	87	22	2	1	0	112	0	0	87	28	1	0	1	117
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	57	9	1	2	1	70	0	0	29	3	0	0	0	32	0	0	42	5	0	0	0	47
08:15 - 08:30	0	0	2	0	0	0	0	2	0	1	81	15	0	0	3	100	0	0	34	6	1	0	0	41	0	0	45	9	1	0	1	56
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	89	10	1	0	0	100	0	0	31	9	1	0	0	41	0	0	50	10	2	0	0	62
08:45 - 09:00	0	0	1	1	0	0	0	2	0	0	59	10	0	2	0	71	0	0	28	2	0	1	0	31	0	2	39	13	0	0	0	54
Hourly Total	0	0	6	1	0	0	0	7	0	1	286	44	2	4	4	341	0	0	122	20	2	1	0	145	0	2	176	37	3	0	1	219
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	48	9	2	1	2	62	0	0	28	7	3	0	0	38	0	0	25	3	1	0	0	29
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	50	7	0	0	0	57	0	1	22	2	1	0	0	26	0	0	33	15	0	0	0	48
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	55	10	1	0	0	66	0	0	18	5	3	0	0	26	0	0	27	5	1	0	0	33
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	52	10	2	0	0	64	0	0	18	8	0	0	0	26	0	0	34	2	1	1	0	38
Hourly Total	0	0	3	0	0	0	0	3	0	0	205	36	5	1	2	249	0	1	86	22	7	0	0	116	0	0	119	25	3	1	0	148
10:00 - 10:15	0	0	1	0	0	0	0	1	0	1	50	14	2	2	0	69	0	0	31	8	0	0	0	39	0	3	21	9	0	0	0	33
10:15 - 10:30	0	0	2	1	0	0	0	3	0	0	46	12	0	1	0	59	0	0	23	5	2	0	0	30	0	0	24	4	0	0	0	28
10:30 - 10:45	0	0	1	0	0	0	0	1	0	0	58	4	1	3	1	67	0	0	29	7	0	0	0	36	0	0	30	6	0	0	0	36
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	57	9	2	0	2	70	0	3	19	6	0	0	0	28	0	0	39	6	1	0	0	46
Hourly Total	0	0	6	1	0	0	0	7	0	1	211	39	5	6	3	265	0	3	102	26	2	0	0	133	0	3	114	25	1	0	0	143
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	58	15	3	1	0	77	0	0	13	3	1	0	0	17	0	1	40	8	0	0	0	49
11:15 - 11:30	0	0	1	2	0	0	0	3	0	0	69	4	3	0	0	76	0	0	26	10	0	0	0	36	0	2	35	5	0	2	0	44
11:30 - 11:45	0	0	2	0	0	0	0	2	0	0	41	9	1	0	1	52	0	0	30	7	0	0	0	37	0	0	40	6	0	0	0	46
11:45 - 12:00	0	0	2	1	0	0	0	3	0	0	74	9	0	0	0	83	0	0	28	4	1	0	0	33	0	0	38	4	1	0	0	43
Hourly Total	0	0	6	3	0	0	0	9	0	0	242	37	7	1	1	288	0	0	97	24	2	0	0	123	0	3	153	23	1	2	0	182
12:00 - 12:15	0	0	3	0	0	0	0	3	0	2	68	15	1	1	1	88	0	0	29	6	0	0	0	35	0	1	34	4	0	0	0	39
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	70	9	0	0	0	79	0	0	27	5	0	0	0	32	0	1	37	6	0	0	0	44
12:30 - 12:45	0	0	1	0	0	0	0	1	0	1	68	13	1	0	0	83	0	0	27	6	0	0	0	33	0	0	41	12	1	0	0	54
12:45 - 13:00	0	0	1	0	0	0	0	1	0	0	67	5	0	0	1	73	0	0	24	3	0	1	0	28	0	0	41	6	0	0	0	47
Hourly Total	0	0	7	0	0	0	0	7	0	3	273	42	2	1	2	323	0	0	107	20	0	1	0	128	0	2	153	28	1	0	0	184
13:00 - 13:15	0	0	6	0	0	0	0	6	0	0	77	7	0	1	0	85	0	0	27	6	0	1	0	34	0	1	50	8	2	0	0	61
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	71	8	1	1	0	81	0	1	24	8	0	0	0	33	0	0	41	4	0	0	0	45
13:30 - 13:45	0	0	1	1	0	0	0	2	0	3	67	10	1	0	0	81	0	0	26	14	0	1	0	41	0	0	49	7	0	0	0	56
13:45 - 14:00	0	0	2	0	0	0	0	2	0	1	75	13	0	0	0	89	0	0	24	7	0	0	0	31	0	0	37	3	0	0	0	40
Hourly Total	0	0	11	1	0	0	0	12	0	4	290	38	2	2	0	336	0	1	101	35	0	2	0	139	0	1	177	22	2	0	0	202
14:00 - 14:15	0	0	2	0	0	0	0	2	0	3	53	8	1	0	0	65	0	0	28	2	1	0	0	31	0	1	46	3	0	0	0	50
14:15 - 14:30	0	0	1	1	0	0	0	2	0	1	83	8	0	3	0	95	0	0	28	4	0	2	0	34	0	1	42	9	0	0	0	52
14:30 - 14:45	0	0	1	0	0	0	0	1	0	0	84	12	0	0	0	96	0	0	37	6	0	0	0	43	0	1	44	4	0	1	0	50
14:45 - 15:00	0	0	5	0	1	0	0	6	0	0	97	10	2	0	1	110	0	1	19	3	0	0	0	23	0	1	72	5	1	0	0	79
Hourly Total	0	0	9	1	1	0	0	11	0	4	317	38	3	3	1	366	0	1	112	15	1	2	0	131	0	4	204	21	1	1	0	231
15:00 - 15:15	0	0	5	0	0	0	0	5	0	1	99	11	0	0	4	115	0	0	22	9	1	1	0	33	0	0	71	10	0	1	0	82
15:15 - 15:30	0	0	3	1	0	0	0	4	0	1	85	6	1	0	1	94	0	0	24	2	1	0	0	27	0	0	62	6	0	0	1	69
15:30 - 15:45	0	0	6	0	0	0	0	6	0	3	71	13	1	1	0	89	0	0	31	7	2	1	0	41	0	1	58	5	0	0	0	64
15:45 - 16:00	0	0	3	0	0	0	0	3	0	2	92	6	2	0	0	102	0	0	28	6	0	0	0	34	0	0	52	14	0	0	0	66
Hourly Total	0	0	17	1	0	0	0	18	0	7	347	36	4	1	5	400	0	0	105	24	4	2	0	135	0	1	243	35	0	1	1	281
16:00 - 16:15	0	0	2	0	0	0	0	2	0	2	98	12	1	0	0	113	0	0	30	7	0	0	0	37	0	1	61	6	0	0	0	68
16:15 - 16:30	0	0	6	1	0	0	0	7	0	0	104	15	2	1	0	122	0	1	29	9	0	0	0	39								

Junction: 3

Approach: Ynysderw Road

TIME	To A474 (W)								To Industrial Estate								To A474 (E)								To A4067							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
07:15 - 07:30	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
07:30 - 07:45	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	1	0	0	0	1	
Hourly Total	0	1	5	3	0	0	0	9	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	2	0	0	4	2	0	0	6	
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	1	0	0	0	4	0	0	3	1	0	0	4	
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3	0	0	3	0	0	0	3	
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5	0	0	0	0	5	0	0	0	1	0	0	1	
08:45 - 09:00	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	3	0	0	0	3	
Hourly Total	0	0	8	0	0	0	0	8	0	0	3	1	0	0	0	4	0	0	11	3	0	0	0	14	0	0	9	2	0	0	11	
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	2	
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	0	4	0	0	0	0	4	0	0	1	1	0	0	0	2	0	0	3	0	0	0	0	3	0	0	3	0	0	0	3	
10:00 - 10:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
10:30 - 10:45	0	0	1	1	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
10:45 - 11:00	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Hourly Total	0	0	3	1	0	0	0	4	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	3	0	0	0	3	
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
11:30 - 11:45	0	0	0	1	0	0	0	1	2	0	4	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	1	0	0	0	5	2	0	8	2	0	0	0	12	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
12:15 - 12:30	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	
12:30 - 12:45	0	0	2	1	0	0	0	3	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	2	
12:45 - 13:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	3	0	0	0	3	
Hourly Total	0	0	9	1	0	0	0	10	0	0	4	0	0	0	0	4	0	0	5	0	0	0	0	5	0	0	8	0	0	0	8	
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
13:15 - 13:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
13:30 - 13:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	0	3	
13:45 - 14:00	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
Hourly Total	0	0	5	2	0	0	0	7	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	11	0	0	0	11	
14:00 - 14:15	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	1	
14:15 - 14:30	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	
14:30 - 14:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	0	0	2	0	0	0	2	
14:45 - 15:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	
Hourly Total	0	0	8	1	0	0	0	9	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4	0	0	3	3	1	0	7	
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	12	2	0	0	0	14	0	0	4	0	0	0	4	
15:30 - 15:45	0	0	3	0	0	0	0	3	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	1	2	0	0	0	3	0	0	2	0	0	0	0	2	0	0	3	1	0	0	0	4	0	0	1	0	0	0	1	
Hourly Total	0	0	10	2	0	0	0	12	0	0	9	0	0	0	0	9	0	0	19	4	0	0	0	23	0	0	5	0	0	0	5	
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
16:15 - 16:30	0	0	3	0	0	0	1	4	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	2	0	0	0	2	
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
16:45 - 17:00	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	
Hourly Total	0	0	7	0	0	0	1	8	0	0	3	2	0	0	0	5	0	0	7	0	0	0	0	7	0	0	2	0	0	0	2	
17:00 - 17:1																																

Junction: 3
Approach: A474 West

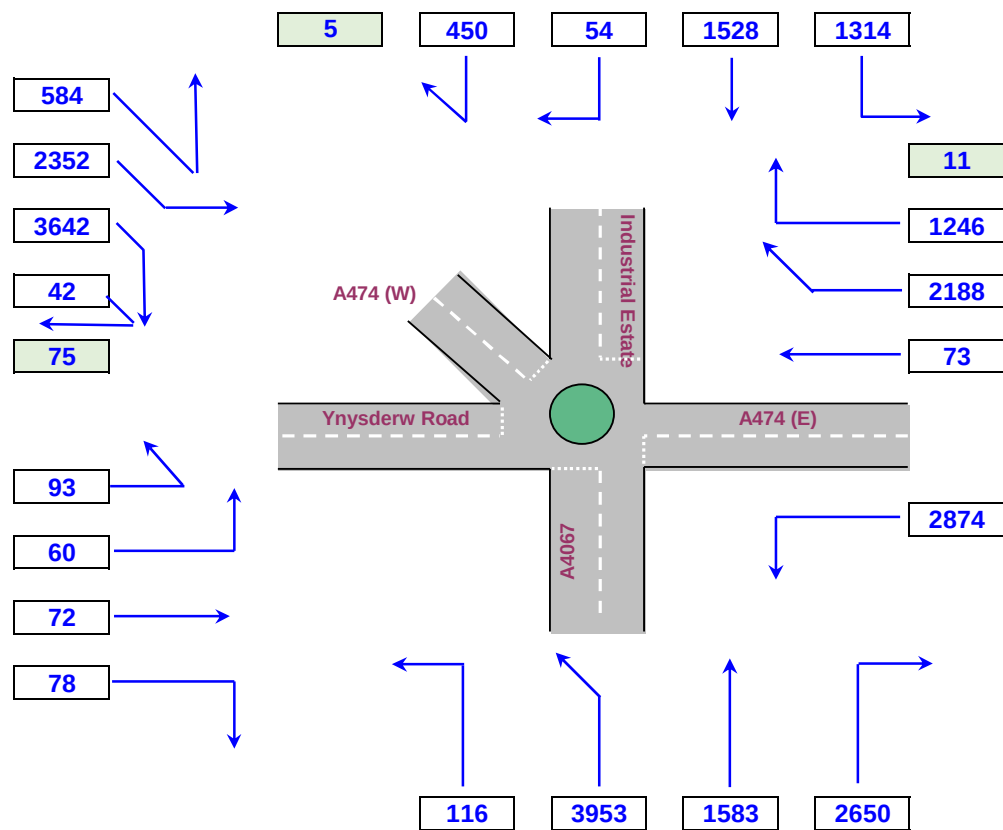
TIME	To Industrial Estate							To A474 (E)							To A4067							To Ynysdew Road							U-Turn									
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL						
07:00 - 07:15	0	0	2	0	0	0	0	2	0	1	11	1	1	0	0	14	0	0	66	14	1	0	1	82	0	0	0	0	0	0	0	0	1	1				
07:15 - 07:30	0	0	2	4	1	0	0	7	0	1	9	8	0	0	1	19	0	0	78	10	0	1	0	90	0	0	0	1	0	0	0	0	2	2				
07:30 - 07:45	0	0	3	1	0	0	0	4	0	0	24	6	4	3	0	30	0	0	43	4	0	2	0	49	0	0	0	0	0	1	0	0	1	2				
07:45 - 08:00	0	0	2	1	0	1	0	4	0	0	40	10	0	0	1	51	0	0	40	12	2	4	1	59	0	0	0	1	0	0	0	0	0	1	1			
Hourly Total	0	0	9	6	1	1	0	17	0	2	84	25	1	0	2	114	0	1	227	40	3	7	2	280	0	0	0	2	0	0	0	0	0	5	6			
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	35	8	0	0	1	44	0	0	52	4	0	0	1	57	0	0	2	0	0	0	0	0	0	1	1			
08:15 - 08:30	0	0	12	3	0	0	0	15	0	2	63	3	0	0	3	71	0	0	63	7	0	2	1	73	0	0	0	0	0	0	0	0	0	0	0			
08:30 - 08:45	0	0	10	0	0	0	0	10	0	0	55	9	0	1	0	65	0	0	71	13	2	0	2	88	0	0	0	0	0	0	0	0	0	3	3			
08:45 - 09:00	0	0	21	3	0	0	0	24	0	1	50	7	2	0	3	63	0	0	75	5	0	1	1	82	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	45	9	0	0	0	54	0	3	203	27	2	1	7	243	0	0	261	29	2	3	5	300	0	0	2	0	0	0	0	0	0	4	4			
09:00 - 09:15	0	0	9	1	0	0	0	10	0	0	32	5	1	0	0	38	0	0	38	9	2	1	0	50	0	0	1	0	0	0	0	0	1	0	1	2		
09:15 - 09:30	0	0	15	2	0	0	0	17	0	0	31	1	0	0	1	33	0	1	69	8	1	2	1	82	0	0	0	0	0	0	0	0	0	0	1	2		
09:30 - 09:45	0	0	8	2	0	0	0	10	0	0	30	4	0	0	1	35	0	1	57	4	0	3	0	65	0	0	0	0	0	0	0	0	0	0	2	2		
09:45 - 10:00	0	0	12	1	0	0	0	13	0	1	27	3	1	0	1	33	0	0	58	13	0	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	44	6	0	0	0	50	0	1	120	13	2	0	3	139	0	2	222	34	3	6	2	269	0	0	1	0	0	0	0	0	0	2	0	4	6	
10:00 - 10:15	0	0	11	1	0	0	0	12	0	0	28	3	0	0	0	31	0	0	59	8	4	0	0	71	0	0	0	0	0	0	0	0	0	0	2	2		
10:15 - 10:30	0	0	17	2	1	0	0	20	0	0	35	6	0	0	1	42	0	0	60	8	0	0	0	68	0	0	0	0	0	0	0	0	0	0	1	1		
10:30 - 10:45	0	1	13	5	0	0	0	19	0	2	31	4	0	0	0	37	0	0	51	8	1	1	0	61	0	0	0	0	0	0	0	0	0	0	2	2		
10:45 - 11:00	0	0	10	0	0	0	0	10	0	0	33	3	2	0	2	41	0	1	64	13	1	1	0	80	0	0	0	0	0	0	0	0	0	0	1	1		
Hourly Total	0	1	51	8	1	0	0	61	1	2	127	16	2	0	3	151	0	1	234	37	6	2	0	280	0	0	0	0	0	0	0	0	0	0	6	6		
11:00 - 11:15	0	0	12	0	0	0	0	12	0	0	36	7	0	0	0	43	0	2	66	10	2	0	0	80	0	0	1	0	0	0	0	0	0	0	1	1		
11:15 - 11:30	0	0	9	4	0	0	0	13	1	0	34	6	0	0	1	42	0	1	71	14	1	1	0	88	0	0	1	0	0	0	0	0	0	0	1	1		
11:30 - 11:45	0	0	8	1	0	0	0	9	0	1	28	3	0	0	0	32	0	2	72	7	0	1	1	83	0	0	2	0	0	0	0	0	0	0	2	2		
11:45 - 12:00	0	0	9	2	0	0	0	11	0	0	30	7	0	0	2	39	0	0	58	13	1	3	1	76	0	0	0	0	0	0	0	0	0	0	0	1	1	
Hourly Total	0	0	38	7	0	0	0	45	1	1	128	23	0	0	3	156	0	5	267	44	4	5	2	327	0	0	4	0	0	0	0	0	0	0	4	5		
12:00 - 12:15	0	0	17	5	0	0	0	22	0	0	34	5	1	0	0	40	0	0	87	5	0	0	1	93	0	0	1	0	0	0	0	0	0	0	2	3		
12:15 - 12:30	0	0	9	3	0	0	0	12	0	0	52	7	0	0	1	60	0	3	69	7	1	0	0	80	0	0	1	0	0	0	0	0	1	0	0	3	3	
12:30 - 12:45	0	0	7	4	0	0	0	11	0	0	32	4	2	0	1	39	0	1	80	13	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	1	1	
12:45 - 13:00	0	0	10	1	0	0	0	11	0	0	37	4	0	0	1	42	0	0	59	6	3	0	0	68	0	0	1	0	0	0	0	0	0	0	0	1	1	
Hourly Total	0	0	43	13	0	0	0	56	0	0	155	20	3	0	3	181	0	4	295	31	4	0	1	335	0	0	4	0	0	0	0	0	0	2	0	6	8	
13:00 - 13:15	0	0	8	1	0	0	0	9	0	0	32	8	0	0	0	40	0	1	56	4	0	0	0	61	0	0	1	0	0	0	0	0	0	0	0	2	2	
13:15 - 13:30	0	0	8	0	0	0	0	8	1	0	43	3	0	0	1	48	0	0	66	8	0	0	0	74	0	0	3	0	0	0	0	0	0	0	1	0	2	
13:30 - 13:45	0	0	12	1	0	0	0	13	0	0	34	3	0	0	0	37	0	2	67	11	2	1	0	83	0	0	1	0	0	0	0	0	0	0	0	2	2	
13:45 - 14:00	0	0	11	1	0	0	0	12	0	0	40	5	0	0	2	47	0	1	60	3	4	1	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	39	3	0	0	0	42	1	0	149	19	0	0	3	172	0	4	249	26	6	2	0	287	0	0	5	0	0	0	0	0	0	0	5	6		
14:00 - 14:15	0	0	9	3	0	0	0	12	0	1	27	5	1	0	1	35	0	2	52	4	0	1	0	59	0	0	0	0	0	0	0	0	0	0	0	2	2	
14:15 - 14:30	0	1	11	1	0	0	0	13	0	1	50	6	0	0	0	57	0	2	55	7	0	0	1	65	0	0	1	0	0	0	0	0	0	0	0	2	2	
14:30 - 14:45	0	0	11	2	1	0	0	14	0	1	45	3	0	0	0	49	0	1	65	12	4	0	0	82	0	0	1	0	0	0	0	0	0	0	0	1	2	
14:45 - 15:00	0	0	11	4	0	0	0	15	0	1	52	8	0	0	2	63	0	1	71	12	0	0	0	84	0	0	2	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	42	10	1	0	0	54	1	4	174	22	1	0	3	204	0	6	243	35	4	1	1	290	0	0	4	0	0	0	0	0	0	0	4	0	5	6
15:00 - 15:15	0	1	10	1	0	0	0	12	0	0	44	4	0	0	0	49	0	2	72	10	1	1	0	86	0	0	0	0	0	0	0	0	0	0	0	2	2	
15:15 - 15:30	0	0	10	2	0	0	0	12	0	0	59	6	1	0	1	67	0	2	82	6	0	0	5	95	0	0	1	0	0	0	0	0	0	0	0	2	2	
15:30 - 15:45	0	0	13	0	0	0	0	13	0	0	62	3	0	0	2	67	0	0	96	11	0	1	1	109	0	0	0	0	0	0	0	0	0	0	0	1	1	
15:45 - 16:00	0	0	11	1	0	0	0	12	0	0	46	10	0	0	1	57	0	1	99	13	1	1	1	116	0	0	0	0	0	0	0	0	0	0	0	0	1	

