



Llandarcy Coffee Shop & EV Charging Station Development

Transport Assessment

Client: LP2 Ltd.
Project Ref: CC2514
Report status: P6

CAMBRIA

Report Control Sheet

Client	LP2 Ltd.
Project	Llandarcy
Project ref	CC2514
Document title	Transport Assessment
Document reference	CC2514-CAM-ZZ-XX-RP-TR-0050
Prepared by	Alun Rees
Reviewed and authorised by	Laura Jones

Document naming protocol

Project Ref.	Originator	Vol.	Level	Type	Role	Number
CC2514	CAM	ZZ	XX	RP	TR	0001

Current issue

Status	Date	Description	Prepared by	Authorised by
P1	24/03/23	First issue	A Rees	L Jones
P2	27/07/23	Second issue	A Rees	L Jones
P3	31/07/23	Third Issue	A Rees	L Jones
P4	21/11/23	Fourth Issue	A Rees	L Mitchell
P5	09/05/24	Fifth Issue	A Rees	L Mitchell
P6	31/07/24	Sixth Issue	A Rees	L Mitchell

Contents

1	Introduction.....	1
2	Development Proposal & Planning Policy Framework	3
2.1	Development Proposal	3
2.2	Future Wales - The National Plan 2040	3
2.3	Planning Policy Wales (12th Edition).....	3
2.4	TAN18 Transportation	4
2.5	The Active Travel (Wales) Act 2013	5
2.6	Neath Port Talbot CBC Local Development Plan (2011 – 2026)	6
2.7	Neath Port Talbot CBC Parking Standards (2016).....	6
3	The Site	7
4	Existing Conditions	8
4.1	Active Travel.....	8
4.2	Public Transport Network	10
4.3	Highway Network.....	11
4.4	Summary	13
5	Proposed Development.....	14
5.1	Development Composition	14
5.2	Access	15
5.3	Layout and Parking.....	17
6	Traffic Generation & Impact.....	20
6.1	Trip Attraction – Drive-Thru	20
6.2	Trip Attraction – EV Charging Station.....	21
6.3	Trip Attraction – Total	21
6.4	Trip Generation.....	22
6.5	Traffic Impact.....	22
6.6	Site Access Junction Capacity	28
7	Summary & Conclusion	29
	Appendix A: A4290 ATC Survey (Oct 2023)	30
	Appendix B: Junction Turning Count Survey (Apr. 2024).....	31
	Appendix C: Proposed Access.....	32
	Appendix D: Appeal Decision	33
	Appendix E: Swept Path Analysis	34
	Appendix F: TRICS Trip Rate Data	35
	Appendix G: Development Access – Capacity Assessment	36

1 Introduction

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



Figure 1 - Site Location Plan

- 1.1.2 This Transport Assessment describes the existing transport infrastructure that serves the site, describes the proposed development and its transport implications.
- 1.1.3 The site was the subject of a successful outline planning application for a hotel development in 2007 (LPA Ref: P2006/0805) where the means of access to the site was considered and approved. The planning permission has subsequently lapsed but the access arrangements for the proposed drive-thru development align with those that were found to be acceptable for the approved hotel development and meet current design standards.
- 1.1.4 This document has been revised to address comments received from the County Highway Authority dated 31/05/2024 and following a meeting with Highway and Planning Officers on
- 1.1.5 . The structure of the Transport Assessment is as follows:
- ▶ Section 2: Development Proposals & Planning Policy Framework
 - ▶ Section 3: The Site
 - ▶ Section 4: Existing Conditions
 - ▶ Section 5: Proposed Development
 - ▶ Section 6: Trip Generation & Impact

► Section 7: Summary & Conclusion

2 Development Proposal & Planning Policy Framework

2.1 Development Proposal

- 2.1.1 The proposal is to construct a new coffee shop with drive-thru facility and a separate 16-space EV charging station.

2.2 Future Wales - The National Plan 2040

- 2.2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

2.3 Planning Policy Wales (12th Edition)

- 2.3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.3.2 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.3.3 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
- ▶ are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
 - ▶ are designed in a way which integrates them with existing land uses and neighbourhoods; and
 - ▶ make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.3.4 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
- ▶ Walking and Cycling
 - ▶ Public Transport

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

2.4 TAN18 Transportation

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

2.5 The Active Travel (Wales) Act 2013

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

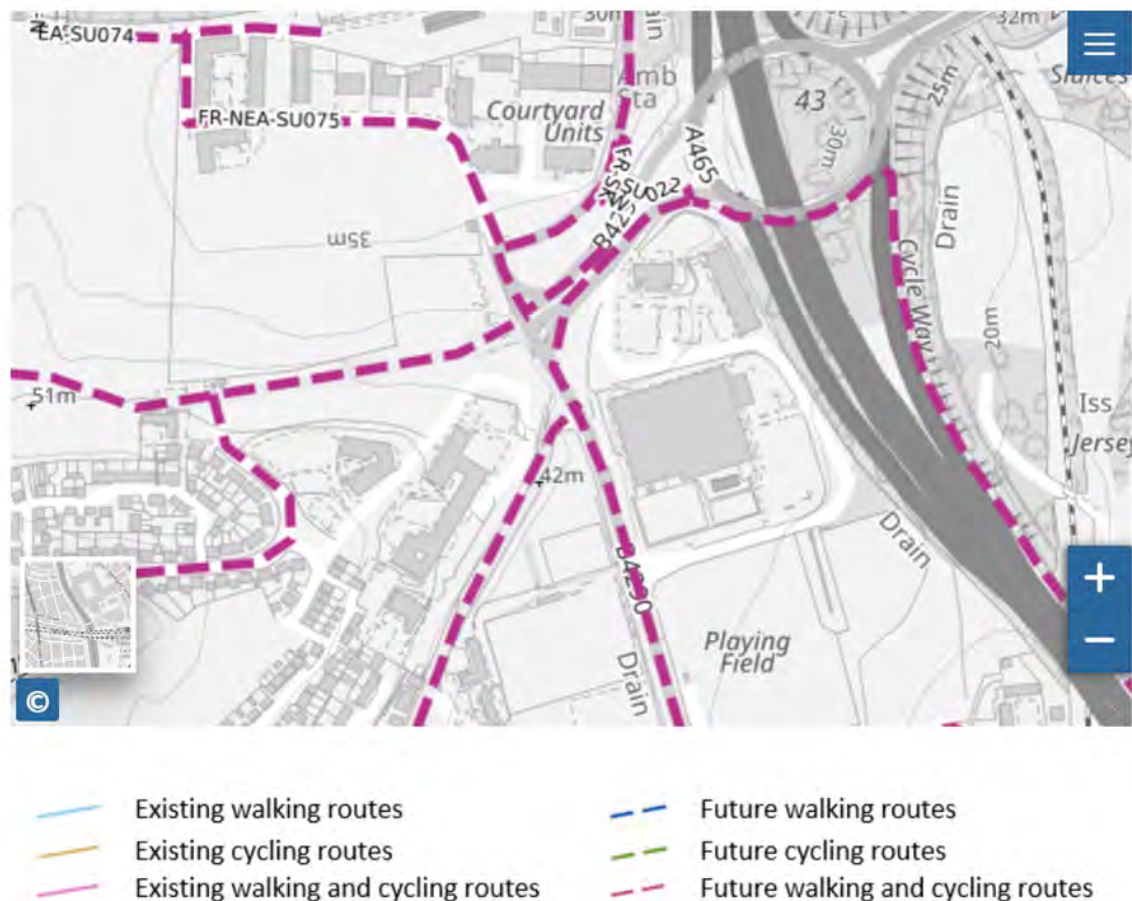


Figure 2 – Active Travel Network Map (Source:DataMapWales)

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

2.6.1 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.

2.6.2 Policy TR2 relates to the design and access of new developments and is reproduced in full below.
Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
- 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
- 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.*

2.7 Neath Port Talbot CBC Parking Standards (2016)

2.7.1 The Parking Standards provide guidance on the appropriate level of parking provision within new development. The guidance varies depending on which one of 5 zones best describes the location of the development. It is considered that the application site is in a Zone 4 (suburban or near urban) location.

2.7.2 For drive-thru restaurants in Zones 2 to 4 locations the following parking provision is recommended:

- ▶ 1 commercial vehicle space
- ▶ 1 space per 3 non-resident staff & 1 space per 14m² of dining area.
- ▶ A minimum of 6 waiting spaces
- ▶ 5% of the total car park capacity to be accessible spaces for disabled people
- ▶ 1 cycle stand per 10 staff
- ▶ No minimum cycle parking provision for visitors

3 The Site

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



Figure 3 – Previous Hotel Proposal (P2006/0805)

- 4.1.2 To the north and west of the site the footways along the B4290 continue uninterrupted to link with Coed Darcy and the unnamed road that leads to the Llandarcy Academy of Sport. There is an uncontrolled crossing facility consisting of dropped kerbs and tactile paving at the B4290's junction with the road to the Academy of Sport and there are signalised crossing facilities at the B4290 / Ffordd Coed Darcy crossroads. The Council's ITNM identifies that future walking and cycling routes will be developed along the road that serves the Academy of Sport, through the Coed Darcy development and to the east of the B4290.
- 4.1.3 Neath Port Talbot Council, together with The County and City of Swansea Council have developed a network of Swansea Bay Cycle Routes to encourage trips by bike. There are a number of routes within the area, geared towards commuter trips, that are promoted through a tube style maps and the www.cycleswanseabay.org.uk website.
- 4.1.4 The "Skewen Link" route, coloured blue in the figure below, passes the application site along the B4290. It links Coed Darcy to Skewen and Swansea University's Bay Campus. The "Cross Valley" route (coloured orange) passes a short distance to the north of the application site, linking it to Briton Ferry to the south and Birchgrove and other areas to the north. Both the Skewen Link and Cross Valley cycle routes connect with the National Cycle Network Route 47 which provides access to Jersey Marine, Neath, Swansea and Port Talbot.

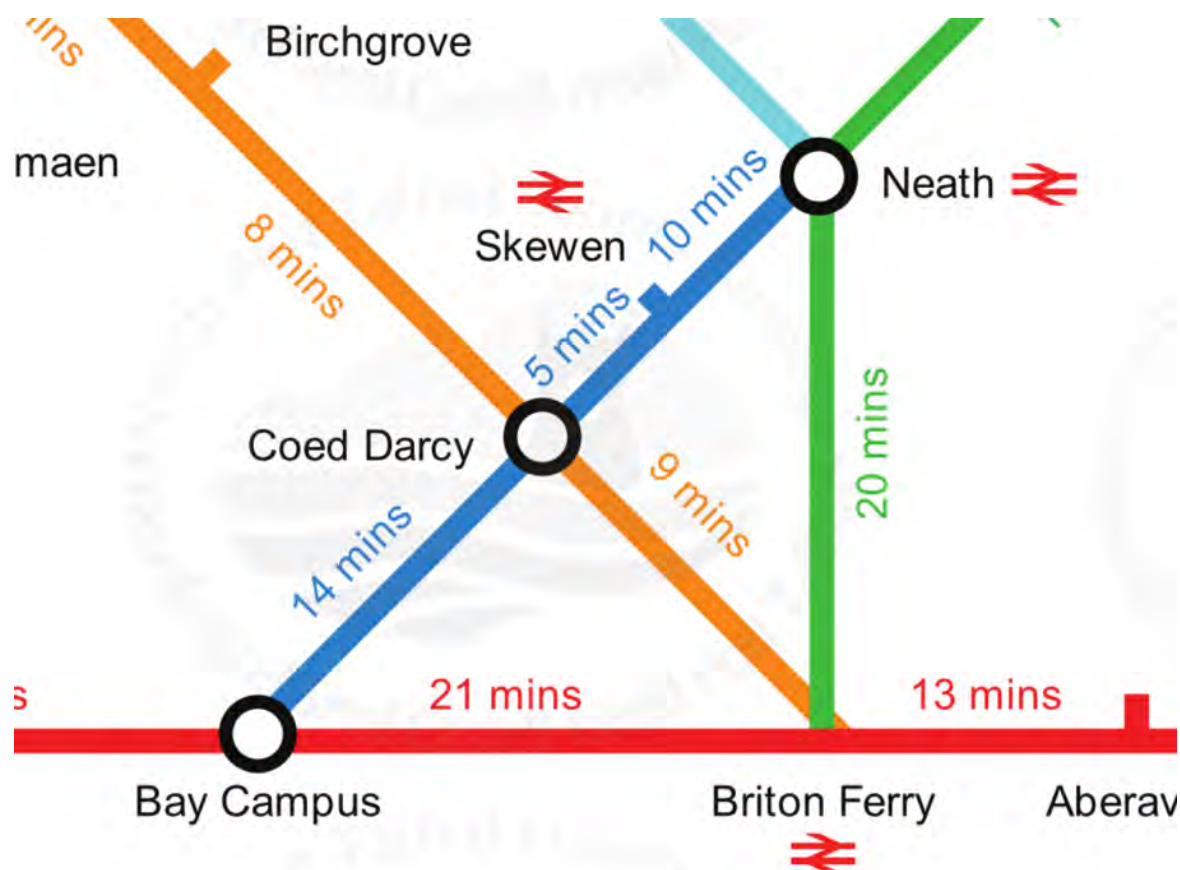


Figure 5 Extract from Cycle Swansea Bay Network Map

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

4.2 Public Transport Network

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

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

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

4.3 Highway Network

- 4.3.1 The site is located to the west of, and will be accessed from, the B4290, which links to the south with Jersey Marine and the A483, the main arterial link to Swansea from the east.
- 4.3.2 Opposite the site is the access to the David Lloyd gym and this takes the form of a ghost-island priority junction. Just to the north of the site there is a priority junction with an unnamed road that provides access to the Llandarcy Academy of Sport campus and the residential areas of Llandarcy. North of this junction is a signal-controlled crossroad junction that provides access to Coed Darcy the west and junction 43 of the M4 and the A465 (T) to the east. In September 2023 the speed limit of the B4290 was reduced from 30mph to 20mph.
- 4.3.3 A 7-day traffic volume and speed survey (ATC survey) was undertaken adjacent to the site on the B4290, commencing 19th October 2023. The results are provided in full in Appendix A and summarised below.

	Mean Speed	85th Percentile Speed
Northbound	25mph	30mph
Southbound	29mph	34mph

Table 2 B4290 Speed Survey (Oct 2023)

	Average Weekday			Saturday		
Time Range	N'bound	S'bound	Two Way	N'bound	S'bound	Two Way
05:00-06:00	37	48	85	23	10	33
06:00-07:00	76	81	157	10	4	14
07:00-08:00	194	216	410	2	3	5
08:00-09:00	225	251	477	5	5	10
09:00-10:00	173	165	338	6	3	9
10:00-11:00	182	110	292	18	12	30
11:00-12:00	200	115	315	29	31	60
12:00-13:00	216	128	344	50	73	123
13:00-14:00	216	124	341	100	79	179
14:00-15:00	224	127	351	149	108	257
15:00-16:00	282	173	455	192	121	313
16:00-17:00	357	180	537	204	161	365
17:00-18:00	364	182	546	212	123	335
18:00-19:00	309	173	483	214	122	336
19:00-20:00	219	103	323	210	131	341
20:00-21:00	155	68	223	225	103	328
21:00-22:00	122	40	162	206	113	319
Daily (24-Hr)	3669	2345	6013	2659	1553	4212

Table 3 B4290 Traffic Volume (Oct 2023)

- 4.3.4 Turning count surveys of the nearest junctions to the site were originally undertaken in February 2023 but rejected by the Highway Authority for not being during a neutral month. Neutral periods are defined by DfT TAG Unit M1.2 (paragraph 3.3.7) as being “Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays. Surveys may be carried out outside of these days/months, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed/modelled.”
- 4.3.5 To address the Highway Authority’s concerns the surveys have been repeated on Thursday 25th April 2024. The results are provided in full in Appendix B and summarised in the figure below.

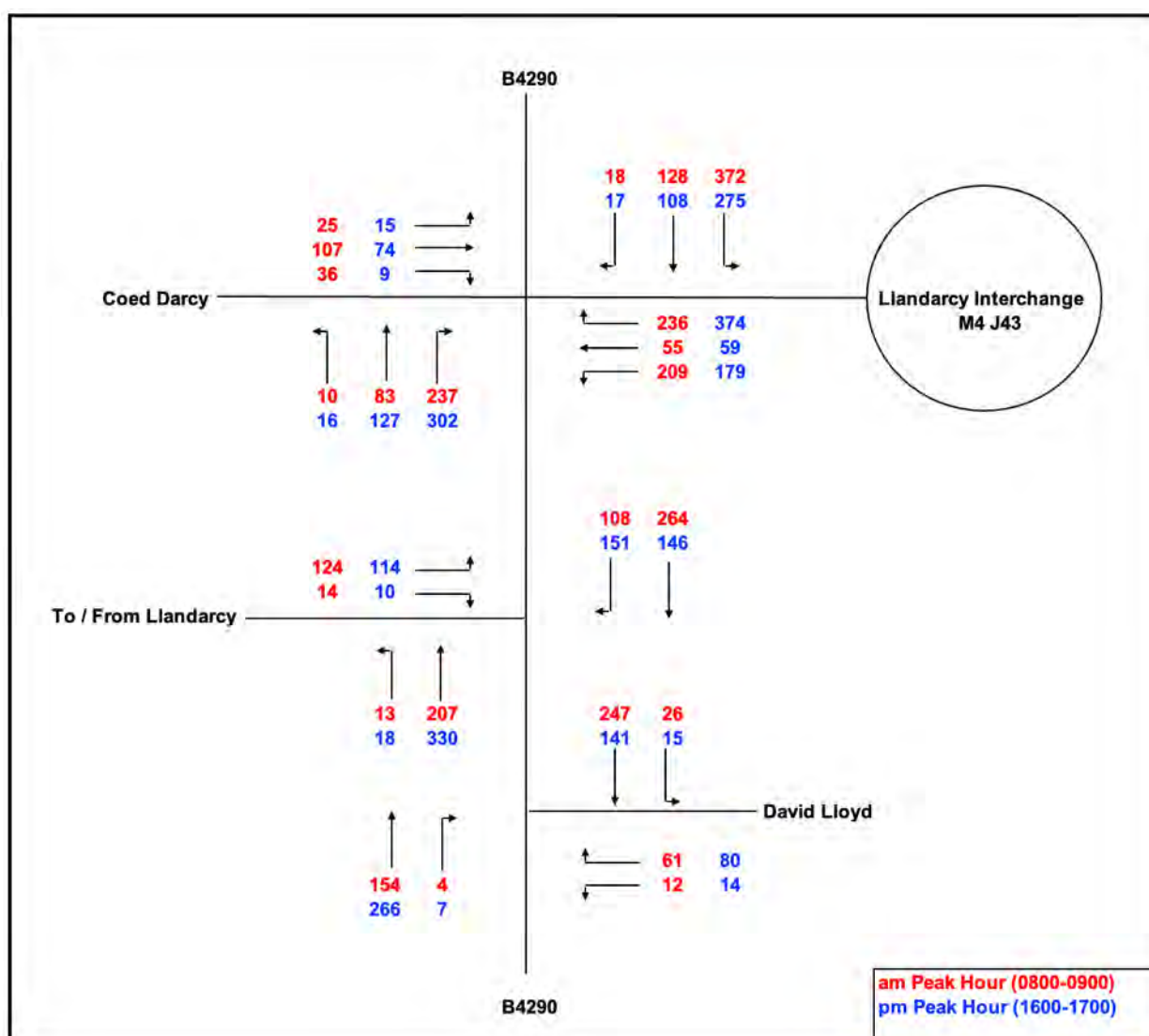


Figure 6 Observed Traffic Flow (Weekday)

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

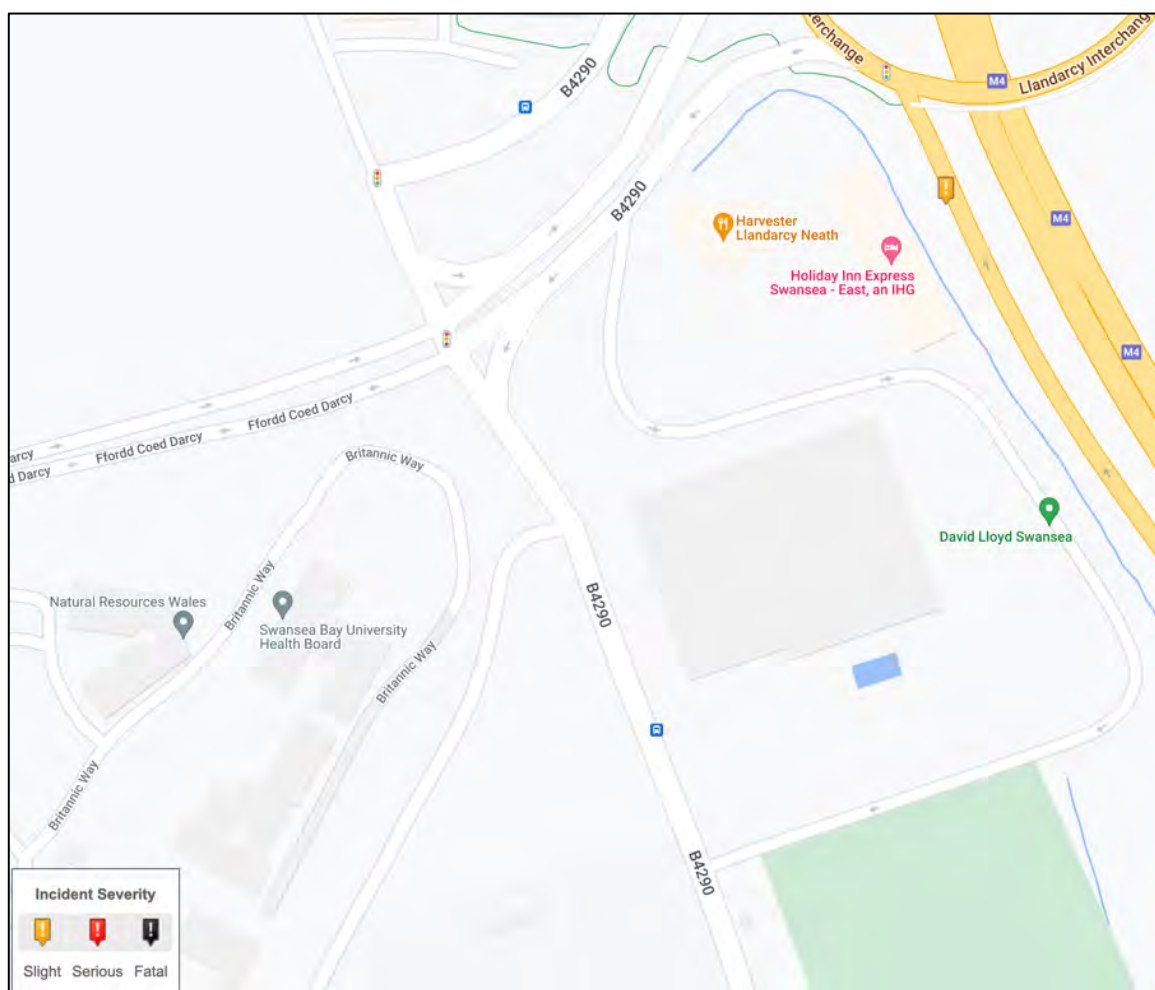


Figure 7 – Injury Accident Location & Severity 2017 - 2021 (Source: crashmap.co.uk)

4.4 Summary

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

5.1 Development Composition

- [illegible]

CC2514-CAM-ZZ-XX-RP-TR-0001-P01

- 5.1.2 The provision of a new coffee shop at this location represents sustainable development. The new coffee shop would provide a facility that is not currently available within walking distance to, for example, residents of Coed Darcy, users of the David Lloyd gym and students and visitors of the Llandarcy Academy of Sports.
- 5.1.3 The provision of an EV charging station also aligns with Welsh Government's policies for improving the infrastructure that will enable the decarbonisation of the transport network through an increase in the number of electric vehicles on the road.

5.2 Access

- 5.2.1 Access to the site is from the B4290 and comprises of a new ghost-island priority junction. The access arrangement is shown in greater detail in Appendix C. A Stage 1 Road Safety Audit (RSA) has been undertaken, which is also included within Appendix C.
- 5.2.2 The arrangement is similar to that which was approved for the previous hotel development proposal. The ghost island provides 3m wide through lanes with a 3.5m wide central lane. The junction has 10m radii. A visibility splay of at least 2.4m x 90m is available to the south, providing good visibility of traffic entering the 20mph speed limit area.
- 5.2.3 To the north, visibility of at least 2.4m x 52m is available. This accords with the requirement of TAN18 Table B for the recorded 85th percentile speed of 34mph. TAN18 Table B is applicable "*for roads in built up areas where actual or design speeds are 60km/h [37mph] or below (not applicable to trunk roads)*". The Highway Authority has advised that it considers that Table B is only applicable for junctions onto unclassified roads and that therefore TAN18 Table A should be applied. This is contrary to the instructions provided within TAN18. This matter was considered in 2022 at an appeal against the refusal of planning permission for the construction of a dwelling, accessed from the A4230 in Cadoxton (Ref: CAS-01609-K0G0M6). The appeal decision is provided as Appendix D. The Inspector commented (paragraph 12) that "*it has not demonstrated why Table B should not be used when the evidence indicates that speeds below 60 km/h apply to this road which is in a built-up area*". Given that it is clear that TAN18's Table B is not limited to unclassified roads only it is considered that the visibility splays provided from the proposed access are in accordance with TAN18's requirements.
- 5.2.4 Whilst there is disagreement over whether Table B of TAN18 applies, the Highway Authority states in its latest consultation response that "the supply of the Road Safety Audit will assist in being able to review a reduction in the visibility splays". A Stage 1 RSA has been commissioned (Appendix C) and raises no issue in terms of the dimensions of the proposed visibility splay to the north.
- 5.2.5 3m wide footways are provided on both sides of the access with uncontrolled pedestrian crossing facilities provided at the junction. The 3m wide footway will continue north from the site access along the B4290 for the length of the site, providing a new active travel link, to connect with the existing footway provision. Any boundary treatments of 600mm or higher will be positioned at least 500mm from the back edge of the new footway. To the south of the access land can be safeguarded for the future delivery of active travel provision in this direction.

- 5.2.6 Two new pedestrian crossings, with a central refuges, will be provided to the north and south of the access to link the development with the bus stop and other facilities located on the northern side of the B4290. The crossing point and refuge to the north of the access has been introduced in response to the recommendation of the Stage 1 RSA.
- 5.2.7 In addition improved crossing facilities will be provided at the Llandarcy Village Road junction immediately north of the site, improving connections between the site and Coed Darcy, for instance.
- 5.2.8 The Highway Authority has requested that consideration be given to providing a new foot / cycleway along the site's western boundary, along the Llandarcy Village Road, to improve connections to, for example, the NPTC Collage campus. It is not viable for the development to deliver this due to the steeply sloping ground along this boundary and the substantial retaining structures that would be required. The provision of the new length of foot / cycleway is not considered to be necessary to make the development proposal acceptable as there already exists a segregated footway along the western side of the Llandarcy Village Road with suitable crossing points that provide a safe walking route to and from the proposed development. There is an existing uncontrolled crossing facility near the access to the college campus that provides access to this footway. At the junction with the B4290 the development will provide improved crossing facilities and a new foot / cycleway that will link to the development.



Figure 9 – Available Segregated Walking Route Between College Campus and Application Site

- 5.2.9 The new and improved footways and crossing points ensure that the development is accessible by active travel. The proposals also improve access to the bus stops on either side of the road as pedestrians currently have no crossing facilities. This will benefit existing public transport users and encourage others to take up this form of transport.

5.3 Layout and Parking

- 5.3.1 Within the site the coffee shop is located to the south of the access and the EV charging station to the north.
- 5.3.2 Footway provision continues within the site with crossing points provided at the entrance to the EV charging station, the entrance to the coffee shop and across the coffee shop's car park. Appropriate road markings will be provided at the crossing points to highlight their presence. This provides a designated, safe and level access route to the coffee shop's door for pedestrians.
- 5.3.3 The Council's adopted Parking Standards for drive-thru restaurants in Zones 2 to 4 locations make the following recommendations:
- ▶ 1 commercial vehicle space
 - ▶ 1 space per 3 non-resident staff & 1 space per 14m² of dining area. (88m² Dining Space = 6 Spaces. Up to 6 staff at any one time = 2 Spaces)
 - A minimum of 6 waiting spaces
 - 5% of the total car park capacity to be accessible spaces for disabled people
 - ▶ 1 cycle stand per 10 staff. (Up to 6 staff at any one time = 1 cycle stand)
 - ▶ No minimum cycle parking provision for visitors
- 5.3.4 The proposed dining area of 88m² and, say 6 staff members, would equate to 8 parking spaces if the Parking Standard requirement was applied. However potential operators of the drive-thru unit have advised that, in their experience, 8 parking spaces would not be sufficient. The layout of the site and the parking provision has been informed by their expert knowledge of operating these type of developments.
- 5.3.5 A total of 26 car parking spaces is proposed, including 2 staff car parking spaces and 6 waiting spaces. This exceeds the required 8 spaces by 18. The parking provision includes two accessible spaces for the use of disabled people and 6 EV charging spaces. The disabled parking provision equates to 8% of the overall total, exceeding the minimum 5% requirement. The 6 EV charging spaces equates to 24% of spaces, far exceeding the 10% provision recommended by "Future Wales - The National Plan 2040".
- 5.3.6 The proposed parking provision ensures that the parking demand generated by the development can be accommodated within the site without danger of over-spill onto the adjacent highway.

- 5.3.7 Concerns have been raised during the application process that the development's parking areas will be taken up by users of the adjacent Academy of Sports and that this would remove capacity to accommodate coffee shop visitors. This is considered unlikely. It is in the operator's interest to ensure that parking spaces are available to customers and parking management measures that are commonly used within commercial and retail development can and would be implemented if the need arises. For example, limiting the length of free parking durations.
- 5.3.8 A motorcycle parking bay is provided together with 2 cycle parking stands, exceeding the Parking Standard requirement for cycle parking. The positioning and separation between cycle stands will accord with Active Travel Guidance's paragraph 14.8.17 and figure 14.25, which is reproduced below.