Vehicle Class: All Vehicles

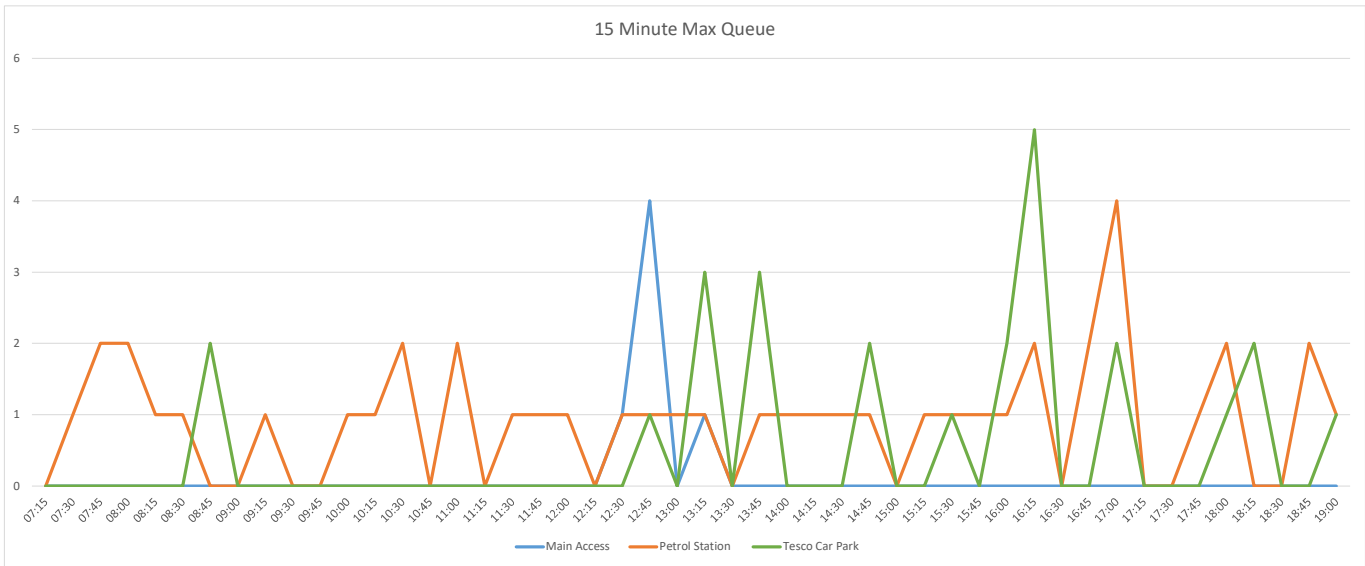
Show Peak Hour: ☐

Start Time: 1) 07:00

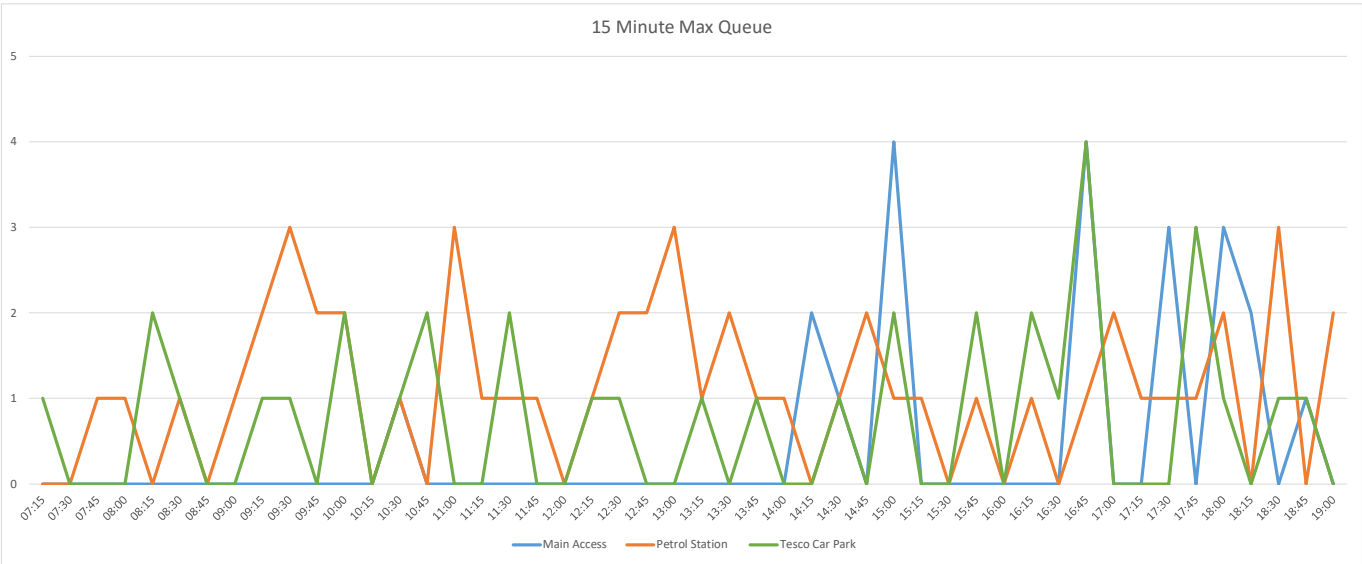
End Time: 1) 19:00



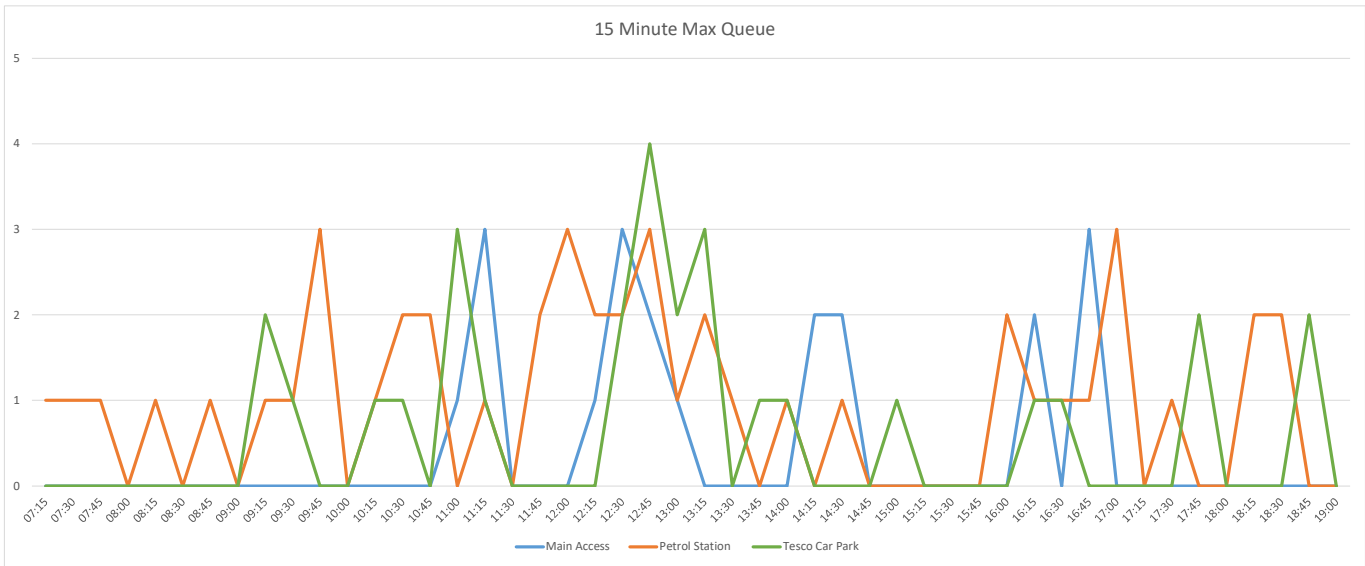
Time	Main Access	Petrol Station	Tesco Car Park
07:15	0	0	0
07:30	0	1	0
07:45	0	2	0
08:00	0	2	0
08:15	0	1	0
08:30	0	1	0
08:45	0	0	2
09:00	0	0	0
09:15	0	1	0
09:30	0	0	0
09:45	0	0	0
10:00	0	1	0
10:15	0	1	0
10:30	0	2	0
10:45	0	0	0
11:00	0	2	0
11:15	0	0	0
11:30	0	1	0
11:45	0	1	0
12:00	0	1	0
12:15	0	0	0
12:30	1	1	0
12:45	4	1	1
13:00	0	1	0
13:15	1	1	3
13:30	0	0	0
13:45	0	1	3
14:00	0	1	0
14:15	0	1	0
14:30	0	1	0
14:45	0	1	2
15:00	0	0	0
15:15	0	1	0
15:30	0	1	1
15:45	0	1	0
16:00	0	1	2
16:15	0	2	5
16:30	0	0	0
16:45	0	2	0
17:00	0	4	2
17:15	0	0	0
17:30	0	0	0
17:45	0	1	0
18:00	0	2	1
18:15	0	0	2
18:30	0	0	0
18:45	0	2	0
19:00	0	1	1



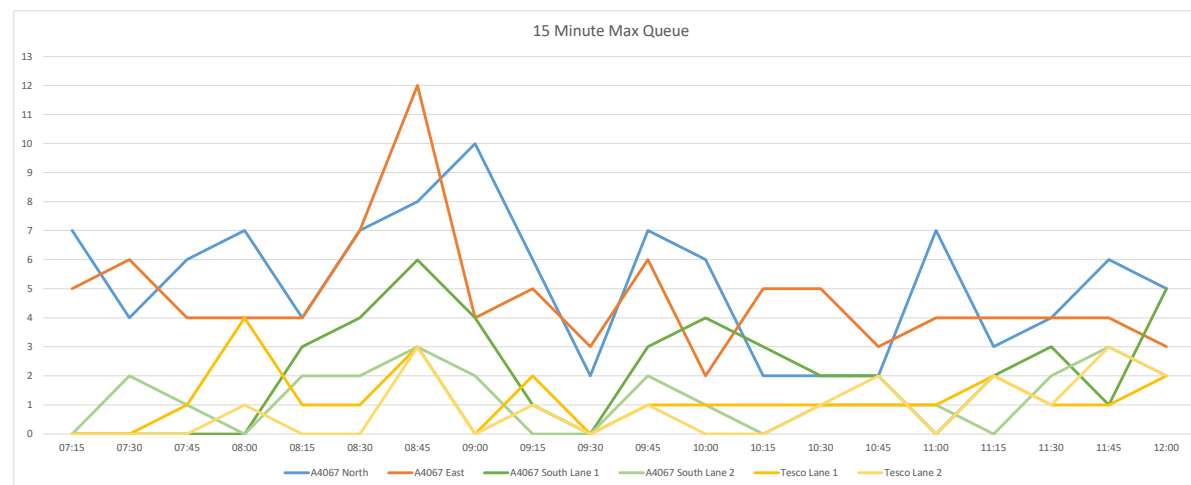
Time	Main Access	Petrol Station	Tesco Car Park
07:15	0	0	1
07:30	0	0	0
07:45	0	1	0
08:00	0	1	0
08:15	0	0	2
08:30	0	1	1
08:45	0	0	0
09:00	0	1	0
09:15	0	2	1
09:30	0	3	1
09:45	0	2	0
10:00	0	2	2
10:15	0	0	0
10:30	1	1	1
10:45	0	0	2
11:00	0	3	0
11:15	0	1	0
11:30	0	1	2
11:45	0	1	0
12:00	0	0	0
12:15	0	1	1
12:30	0	2	1
12:45	0	2	0
13:00	0	3	0
13:15	0	1	1
13:30	0	2	0
13:45	0	1	1
14:00	0	1	0
14:15	2	0	0
14:30	1	1	1
14:45	0	2	0
15:00	4	1	2
15:15	0	1	0
15:30	0	0	0
15:45	0	1	2
16:00	0	0	0
16:15	0	1	2
16:30	0	0	1
16:45	4	1	4
17:00	0	2	0
17:15	0	1	0
17:30	3	1	0
17:45	0	1	3
18:00	3	2	1
18:15	2	0	0
18:30	0	3	1
18:45	1	0	1
19:00	0	2	0



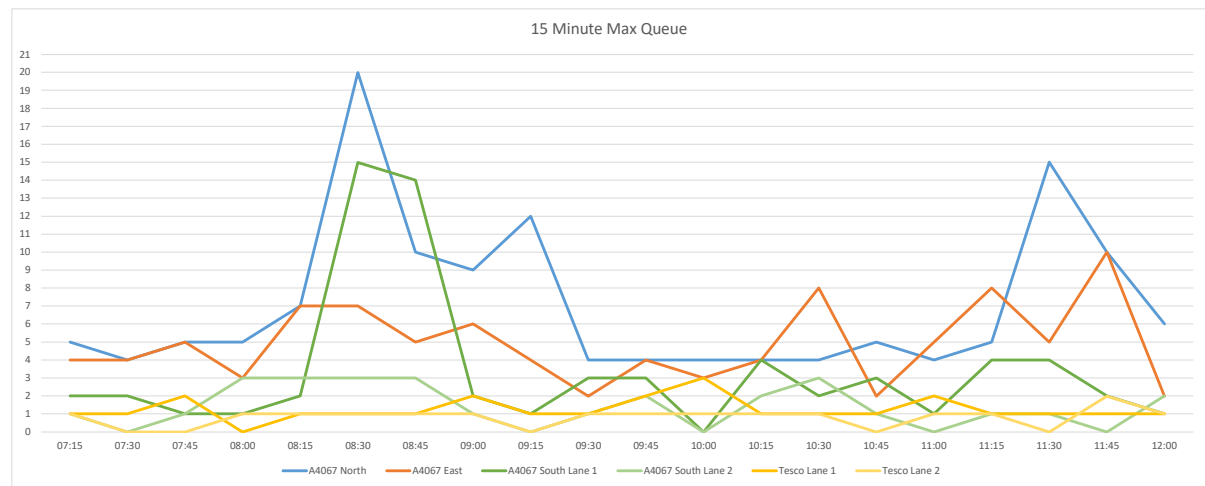
Time	Main Access	Petrol Station	Tesco Car Park
07:15	0	1	0
07:30	0	1	0
07:45	0	1	0
08:00	0	0	0
08:15	0	1	0
08:30	0	0	0
08:45	0	1	0
09:00	0	0	0
09:15	0	1	2
09:30	0	1	1
09:45	0	3	0
10:00	0	0	0
10:15	0	1	1
10:30	0	2	1
10:45	0	2	0
11:00	1	0	3
11:15	3	1	1
11:30	0	0	0
11:45	0	2	0
12:00	0	3	0
12:15	1	2	0
12:30	3	2	2
12:45	2	3	4
13:00	1	1	2
13:15	0	2	3
13:30	0	1	0
13:45	0	0	1
14:00	0	1	1
14:15	2	0	0
14:30	2	1	0
14:45	0	0	0
15:00	0	0	1
15:15	0	0	0
15:30	0	0	0
15:45	0	0	0
16:00	0	2	0
16:15	2	1	1
16:30	0	1	1
16:45	3	1	0
17:00	0	3	0
17:15	0	0	0
17:30	0	1	0
17:45	0	0	2
18:00	0	0	0
18:15	0	2	0
18:30	0	2	0
18:45	0	0	2
19:00	0	0	0



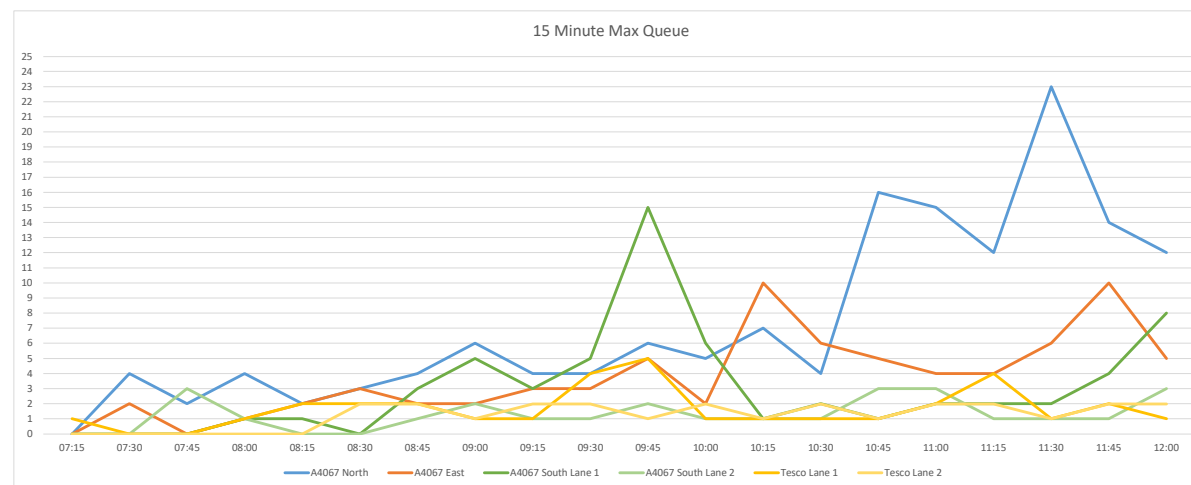
Time	A4067 North	A4067 East	A4067 South Lane 1	A4067 South Lane 2	Tesco Lane 1	Tesco Lane 2
07:15	7	5	0	0	0	0
07:30	4	6	0	2	0	0
07:45	6	4	0	1	1	0
08:00	7	4	0	0	4	1
08:15	4	4	3	2	1	0
08:30	7	7	4	2	1	0
08:45	8	12	6	3	3	3
09:00	10	4	4	2	0	0
09:15	6	5	1	0	2	1
09:30	2	3	0	0	0	0
09:45	7	6	3	2	1	1
10:00	6	2	4	1	1	0
10:15	2	5	3	0	1	0
10:30	2	5	2	1	1	1
10:45	2	3	2	1	1	2
11:00	7	4	0	1	1	0
11:15	3	4	2	0	2	2
11:30	4	4	3	2	1	1
11:45	6	4	1	3	1	3
12:00	5	3	5	2	2	2
12:15	6	3	4	1	2	1
12:30	10	3	0	0	2	1
12:45	10	7	3	0	2	1
13:00	2	4	5	1	1	1
13:15	3	4	5	3	1	0
13:30	5	5	3	2	1	1
13:45	6	4	3	3	1	2
14:00	7	6	2	1	1	1
14:15	3	5	4	2	3	1
14:30	4	3	4	3	1	2
14:45	3	4	4	2	3	1
15:00	8	4	1	4	1	1
15:15	11	4	10	2	2	3
15:30	10	5	3	2	3	3
15:45	20	8	4	3	1	1
16:00	10	3	2	1	3	1
16:15	10	5	3	3	3	2
16:30	16	6	8	4	2	1
16:45	8	4	6	1	2	1
17:00	10	3	14	2	3	2
17:15	6	4	12	3	3	2
17:30	6	4	3	3	3	2
17:45	6	5	5	2	1	1
18:00	9	3	6	2	2	0
18:15	6	6	3	2	1	1
18:30	6	4	1	1	2	2
18:45	3	2	2	3	2	2
19:00	4	1	1	1	1	1



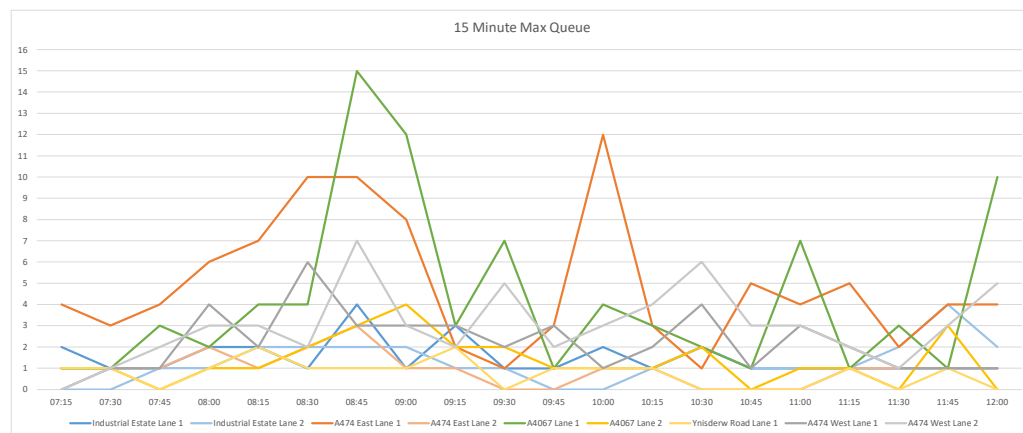
Time	A4067 North	A4067 East	A4067 South Lane 1	A4067 South Lane 2	Tesco Lane 1	Tesco Lane 2
07:15	5	4	2	1	1	1
07:30	4	4	2	0	1	0
07:45	5	5	1	1	2	0
08:00	5	3	1	3	0	1
08:15	7	7	2	3	1	1
08:30	20	7	15	3	1	1
08:45	10	5	14	3	1	1
09:00	9	6	2	1	2	1
09:15	12	4	1	0	1	0
09:30	4	2	3	1	1	1
09:45	4	4	3	2	2	1
10:00	4	3	0	0	3	1
10:15	4	4	4	2	1	1
10:30	4	8	2	3	1	1
10:45	5	2	3	1	1	0
11:00	4	5	1	0	2	1
11:15	5	8	4	1	1	1
11:30	15	5	4	1	1	0
11:45	10	10	2	0	1	2
12:00	6	2	1	2	1	1
12:15	2	2	4	3	1	1
12:30	12	4	3	3	1	2
12:45	7	2	3	1	1	2
13:00	2	3	7	1	1	0
13:15	4	7	2	3	2	1
13:30	5	4	3	2	2	1
13:45	5	3	4	3	1	4
14:00	6	6	4	3	1	1
14:15	6	5	5	2	2	2
14:30	12	3	3	1	4	1
14:45	4	3	5	4	1	1
15:00	6	4	6	3	2	1
15:15	4	8	9	2	4	2
15:30	8	12	10	3	8	3
15:45	23	4	13	3	4	2
16:00	18	5	2	1	1	2
16:15	3	6	2	3	1	1
16:30	6	4	1	2	3	1
16:45	7	4	6	3	4	1
17:00	8	5	2	1	4	1
17:15	16	4	4	2	4	1
17:30	6	5	10	3	3	1
17:45	5	4	2	2	2	2
18:00	4	4	3	3	4	3
18:15	6	4	4	2	1	1
18:30	2	2	2	0	3	1
18:45	1	3	0	2	1	0
19:00	2	4	2	1	1	1



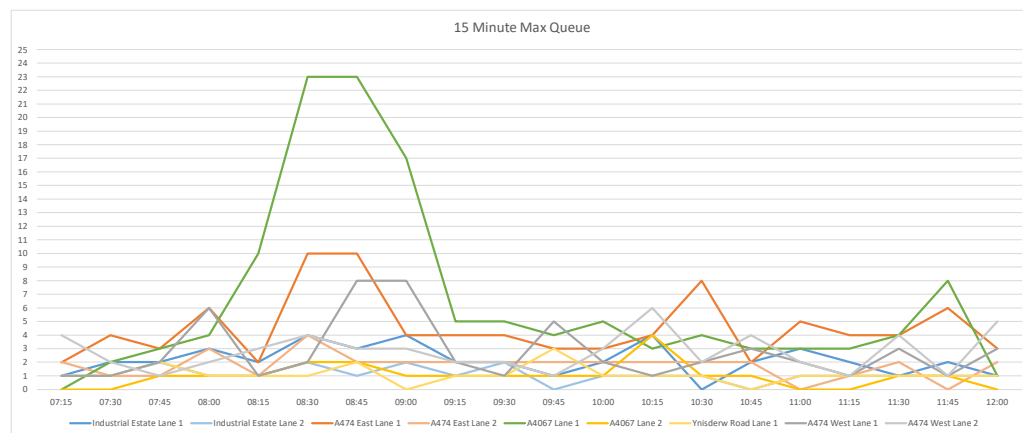
Time	A4067 North	A4067 East	A4067 South Lane 1	A4067 South Lane 2	Tesco Lane 1	Tesco Lane 2
07:15	0	0	0	0	1	0
07:30	4	2	0	0	0	0
07:45	2	0	0	3	0	0
08:00	4	1	1	1	1	0
08:15	2	2	1	0	2	0
08:30	3	3	0	0	2	2
08:45	4	2	3	1	2	2
09:00	6	2	5	2	1	1
09:15	4	3	3	1	1	2
09:30	4	3	5	1	4	2
09:45	6	5	15	2	5	1
10:00	5	2	6	1	1	2
10:15	7	10	1	1	1	1
10:30	4	6	2	1	1	2
10:45	16	5	1	3	1	1
11:00	15	4	2	3	2	2
11:15	12	4	2	1	4	2
11:30	23	6	2	1	1	1
11:45	14	10	4	1	2	2
12:00	12	5	8	3	1	2
12:15	13	6	2	2	2	2
12:30	23	2	4	0	0	4
12:45	15	10	1	1	4	1
13:00	11	6	4	3	3	3
13:15	23	4	5	4	2	1
13:30	17	7	4	1	2	1
13:45	15	4	4	2	3	0
14:00	16	5	2	3	2	0
14:15	20	6	4	2	1	1
14:30	14	4	0	0	2	2
14:45	16	4	3	3	1	1
15:00	13	4	4	4	2	1
15:15	5	5	4	5	2	2
15:30	4	5	3	2	1	0
15:45	5	10	1	0	2	2
16:00	5	4	2	2	1	1
16:15	5	4	2	2	3	2
16:30	4	4	4	3	1	2
16:45	5	4	4	3	1	4
17:00	6	5	1	1	2	2
17:15	3	3	1	0	1	1
17:30	6	4	0	0	3	2
17:45	3	3	3	1	2	1
18:00	4	9	3	1	3	1
18:15	3	3	1	3	1	0
18:30	4	2	2	2	3	0
18:45	1	2	2	1	2	0
19:00	0	3	1	1	2	1



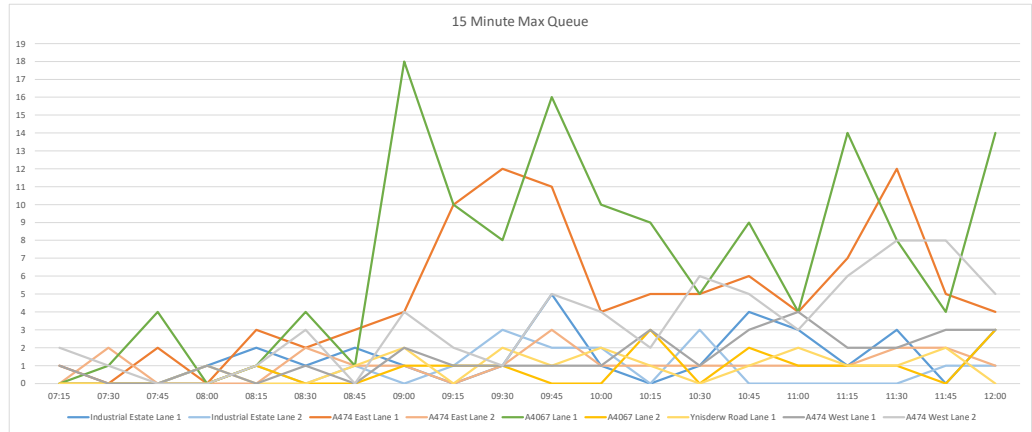
Time	Industrial Estate Lane 1	Industrial Estate Lane 2	A474 East Lane 1	A474 East Lane 2	A4067 Lane 1	A4067 Lane 2	Ynisdwr Road Lane 1	A474 West Lane 1	A474 West Lane 2
07:15	2	0	4	1	1	1	1	0	0
07:30	1	0	3	1	1	1	1	1	1
07:45	1	1	4	1	3	0	0	1	2
08:00	2	1	6	2	2	1	1	4	3
08:15	2	2	7	1	4	1	2	2	3
08:30	1	2	10	2	4	2	1	6	2
08:45	4	2	10	3	15	3	1	3	7
09:00	1	2	8	1	12	4	1	3	3
09:15	3	1	2	1	3	2	2	3	2
09:30	1	1	1	0	7	2	0	2	5
09:45	1	0	3	0	1	1	1	3	2
10:00	2	0	12	1	4	1	1	1	3
10:15	1	1	3	1	3	1	1	2	4
10:30	2	2	1	0	2	2	0	4	6
10:45	1	1	5	0	1	0	0	1	3
11:00	1	1	4	0	7	1	0	3	3
11:15	1	1	5	1	1	1	1	2	2
11:30	1	2	2	1	3	0	0	1	1
11:45	1	4	4	1	1	3	1	1	3
12:00	1	2	4	1	10	0	0	1	5
12:15	3	1	5	1	2	2	2	1	1
12:30	2	1	4	1	3	1	2	2	4
12:45	1	0	5	2	5	0	1	1	2
13:00	2	0	4	2	2	0	3	1	1
13:15	1	0	2	1	10	3	2	2	3
13:30	1	1	2	0	3	1	0	2	1
13:45	1	1	1	0	4	3	1	0	1
14:00	2	0	6	3	3	1	2	1	2
14:15	3	2	3	1	5	1	1	1	2
14:30	1	3	4	1	3	1	2	1	2
14:45	1	2	6	1	4	1	1	2	3
15:00	1	1	15	1	7	1	1	2	4
15:15	1	0	4	1	9	1	1	10	2
15:30	6	1	10	3	4	2	3	3	6
15:45	4	2	11	3	8	1	1	3	10
16:00	3	2	4	1	7	0	2	2	3
16:15	3	1	5	1	4	1	1	2	3
16:30	3	3	4	2	12	2	1	2	5
16:45	3	2	5	2	5	1	0	1	4
17:00	1	1	6	1	15	3	0	1	3
17:15	3	3	6	1	10	3	1	8	3
17:30	2	1	8	1	12	2	1	2	5
17:45	4	2	6	0	18	3	1	3	3
18:00	1	1	5	0	8	2	2	2	6
18:15	2	0	4	1	5	1	0	4	1
18:30	1	0	3	1	4	1	1	3	3
18:45	1	1	4	0	2	1	0	3	1
19:00	1	2	1	0	1	2	0	3	1