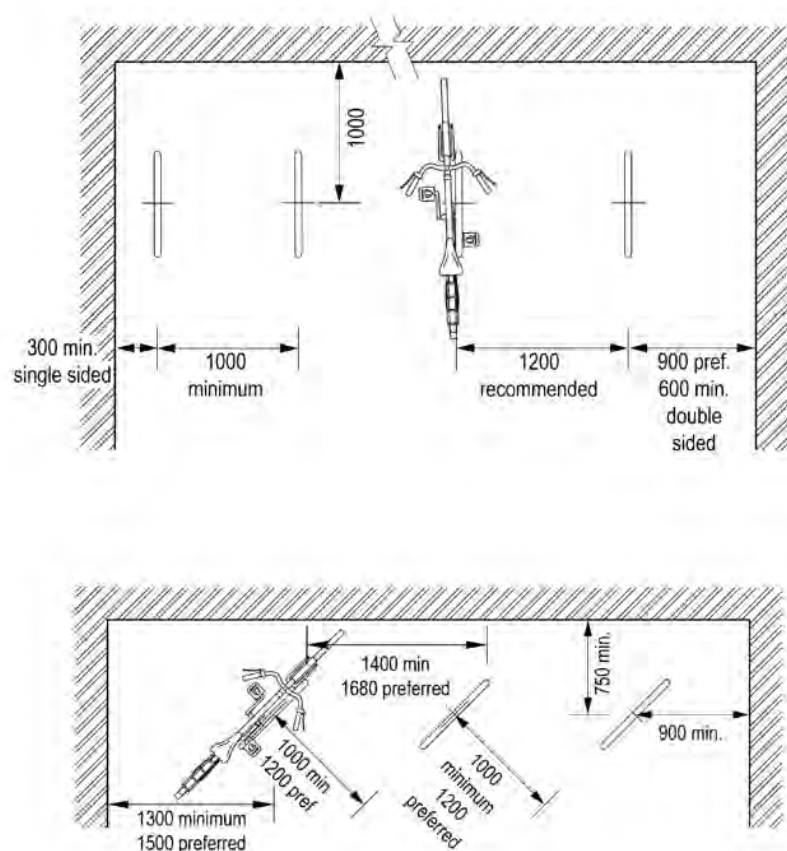


Figure 10 Active Travel Guidance Recommended Layouts and Dimensions of Cycle Stands

- 5.3.9 A servicing bay is provided for delivery vehicles. The layout has been the subject of swept path analysis to ensure that delivery vehicles can manoeuvre within the site and through the new highway junction. This is provided in Appendix E. The manoeuvre involves the delivery lorry reversing in the coffee shop's car park. This is not unusual within developments of this type and operators and delivery companies are experienced at managing the associated risks. In addition to ensuring that drivers have sufficient training and that vehicles are fitted cameras, hazard detection alarms and audible reverse warning, a number of measures can be employed to ensure the safety of all users of the site. Those measures might include timing deliveries to occur outside of peak hours, deploying store staff to act as banksmen or temporarily closing that part of the car park. It is anticipated that a detailed Delivery Management Plan will be prepared by the occupier to address this, which can be secured by a suitably worded planning condition.
- 5.3.10 The coffee shop includes a drive-thru facility that circulates around the building in a clockwise direction. It is some 50m from the serving window to the entry to the drive-thru lane, providing space for some 8 cars to queue.
- 5.3.11 A 16-space EV charging station is proposed. The development of a charging station aligns with Planning Policy Wales' recognition that Ultra Low Emission Vehicles (ULEV) have an important role to play in the decarbonisation of transport.
- 5.3.12 The Highway Authority has requested clarification on arrangements for accommodating maintenance vehicles servicing the EV chargers. It is envisaged that visits for maintenance and repair of the charging stations will be infrequent and will involve visits in light vans, which will park in the EV parking space(s) that is (are) being serviced.
- 5.3.13 The development of the proposed coffee shop provides adjacent to the EV charging station provides occupiers of the EV vehicles with a convenient amenity to use whilst their vehicle is charging. The development composition will therefore encourage linked trips i.e. users of the EV charging station will also visit the coffee shop and vice versa.

6 Traffic Generation & Impact

6.1 Trip Attraction – Drive-Thru

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

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

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

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

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

Table 4 Development Trip Rate and Trip Generation (Weekday)

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

Time Range	Trip Rate (per 100m ² Gross Floor Area)			Trip Attraction		
	Arrival	Departure	Total	Arrival	Departure	Total
05:00-06:00	1.22	1.22	2.44	2	2	4
06:00-07:00	2.5	2.3	4.8	4	4	8
07:00-08:00	8.8	7.3	16.1	15	12	27
08:00-09:00	14.8	14.9	29.7	25	25	50
09:00-10:00	19.7	17.8	37.5	33	30	64
10:00-11:00	25.7	23.2	48.9	44	39	83
11:00-12:00	24.4	24.5	48.9	41	42	83
12:00-13:00	22.7	22.6	45.3	39	38	77
13:00-14:00	21.6	22.1	43.7	37	38	74
14:00-15:00	21.1	21.4	42.5	36	36	72
15:00-16:00	17.7	18.4	36.1	30	31	61
16:00-17:00	15.2	15.1	30.3	26	26	52
17:00-18:00	10.7	11.7	22.4	18	20	38
18:00-19:00	6.9	8.8	15.7	12	15	27
19:00-20:00	3.6	4.8	8.4	6	8	14
20:00-21:00	5.085	5.811	10.896	9	10	19
21:00-22:00	3	3	6	5	5	10
Daily	224.705	225.931	450.636	382	384	766

Table 5 Development Trip Rate and Trip Generation (Saturday)

6.1.5 The surveys described earlier established that the highway peak hour on a Saturday begins at 16:00. The TRICS data suggests that the coffee shop will generate some 52 vehicle movements during this hour. The development's peak traffic generating hour occurs earlier in the day, the hours between 10:00 and 13:00, when some 83 movements per hour can be expected.

6.2 Trip Attraction – EV Charging Station

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

6.3 Trip Attraction – Total

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

Weekday				Saturday			
Time Range	Arrivals	Departures	Total	Time Range	Arrivals	Departures	Total
08:00-09:00	63	60	123	10:00-11:00	76	71	147
17:00-18:00	48	51	98*	16:00-17:00	58	58	116

*Apparent arithmetic error caused by rounding up

Table 6 Total Development Trip Attraction

6.4 Trip Generation

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

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

6.4.2 Research has been undertaken on the split between pass-by, diverted and new trips for planning applications for similar developments, in particular the Costa Coffee development at Birchgrove, Swansea (at junction 44 of the M4). For that development it was assumed, and accepted by the Highway Authorities, that 20% of trips attracted by the coffee shop would be new, 20% would be diverted and 60% would be pass-by. The same split has been adopted for this assessment.

Trip Type	Birchgrove Costa Coffee, Swansea (2016/2677/FUL)
Pass By	60%
Diverted	20%
New	20%

Table 7 Trip Types

	Time Range	Drive Thru Trips	EV Charging Trips	Total Trips	New Trips	Diverted Trips	Sum of New + Diverted Trips	Pass-by Trips
Weekday	08:00-09:00	59	64	123	25	25	50	73
	17:00-18:00	34	64	98	20	20	40	58
Saturday	10:00-11:00	83	64	147	29	29	58	89
	16:00-17:00	52	64	116	23	23	46	70

Table 8 Trip Attraction by Type

6.5 Traffic Impact

6.5.1 The methodology adopted to assess the impact of the development has been discussed and agreed with the Highway Authority and involves consideration of the impact in an assessment year of 2030.

- 6.5.2 The sum of new and the diverted trips gives the total number of additional vehicle movements on the B4290 that will be generated by the development. There will be an additional 50 and 40 vehicle movements during the weekday morning and evening peak hours, respectively. The figure is slightly higher on a Saturday with peak hour flows ranging between 46 and 58 movements. However, traffic volume on the surrounding roads is significantly lower during the weekend (currently around 4000 daily Saturday movements on the B4290 compared to around 6000 on a weekday). As such it is considered that it is the development's impact on weekday peak hours that is the critical consideration.
- 6.5.3 For the purpose of this assessment it is assumed that 90% of this traffic turns to / from the north, travelling through the B4290 / Ffordd Coed Darcy signalised crossroads. At the crossroads it is assumed that there is an even split in traffic to/from the Llandarcy Interchange (junction 43) and the B4290 to/from Skewen.
- 6.5.4 The Highway Authority has requested that growth factors are applied to the development traffic to allow for growth in development generated traffic. A locally adjusted growth factor of 1.0576 has been obtained from the TEMPRO software to represent anticipated traffic growth to an assessment year of 2030.
- 6.5.5 The anticipated number of new and diverted peak hour traffic movements, factored to allow for growth, that result from the distribution described above is shown in Figure 11.
- 6.5.6 The development will result in around 37 to 47 additional peak hour movements on the B4290 to the north of the site.

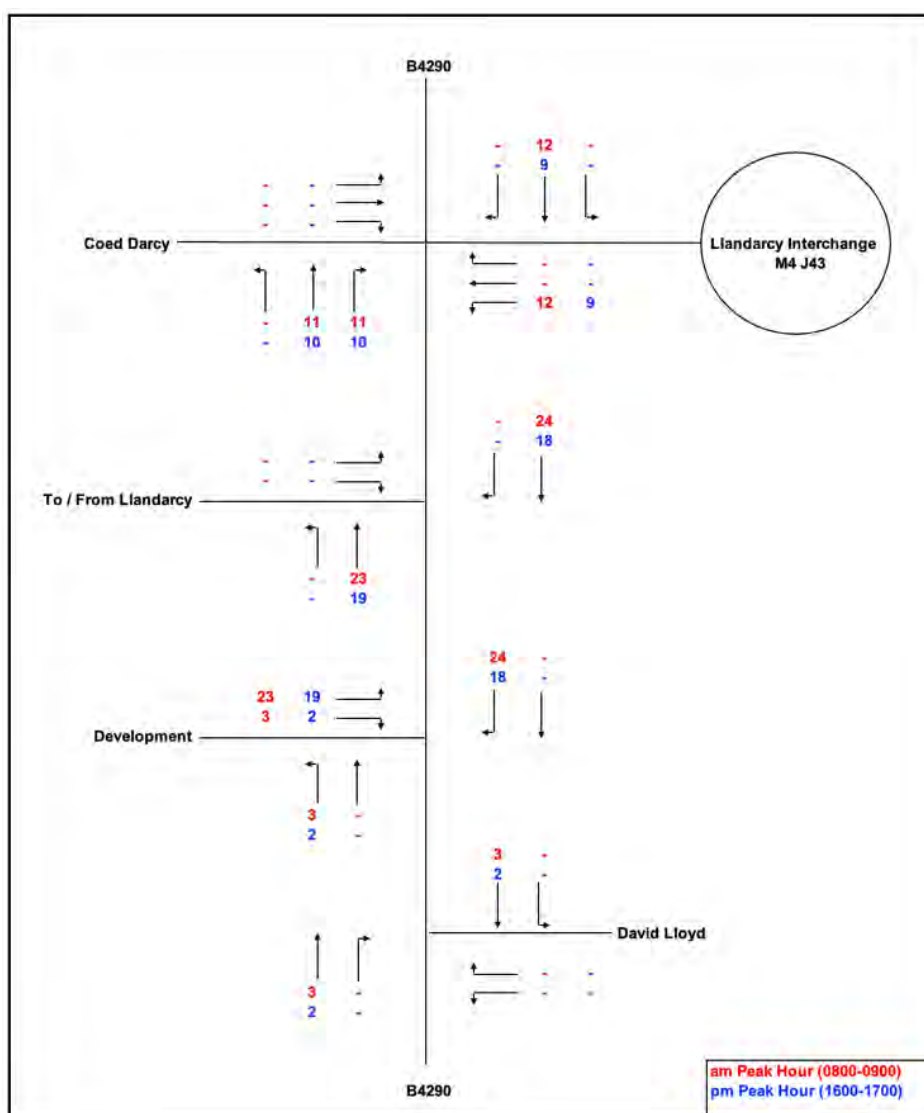


Figure 11 – Development New & Diverted Traffic Movements (Weekday)

- 6.5.7 To assess the impact of this additional traffic, the observed peak hour traffic volume (April 2024) has been factored to represent anticipated traffic growth to an assessment year of 2030. The same TEMPRO locally adjusted growth factor of 1.0576 has been applied.

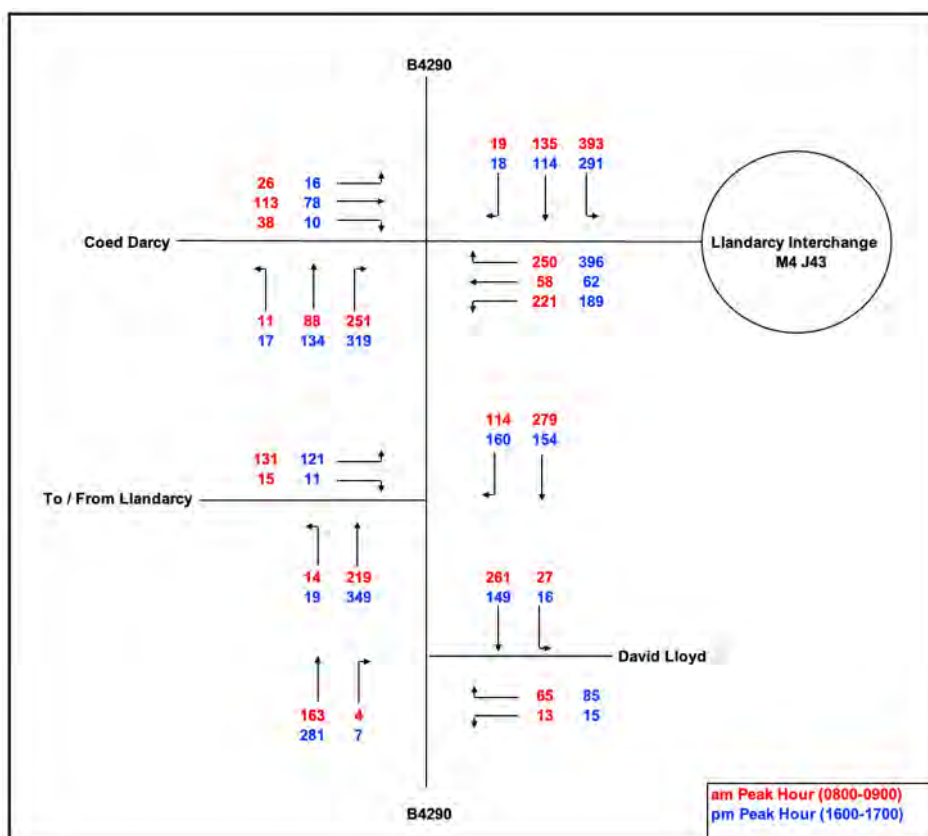


Figure 12 – 2030 Baseline (Weekday)

- 6.5.8 An agreed level of committed development traffic has been added to the 2030 baseline. The Local Planning Authority has advised that, as of 31/01/23, 88 of 178 dwellings at the Heritage Gate development had been completed. This leaves a balance of 90 dwellings that had not been completed at that date and it is reasonable to assume that this figure will have reduced since the end of January 2023. To ensure that the impact assessment is robust it has been agreed that an allowance for an additional 140 dwellings shall be made. This is significantly more than the number of permitted dwellings yet to be completed at Heritage Gate.

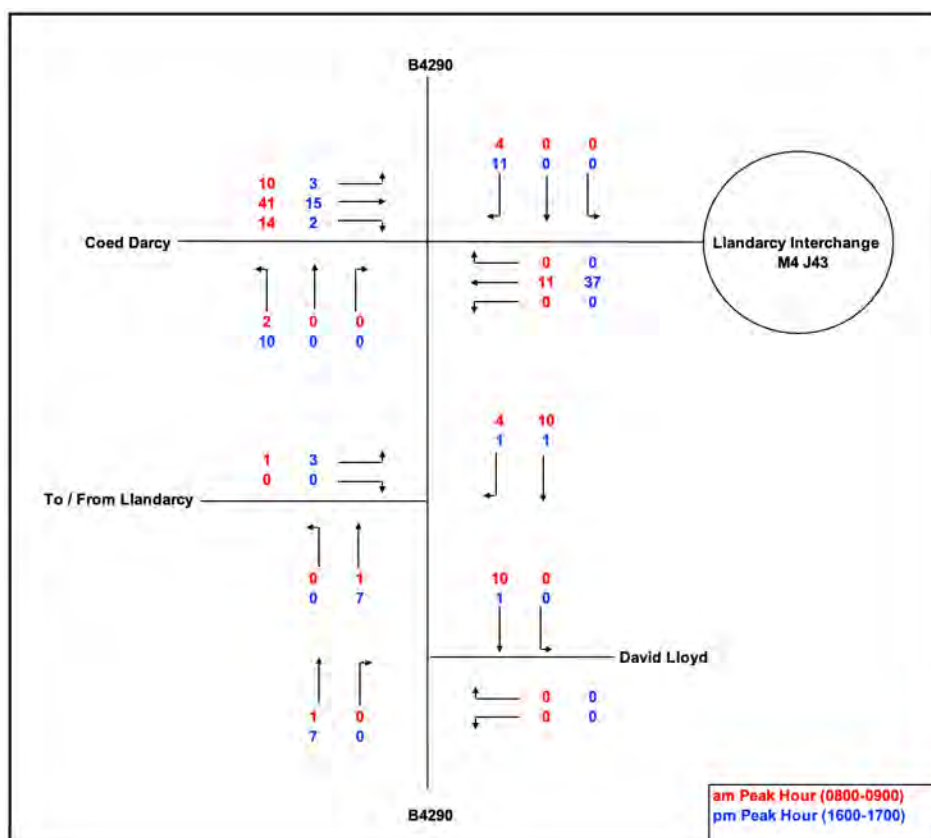


Figure 13 – Committed Development Traffic (Weekday)

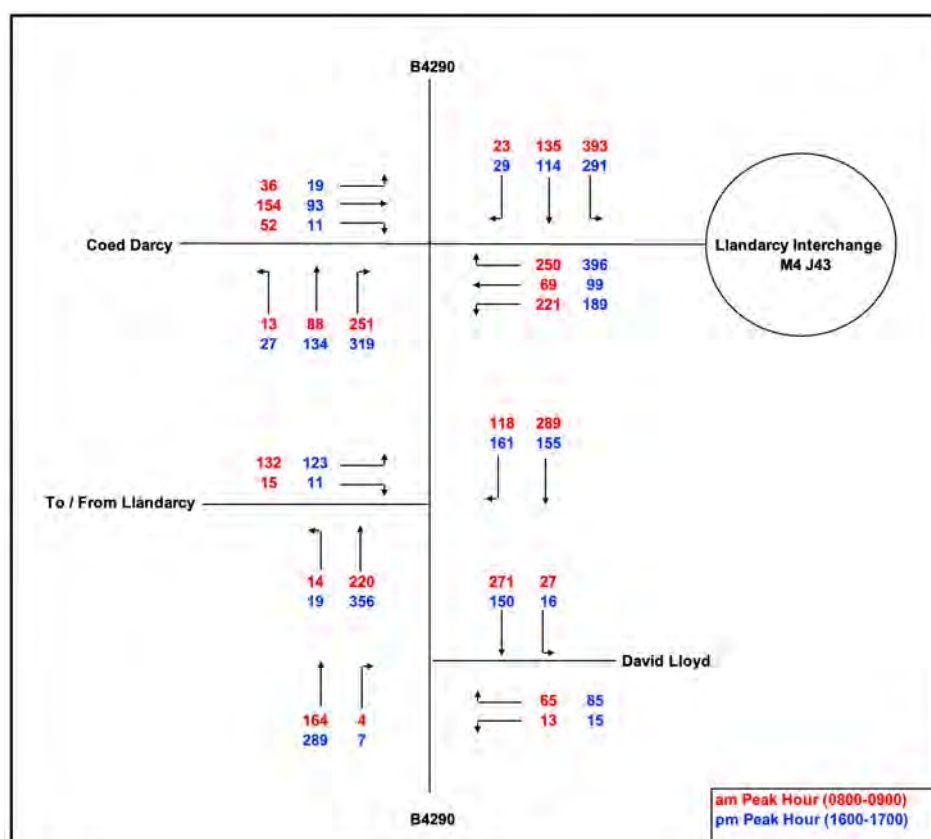


Figure 14 – 2030 Baseline + Committed Development Traffic (Weekday)

- 6.5.9 At the B4290 / Ffordd Coed Darcy junction a total of 1,684 and 1,722 vehicle movements are predicted in 2030, without the proposed development, during the morning and evening peak hours respectively. The development's additional 47 and 37 vehicle movements during those peak hours represent an increase of 3% (morning peak hour) and 2% (evening peak hour). An increase as modest as this will not be discernible from normal day-to-day fluctuations in traffic which are typically of the order of $\pm 10\%$ and as such it can be said that the proposed development will have no material impact on traffic conditions.

Time Range	2030 Baseline + Committed Development	Additional Development Generated Traffic	% Increase
08:00-09:00	1,684	47	3%
17:00-18:00	1,722	37	2%

Table 9 Development Traffic Impact on Coed Darcy / B4290 Signalised Crossroads

- 6.5.10 A review has also been undertaken of detailed modelling of this junction that has been undertaken on behalf of St Modwen, in support of a planning application for the development of circa 2,000 new homes (P2021/1193). This is presented in a Transport Assessment produced by Atkins.
- 6.5.11 Their assessment is that this 2,000 home development will generate an additional 980 to 990 peak hour vehicle movements. The Transport Assessment models the operation of the B4290 / Coed Darcy junction, reporting the maximum Degree of Saturation at the junction for the scenarios summarised in the Table below. Their conclusion is that the junction in its current form is forecast to operate within capacity under all of these scenarios.

Scenario	Degree of Saturation	
	am Peak Hour	pm Peak Hour
Baseline	50%	50%
Assessment Year including committed development, without P2021/1193 development	57%	53%
Assessment Year including committed development, with P2021/1193 development	75%	81%

Table 10 Atkins' Coed Darcy / B4290 Signalised Crossroads Modelling Summary

- 6.5.12 Whilst it is acknowledged that the P2021/1193 has not been determined and that therefore the Atkins Transport Assessment cannot be taken to be final or approved by the Highway Authority, the analysis work contained within the Transport Assessment demonstrates that the junction has a significant amount of spare capacity; enough spare capacity, according to Atkins, to accommodate the 980 to 990 peak hour movements that would be generated by a development of 2,000 homes.
- 6.5.13 It is clear therefore that the 37 to 47 peak hour movements generated by the proposed development of the application site will have no bearing on the operation of the junction.

6.6 Site Access Junction Capacity

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

7 Summary & Conclusion

- 7.1.1 The proposed development comprises of a coffee shop with drive-thru facility and an EV charging station..
- 7.1.2 The site is located in a sustainable location with good active travel links. It is accessible to pedestrians, cyclists and public transport users. The highway network around the site operates safely.
- 7.1.3 The development will be served by a new ghost island junction with the B4290. The junction arrangement complies with current design standards and is similar to the arrangement previously approved for a hotel development at the site.
- 7.1.4 Parking provision within the development exceeds the Council's Parking Standard requirements ensuring that the anticipated parking demand can be accommodated within the site without danger of overspilling onto the highway network.
- 7.1.5 Swept path analysis has been undertaken to ensure that service vehicles can manoeuvre safely within the site.
- 7.1.6 The development will generate an additional 6% to 9% of traffic on the B4290 adjacent to the site during peak hours. This is insignificant and will have no material impact on the operation of the highway. The development's new and diverted traffic will add only some 2% to 3% of additional traffic to the Coed Darcy / B4290 signalised crossroads junction. The development's impact on its operation and on that of the nearby Llandarcy Interchange / M4 junction 43 will be imperceptible.
- 7.1.7 In conclusion, the proposed development is in an appropriate and accessible location. It is served by a safe access, relevant parking provision is made and it is considered that the traffic generated by the development will have no significant impact on highway conditions. As such it is considered that there are no highway or transportation issues that should prevent the proposal from gaining planning permission.

Appendix A: A4290 ATC Survey (Oct 2023)

Job Number & Title: **SS1262 Llandarcy**

Site Location: B4290

Survey Date: 19/10/2023

Site Location Plan



SS1262 Llandarcy																	
OCTOBER 2023						Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
Site	Location	Lat / Long	Direction	Start Date	End Date					>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	B4290	51.64641, - 3.85150	Northbound	19 October 2023	25 October 2023	20	23354	3669	3336	19269	82.5	13630	58.4	779	3.3	24.8	30.0
			Southbound	19 October 2023	25 October 2023		14500	2345	2071	13962	96.3	12519	86.3	1604	11.1	29.0	34.0
			Two-Way	19 October 2023	25 October 2023		37854	6013	5408	33231	88	26149	69	2383	6	26	32



SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
19 October 2023															
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	7	0	0	0	0	0	0	0	3	2	0	0	0
0500	37	1	25	7	0	0	0	0	1	0	2	1	0	0	0
0600	65	0	46	14	1	0	1	0	1	0	1	1	0	0	0
0700	180	1	144	25	2	1	3	0	2	0	1	1	0	0	0
0800	208	2	164	30	2	5	2	1	1	0	0	1	0	0	0
0900	154	2	119	25	0	2	2	0	2	0	0	2	0	0	0
1000	181	1	147	23	3	1	2	0	1	2	1	0	0	0	0
1100	188	2	163	19	2	1	0	0	0	0	1	0	0	0	0
1200	192	2	165	22	2	0	0	0	1	0	0	0	0	0	0
1300	200	2	168	26	1	0	0	0	3	0	0	0	0	0	0
1400	217	6	184	23	0	1	1	0	1	0	0	1	0	0	0
1500	299	5	241	45	2	2	1	0	2	0	0	0	0	0	1
1600	327	1	284	36	1	0	3	0	2	0	0	0	0	0	0
1700	398	2	370	22	1	0	1	0	1	0	0	1	0	0	0
1800	288	0	271	14	0	1	1	0	1	0	0	0	0	0	0
1900	205	0	198	5	1	0	0	0	1	0	0	0	0	0	0
2000	177	2	164	9	1	0	0	0	0	0	0	1	0	0	0
2100	127	1	120	6	0	0	0	0	0	0	0	0	0	0	0
2200	58	0	55	3	0	0	0	0	0	0	0	0	0	0	0
2300	28	1	24	3	0	0	0	0	0	0	0	0	0	0	0
07-19	2832	26	2420	310	16	14	16	1	17	2	3	6	0	1	1
06-22	3406	29	2948	344	19	14	17	1	19	2	4	8	0	1	1
06-00	3492	30	3027	350	19	14	17	1	19	2	4	8	0	1	1
00-00	3560	31	3077	358	19	14	17	1	20	2	9	11	0	1	1

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
20 October 2023															
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	0	0	0	0	0	0	0	0	1	0	0	0
0400	11	0	9	0	0	0	0	0	0	0	2	0	0	0	0
0500	33	1	19	5	0	0	0	0	3	0	3	2	0	0	0
0600	74	0	52	10	1	1	2	0	4	0	3	1	0	0	0
0700	192	1	164	21	2	1	2	0	0	0	0	0	0	0	1
0800	226	0	183	32	2	5	1	0	1	0	1	1	0	0	0
0900	174	3	139	29	0	2	0	0	0	0	1	0	0	0	0
1000	186	2	152	23	2	2	2	0	2	0	0	1	0	0	0
1100	243	0	208	30	2	1	0	0	2	0	0	0	0	0	0
1200	217	1	188	22	3	0	3	0	0	0	0	0	0	0	0
1300	237	2	212	18	0	1	1	0	2	0	1	0	0	0	0
1400	254	1	227	23	0	2	0	0	1	0	0	0	0	0	0
1500	317	1	273	37	2	2	2	0	0	0	0	0	0	0	0
1600	361	0	322	30	2	4	2	0	1	0	0	0	0	0	0
1700	331	2	308	14	4	2	1	0	0	0	0	0	0	0	0
1800	392	4	357	29	1	0	0	0	0	0	0	1	0	0	0
1900	218	0	207	10	0	0	0	0	1	0	0	0	0	0	0
2000	125	0	109	15	1	0	0	0	0	0	0	0	0	0	0
2100	88	2	85	1	0	0	0	0	0	0	0	0	0	0	0
2200	72	0	70	1	0	0	1	0	0	0	0	0	0	0	0
2300	27	1	22	4	0	0	0	0	0	0	0	0	0	0	0
07-19	3130	17	2733	308	20	22	14	0	9	0	3	3	0	1	1
06-22	3635	19	3186	344	22	23	16	0	14	0	6	4	0	1	1
06-00	3734	20	3278	349	22	23	17	0	14	0	6	4	0	1	1
00-00	3798	21	3325	354	22	23	17	0	17	0	11	7	0	1	1

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
21 October 2023															
0000	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
0100	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0	
0500	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
0600	29	0	23	5	0	1	0	0	0	0	0	0	0	0	
0700	50	1	41	4	0	0	1	0	0	0	1	2	0	0	
0800	100	0	84	11	1	2	0	0	2	0	0	0	0	0	
0900	149	0	137	9	3	0	0	0	0	0	0	0	0	0	
1000	192	0	181	9	1	0	0	0	0	0	0	0	0	1	
1100	204	1	186	14	1	1	1	0	0	0	0	0	0	0	
1200	212	3	191	14	1	2	0	0	1	0	0	0	0	0	
1300	214	2	199	9	1	1	1	0	1	0	0	0	0	0	
1400	210	1	194	10	2	2	0	0	1	0	0	0	0	0	
1500	225	3	208	7	3	1	2	0	0	0	0	1	0	0	
1600	206	2	191	9	1	0	0	0	3	0	0	0	0	0	
1700	212	1	200	8	1	1	0	0	1	0	0	0	0	0	
1800	206	3	192	9	2	0	0	0	0	0	0	0	0	0	
1900	122	1	118	1	1	0	0	0	1	0	0	0	0	0	
2000	102	1	91	10	0	0	0	0	0	0	0	0	0	0	
2100	77	0	71	6	0	0	0	0	0	0	0	0	0	0	
2200	47	0	43	4	0	0	0	0	0	0	0	0	0	0	
2300	38	2	35	1	0	0	0	0	0	0	0	0	0	0	
07-19	2180	17	2004	113	17	10	5	0	9	0	1	3	0	1	
06-22	2510	19	2307	135	18	11	5	0	10	0	1	3	0	1	
06-00	2595	21	2385	140	18	11	5	0	10	0	1	3	0	1	
00-00	2659	21	2443	146	18	11	5	0	10	0	1	3	0	1	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
22 October 2023															
0000	30	0	28	2	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0500	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0
0600	18	0	16	1	1	0	0	0	0	0	0	0	0	0	0
0700	36	0	28	7	0	0	1	0	0	0	0	0	0	0	0
0800	62	1	52	9	0	0	0	0	0	0	0	0	0	0	0
0900	117	0	105	10	1	0	0	0	1	0	0	0	0	0	0
1000	151	3	136	11	1	0	0	0	0	0	0	0	0	0	0
1100	162	0	151	8	1	0	0	0	0	0	2	0	0	0	0
1200	187	2	178	4	0	1	1	0	1	0	0	0	0	0	0
1300	220	3	201	9	2	0	0	0	4	0	1	0	0	0	0
1400	186	2	174	9	0	0	0	0	1	0	0	0	0	0	0
1500	174	2	162	8	1	1	0	0	0	0	0	0	0	0	0
1600	228	2	212	7	1	0	1	0	4	0	0	1	0	0	0
1700	222	4	204	14	0	0	0	0	0	0	0	0	0	0	0
1800	168	4	147	14	0	1	1	0	0	0	0	1	0	0	0
1900	145	0	138	5	2	0	0	0	0	0	0	0	0	0	0
2000	103	1	95	7	0	0	0	0	0	0	0	0	0	0	0
2100	43	1	38	4	0	0	0	0	0	0	0	0	0	0	0
2200	27	1	23	3	0	0	0	0	0	0	0	0	0	0	0
2300	17	1	16	0	0	0	0	0	0	0	0	0	0	0	0
07-19	1913	23	1750	110	7	3	4	0	11	0	3	2	0	0	0
06-22	2222	25	2037	127	10	3	4	0	11	0	3	2	0	0	0
06-00	2266	27	2076	130	10	3	4	0	11	0	3	2	0	0	0
00-00	2352	27	2155	137	10	3	4	0	11	0	3	2	0	0	0

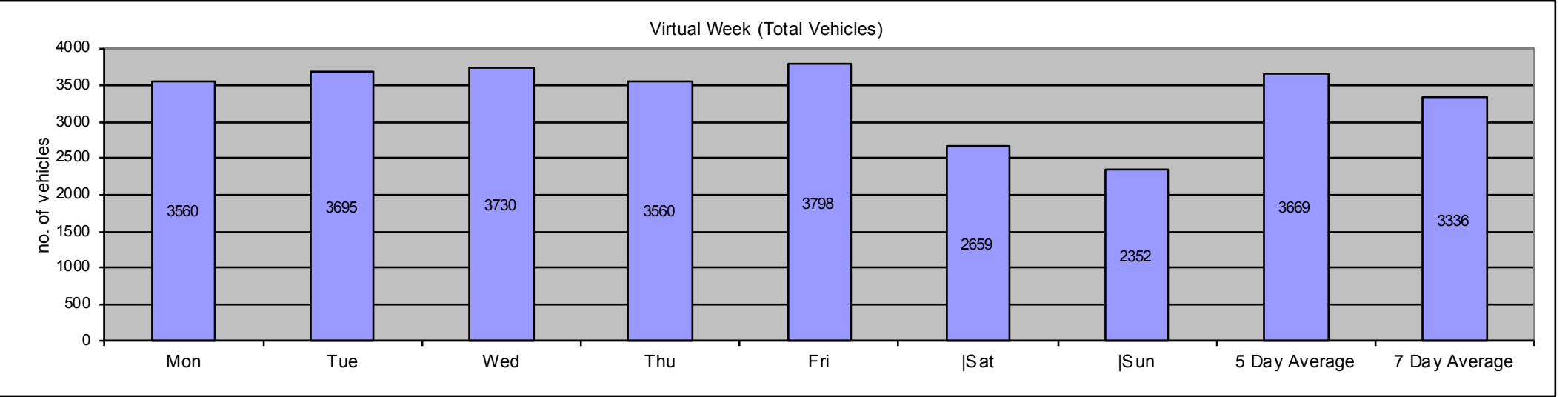
SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)							
19 October 2023		to	25 October 2023			Direction	Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023																
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0
0400	14	0	8	1	1	0	0	0	0	1	0	2	1	0	0	0
0500	32	0	20	2	0	0	0	0	0	5	0	3	2	0	0	0
0600	76	1	53	12	0	1	2	0	0	2	0	5	0	0	0	0
0700	183	0	149	25	0	1	3	0	0	2	0	1	2	0	0	0
0800	218	0	172	35	3	2	4	0	0	2	0	0	0	0	0	0
0900	192	2	152	34	1	1	0	1	1	1	0	0	0	0	0	0
1000	181	2	148	22	3	2	2	0	0	1	0	0	1	0	0	0
1100	207	1	184	17	2	1	0	0	0	1	0	1	0	0	0	0
1200	224	2	187	27	5	0	2	0	0	0	0	0	0	0	0	1
1300	211	5	180	18	2	0	2	0	0	3	1	0	0	0	0	0
1400	219	1	191	24	0	0	2	0	0	1	0	0	0	0	0	0
1500	260	3	221	29	0	2	0	0	0	4	0	0	1	0	0	0
1600	345	2	310	29	0	1	1	0	0	1	0	1	0	0	0	0
1700	326	2	299	22	1	0	0	0	0	1	0	1	0	0	0	0
1800	281	3	261	8	3	0	0	0	0	6	0	0	0	0	0	0
1900	224	0	212	9	0	0	1	0	0	2	0	0	0	0	0	0
2000	149	0	141	6	0	0	0	0	0	2	0	0	0	0	0	0
2100	134	3	123	6	0	0	0	0	0	1	0	0	1	0	0	0
2200	40	0	39	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	22	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2847	23	2454	290	20	10	16	1	1	23	1	4	4	0	1	1
06-22	3430	27	2983	323	20	11	19	1	1	30	1	9	5	0	1	1
06-00	3492	27	3040	328	20	11	19	1	1	30	1	9	5	0	1	1
00-00	3560	27	3086	333	21	11	19	1	1	37	1	15	8	0	1	1

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
24 October 2023															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0400	13	0	11	0	0	0	0	0	0	0	1	1	0	0	0
0500	44	1	32	5	0	0	1	0	3	0	1	1	0	0	0
0600	77	1	55	11	1	1	2	0	3	0	3	0	0	0	0
0700	211	2	183	16	1	2	1	0	3	0	0	3	0	0	0
0800	237	1	187	34	2	3	5	0	5	0	0	0	0	0	0
0900	149	1	119	23	2	1	2	0	1	0	0	0	0	0	0
1000	187	5	156	21	1	1	0	0	3	0	0	0	0	0	0
1100	194	3	158	26	1	2	0	0	1	0	2	1	0	0	0
1200	229	3	199	23	2	0	2	0	0	0	0	0	0	0	0
1300	221	3	200	14	3	0	0	0	1	0	0	0	0	0	0
1400	214	1	194	15	1	3	0	0	0	0	0	0	0	0	0
1500	282	3	235	39	1	1	0	0	1	1	1	0	0	0	0
1600	367	3	312	48	0	0	2	0	1	0	0	1	0	0	0
1700	355	4	321	23	3	0	1	0	3	0	0	0	0	0	0
1800	301	4	278	16	2	0	0	0	0	0	1	0	0	0	0
1900	225	0	212	12	0	0	1	0	0	0	0	0	0	0	0
2000	161	3	146	12	0	0	0	0	0	0	0	0	0	0	0
2100	133	1	120	12	0	0	0	0	0	0	0	0	0	0	0
2200	63	0	60	3	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	20	3	0	0	0	0	0	0	0	0	0	0	0
07-19	2947	33	2542	298	19	13	13	0	19	1	4	5	0	0	0
06-22	3543	38	3075	345	20	14	16	0	22	1	7	5	0	0	0
06-00	3629	38	3155	351	20	14	16	0	22	1	7	5	0	0	0
00-00	3695	39	3206	357	20	14	17	0	25	1	9	7	0	0	0

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
25 October 2023															
0000	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0400	10	0	8	0	0	0	0	0	0	0	1	1	0	0	
0500	38	0	27	4	0	0	0	0	4	0	2	1	0	0	
0600	86	0	59	13	1	2	2	0	2	0	4	3	0	0	
0700	202	1	168	23	1	2	5	0	1	0	0	1	0	0	
0800	237	1	189	35	2	4	2	0	2	0	0	2	0	0	
0900	197	1	165	22	1	3	1	0	2	0	2	0	0	0	
1000	177	2	145	24	2	3	0	0	1	0	0	0	0	0	
1100	170	3	143	16	2	3	2	0	1	0	0	0	0	0	
1200	217	8	178	25	0	1	3	0	1	0	1	0	0	0	
1300	213	2	185	18	2	1	2	0	2	0	1	0	0	0	
1400	217	5	183	24	1	0	3	0	1	0	0	0	0	0	
1500	253	0	221	29	1	2	0	0	0	0	0	0	0	0	
1600	384	1	339	39	0	0	1	0	2	0	0	2	0	0	
1700	408	1	376	21	1	1	2	0	5	0	0	0	0	1	
1800	284	5	270	7	1	1	0	0	0	0	0	0	0	0	
1900	225	2	211	8	2	1	0	0	1	0	0	0	0	0	
2000	163	4	144	13	1	0	1	0	0	0	0	0	0	0	
2100	126	0	124	2	0	0	0	0	0	0	0	0	0	0	
2200	66	0	63	3	0	0	0	0	0	0	0	0	0	0	
2300	33	1	29	3	0	0	0	0	0	0	0	0	0	0	
07-19	2959	30	2562	283	14	21	21	0	18	0	4	5	0	1	
06-22	3559	36	3100	319	18	24	24	0	21	0	8	8	0	1	
06-00	3658	37	3192	325	18	24	24	0	21	0	8	8	0	1	
00-00	3730	37	3249	331	18	24	24	0	25	0	11	10	0	1	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Average Day															
0000	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	7	0	0	0	0	0	0	0	1	1	0	0	0
0500	32	0	23	4	0	0	0	0	2	0	2	1	0	0	0
0600	61	0	43	9	1	1	1	0	2	0	2	1	0	0	0
0700	151	1	125	17	1	1	2	0	1	0	0	1	0	0	0
0800	184	1	147	27	2	3	2	0	2	0	0	1	0	0	0
0900	162	1	134	22	1	1	1	0	1	0	0	0	0	0	0
1000	179	2	152	19	2	1	1	0	1	0	0	0	0	0	0
1100	195	1	170	19	2	1	0	0	1	0	1	0	0	0	0
1200	211	3	184	20	2	1	2	0	1	0	0	0	0	0	0
1300	217	3	192	16	2	0	1	0	2	0	0	0	0	0	0
1400	217	2	192	18	1	1	1	0	1	0	0	0	0	0	0
1500	259	2	223	28	1	2	1	0	1	0	0	0	0	0	0
1600	317	2	281	28	1	1	1	0	2	0	0	1	0	0	0
1700	322	2	297	18	2	1	1	0	2	0	0	0	0	0	0
1800	274	3	254	14	1	0	0	0	1	0	0	0	0	0	0
1900	195	0	185	7	1	0	0	0	1	0	0	0	0	0	0
2000	140	2	127	10	0	0	0	0	0	0	0	0	0	0	0
2100	104	1	97	5	0	0	0	0	0	0	0	0	0	0	0
2200	53	0	50	3	0	0	0	0	0	0	0	0	0	0	0
2300	27	1	23	3	0	0	0	0	0	0	0	0	0	0	0
07-19	2687	24	2352	245	16	13	13	0	15	1	3	4	0	1	1
06-22	3186	28	2805	277	18	14	14	0	18	1	5	5	0	1	1
06-00	3267	29	2879	282	18	14	15	0	18	1	5	5	0	1	1
00-00	3336	29	2934	288	18	14	15	0	21	1	8	7	0	1	1

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Virtual Week															
Mon	3560	27	3086	333	21	11	19	1	37	1	15	8	0	1	
Tue	3695	39	3206	357	20	14	17	0	25	1	9	7	0	0	
Wed	3730	37	3249	331	18	24	24	0	25	0	11	10	0	1	
Thu	3560	31	3077	358	19	14	17	1	20	2	9	11	0	1	
Fri	3798	21	3325	354	22	23	17	0	17	0	11	7	0	1	
Sat	2659	21	2443	146	18	11	5	0	10	0	1	3	0	1	
Sun	2352	27	2155	137	10	3	4	0	11	0	3	2	0	0	
5 Day Average															
[--]	3669	31	3189	347	20	17	19	0	25	1	11	9	0	1	
7 Day Average															
[--]	3336	29	2934	288	18	14	15	0	21	1	8	7	0	1	
Total Vehicles															
[--]	23354	203	20541	2016	128	100	103	2	145	4	59	48	0	5	



SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
19 October 2023					to	25 October 2023					Direction	Northbound										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed					
19 October 2023																											
0000	4	0	0	0	1	1	1	0	0	1	0	0	0	0	3	75	2	50	1	25	28.8	-					
0100	4	0	0	0	0	2	1	0	0	1	0	0	0	0	4	100	4	100	1	25	29.5	-					
0200	5	0	0	0	0	0	2	1	2	0	0	0	0	0	5	100	5	100	2	40	32.4	-					
0300	6	0	0	0	0	1	2	1	1	1	0	0	0	0	6	100	5	83.33	2	33.33	31.4	-					
0400	12	0	0	0	0	1	5	1	3	1	1	0	0	0	12	100	11	91.67	5	41.67	32.1	41.7					
0500	37	0	0	0	0	8	18	8	3	0	0	0	0	0	37	100	30	81.08	3	8.108	28.2	32.8					
0600	65	0	0	0	2	13	29	18	2	1	0	0	0	0	63	96.92	56	86.15	3	4.615	27.9	32.9					
0700	180	0	2	5	24	51	68	27	3	0	0	0	0	0	149	82.78	111	61.67	3	1.667	25	30.5					
0800	208	0	2	14	34	77	64	14	3	0	0	0	0	0	158	75.96	101	48.56	3	1.442	23.5	28.7					
0900	154	0	0	1	9	46	70	20	5	1	0	0	2	0	144	93.51	118	76.62	8	5.195	27	30.8					
1000	181	0	0	3	26	70	64	14	3	0	1	0	0	0	152	83.98	99	54.7	4	2.21	24.5	28.8					
1100	188	0	0	0	16	71	64	24	11	1	0	1	0	0	172	91.49	126	67.02	13	6.915	26.3	31.5					
1200	192	0	0	0	18	53	81	33	5	2	0	0	0	0	174	90.63	134	69.79	7	3.646	26.6	31.3					
1300	200	0	0	0	28	75	74	14	9	0	0	0	0	0	172	86	102	51	9	4.5	24.9	29.6					
1400	217	0	0	2	47	74	68	20	6	0	0	0	0	0	168	77.42	116	53.46	6	2.765	24.3	29.2					
1500	299	0	2	4	67	108	98	18	2	0	0	0	0	0	226	75.59	141	47.16	2	0.669	23.4	27.8					
1600	327	0	4	11	50	109	118	26	8	1	0	0	0	0	262	80.12	178	54.43	9	2.752	24.1	28.8					
1700	398	0	6	26	78	156	103	21	7	1	0	0	0	0	288	72.36	177	44.47	8	2.01	22.8	28					
1800	288	0	1	12	51	132	73	16	3	0	0	0	0	0	224	77.78	114	39.58	3	1.042	23.2	28					
1900	205	0	0	4	16	79	80	21	4	1	0	0	0	0	185	90.24	127	61.95	5	2.439	25.3	29.5					
2000	177	0	0	1	7	58	87	17	5	2	0	0	0	0	169	95.48	120	67.8	7	3.955	26.2	29.4					
2100	127	0	0	2	18	46	37	15	8	1	0	0	0	0	107	84.25	70	55.12	9	7.087	25.4	31.5					
2200	58	0	0	0	3	21	24	6	1	2	1	0	0	0	55	94.83	42	72.41	4	6.897	26.5	30.4					
2300	28	0	0	0	2	3	11	8	1	2	1	0	0	0	26	92.86	24	85.71	4	14.29	29.9	35.6					
07-19	2832	0	17	78	448	1022	945	247	65	6	1	1	2	0	2289	80.83	1517	53.57	75	2.648	24.3	29.2					
06-22	3406	0	17	85	491	1218	1178	318	84	11	1	1	2	0	2813	82.59	1890	55.49	99	2.907	24.6	29.3					
06-00	3492	0	17	85	496	1242	1213	332	86	15	3	1	2	0	2894	82.88	1956	56.01	107	3.064	24.7	29.4					
00-00	3560	0	17	85	497	1255	1242	343	95	19	4	1	2	0	2961	83.17	2013	56.54	121	3.399	24.8	29.5					

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)																						
19 October 2023					to	25 October 2023					Direction	Northbound					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed																	
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT																								
20 October 2023																																												
0000	8	0	0	0	1	4	3	0	0	0	0	0	0	0	7	87.5	4	50	0	0	22.9	-																						
0100	4	0	0	1	0	0	1	1	0	1	0	0	0	0	3	75	3	75	1	25	28.1	-																						
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	29.1	-																						
0300	6	0	0	0	0	0	4	2	0	0	0	0	0	0	6	100	6	100	0	0	29.7	-																						
0400	11	0	0	0	2	1	2	3	3	0	0	0	0	0	9	81.82	9	81.82	3	27.27	29.5	37.5																						
0500	33	0	0	0	1	5	14	12	1	0	0	0	0	0	32	96.97	28	84.85	1	3.03	29.1	34.2																						
0600	74	0	0	0	2	19	27	21	3	1	0	1	0	0	72	97.3	57	77.03	5	6.757	28	32.9																						
0700	192	0	1	2	11	77	78	22	1	0	0	0	0	0	178	92.71	129	67.19	1	0.521	25.4	29.5																						
0800	226	0	0	18	29	88	65	18	7	1	0	0	0	0	179	79.2	103	45.58	8	3.54	23.8	28.4																						
0900	174	0	0	3	25	57	61	23	4	0	0	1	0	0	146	83.91	105	60.34	5	2.874	25.2	30.5																						
1000	186	0	0	2	27	54	77	20	5	1	0	0	0	0	157	84.41	118	63.44	6	3.226	25.3	29.8																						
1100	243	0	0	1	15	92	97	34	4	0	0	0	0	0	227	93.42	156	64.2	4	1.646	25.7	30.2																						
1200	217	0	2	1	32	86	69	24	3	0	0	0	0	0	182	83.87	123	56.68	3	1.382	24.6	29.1																						
1300	237	0	0	2	37	81	84	26	5	1	0	1	0	0	198	83.54	132	55.7	7	2.954	24.9	29.8																						
1400	254	0	0	4	48	92	74	32	4	0	0	0	0	0	202	79.53	134	52.76	4	1.575	24.5	29.8																						
1500	317	0	8	16	45	122	102	19	4	1	0	0	0	0	248	78.23	157	49.53	5	1.577	23.5	28.1																						
1600	361	6	43	112	86	72	30	10	2	0	0	0	0	0	114	31.58	48	13.3	2	0.554	16.8	23.8																						
1700	331	15	123	98	60	28	5	2	0	0	0	0	0	0	35	10.57	9	2.719	0	0	12.4	18.7																						
1800	392	0	36	60	85	115	81	11	3	1	0	0	0	0	211	53.83	121	30.87	4	1.02	20.1	26.8																						
1900	218	0	0	0	22	91	84	17	4	0	0	0	0	0	196	89.91	131	60.09	4	1.835	24.9	28.7																						
2000	125	0	0	0	6	32	65	19	1	2	0	0	0	0	119	95.2	99	79.2	3	2.4	26.9	30.2																						
2100	88	0	0	0	12	30	33	8	4	0	0	1	0	0	76	86.36	59	67.05	5	5.682	25.9	29.9																						
2200	72	0	0	0	4	20	34	11	2	1	0	0	0	0	68	94.44	53	73.61	3	4.167	26.7	31.2																						
2300	27	0	0	0	4	4	8	7	1	2	1	0	0	0	23	85.19	22	81.48	4	14.81	28.9	36.3																						
07-19	3130	21	213	319	500	964	823	241	42	5	0	2	0	0	2077	66.36	1335	42.65	49	1.565	21.9	28.3																						
06-22	3635	21	213	319	542	1136	1032	306	54	8	0	4	0	0	2540	69.88	1681	46.24	66	1.816	22.5	28.6																						
06-00	3734	21	213	319	550	1160	1074	324	57	11	1	4	0	0	2631	70.46	1756	47.03	73	1.955	22.6	28.7																						
00-00	3798	21	213	320	554	1170	1099	343	61	12	1	4	0	0	2690	70.83	1808	47.6	78	2.054	22.7	29																						

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)															
19 October 2023					to					25 October 2023					Direction		Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO			24 ACPO	35 DfT	35 DfT					
21 October 2023																											
0000	23	0	0	0	2	5	12	3	1	0	0	0	0	0	21	91.3	17	73.91	1	4.348	26.7	30.5					
0100	10	0	0	0	1	3	4	2	0	0	0	0	0	0	9	90	6	60	0	0	26.9	-					
0200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	2	100	2	100	1	50	35.9	-					
0300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	5	100	4	80	0	0	26.4	-					
0400	6	0	0	0	0	0	1	3	1	1	0	0	0	0	6	100	6	100	2	33.33	34.1	-					
0500	18	0	0	0	0	3	9	4	2	0	0	0	0	0	18	100	16	88.89	2	11.11	29.1	34					
0600	29	0	0	0	1	6	14	6	2	0	0	0	0	0	28	96.55	22	75.86	2	6.897	27.2	31.3					
0700	50	0	0	0	3	14	17	14	1	1	0	0	0	0	47	94	38	76	2	4	27.2	32					
0800	100	0	0	1	8	35	37	12	6	1	0	0	0	0	91	91	63	63	7	7	26	31.4					
0900	149	0	0	2	5	29	83	27	3	0	0	0	0	0	142	95.3	119	79.87	3	2.013	27.2	31.3					
1000	192	0	0	5	6	68	81	28	3	1	0	0	0	0	181	94.27	135	70.31	4	2.083	25.8	30.2					
1100	204	0	0	0	10	71	83	35	4	0	1	0	0	0	194	95.1	150	73.53	5	2.451	26.4	30.5					
1200	212	0	2	13	26	62	65	34	10	0	0	0	0	0	171	80.66	125	58.96	10	4.717	24.9	31.2					
1300	214	0	0	1	21	82	65	37	7	1	0	0	0	0	192	89.72	134	62.62	8	3.738	25.7	30.8					
1400	210	0	0	2	26	60	81	33	7	1	0	0	0	0	182	86.67	140	66.67	8	3.81	26	30.8					
1500	225	0	0	1	35	78	80	23	7	1	0	0	0	0	189	84	124	55.11	8	3.556	25	29.7					
1600	206	0	0	1	17	70	92	19	6	1	0	0	0	0	188	91.26	131	63.59	7	3.398	25.7	29.5					
1700	212	0	0	1	23	52	87	39	10	0	0	0	0	0	188	88.68	151	71.23	10	4.717	26.5	31.4					
1800	206	0	0	2	15	63	81	41	2	1	1	0	0	0	189	91.75	138	66.99	4	1.942	26.2	31					
1900	122	0	0	0	13	49	42	13	3	2	0	0	0	0	109	89.34	72	59.02	5	4.098	25.6	30.1					
2000	102	0	0	0	4	38	36	17	7	0	0	0	0	0	98	96.08	70	68.63	7	6.863	26.7	31.7					
2100	77	0	0	0	5	25	24	18	4	1	0	0	0	0	72	93.51	53	68.83	5	6.494	27.1	32					
2200	47	0	0	0	3	9	16	12	7	0	0	0	0	0	44	93.62	40	85.11	7	14.89	29	35.3					
2300	38	0	0	0	0	5	17	9	5	1	0	1	0	0	38	100	33	86.84	7	18.42	30.1	36.6					
07-19	2180	0	2	29	195	684	852	342	66	8	2	0	0	0	1954	89.63	1448	66.42	76	3.486	25.9	30.8					
06-22	2510	0	2	29	218	802	968	396	82	11	2	0	0	0	2261	90.08	1665	66.33	95	3.785	26	30.9					
06-00	2595	0	2	29	221	816	1001	417	94	12	2	1	0	0	2343	90.29	1738	66.97	109	4.2	26.1	31					
00-00	2659	0	2	29	224	829	1029	431	98	14	2	1	0	0	2404	90.41	1789	67.28	115	4.325	26.2	31					

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
19 October 2023					to 25 October 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)				ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DfT			35 DfT
22 October 2023																						
0000	30	0	0	0	0	7	14	5	3	1	0	0	0	0	30	100	24	80	4	13.33	28.4	34.7
0100	11	0	0	0	1	2	2	2	3	1	0	0	0	0	10	90.91	10	90.91	4	36.36	31.5	40
0200	9	0	0	0	0	1	4	3	1	0	0	0	0	0	9	100	8	88.89	1	11.11	29.8	-
0300	11	0	0	0	1	0	4	4	1	1	0	0	0	0	10	90.91	10	90.91	2	18.18	30.1	37.5
0400	5	0	0	0	0	2	0	1	1	1	0	0	0	0	5	100	3	60	2	40	32	-
0500	20	0	0	0	0	1	9	8	1	1	0	0	0	0	20	100	20	100	2	10	30.6	34.3
0600	18	0	0	0	3	4	7	2	2	0	0	0	0	0	15	83.33	13	72.22	2	11.11	26.8	33.3
0700	36	0	0	0	3	5	17	10	1	0	0	0	0	0	33	91.67	30	83.33	1	2.778	27.9	32.6
0800	62	0	0	0	1	10	30	17	3	0	1	0	0	0	61	98.39	54	87.1	4	6.452	28.5	32.7
0900	117	0	0	1	11	31	45	22	7	0	0	0	0	0	105	89.74	81	69.23	7	5.983	26.7	32.8
1000	151	0	0	0	17	43	57	30	3	1	0	0	0	0	134	88.74	104	68.87	4	2.649	26.3	31.2
1100	162	0	0	0	16	52	66	20	7	1	0	0	0	0	146	90.12	103	63.58	8	4.938	25.9	30.3
1200	187	0	0	0	12	59	68	34	13	1	0	0	0	0	175	93.58	131	70.05	14	7.487	27	32.3
1300	220	0	0	3	18	82	83	29	5	0	0	0	0	0	199	90.45	146	66.36	5	2.273	25.7	30.1
1400	186	0	0	2	8	58	82	31	5	0	0	0	0	0	176	94.62	134	72.04	5	2.688	26.4	30.6
1500	174	0	0	1	9	51	65	34	12	2	0	0	0	0	164	94.25	125	71.84	14	8.046	27.1	32.7
1600	228	0	0	0	26	73	99	27	3	0	0	0	0	0	202	88.6	151	66.23	3	1.316	25.7	29.8
1700	222	0	0	3	18	64	90	39	4	3	1	0	0	0	201	90.54	154	69.37	8	3.604	26.3	30.8
1800	168	0	0	2	19	58	66	18	4	1	0	0	0	0	147	87.5	104	61.9	5	2.976	25.5	29.9
1900	145	0	0	0	10	42	64	22	7	0	0	0	0	0	135	93.1	104	71.72	7	4.828	26.5	30.7
2000	103	0	0	0	4	38	39	14	6	2	0	0	0	0	99	96.12	76	73.79	8	7.767	27	32
2100	43	0	0	0	2	16	15	5	4	1	0	0	0	0	41	95.35	28	65.12	5	11.63	27.3	34.1
2200	27	0	0	0	1	7	9	3	3	4	0	0	0	0	26	96.3	21	77.78	7	25.93	29.8	40.1
2300	17	0	0	0	2	4	6	4	0	1	0	0	0	0	15	88.24	11	64.71	1	5.882	27.3	32.1
07-19	1913	0	0	12	158	586	768	311	67	9	2	0	0	0	1743	91.11	1317	68.84	78	4.077	26.3	30.9
06-22	2222	0	0	12	177	686	893	354	86	12	2	0	0	0	2033	91.49	1538	69.22	100	4.5	26.4	31
06-00	2266	0	0	12	180	697	908	361	89	17	2	0	0	0	2074	91.53	1570	69.29	108	4.766	26.4	31
00-00	2352	0	0	12	182	710	941	384	99	22	2	0	0	0	2158	91.75	1645	69.94	123	5.23	26.6	31.2

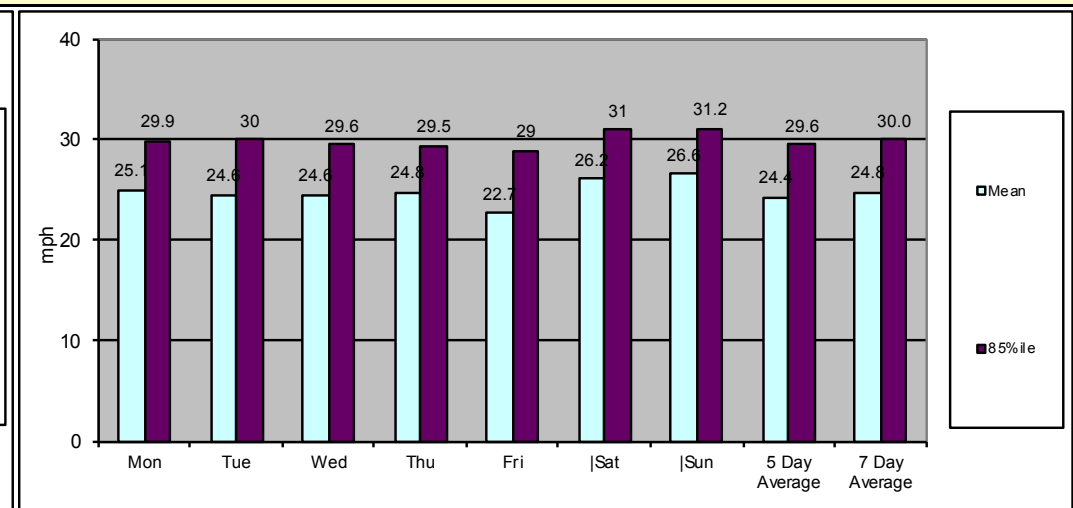
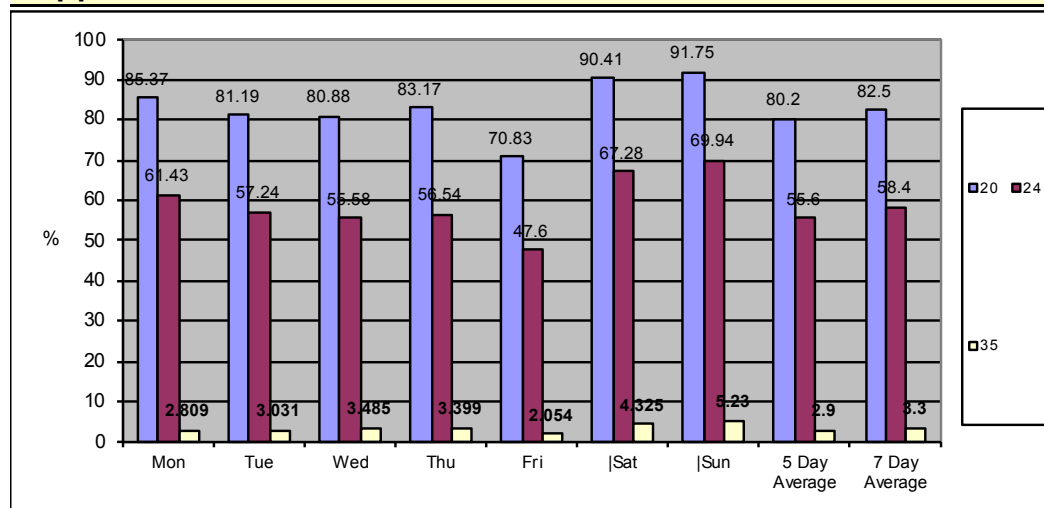
SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
19 October 2023					to					25 October 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				Mean Speed	85%ile Speed						
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT			35 DFT					
23 October 2023																											
0000	11	0	0	0	1	2	5	2	1	0	0	0	0	0	10	90.91	8	72.73	1	9.091	27.3	34.9					
0100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	100	2	100	0	0	31.6	-					
0200	4	0	0	0	1	1	1	0	1	0	0	0	0	0	3	75	2	50	1	25	26.5	-					
0300	5	0	0	0	0	1	2	2	0	0	0	0	0	0	5	100	5	100	0	0	29.7	-					
0400	14	0	0	0	0	0	6	2	2	4	0	0	0	0	14	100	14	100	6	42.86	33.8	42.8					
0500	32	0	0	0	0	4	15	9	3	1	0	0	0	0	32	100	28	87.5	4	12.5	29.6	34.7					
0600	76	0	0	0	1	17	38	15	3	1	1	0	0	0	75	98.68	64	84.21	5	6.579	28.1	32.8					
0700	183	0	0	2	26	53	74	22	6	0	0	0	0	0	155	84.7	114	62.3	6	3.279	25.3	30					
0800	218	0	3	16	31	62	81	20	5	0	0	0	0	0	168	77.06	118	54.13	5	2.294	24.1	29.4					
0900	192	0	0	2	17	50	92	26	5	0	0	0	0	0	173	90.1	146	76.04	5	2.604	26.3	30.7					
1000	181	0	1	2	14	59	77	23	5	0	0	0	0	0	164	90.61	123	67.96	5	2.762	25.8	30.1					
1100	207	0	0	0	27	68	79	27	5	1	0	0	0	0	180	86.96	134	64.73	6	2.899	25.6	30.2					
1200	224	0	0	1	26	75	80	36	5	1	0	0	0	0	197	87.95	146	65.18	6	2.679	25.7	31					
1300	211	0	1	1	29	63	83	31	2	1	0	0	0	0	180	85.31	133	63.03	3	1.422	25.4	30.1					
1400	219	0	0	2	16	76	93	27	4	1	0	0	0	0	201	91.78	146	66.67	5	2.283	25.8	30					
1500	260	0	4	10	38	104	73	26	4	1	0	0	0	0	208	80	133	51.15	5	1.923	23.9	29.5					
1600	345	0	3	14	65	109	110	37	6	1	0	0	0	0	263	76.23	178	51.59	7	2.029	24	29.4					
1700	326	1	6	11	49	134	104	18	3	0	0	0	0	0	259	79.45	164	50.31	3	0.92	23.4	28					
1800	281	0	2	3	27	118	105	21	2	3	0	0	0	0	249	88.61	160	56.94	5	1.779	24.8	28.7					
1900	224	0	1	3	42	62	87	26	2	1	0	0	0	0	178	79.46	132	58.93	3	1.339	24.6	29.6					
2000	149	0	0	2	7	64	49	24	2	1	0	0	0	0	140	93.96	96	64.43	3	2.013	25.7	30.7					
2100	134	0	1	0	6	49	60	9	5	2	1	0	1	0	127	94.78	96	71.64	9	6.716	26.5	29.4					
2200	40	0	0	0	5	13	16	3	3	0	0	0	0	0	35	87.5	24	60	3	7.5	25.8	32.1					
2300	22	0	0	0	1	1	12	4	3	1	0	0	0	0	21	95.45	21	95.45	4	18.18	30	36.4					
07-19	2847	1	20	64	365	971	1051	314	52	9	0	0	0	0	2397	84.19	1695	59.54	61	2.143	24.9	29.6					
06-22	3430	1	22	69	421	1163	1285	388	64	14	2	0	1	0	2917	85.04	2083	60.73	81	2.362	25	29.8					
06-00	3492	1	22	69	427	1177	1313	395	70	15	2	0	1	0	2973	85.14	2128	60.94	88	2.52	25.1	29.8					
00-00	3560	1	22	69	429	1185	1342	412	77	20	2	0	1	0	3039	85.37	2187	61.43	100	2.809	25.1	29.9					