Time	Industrial Estate Lane 1	Industrial Estate Lane 2	A474 East Lane 1	A474 East Lane 2	A4067 Lane 1	A4067 Lane 2	Ynisdwr Road Lane 1	A474 West Lane 1	A474 West Lane 2
07:15	1	1	2	2	0	0	1	1	4
07:30	2	1	4	1	2	0	1	1	2
07:45	2	2	3	1	3	1	2	2	1
08:00	3	1	6	3	4	1	1	6	2
08:15	2	1	2	1	10	1	1	1	3
08:30	4	2	10	4	23	2	1	2	4
08:45	3	1	10	2	23	2	2	8	3
09:00	4	2	4	2	17	1	0	8	3
09:15	2	1	4	2	5	1	1	1	2
09:30	2	2	4	2	5	1	1	1	2
09:45	1	0	3	2	4	1	3	5	1
10:00	2	1	3	2	5	1	1	2	3
10:15	4	1	4	2	3	4	1	1	6
10:30	0	1	8	2	4	1	1	2	2
10:45	2	0	2	2	3	1	0	3	4
11:00	3	1	5	0	3	0	1	2	2
11:15	2	1	4	1	3	0	1	1	1
11:30	1	1	4	2	4	1	1	3	4
11:45	2	1	6	0	8	1	1	1	1
12:00	1	1	3	2	1	0	1	3	5
12:15	2	0	2	3	10	1	1	1	6
12:30	1	0	8	1	3	1	1	1	5
12:45	2	2	7	3	4	0	0	3	5
13:00	4	2	9	2	5	1	0	2	3
13:15	2	1	3	1	10	3	1	2	3
13:30	0	0	3	0	2	0	1	2	2
13:45	1	0	4	0	4	1	1	1	2
14:00	3	1	6	2	4	2	0	3	3
14:15	3	2	3	1	8	4	1	2	2
14:30	2	2	7	1	7	1	0	2	3
14:45	3	1	8	1	8	1	1	3	3
15:00	3	1	7	1	8	1	1	8	3
15:15	2	1	4	0	21	0	1	2	2
15:30	5	2	5	1	23	2	2	2	3
15:45	3	1	10	3	23	1	2	2	11
16:00	1	2	9	3	20	2	1	2	10
16:15	3	1	5	1	10	2	2	3	6
16:30	2	1	3	3	5	1	1	2	7
16:45	4	2	5	1	23	1	0	2	5
17:00	4	1	5	1	22	2	1	5	2
17:15	3	1	7	1	23	3	1	2	5
17:30	1	0	4	1	23	1	1	4	9
17:45	2	0	5	1	7	1	1	2	4
18:00	1	1	5	1	20	2	0	3	5
18:15	1	1	3	1	8	2	0	3	2
18:30	1	1	5	1	3	1	1	2	4
18:45	2	0	2	1	3	2	1	2	2
19:00	2	1	2	1	2	1	0	1	4



Time	Industrial Estate Lane 1	Industrial Estate Lane 2	A474 East Lane 1	A474 East Lane 2	A4067 Lane 1	A4067 Lane 2	Ynisdwr Road Lane 1	A474 West Lane 1	A474 West Lane 2
07:15	0	0	1	0	0	0	0	1	2
07:30	0	0	0	2	1	0	0	0	1
07:45	0	0	2	0	4	0	0	0	0
08:00	1	0	0	0	0	0	1	1	0
08:15	2	1	3	0	1	1	0	0	1
08:30	1	0	2	2	4	0	0	1	3
08:45	2	1	3	1	1	0	1	0	0
09:00	1	0	4	1	18	1	2	2	4
09:15	0	1	10	0	10	1	0	1	2
09:30	1	3	12	1	8	1	2	1	1
09:45	5	2	11	3	16	0	1	1	5
10:00	1	2	4	1	10	0	2	1	4
10:15	0	0	5	1	9	3	1	3	2
10:30	1	3	5	1	5	0	0	1	6
10:45	4	0	6	1	9	2	1	3	5
11:00	3	0	4	1	4	1	2	4	3
11:15	1	0	7	1	14	1	1	2	6
11:30	3	0	12	2	8	1	1	2	8
11:45	0	1	5	2	4	0	2	3	8
12:00	3	1	4	1	14	3	0	3	5
12:15	8	1	12	2	5	2	0	2	12
12:30	2	0	8	1	3	1	1	2	7
12:45	2	2	5	1	5	2	1	1	5
13:00	3	2	4	1	8	3	1	2	6
13:15	1	1	10	0	5	1	1	2	5
13:30	3	1	3	2	4	0	2	1	3
13:45	1	1	11	2	6	1	1	3	4
14:00	2	0	10	2	4	1	1	2	6
14:15	1	1	12	1	6	2	1	1	5
14:30	1	0	8	0	3	3	1	1	6
14:45	1	0	2	1	6	1	5	2	2
15:00	1	0	3	1	4	1	0	2	7
15:15	1	0	4	0	2	2	2	2	4
15:30	2	0	4	0	4	1	0	2	2
15:45	0	0	4	2	1	2	0	2	4
16:00	1	0	2	0	4	1	2	1	1
16:15	1	2	1	0	1	3	0	4	3
16:30	2	1	4	1	6	2	1	1	2
16:45	1	1	2	1	1	1	0	1	4
17:00	1	0	1	0	4	2	0	1	2
17:15	1	2	4	1	5	1	1	1	1
17:30	2	1	1	2	3	4	1	1	4
17:45	1	3	4	1	2	1	1	2	2
18:00	0	1	3	1	5	1	1	2	2
18:15	2	0	4	0	2	0	0	2	2
18:30	3	0	1	0	5	0	1	1	1
18:45	2	0	3	1	6	3	1	1	1
19:00	1	0	3	0	2	1	1	1	3



Appendix B *TomTom Journey Time Data*



11291 - Swansea - Average Journey Times (TomTom Extraction)

Produced by Streetwise Services Ltd.

	1_2	1_3	1_4	1_5	1_6	1_7	2_1	2_3
07:00 - 07:15	00:00:57	00:00:34	00:01:37	00:01:18	00:01:02	00:00:47	00:00:43	00:00:31
07:15 - 07:30	00:01:02	00:00:42	00:01:34	00:01:23	00:01:09	00:00:54	00:01:11	00:00:36
07:30 - 07:45	00:01:04	00:00:42	00:01:27	00:01:25	00:01:11	00:00:58	00:01:11	00:00:33
07:45 - 08:00	00:01:00	00:00:51	00:01:27	00:01:23	00:01:08	00:00:49	00:01:54	00:01:01
08:00 - 08:15	00:01:37	00:01:21	00:02:04	00:02:02	00:01:47	00:01:27	00:01:23	00:00:50
08:15 - 08:30	00:03:06	00:02:41	00:03:33	00:03:25	00:03:11	00:02:55	00:01:37	00:01:02
08:30 - 08:45	00:02:27	00:02:13	00:02:33	00:02:32	00:02:17	00:01:58	00:01:26	00:01:23
08:45 - 09:00	00:01:34	00:01:09	00:02:02	00:01:55	00:01:40	00:01:22	00:01:32	00:00:46
09:00 - 09:15	00:01:57	00:01:42	00:02:22	00:02:21	00:02:06	00:01:45	00:01:36	00:00:48
09:15 - 09:30	00:02:24	00:02:08	00:02:45	00:02:48	00:02:32	00:02:12	00:01:49	00:00:48
09:30 - 09:45	00:01:45	00:01:31	00:02:16	00:02:08	00:01:53	00:01:34	00:01:28	00:00:49
09:45 - 10:00	00:01:20	00:00:58	00:01:48	00:01:43	00:01:28	00:01:10	00:01:41	00:00:41

MAX	03:06	02:41	03:33	03:25	03:11	02:55	01:54	01:23
MIN	00:57	00:34	01:27	01:18	01:02	00:47	00:43	00:31
AVERAGE	01:41	01:23	02:07	02:02	01:47	01:29	01:28	00:49

2_4	2_5	2_6	2_7	3_1	3_2	3_4	3_5	3_6	3_7	4_1	4_2	4_3
00:01:33	00:01:15	00:00:58	00:00:43	00:00:37	00:00:35	00:01:27	00:01:09	00:00:52	00:00:37	00:01:06	00:01:04	00:00:41
00:01:28	00:01:17	00:01:03	00:00:47	00:00:54	00:00:25	00:01:11	00:01:01	00:00:46	00:00:31	00:01:28	00:00:59	00:00:39
00:01:18	00:01:16	00:01:02	00:00:49	00:00:54	00:00:25	00:01:02	00:01:00	00:00:45	00:00:32	00:01:31	00:01:02	00:00:40
00:01:37	00:01:33	00:01:18	00:01:00	00:01:23	00:00:24	00:01:06	00:01:02	00:00:47	00:00:29	00:02:12	00:01:13	00:01:03
00:01:33	00:01:31	00:01:16	00:00:56	00:00:59	00:00:27	00:01:09	00:01:08	00:00:52	00:00:32	00:01:51	00:01:18	00:01:02
00:01:54	00:01:46	00:01:33	00:01:16	00:01:23	00:00:57	00:01:41	00:01:33	00:01:19	00:01:02	00:02:06	00:01:39	00:01:14
00:01:43	00:01:41	00:01:27	00:01:08	00:01:24	00:01:17	00:01:41	00:01:39	00:01:25	00:01:06	00:02:11	00:02:05	00:01:51
00:01:39	00:01:32	00:01:17	00:00:59	00:01:15	00:00:37	00:01:22	00:01:15	00:01:00	00:00:42	00:02:04	00:01:27	00:01:02
00:01:28	00:01:27	00:01:12	00:00:51	00:01:17	00:00:28	00:01:10	00:01:08	00:00:53	00:00:32	00:02:05	00:01:16	00:01:01
00:01:25	00:01:28	00:01:12	00:00:53	00:01:28	00:00:27	00:01:04	00:01:07	00:00:51	00:00:32	00:02:25	00:01:24	00:01:08
00:01:33	00:01:25	00:01:11	00:00:52	00:01:17	00:00:36	00:01:21	00:01:13	00:00:59	00:00:40	00:02:01	00:01:21	00:01:07
00:01:32	00:01:27	00:01:12	00:00:53	00:01:24	00:00:31	00:01:14	00:01:09	00:00:54	00:00:35	00:02:03	00:01:10	00:00:48

01:54	01:46	01:33	01:16	01:28	01:17	01:41	01:39	01:25	01:06	02:25	02:05	01:51
01:18	01:15	00:58	00:43	00:37	00:24	01:02	01:00	00:45	00:29	01:06	00:59	00:39
01:34	01:28	01:13	00:56	01:11	00:36	01:17	01:12	00:57	00:39	01:55	01:20	01:01

4_5	4_6	4_7	5_1	5_2	5_3	5_4	5_6	5_7	6_1	6_2	6_3	6_4	6_5
00:00:46	00:00:29	00:01:06	00:01:11	00:01:08	00:00:45	00:00:56	00:00:34	00:01:11	00:01:13	00:01:11	00:00:48	00:00:59	00:00:40
00:00:43	00:00:29	00:01:05	00:01:35	00:01:06	00:00:46	00:00:48	00:00:36	00:01:12	00:01:39	00:01:10	00:00:50	00:00:52	00:00:41
00:00:45	00:00:30	00:01:09	00:01:37	00:01:07	00:00:45	00:00:40	00:00:36	00:01:14	00:01:35	00:01:05	00:00:43	00:00:38	00:00:36
00:00:53	00:00:38	00:01:18	00:02:12	00:01:12	00:01:02	00:00:43	00:00:37	00:01:17	00:02:09	00:01:10	00:01:00	00:00:41	00:00:37
00:00:53	00:00:38	00:01:24	00:01:51	00:01:19	00:01:03	00:00:42	00:00:38	00:01:24	00:01:53	00:01:20	00:01:04	00:00:43	00:00:41
00:00:53	00:00:39	00:01:45	00:02:16	00:01:49	00:01:24	00:00:54	00:00:49	00:01:55	00:02:08	00:01:42	00:01:16	00:00:47	00:00:39
00:00:56	00:00:42	00:01:54	00:02:30	00:02:24	00:02:10	00:01:00	00:01:01	00:02:13	00:02:13	00:02:07	00:01:54	00:00:43	00:00:42
00:00:57	00:00:42	00:01:31	00:02:00	00:01:22	00:00:57	00:00:46	00:00:37	00:01:26	00:01:59	00:01:22	00:00:57	00:00:46	00:00:39
00:00:51	00:00:36	00:01:20	00:02:07	00:01:18	00:01:03	00:00:41	00:00:38	00:01:22	00:02:07	00:01:18	00:01:04	00:00:42	00:00:40
00:01:01	00:00:46	00:01:29	00:02:18	00:01:17	00:01:01	00:00:38	00:00:39	00:01:22	00:02:18	00:01:17	00:01:01	00:00:38	00:00:41
00:00:59	00:00:44	00:01:25	00:01:56	00:01:15	00:01:02	00:00:47	00:00:39	00:01:19	00:01:55	00:01:15	00:01:01	00:00:47	00:00:39
00:00:48	00:00:33	00:01:15	00:02:07	00:01:15	00:00:52	00:00:44	00:00:38	00:01:19	00:02:06	00:01:13	00:00:51	00:00:43	00:00:38

01:01	00:46	01:54	02:30	02:24	02:10	01:00	01:01	02:13	02:18	02:07	01:54	00:59	00:42
00:43	00:29	01:05	01:11	01:06	00:45	00:38	00:34	01:11	01:13	01:05	00:43	00:38	00:36
00:52	00:37	01:23	01:58	01:23	01:04	00:47	00:40	01:26	01:56	01:21	01:02	00:45	00:39

6_7	7_1	7_2	7_3	7_4	7_5	7_6
00:01:14	00:00:51	00:00:49	00:00:26	00:01:28	00:01:10	00:00:53
00:01:16	00:01:17	00:00:48	00:00:29	00:01:21	00:01:10	00:00:56
00:01:12	00:01:17	00:00:48	00:00:26	00:01:11	00:01:09	00:00:54
00:01:14	00:01:51	00:00:51	00:00:42	00:01:18	00:01:14	00:00:59
00:01:26	00:01:29	00:00:57	00:00:40	00:01:24	00:01:22	00:01:07
00:01:47	00:01:30	00:01:03	00:00:38	00:01:31	00:01:23	00:01:09
00:01:56	00:01:29	00:01:22	00:01:09	00:01:28	00:01:27	00:01:12
00:01:26	00:01:40	00:01:02	00:00:37	00:01:30	00:01:23	00:01:08
00:01:22	00:01:47	00:00:58	00:00:43	00:01:24	00:01:22	00:01:07
00:01:21	00:01:56	00:00:56	00:00:40	00:01:17	00:01:20	00:01:04
00:01:19	00:01:34	00:00:53	00:00:39	00:01:24	00:01:16	00:01:01
00:01:17	00:01:48	00:00:55	00:00:33	00:01:23	00:01:18	00:01:03

01:56	01:56	01:22	01:09	01:31	01:27	01:12
01:12	00:51	00:48	00:26	01:11	01:09	00:53
01:24	01:32	00:57	00:39	01:23	01:18	01:03



11291 - Swansea - Average Journey Times (TomTom Extraction)

Produced by Streetwise Services Ltd.

	1_2	1_3	1_4	1_5	1_6	1_7	2_1	2_3
11:00 - 11:15	00:01:30	00:01:38	00:02:01	00:02:01	00:01:45	00:01:19	00:01:18	00:01:20
11:15 - 11:30	00:02:16	00:02:15	00:02:49	00:02:51	00:02:35	00:02:04	00:01:35	00:01:19
11:30 - 11:45	00:02:22	00:01:59	00:03:02	00:03:02	00:02:45	00:02:09	00:01:20	00:00:55
11:45 - 12:00	00:01:30	00:01:37	00:02:10	00:02:11	00:01:54	00:01:16	00:01:18	00:01:21
12:00 - 12:15	00:01:49	00:01:27	00:02:35	00:02:31	00:02:15	00:01:36	00:01:08	00:00:56
12:15 - 12:30	00:01:38	00:01:25	00:02:15	00:02:14	00:01:59	00:01:23	00:02:04	00:01:06
12:30 - 12:45	00:01:04	00:00:52	00:01:40	00:01:39	00:01:24	00:00:51	00:01:18	00:01:02
12:45 - 13:00	00:01:15	00:00:59	00:01:46	00:01:48	00:01:32	00:01:02	00:01:28	00:01:00
13:00 - 13:15	00:02:00	00:01:38	00:02:33	00:02:31	00:02:16	00:01:47	00:01:27	00:00:48
13:15 - 13:30	00:01:30	00:01:15	00:02:04	00:02:02	00:01:46	00:01:18	00:01:52	00:00:54
13:30 - 13:45	00:01:06	00:00:45	00:01:41	00:01:43	00:01:28	00:00:56	00:01:10	00:00:47
13:45 - 14:00	00:01:29	00:01:07	00:02:01	00:01:57	00:01:43	00:01:16	00:00:54	00:00:46
14:00 - 14:15	00:01:07	00:01:11	00:01:43	00:01:39	00:01:24	00:00:56	00:00:53	00:01:06
14:15 - 14:30	00:01:20	00:01:00	00:01:47	00:01:45	00:01:30	00:01:11	00:01:19	00:00:41
14:30 - 14:45	00:01:02	00:00:43	00:01:24	00:01:27	00:01:11	00:00:53	00:00:55	00:00:46
14:45 - 15:00	00:00:49	00:00:40	00:01:11	00:01:12	00:00:56	00:00:38	00:01:13	00:00:53

MAX	02:22	02:15	03:02	03:02	02:45	02:09	02:04	01:21
MIN	00:49	00:40	01:11	01:12	00:56	00:38	00:53	00:41
AVERAGE	01:29	01:17	02:03	02:02	01:46	01:17	01:19	00:59

2_4	2_5	2_6	2_7	3_1	3_2	3_4	3_5	3_6	3_7	4_1	4_2	4_3
00:01:44	00:01:43	00:01:28	00:01:01	00:01:17	00:00:56	00:01:44	00:01:43	00:01:27	00:01:01	00:01:33	00:01:12	00:01:20
00:01:53	00:01:55	00:01:38	00:01:08	00:01:13	00:00:40	00:01:31	00:01:33	00:01:16	00:00:46	00:01:56	00:01:23	00:01:22
00:01:58	00:01:57	00:01:41	00:01:05	00:01:14	00:00:53	00:01:51	00:01:51	00:01:34	00:00:58	00:01:36	00:01:15	00:00:52
00:01:54	00:01:55	00:01:38	00:01:00	00:00:50	00:00:28	00:01:26	00:01:27	00:01:10	00:00:32	00:01:50	00:01:28	00:01:35
00:02:05	00:02:01	00:01:44	00:01:05	00:00:47	00:00:38	00:01:44	00:01:40	00:01:23	00:00:44	00:01:26	00:01:17	00:00:55
00:01:56	00:01:55	00:01:40	00:01:05	00:01:45	00:00:42	00:01:36	00:01:36	00:01:21	00:00:45	00:02:26	00:01:23	00:01:09
00:01:50	00:01:49	00:01:35	00:01:01	00:01:03	00:00:42	00:01:35	00:01:34	00:01:19	00:00:46	00:01:43	00:01:22	00:01:10
00:01:47	00:01:49	00:01:34	00:01:03	00:01:09	00:00:39	00:01:28	00:01:30	00:01:15	00:00:44	00:01:54	00:01:24	00:01:09
00:01:43	00:01:42	00:01:27	00:00:58	00:01:12	00:00:38	00:01:28	00:01:27	00:01:12	00:00:43	00:01:58	00:01:24	00:01:02
00:01:42	00:01:41	00:01:25	00:00:56	00:01:42	00:00:42	00:01:33	00:01:31	00:01:15	00:00:46	00:02:14	00:01:14	00:00:59
00:01:44	00:01:45	00:01:30	00:00:58	00:00:57	00:00:39	00:01:31	00:01:32	00:01:17	00:00:45	00:01:39	00:01:21	00:00:59
00:01:40	00:01:36	00:01:22	00:00:55	00:00:35	00:00:32	00:01:21	00:01:17	00:01:03	00:00:36	00:01:20	00:01:17	00:00:56
00:01:38	00:01:34	00:01:18	00:00:51	00:01:13	00:01:07	00:01:59	00:01:54	00:01:39	00:01:12	00:01:25	00:01:19	00:01:23
00:01:28	00:01:26	00:01:11	00:00:52	00:00:57	00:00:26	00:01:07	00:01:05	00:00:50	00:00:31	00:01:41	00:01:10	00:00:49
00:01:27	00:01:29	00:01:14	00:00:56	00:00:32	00:00:27	00:01:04	00:01:07	00:00:52	00:00:33	00:01:11	00:01:06	00:00:47
00:01:24	00:01:25	00:01:09	00:00:51	00:00:54	00:00:29	00:01:06	00:01:06	00:00:51	00:00:33	00:01:35	00:01:09	00:01:01

02:05	02:01	01:44	01:08	01:45	01:07	01:59	01:54	01:39	01:12	02:26	01:28	01:35
01:24	01:25	01:09	00:51	00:32	00:26	01:04	01:05	00:50	00:31	01:11	01:06	00:47
01:45	01:44	01:28	00:59	01:05	00:40	01:30	01:30	01:14	00:45	01:43	01:18	01:06

4_5	4_6	4_7	5_1	5_2	5_3	5_4	5_6	5_7	6_1	6_2	6_3	6_4	6_5
00:00:48	00:00:32	00:01:17	00:01:39	00:01:18	00:01:26	00:00:41	00:00:38	00:01:23	00:01:43	00:01:21	00:01:29	00:00:45	00:00:44
00:00:58	00:00:42	00:01:29	00:01:51	00:01:18	00:01:17	00:00:38	00:00:37	00:01:24	00:01:56	00:01:22	00:01:21	00:00:42	00:00:44
00:00:52	00:00:36	00:01:20	00:01:39	00:01:18	00:00:55	00:00:40	00:00:38	00:01:23	00:01:46	00:01:26	00:01:03	00:00:48	00:00:48
00:01:02	00:00:45	00:01:32	00:01:45	00:01:23	00:01:30	00:00:41	00:00:40	00:01:27	00:01:46	00:01:24	00:01:31	00:00:42	00:00:43
00:00:53	00:00:37	00:01:23	00:01:28	00:01:20	00:00:57	00:00:46	00:00:39	00:01:25	00:01:30	00:01:21	00:00:59	00:00:48	00:00:44
00:00:53	00:00:38	00:01:26	00:02:30	00:01:27	00:01:13	00:00:43	00:00:41	00:01:30	00:02:29	00:01:26	00:01:12	00:00:42	00:00:42
00:00:57	00:00:42	00:01:26	00:01:40	00:01:19	00:01:07	00:00:41	00:00:39	00:01:23	00:01:42	00:01:21	00:01:09	00:00:43	00:00:42
00:00:55	00:00:40	00:01:29	00:01:54	00:01:24	00:01:08	00:00:39	00:00:39	00:01:29	00:01:55	00:01:25	00:01:10	00:00:41	00:00:42
00:00:57	00:00:42	00:01:28	00:01:55	00:01:21	00:00:58	00:00:42	00:00:39	00:01:25	00:01:54	00:01:20	00:00:58	00:00:41	00:00:40
00:00:50	00:00:34	00:01:18	00:02:18	00:01:18	00:01:03	00:00:42	00:00:38	00:01:22	00:02:20	00:01:20	00:01:06	00:00:44	00:00:42
00:00:59	00:00:44	00:01:27	00:01:34	00:01:17	00:00:55	00:00:40	00:00:39	00:01:23	00:01:38	00:01:20	00:00:59	00:00:43	00:00:45
00:00:54	00:00:40	00:01:21	00:01:19	00:01:16	00:00:55	00:00:43	00:00:38	00:01:20	00:01:19	00:01:16	00:00:54	00:00:43	00:00:39
00:00:57	00:00:42	00:01:23	00:01:21	00:01:16	00:01:20	00:00:45	00:00:39	00:01:20	00:01:20	00:01:15	00:01:19	00:00:44	00:00:39
00:00:50	00:00:35	00:01:15	00:01:46	00:01:15	00:00:54	00:00:43	00:00:40	00:01:19	00:01:44	00:01:13	00:00:53	00:00:41	00:00:39
00:00:45	00:00:30	00:01:12	00:01:18	00:01:13	00:00:54	00:00:37	00:00:37	00:01:19	00:01:15	00:01:10	00:00:51	00:00:34	00:00:36
00:00:49	00:00:33	00:01:13	00:01:40	00:01:15	00:01:06	00:00:41	00:00:39	00:01:19	00:01:35	00:01:09	00:01:00	00:00:35	00:00:36