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)																												
19 October 2023					to					25 October 2023					Direction		Northbound																							
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed																		
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DfT	35 DfT																				
24 October 2023																																								
0000	3	0	0	0	1	0	2	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	25.3	-																		
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	21.7	-																		
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	29.5	-																		
0300	3	0	0	0	0	0	1	1	1	0	0	0	0	0	3	100	3	100	1	33.33	32.5	-																		
0400	13	0	0	0	0	0	3	5	1	4	0	0	0	0	13	100	13	100	5	38.46	34.9	43.6																		
0500	44	0	1	0	1	6	19	11	5	1	0	0	0	0	42	95.45	41	93.18	6	13.64	28.7	34.7																		
0600	77	0	0	2	4	29	32	8	1	1	0	0	0	0	71	92.21	50	64.94	2	2.597	25.9	29.8																		
0700	211	0	0	0	22	63	92	31	3	0	0	0	0	0	189	89.57	146	69.19	3	1.422	25.8	30.1																		
0800	237	0	0	6	28	70	97	32	3	1	0	0	0	0	203	85.65	147	62.03	4	1.688	25.1	30																		
0900	149	0	0	1	18	37	58	27	7	1	0	0	0	0	130	87.25	102	68.46	8	5.369	26.4	31.9																		
1000	187	0	0	1	24	57	74	23	6	1	1	0	0	0	162	86.63	125	66.84	8	4.278	25.8	30.3																		
1100	194	0	0	4	22	66	72	24	6	0	0	0	0	0	168	86.6	112	57.73	6	3.093	25	30.1																		
1200	229	0	0	5	27	76	82	26	9	3	1	0	0	0	197	86.03	144	62.88	13	5.677	25.6	30.6																		
1300	221	0	0	3	24	81	70	36	7	0	0	0	0	0	194	87.78	132	59.73	7	3.167	25.6	31.3																		
1400	214	0	0	1	23	64	84	35	6	0	1	0	0	0	190	88.79	145	67.76	7	3.271	25.9	31.3																		
1500	282	0	3	20	46	92	92	28	1	0	0	0	0	0	213	75.53	140	49.65	1	0.355	23.5	29																		
1600	367	3	24	38	66	106	93	32	5	0	0	0	0	0	236	64.31	149	40.6	5	1.362	21.7	28.6																		
1700	355	2	30	65	80	101	60	15	2	0	0	0	0	0	178	50.14	94	26.48	2	0.563	19.4	26.8																		
1800	301	0	3	3	40	114	116	22	2	1	0	0	0	0	255	84.72	160	53.16	3	0.997	24.4	28.7																		
1900	225	0	0	3	20	76	92	27	7	0	0	0	0	0	202	89.78	141	62.67	7	3.111	25.6	30																		
2000	161	0	0	1	6	51	73	19	7	3	0	1	0	0	154	95.65	115	71.43	11	6.832	27	30.8																		
2100	133	0	0	0	16	46	47	20	3	1	0	0	0	0	117	87.97	87	65.41	4	3.008	25.8	31																		
2200	63	0	0	0	4	18	25	11	4	1	0	0	0	0	59	93.65	47	74.6	5	7.937	27.3	31.7																		
2300	23	0	0	0	3	2	10	4	4	0	0	0	0	0	20	86.96	18	78.26	4	17.39	28.7	36.3																		
07-19	2947	5	60	147	420	927	990	331	57	7	3	0	0	0	2315	78.55	1596	54.16	67	2.273	24.1	29.6																		
06-22	3543	5	60	153	466	1129	1234	405	75	12	3	1	0	0	2859	80.69	1989	56.14	91	2.568	24.4	29.8																		
06-00	3629	5	60	153	473	1149	1269	420	83	13	3	1	0	0	2938	80.96	2054	56.6	100	2.756	24.5	29.9																		
00-00	3695	5	61	153	476	1156	1295	437	90	18	3	1	0	0	3000	81.19	2115	57.24	112	3.031	24.6	30																		

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)														
19 October 2023					to					25 October 2023					Direction		Northbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed							
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO			24 ACPO	35 DfT	35 DfT				
25 October 2023																										
0000	12	0	0	0	0	3	2	3	1	1	1	1	0	0	12	100	10	83.33	4	33.33	33.4	49.4				
0100	3	0	0	0	0	2	0	0	1	0	0	0	0	0	3	100	2	66.67	1	33.33	27.5	-				
0200	4	0	0	0	1	0	3	0	0	0	0	0	0	0	3	75	3	75	0	0	25.1	-				
0300	5	0	0	0	0	1	1	2	1	0	0	0	0	0	5	100	5	100	1	20	32	-				
0400	10	0	0	0	0	0	4	2	2	2	0	0	0	0	10	100	10	100	4	40	33.6	-				
0500	38	0	0	0	1	6	16	8	4	2	1	0	0	0	37	97.37	32	84.21	7	18.42	29.8	37.6				
0600	86	0	0	0	5	27	26	20	7	1	0	0	0	0	81	94.19	59	68.6	8	9.302	27.5	32.7				
0700	202	0	0	2	33	54	89	21	3	0	0	0	0	0	167	82.67	128	63.37	3	1.485	25.1	29.4				
0800	237	1	6	10	45	71	76	22	6	0	0	0	0	0	175	73.84	129	54.43	6	2.532	23.7	29.2				
0900	197	0	0	1	34	88	60	10	3	1	0	0	0	0	162	82.23	93	47.21	4	2.03	24	28.3				
1000	177	0	0	1	16	60	76	19	5	0	0	0	0	0	160	90.4	120	67.8	5	2.825	25.8	29.8				
1100	170	0	0	3	26	56	60	17	6	1	1	0	0	0	141	82.94	108	63.53	8	4.706	25.2	29.6				
1200	217	0	0	4	29	73	79	30	1	0	1	0	0	0	184	84.79	132	60.83	2	0.922	25.1	30				
1300	213	0	0	4	35	70	74	21	6	2	1	0	0	0	174	81.69	119	55.87	9	4.225	25	29.6				
1400	217	0	0	3	32	70	76	24	12	0	0	0	0	0	182	83.87	133	61.29	12	5.53	25.3	30.2				
1500	253	0	1	4	39	85	88	25	10	1	0	0	0	0	209	82.61	140	55.34	11	4.348	24.8	30				
1600	384	0	2	23	92	132	88	39	7	1	0	0	0	0	267	69.53	152	39.58	8	2.083	23.1	29.2				
1700	408	2	10	43	99	138	93	19	4	0	0	0	0	0	254	62.25	142	34.8	4	0.98	21.4	27.1				
1800	284	0	3	12	40	109	100	17	3	0	0	0	0	0	229	80.63	151	53.17	3	1.056	23.7	28				
1900	225	1	10	4	17	88	75	25	4	1	0	0	0	0	193	85.78	127	56.44	5	2.222	24.2	29.5				
2000	163	0	0	0	6	59	69	23	2	2	2	0	0	0	157	96.32	114	69.94	6	3.681	26.7	31.2				
2100	126	0	0	0	9	50	44	15	6	1	1	0	0	0	117	92.86	85	67.46	8	6.349	26.2	31.4				
2200	66	0	0	0	4	15	30	13	4	0	0	0	0	0	62	93.94	49	74.24	4	6.061	27.3	32.4				
2300	33	0	0	0	0	5	12	9	5	2	0	0	0	0	33	100	30	90.91	7	21.21	30.7	38.5				
07-19	2959	3	22	110	520	1006	959	264	66	6	3	0	0	0	2304	77.86	1547	52.28	75	2.535	24	29.1				
06-22	3559	4	32	114	557	1230	1173	347	85	11	6	0	0	0	2852	80.13	1932	54.28	102	2.866	24.3	29.3				
06-00	3658	4	32	114	561	1250	1215	369	94	13	6	0	0	0	2947	80.56	2011	54.98	113	3.089	24.4	29.4				
00-00	3730	4	32	114	563	1262	1241	384	103	18	8	1	0	0	3017	80.88	2073	55.58	130	3.485	24.6	29.6				

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)												
19 October 2023					to					25 October 2023					Direction		Northbound							
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed					
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO			24 ACPO	35 DfT	35 DfT		
Average Day																								
0000	13	0	0	0	1	3	6	2	1	0	0	0	0	0	12	93.41	10	73.63	2	12.09	28	33.7		
0100	5	0	0	0	0	1	1	1	1	0	0	0	0	0	5	88.89	4	77.78	1	19.44	28.8	-		
0200	4	0	0	0	0	0	2	1	1	0	0	0	0	0	4	92.59	3	85.19	1	18.52	29.5	-		
0300	6	0	0	0	0	1	2	2	1	0	0	0	0	0	6	97.56	5	92.68	1	14.63	30.1	-		
0400	10	0	0	0	0	1	3	2	2	2	0	0	0	0	10	97.18	9	92.96	4	38.03	32.9	42.7		
0500	32	0	0	0	0	5	14	9	3	1	0	0	0	0	31	98.2	28	87.84	4	11.26	29.2	34.4		
0600	61	0	0	0	3	16	25	13	3	1	0	0	0	0	58	95.29	46	75.53	4	6.353	27.4	32.2		
0700	151	0	0	2	17	45	62	21	3	0	0	0	0	0	131	87.1	99	66.03	3	1.803	25.5	30.1		
0800	184	0	2	9	25	59	64	19	5	0	0	0	0	0	148	80.36	102	55.51	5	2.873	24.4	29.6		
0900	162	0	0	2	17	48	67	22	5	0	0	0	0	0	143	88.52	109	67.49	6	3.534	26	30.8		
1000	179	0	0	2	19	59	72	22	4	1	0	0	0	0	159	88.45	118	65.66	5	2.869	25.6	30.1		
1100	195	0	0	1	19	68	74	26	6	1	0	0	0	0	175	89.77	127	64.99	7	3.655	25.7	30.3		
1200	211	0	1	3	24	69	75	31	7	1	0	0	0	0	183	86.6	134	63.26	8	3.721	25.6	30.9		
1300	217	0	0	2	27	76	76	28	6	1	0	0	0	0	187	86.35	128	59.23	7	3.166	25.3	30.1		
1400	217	0	0	2	29	71	80	29	6	0	0	0	0	0	186	85.76	135	62.49	7	3.098	25.4	30.3		
1500	259	0	3	8	40	91	85	25	6	1	0	0	0	0	208	80.5	137	53.04	7	2.541	24.2	29.2		
1600	317	1	11	28	57	96	90	27	5	1	0	0	0	0	219	69.07	141	44.5	6	1.849	22.6	28.7		
1700	322	3	25	35	58	96	77	22	4	1	0	0	0	0	200	62.3	127	39.56	5	1.554	21.3	28.1		
1800	274	0	6	13	40	101	89	21	3	1	0	0	0	0	215	78.33	135	49.38	4	1.406	23.6	28.5		
1900	195	0	2	2	20	70	75	22	4	1	0	0	0	0	171	87.83	119	61.14	5	2.639	25.2	29.8		
2000	140	0	0	1	6	49	60	19	4	2	0	0	0	0	134	95.51	99	70.41	6	4.592	26.6	30.8		
2100	104	0	0	0	10	37	37	13	5	1	0	0	0	0	94	90.25	68	65.66	6	6.181	26.2	31.2		
2200	53	0	0	0	3	15	22	8	3	1	0	0	0	0	50	93.57	39	73.99	5	8.847	27.3	32.5		
2300	27	0	0	0	2	3	11	6	3	1	0	0	0	0	25	93.62	23	84.57	4	16.49	29.6	36		
07-19	2687	4	48	108	372	880	913	293	59	7	2	0	0	0	2154	80.17	1494	55.59	69	2.557	24.3	29.6		
06-22	3186	4	49	112	410	1052	1109	359	76	11	2	1	0	0	2611	81.93	1825	57.29	91	2.842	24.6	29.8		
06-00	3267	4	49	112	415	1070	1142	374	82	14	3	1	0	0	2686	82.22	1888	57.78	100	3.053	24.7	29.9		
00-00	3336	4	50	112	418	1081	1170	391	89	18	3	1	0	0	2753	82.51	1947	58.36	111	3.336	24.8	30		

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)					
19 October 2023					to					25 October 2023					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO			24 ACPO	35 DFT	35 DFT					
Virtual Week																											
Mon	3560	1	22	69	429	1185	1342	412	77	20	2	0	1	0	3039	85.37	2187	61.43	100	2.809	25.1	29.9					
Tue	3695	5	61	153	476	1156	1295	437	90	18	3	1	0	0	3000	81.19	2115	57.24	112	3.031	24.6	30					
Wed	3730	4	32	114	563	1262	1241	384	103	18	8	1	0	0	3017	80.88	2073	55.58	130	3.485	24.6	29.6					
Thu	3560	0	17	85	497	1255	1242	343	95	19	4	1	2	0	2961	83.17	2013	56.54	121	3.399	24.8	29.5					
Fri	3798	21	213	320	554	1170	1099	343	61	12	1	4	0	0	2690	70.83	1808	47.6	78	2.054	22.7	29					
Sat	2659	0	2	29	224	829	1029	431	98	14	2	1	0	0	2404	90.41	1789	67.28	115	4.325	26.2	31					
Sun	2352	0	0	12	182	710	941	384	99	22	2	0	0	0	2158	91.75	1645	69.94	123	5.23	26.6	31.2					
5 Day Average																											
[--]	3669	6	69	148	504	1206	1244	384	85	17	4	1	1	0	2941	80.2	2039	55.6	108	2.9	24.4	29.6					
7 Day Average																											
[--]	3336	4	50	112	418	1081	1170	391	89	18	3	1	0	0	2753	82.5	1947	58.4	111	3.3	24.8	30.0					
Total Vehicles																											
[--]	23354	31	347	782	2925	7567	8189	2734	623	123	22	8	3	0	19269	83	13630	58	779	3	25	30					



SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
19 October 2023															
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0400	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
0500	38	1	33	3	0	0	0	0	0	0	0	1	0	0	
0600	73	3	59	10	0	1	0	0	0	0	0	0	0	0	
0700	217	3	176	35	1	0	0	1	0	0	0	0	0	1	
0800	250	2	209	31	0	4	1	0	1	1	0	1	0	0	
0900	149	1	127	18	1	1	0	0	0	0	1	0	0	0	
1000	110	4	87	16	1	0	1	0	0	0	1	0	0	0	
1100	94	1	77	15	0	1	0	0	0	0	0	0	0	0	
1200	111	1	94	13	0	1	1	0	0	0	1	0	0	0	
1300	127	2	98	18	4	1	1	0	2	0	1	0	0	0	
1400	133	2	93	28	1	3	0	0	3	0	2	1	0	0	
1500	161	2	119	24	1	3	2	0	5	0	3	2	0	0	
1600	152	0	131	12	3	1	1	1	1	0	2	0	0	0	
1700	186	2	162	16	0	1	2	0	2	0	0	1	0	0	
1800	127	1	118	4	3	1	0	0	0	0	0	0	0	0	
1900	80	1	77	2	0	0	0	0	0	0	0	0	0	0	
2000	68	1	64	2	0	0	0	0	0	0	0	1	0	0	
2100	39	0	38	1	0	0	0	0	0	0	0	0	0	0	
2200	23	0	22	0	0	0	0	0	0	0	1	0	0	0	
2300	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
07-19	1817	21	1491	230	15	17	9	2	14	1	11	5	0	1	
06-22	2077	26	1729	245	15	18	9	2	14	1	11	6	0	1	
06-00	2108	26	1757	247	15	18	9	2	14	1	12	6	0	1	
00-00	2173	27	1814	253	15	18	9	2	14	1	12	7	0	1	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
20 October 2023															
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0400	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
0500	44	1	40	2	0	1	0	0	0	0	0	0	0	0	
0600	98	3	81	14	0	0	0	0	0	0	0	0	0	0	
0700	193	1	152	36	1	1	1	0	0	0	0	1	0	0	
0800	250	2	205	36	1	1	1	0	2	0	2	0	0	0	
0900	157	0	136	16	0	1	2	0	1	0	1	0	0	0	
1000	128	1	98	21	2	1	2	0	1	0	1	1	0	0	
1100	116	2	94	14	4	0	1	0	0	0	0	1	0	0	
1200	125	1	101	17	2	2	0	0	1	0	0	1	0	0	
1300	121	0	96	19	1	1	1	0	1	0	0	1	0	1	
1400	131	2	95	20	1	3	5	0	3	0	1	1	0	0	
1500	163	2	125	26	0	1	2	0	4	0	3	0	0	0	
1600	179	2	157	14	2	2	0	0	0	0	1	1	0	0	
1700	174	2	157	11	0	1	0	0	2	0	0	1	0	0	
1800	163	1	153	7	2	0	0	0	0	0	0	0	0	0	
1900	87	1	79	7	0	0	0	0	0	0	0	0	0	0	
2000	57	0	54	3	0	0	0	0	0	0	0	0	0	0	
2100	33	0	33	0	0	0	0	0	0	0	0	0	0	0	
2200	27	0	27	0	0	0	0	0	0	0	0	0	0	0	
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0	
07-19	1900	16	1569	237	16	14	15	0	15	0	9	8	0	1	
06-22	2175	20	1816	261	16	14	15	0	15	0	9	8	0	1	
06-00	2219	20	1858	263	16	14	15	0	15	0	9	8	0	1	
00-00	2287	21	1918	269	16	15	15	0	15	0	9	8	0	1	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
			CARS OR CAR- BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI- TRAILER ARTIC	SIX AXLE MULTI- TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
TIME PERIOD	TOTAL VEHICLES	MOTOR- CYCLES													
21 October 2023															
0000	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0100	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0500	12	0	10	1	0	1	0	0	0	0	0	0	0	0	
0600	31	1	24	5	0	0	1	0	0	0	0	0	0	0	
0700	73	2	58	9	1	1	1	0	0	0	0	1	0	0	
0800	79	0	72	5	1	0	0	0	0	0	1	0	0	0	
0900	108	1	98	5	1	2	0	0	1	0	0	0	0	0	
1000	121	3	108	5	2	1	1	0	0	0	0	0	0	1	
1100	161	0	149	9	1	1	0	0	0	0	1	0	0	0	
1200	123	2	111	5	2	1	1	0	0	0	1	0	0	0	
1300	122	3	113	3	1	1	1	0	0	0	0	0	0	0	
1400	131	3	117	7	1	2	0	0	0	0	1	0	0	0	
1500	103	3	95	5	0	0	0	0	0	0	0	0	0	0	
1600	113	2	103	4	2	1	1	0	0	0	0	0	0	0	
1700	98	2	88	6	0	1	1	0	0	0	0	0	0	0	
1800	83	0	74	4	3	0	1	0	0	0	0	1	0	0	
1900	51	2	42	5	0	0	2	0	0	0	0	0	0	0	
2000	31	0	31	0	0	0	0	0	0	0	0	0	0	0	
2100	37	1	34	2	0	0	0	0	0	0	0	0	0	0	
2200	30	0	29	1	0	0	0	0	0	0	0	0	0	0	
2300	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
07-19	1315	21	1186	67	15	11	7	0	1	0	4	2	0	1	
06-22	1465	25	1317	79	15	11	10	0	1	0	4	2	0	1	
06-00	1516	25	1367	80	15	11	10	0	1	0	4	2	0	1	
00-00	1553	25	1397	86	15	12	10	0	1	0	4	2	0	1	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC		MORE AXLE ARTIC	
22 October 2023															
0000	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	8	4	0	0	1	0	0	0	0	0	0	0	0
0400	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
0500	9	1	6	2	0	0	0	0	0	0	0	0	0	0	0
0600	23	1	20	2	0	0	0	0	0	0	0	0	0	0	0
0700	46	1	35	9	0	0	1	0	0	0	0	0	0	0	0
0800	43	1	37	4	1	0	0	0	0	0	0	0	0	0	0
0900	72	3	60	7	0	0	0	0	2	0	0	0	0	0	0
1000	75	0	68	5	2	0	0	0	0	0	0	0	0	0	0
1100	93	0	89	3	0	0	0	0	1	0	0	0	0	0	0
1200	120	2	107	9	0	0	0	0	2	0	0	0	0	0	0
1300	125	1	110	13	0	1	0	0	0	0	0	0	0	0	0
1400	96	1	85	6	2	0	1	0	0	0	1	0	0	0	0
1500	96	2	90	3	0	0	0	0	1	0	0	0	0	0	0
1600	90	3	83	3	0	1	0	0	0	0	0	0	0	0	0
1700	88	2	78	7	1	0	0	0	0	0	0	0	0	0	0
1800	73	1	63	6	2	0	1	0	0	0	0	0	0	0	0
1900	42	1	37	4	0	0	0	0	0	0	0	0	0	0	0
2000	39	0	37	1	0	0	0	0	1	0	0	0	0	0	0
2100	21	1	19	0	0	0	0	0	0	0	1	0	0	0	0
2200	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
07-19	1017	17	905	75	8	2	3	0	6	0	1	0	0	0	0
06-22	1142	20	1018	82	8	2	3	0	7	0	2	0	0	0	0
06-00	1162	20	1035	85	8	2	3	0	7	0	2	0	0	0	0
00-00	1224	21	1084	96	8	2	4	0	7	0	2	0	0	0	0

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
23 October 2023															
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0400	17	0	16	1	0	0	0	0	0	0	0	0	0	0	
0500	49	2	45	2	0	0	0	0	0	0	0	0	0	0	
0600	79	3	64	9	0	0	2	0	0	0	0	1	0	0	
0700	208	3	177	27	1	0	0	0	0	0	0	0	0	0	
0800	257	1	210	42	0	2	0	1	0	0	0	1	0	0	
0900	146	2	122	16	2	0	1	0	1	0	2	0	0	0	
1000	100	1	79	15	1	1	1	0	1	0	1	0	0	0	
1100	111	4	88	15	2	0	2	0	0	0	0	0	0	0	
1200	149	3	119	22	1	2	1	0	0	0	0	1	0	0	
1300	117	1	93	15	2	1	2	0	1	0	1	0	0	1	
1400	129	1	98	22	1	2	1	0	2	0	1	1	0	0	
1500	164	3	123	22	3	3	3	0	6	0	1	0	0	0	
1600	170	1	146	17	1	0	1	0	2	0	0	1	0	1	
1700	159	0	149	7	0	0	1	0	1	0	1	0	0	0	
1800	316	2	298	10	4	2	0	0	0	0	0	0	0	0	
1900	179	1	171	7	0	0	0	0	0	0	0	0	0	0	
2000	118	3	111	3	1	0	0	0	0	0	0	0	0	0	
2100	59	0	55	3	0	0	0	0	1	0	0	0	0	0	
2200	15	0	14	1	0	0	0	0	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
07-19	2026	22	1702	230	18	13	13	1	14	0	7	4	0	2	
06-22	2461	29	2103	252	19	13	15	1	15	0	7	5	0	2	
06-00	2480	29	2121	253	19	13	15	1	15	0	7	5	0	2	
00-00	2564	31	2197	259	19	13	15	1	15	0	7	5	0	2	

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
24 October 2023															
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	14	0	12	2	0	0	0	0	0	0	0	0	0	0	0
0500	54	2	47	4	0	0	1	0	0	0	0	0	0	0	0
0600	76	4	61	10	0	1	0	0	0	0	0	0	0	0	0
0700	216	0	182	32	1	1	0	0	0	0	0	0	0	0	0
0800	254	2	217	30	1	2	1	0	1	0	0	0	0	0	0
0900	217	2	194	16	1	0	0	0	2	0	2	0	0	0	0
1000	106	3	87	14	2	0	0	0	0	0	0	0	0	0	0
1100	130	1	110	15	2	1	0	0	0	0	1	0	0	0	0
1200	116	3	95	13	1	2	1	0	1	0	0	0	0	0	0
1300	113	1	97	8	1	1	1	0	2	0	1	1	0	0	0
1400	129	2	100	21	1	1	1	1	1	0	0	0	0	0	1
1500	184	3	139	27	5	1	3	0	2	1	3	0	0	0	0
1600	180	0	156	17	1	0	0	0	2	0	1	2	0	0	1
1700	184	1	172	4	0	1	2	0	3	0	0	1	0	0	0
1800	122	0	112	9	0	1	0	0	0	0	0	0	0	0	0
1900	86	0	78	6	1	1	0	0	0	0	0	0	0	0	0
2000	48	1	42	5	0	0	0	0	0	0	0	0	0	0	0
2100	28	0	25	3	0	0	0	0	0	0	0	0	0	0	0
2200	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0
2300	13	0	9	1	0	1	0	0	0	0	2	0	0	0	0
07-19	1951	18	1661	206	16	11	9	1	14	1	8	4	0	2	2
06-22	2189	23	1867	230	17	13	9	1	14	1	8	4	0	2	2
06-00	2218	23	1891	232	17	14	9	1	14	1	10	4	0	2	2
00-00	2293	25	1954	241	17	14	10	1	14	1	10	4	0	2	2

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
25 October 2023															
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0
0500	54	1	50	2	0	0	1	0	0	0	0	0	0	0	0
0600	80	3	62	15	0	0	0	0	0	0	0	0	0	0	0
0700	246	3	211	31	1	0	0	0	0	0	0	0	0	0	0
0800	246	2	212	28	1	2	1	0	0	0	0	0	0	0	0
0900	155	2	131	17	0	2	0	0	0	1	1	1	0	0	0
1000	104	5	87	11	0	1	0	0	0	0	0	0	0	0	0
1100	123	0	95	19	0	4	3	0	1	0	1	0	0	0	0
1200	139	6	113	14	1	1	2	0	1	0	0	1	0	0	0
1300	143	1	113	20	2	2	2	0	1	0	1	0	0	0	1
1400	111	1	81	22	2	1	3	0	0	0	1	0	0	0	0
1500	194	1	149	32	3	1	5	0	2	0	0	0	0	0	1
1600	219	1	191	18	3	4	0	0	1	1	0	0	0	0	0
1700	209	1	194	5	0	1	3	0	1	0	4	0	0	0	0
1800	139	2	122	13	2	0	0	0	0	0	0	0	0	0	0
1900	84	0	78	6	0	0	0	0	0	0	0	0	0	0	0
2000	49	1	48	0	0	0	0	0	0	0	0	0	0	0	0
2100	43	0	42	0	0	0	1	0	0	0	0	0	0	0	0
2200	35	1	32	1	0	0	0	0	0	0	1	0	0	0	0
2300	11	1	10	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2028	25	1699	230	15	19	19	0	7	2	8	2	0	2	2
06-22	2284	29	1929	251	15	19	20	0	7	2	8	2	0	2	2
06-00	2330	31	1971	252	15	19	20	0	7	2	9	2	0	2	2
00-00	2406	32	2041	256	15	19	21	0	7	2	9	2	0	2	2

SS1262 Llandarcy						Site	1	Location	B4290 (51.64641, -3.85150)						
19 October 2023		to	25 October 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Average Day															
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0300	5	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0400	12	0	10	1	0	0	0	0	0	0	0	0	0	0	0
0500	37	1	33	2	0	0	0	0	0	0	0	0	0	0	0
0600	66	3	53	9	0	0	0	0	0	0	0	0	0	0	0
0700	171	2	142	26	1	0	0	0	0	0	0	0	0	0	0
0800	197	1	166	25	1	2	1	0	1	0	0	0	0	0	0
0900	143	2	124	14	1	1	0	0	1	0	1	0	0	0	0
1000	106	2	88	12	1	1	1	0	0	0	0	0	0	0	0
1100	118	1	100	13	1	1	1	0	0	0	0	0	0	0	0
1200	126	3	106	13	1	1	1	0	1	0	0	0	0	0	0
1300	124	1	103	14	2	1	1	0	1	0	1	0	0	0	0
1400	123	2	96	18	1	2	2	0	1	0	1	0	0	0	0
1500	152	2	120	20	2	1	2	0	3	0	1	0	0	0	0
1600	158	1	138	12	2	1	0	0	1	0	1	1	0	0	0
1700	157	1	143	8	0	1	1	0	1	0	1	0	0	0	0
1800	146	1	134	8	2	1	0	0	0	0	0	0	0	0	0
1900	87	1	80	5	0	0	0	0	0	0	0	0	0	0	0
2000	59	1	55	2	0	0	0	0	0	0	0	0	0	0	0
2100	37	0	35	1	0	0	0	0	0	0	0	0	0	0	0
2200	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0	0
07-19	1722	20	1459	182	15	12	11	1	10	1	7	4	0	1	1
06-22	1970	25	1683	200	15	13	12	1	10	1	7	4	0	1	1
06-00	2005	25	1714	202	15	13	12	1	10	1	8	4	0	1	1
00-00	2071	26	1772	209	15	13	12	1	10	1	8	4	0	1	1