01:02	00:45	01:32	02:30	01:27	01:30	00:46	00:41	01:30	02:29	01:26	01:31	00:48	00:48
00:45	00:30	01:12	01:18	01:13	00:54	00:37	00:37	01:19	01:15	01:09	00:51	00:34	00:36
00:54	00:38	01:22	01:44	01:19	01:06	00:41	00:39	01:23	01:45	01:19	01:07	00:42	00:42

6_7	7_1	7_2	7_3	7_4	7_5	7_6
00:01:26	00:01:26	00:01:04	00:01:12	00:01:36	00:01:35	00:01:19
00:01:28	00:01:46	00:01:12	00:01:11	00:01:45	00:01:47	00:01:31
00:01:31	00:01:37	00:01:16	00:00:54	00:01:56	00:01:56	00:01:39
00:01:28	00:01:31	00:01:09	00:01:16	00:01:49	00:01:50	00:01:33
00:01:27	00:01:34	00:01:26	00:01:04	00:02:12	00:02:08	00:01:51
00:01:29	00:02:11	00:01:08	00:00:54	00:01:44	00:01:43	00:01:28
00:01:25	00:01:25	00:01:05	00:00:52	00:01:40	00:01:40	00:01:25
00:01:30	00:01:34	00:01:04	00:00:48	00:01:35	00:01:37	00:01:21
00:01:25	00:01:32	00:00:58	00:00:36	00:01:31	00:01:30	00:01:15
00:01:24	00:01:54	00:00:54	00:00:40	00:01:28	00:01:26	00:01:11
00:01:26	00:01:16	00:00:58	00:00:36	00:01:33	00:01:34	00:01:19
00:01:20	00:01:02	00:00:59	00:00:38	00:01:31	00:01:28	00:01:14
00:01:19	00:01:02	00:00:57	00:01:01	00:01:33	00:01:28	00:01:13
00:01:18	00:01:23	00:00:52	00:00:32	00:01:18	00:01:16	00:01:01
00:01:16	00:00:57	00:00:52	00:00:33	00:01:14	00:01:17	00:01:02
00:01:13	00:01:20	00:00:55	00:00:46	00:01:17	00:01:18	00:01:02

01:31	02:11	01:26	01:16	02:12	02:08	01:51
01:13	00:57	00:52	00:32	01:14	01:16	01:01
01:24	01:28	01:03	00:51	01:36	01:36	01:20



11291 - Swansea - Average Journey Times (TomTom Extraction)

Produced by Streetwise Services Ltd.

	1_2	1_3	1_4	1_5	1_6	1_7	2_1	2_3
16:00 - 16:15	00:01:33	00:01:11	00:02:04	00:02:06	00:01:51	00:01:20	00:01:30	00:00:51
16:15 - 16:30	00:01:35	00:01:19	00:02:08	00:02:07	00:01:53	00:01:23	00:01:23	00:00:55
16:30 - 16:45	00:01:33	00:01:12	00:02:13	00:02:12	00:01:57	00:01:20	00:01:15	00:00:50
16:45 - 17:00	00:01:22	00:01:00	00:01:50	00:01:48	00:01:33	00:01:10	00:01:15	00:00:44
17:00 - 17:15	00:01:32	00:01:17	00:02:05	00:02:03	00:01:47	00:01:17	00:06:18	00:01:11
17:15 - 17:30	00:01:41	00:01:26	00:02:13	00:02:12	00:01:57	00:01:28	00:01:11	00:00:55
17:30 - 17:45	00:01:56	00:01:34	00:02:23	00:02:25	00:02:09	00:01:44	00:01:10	00:00:45
17:45 - 18:00	00:01:20	00:01:07	00:01:46	00:01:43	00:01:28	00:01:09	00:01:02	00:00:50
18:00 - 18:15	00:01:18	00:00:58	00:01:45	00:01:42	00:01:27	00:01:07	00:00:39	00:00:45
18:15 - 18:30	00:01:19	00:01:03	00:01:38	00:01:38	00:01:24	00:01:07	00:00:52	00:00:47
18:30 - 18:45	00:01:05	00:00:49	00:01:23	00:01:24	00:01:10	00:00:54	00:01:08	00:00:48
18:45 - 19:00	00:01:46	00:02:24	00:02:07	00:02:07	00:01:51	00:01:36	00:01:14	00:01:39

MAX	01:56	02:24	02:23	02:25	02:09	01:44	06:18	01:39
MIN	01:05	00:49	01:23	01:24	01:10	00:54	00:39	00:44
AVERAGE	01:30	01:17	01:58	01:57	01:42	01:18	01:35	00:55

2_4	2_5	2_6	2_7	3_1	3_2	3_4	3_5	3_6	3_7	4_1	4_2	4_3
00:01:44	00:01:46	00:01:31	00:00:59	00:01:11	00:00:36	00:01:24	00:01:27	00:01:11	00:00:40	00:02:14	00:01:39	00:01:17
00:01:44	00:01:43	00:01:29	00:00:59	00:01:19	00:00:50	00:01:40	00:01:40	00:01:25	00:00:55	00:02:07	00:01:38	00:01:21
00:01:51	00:01:50	00:01:35	00:00:58	00:00:47	00:00:24	00:01:23	00:01:22	00:01:07	00:00:30	00:02:02	00:01:39	00:01:18
00:01:35	00:01:32	00:01:17	00:00:55	00:00:55	00:00:31	00:01:15	00:01:13	00:00:58	00:00:35	00:02:05	00:01:41	00:01:19
00:02:00	00:01:57	00:01:41	00:01:12	00:05:55	00:00:45	00:01:36	00:01:34	00:01:18	00:00:48	00:06:49	00:01:39	00:01:24
00:01:41	00:01:40	00:01:25	00:00:56	00:01:44	00:01:25	00:02:13	00:02:13	00:01:58	00:01:29	00:01:51	00:01:33	00:01:19
00:01:35	00:01:37	00:01:21	00:00:56	00:00:45	00:00:27	00:01:10	00:01:12	00:00:56	00:00:31	00:01:46	00:01:27	00:01:05
00:01:29	00:01:27	00:01:12	00:00:52	00:00:47	00:00:33	00:01:14	00:01:11	00:00:56	00:00:37	00:01:41	00:01:28	00:01:14
00:01:31	00:01:28	00:01:14	00:00:53	00:00:28	00:00:39	00:01:20	00:01:17	00:01:03	00:00:43	00:01:03	00:01:13	00:00:53
00:01:21	00:01:22	00:01:08	00:00:51	00:00:45	00:00:40	00:01:14	00:01:15	00:01:00	00:00:43	00:01:16	00:01:12	00:00:57
00:01:23	00:01:24	00:01:09	00:00:53	00:01:02	00:00:44	00:01:17	00:01:18	00:01:03	00:00:47	00:01:35	00:01:17	00:01:00
00:01:22	00:01:22	00:01:07	00:00:51	00:01:05	00:00:37	00:01:13	00:01:13	00:00:57	00:00:41	00:01:50	00:01:23	00:02:01

02:00	01:57	01:41	01:12	05:55	01:25	02:13	02:13	01:58	01:29	06:49	01:41	02:01
01:21	01:22	01:07	00:51	00:28	00:24	01:10	01:11	00:56	00:30	01:03	01:12	00:53
01:36	01:36	01:21	00:56	01:24	00:41	01:25	01:25	01:09	00:45	02:12	01:29	01:16

4_5	4_6	4_7	5_1	5_2	5_3	5_4	5_6	5_7	6_1	6_2	6_3	6_4	6_5
00:01:08	00:00:52	00:01:42	00:02:02	00:01:28	00:01:05	00:00:39	00:00:41	00:01:31	00:02:01	00:01:26	00:01:04	00:00:38	00:00:40
00:01:02	00:00:47	00:01:43	00:02:02	00:01:33	00:01:17	00:00:44	00:00:42	00:01:38	00:01:58	00:01:29	00:01:12	00:00:39	00:00:38
00:01:07	00:00:52	00:01:45	00:01:51	00:01:29	00:01:07	00:00:43	00:00:42	00:01:34	00:01:46	00:01:24	00:01:03	00:00:39	00:00:38
00:01:06	00:00:51	00:01:45	00:01:56	00:01:32	00:01:10	00:00:46	00:00:42	00:01:36	00:01:49	00:01:25	00:01:03	00:00:39	00:00:36
00:01:00	00:00:44	00:01:42	00:06:47	00:01:38	00:01:23	00:00:47	00:00:43	00:01:41	00:06:41	00:01:32	00:01:17	00:00:41	00:00:39
00:01:00	00:00:45	00:01:37	00:01:48	00:01:29	00:01:15	00:00:44	00:00:42	00:01:33	00:01:41	00:01:23	00:01:09	00:00:37	00:00:36
00:00:55	00:00:39	00:01:31	00:01:47	00:01:29	00:01:07	00:00:41	00:00:40	00:01:33	00:01:43	00:01:25	00:01:02	00:00:36	00:00:38
00:00:53	00:00:38	00:01:31	00:01:45	00:01:31	00:01:18	00:00:45	00:00:42	00:01:35	00:01:37	00:01:24	00:01:11	00:00:38	00:00:35
00:00:48	00:00:34	00:01:17	00:01:06	00:01:17	00:00:57	00:00:42	00:00:38	00:01:21	00:01:03	00:01:13	00:00:54	00:00:39	00:00:36
00:00:49	00:00:35	00:01:15	00:01:19	00:01:15	00:01:00	00:00:38	00:00:37	00:01:18	00:01:16	00:01:12	00:00:56	00:00:35	00:00:36
00:00:54	00:00:40	00:01:20	00:01:32	00:01:14	00:00:57	00:00:37	00:00:36	00:01:17	00:01:30	00:01:12	00:00:55	00:00:35	00:00:36
00:01:02	00:00:46	00:01:27	00:01:40	00:01:13	00:01:50	00:00:40	00:00:36	00:01:17	00:01:36	00:01:09	00:01:46	00:00:36	00:00:36

01:08	00:52	01:45	06:47	01:38	01:50	00:47	00:43	01:41	06:41	01:32	01:46	00:41	00:40
00:48	00:34	01:15	01:06	01:13	00:57	00:37	00:36	01:17	01:03	01:09	00:54	00:35	00:35
00:59	00:44	01:33	02:08	01:26	01:12	00:42	00:40	01:30	02:03	01:21	01:08	00:38	00:37

6_7	7_1	7_2	7_3	7_4	7_5	7_6
00:01:30	00:01:36	00:01:01	00:00:39	00:01:33	00:01:35	00:01:19
00:01:34	00:01:29	00:01:00	00:00:44	00:01:33	00:01:32	00:01:18
00:01:29	00:01:26	00:01:04	00:00:43	00:01:44	00:01:43	00:01:28
00:01:29	00:01:20	00:00:56	00:00:34	00:01:24	00:01:22	00:01:07
00:01:35	00:06:11	00:01:01	00:00:46	00:01:35	00:01:32	00:01:16
00:01:27	00:01:15	00:00:57	00:00:42	00:01:29	00:01:28	00:01:13
00:01:29	00:01:13	00:00:55	00:00:33	00:01:22	00:01:24	00:01:08
00:01:28	00:01:06	00:00:52	00:00:39	00:01:18	00:01:16	00:01:01
00:01:17	00:00:44	00:00:54	00:00:35	00:01:21	00:01:18	00:01:04
00:01:15	00:00:56	00:00:52	00:00:37	00:01:11	00:01:12	00:00:57
00:01:15	00:01:13	00:00:54	00:00:37	00:01:12	00:01:13	00:00:59
00:01:13	00:01:17	00:00:50	00:01:27	00:01:11	00:01:11	00:00:55

01:35	06:11	01:04	01:27	01:44	01:43	01:28
01:13	00:44	00:50	00:33	01:11	01:11	00:55
01:25	01:39	00:56	00:43	01:24	01:24	01:09



- 1 Industrial Estate
- 2 A474 (W)
- 3 Ynisderw Road
- 4 Tesco Access
- 5 A4067 (S)
- 6 A4067 (E)
- 7 A474 (W)

Appendix C *Model Calibration Results*

Junction	Time of Day	Movement	Observed	Modelled	GEH	GEH<5
J1	AM	Main Access To Petrol Station	19	21.5	0.6	YES
J1	AM	Main Access To Tesco Car Park	43.75	45.25	0.2	YES
J1	AM	Petrol Station To Tesco Car Park	3	2.75	0.1	YES
J1	AM	Petrol Station To Main Access	16.75	17.25	0.1	YES
J1	AM	Tesco Car Park To Main Access	44.25	44.5	0.0	YES
J1	AM	Tesco Car Park To Petrol Station	1.5	1.5	0.0	YES
J2	AM	A4067 (N) To A4067 (E)	45.25	45.75	0.1	YES
J2	AM	A4067 (N) To A4067 (S)	106	105.5	0.0	YES
J2	AM	A4067 (N) To Tesco Access	43	42.5	0.1	YES
J2	AM	A4067 (E) To A4067 (S)	96	94.5	0.2	YES
J2	AM	A4067 (E) To Tesco Access	8.5	9	0.2	YES
J2	AM	A4067 (E) To A4067 (N)	46.5	45	0.2	YES
J2	AM	A4067 (S) To Tesco Access	14.75	15.25	0.1	YES
J2	AM	A4067 (S) To A4067 (N)	100.25	100.25	0.0	YES
J2	AM	A4067 (S) To A4067 (E)	55.5	56	0.1	YES
J2	AM	Tesco Access To A4067 (N)	36.5	36.25	0.0	YES
J2	AM	Tesco Access To A4067 (E)	7.25	6.75	0.2	YES
J2	AM	Tesco Access To A4067 (S)	19.25	18.5	0.2	YES
J3	AM	Industrial Estate To A474 (E)	42	41	0.2	YES
J3	AM	Industrial Estate To A4067 (N)	32.75	32.75	0.0	YES
J3	AM	Industrial Estate To Ynysderw Road	1.75	1.75	0.0	YES
J3	AM	Industrial Estate To A474 (W)	12.25	12	0.1	YES
J3	AM	A474 (E) To A4067 (N)	69.5	69.75	0.0	YES
J3	AM	A474 (E) To Ynysderw Road	3.5	3.75	0.1	YES
J3	AM	A474 (E) To A474 (W)	66.5	67.5	0.1	YES
J3	AM	A474 (E) To Industrial Estate	44	43.75	0.0	YES
J3	AM	A4067 (N) To Ynysderw Road	2.25	2.25	0.0	YES
J3	AM	A4067 (N) To A474 (W)	86	85.25	0.1	YES
J3	AM	A4067 (N) To Industrial Estate	41.25	41	0.0	YES
J3	AM	A4067 (N) To A474 (E)	53	52.25	0.1	YES
J3	AM	Ynysderw Road To A474 (W)	1.25	1.25	0.0	YES
J3	AM	Ynysderw Road To Industrial Estate	2	2	0.0	YES
J3	AM	Ynysderw Road To A474 (E)	2.25	2.25	0.0	YES
J3	AM	Ynysderw Road To A4067 (N)	1.5	1.5	0.0	YES
J3	AM	A474 (W) To Industrial Estate	15	15	0.0	YES
J3	AM	A474 (W) To A474 (E)	64.75	64.25	0.1	YES
J3	AM	A474 (W) To A4067 (N)	90	89.75	0.0	YES
J3	AM	A474 (W) To Ynysderw Road	0.25	0	0.7	YES

Junction	Time of Day	Movement	Observed	Modelled	GEH	GEH<5
J1	INTER	Main Access To Petrol Station	24	24.5	0.1	YES
J1	INTER	Main Access To Tesco Car Park	69.5	71.25	0.2	YES
J1	INTER	Petrol Station To Tesco Car Park	2.75	2.75	0.0	YES
J1	INTER	Petrol Station To Main Access	28	28.5	0.1	YES
J1	INTER	Tesco Car Park To Main Access	72.75	72.75	0.0	YES
J1	INTER	Tesco Car Park To Petrol Station	6.25	6.5	0.1	YES
J2	INTER	A4067 (N) To A4067 (E)	40.5	41.25	0.1	YES
J2	INTER	A4067 (N) To A4067 (S)	100.25	102.25	0.2	YES
J2	INTER	A4067 (N) To Tesco Access	57	57.75	0.1	YES
J2	INTER	A4067 (E) To A4067 (S)	78.25	80.75	0.3	YES
J2	INTER	A4067 (E) To Tesco Access	10.25	11.5	0.4	YES
J2	INTER	A4067 (E) To A4067 (N)	34.5	34.75	0.0	YES
J2	INTER	A4067 (S) To Tesco Access	25.75	26.5	0.1	YES
J2	INTER	A4067 (S) To A4067 (N)	98	97.75	0.0	YES
J2	INTER	A4067 (S) To A4067 (E)	75	75.25	0.0	YES
J2	INTER	Tesco Access To A4067 (N)	61	62.5	0.2	YES
J2	INTER	Tesco Access To A4067 (E)	13.25	13.75	0.1	YES
J2	INTER	Tesco Access To A4067 (S)	24.75	25.25	0.1	YES
J3	INTER	Industrial Estate To A474 (E)	25.25	26.5	0.2	YES
J3	INTER	Industrial Estate To A4067 (N)	33	33	0.0	YES
J3	INTER	Industrial Estate To Ynysderw Road	1.5	1.5	0.0	YES
J3	INTER	Industrial Estate To A474 (W)	8.75	8.5	0.1	YES
J3	INTER	A474 (E) To A4067 (N)	61.5	61.75	0.0	YES
J3	INTER	A474 (E) To Ynysderw Road	0.75	0.75	0.0	YES
J3	INTER	A474 (E) To A474 (W)	44.75	46.25	0.2	YES
J3	INTER	A474 (E) To Industrial Estate	23.5	22	0.3	YES
J3	INTER	A4067 (N) To Ynysderw Road	1.75	1.75	0.0	YES
J3	INTER	A4067 (N) To A474 (W)	110	111.75	0.2	YES
J3	INTER	A4067 (N) To Industrial Estate	27.75	27.25	0.1	YES
J3	INTER	A4067 (N) To A474 (E)	54.5	54.5	0.0	YES
J3	INTER	Ynysderw Road To A474 (W)	2.5	2.5	0.0	YES
J3	INTER	Ynysderw Road To Industrial Estate	1.25	1.25	0.0	YES
J3	INTER	Ynysderw Road To A474 (E)	1.5	1.25	0.2	YES
J3	INTER	Ynysderw Road To A4067 (N)	1	1	0.0	YES
J3	INTER	A474 (W) To Industrial Estate	10.5	11	0.2	YES
J3	INTER	A474 (W) To A474 (E)	50	50.5	0.1	YES
J3	INTER	A474 (W) To A4067 (N)	102.5	106.25	0.4	YES
J3	INTER	A474 (W) To Ynysderw Road	1.25	0	1.6	YES

Junction	Time of Day	Movement	Observed	Modelled	GEH	GEH<5
J1	PM	Main Access To Petrol Station	18.25	18.5	0.1	YES
J1	PM	Main Access To Tesco Car Park	54.75	56	0.2	YES
J1	PM	Petrol Station To Tesco Car Park	1.5	1.5	0.0	YES
J1	PM	Petrol Station To Main Access	20.25	21	0.2	YES
J1	PM	Tesco Car Park To Main Access	51.5	51.75	0.0	YES
J1	PM	Tesco Car Park To Petrol Station	3.75	3.25	0.3	YES
J2	PM	A4067 (N) To A4067 (E)	39.5	41.25	0.3	YES
J2	PM	A4067 (N) To A4067 (S)	84.25	84	0.0	YES
J2	PM	A4067 (N) To Tesco Access	33.25	34.25	0.2	YES
J2	PM	A4067 (E) To A4067 (S)	82	83.75	0.2	YES
J2	PM	A4067 (E) To Tesco Access	6.25	7	0.3	YES
J2	PM	A4067 (E) To A4067 (N)	35.25	35.5	0.0	YES
J2	PM	A4067 (S) To Tesco Access	33.25	33.75	0.1	YES
J2	PM	A4067 (S) To A4067 (N)	158.75	152.75	0.5	YES
J2	PM	A4067 (S) To A4067 (E)	112.25	109.25	0.3	YES
J2	PM	Tesco Access To A4067 (N)	48.25	49.5	0.2	YES
J2	PM	Tesco Access To A4067 (E)	10.5	10.75	0.1	YES
J2	PM	Tesco Access To A4067 (S)	14	14.5	0.1	YES
J3	PM	Industrial Estate To A474 (E)	33.25	34.25	0.2	YES
J3	PM	Industrial Estate To A4067 (N)	26.5	26.75	0.0	YES
J3	PM	Industrial Estate To Ynysderw Road	1.25	1.5	0.2	YES
J3	PM	Industrial Estate To A474 (W)	8.5	8.25	0.1	YES
J3	PM	A474 (E) To A4067 (N)	60.25	60.5	0.0	YES
J3	PM	A474 (E) To Ynysderw Road	2.25	2.25	0.0	YES
J3	PM	A474 (E) To A474 (W)	55	56.25	0.2	YES
J3	PM	A474 (E) To Industrial Estate	28.25	27.75	0.1	YES
J3	PM	A4067 (N) To Ynysderw Road	3.25	3.5	0.1	YES
J3	PM	A4067 (N) To A474 (W)	116.75	115.25	0.1	YES
J3	PM	A4067 (N) To Industrial Estate	35	34.25	0.1	YES
J3	PM	A4067 (N) To A474 (E)	86.75	86.25	0.1	YES
J3	PM	Ynysderw Road To A474 (W)	2	2	0.0	YES
J3	PM	Ynysderw Road To Industrial Estate	1	1	0.0	YES
J3	PM	Ynysderw Road To A474 (E)	1.75	1.75	0.0	YES
J3	PM	Ynysderw Road To A4067 (N)	2.5	2.25	0.2	YES
J3	PM	A474 (W) To Industrial Estate	14.5	14.25	0.1	YES
J3	PM	A474 (W) To A474 (E)	72.5	73.75	0.1	YES
J3	PM	A474 (W) To A4067 (N)	68.5	70.25	0.2	YES
J3	PM	A474 (W) To Ynysderw Road	1.5	0	1.7	YES

Appendix D *Journey Time Validation Results*

AM

RouteID	Observed	Modelled	Difference	Within 15%	Validated	From	To
9	102.25	100.04	2.21	2 YES	A474 (W)	Tesco Access	
10	97.5	98.3225	0.8225	1 YES	A474 (W)	A4067 (S)	
11	83.25	93.43	10.18	12 YES	A474 (W)	A4067 (E)	
12	64.75	64.825	0.075	0 YES	A474 (W)	A474 (E)	
20	97.25	84.5075	12.7425	13 YES	Tesco Access	A474 (W)	
22	54.75	40.9725	13.7775	25 NO	Tesco Access	A4067 (S)	
23	40.25	36.325	3.925	10 YES	Tesco Access	A4067 (E)	
24	98.5	83.8475	14.6525	15 YES	Tesco Access	A474 (E)	
26	103.5	102.74	0.76	1 YES	A4067 (S)	A474 (W)	
28	50.5	44.3625	6.1375	12 YES	A4067 (S)	Tesco Access	
29	46.25	44.9	1.35	3 YES	A4067 (S)	A4067 (E)	
30	104.5	105.6725	1.1725	1 YES	A4067 (S)	A474 (E)	
32	97.75	104.9725	7.2225	7 YES	A4067 (E)	A474 (W)	
34	44.75	47.4775	2.7275	6 YES	A4067 (E)	Tesco Access	
35	40.25	44.32	4.07	10 YES	A4067 (E)	A4067 (S)	
36	98.75	106.4	7.65	8 YES	A4067 (E)	A474 (E)	
38	66	65.2225	0.7775	1 YES	A474 (E)	A474 (W)	
40	88.25	83.5875	4.6625	5 YES	A474 (E)	Tesco Access	
41	83.75	81.115	2.635	3 YES	A474 (E)	A4067 (S)	
42	69	75.5475	6.5475	9 YES	A474 (E)	A4067 (E)	

INTER

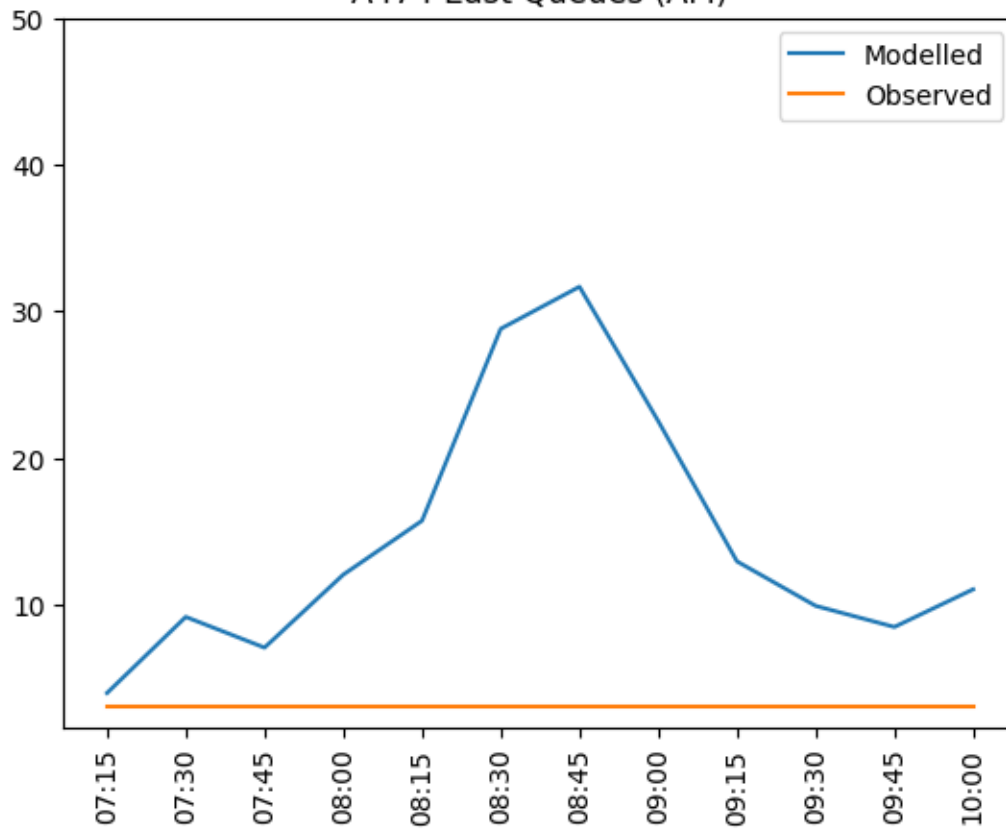
RouteID	Observed	Modelled	Difference	Within 15%	Validated	From	To
9	114.5	106.2475	8.2525	7 YES	A474 (W)	Tesco Access	
10	113.5	103.27	10.23	9 YES	A474 (W)	A4067 (S)	
11	98.25	98.07	0.18	0 YES	A474 (W)	A4067 (E)	
12	63.5	57.095	6.405	10 YES	A474 (W)	A474 (E)	
20	81.5	63.4775	18.0225	22 NO	Tesco Access	A474 (W)	
22	54.5	37.715	16.785	31 NO	Tesco Access	A4067 (S)	
23	39.25	34.015	5.235	13 YES	Tesco Access	A4067 (E)	
24	86	65.13	20.87	24 NO	Tesco Access	A474 (E)	
26	82.5	85.0425	2.5425	3 YES	A4067 (S)	A474 (W)	
28	42.25	41.2575	0.9925	2 YES	A4067 (S)	Tesco Access	
29	39.5	42.1725	2.6725	7 YES	A4067 (S)	A4067 (E)	
30	86.75	87.1725	0.4225	0 YES	A4067 (S)	A474 (E)	
32	83.25	88.225	4.975	6 YES	A4067 (E)	A474 (W)	
34	43.5	44.7025	1.2025	3 YES	A4067 (E)	Tesco Access	
35	42.5	41.71	0.79	2 YES	A4067 (E)	A4067 (S)	
36	87.75	90.9625	3.2125	4 YES	A4067 (E)	A474 (E)	
38	70.75	70.5575	0.1925	0 YES	A474 (E)	A474 (W)	
40	107.75	101.135	6.615	6 YES	A474 (E)	Tesco Access	
41	107	98.5625	8.4375	8 YES	A474 (E)	A4067 (S)	
42	91.25	93.2175	1.9675	2 YES	A474 (E)	A4067 (E)	

PM

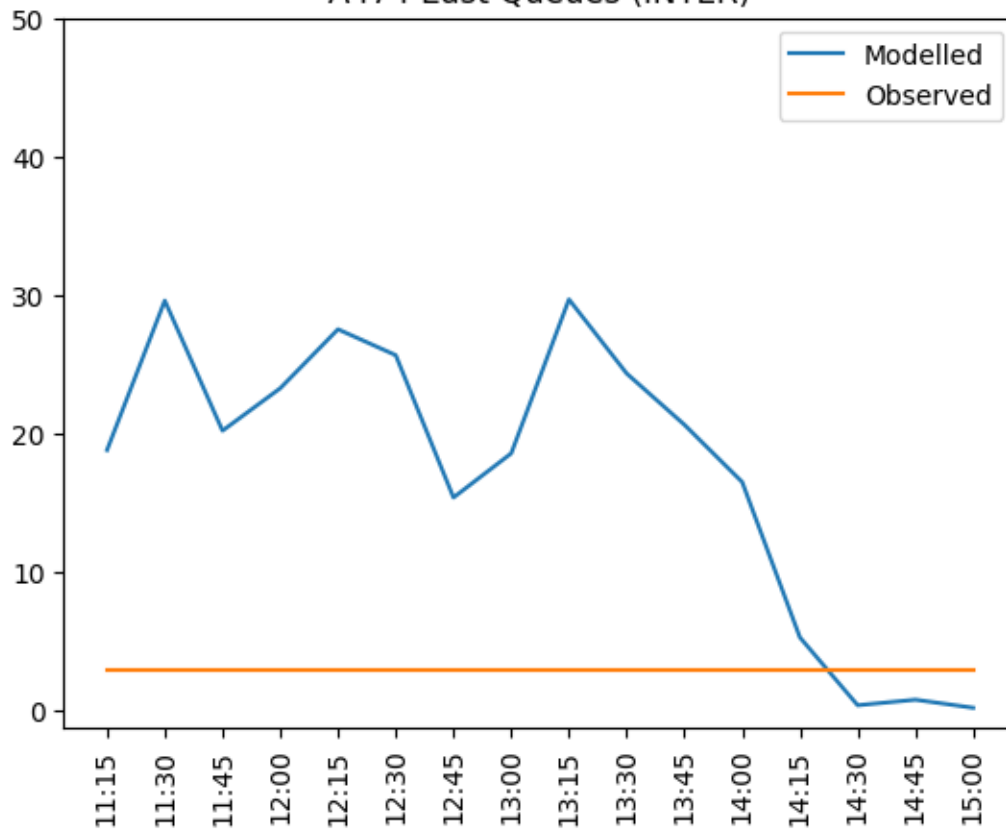
RouteID	Observed	Modelled	Difference	Within 15%	Validated	From	To
9	101.25	101.815	0.565	1 YES	A474 (W)	Tesco Access	
10	100.25	100.575	0.325	0 YES	A474 (W)	A4067 (S)	
11	84.75	94.1225	9.3725	11 YES	A474 (W)	A4067 (E)	
12	59	59.0375	0.0375	0 YES	A474 (W)	A474 (E)	
20	91.75	91.555	0.195	0 YES	Tesco Access	A474 (W)	
22	57	55.79	1.21	2 YES	Tesco Access	A4067 (S)	
23	41.5	51.1275	9.6275	23 NO	Tesco Access	A4067 (E)	
24	95.25	92.41	2.84	3 YES	Tesco Access	A474 (E)	
26	91.75	102.8075	11.0575	12 YES	A4067 (S)	A474 (W)	
28	44.25	50.6575	6.4075	14 YES	A4067 (S)	Tesco Access	
29	41.75	51.7225	9.9725	24 NO	A4067 (S)	A4067 (E)	
30	95.5	105.33	9.83	10 YES	A4067 (S)	A474 (E)	
32	86	81.94	4.06	5 YES	A4067 (E)	A474 (W)	
34	38	27.5875	10.4125	27 NO	A4067 (E)	Tesco Access	
35	37	25.3225	11.6775	32 NO	A4067 (E)	A4067 (S)	
36	89.75	82.905	6.845	8 YES	A4067 (E)	A474 (E)	
38	56.25	54.1	2.15	4 YES	A474 (E)	A474 (W)	
40	86	83.215	2.785	3 YES	A474 (E)	Tesco Access	
41	85	80.9525	4.0475	5 YES	A474 (E)	A4067 (S)	
42	69.5	74.56	5.06	7 YES	A474 (E)	A4067 (E)	

Appendix E *Queue Length Validation Results*

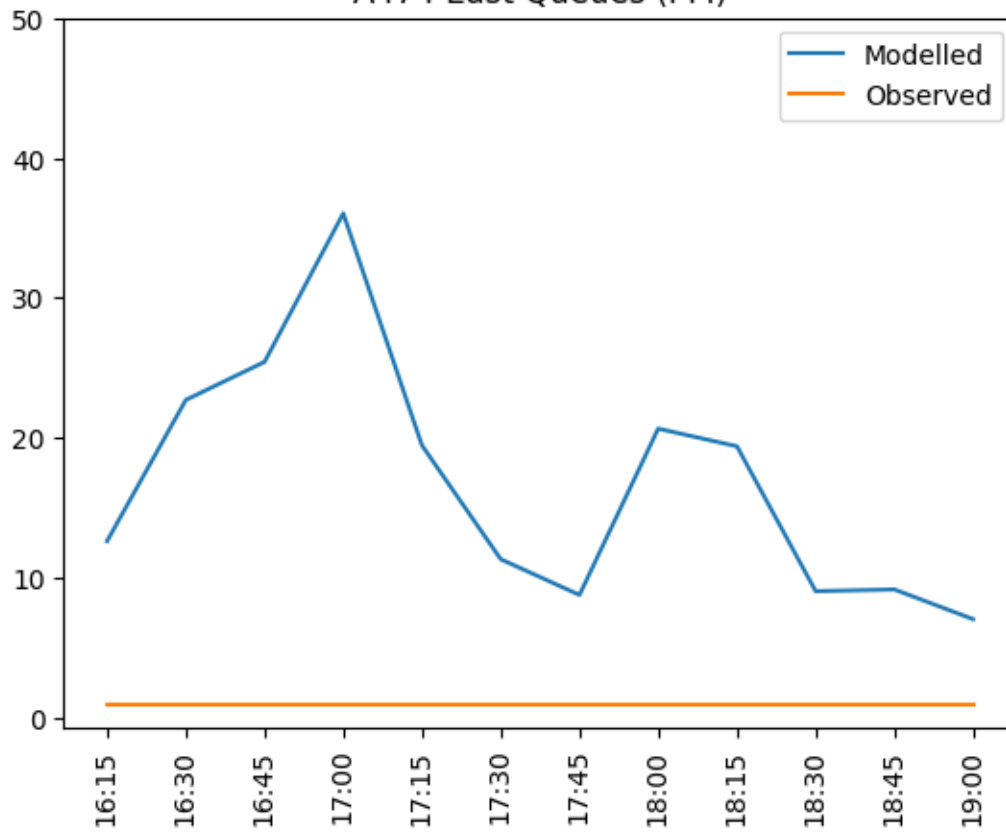
A474 East Queues (AM)



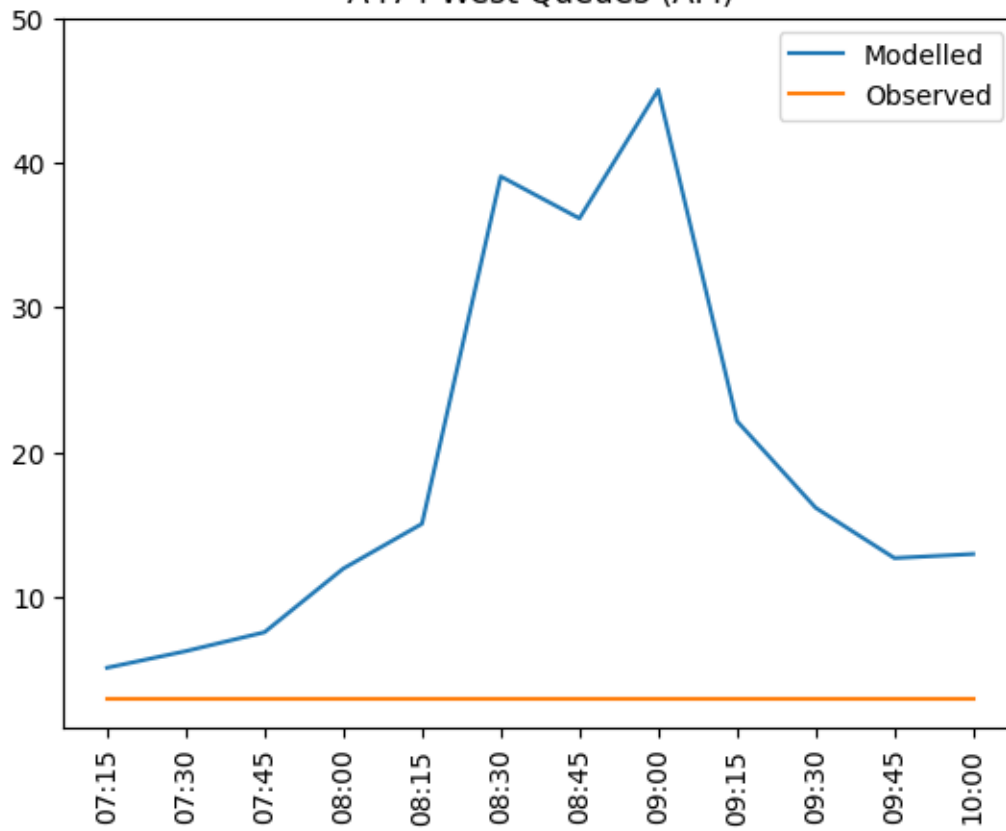
A474 East Queues (INTER)



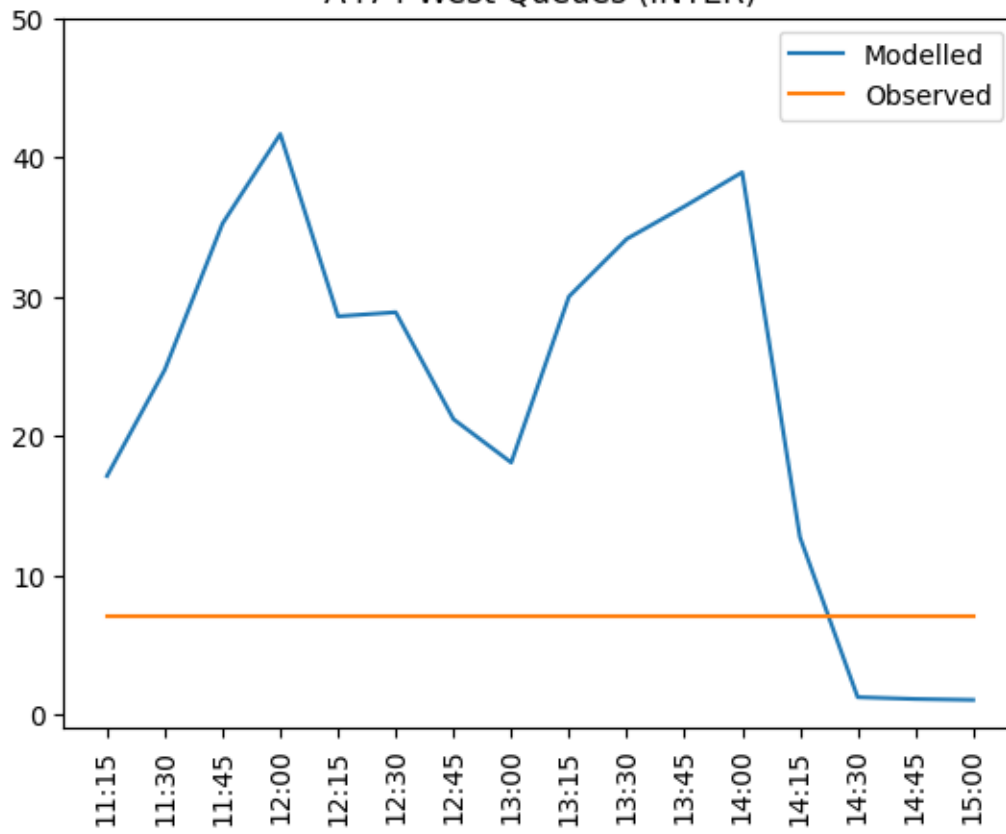
A474 East Queues (PM)



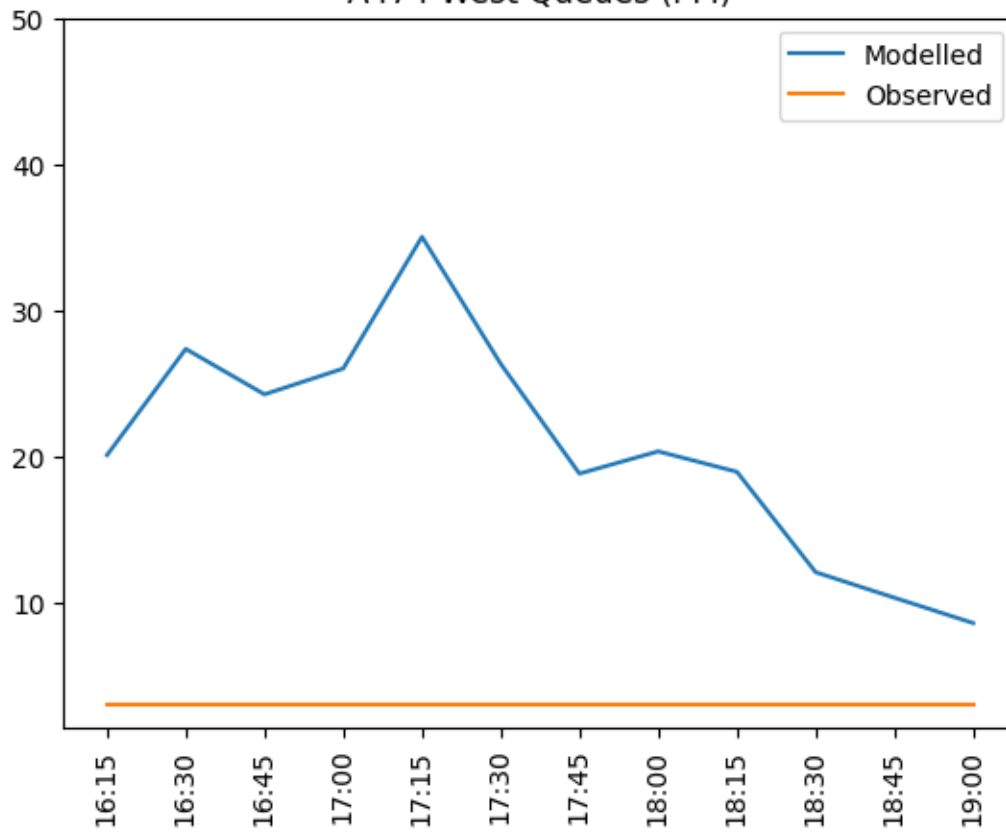
A474 West Queues (AM)



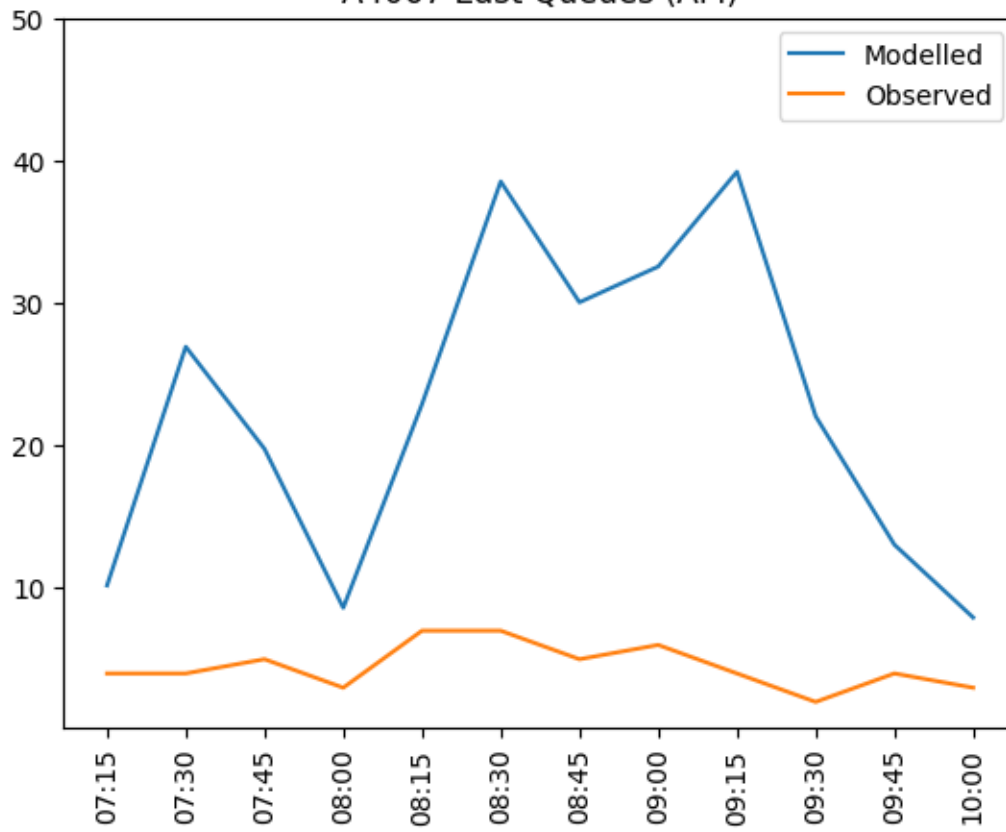
A474 West Queues (INTER)



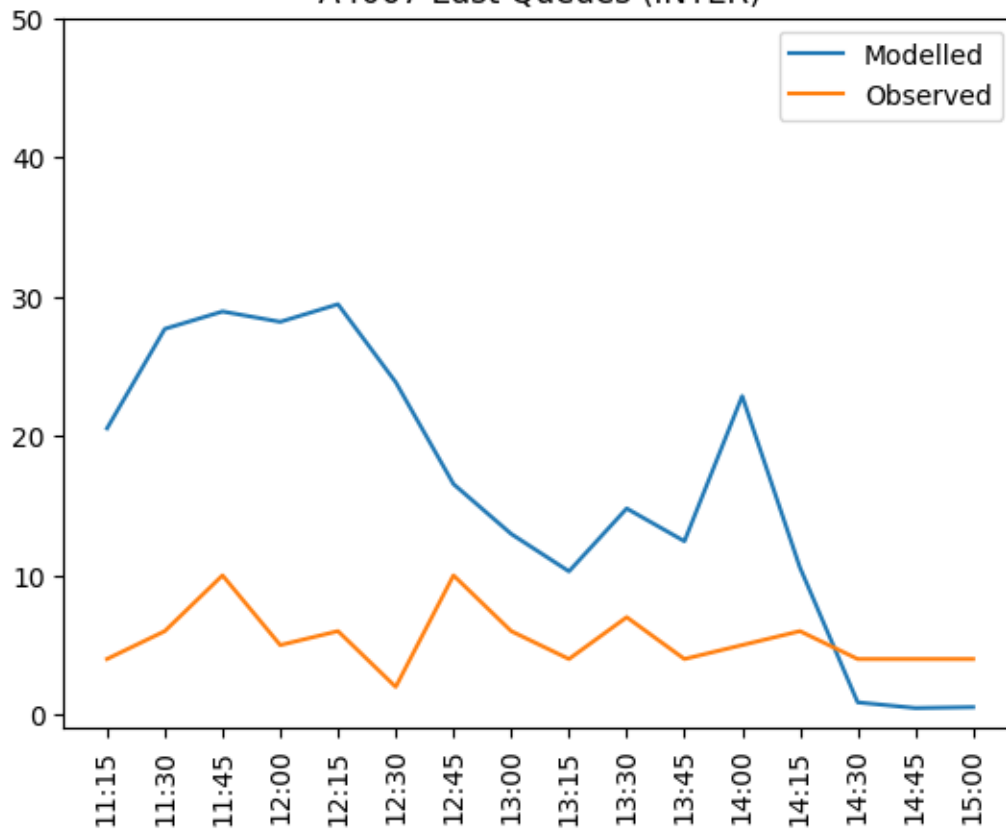
A474 West Queues (PM)