SS1262 Llandarcy

19 October 2023

to

25 October 2023

Site

1

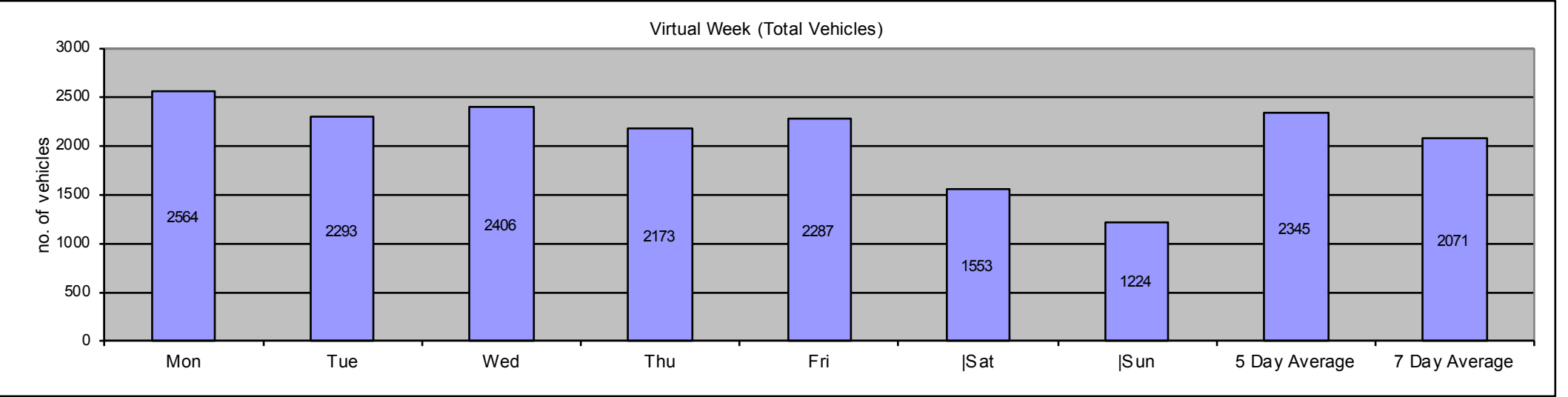
Location

B4290 (51.64641, -3.85150)

Direction

Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Virtual Week														
Mon	2564	31	2197	259	19	13	15	1	15	0	7	5	0	2
Tue	2293	25	1954	241	17	14	10	1	14	1	10	4	0	2
Wed	2406	32	2041	256	15	19	21	0	7	2	9	2	0	2
Thu	2173	27	1814	253	15	18	9	2	14	1	12	7	0	1
Fri	2287	21	1918	269	16	15	15	0	15	0	9	8	0	1
Sat	1553	25	1397	86	15	12	10	0	1	0	4	2	0	1
Sun	1224	21	1084	96	8	2	4	0	7	0	2	0	0	0
5 Day Average														
[--]	2345	27	1985	256	16	16	14	1	13	1	9	5	0	2
7 Day Average														
[--]	2071	26	1772	209	15	13	12	1	10	1	8	4	0	1
Total Vehicles														
[--]	14500	182	12405	1460	105	93	84	4	73	4	53	28	0	9



SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
19 October 2023					to 25 October 2023					Direction		Southbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)				ACPO (SL1)		DfT (SL2)				
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DfT	35 DfT	Mean Speed	85thile Speed
19 October 2023																						
0000	6	0	0	0	0	1	2	1	1	0	1	0	0	0	6	100	5	83.33	2	33.33	32.4	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	26.1	-
0200	2	0	0	0	0	0	0	0	1	1	0	0	0	0	2	100	2	100	2	100	41.4	-
0300	4	0	0	0	0	0	0	0	3	1	0	0	0	0	4	100	4	100	4	100	38.4	-
0400	14	0	0	0	0	2	2	3	5	2	0	0	0	0	14	100	13	92.86	7	50	33.1	40.2
0500	38	0	0	0	0	4	7	20	6	1	0	0	0	0	38	100	35	92.11	7	18.42	31.6	37
0600	73	0	0	0	2	6	15	26	21	2	0	1	0	0	71	97.26	65	89.04	24	32.88	32.1	37
0700	217	0	3	9	19	32	81	56	14	2	1	0	0	0	186	85.71	163	75.12	17	7.834	27	32.9
0800	250	0	0	4	7	42	126	54	17	0	0	0	0	0	239	95.6	219	87.6	17	6.8	28	32.4
0900	149	0	0	1	7	23	59	40	14	3	1	0	1	0	141	94.63	123	82.55	19	12.75	28.9	34.5
1000	110	0	1	0	4	13	43	32	14	1	2	0	0	0	105	95.45	96	87.27	17	15.45	29.6	35
1100	94	0	0	0	2	21	34	28	9	0	0	0	0	0	92	97.87	80	85.11	9	9.574	28.6	33.7
1200	111	0	0	0	6	21	37	31	15	1	0	0	0	0	105	94.59	90	81.08	16	14.41	28.9	34.3
1300	127	0	0	0	1	23	60	31	11	1	0	0	0	0	126	99.21	110	86.61	12	9.449	28.8	33.6
1400	133	0	0	0	7	24	43	44	12	3	0	0	0	0	126	94.74	110	82.71	15	11.28	28.9	33.8
1500	161	0	1	0	4	26	84	37	6	3	0	0	0	0	156	96.89	136	84.47	9	5.59	28.1	32
1600	152	0	0	1	5	32	59	44	10	0	1	0	0	0	146	96.05	123	80.92	11	7.237	28.2	33.1
1700	186	1	1	0	5	33	88	39	14	3	1	1	0	0	179	96.24	158	84.95	19	10.22	28.3	32.3
1800	127	0	1	1	6	32	50	27	9	1	0	0	0	0	119	93.7	98	77.17	10	7.874	27.6	33.1
1900	80	0	0	0	3	18	39	14	5	1	0	0	0	0	77	96.25	65	81.25	6	7.5	27.7	33
2000	68	0	0	0	3	15	24	18	6	2	0	0	0	0	65	95.59	53	77.94	8	11.76	28.6	34.4
2100	39	0	0	0	1	6	20	8	3	0	1	0	0	0	38	97.44	35	89.74	4	10.26	28.3	32.4
2200	23	0	0	0	1	3	11	5	3	0	0	0	0	0	22	95.65	20	86.96	3	13.04	29.2	35.5
2300	8	0	0	0	0	0	4	2	2	0	0	0	0	0	8	100	8	100	2	25	31.4	-
07-19	1817	1	7	16	73	322	764	463	145	18	6	1	1	0	1720	94.66	1506	82.88	171	9.411	28.3	33.3
06-22	2077	1	7	16	82	367	862	529	180	23	7	2	1	0	1971	94.9	1724	83	213	10.26	28.4	33.6
06-00	2108	1	7	16	83	370	877	536	185	23	7	2	1	0	2001	94.92	1752	83.11	218	10.34	28.4	33.6
00-00	2173	1	7	16	83	377	889	560	201	28	8	2	1	0	2066	95.08	1812	83.39	240	11.04	28.6	33.8

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
19 October 2023					to					25 October 2023					Direction					Southbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)				ACPO (SL1)		DfT (SL2)				Mean Speed	85%ile Speed						
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT									
20 October 2023																													
0000	5	0	0	0	0	2	0	3	0	0	0	0	0	0	5	100	4	80	0	0	28.8	-							
0100	3	0	0	0	0	1	0	1	1	0	0	0	0	0	3	100	2	66.67	1	33.33	30.3	-							
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.8	-							
0300	2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	100	2	100	1	50	33.8	-							
0400	13	0	0	0	1	1	3	6	2	0	0	0	0	0	12	92.31	11	84.62	2	15.38	30.9	36.6							
0500	44	0	0	0	1	2	12	17	11	1	0	0	0	0	43	97.73	42	95.45	12	27.27	31.8	36.3							
0600	98	0	0	0	1	5	24	42	22	4	0	0	0	0	97	98.98	93	94.9	26	26.53	32.2	37.1							
0700	193	0	0	1	7	19	89	54	18	3	2	0	0	0	185	95.85	174	90.16	23	11.92	29.3	34							
0800	250	0	1	0	10	44	113	62	15	3	0	2	0	0	239	95.6	206	82.4	20	8	28.4	33.7							
0900	157	0	0	1	3	26	68	43	14	1	0	1	0	0	153	97.45	136	86.62	16	10.19	29.1	33.6							
1000	128	0	0	0	4	26	54	37	4	2	1	0	0	0	124	96.88	107	83.59	7	5.469	28.1	32.2							
1100	116	0	0	0	4	25	48	33	3	3	0	0	0	0	112	96.55	100	86.21	6	5.172	28.3	33							
1200	125	0	0	0	6	20	57	35	6	1	0	0	0	0	119	95.2	111	88.8	7	5.6	28.5	33.1							
1300	121	0	0	1	5	20	50	35	8	1	1	0	0	0	115	95.04	103	85.12	10	8.264	28.5	32.8							
1400	131	0	0	4	3	20	59	37	8	0	0	0	0	0	124	94.66	112	85.5	8	6.107	28.1	32.3							
1500	163	0	1	0	1	25	60	59	16	1	0	0	0	0	161	98.77	140	85.89	17	10.43	29.3	33.9							
1600	179	2	2	2	9	24	87	36	15	2	0	0	0	0	164	91.62	147	82.12	17	9.497	27.7	33.1							
1700	174	2	5	0	4	25	88	46	4	0	0	0	0	0	163	93.68	144	82.76	4	2.299	27	30.9							
1800	163	0	0	4	3	22	87	31	13	3	0	0	0	0	156	95.71	141	86.5	16	9.816	28.2	32.8							
1900	87	0	0	0	2	9	41	28	3	2	1	1	0	0	85	97.7	79	90.8	7	8.046	29.2	33.2							
2000	57	0	0	0	0	6	23	21	5	1	1	0	0	0	57	100	52	91.23	7	12.28	30.2	34.3							
2100	33	0	0	0	2	9	15	4	3	0	0	0	0	0	31	93.94	24	72.73	3	9.091	27.4	32.8							
2200	27	0	0	0	0	2	13	5	7	0	0	0	0	0	27	100	26	96.3	7	25.93	31	36.8							
2300	17	0	0	0	0	1	7	7	1	1	0	0	0	0	17	100	17	100	2	11.76	31	35							
07-19	1900	4	9	13	59	296	860	508	124	20	4	3	0	0	1815	95.53	1621	85.32	151	7.947	28.4	33							
06-22	2175	4	9	13	64	325	963	603	157	27	6	4	0	0	2085	95.86	1869	85.93	194	8.92	28.6	33.3							
06-00	2219	4	9	13	64	328	983	615	165	28	6	4	0	0	2129	95.94	1912	86.16	203	9.148	28.7	33.4							
00-00	2287	4	9	13	66	335	998	643	180	29	6	4	0	0	2195	95.98	1974	86.31	219	9.576	28.8	33.6							

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)															
19 October 2023					to					25 October 2023					Direction		Southbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO			24 ACPO	35 DFT	35 DFT					
21 October 2023																											
0000	10	0	0	0	3	1	3	2	1	0	0	0	0	0	7	70	7	70	1	10	26.6	-					
0100	4	0	0	0	0	0	1	1	2	0	0	0	0	0	4	100	4	100	2	50	34.3	-					
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	3	100	3	100	0	0	30.2	-					
0300	5	0	0	0	0	1	1	2	0	1	0	0	0	0	5	100	4	80	1	20	31.6	-					
0400	3	0	0	0	0	0	0	1	1	0	1	0	0	0	3	100	3	100	2	66.67	38.9	-					
0500	12	0	0	0	1	0	3	2	5	0	1	0	0	0	11	91.67	11	91.67	6	50	32.7	37.6					
0600	31	0	0	0	2	2	7	11	6	2	1	0	0	0	29	93.55	28	90.32	9	29.03	32.4	38.6					
0700	73	0	0	0	3	13	26	24	6	1	0	0	0	0	70	95.89	59	80.82	7	9.589	28.6	34					
0800	79	0	0	0	0	12	33	24	8	2	0	0	0	0	79	100	70	88.61	10	12.66	29.6	34.6					
0900	108	0	0	1	3	10	38	44	9	3	0	0	0	0	104	96.3	100	92.59	12	11.11	30	34.3					
1000	121	0	0	0	3	14	48	46	9	0	1	0	0	0	118	97.52	111	91.74	10	8.264	29.3	32.7					
1100	161	0	0	0	1	25	71	48	15	1	0	0	0	0	160	99.38	146	90.68	16	9.938	29.2	34					
1200	123	0	0	0	2	15	50	40	15	1	0	0	0	0	121	98.37	109	88.62	16	13.01	29.6	34.7					
1300	122	0	0	0	5	9	51	46	11	0	0	0	0	0	117	95.9	110	90.16	11	9.016	29.5	33.9					
1400	131	0	0	1	1	14	49	52	11	2	1	0	0	0	129	98.47	118	90.08	14	10.69	29.7	33.5					
1500	103	0	0	1	2	3	33	37	21	3	3	0	0	0	100	97.09	99	96.12	27	26.21	32	38.4					
1600	113	0	0	0	1	18	37	42	12	3	0	0	0	0	112	99.12	97	85.84	15	13.27	29.6	34.5					
1700	98	0	0	0	3	13	37	33	12	0	0	0	0	0	95	96.94	85	86.73	12	12.24	29.7	34.6					
1800	83	0	0	0	2	12	34	29	5	1	0	0	0	0	81	97.59	71	85.54	6	7.229	29	33.5					
1900	51	0	0	0	1	6	16	18	5	3	2	0	0	0	50	98.04	47	92.16	10	19.61	31.3	39.2					
2000	31	0	0	0	1	2	9	8	7	3	0	1	0	0	30	96.77	29	93.55	11	35.48	32.3	39					
2100	37	0	0	0	0	2	13	13	7	2	0	0	0	0	37	100	36	97.3	9	24.32	31.9	37.2					
2200	30	0	0	0	0	2	8	9	7	3	1	0	0	0	30	100	28	93.33	11	36.67	33	40.1					
2300	21	0	0	0	0	3	6	6	5	0	1	0	0	0	21	100	20	95.24	6	28.57	31.3	38.1					
07-19	1315	0	0	3	26	158	507	465	134	17	5	0	0	0	1286	97.79	1175	89.35	156	11.86	29.7	34.4					
06-22	1465	0	0	3	30	170	552	515	159	27	8	1	0	0	1432	97.75	1315	89.76	195	13.31	29.9	34.6					
06-00	1516	0	0	3	30	175	566	530	171	30	10	1	0	0	1483	97.82	1363	89.91	212	13.98	30	34.7					
00-00	1553	0	0	3	34	177	576	539	180	31	12	1	0	0	1516	97.62	1395	89.83	224	14.42	30	34.9					

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
19 October 2023					to					25 October 2023					Direction					Southbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed							
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT									
22 October 2023																													
0000	7	0	0	0	0	3	1	1	2	0	0	0	0	0	7	100	5	71.43	2	28.57	28.8	-							
0100	10	0	0	0	0	1	1	5	1	1	1	0	0	0	10	100	9	90	3	30	34.8	-							
0200	15	0	0	0	0	0	6	6	1	2	0	0	0	0	15	100	15	100	3	20	31.6	39							
0300	13	0	0	0	0	0	6	5	1	1	0	0	0	0	13	100	13	100	2	15.38	31.3	35.7							
0400	8	0	0	0	0	1	1	6	0	0	0	0	0	0	8	100	8	100	0	0	30.8	-							
0500	9	0	0	0	0	0	1	3	4	1	0	0	0	0	9	100	9	100	5	55.56	34.7	-							
0600	23	0	0	0	1	1	3	11	7	0	0	0	0	0	22	95.65	22	95.65	7	30.43	32.2	37.6							
0700	46	0	0	0	1	4	12	18	9	1	1	0	0	0	45	97.83	41	89.13	11	23.91	31.5	38.7							
0800	43	0	0	0	1	4	15	16	6	1	0	0	0	0	42	97.67	41	95.35	7	16.28	30.4	35.7							
0900	72	0	0	1	3	9	34	19	6	0	0	0	0	0	68	94.44	61	84.72	6	8.333	28.5	33							
1000	75	0	0	0	1	11	32	17	10	3	1	0	0	0	74	98.67	67	89.33	14	18.67	29.9	36.1							
1100	93	0	0	0	1	11	40	30	8	3	0	0	0	0	92	98.92	84	90.32	11	11.83	30.1	34.5							
1200	120	0	0	0	8	18	41	36	15	1	1	0	0	0	112	93.33	100	83.33	17	14.17	29.3	35							
1300	125	0	0	0	1	12	40	51	18	3	0	0	0	0	124	99.2	118	94.4	21	16.8	30.8	35.6							
1400	96	0	0	0	0	9	42	27	14	4	0	0	0	0	96	100	91	94.79	18	18.75	30.5	36.4							
1500	96	0	0	0	2	13	36	32	9	4	0	0	0	0	94	97.92	88	91.67	13	13.54	29.6	34.3							
1600	90	0	0	0	2	16	25	29	14	4	0	0	0	0	88	97.78	78	86.67	18	20	30.2	35.9							
1700	88	0	0	0	3	12	41	20	8	3	1	0	0	0	85	96.59	80	90.91	12	13.64	29.1	33.2							
1800	73	0	0	0	4	12	28	19	8	2	0	0	0	0	69	94.52	59	80.82	10	13.7	29	34.7							
1900	42	0	0	0	0	8	13	15	6	0	0	0	0	0	42	100	36	85.71	6	14.29	29.8	35							
2000	39	0	0	0	0	5	15	9	7	2	1	0	0	0	39	100	36	92.31	10	25.64	31.2	37							
2100	21	0	0	0	0	1	7	9	3	1	0	0	0	0	21	100	21	100	4	19.05	31.3	35.2							
2200	14	0	0	0	0	2	4	6	0	1	1	0	0	0	14	100	12	85.71	2	14.29	31.7	41.6							
2300	6	0	0	0	0	0	2	2	2	0	0	0	0	0	6	100	6	100	2	33.33	32.4	-							
07-19	1017	0	0	1	27	131	386	314	125	29	4	0	0	0	989	97.25	908	89.28	158	15.54	29.9	35.2							
06-22	1142	0	0	1	28	146	424	358	148	32	5	0	0	0	1113	97.46	1023	89.58	185	16.2	30	35.3							
06-00	1162	0	0	1	28	148	430	366	150	33	6	0	0	0	1133	97.5	1041	89.59	189	16.27	30	35.3							
00-00	1224	0	0	1	28	153	446	392	159	38	7	0	0	0	1195	97.63	1100	89.87	204	16.67	30.1	35.5							

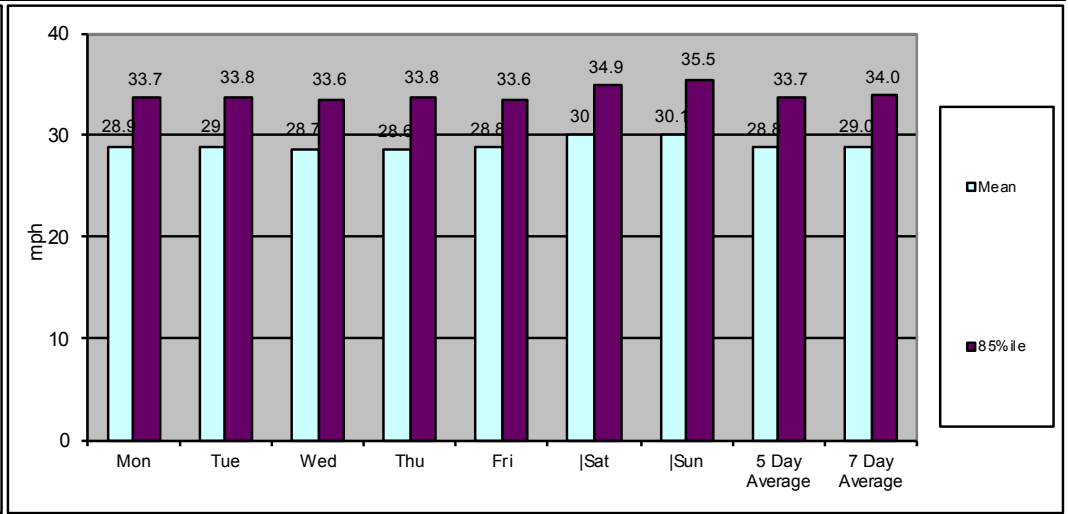
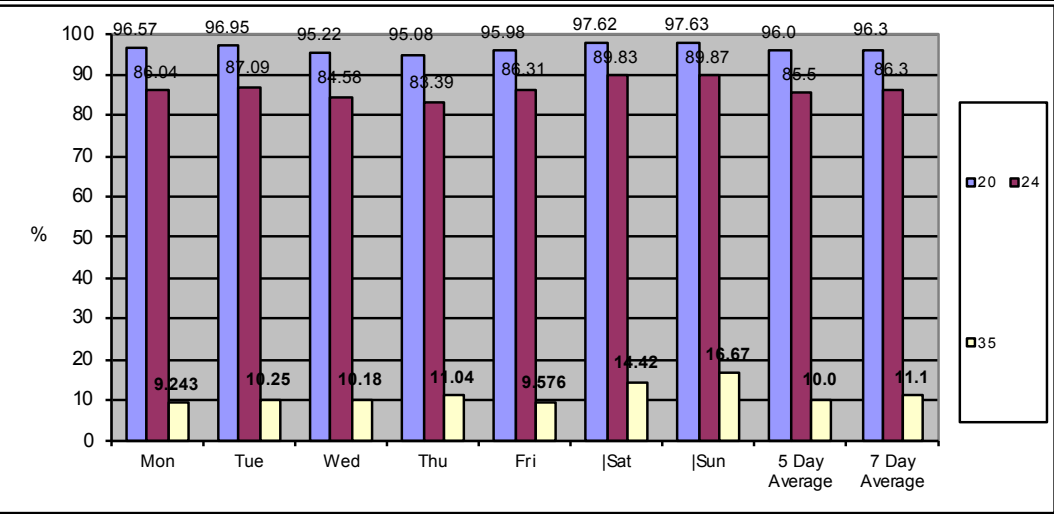
SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)																		
19 October 2023					to	25 October 2023					Direction		Southbound					Speed Limit		ACPO (SL1)		DfT (SL2)																		
Time Period	Total Vehicles	Speed Bins													PSL						Mean Speed	85%ile Speed																		
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT																				
23 October 2023																																								
0000	5	0	0	0	0	0	0	3	1	0	1	0	0	0	5	100	5	100	2	40	36.9	-																		
0100	6	0	0	0	0	0	2	2	1	1	0	0	0	0	6	100	6	100	2	33.33	32.3	-																		
0200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	30	-																		
0300	5	0	0	0	0	0	1	3	0	1	0	0	0	0	5	100	5	100	1	20	33.6	-																		
0400	17	0	0	0	0	2	3	8	3	1	0	0	0	0	17	100	16	94.12	4	23.53	32.4	37.7																		
0500	49	0	0	0	1	0	13	19	11	5	0	0	0	0	48	97.96	48	97.96	16	32.65	32.7	37.6																		
0600	79	0	0	0	0	5	35	25	12	1	1	0	0	0	79	100	76	96.2	14	17.72	30.7	36.1																		
0700	208	0	0	3	9	30	82	64	12	7	0	1	0	0	196	94.23	174	83.65	20	9.615	28.7	33.6																		
0800	257	0	0	2	17	73	105	52	7	1	0	0	0	0	238	92.61	187	72.76	8	3.113	26.8	31.2																		
0900	146	0	0	1	6	26	64	40	7	2	0	0	0	0	139	95.21	120	82.19	9	6.164	28.4	33.3																		
1000	100	0	0	0	4	20	43	23	9	1	0	0	0	0	96	96	86	86	10	10	28.4	33.5																		
1100	111	0	0	2	7	16	58	25	3	0	0	0	0	0	102	91.89	90	81.08	3	2.703	27.3	31.9																		
1200	149	0	0	0	2	30	64	39	12	2	0	0	0	0	147	98.66	129	86.58	14	9.396	28.8	33.8																		
1300	117	0	0	0	3	12	47	44	10	1	0	0	0	0	114	97.44	107	91.45	11	9.402	29.8	33.9																		
1400	129	0	0	0	2	16	73	30	5	3	0	0	0	0	127	98.45	118	91.47	8	6.202	28.7	32.8																		
1500	164	0	0	1	5	32	63	57	5	1	0	0	0	0	158	96.34	132	80.49	6	3.659	28.2	32.2																		
1600	170	0	0	2	5	27	68	51	11	5	1	0	0	0	163	95.88	144	84.71	17	10	29	34.1																		
1700	159	0	0	0	4	17	84	43	9	2	0	0	0	0	155	97.48	145	91.19	11	6.918	28.8	32.3																		
1800	316	0	0	0	5	52	139	86	29	4	0	1	0	0	311	98.42	280	88.61	34	10.76	29.1	33.2																		
1900	179	0	0	0	2	19	61	77	13	6	0	0	1	0	177	98.88	164	91.62	20	11.17	30.5	34.4																		
2000	118	0	0	0	2	16	47	34	13	4	2	0	0	0	116	98.31	104	88.14	19	16.1	30	35.7																		
2100	59	0	0	0	3	10	17	24	4	0	0	1	0	0	56	94.92	50	84.75	5	8.475	29.5	33.9																		
2200	15	0	0	0	0	1	4	7	2	1	0	0	0	0	15	100	15	100	3	20	31.8	37.3																		
2300	4	0	0	0	0	1	1	2	0	0	0	0	0	0	4	100	3	75	0	0	29.6	-																		
07-19	2026	0	0	11	69	351	890	554	119	29	1	2	0	0	1946	96.05	1712	84.5	151	7.453	28.5	33																		
06-22	2461	0	0	11	76	401	1050	714	161	40	4	3	1	0	2374	96.46	2106	85.57	209	8.492	28.8	33.4																		
06-00	2480	0	0	11	76	403	1055	723	163	41	4	3	1	0	2393	96.49	2124	85.65	212	8.548	28.8	33.4																		
00-00	2564	0	0	11	77	405	1075	759	179	49	5	3	1	0	2476	96.57	2206	86.04	237	9.243	28.9	33.7																		

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
19 October 2023					to	25 October 2023					Direction	Southbound					Speed Limit		ACPO (SL1)		DfT (SL2)								
		Speed Bins												PSL)															
Time	Total	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35	Mean	85%ile							
Period	Vehicles	5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT	Speed	Speed							
24 October 2023																													
0000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	100	2	100	0	0	33.1	-							
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	2	100	1	50	1	50	29	-							
0200	2	0	0	0	0	0	0	1	0	1	0	0	0	0	2	100	2	100	1	50	38.9	-							
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	30.6	-							
0400	14	0	0	0	0	0	3	4	7	0	0	0	0	0	14	100	14	100	7	50	34	39.3							
0500	54	0	0	0	0	5	12	25	8	2	1	1	0	0	54	100	49	90.74	12	22.22	32.2	36.4							
0600	76	0	0	0	1	7	22	33	11	2	0	0	0	0	75	98.68	71	93.42	13	17.11	30.9	35.1							
0700	216	0	0	2	8	26	113	52	13	2	0	0	0	0	206	95.37	192	88.89	15	6.944	28.4	32.6							
0800	254	0	0	2	6	45	118	63	19	1	0	0	0	0	246	96.85	211	83.07	20	7.874	28.2	32.6							
0900	217	0	0	2	5	28	98	67	12	5	0	0	0	0	210	96.77	198	91.24	17	7.834	29.1	34.1							
1000	106	0	0	0	5	23	48	20	9	1	0	0	0	0	101	95.28	85	80.19	10	9.434	28.1	34							
1100	130	0	0	0	5	26	54	37	8	0	0	0	0	0	125	96.15	108	83.08	8	6.154	28	32.4							
1200	116	0	0	1	1	15	49	33	16	1	0	0	0	0	114	98.28	102	87.93	17	14.66	29.4	34.7							
1300	113	0	0	1	5	15	46	31	11	4	0	0	0	0	107	94.69	100	88.5	15	13.27	29.5	34.7							
1400	129	0	0	1	3	22	65	29	6	2	1	0	0	0	125	96.9	112	86.82	9	6.977	28.2	32.7							
1500	184	0	0	0	5	43	79	36	14	4	3	0	0	0	179	97.28	150	81.52	21	11.41	28.6	33.6							
1600	180	0	0	0	4	22	100	42	10	2	0	0	0	0	176	97.78	163	90.56	12	6.667	28.6	32.8							
1700	184	0	0	0	5	28	80	56	11	3	1	0	0	0	179	97.28	160	86.96	15	8.152	29.1	34							
1800	122	0	0	0	2	21	56	30	11	2	0	0	0	0	120	98.36	106	86.89	13	10.66	28.9	33.3							
1900	86	0	0	0	4	11	40	25	5	0	1	0	0	0	82	95.35	75	87.21	6	6.977	28.9	32.7							
2000	48	0	0	1	1	6	20	15	5	0	0	0	0	0	46	95.83	41	85.42	5	10.42	29.1	33.9							
2100	28	0	0	0	0	2	7	7	8	3	1	0	0	0	28	100	27	96.43	12	42.86	33.6	40.3							
2200	16	0	0	0	0	1	7	4	4	0	0	0	0	0	16	100	15	93.75	4	25	31.4	37.3							
2300	13	0	0	0	0	2	5	4	1	0	0	1	0	0	13	100	12	92.31	2	15.38	31	35.3							
07-19	1951	0	0	9	54	314	906	496	140	27	5	0	0	0	1888	96.77	1687	86.47	172	8.816	28.7	33.4							
06-22	2189	0	0	10	60	340	995	576	169	32	7	0	0	0	2119	96.8	1901	86.84	208	9.502	28.8	33.6							
06-00	2218	0	0	10	60	343	1007	584	174	32	7	1	0	0	2148	96.84	1928	86.93	214	9.648	28.8	33.6							
00-00	2293	0	0	10	60	349	1022	617	190	35	8	2	0	0	2223	96.95	1997	87.09	235	10.25	29	33.8							