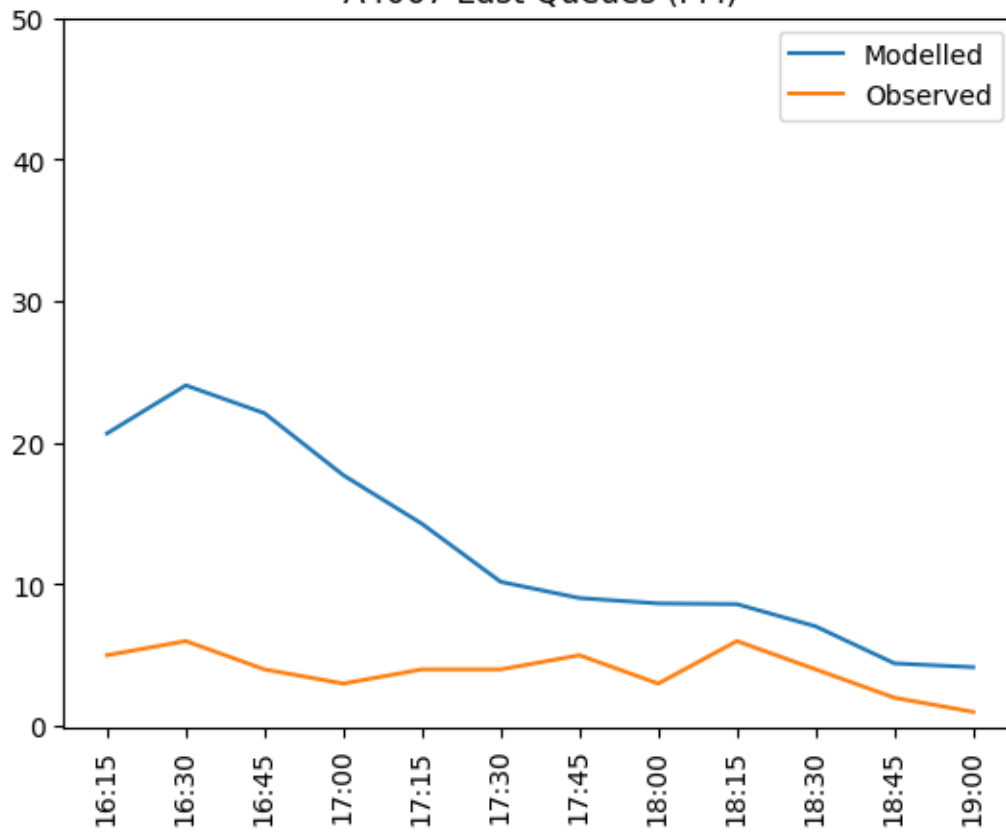
A4067 East Queues (AM)



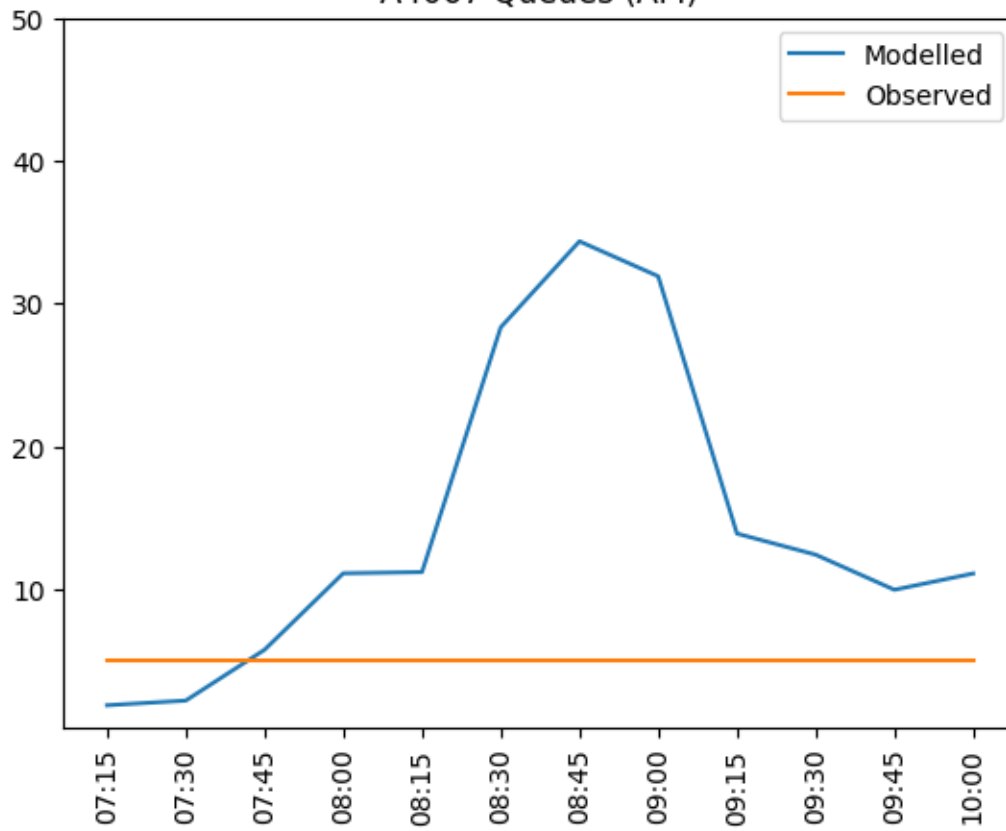
A4067 East Queues (INTER)



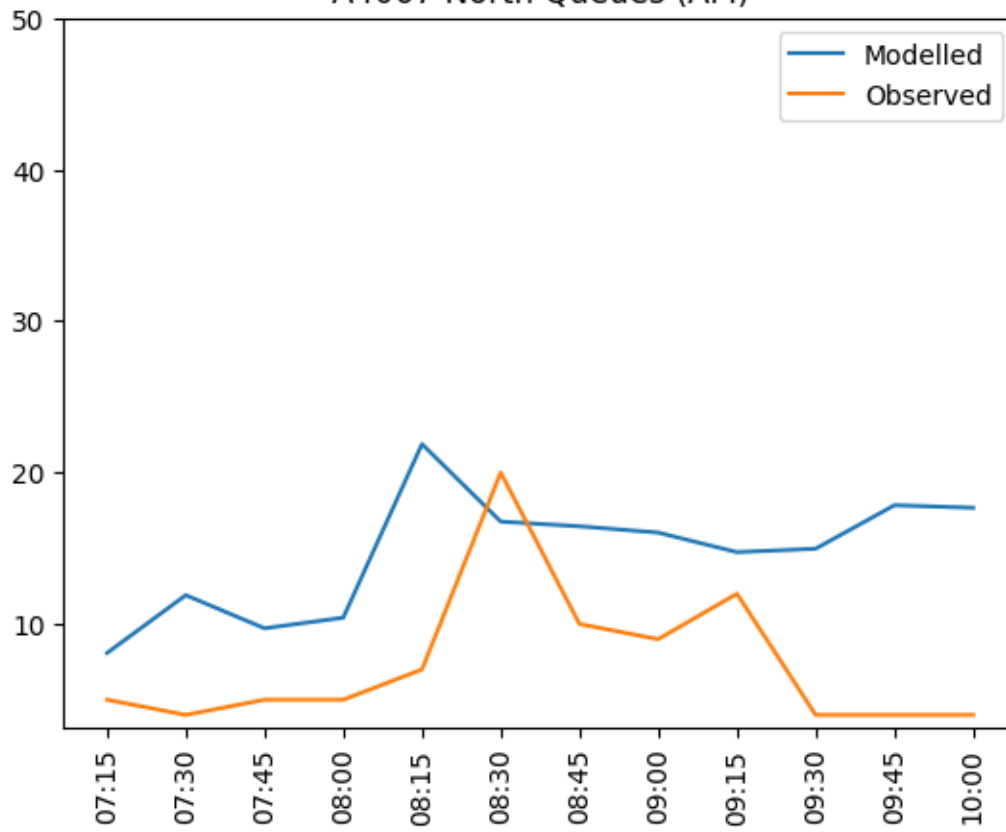
A4067 East Queues (PM)



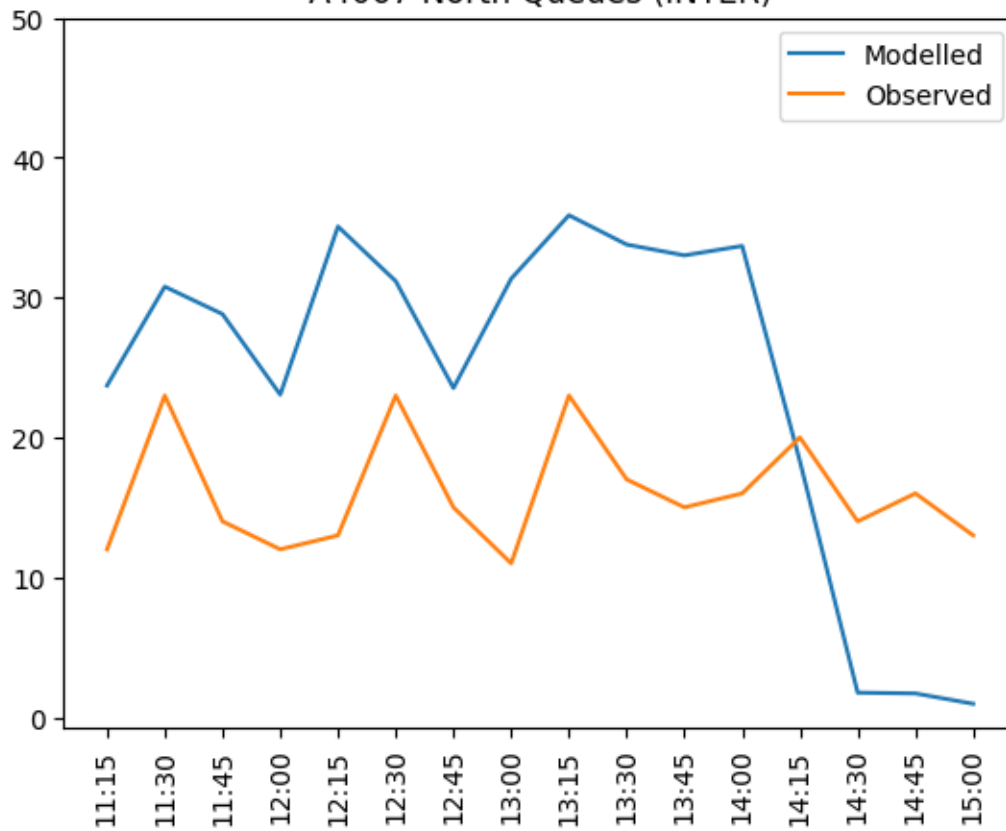
A4067 Queues (AM)



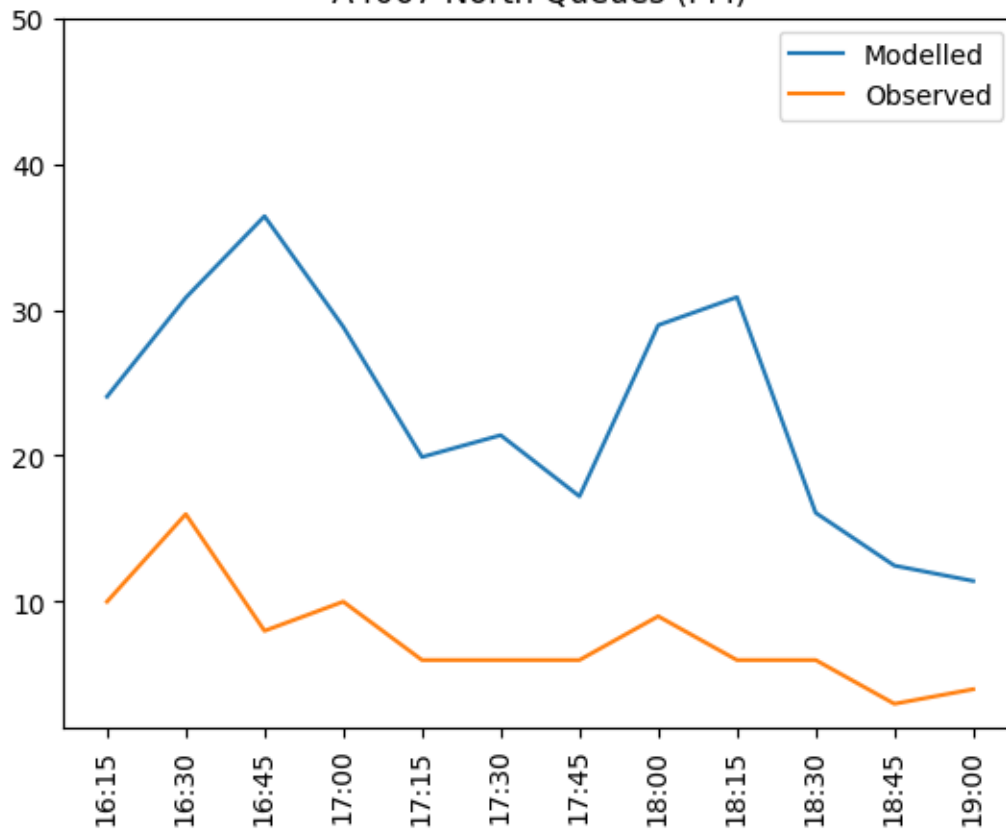
A4067 North Queues (AM)



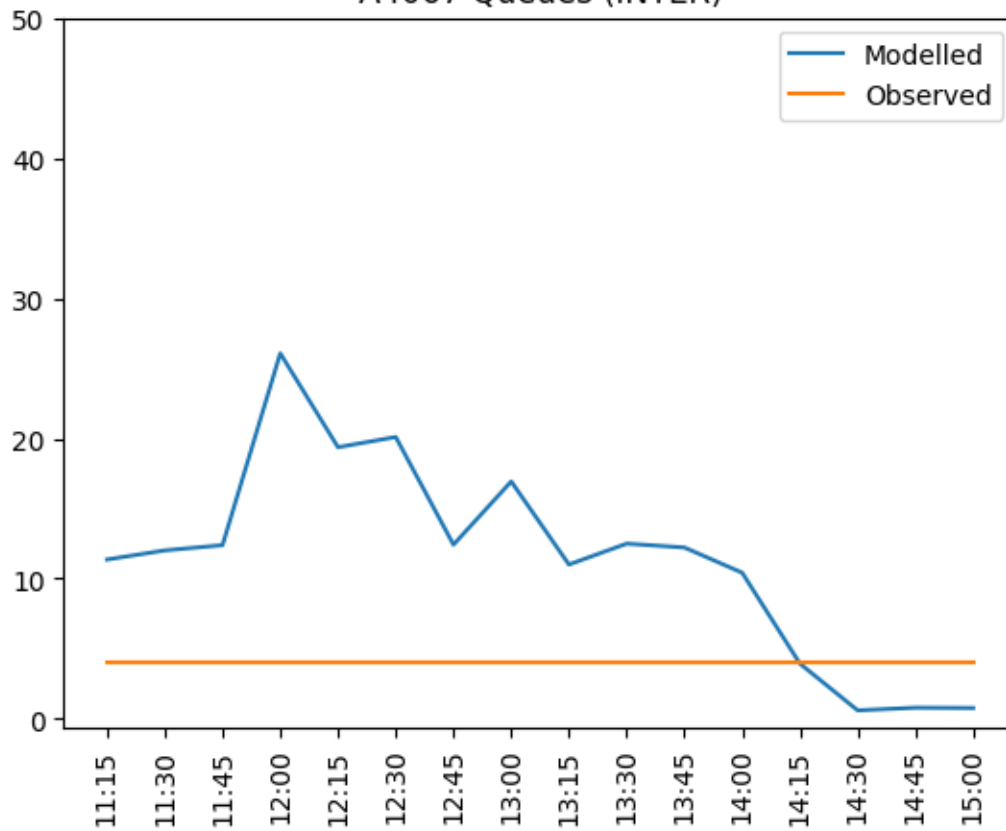
A4067 North Queues (INTER)



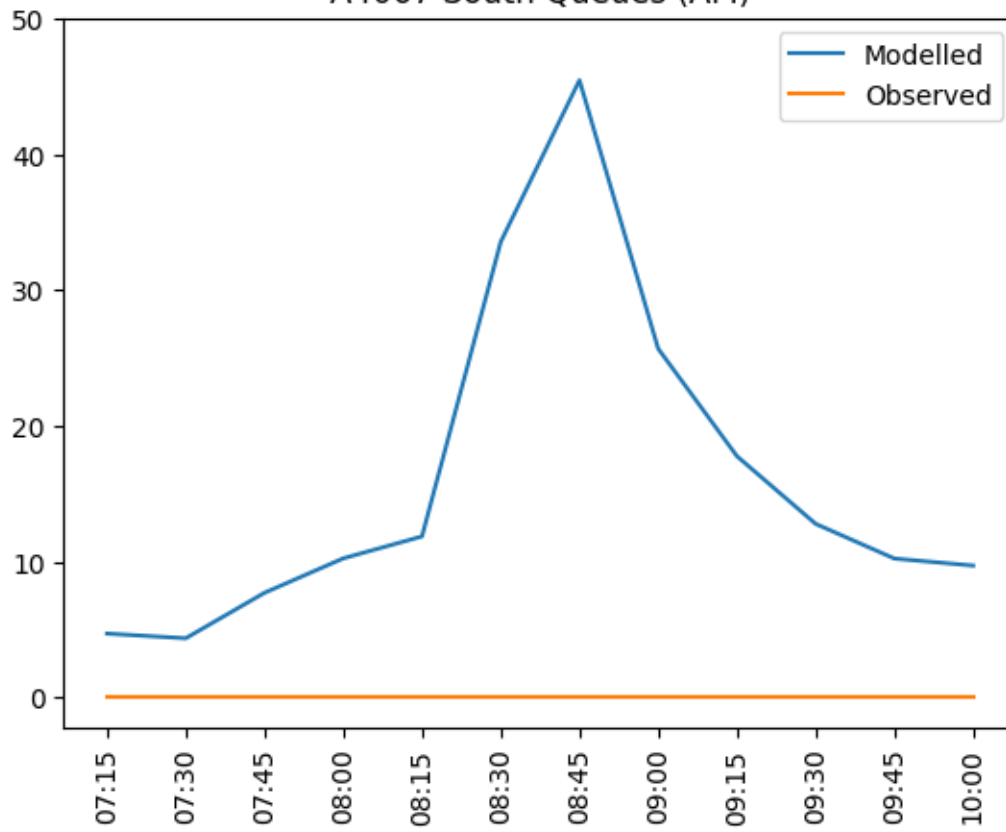
A4067 North Queues (PM)



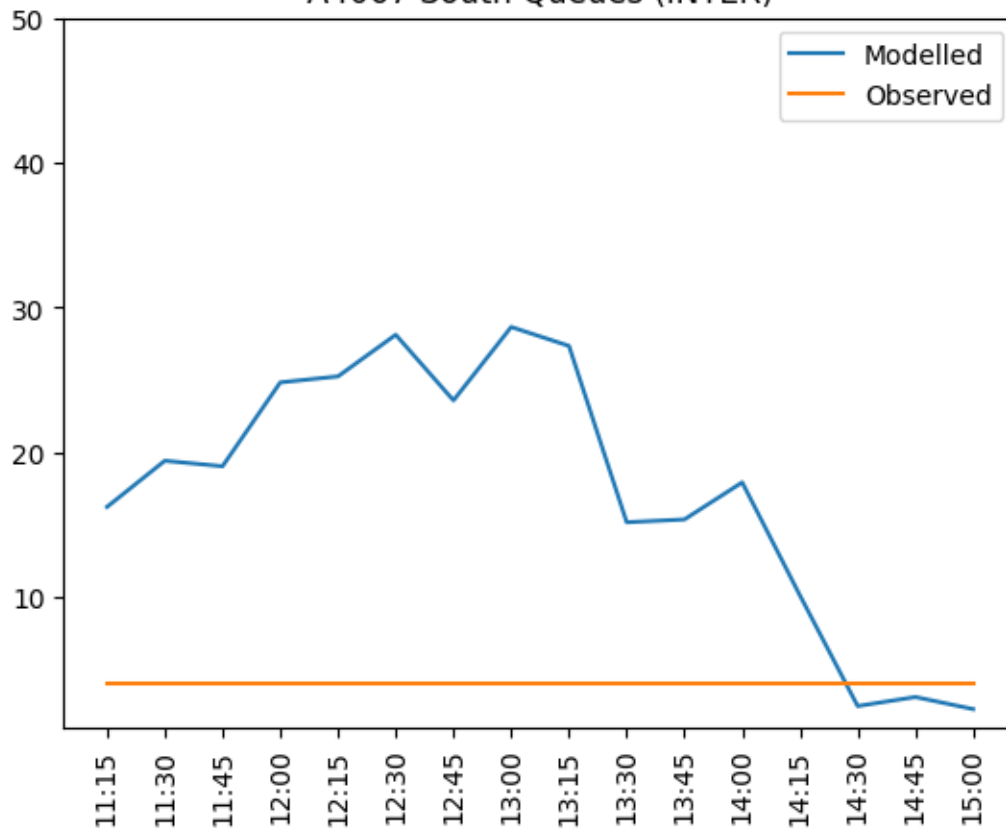
A4067 Queues (INTER)

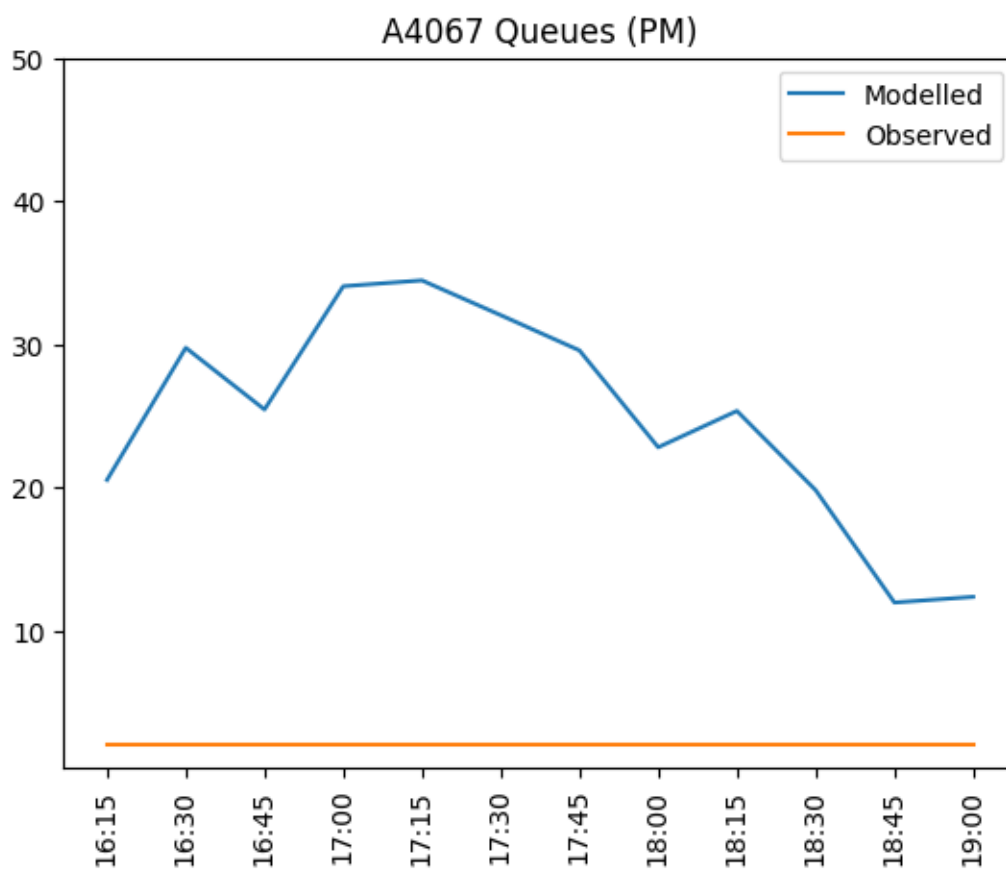
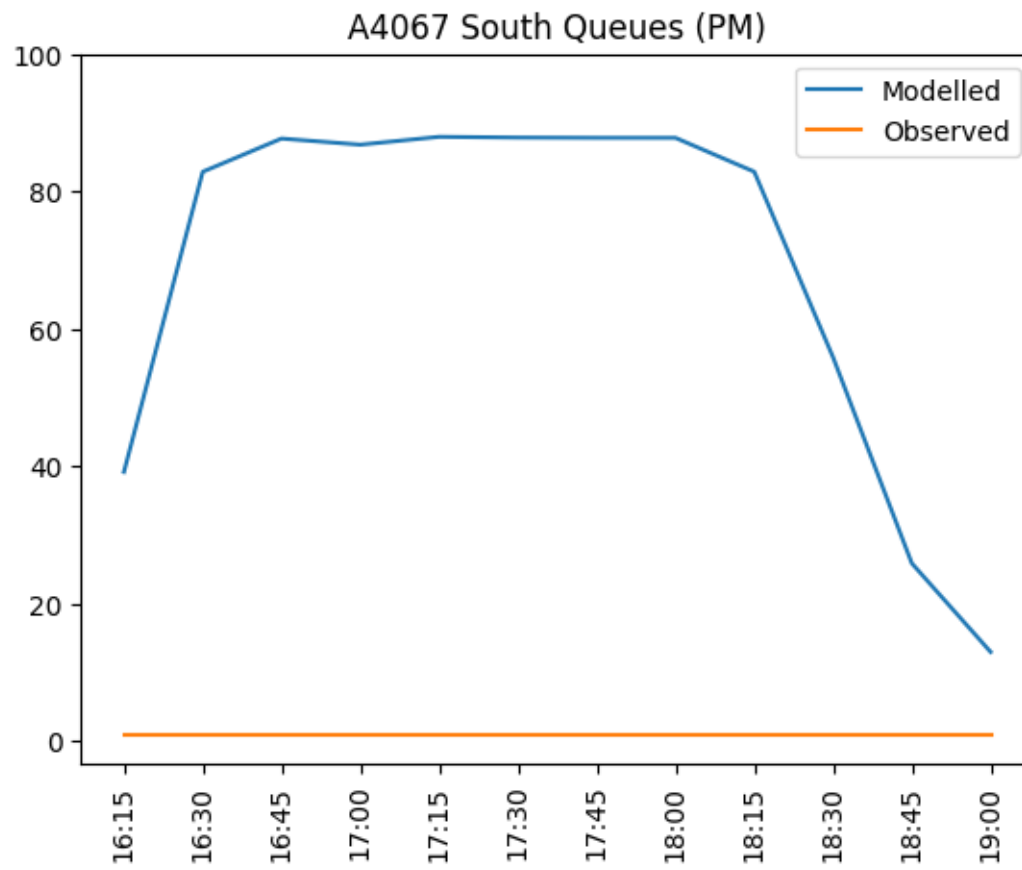


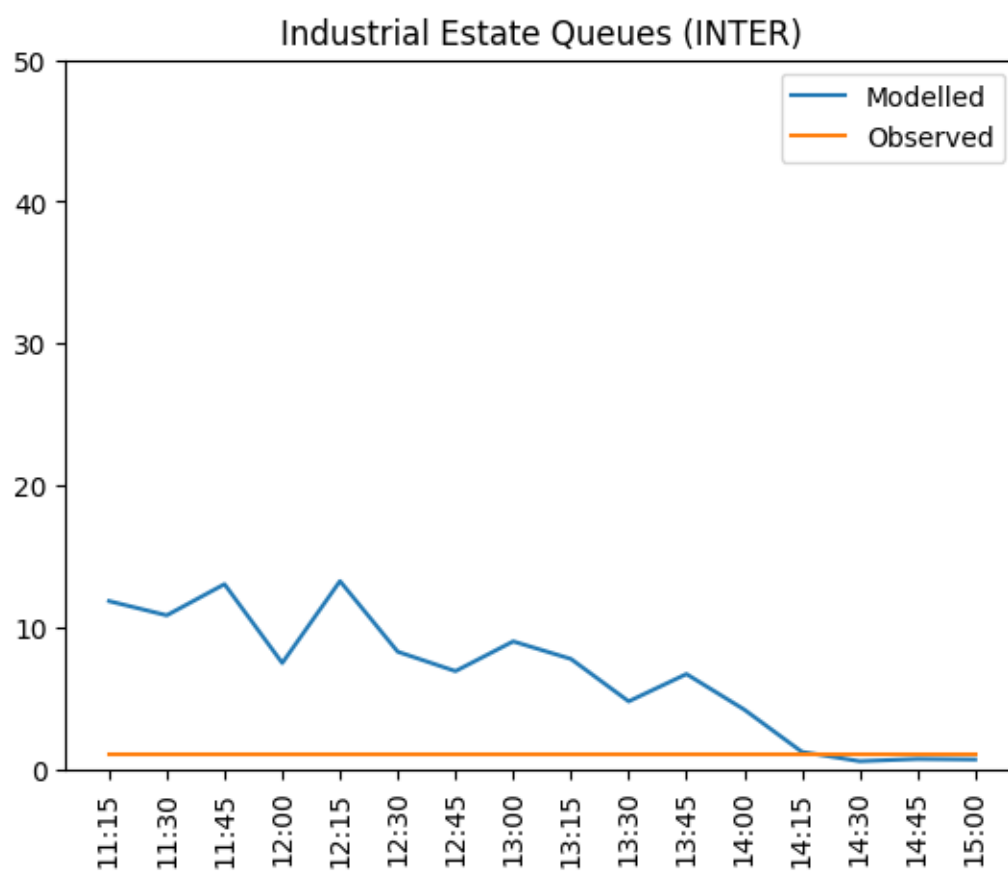
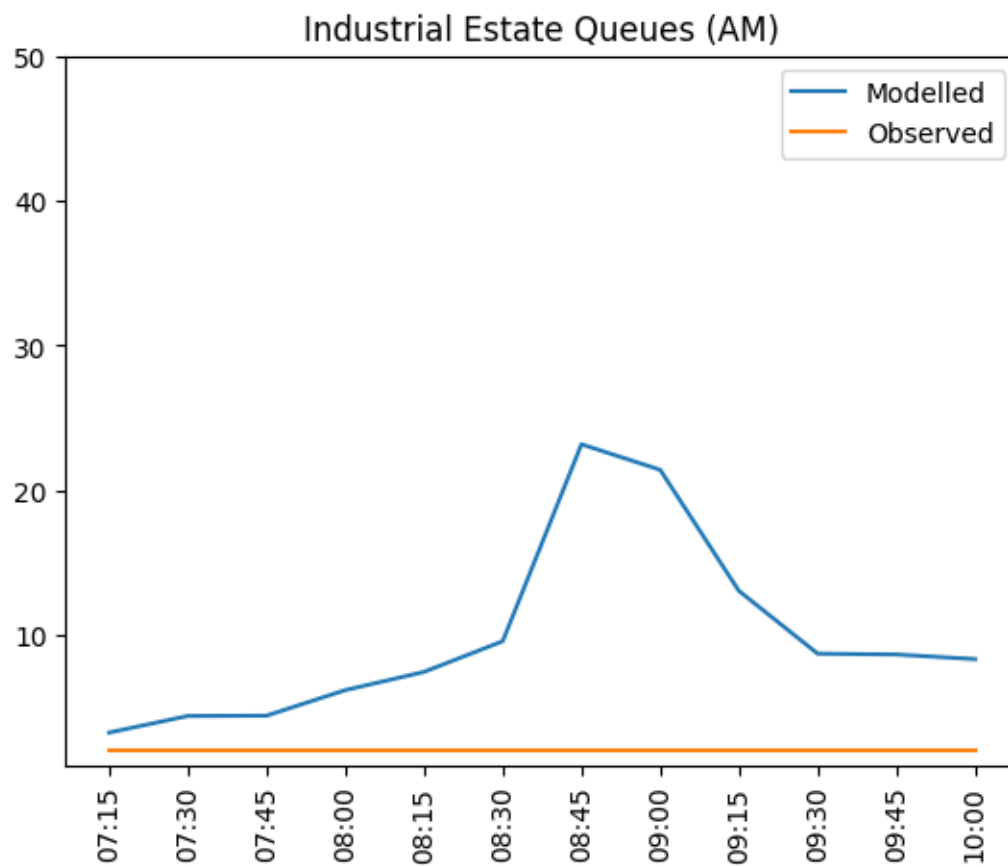
A4067 South Queues (AM)

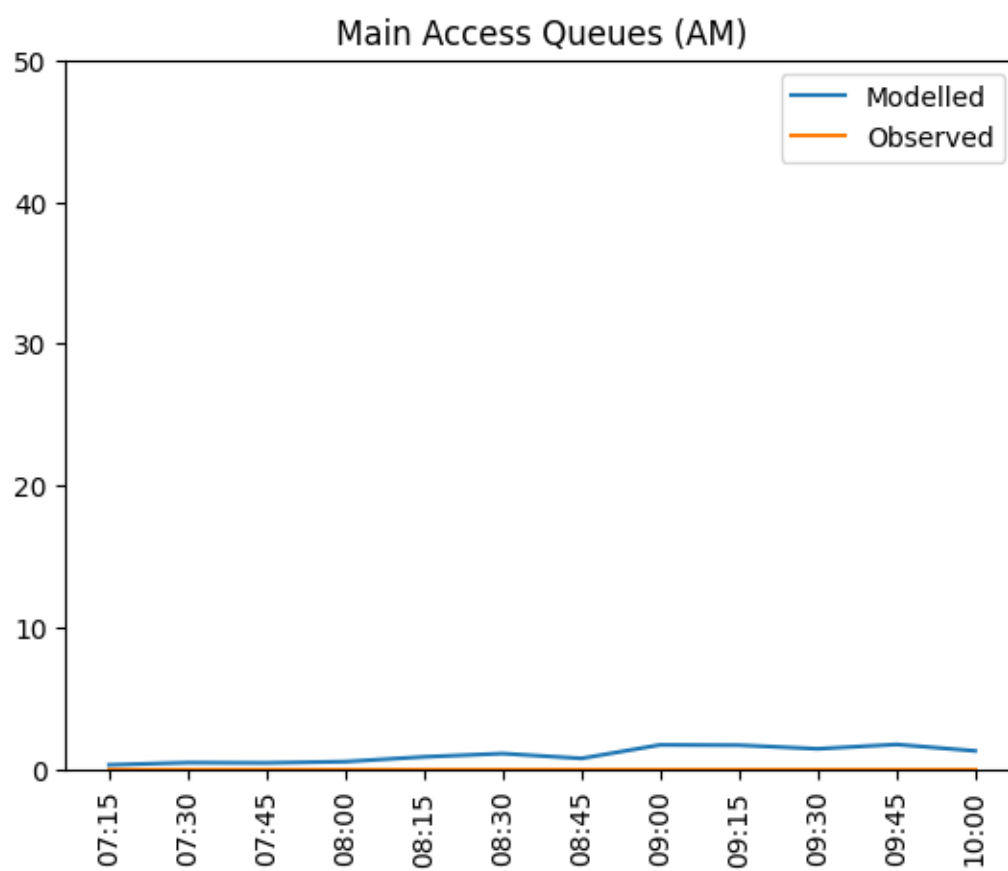
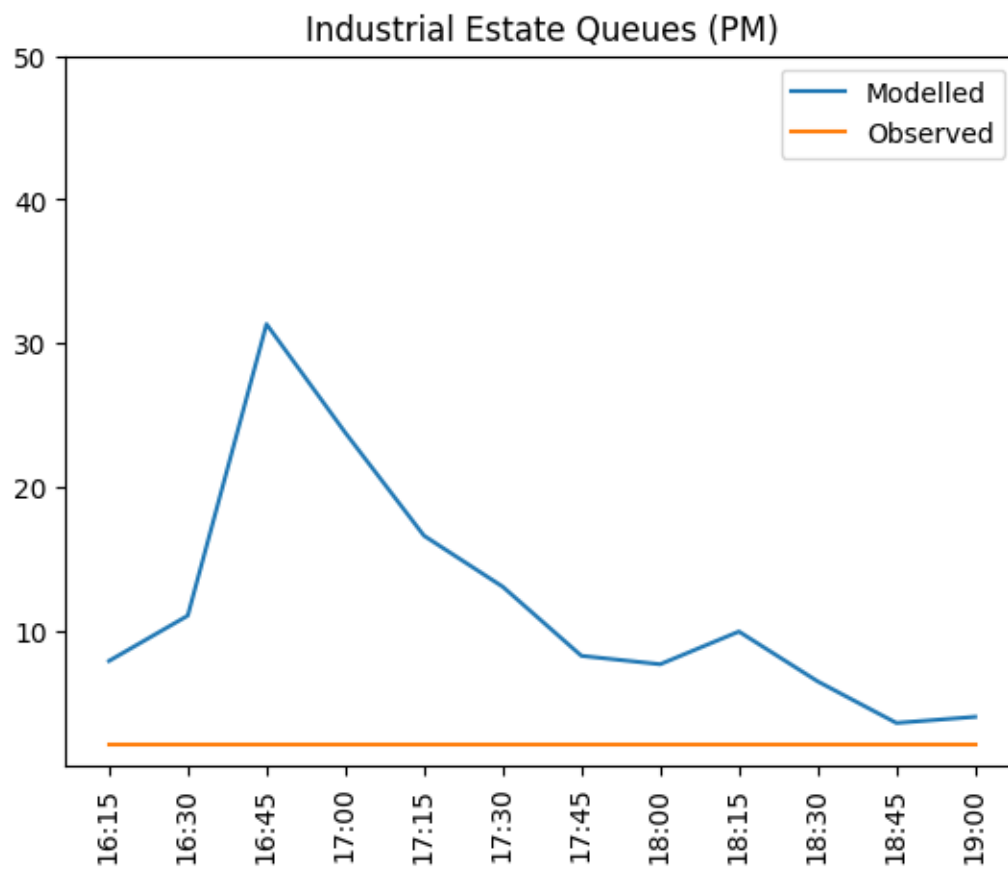


A4067 South Queues (INTER)

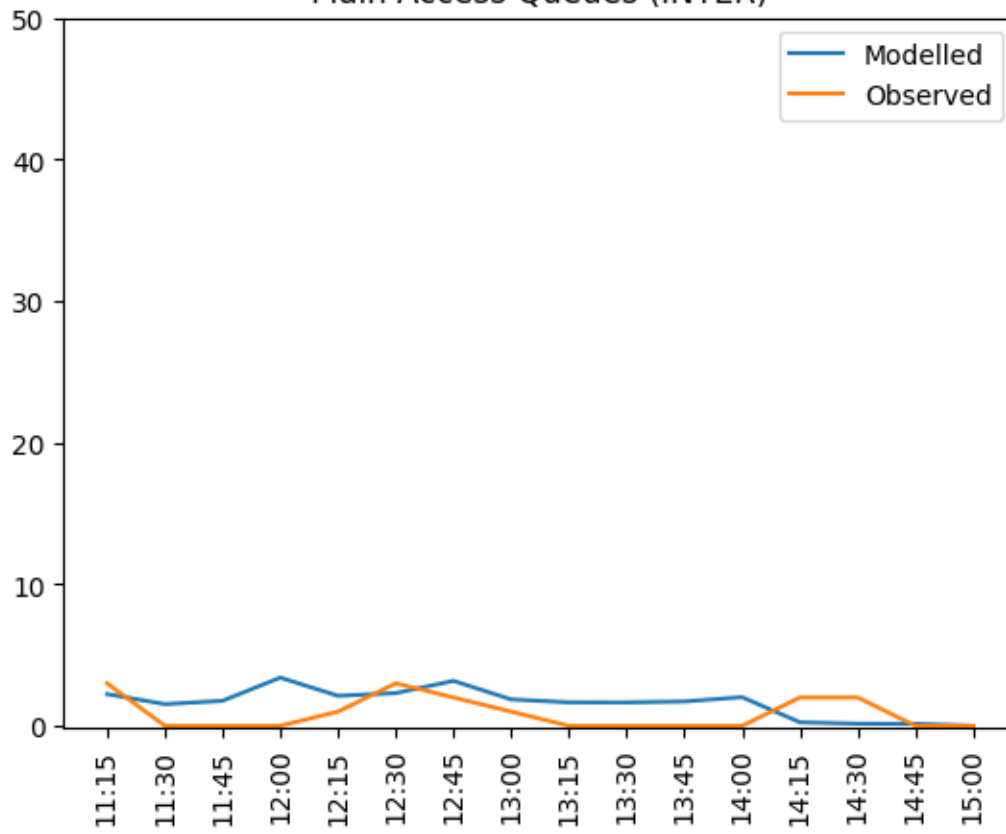




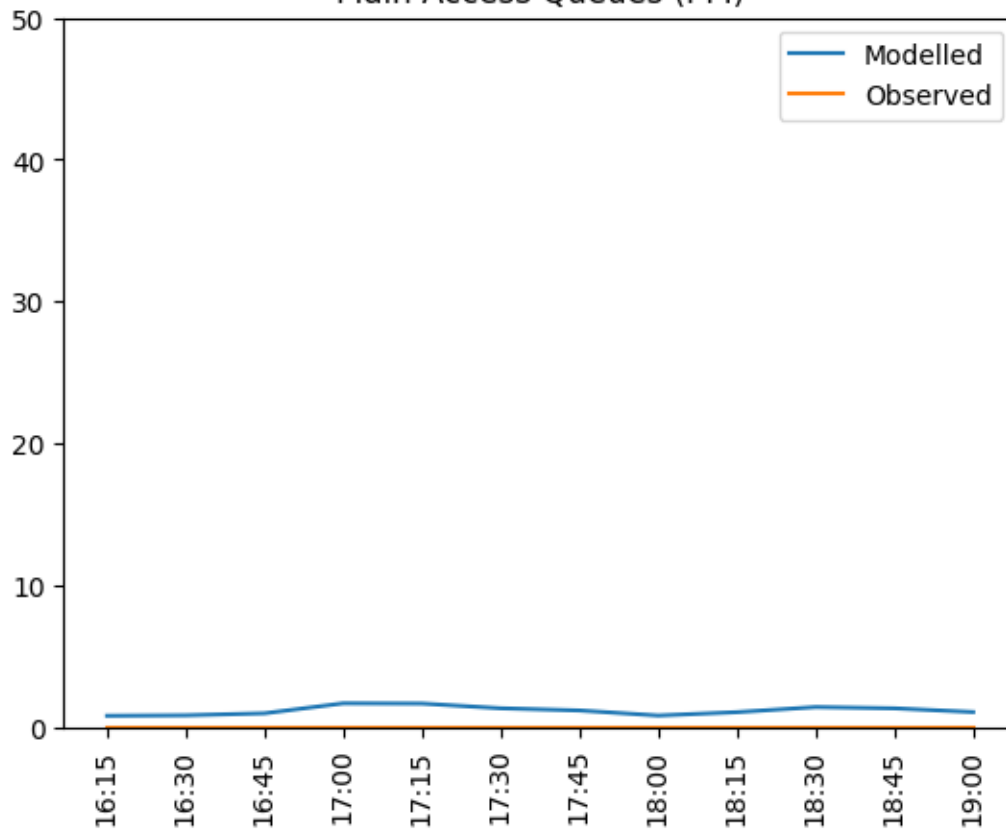




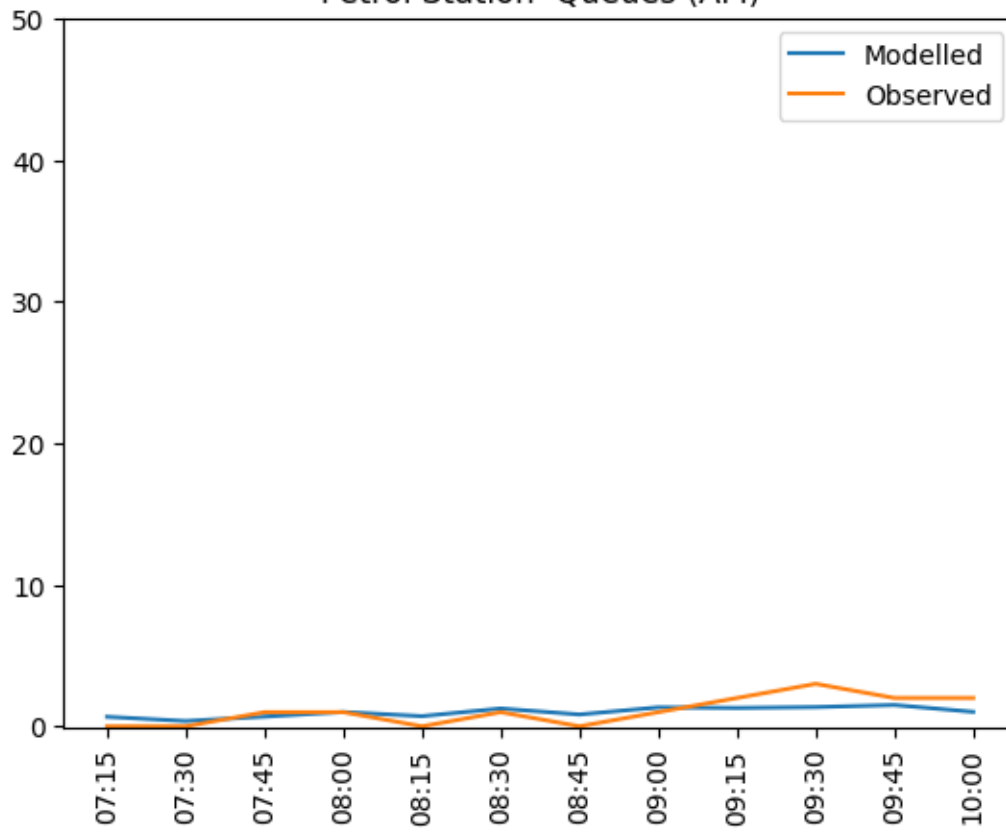
Main Access Queues (INTER)



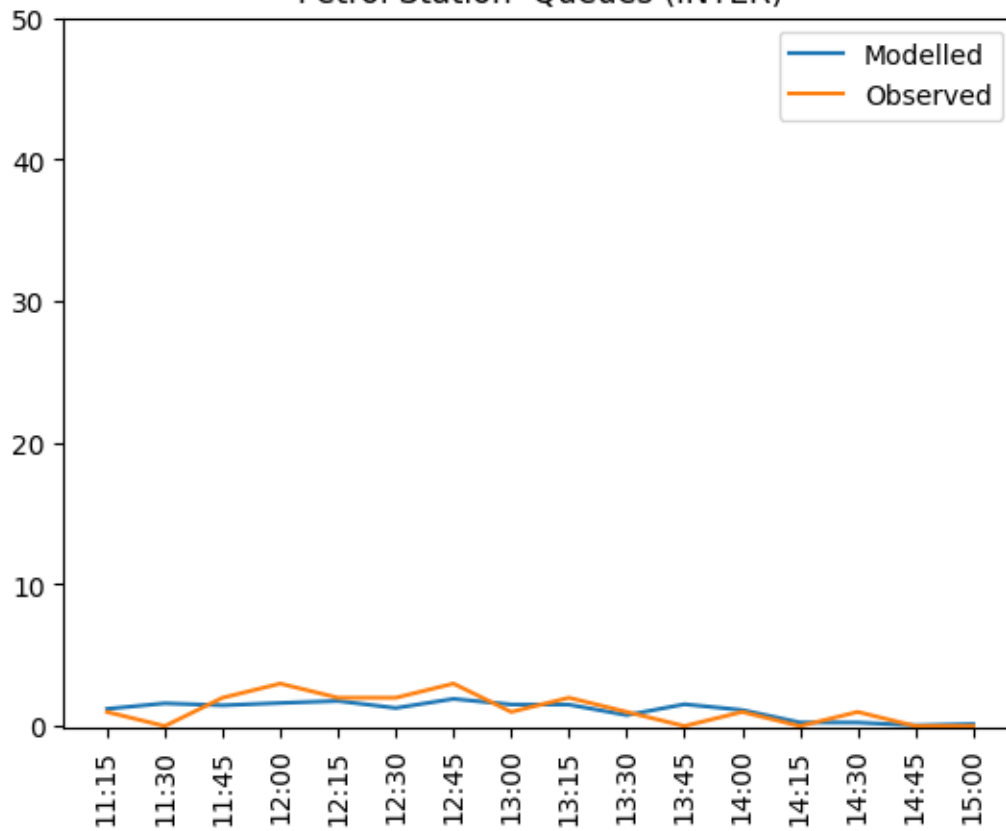
Main Access Queues (PM)