SS1262 Llandarcy										Site 1		Location B4290 (51.64641, -3.85150)										
19 October 2023					to 25 October 2023					Direction		Southbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)				ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT			35 DFT
25 October 2023																						
0000	5	0	0	0	0	2	0	0	3	0	0	0	0	0	5	100	4	80	3	60	31.8	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	33	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	4	0	0	0	0	0	1	0	2	0	0	0	1	0	4	100	4	100	3	75	40.4	-
0400	12	0	0	0	0	0	6	2	4	0	0	0	0	0	12	100	12	100	4	33.33	32.1	38.4
0500	54	0	0	0	0	5	16	16	10	6	1	0	0	0	54	100	51	94.44	17	31.48	32.3	39
0600	80	0	0	0	1	5	21	34	15	4	0	0	0	0	79	98.75	76	95	19	23.75	32.1	37.1
0700	246	0	0	1	6	35	112	71	15	5	0	1	0	0	239	97.15	216	87.8	21	8.537	28.9	33.1
0800	246	0	0	3	18	48	98	61	17	1	0	0	0	0	225	91.46	187	76.02	18	7.317	27.7	32.9
0900	155	0	0	1	1	33	68	39	8	5	0	0	0	0	153	98.71	132	85.16	13	8.387	28.6	33.1
1000	104	0	1	1	4	13	42	32	9	2	0	0	0	0	98	94.23	87	83.65	11	10.58	28.9	34.1
1100	123	0	0	1	18	26	52	23	3	0	0	0	0	0	104	84.55	86	69.92	3	2.439	26.1	30.8
1200	139	0	1	1	12	19	67	27	10	2	0	0	0	0	125	89.93	113	81.29	12	8.633	27.8	32.7
1300	143	0	0	1	2	22	54	52	8	2	2	0	0	0	140	97.9	124	86.71	12	8.392	29.5	34.2
1400	111	0	0	0	3	18	41	34	13	2	0	0	0	0	108	97.3	101	90.99	15	13.51	29.6	34.8
1500	194	0	0	3	6	45	89	38	8	4	0	1	0	0	185	95.36	160	82.47	13	6.701	27.8	32.4
1600	219	1	0	2	14	28	99	60	14	0	1	0	0	0	202	92.24	180	82.19	15	6.849	28.1	32.3
1700	209	0	0	2	3	37	107	46	14	0	0	0	0	0	204	97.61	183	87.56	14	6.699	28.2	32.2
1800	139	0	0	2	2	24	58	47	5	1	0	0	0	0	135	97.12	122	87.77	6	4.317	28.7	33.1
1900	84	0	0	1	2	11	31	22	17	0	0	0	0	0	81	96.43	71	84.52	17	20.24	29.7	35.5
2000	49	0	0	0	1	10	17	11	7	3	0	0	0	0	48	97.96	41	83.67	10	20.41	29.7	36.6
2100	43	0	0	0	0	6	17	13	7	0	0	0	0	0	43	100	39	90.7	7	16.28	30.1	37.5
2200	35	0	0	0	0	4	9	13	7	2	0	0	0	0	35	100	34	97.14	9	25.71	31.6	37.5
2300	11	0	0	0	0	2	3	3	3	0	0	0	0	0	11	100	11	100	3	27.27	31.9	38
07-19	2028	1	2	18	89	348	887	530	124	24	3	2	0	0	1918	94.58	1691	83.38	153	7.544	28.3	32.9
06-22	2284	1	2	19	93	380	973	610	170	31	3	2	0	0	2169	94.96	1918	83.98	206	9.019	28.5	33.3
06-00	2330	1	2	19	93	386	985	626	180	33	3	2	0	0	2215	95.06	1963	84.25	218	9.356	28.6	33.4
00-00	2406	1	2	19	93	393	1008	645	199	39	4	2	1	0	2291	95.22	2035	84.58	245	10.18	28.7	33.6

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)			
19 October 2023					to	25 October 2023					Direction		Southbound			Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)					
Time Period	Total Vehicles	Speed Bins												20	20	24	24	35	35	Mean Speed	85%ile Speed				
		0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60									60 130	ACPO	ACPO	DFT
Average Day																									
0000	6	0	0	0	0	1	1	2	1	0	0	0	0	0	5	92.5	5	80	1	25	30.4	-			
0100	4	0	0	0	0	0	1	1	1	0	0	0	0	0	4	100	3	88.89	1	33.33	32.9	-			
0200	4	0	0	0	0	0	1	1	0	1	0	0	0	0	4	100	4	100	1	24	32.4	-			
0300	5	0	0	0	0	0	1	2	1	1	0	0	0	0	5	100	5	97.06	2	35.29	33.7	-			
0400	12	0	0	0	0	1	3	4	3	0	0	0	0	0	11	98.77	11	95.06	4	32.1	32.6	37.7			
0500	37	0	0	0	0	2	9	15	8	2	0	0	0	0	37	98.85	35	94.23	11	28.85	32.3	37.3			
0600	66	0	0	0	1	4	18	26	13	2	0	0	0	0	65	98.26	62	93.7	16	24.35	31.7	36.8			
0700	171	0	0	2	8	23	74	48	12	3	1	0	0	0	161	93.99	146	84.99	16	9.508	28.6	33.3			
0800	197	0	0	2	8	38	87	47	13	1	0	0	0	0	187	94.85	160	81.29	14	7.252	28	32.8			
0900	143	0	0	1	4	22	61	42	10	3	0	0	0	0	138	96.41	124	86.65	13	9.163	29	33.8			
1000	106	0	0	0	4	17	44	30	9	1	1	0	0	0	102	96.24	91	85.89	11	10.62	28.8	33.6			
1100	118	0	0	0	5	21	51	32	7	1	0	0	0	0	112	95.05	99	83.82	8	6.763	28.2	33.1			
1200	126	0	0	0	5	20	52	34	13	1	0	0	0	0	120	95.47	108	85.39	14	11.21	28.9	34			
1300	124	0	0	0	3	16	50	41	11	2	0	0	0	0	120	97.12	110	88.94	13	10.6	29.5	34.2			
1400	123	0	0	1	3	18	53	36	10	2	0	0	0	0	119	97.09	109	88.6	12	10.12	29	33.6			
1500	152	0	0	1	4	27	63	42	11	3	1	0	0	0	148	97	129	84.98	15	9.953	28.8	33.4			
1600	158	0	0	1	6	24	68	43	12	2	0	0	0	0	150	95.29	133	84.5	15	9.519	28.6	33.4			
1700	157	0	1	0	4	24	75	40	10	2	0	0	0	0	151	96.54	136	86.98	12	7.923	28.5	32.8			
1800	146	0	0	1	3	25	65	38	11	2	0	0	0	0	142	96.87	125	85.73	14	9.286	28.7	33.2			
1900	87	0	0	0	2	12	34	28	8	2	1	0	0	0	85	97.54	77	88.18	10	11.82	29.6	34.3			
2000	59	0	0	0	1	9	22	17	7	2	1	0	0	0	57	97.8	51	86.83	10	17.07	29.9	35.5			
2100	37	0	0	0	1	5	14	11	5	1	0	0	0	0	36	97.69	33	89.23	6	16.92	30.1	35.6			
2200	23	0	0	0	0	2	8	7	4	1	0	0	0	0	23	99.38	21	93.75	6	24.38	31.4	37.5			
2300	11	0	0	0	0	1	4	4	2	0	0	0	0	0	11	100	11	96.25	2	21.25	31.3	36.1			
07-19	1722	1	3	10	57	274	743	476	130	23	4	1	0	0	1652	95.92	1471	85.45	159	9.225	28.7	33.4			
06-22	1970	1	3	10	62	304	831	558	163	30	6	2	0	0	1895	96.16	1694	85.96	201	10.22	28.9	33.7			
06-00	2005	1	3	10	62	308	843	569	170	31	6	2	0	0	1929	96.22	1726	86.1	209	10.45	28.9	33.8			
00-00	2071	1	3	10	63	313	859	594	184	36	7	2	0	0	1995	96.29	1788	86.34	229	11.06	29	34			

SS1262 Llandarcy										Site	1	Location										B4290 (51.64641, -3.85150)							
19 October 2023					to	25 October 2023					Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed					
Time Period	Total Vehicles	0	5	10	15	20	25	30	35	40	45	50	55	60	20	20	24	24	35	35									
		5	10	15	20	25	30	35	40	45	50	55	60	130			ACPO	ACPO	DFT	DFT									
Virtual Week																													
Mon	2564	0	0	11	77	405	1075	759	179	49	5	3	1	0	2476	96.57	2206	86.04	237	9.243	28.9	33.7							
Tue	2293	0	0	10	60	349	1022	617	190	35	8	2	0	0	2223	96.95	1997	87.09	235	10.25	29	33.8							
Wed	2406	1	2	19	93	393	1008	645	199	39	4	2	1	0	2291	95.22	2035	84.58	245	10.18	28.7	33.6							
Thu	2173	1	7	16	83	377	889	560	201	28	8	2	1	0	2066	95.08	1812	83.39	240	11.04	28.6	33.8							
Fri	2287	4	9	13	66	335	998	643	180	29	6	4	0	0	2195	95.98	1974	86.31	219	9.576	28.8	33.6							
Sat	1553	0	0	3	34	177	576	539	180	31	12	1	0	0	1516	97.62	1395	89.83	224	14.42	30	34.9							
Sun	1224	0	0	1	28	153	446	392	159	38	7	0	0	0	1195	97.63	1100	89.87	204	16.67	30.1	35.5							
5 Day Average																													
[--]	2345	1	4	14	76	372	998	645	190	36	6	3	1	0	2250	96.0	2005	85.5	235	10.0	28.8	33.7							
7 Day Average																													
[--]	2071	1	3	10	63	313	859	594	184	36	7	2	0	0	1995	96.3	1788	86.3	229	11.1	29.0	34.0							
Total Vehicles																													
[--]	14500	6	18	73	441	2189	6014	4155	1288	249	50	14	3	0	13962	96.3	12519	86.3	1604	11.1	29.0	34.0							



Appendix B: Junction Turning Count Survey (Apr. 2024)



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE

Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU

Severnside Transportation Data Collection is registered Ltd Company

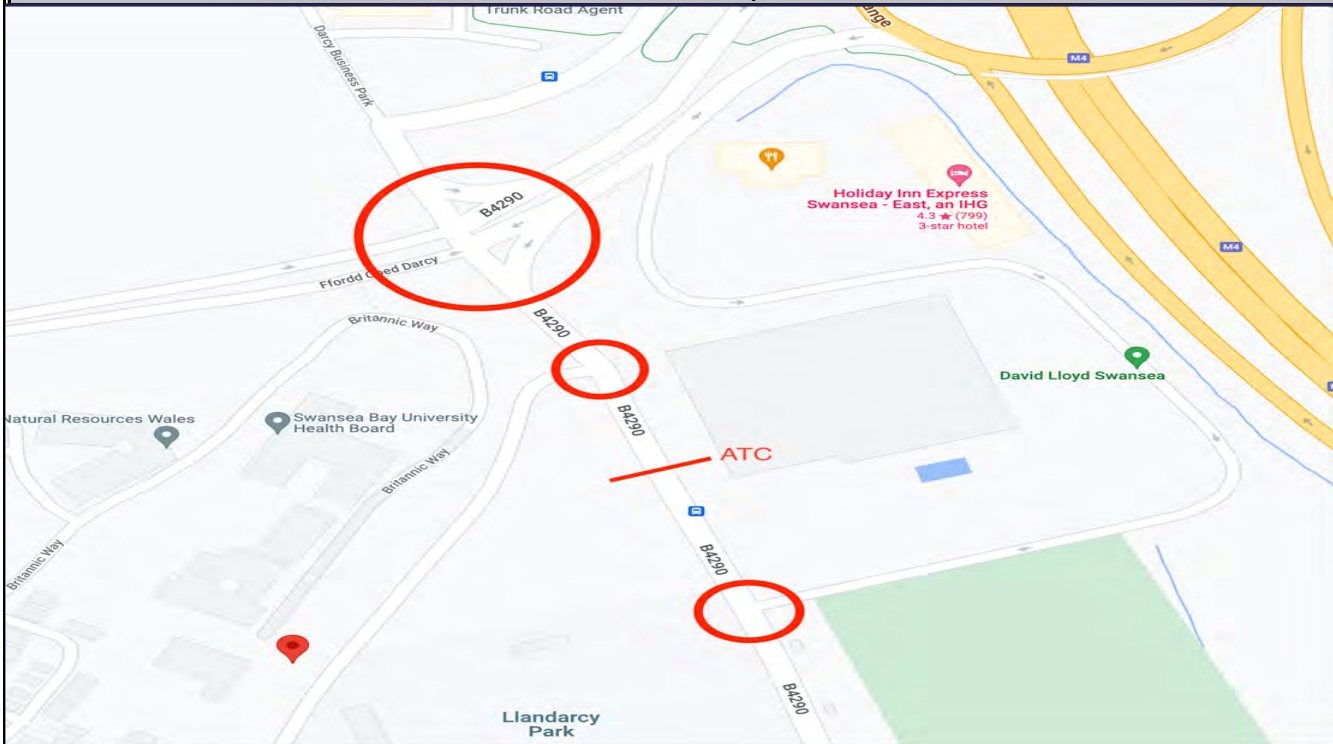
Company Registration Number: 11503589

VAT Number: 306 4112 48

Survey Overview

Job No' / Job Name	SS1438 Llandarcy
Date	Thursday 25 April 2024
Time	0700-1900
Survey Type	Classified JTC
Weather Conditions	

Overview Map



Comments



THE SEVERSIDE GROUP
 Transportation Data Collection
 Traffic Management
 Inductive Loop Curing
 Fabrication

SS1438 Llandarcy
 Thursday 25 April 2024
 0700-1900
 Site 1



THE SEVERSIDE GROUP
 Transportation Data Collection
 Traffic Management
 Inductive Loop Curing
 Fabrication

SS1438 Llandarcy
 Thursday 25 April 2024
 0700-1900
 Site 2



THE SEVERSIDE GROUP
 Transportation Data Collection
 Traffic Management
 Inductive Loop Curing
 Fabrication

SS1438 Llandarcy
 Thursday 25 April 2024
 0700-1900
 Site 3





SS1438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 1

[illegible]

Arm A: Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
51	12	1	0	0	0	0	64
70	15	0	0	0	0	0	85
66	20	2	0	0	0	0	88
72	27	0	0	0	0	0	99
259	74	3	0	0	0	0	336
93	12	2	0	1	0	0	108
90	12	0	0	1	0	0	103
74	18	3	0	2	0	0	97
50	9	2	0	3	0	0	64
307	51	7	0	7	0	0	372
42	15	1	0	1	0	0	59
51	13	1	0	0	0	0	65
44	11	0	1	1	0	0	57
30	13	1	0	0	0	0	44
167	52	3	1	2	0	0	225
38	10	0	0	0	0	0	48
53	9	0	0	0	0	0	62
39	11	2	0	0	0	0	52
40	11	2	0	1	0	0	54
170	41	4	0	1	0	0	216
40	8	2	0	0	0	0	50
22	6	0	0	0	0	0	28
42	8	1	1	0	0	0	52
42	11	0	0	0	0	0	53
146	33	3	1	0	0	0	183
40	7	1	0	0	0	0	48
37	5	2	1	0	0	0	45
47	11	1	0	0	0	0	59
26	10	1	0	0	0	0	37
150	33	5	1	0	0	0	189
52	9	1	0	0	0	0	62
46	6	5	0	0	0	0	57
40	9	1	0	1	0	0	51
38	13	1	0	0	0	0	52
176	37	8	0	1	0	0	222
44	14	1	0	0	0	0	59
42	11	0	0	1	1	0	55
53	11	0	0	0	0	0	64
61	10	2	1	0	0	0	74
200	46	3	1	1	1	0	252
46	12	1	0	1	0	0	60
47	6	1	0	1	0	0	55
56	8	1	0	3	0	0	68
55	10	0	0	2	0	0	67
204	36	3	0	7	0	0	250
48	16	0	0	0	0	0	64
69	11	1	0	0	0	0	81
62	6	0	0	0	0	0	68
51	8	1	0	0	2	0	62
230	41	2	0	0	2	0	275
69	8	0	0	0	0	0	77
61	6	0	0	0	1	0	68
40	7	0	0	0	0	0	47
45	6	0	0	0	0	0	51
215	27	0	0	0	1	0	243
49	4	0	0	0	0	0	53
49	3	0	0	0	1	0	53
45	1	0	0	0	0	0	46
42	4	0	0	0	0	0	46
185	12	0	0	0	1	0	198

Arm A Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
9	0	0	0	0	0	0	9
15	2	0	0	0	0	0	17
24	5	1	0	1	0	0	31
26	3	1	0	2	0	0	32
74	10	2	0	3	0	0	89
25	2	0	0	1	1	1	30
27	6	2	0	1	0	0	36
25	1	1	0	0	0	0	27
33	1	0	0	0	1	0	35
110	10	3	0	2	2	1	128
30	1	0	0	0	0	0	31
16	1	0	0	1	0	0	18
13	1	0	0	1	0	0	15
10	1	0	0	0	0	0	11
69	4	0	0	2	0	0	75
14	2	1	0	0	0	1	18
11	0	0	0	1	1	0	13
12	2	0	0	0	0	0	14
15	1	0	0	0	0	0	16
52	5	1	0	1	1	1	61
14	3	0	0	0	0	0	17
10	2	0	0	2	0	0	14
8	3	1	0	0	0	0	12
15	0	1	0	0	0	0	16
47	8	2	0	2	0	0	59
10	0	0	1	0	0	0	11
10	1	0	0	1	0	0	12
23	2	0	0	0	0	1	26
10	0	0	0	1	0	0	11
53	3	0	1	2	0	1	60
6	2	0	0	0	0	0	8
15	2	1	0	1	3	0	22
6	3	0	0	1	0	0	10
10	3	0	0	0	0	1	14
37	10	1	0	2	3	1	54
5	0	0	0	0	0	0	5
14	1	0	0	1	0	0	16
11	2	1	0	0	0	0	14
13	1	0	0	0	0	0	14
43	4	1	0	1	0	0	49
17	1	1	0	1	0	2	22
19	3	1	0	2	0	0	25
13	0	1	0	1	0	0	15
11	0	0	0	0	0	0	11
60	4	3	0	4	0	2	73
7	2	0	0	0	0	0	9
29	1	0	0	2	0	0	32
25	3	0	0	0	1	0	29
37	1	0	0	0	0	0	38
98	7	0	0	2	1	0	108
29	5	0	0	0	1	0	35
23	0	0	0	0	0	0	23
23	3	0	0	0	0	0	26
21	1	0	0	0	1	0	23
96	9	0	0	0	2	0	107
26	0	0	0	0	0	0	26
21	0	0	0	0	1	1	23
23	2	0	0	0	0	0	25
10	0	0	0	0	0	0	10
80	2	0	0	0	1	1	84

Arm A. Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
4	0	0	0	3	0	0	7
5	0	0	0	3	0	0	8
5	0	0	0	0	0	0	5
5	1	0	0	0	0	0	6
4	1	0	0	0	0	0	5
2	0	0	0	0	0	0	2
16	2	0	0	0	0	0	18
3	1	1	0	0	0	0	5
4	2	0	0	0	0	0	6
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
7	4	1	0	0	0	0	12
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
5	2	0	0	0	0	0	7
5	0	0	0	0	0	0	5
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
2	1	0	0	0	0	0	3
6	3	0	0	0	0	0	9
1	0	0	0	0	0	0	1
2	0	0	0	0	0	1	3
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
5	0	0	0	0	0	1	6
2	0	0	0	0	0	0	2
0	2	0	0	0	0	0	2
0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	3
5	3	0	0	0	0	0	8
1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	6
6	1	0	0	2	0	0	9
6	1	0	0	1	0	0	8
19	2	0	0	3	0	0	24
3	0	0	0	0	0	0	3
6	1	0	0	0	0	0	7
4	0	0	0	0	0	0	4
1	2	0	0	0	0	0	3
14	3	0	0	0	0	0	17
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
0	0	0	0	0	1	0	1
11	0	0	0	0	1	0	12
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
10	0	0	0	0	0	0	10

Arm	Total
	72
	103
	120
	138
	433
	143
	145
	129
	101
	518
	95
	89
	72
	56
	312
	68
	77
	67
	72
	284
	72
	43
	65
	69
	249
	62
	58
	87
	51
	258
	71
	82
	61
	68
	282
	66
	73
	79
	91
	309
	83
	86
	92
	86
	347
	76
	120
	101
	103
	400
	115
	94
	78
	75
	362
	80
	81
	73
	58
	292

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

2409	483	41	4	19	5	0	2961
------	-----	----	---	----	---	---	------

819	76	13	1	21	10	7	947
-----	----	----	---	----	----	---	-----

110	19	1	0	6	1	1	138
-----	----	---	---	---	---	---	-----

4046

[illegible]



56
61
81
69
267
82
100
84
64
330
65
61
58
56
240
55
69
68
71
263
74
53
58
66
251
88
57
74
64
283
64
59
65
75
263
71
75
71
94
311
90
87
99
115
391
104
116
130
95
445
123
100
98
100
421
106
111
100
107
424

3889



117	21	1	0	5	0	1	145
-----	----	---	---	---	---	---	-----

576	73	3	2	3	1	1	659
-----	----	---	---	---	---	---	-----

130	9	4	0	4	1	0	148
-----	---	---	---	---	---	---	-----

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

952



SS1438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 1

Origin - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
60	12	1	0	0	0	0	73
85	17	0	0	0	0	0	102
91	25	3	0	1	0	0	120
102	30	1	0	5	0	0	138
338	84	5	0	6	0	0	433
123	14	2	0	2	1	1	143
122	19	2	0	2	0	0	145
103	20	4	0	2	0	0	129
85	10	2	0	3	1	0	101
433	63	10	0	9	2	1	518
75	17	2	0	1	0	0	95
71	16	1	0	1	0	0	89
57	12	0	1	2	0	0	72
40	15	1	0	0	0	0	56
243	60	4	1	4	0	0	312
53	13	1	0	0	0	1	68
66	9	0	0	1	1	0	77
52	13	2	0	0	0	0	67
56	13	2	0	1	0	0	72
227	48	5	0	2	1	1	284
59	11	2	0	0	0	0	72
33	8	0	0	2	0	0	43
51	11	2	1	0	0	0	65
57	11	1	0	0	0	0	69
200	41	5	1	2	0	0	249
52	8	1	1	0	0	0	62
48	6	2	1	1	0	0	58
71	14	1	0	0	0	1	87
38	11	1	0	1	0	0	51
209	39	5	2	2	0	1	258
59	11	1	0	0	0	0	71
63	8	6	0	1	3	1	82
46	12	1	0	2	0	0	61
50	16	1	0	0	0	1	68
218	47	9	0	3	3	2	282
51	14	1	0	0	0	0	66
56	14	0	0	2	1	0	73
64	14	1	0	0	0	0	79
77	11	2	1	0	0	0	91
248	53	4	1	2	1	0	309
64	13	2	0	2	0	2	83
72	9	2	0	3	0	0	86
75	9	2	0	6	0	0	92
72	11	0	0	3	0	0	86
283	42	6	0	14	0	2	347
58	18	0	0	0	0	0	76
104	13	1	0	2	0	0	120
91	9	0	0	0	1	0	101
89	11	1	0	0	2	0	103
342	51	2	0	2	3	0	400
101	13	0	0	0	1	0	115
87	6	0	0	0	1	0	94
68	10	0	0	0	0	0	78
66	7	0	0	0	2	0	75
322	36	0	0	0	4	0	362
76	4	0	0	0	0	0	80
75	3	0	0	0	2	1	81
70	3	0	0	0	0	0	73
54	4	0	0	0	0	0	58
275	14	0	0	0	2	1	292

3338 578 55 5 46 16 8 4046

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
50	16	6	0	0	1	0	73
68	38	5	1	2	3	1	118
63	25	0	1	2	0	0	91
69	27	2	1	0	0	0	99
250	106	13	3	4	4	1	381
71	29	5	2	1	0	0	108
88	25	2	2	0	0	0	117
110	28	6	2	1	1	0	148
100	19	4	3	1	0	0	127
369	101	17	9	3	1	0	500
87	28	3	0	6	1	0	125
87	17	6	6	1	0	0	117
61	15	4	2	0	3	0	85
60	19	4	4	0	0	0	87
295	79	17	12	7	4	0	414
50	10	4	0	2	0	0	66
42	16	1	1	0	1	0	61
48	8	0	1	1	0	0	58
55	5	2	0	0	0	0	62
195	39	7	2	3	1	0	247
51	24	1	3	1	0	0	80
63	16	1	0	0	0	0	80
61	13	1	2	1	0	0	78
61	10	4	2	0	0	0	77
236	63	7	7	2	0	0	315
61	16	2	2	1	0	1	83
71	20	3	2	0	1	0	97
61	13	1	3	1	4	0	83
62	16	4	1	0	3	0	86
255	65	10	8	2	8	1	349
65	14	3	2	1	0	0	85
70	15	4	0	0	3	0	92
65	18	5	0	1	0	0	89
58	18	1	1	1	0	0	79
258	65	13	3	3	3	0	345
75	17	3	2	1	1	0	99
69	9	3	1	0	0	0	82
64	12	4	3	1	0	0	84
92	14	0	1	0	0	0	107
300	52	10	7	2	1	0	372
88	19	6	4	6	0	0	123
97	18	1	1	1	0	0	118
126	22	4	4	3	1	0	160
111	28	4	4	2	0	0	149
422	87	15	13	12	1	0	550
108	27	2	2	2	0	0	141
127	23	2	0	0	1	0	153
111	24	0	2	2	0	0	139
157	19	1	2	0	0	0	179
503	93	5	6	4	1	0	612
144	16	0	0	2	1	0	163
161	16	2	1	1	0	0	181
128	11	0	1	0	0	0	140
120	9	1	0	0	0	0	130
553	52	3	2	3	1	0	614
117	6	0	0	2	0	0	125
108	13	0	0	0	0	0	121
96	7	0	0	1	0	0	104
67	8	0	0	1	0	0	76
388	34	0	0	4	0	0	426

4024 836 117 72 49 25 2 5125

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
46	4	5	1	0	0	0	56
47	8	3	1	1	1	0	61
58	13	6	4	0	0	0	81
49	10	5	2	2	0	1	69
200	35	19	8	3	1	1	267
63	10	5	1	2	0	1	82
76	15	4	2	3	0	0	100
68	9	5	2	0	0	0	84
50	8	2	3	1	0	0	64
257	42	16	8	6	0	1	330
52	10	0	1	2	0	0	65
42	15	1	2	1	0	0	61
43	5	6	4	0	0	0	58
42	8	1	3	2	0	0	56
179	38	8	10	5	0	0	240
42	9	2	1	1	0	0	55
54	9	2	3	1	0	0	69
50	9	5	3	0	0	1	68
52	12	4	1	2	0	0	71
198	39	13	8	4	0	1	263
56	15	0	0	3	0	0	74
44	7	1	0	1	0	0	53
40	15	1	1	1	0	0	58
50	6	1	1	0	8	0	66
190	43	3	2	5	8	0	251
68	13	1	3	1	0	2	88
40	8	4	1	2	2	0	57
61	11	1	0	0	1	0	74
54	4	2	4	0	0	0	64
223	36	8	8	3	3	2	283
51	9	3	0	1	0	0	64
47	8	1	1	2	0	0	59
50	10	3	2	0	0	0	65
59	11	2	0	2	1	0	75
207	38	9	3	5	1	0	263
57	10	1	1	1	1	0	71
65	3	3	3	1	0	0	75
57	9	1	2	1	1	0	71
80	10	2	0	1	1	0	94
259	32	7	6	4	3	0	311
73	12	3	0	2	0	0	90
69	11	2	2	3	0	0	87
78	16	0	1	4	0	0	99
91	20	3	1	0	0	0	115
311	59	8	4	9	0	0	391
78	21	0	1	4	0	0	104
94	16	4	0	2	0	0	116
111	18	1	0	0	0	0	130
84	8	1	0	0	2	0	95
367	63	6	1	6	2	0	445
112	10	0	0	1	0	0	123
88	9	2	0	1	0	0	100
88	9	0	0	1	0	0	98
95	3	0	0	1	1	0	100
383	31	2	0	4	1	0	421
96	8	0	0	1	0	1	106
105	6	0	0	0	0	0	111
92	5	0	0	0	3	0	100
94	9	0	0	2	2	0	107
387	28	0	0	3	5	1	424

3161 484 99 58 57 24 6 3889

Origin - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
7	3	1	0	0	0	0	11
17	2	1	0	0	0	0	20
30	1	1	0	1	0	0	33
43	4	0	0	1	0	0	48
97	10	3	0	2	0	0	112
43	3	0	0	3	0	0	49
44	4	1	0	0	0	0	49
34	5	0	0	0	0	0	39
27	4	0	0	0	0	0	31
148	16	1	0	3	0	0	168
12	1	0	1	0	0	0	14
5	4	1	0	0	0	0	10
12	4	0	0	0	0	0	16
15	4	0	0	0	0	0	19
44	13	1	1	0	0	0	59
12	3	0	0	0	0	0	15
9	1	0	0	0	0	0	10
14	3	0	1	0	0	0	18
7	4	0	0	0	0	0	11
42	11	0	1	0	0	0	54
11	2	0	0	0	0	0	13
11	1	0	0	0	0	0	12
12	2	0	0	0	0	0	14
10	3	0	0	0	0	0	13
44	8	0	0	0	0	0	52
6	1	0	0	0	0	0	7
10	1	0	0	0	0	0	11
15	3	0	0	0	0	0	18
7	1	0	0	0	0	0	8
38	6	0	0	0	0	0	44
9	2	0	0	0	0	0	11
7	3	0	0	0	0	0	10
9	0	0	0	0	0	0	9
17	0	1	0	0	0	0	18
42	5	1	0	0	0	0	48
11	0	0	0	0	0	0	11
9	0	0	0	0	0	0	9
23	6	2	0	0	0	0	31
17	1	0	0	0	0	0	18
60	7	2	0	0	0	0	69
17	2	0	0	1	0	0	20
12	1	0	0	1	0	0	14
8	1	0	0	2	0	0	11
14	1	0	0	1	0	0	16
51	5	0	0	5	0	0	61
18	4	0	0	1	0	0	23
18	3	0	0	0	0	0	21
28	4	0	0	0	1	0	33
19	2	0	0	0	0	0	21
83	13	0	0	1	1	0	98
27	1	0	0	1	0	0	29
31	3	0	0	0	0	0	34
26	3	0	0	0	0	1	30
20	0	0	0	0	1	0	21
104	7	0	0	1	1	1	114
22	1	0	0	0	0	0	23
18	0	0	0	0	0	0	18
16	0	0	0	0	0	1	17
14	1	0	0	0	0	0	15
70	2	0	0	0	0	1	73