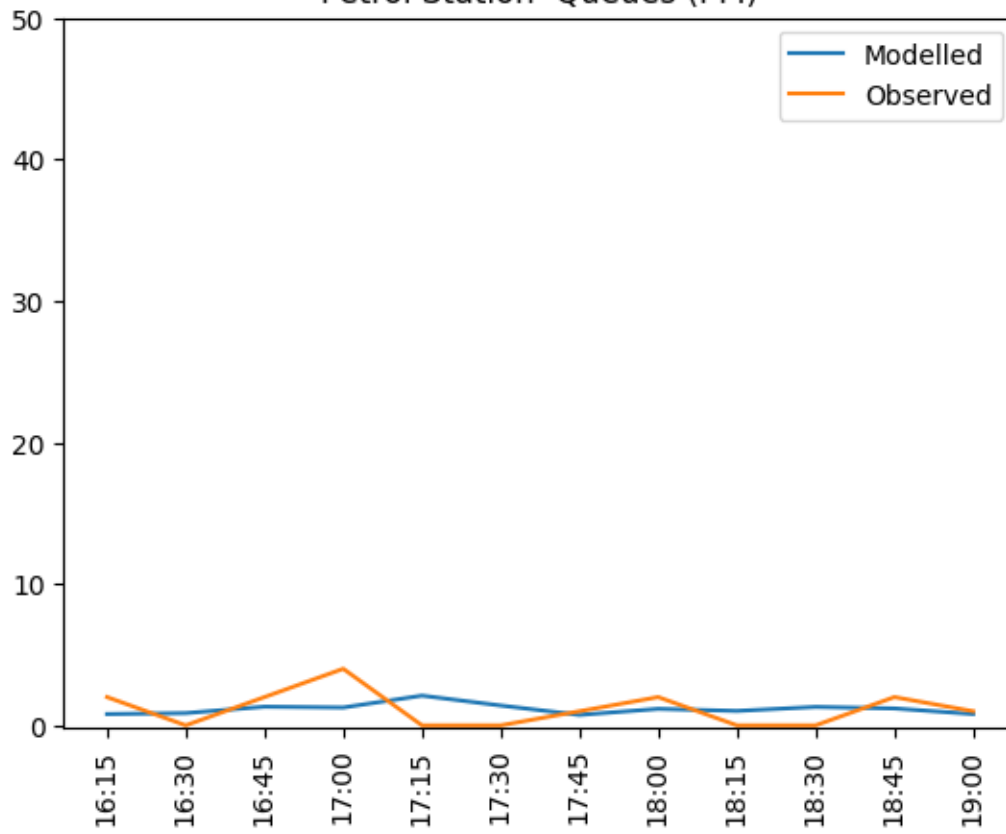
Petrol Station Queues (AM)



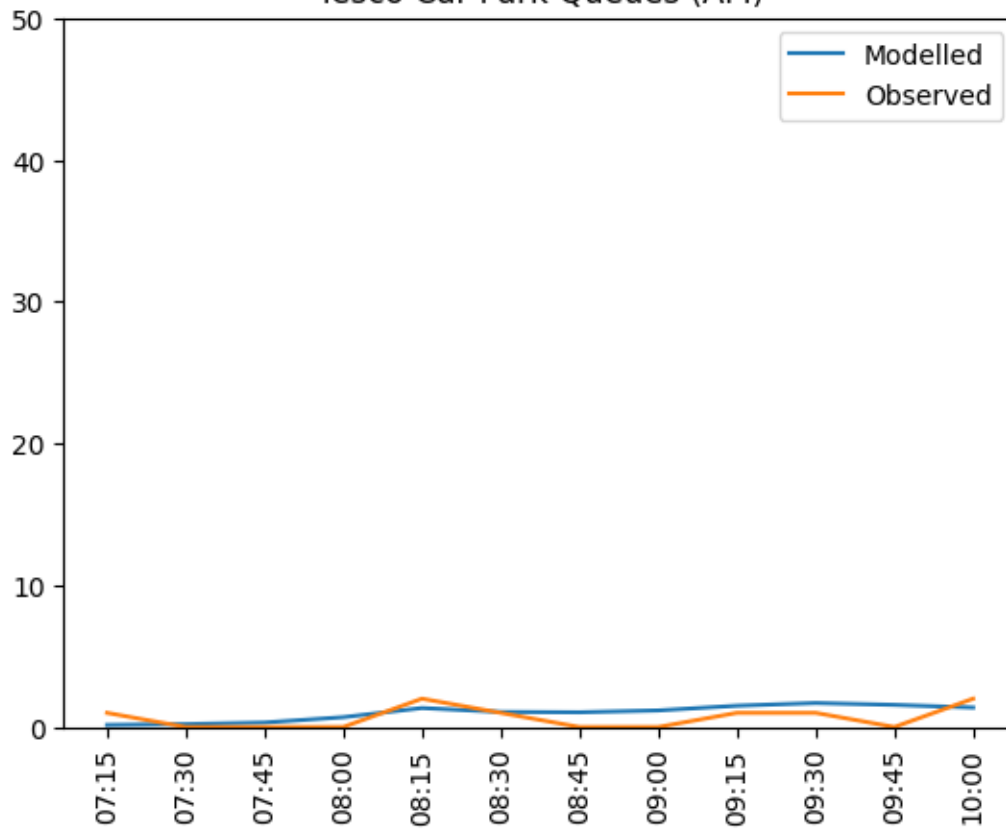
Petrol Station Queues (INTER)

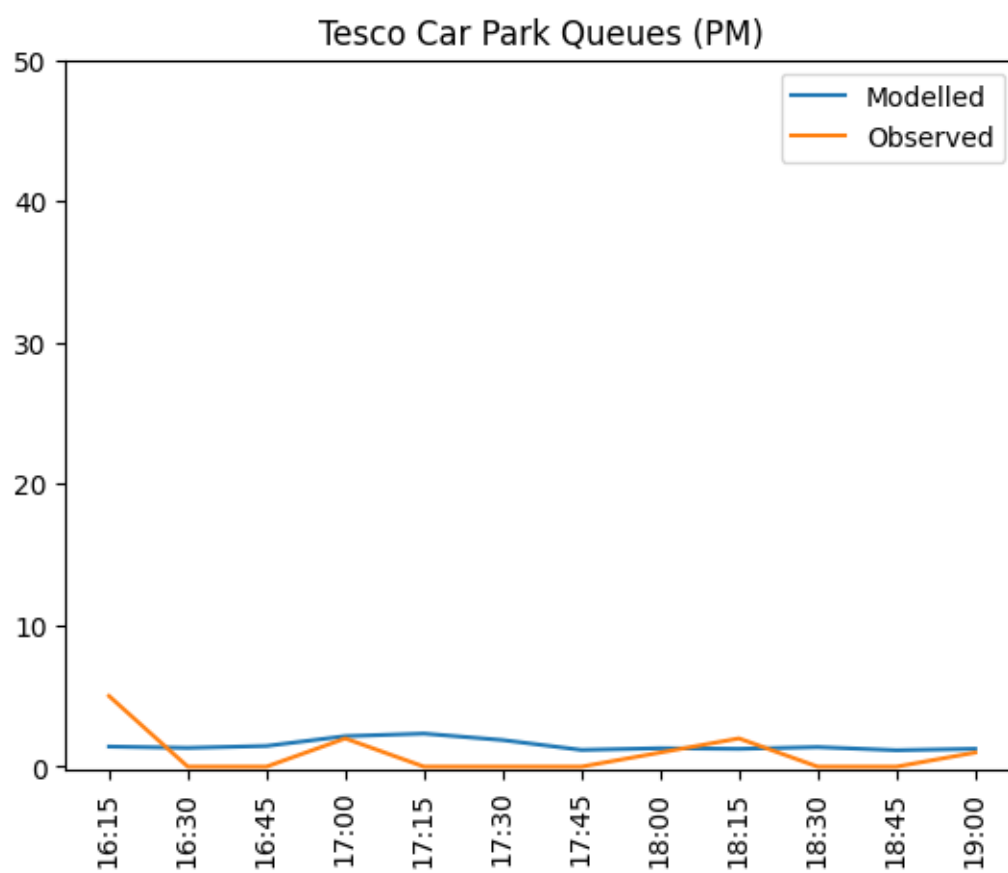
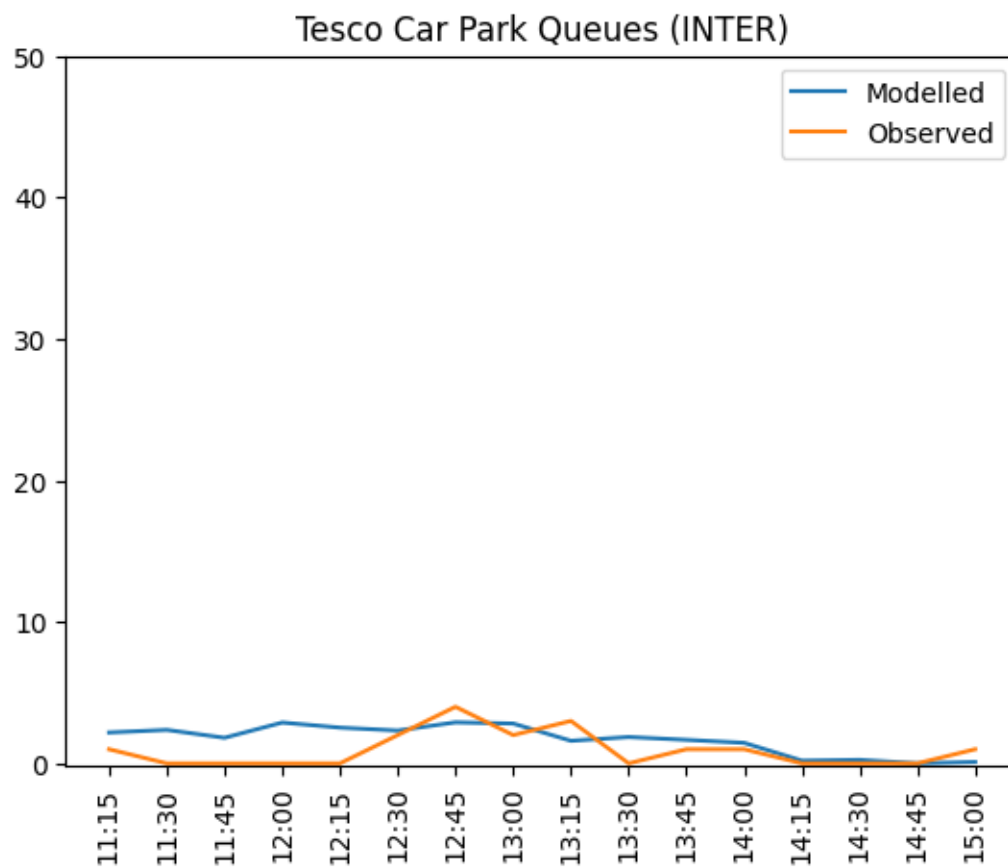


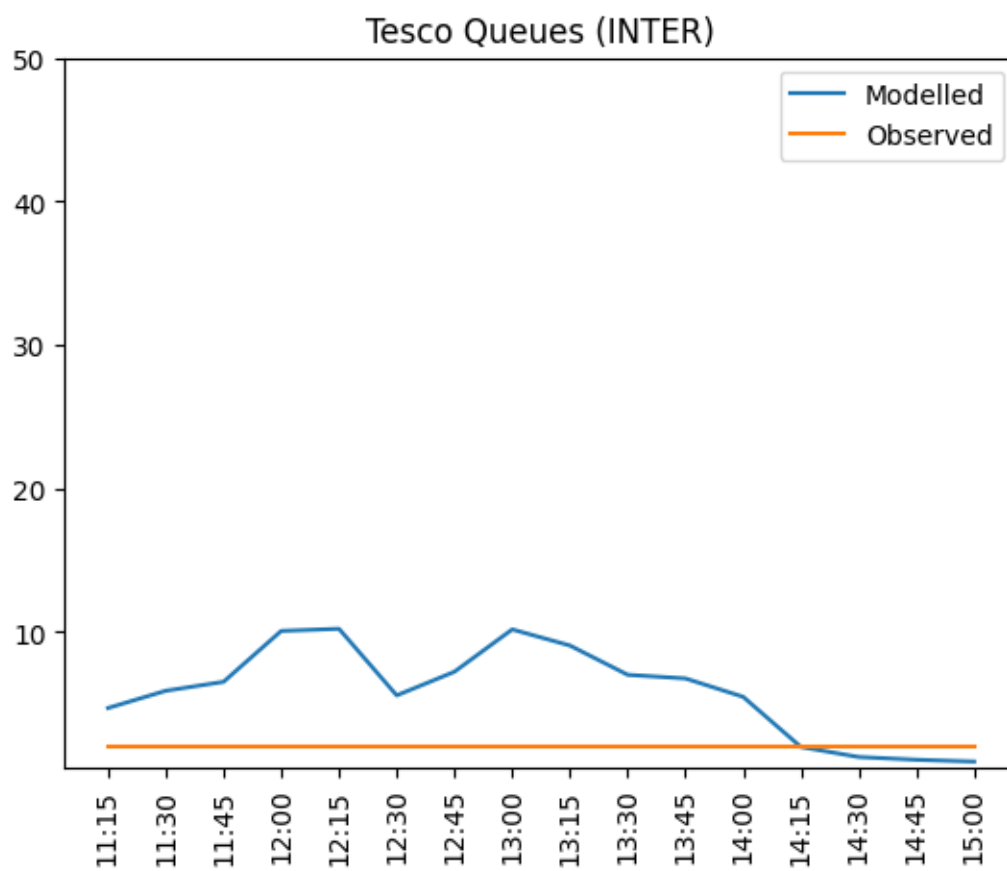
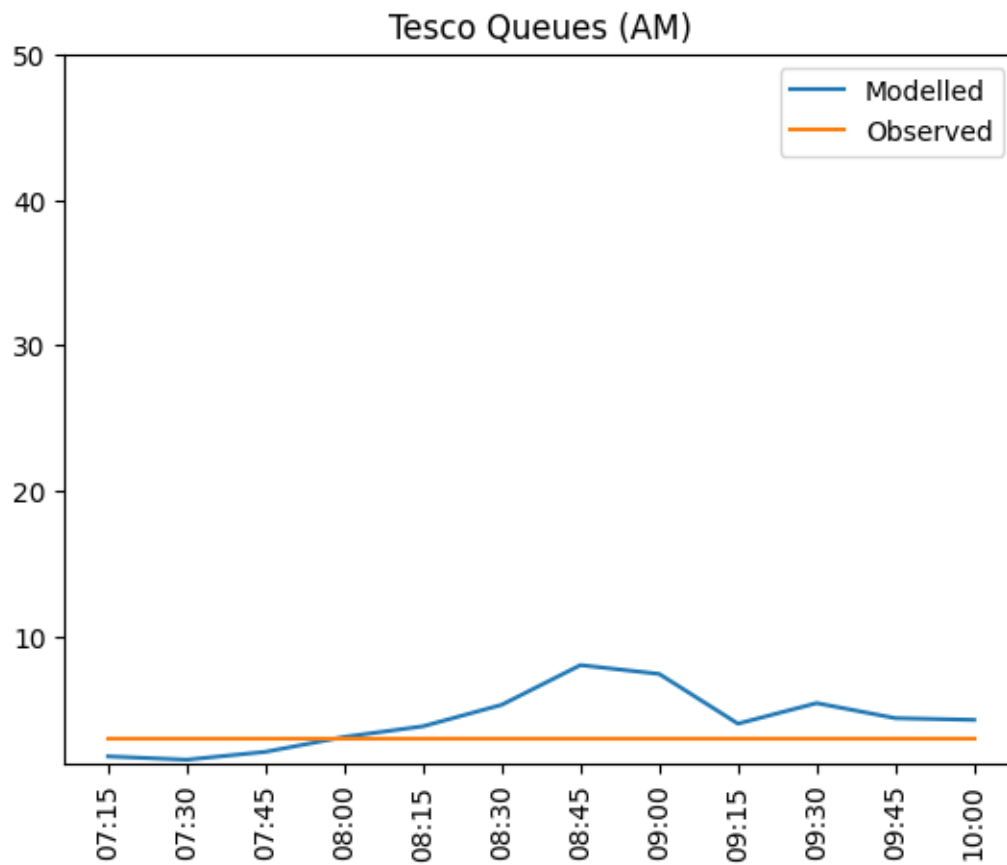
Petrol Station Queues (PM)

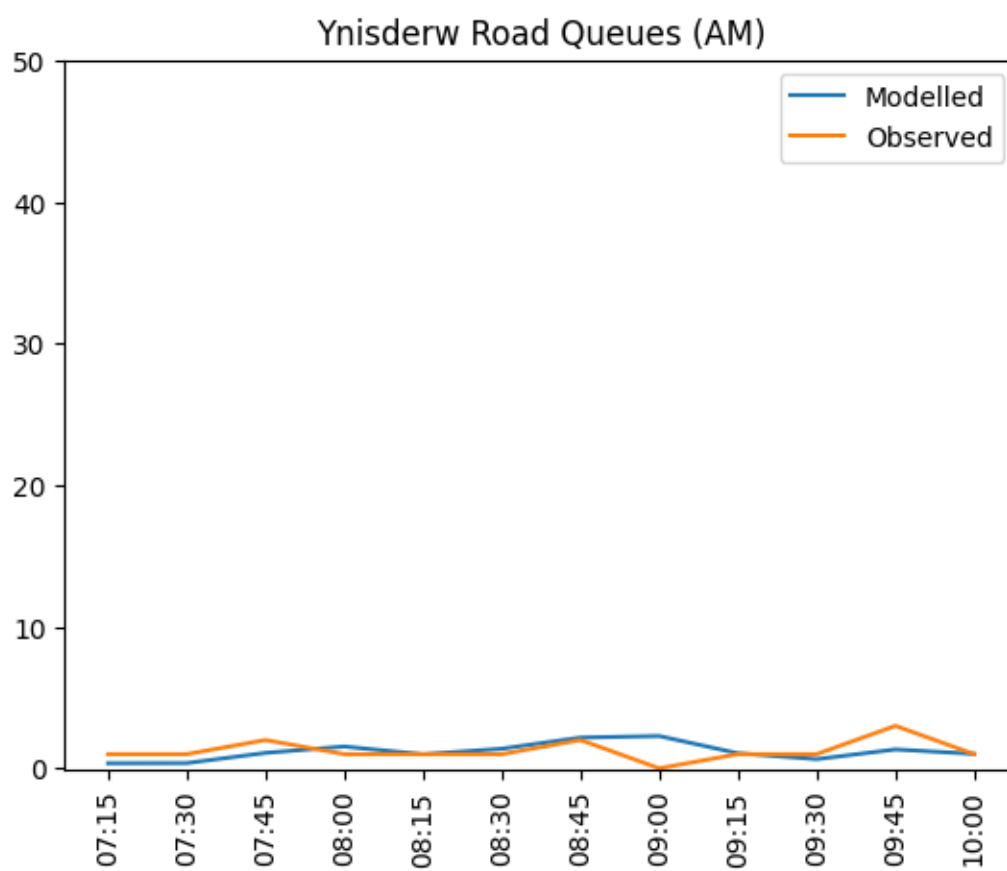
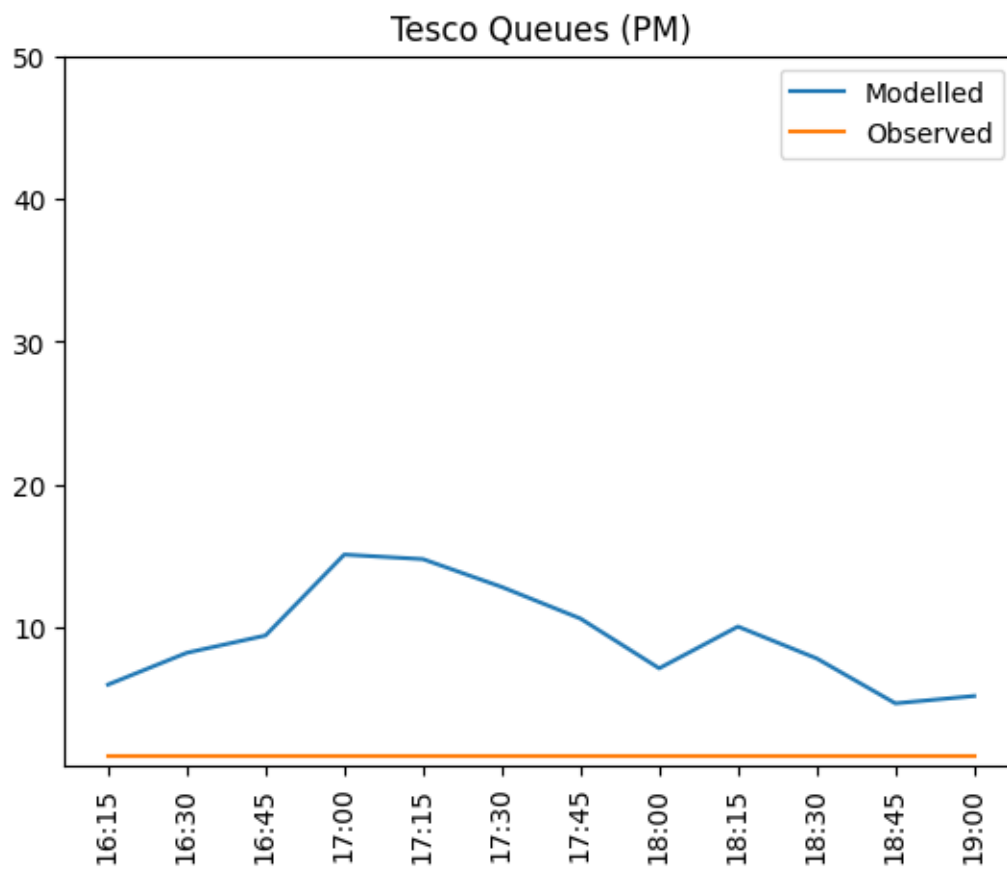


Tesco Car Park Queues (AM)

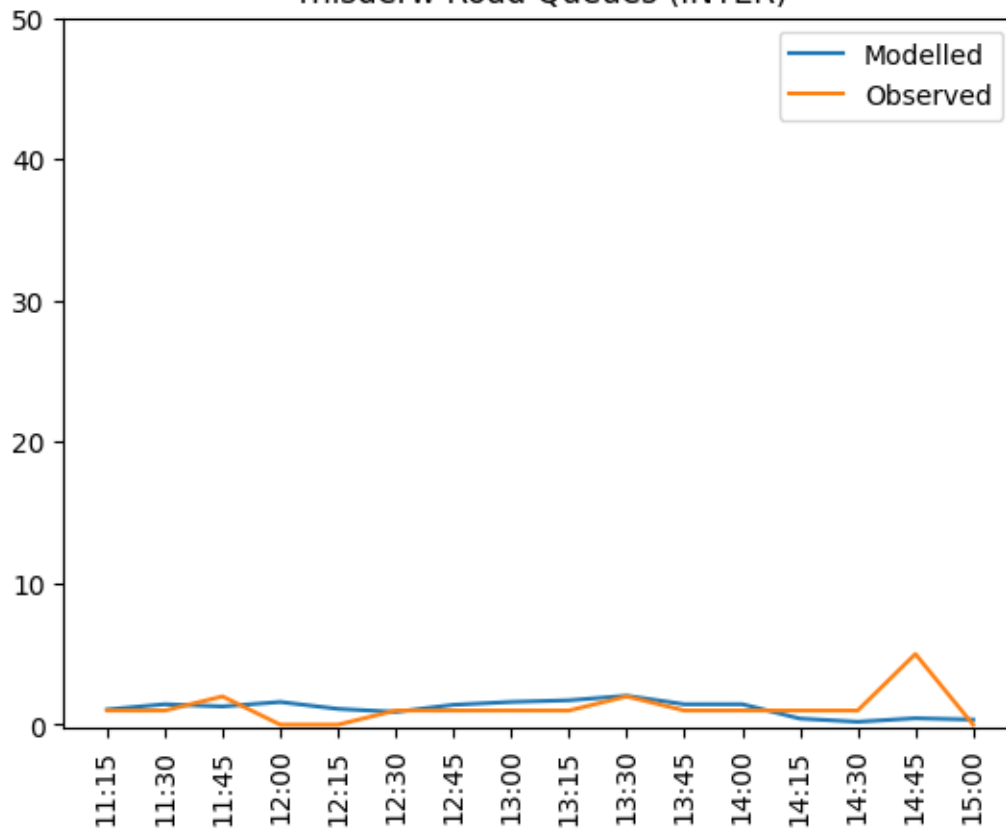








Ynisderw Road Queues (INTER)



Ynisderw Road Queues (PM)