SS1438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 1

Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
24	7	1	0	0	0	0	32
27	12	1	0	0	2	0	42
47	14	0	0	1	0	0	62
58	10	1	0	3	0	0	72
156	43	3	0	4	2	0	208
55	18	3	0	1	0	1	78
71	17	3	0	2	0	0	93
73	15	2	0	0	1	0	91
63	15	2	0	2	0	0	82
262	65	10	0	5	1	1	344
48	13	2	0	0	0	0	63
53	15	1	1	0	0	0	70
48	10	2	0	0	3	0	63
43	14	3	1	1	0	0	62
192	52	8	2	1	3	0	258
36	8	1	0	2	0	0	47
38	10	0	0	0	0	0	48
35	7	0	0	0	0	1	43
43	7	0	0	0	0	0	50
152	32	1	0	2	0	1	188
44	15	1	0	1	0	0	61
48	10	0	0	0	0	0	58
46	16	0	0	1	0	0	63
41	5	1	0	0	8	0	55
179	46	2	0	2	8	0	237
52	10	2	2	0	0	3	69
47	22	2	0	1	2	0	74
50	12	0	1	0	1	0	64
46	11	3	0	0	0	0	60
195	55	7	3	1	3	3	267
53	11	1	0	0	0	0	65
58	9	1	0	1	0	0	69
51	16	1	0	0	0	0	68
49	20	0	0	1	0	0	70
211	56	3	0	2	0	0	272
56	13	1	0	0	1	0	71
62	3	0	0	1	0	0	66
59	10	3	1	0	1	0	74
64	8	0	0	0	0	0	72
241	34	4	1	1	2	0	283
70	11	3	0	3	0	0	87
74	16	0	0	3	0	0	93
96	12	0	0	6	0	0	114
89	19	0	0	2	0	0	110
329	58	3	0	14	0	0	404
101	24	0	1	2	0	0	128
117	21	1	0	1	1	0	141
98	18	0	0	1	0	0	117
115	14	0	0	0	1	0	130
431	77	1	1	4	2	0	516
118	15	0	0	0	1	0	134
126	11	0	0	1	0	0	138
91	9	0	0	0	0	0	100
87	8	0	0	0	0	0	95
422	43	0	0	1	1	0	467
97	3	0	0	1	0	1	102
77	8	0	0	0	0	0	85
67	6	0	0	0	2	1	76
49	5	0	0	0	2	0	56
290	22	0	0	1	4	2	319

3060 583 42 7 38 26 7 3763

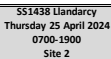
Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
97	18	6	1	0	0	0	122
127	23	3	1	1	1	0	156
132	32	8	4	0	0	0	176
134	37	5	2	0	0	0	178
490	110	22	8	1	1	0	632
169	23	6	1	3	0	0	202
175	26	3	2	2	0	0	208
146	28	8	2	2	0	0	186
93	17	4	3	3	0	0	120
583	94	21	8	10	0	0	716
92	26	1	2	3	0	0	124
82	27	2	2	1	0	0	114
79	19	5	5	1	0	0	109
73	22	2	3	1	0	0	101
326	94	10	12	6	0	0	448
76	20	2	1	0	0	0	99
104	17	2	3	1	0	0	127
91	21	7	4	0	0	0	123
87	23	6	1	3	0	0	120
358	81	17	9	4	0	0	469
84	24	2	0	2	0	0	112
63	12	1	0	1	0	0	77
84	18	2	2	0	0	0	106
90	18	1	1	0	0	0	110
321	72	6	3	3	0	0	405
96	18	1	3	1	0	0	119
76	10	4	2	1	0	0	93
99	22	2	0	0	1	0	124
69	13	2	4	0	0	0	88
340	63	9	9	2	1	0	424
93	17	4	0	1	0	0	115
84	14	6	1	1	0	0	106
80	17	4	2	1	0	0	104
94	20	4	0	1	1	0	120
351	68	18	3	4	1	0	445
98	23	2	1	1	1	0	126
92	14	3	3	1	1	0	114
107	23	2	2	1	0	0	135
133	19	4	1	1	1	0	159
430	79	11	7	4	3	0	534
109	24	4	0	3	0	0	140
103	15	3	2	2	0	0	125
108	22	1	1	5	0	0	137
134	25	3	1	2	0	0	165
454	86	11	4	12	0	0	567
112	38	0	1	3	0	0	154
135	28	5	0	1	0	0	169
155	24	1	0	0	1	0	181
126	16	2	0	0	3	0	147
528	106	8	1	4	4	0	651
158	16	0	0	2	0	0	176
130	17	2	0	0	1	0	150
118	18	0	0	1	0	1	138
129	8	0	0	1	0	0	138
535	59	2	0	4	1	1	602
133	12	0	0	0	0	0	145
136	7	0	0	0	1	0	144
119	5	0	0	0	1	0	125
124	12	0	0	2	0	0	138
512	36	0	0	2	2	0	552

5228 948 135 64 56 13 1 6445

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
38	10	5	0	0	1	0	54
58	21	5	1	1	0	0	86
60	18	2	1	2	0	0	83
55	23	2	1	2	0	0	83
211	72	14	3	5	1	0	306
63	13	2	2	4	1	1	86
67	16	3	2	1	0	0	89
76	17	5	2	1	0	0	101
85	7	2	2	0	1	0	97
291	53	12	8	6	2	1	373
78	13	1	0	6	1	0	99
59	7	6	5	2	0	0	79
38	6	3	2	1	0	0	50
35	9	1	3	0	0	0	48
210	35	11	10	9	1	0	276
39	4	4	0	1	0	1	49
24	5	1	0	1	1	0	32
32	4	0	1	1	0	0	38
33	2	2	0	0	0	0	37
128	15	7	1	3	1	1	156
42	9	0	3	1	0	0	55
32	9	1	0	2	0	0	44
25	5	2	2	1	0	0	35
40	6	4	2	0	0	0	52
139	29	7	7	4	0	0	186
28	9	1	1	1	0	0	40
38	2	3	2	1	1	0	47
50	6	1	2	1	3	1	64
34	4	2	1	1	3	0	45
150	21	7	6	4	7	1	196
28	7	2	2	1	0	0	40
35	8	4	0	1	6	0	54
25	7	3	0	2	0	0	37
30	4	1	1	1	0	1	38
118	26	10	3	5	6	1	169
28	3	2	2	1	0	0	36
32	6	1	1	1	0	0	41
28	4	3	2	1	0	0	38
55	9	0	1	0	0	0	65
143	22	6	6	3	0	0	180
45	9	4	4	3	0	2	67
45	7	2	1	3	0	0	58
45	11	5	4	2	1	0	68
38	7	4	4	1	0	0	54
173	34	15	13	9	1	2	247
35	6	2	1	2	0	0	46
69	5	1	0	2	0	0	77
63	12	0	2	1	1	0	79
87	4	1	2	0	0	0	94
254	27	4	5	5	1	0	296
81	8	0	0	1	1	0	91
81	5	2	1	1	0	0	90
53	5	0	1	0	0	0	59
66	3	1	0	0	2	0	72
281	21	3	2	2	3	0	312
65	3	0	0	2	0	0	70
66	5	0	0	0	1	1	73
70	3	0	0	1	0	0	74
39	3	0	0	0	0	0	42
240	14	0	0	3	1	1	259

2338 369 96 64 58 24 7 2956

Destination - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
4	0	1	0	0	0	0	5
5	9	0	0	1	1	1	17
3	0	0	0	1	0	0	4
16	1	0	0	3	0	1	21
28	10	1	0	5	1	2	47
13	2	1	0	0	0	0	16
17	4	0	0	0	0	0	21
20	2	0	0	0	0	0	22
21	2	0	1	0	0	0	24
71	10	1	1	0	0	0	83
8	4	1	0	0	0	0	13
11	3	0	0	0	0	0	14
8	1	0	0	0	0	0	9
6	1	0	0	0	0	0	7
33	9	1	0	0	0	0	43
6	3	0	0	0	0	0	9
5	3	0	1	0	1	0	10
6	1	0	0	0	0	0	7
7	2	0	0	0	0	0	9
24	9	0	1	0	1	0	35
7	4	0	0	0	0	0	11
8	1	0	0	0	0	0	9
9	2	0	0	0	0	0	11
7	1	0	0	0	0	0	8
31	8	0	0	0	0	0	39
11	1	0	0	0	0	0	12
8	1	0	0	0	0	0	9
9	1	0	0	0	0	0	10
12	4	0	0	0	0	0	16
40	7	0	0	0	0	0	47
10	1	0	0	0	0	0	11
10	3	0	0	0	0	1	14
14	0	1	0	0	0	0	15
11	1	0	0	0	0	0	12
45	5	1	0	0	0	1	52
12	2	0	0	0	0	0	14
13	3	2	0	0	0	0	18
14	4	0	0	0	0	0	18
14	0	0	0	0	0	0	14
53	9	2	0	0	0	0	64
18	2	0	0	2	0	0	22
28	1	0	0	0	0	0	29
38	3	0	0	2	0	0	43
27	9	0	0	1	0	0	37
111	15	0	0	5	0	0	131
14	2	0	0	0	0	0	16
22	1	0	0	0	0	0	23
25	1	0	0	0	0	0	26
21	6	0	0	0	0	0	27
82	10	0	0	0	0	0	92
27	1	0	0	1	0	0	29
30	1	0	0	0	0	0	31
48	1	0	0	0	0	0	49
19	0	0	0	0	2	0	21
124	3	0	0	1	2	0	130
16	1	0	0	0	0	0	17
27	2	0	0	0	0	0	29
18	1	0	0	0	0	0	19
17	2	0	0	1	0	0	20
78	6	0	0	1	0	0	85



Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	1	0	0	0	0	0	1
3	0	0	0	0	0	0	3
2	2	0	0	0	0	0	4
2	1	0	0	2	0	0	5
7	4	0	0	2	0	0	13
4	0	0	0	0	0	0	4
6	0	0	0	0	0	0	6
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
13	0	0	0	0	0	0	13
3	1	0	0	0	1	0	5
2	1	0	0	0	0	0	3
1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1
7	3	0	0	0	1	0	11
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
3	0	0	0	0	0	0	3
6	1	0	0	0	0	0	7
1	0	0	0	0	0	0	1
1	1	0	0	0	0	0	2
0	1	0	0	0	0	0	1
1	0	0	0	0	0	0	1
3	2	0	0	0	0	0	5
1	0	0	0	0	0	1	2
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
4	1	0	0	0	0	1	6
1	1	0	0	0	0	0	2
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	2
6	3	0	0	1	0	0	3
6	3	0	0	1	0	0	10
0	1	0	0	0	0	0	1
2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	2
3	0	0	0	0	0	0	3
6	2	0	0	0	0	0	8
3	0	1	0	0	0	0	4
1	0	0	0	0	0	0	1
4	0	0	0	1	0	0	5
2	1	1	0	0	0	0	4
10	1	2	0	1	0	0	14
0	1	0	0	0	0	0	1
4	1	0	0	0	0	0	5
2	4	0	0	0	0	0	6
4	2	0	0	0	0	0	6
10	8	0	0	0	0	0	18
4	1	0	0	0	0	0	5
2	1	0	0	0	0	0	3
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
15	2	0	0	0	0	0	17
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
8	0	0	0	0	0	0	8
1	0	0	0	0	0	0	1
14	0	0	0	0	0	0	14

42	213
51	
60	
60	
60	
70	220
48	
42	
36	
36	
180	196
34	
58	
52	
52	
204	209
64	
39	
52	
55	
55	221
46	
65	
52	
56	
59	240
73	
70	
72	
74	
96	312
69	
72	
348	
95	
76	319
70	
78	
62	
59	
69	246
56	
56	
2908	



916	140	27	18	11	2	1	1115
-----	-----	----	----	----	---	---	------

96	14	2	0	2	0	3	117
----	----	---	---	---	---	---	-----

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

Arm Total
16
18
25
14
73
35
37
28
138
28
16
22
79
22
15
25
23
85
22
14
11
15
62
30
19
25
13
87
12
17
18
60
27
22
15
24
88
19
22
33
101
37
21
36
30
124
39
28
35
127
58
52
40
58
208
1232



S51438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 2

Origin - Arm A						
Car	LGV	OGV1	OGV2	PSV	MC	PC
38	10	5	0	0	1	0
58	21	5	1	1	0	0
60	17	2	1	2	0	0
55	24	2	1	2	0	0
211	72	14	3	5	1	0
63	13	2	2	4	1	1
67	16	3	2	1	0	0
76	16	5	2	1	0	0
84	8	2	2	0	1	0
290	53	12	8	6	2	1
79	13	1	0	6	1	0
59	7	5	5	2	0	0
38	6	4	2	1	0	0
35	9	1	3	0	0	0
211	35	11	10	9	1	0
39	4	4	0	1	0	1
24	5	1	0	1	1	0
32	4	0	1	1	0	0
33	2	2	0	0	0	0
128	15	7	1	3	1	1
42	9	0	3	1	0	0
52	9	1	0	2	0	0
25	5	2	2	1	0	0
40	5	4	2	0	0	0
139	28	7	7	4	0	0
27	10	1	1	1	0	0
39	2	2	2	1	1	0
50	6	1	2	1	3	1
34	4	2	1	1	3	0
150	22	7	6	4	7	1
28	7	2	2	1	0	0
34	8	4	0	1	6	0
26	7	3	0	2	0	0
30	4	1	1	1	0	1
118	26	10	3	5	6	1
28	3	2	2	1	0	0
32	6	1	1	1	0	0
27	4	3	2	1	0	0
55	9	0	1	0	0	0
142	22	6	6	3	0	0
46	9	4	4	3	0	2
45	7	2	1	3	0	0
45	11	5	4	2	1	0
37	7	4	4	1	0	0
173	34	15	13	9	1	2
36	6	2	1	2	0	0
69	5	1	0	2	0	0
63	12	0	2	1	1	0
87	4	1	2	0	0	1
255	27	4	5	5	1	1
81	8	0	0	1	1	0
80	5	2	1	1	0	0
54	5	0	1	0	0	0
66	2	1	0	0	2	0
281	20	3	2	2	3	0
65	4	0	0	2	0	0
66	5	0	0	0	1	1
70	3	0	0	1	0	0
39	3	0	0	0	0	0
240	15	0	0	3	1	1

2338 369 96 64 58 24 8 2957

Origin - Arm B						
Car	LGV	OGV1	OGV2	PSV	MC	PC
30	6	5	1	0	0	0
40	5	3	1	1	1	0
41	12	4	3	0	0	0
40	9	5	2	3	0	1
151	32	17	7	4	1	1
46	5	4	1	3	0	1
57	8	1	2	2	0	0
37	7	2	2	0	0	0
32	5	2	2	1	0	0
172	25	9	7	6	0	1
32	8	0	1	1	1	0
38	10	2	0	1	0	0
35	6	4	5	0	0	0
28	5	0	2	1	0	0
133	29	6	8	3	1	0
26	5	1	1	1	0	0
46	8	2	1	1	0	0
35	11	4	1	0	0	1
41	9	1	0	1	0	0
148	33	8	3	3	0	1
45	10	0	0	1	0	0
35	7	1	0	1	0	0
35	14	0	0	0	0	0
41	4	1	1	0	8	0
156	35	2	1	2	8	0
49	9	1	2	1	0	2
27	5	3	0	2	2	0
42	8	1	0	0	1	0
46	3	2	3	0	0	0
164	25	7	5	3	3	2
46	6	2	0	1	0	0
38	4	2	0	2	0	0
43	11	0	1	0	0	0
51	10	1	0	2	1	0
178	31	5	1	5	1	0
42	7	0	1	1	1	0
48	3	3	1	1	0	0
45	9	1	2	1	1	0
64	7	1	0	1	0	0
199	26	5	4	4	2	0
56	10	3	0	1	0	0
60	6	2	1	3	0	0
56	12	0	1	5	0	0
73	18	4	1	0	0	0
245	46	9	3	9	0	0
52	14	0	1	2	0	0
83	14	4	0	2	0	0
85	18	1	0	0	0	0
64	7	0	0	0	1	0
284	53	5	1	4	1	0
88	6	0	0	1	0	0
68	6	1	0	1	0	0
70	7	0	0	1	0	0
65	3	0	0	1	1	0
291	22	1	0	4	1	0
56	4	0	0	1	0	1
57	2	0	0	0	0	0
62	4	0	0	0	3	0
48	4	0	0	2	2	0
223	14	0	0	3	5	1

2344 371 74 40 50 23 6 2908

Origin - Arm C						
Car	LGV	OGV1	OGV2	PSV	MC	PC
16	0	0	0	0	0	0
13	5	0	0	0	0	0
20	2	2	1	0	0	0
12	1	0	0	1	0	0
61	8	2	1	1	0	0
29	6	1	0	1	0	0
26	6	3	0	0	0	0
33	2	3	0	0	0	0
22	5	0	1	0	0	0
110	19	7	1	1	0	0
25	2	0	0	1	0	0
7	6	0	2	0	0	1
14	3	1	2	0	0	0
16	4	1	0	1	0	0
60	12	2	2	2	0	1
16	5	1	0	0	0	0
11	1	1	2	0	0	0
16	2	3	1	1	0	0
63	9	6	5	1	0	1
16	4	0	0	2	0	0
12	2	0	0	0	0	0
6	2	1	1	1	0	0
12	3	0	0	0	0	0
46	11	1	1	3	0	0
22	5	1	1	0	0	1
14	3	1	1	0	0	0
20	4	0	1	0	0	0
12	1	0	0	0	0	0
68	13	2	3	0	0	1
6	5	1	0	0	0	0
12	4	0	1	0	0	0
10	0	2	1	0	0	0
13	2	1	0	1	0	1
41	11	4	2	1	0	1
20	6	1	0	0	0	0
20	0	0	2	0	0	0
14	1	0	0	0	0	0
19	3	1	0	0	1	0
73	10	2	2	0	1	0
21	3	1	0	2	0	0
14	4	0	1	0	0	0
29	4	0	0	0	0	0
18	4	0	0	0	0	0
82	15	1	1	2	0	0
27	8	0	0	2	0	0
18	3	0	0	0	0	0
32	4	0	0	0	0	0
25	3	1	0	0	1	0
102	18	1	0	2	1	0
32	6	1	0	0	0	0
24	4	0	0	0	0	0
23	2	0	0	0	0	0
35	0	0	0	0	0	0
114	12	1	0	0	0	0
53	5	0	0	0	0	0
47	5	0	0	0	0	0
40	0	0	0	0	0	0
52	6	0	0	0	0	0
192	16	0	0	0	0	0

1012 154 29 18 13 2 4 1232

Arm Total
112
155
167
158
592
183
194
186
167
730
171
145
114
106
536
105
105
115
112
437
133
102
95
121
451
134
106
141
112
493
107
116
106
121
450
115
119
111
162
507
165
149
175
171
660
153
201
219
197
770
225
193
163
176
757
191
184
183
156
714



SS1438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 2

Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
46	5	5	1	0	0	0	57
49	9	3	1	1	1	0	64
56	12	6	4	0	0	0	78
49	9	5	2	2	0	1	68
200	35	19	8	3	1	1	267
67	11	5	1	3	0	1	88
74	14	4	2	2	0	0	96
66	9	5	2	0	0	0	82
50	9	2	3	1	0	0	65
257	43	16	8	6	0	1	331
52	9	0	1	2	0	0	64
42	15	2	2	1	0	0	62
44	5	5	5	0	0	0	59
42	8	1	2	2	0	0	55
180	37	8	10	5	0	0	240
41	9	2	1	1	0	0	54
54	9	2	3	1	0	0	69
50	11	5	3	0	0	1	70
52	11	4	1	2	0	0	70
197	40	13	8	4	0	1	263
56	14	0	0	3	0	0	73
44	7	1	0	1	0	0	53
40	15	1	1	1	0	0	58
50	7	1	1	0	8	0	67
190	43	3	2	5	8	0	251
68	12	1	3	1	0	2	87
40	8	4	1	2	2	0	57
61	11	1	1	0	1	0	75
54	4	2	3	0	0	0	63
223	35	8	8	3	3	2	282
51	9	3	0	1	0	0	64
47	8	2	1	2	0	0	60
50	10	2	2	0	0	0	64
59	11	2	0	2	1	0	75
207	38	9	3	5	1	0	263
60	10	1	1	1	1	0	74
63	3	3	3	1	0	0	73
59	9	1	2	1	1	0	73
77	10	2	0	1	1	0	91
259	32	7	6	4	3	0	311
73	13	3	0	2	0	0	91
72	10	2	2	3	0	0	89
77	16	0	1	4	0	0	98
89	20	3	1	0	0	0	113
311	59	8	4	9	0	0	391
78	21	0	1	4	0	0	104
94	16	4	0	2	0	0	116
111	18	1	0	0	0	0	130
84	8	1	0	0	2	0	95
367	63	6	1	6	2	0	445
113	10	1	0	1	0	0	125
90	9	1	0	1	0	0	101
86	9	0	0	1	0	0	96
94	3	0	0	1	1	0	95
383	31	2	0	4	1	0	421
103	8	0	0	1	0	1	113
98	7	0	0	0	0	0	105
91	4	0	0	0	3	0	98
94	9	0	0	2	2	0	107
386	28	0	0	3	5	1	423

3160 484 99 58 57 24 6 3888

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
25	9	5	0	0	1	0	40
36	10	3	1	1	0	0	51
41	12	2	1	2	0	0	58
45	18	2	1	2	0	0	68
147	49	12	3	5	1	0	217
51	9	1	1	5	1	1	69
49	14	3	2	1	0	0	69
55	11	4	1	1	0	0	72
60	5	2	1	0	0	0	68
215	39	10	5	7	1	1	278
49	9	1	0	2	1	0	62
40	5	3	4	2	0	1	55
26	3	3	1	0	0	0	33
26	6	1	1	0	0	0	34
141	23	8	6	4	1	1	184
26	4	1	0	1	0	1	33
16	5	2	0	1	1	0	25
24	2	0	1	1	0	1	29
25	1	2	0	0	0	0	28
91	12	5	1	3	1	2	115
33	6	0	1	1	0	0	41
22	8	1	0	1	0	0	32
20	2	2	1	1	0	0	26
21	4	1	2	0	0	0	28
96	20	4	4	3	0	0	127
24	7	1	1	1	0	0	34
26	1	3	1	1	1	0	33
39	4	1	2	1	3	0	50
21	1	0	0	1	3	0	26
110	13	5	4	4	7	0	143
17	4	2	1	1	0	0	25
16	8	2	0	1	6	0	33
19	4	3	0	1	0	0	27
24	2	0	0	1	0	2	29
76	18	7	1	4	6	2	114
18	5	1	2	1	0	0	27
23	3	1	1	1	0	0	29
14	3	1	1	1	0	0	20
40	7	0	1	0	0	0	48
95	18	3	5	3	0	0	124
34	7	4	4	3	0	2	54
28	6	2	1	3	0	0	40
29	7	4	3	2	1	0	46
23	6	1	4	0	0	0	34
114	26	11	12	8	1	2	174
22	5	2	1	1	0	0	31
48	2	0	0	2	0	0	52
30	6	0	1	1	1	0	39
31	0	1	1	0	0	1	34
131	13	3	3	4	1	1	156
38	7	0	0	1	1	0	47
33	3	2	0	1	0	0	39
28	2	0	1	0	0	0	31
27	1	1	0	0	2	0	31
126	13	3	1	2	3	0	148
30	1	0	0	2	0	0	33
37	3	0	0	0	1	1	42
31	3	0	0	1	0	0	35
20	4	0	0	0	0	0	24
118	11	0	0	3	1	1	134

1460 255 71 45 50 23 10 1914

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
13	2	0	0	0	0	0	15
26	12	2	0	0	0	0	40
24	7	0	0	0	0	0	31
13	7	0	0	2	0	0	32
76	28	2	0	2	0	0	108
20	4	1	1	0	0	0	26
27	2	0	0	0	0	0	29
25	5	1	1	0	0	0	32
28	4	0	1	0	1	0	34
100	15	2	3	0	1	0	121
35	5	0	0	4	1	0	45
22	3	2	1	0	0	0	28
15	4	1	1	1	0	0	22
11	4	0	2	0	0	0	17
83	16	3	4	5	1	0	112
14	1	3	0	0	0	0	18
11	0	0	0	0	0	0	11
13	3	0	0	0	0	0	16
13	1	0	0	0	0	0	14
51	5	3	0	0	0	0	59
14	3	0	2	0	0	0	19
13	3	0	1	0	0	0	17
6	4	0	1	0	0	0	11
22	1	3	0	0	0	0	26
55	11	3	3	1	0	0	73
6	5	1	0	0	0	1	13
14	1	0	1	0	0	0	16
12	3	0	0	0	0	1	16
17	3	2	1	0	0	0	23
49	12	3	2	0	0	2	68
12	5	0	1	0	0	0	18
21	0	2	0	0	0	0	23
10	4	0	0	1	0	0	15
11	3	1	1	1	0	0	17
54	12	3	2	2	0	0	73
12	1	1	0	0	0	0	14
14	3	0	0	0	0	0	17
13	2	2	1	0	0	0	18
21	2	0	0	0	0	0	23
60	8	3	1	0	0	0	72
16	2	1	0	1	0	0	20
19	1	0	0	0	0	0	20
24	4	1	1	1	0	0	31
16	3	4	0	1	0	0	24
75	10	6	1	3	0	0	95
15	2	0	0	1	0	0	18
28	4	1	0	0	0	0	33
39	10	0	1	0	0	0	50
61	6	0	1	0	0	0	68
143	22	1	2	1	0	0	169
50	3	0	0	0	0	0	53
49	3	0	1	0	0	0	53
33	3	0	0	0	0	0	36
45	1	0	0	0	0	0	46
177	10	0	1	0	0	0	188
41	4	0	0	0	0	0	45
35	2	0	0	0	0	0	37
50	0	0	0	0	0	0	50
25	0	0	0	0	0	0	25
151	6	0	0	0	0	0	157

1074 155 29 19 14 2 2 1295

Arm Total
112
155
167
158
592
183
194
186
167
730
171
28
114
106
536
105
105
115
112
437
133
102
95
121
451
134
106
141
112
493
107
116
106
121
450
115
119
111
162
507
165
149
175
171
660
153
201
219
197
770
225
193
163
176
757
191
184
183
156
714

7097



9	2	0	0	1	0	0	12	176	13	2	0	0	2	2	195	1275	240	69	45	49	21	8	1707	1914
---	---	---	---	---	---	---	----	-----	----	---	---	---	---	---	-----	------	-----	----	----	----	----	---	------	------



839	75	7	0	0	3	1	925
-----	----	---	---	---	---	---	-----

0	2	0	0	0	0	0	2
---	---	---	---	---	---	---	---

110	12	2	0	0	4	1	129
-----	----	---	---	---	---	---	-----

1056

[illegible]

26
30
40
45
141
46
51
30
31
158
35
33
43
27
138
25
37
35
129
32
25
38
35
130
36
33
30
38
137
37
28
41
44
150
35
43
42
51
171
49
60
60
81
250
48
88
76
61
273
77
71
61
50
259
43
24
40
28
135



S51438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 3

Origin - Arm A						
Car	LGV	OGV1	OGV2	PSV	MC	PC
25	8	5	0	0	1	0
36	11	3	1	1	0	0
41	12	2	1	2	0	0
45	18	2	1	2	0	0
147	49	12	3	5	1	0
51	8	1	0	5	1	1
49	15	3	3	1	0	0
55	11	4	1	1	0	0
60	5	2	1	0	0	0
215	39	10	5	7	1	1
49	9	1	0	2	1	0
40	5	3	4	2	0	0
26	3	3	1	0	0	1
26	6	1	1	0	0	0
141	23	8	6	4	1	1
26	4	1	0	1	0	1
16	5	2	0	1	1	0
24	2	0	1	1	0	1
25	1	2	0	0	0	0
91	12	5	1	3	1	2
33	6	0	1	1	0	0
22	7	2	1	0	1	0
20	3	2	1	1	0	0
20	4	1	2	0	0	0
95	20	4	4	3	0	0
25	7	1	1	1	0	0
26	1	0	1	1	0	0
38	4	1	2	1	3	0
21	1	0	0	1	3	0
110	13	5	4	4	7	0
18	4	2	1	1	0	0
16	8	2	0	1	6	0
19	4	3	0	1	0	0
24	2	0	0	1	0	2
77	18	7	1	4	6	2
18	5	1	2	1	0	0
23	2	1	1	1	0	0
14	4	1	1	1	0	0
40	7	0	1	0	0	0
95	18	3	5	3	0	0
34	7	4	4	2	0	2
28	6	2	1	4	0	0
29	7	3	3	2	1	0
23	6	2	4	0	0	0
114	26	11	12	8	1	2
22	5	2	1	1	0	0
48	2	0	0	2	0	0
30	5	0	1	1	1	0
31	1	1	1	0	0	1
131	13	3	3	4	1	1
38	7	0	0	1	1	0
33	3	2	0	1	0	0
28	2	0	1	0	0	0
24	1	1	0	0	2	0
123	13	3	1	2	3	0
33	1	0	0	2	0	0
36	3	0	0	0	1	1
32	3	0	0	1	0	0
20	4	0	0	0	0	0
121	11	0	0	3	1	1

1460 255 71 45 50 23 10 1914

Origin - Arm B						
Car	LGV	OGV1	OGV2	PSV	MC	PC
16	3	0	0	0	1	0
25	1	0	0	0	0	0
22	4	0	0	0	0	0
16	3	0	0	0	0	0
79	11	0	0	0	1	0
16	1	0	0	0	0	0
24	0	0	0	0	0	0
14	2	0	0	0	0	0
13	4	0	0	0	0	0
67	7	0	0	0	0	0
12	2	0	0	0	0	0
17	6	1	0	0	0	0
12	1	2	0	0	0	0
11	0	0	0	0	0	0
52	9	3	0	0	0	0
12	0	0	0	0	0	0
24	3	0	0	0	0	0
24	2	0	0	0	0	0
19	1	0	0	0	0	0
79	6	0	0	0	0	0
25	2	0	0	0	0	0
22	1	0	0	0	0	0
12	5	0	0	0	0	0
21	2	0	0	0	0	0
80	10	0	0	0	0	0
29	3	0	0	0	0	2
8	2	1	0	0	0	0
23	1	0	0	0	0	0
19	0	1	0	0	0	0
79	6	2	0	0	0	2
18	3	0	0	0	0	0
20	2	0	0	0	0	0
16	3	0	0	0	0	0
23	2	0	0	0	0	0
77	10	0	0	0	0	0
20	0	0	0	0	1	0
13	1	1	0	0	0	0
24	0	1	0	0	0	0
26	1	0	0	0	0	0
83	2	2	0	0	1	0
20	2	1	0	0	0	0
11	0	0	0	0	0	0
17	1	0	0	0	0	0
20	3	0	0	0	0	0
68	6	1	0	0	0	0
19	7	0	0	0	0	0
19	2	1	0	0	1	0
28	1	0	0	0	0	0
16	1	0	0	0	0	0
82	11	1	0	0	1	0
28	1	0	0	0	0	0
8	2	0	0	0	0	0
21	2	0	0	0	0	0
21	1	0	0	0	0	0
78	6	0	0	0	0	0
26	3	0	0	0	0	0
38	0	0	0	0	2	0
32	0	0	0	0	2	0
29	2	0	0	0	0	0
125	5	0	0	0	4	0

949 89 9 0 0 7 2 1056

Origin - Arm C						
Car	LGV	OGV1	OGV2	PSV	MC	PC
18	2	5	1	0	0	0
20	4	3	1	1	1	0
24	8	5	3	0	0	0
27	7	4	2	3	1	1
89	21	17	7	4	2	1
32	5	4	1	3	0	1
38	8	1	2	2	0	0
22	4	2	2	0	0	0
23	3	2	2	1	0	0
115	20	9	7	6	0	1
26	6	0	1	1	1	0
24	5	3	0	1	0	0
31	6	1	5	0	0	0
20	4	0	2	1	0	0
101	21	4	8	3	1	0
16	6	1	1	1	0	0
28	5	2	1	1	0	0
17	9	4	1	0	0	1
25	8	1	0	1	0	0
86	28	8	3	3	0	1
22	8	1	0	1	0	0
18	6	0	0	1	0	0
28	9	1	0	0	0	0
22	3	0	2	0	8	0
90	26	2	2	2	8	0
26	6	1	1	1	0	1
23	4	2	0	2	2	0
21	7	1	0	0	1	0
31	3	1	3	0	0	0
101	20	5	4	3	3	1
30	4	2	0	1	0	0
21	3	2	0	2	0	0
32	8	0	1	0	0	0
33	8	1	0	1	1	0
116	23	5	1	4	1	0
26	7	0	1	1	0	0
37	2	2	1	1	0	0
28	9	1	2	1	1	0
42	7	1	0	1	0	0
133	25	4	4	4	1	0
37	9	2	0	1	0	0
48	6	2	1	3	0	0
43	11	0	1	5	0	0
61	15	4	1	0	0	0
189	41	8	3	9	0	0
35	10	0	1	2	0	0
68	15	3	0	2	0	0
61	14	1	0	0	0	0
54	6	0	0	0	1	0
218	45	4	1	4	1	0
71	5	0	0	1	0	0
63	6	1	0	1	0	0
55	5	0	0	1	0	0
46	1	0	0	1	1	1
235	17	1	0	4	1	1
39	2	0	0	1	0	1
22	2	0	0	0	0	0
35	4	0	0	0	1	0
22	2	0	0	2	2	0
118	10	0	0	3	3	1

1591 297 67 40 49 21 6 2071

Arm Total
85
108
124
132
449
130
146
118
116
510
111
111
92
72
386
70
37
33
83
329
100
82
85
346
105
77
103
84
369
84
79
87
98
352
83
86
88
126
383
125
112
123
139
499
105
163
143
113
524
153
120
115
100
488
108
105
110
83
406

5041



SS1438 Llandarcy
Thursday 25 April 2024
0700-1900
Site 3

Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
30	6	5	1	0	0	0	42
40	5	3	1	1	1	0	51
41	12	5	3	0	0	0	61
40	9	4	2	3	0	1	59
151	32	17	7	4	1	1	213
46	5	4	1	3	0	1	60
57	8	1	2	2	0	0	70
37	7	2	2	0	0	0	46
32	5	2	2	1	0	0	42
172	25	9	7	6	0	1	220
32	8	0	1	1	1	0	43
38	10	3	0	1	0	0	52
35	7	3	5	0	0	0	50
29	4	0	2	1	0	0	36
134	29	6	8	3	1	0	181
26	6	1	1	1	0	0	35
45	7	2	1	1	0	0	56
38	11	4	1	0	0	1	55
39	9	1	0	1	0	0	50
148	33	8	3	3	0	1	196
44	10	1	0	1	0	0	56
35	7	0	0	1	0	0	43
35	14	1	0	0	0	0	50
41	4	0	2	0	8	0	55
155	35	2	2	2	8	0	204
49	9	1	1	1	0	2	63
28	5	3	0	2	2	0	40
41	8	1	0	0	1	0	51
46	3	2	3	0	0	0	54
164	25	7	4	3	3	2	208
46	6	2	0	1	0	0	55
38	4	2	0	2	0	0	46
43	11	0	1	0	0	0	55
51	10	1	0	2	1	0	65
178	31	5	1	5	1	0	221
43	7	0	1	1	1	0	63
47	3	3	1	1	0	0	55
45	9	1	2	1	1	0	59
64	7	1	0	1	0	0	73
199	26	5	4	4	2	0	240
56	10	3	0	1	0	0	70
60	6	2	1	3	0	0	72
56	12	0	1	5	0	0	74
75	18	4	1	0	0	0	98
247	46	9	3	9	0	0	314
51	14	0	1	2	0	0	68
82	17	4	0	2	0	0	105
85	15	1	0	0	0	0	101
64	7	0	0	0	1	0	72
282	53	5	1	4	1	0	346
91	6	0	0	1	0	0	98
68	7	1	0	1	0	0	77
69	7	0	0	1	0	0	77
63	2	0	0	1	1	1	66
291	22	1	0	4	1	1	320
58	4	0	0	1	0	1	64
55	2	0	0	0	0	0	57
63	4	0	0	0	3	0	70
47	4	0	0	2	2	0	55
223	14	0	0	3	5	1	246

2344 371 74 40 50 23 7 2909

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	4
7	1	0	0	0	1	0	9
16	1	0	0	0	1	0	18
8	0	0	0	0	0	0	8
6	0	0	0	0	0	0	6
2	1	0	0	0	0	0	3
12	2	0	0	0	0	0	14
28	3	0	0	0	0	0	31
10	0	0	0	0	0	0	10
4	0	2	0	0	0	0	6
7	0	0	0	0	0	0	7
4	0	0	0	0	0	0	4
25	0	2	0	0	0	1	28
7	0	0	0	0	0	0	7
9	0	0	0	0	0	0	9
8	0	0	0	0	0	0	8
26	0	0	0	0	0	1	27
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
7	0	0	0	0	0	0	7
16	0	0	0	0	0	0	16
4	1	0	0	0	0	0	5
2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	6
4	0	0	0	0	0	0	4
20	1	0	0	0	0	0	21
4	1	0	0	0	0	0	5
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
9	0	0	0	0	0	0	9
21	1	0	0	0	0	0	22
5	0	0	0	0	0	0	5
3	0	0	0	0	0	0	3
0	1	0	0	0	0	0	1
5	1	0	0	0	0	0	6
13	2	0	0	0	0	0	15
3	1	0	0	0	0	0	4
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
7	1	0	0	0	0	0	8
18	2	0	0	0	0	0	20
0	3	0	0	0	0	0	3
6	0	0	0	0	0	0	6
4	0	0	0	0	1	0	5
9	0	0	0	0	0	0	9
19	3	0	0	0	1	0	23
14	2	0	0	0	0	0	16
9	1	0	0	0	0	0	10
10	0	0	0	0	0	0	10
6	0	0	0	0	0	0	6
39	3	0	0	0	0	0	42
14	1	0	0	0	0	0	15
7	0	0	0	0	1	0	8
5	0	0	0	0	0	0	5
4	1	0	0	0	0	0	5
30	2	0	0	0	1	0	33

271 18 2 0 0 3 2 296

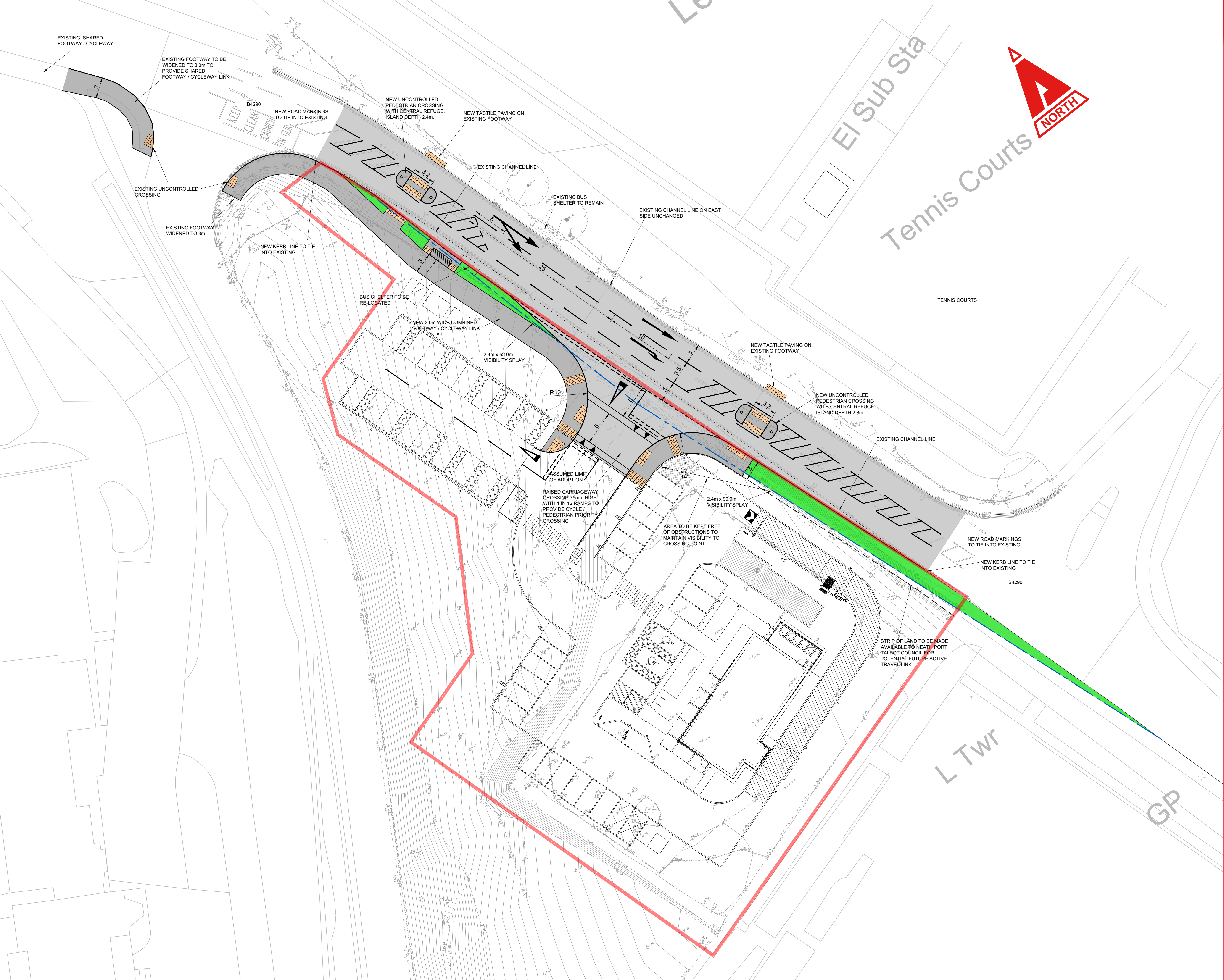
Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
27	7	5	0	0	2	0	41
38	11	3	1	1	0	0	54
42	12	2	1	2	0	0	59
41	18	2	1	2	0	0	64
148	48	12	3	5	2	0	218
45	9	1	0	5	1	1	62
48	15	3	3	1	0	0	70
52	9	4	1	1	0	0	67
52	5	2	1	0	0	0	60
197	38	10	5	7	1	1	259
45	9	1	0	2	1	0	58
39	6	2	4	2	0	0	53
27	3	3	1	0	0	0	34
24	6	1	1	0	0	0	32
135	24	7	6	4	1	0	177
21	4	1	0	1	0	1	28
14	6	2	0	1	1	0	24
25	2	0	1	1	0	0	29
22	1	2	0	0	0	0	25
82	13	5	1	3	1	1	106
35	6	0	1	1	0	0	43
24	7	1	0	1	0	0	33
20	3	2	1	1	0	0	27
15	5	1	2	0	0	0	23
94	21	4	4	3	0	0	126
27	6	1	1	1	0	1	37
23	2	3	1	1	1	0	31
35	4	1	2	1	3	0	46
21	1	0	0	1	3	0	26
106	13	5	4	4	7	1	140
16	4	2	1	1	0	0	24
16	9	2	0	1	6	0	34
19	4	3	0	1	0	0	27
20	2	0	0	0	0	2	24
71	19	7	1	3	6	2	109
16	5	1	2	1	0	0	25
23	2	1	1	1	0	0	28
21	3	2	1	1	0	0	28
39	7	0	1	0	0	0	47
99	17	4	5	3	0	0	128
32	7	4	4	2	0	2	51
24	6	2	1	4	0	0	37
28	7	3	3	2	1	0	44
22	5	2	4	0	0	0	33
106	25	11	12	8	1	2	165
25	5	2	1	1	0	0	34
47	2	0	0	2	1	0	52
30	5	0	1	1	0	0	37
28	1	1	1	0	0	1	32
130	13	3	3	4	1	1	155
32	5	0	0	1	1	0	39
27	3	2	0	1	0	0	33
25	2	0	1	0	0	0	28
22	1	1	0	0	2	0	26
106	11	3	1	2	3	0	126
26	1	0	0	2	0	0	29
34	3	0	0	0	2	1	40
31	3	0	0	1	0	0	35
20	3	0	0	0	0	0	23
111	10	0	0	3	2	1	127

1385 252 71 45 49 25 9 1836

Arm Total
85
108
124
132
449
130
146
118
116
510
111
111
92
72
386
70
89
87
83
329
100
82
85
346
105
77
103
84
369
84
86
88
126
383
125
112
123
139
499
105
163
143
113
524
153
120
115
100
488
108
105
110
83
406

5041

Appendix C: Proposed Access



THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

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

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

P08	ROAD MARKINGS IN DRIVE THRU REVISED	GVT	LM	LM
				19/07/24
P07	DRAWING REVISED FOLLOWING RSA COMMENTS. SCHEME RE-POSITIONED ONTO TOPOGRAPHICAL SURVEY.	GVT	LM	LM
				16/07/24
P06	DRAWING REVISED IN LINE WITH COMMENTS FROM NPTC. VIEW ROTATED.	GVT	LM	LM
				24/06/24
P05	SITE LAYOUT UPDATED. VISIBILITY SPLAY TO SOUTH INCREASED TO 90m. VIEWPORT ROTATED.	GVT	LM	LM
				09/05/24
P04	DRAWING REVISED FOLLOWING NPTCBC COMMENTS	GVT	LM	LM
				19/03/24
P03	FOOTWAY INCREASED TO 3m. PEDESTRIAN CROSSING RELOCATED. VISIBILITY SPLAYS REVISED.	GVT	LM	LM
				23/11/23
P02	EV PARKING AREA ADDED	GVT	LJ	LJ
				27/07/23
P01	ISSUED FOR INFORMATION.	GVT	LJ	LJ
				13/03/23
Rev.	Description	By	Chk	App

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

Drawing Title:
PROPOSED GHOST ISLAND JUNCTION LAYOUT - GA

Drawing No.
CC2514 CAM XX XX SK C 0007

Project	Originator	Vol.	Level	Type	Role	Number
Status:	S0	INFORMATION	Scale @A1:	1:250	Rev.	P08

CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Cambria House
16 Plas St. Pol de Leon
Penarth Marina
Cardiff, CF64 1TR

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



B4290, LLANDARCY

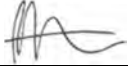
PROPOSED DRIVE THROUGH DEVELOPMENT ACCESS ARRANGEMENTS

Stage 1 Road Safety Audit

July 2024

RW-DC-24-4471-RSA1

Report title:	B4290, Llandarcy, RSA 1
Date:	0107/24
Document reference and revision:	RW-DC-24-4471-RSA1
Prepared by:	The Safety Forum
On behalf of:	Neath Port Talbot Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	R Westhead	D Crawford		01/07/24
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Cambria Consulting	The Safety Forum Ltd
Cambria House, 16 Plas St Pol de Leon, Penarth Marina, Cardiff. CF64 1TR.	PO Box 831 Godalming Surrey GU7 9HT
Date: 01/07/24	

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	5
3.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	6
4.0	AUDIT TEAM STATEMENT	9

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements associated with a drive through, fast food, development off the B4290 in Llandarcy.
- 1.2 The highway proposals include: a new ghost island right turn junction to access the site on the western side of the B4290, carriageway and footway widening, a new pedestrian refuge crossing,
- 1.3 The Stage 1 RSA was carried out at the request of the design organisation, Cambria Consulting.
- 1.4 The Road Safety Audit Brief was supplied by Cambria Consulting. The overseeing organisation is Neath Port Talbot Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out between 27th and 30th June 2024 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Rob Westhead – Team Leader (MSoRSA Cert Comp)

David Crawford – Team Member (BSc IEng MICE MIHT Cert of Comp)

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 27th June 2024, between 11:40 and 12:30 hours by all members of the Audit Team together. The weather was dry and fine and the road surface was dry. Traffic conditions were quiet, with a small number of pedestrians also observed around the site.
- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
CC2514-CAM-ZZ- XX-RP-TR-0050	P5	Llandarcy Coffee Shop & EV Charging Station Development Transport Assessment
CC2514 XX XX SK C 0007	P06	PROPOSED GHOST ISLAND JUNCTION LAYOUT - GA

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Central hatching between bus stops.

SUMMARY: Northbound vehicles overtaking buses in stop at risk of head on collisions.

The carriageway is proposed to be widened between the bus stops to accommodate the new right turn area for the development access. The RSA Team are concerned that this area of hatching could encourage northbound vehicles to overtake a stationary northbound bus in the stop, through the start of the right turn lane and hatching. A vehicle doing this could be at risk of conflicting with a southbound vehicle entering the right turn area.

Additionally, if buses are stationary in both the southbound and northbound stop there may also be a risk of opposing, following, vehicles attempting to both use the hatched area / right turn area, to pass stationary buses. This would also pose a risk of head on collisions occurring.

RECOMMENDATION

Install a kerbed island in the hatched area immediately north of the proposed right turn area to prevent overtaking. Due to the vertical and horizontal alignment of the carriageway to the north of this area the island should be installed with vertical features to highlight its presence.

3.2 PROBLEM

LOCATION: Hatched area between bus stops.

SUMMARY: Lack of pedestrian crossing facility between bus stops.

During the site visit pedestrians were observed crossing the B4290 between the bus stops. During crossing pedestrians were waiting in the existing hatched area. The RSA Team are concerned that the installation of a longer length of central hatching may mean pedestrians are further encouraged to use the central hatched area to wait, rather than cross in a single movement. This may increase the risk of vehicles conflicting with pedestrians.

RECOMMENDATION

Provide a pedestrian refuge island between the bus stops.

3.3 PROBLEM

LOCATION: Bus stop to north of proposed access.

SUMMARY: Bus in stop may obscure junction visibility.

A bus stationary in the stop to the north of the access may obstruct visibility between a vehicle exiting and turning right, and a southbound vehicle entering the right turn area.

RECOMMENDATION

Ensure that the available visibility to the left from the access is sufficient for the speed of traffic on the B4290. It may also be beneficial to install an island within the hatched area immediately north of the right turn area to prevent southbound vehicles travelling over the central hatching and reducing available intervisibility.

3.4 PROBLEM

LOCATION: Crossing over proposed access.

SUMMARY: Visibility between pedestrians crossing and left turning traffic entering.

Visibility between a pedestrian crossing the proposed access, south – north, and a left turning vehicle about to enter the site is potentially across private land to the back of footway. If this area to the back of footway is landscaped, has parking, or other features that could obscure visibility there is a risk of pedestrian entering the carriageway into the path of left turning vehicles.

RECOMMENDATION

Ensure that there are no obstructions to visibility between pedestrians crossing the access and vehicles entering.

3.5 PROBLEM

LOCATION: Proposed pedestrian refuge.

SUMMARY: Vehicles in right turn area may obscure visibility to / from pedestrians using crossing.

The pedestrian refuge island appears to be 2m wide, with the overall width of the hatched area being 3.5m. This means that a pedestrian waiting in the refuge will likely be approximately 1m back from the southbound running lane edge. A wide or tall vehicle positioned in the eastern side of the right turn area could therefore reduce visibility between a southbound vehicle and a pedestrian crossing the southbound

lane from the island. This could lead to pedestrians entering the carriageway into the path of a vehicle.

RECOMMENDATION

Increase the width of the pedestrian island.

3.6 PROBLEM

LOCATION: Proposed pedestrian refuge.

SUMMARY: Width of island is minimal for cycles.

The pedestrian refuge island appears to be 2m wide. Cycles using this crossing from the proposed shared use path may overhang the edges of the refuge and could be at risk of being struck by passing vehicles.

RECOMMENDATION

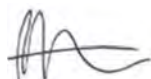
Increase the width of the pedestrian island so that it is sufficient for cycles to be accommodated within it safely.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: R Westhead
Position: Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 01 July 2024

AUDIT TEAM MEMBER

Name: D Crawford
Position: Road Safety Consultant
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 30 June 2024

APPENDIX A: LOCATION PLAN



Llandarcy Drive Thru

Road Safety Audit Stage 1– Designers Response

Client: LP2 LTD
Project Ref: CC2514
Report Revision: P01

CAMBRIA

Report Control Sheet

Client	LP2 LTD
Project	Llandarcy Drive Thru
Project ref	CC2514
Document title	Road Safety Audit Stage 1– Designers Response
Document reference	CC2514-CAM-ZZ-XX-RP-C-0003
Prepared by	G Turpitt
Reviewed and authorised by	L Mitchell

Document naming protocol

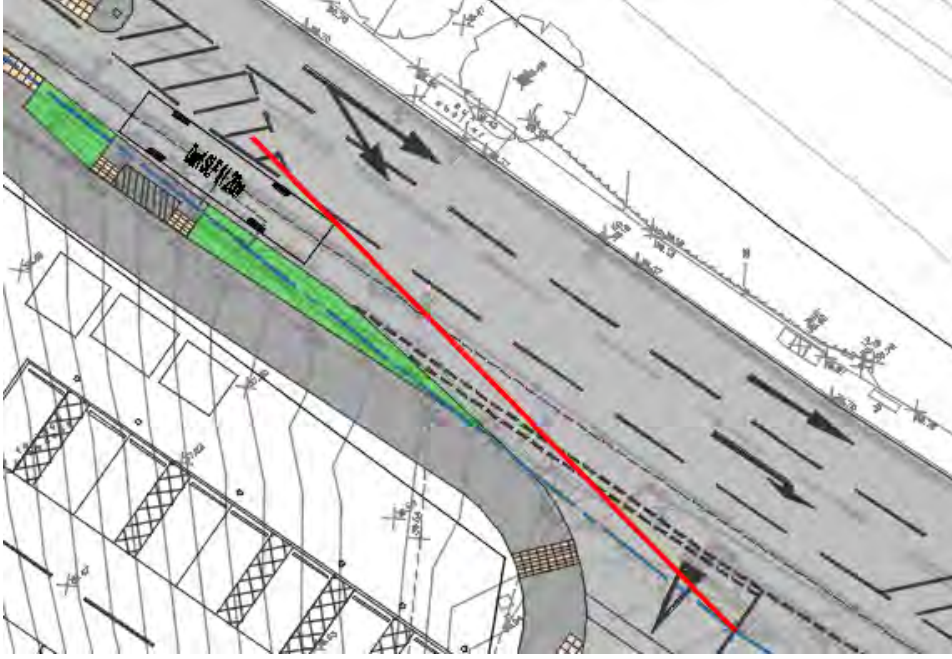
Project Ref.	Originator	Vol.	Level	Type	Role	Number
CC2514	CAM	ZZ	XX	RP	C	0003

Current issue

Revision	Status	Date	Description	Prepared by	Authorised by
P01	S0	16/07/24	First issue	G Turpitt	L Mitchell

RSA problem	3.1 PROBLEM LOCATION: Central hatching between bus stops. SUMMARY: Northbound vehicles overtaking buses in stop at risk of head on collisions. The carriageway is proposed to be widened between the bus stops to accommodate the new right turn area for the development access. The RSA Team are concerned that this area of hatching could encourage northbound vehicles to overtake a stationary northbound bus in the stop, through the start of the right turn lane and hatching. A vehicle doing this could be at risk of conflicting with a southbound vehicle entering the right turn area. Additionally, if buses are stationary in both the southbound and northbound stop there may also be a risk of opposing, following, vehicles attempting to both use the hatched area / right turn area, to pass stationary buses. This would also pose a risk of head on collisions occurring
RSA recommendation (Rr)	RECOMMENDATION Install a kerbed island in the hatched area immediately north of the proposed right turn area to prevent overtaking. Due to the vertical and horizontal alignment of the carriageway to the north of this area the island should be installed with vertical features to highlight its presence.
Design Organisation Response (DOR)	A kerbed refuge island has been added in the location recommended. Keep left bollards are to be installed on both ends of the island to assist with conspicuity.
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.

RSA problem	3.2 PROBLEM LOCATION: Hatched area between bus stops. SUMMARY: Lack of pedestrian crossing facility between bus stops. During the site visit pedestrians were observed crossing the B4290 between the bus stops. During crossing pedestrians were waiting in the existing hatched area. The RSA Team are concerned that the installation of a longer length of central hatching may mean pedestrians are further encouraged to use the central hatched area to wait, rather than cross in a single movement. This may increase the risk of vehicles conflicting with pedestrians.
RSA recommendation (Rr)	RECOMMENDATION Provide a pedestrian refuge island between the bus stops.
Design Organisation Response (DOR)	A pedestrian refuge island has been added as recommended.
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.
RSA problem	3.3 PROBLEM LOCATION: Bus stop to north of proposed access. SUMMARY: Bus in stop may obscure junction visibility. A bus stationary in the stop to the north of the access may obstruct visibility between a vehicle exiting and turning right, and a southbound vehicle entering the right turn area.
RSA recommendation (Rr)	RECOMMENDATION Ensure that the available visibility to the left from the access is sufficient for the speed of traffic on the B4290. It may also be beneficial to install an island within the hatched area immediately north of the right turn area to prevent southbound vehicles travelling over the central hatching and reducing available intervisibility.

Design Organisation Response (DOR)	As can be seen in the snapshot below, the whole right turning lane is visible when a bus is stationary at the proposed stop location. A refuge island has been added as recommended. 
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.
RSA problem	3.4 PROBLEM LOCATION: Crossing over proposed access. SUMMARY: Visibility between pedestrians crossing and left turning traffic entering. Visibility between a pedestrian crossing the proposed access, south – north, and a left turning vehicle about to enter the site is potentially across private land to the back of footway. If this area to the back of footway is landscaped, has parking, or other features that could obscure visibility there is a risk of pedestrian entering the carriageway into the path of left turning vehicles.
RSA recommendation (Rr)	RECOMMENDATION Ensure that there are no obstructions to visibility between pedestrians crossing the access and vehicles entering.

Design Organisation Response (DOR)	A note has been added to the drawing stating that the area in question is to be kept free of any obstructions so as to maintain visibility.
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.
RSA problem	3.5 PROBLEM LOCATION: Proposed pedestrian refuge. SUMMARY: Vehicles in right turn area may obscure visibility to / from pedestrians using crossing. The pedestrian refuge island appears to be 2m wide, with the overall width of the hatched area being 3.5m. This means that a pedestrian waiting in the refuge will likely be approximately 1m back from the southbound running lane edge. A wide or tall vehicle positioned in the eastern side of the right turn area could therefore reduce visibility between a southbound vehicle and a pedestrian crossing the southbound lane from the island. This could lead to pedestrians entering the carriageway into the path of a vehicle.
RSA recommendation (Rr)	RECOMMENDATION Increase the width of the pedestrian island.
Design Organisation Response (DOR)	The width of the pedestrian island has been increased to 2.8m.
Overseeing Organisation Response (OOR)	Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)	Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.

RSA problem	3.6	PROBLEM LOCATION: Proposed pedestrian refuge. SUMMARY: Width of island is minimal for cycles. The pedestrian refuge island appears to be 2m wide. Cycles using this crossing from the proposed shared use path may overhang the edges of the refuge and could be at risk of being struck by passing vehicles.
RSA recommendation (Rr)		RECOMMENDATION Increase the width of the pedestrian island so that it is sufficient for cycles to be accommodated within it safely.
Design Organisation Response (DOR)		The width of the pedestrian island has been increased to 2.8m to ensure that cycles are easily accommodated.
Overseeing Organisation Response (OOR)		Insert the Overseeing Organisation's response.
Agreed RSA Action (ARA)		Insert the design organisation's and the Overseeing Organisation's agreed action to the problem.

Appendix D: Appeal Decision



Penderfyniad ar yr Apêl

Ymweliad â safle a wnaed ar 16 Mai 2022

gan I Stevens BA (Hons) MCD MRTPI

Arolygydd a benodir gan Weinidogion
Cymru

Dyddiad: 29/06/2022

Appeal Decision

Site visit made on 16 May 2022

by I Stevens BA (Hons) MCD MRTPI

an Inspector appointed by the Welsh
Ministers

Date: 29/06/2022

Appeal Ref: CAS-01609-K0G0M6

Site address: 9 Maes Llwynonn, Cadoxton, Neath, SA10 8AQ

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

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr Alun Morgan against the decision of Neath Port Talbot County Borough Council.
 - The development proposed is a detached house with associated access.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The planning application is made in outline with approval sought for access and layout. Matters of appearance, landscaping and scale are reserved for later determination. A site layout plan has been provided which indicates where the dwelling would be sited along with the access position on to Main Road. Indicative floorplans have also been provided and although appearance and scale are reserved matters, dimensions parameters for the proposed dwelling have been provided.

Main Issues

3. The main issues are:
 - The effect of the proposed development on the character and appearance of the surrounding area, including the effect on a protected tree; and
 - The effect of the proposed access on highway safety.

Reasons

Character and appearance

4. The appeal site comprises part of the large rectangular rear garden that gently slopes down to a detached dwelling in Maes Llwynonn, a residential estate. The northern

boundary of the garden comprises a stone wall, beyond which is Main Road. The garden of no.11 Maes Llwynonn lies to the east. A car park serving a nearby public house on Main Road forms the boundary to the west. Towards the centre of the garden is a large oak tree which is subject to a Tree Preservation Order (TPO). The tree, together with the openness of the garden and its neighbouring spaces, contribute to a pleasant and spacious character.

5. The proposal is for a detached dwelling towards the northern boundary of the garden. While the appearance and scale of the proposed dwelling are reserved matters, the submitted plans indicate a two-storey dwelling facing Main Road, where a separate access would be created through the stone wall. A fence running through the garden would separate both dwellings.
6. The proposal would alter the spacious character that defines this area, by interrupting the openness of the rear gardens. The introduction of built form into a rear garden would also contrast with the context set by existing dwellings in the estate, where I am not aware of any other developments in rear gardens. The development would therefore have a piecemeal relationship with the settlement pattern and conflict with the immediate context set by the voids behind the stone wall. Moreover, the incongruous siting would contrast with the planned layout of the estate and be visible from Main Road. The large oak tree does not divide the existing garden in two because its canopy rises high and maintains a sense of openness, such that the space continues to be viewed as one. The proposal would therefore cause material harm to the character and appearance of the area.
7. My attention is drawn to other development further along the same side of Main Road. However, they are located at a distance from the uninterrupted pattern of rear gardens. The stone wall and trees in rear gardens are positive features along Main Road and the proposed development would disrupt these features by altering the appearance of the stone wall and removing some trees to facilitate access and layout. The presence of other openings in the stone wall further along Main Road does not negate the harm that would be caused by the proposed development.
8. The oak tree is an attractive feature which contributes positively to the character of the area as it can be seen from Maes Llwynonn and Main Road. The tree would continue to be located in the garden of no 9 but it would overhang into the garden of the proposed dwelling and cover a large area of the garden. The proximity of the tree cover to the proposed dwelling would likely give rise to safety concerns for future occupiers and overshadow much of the rear garden for significant periods of the day when the tree is in leaf. While I recognise the Council would retain some control over maintenance, given the anticipated long-life expectancy of the tree and the position of the proposed dwelling there could be further applications submitted by occupants for works to the tree, placing pressure on its future growth, its amenity value and its longevity.
9. The revised Arboricultural Impact Assessment (AIA) indicates that the proposed dwelling would be built on the perimeter of the root protection area (RPA). While the AIA advises that no access to the RPA would be allowed during construction, the proximity of the RPA to the dwelling would raise concerns about the impact of development on the tree, particularly when the AIA shows an area of ground protection next to the dwelling. I note that landscaping details are a reserved matter. However, the proposed fencing divide between both gardens would conflict with the AIA recommendation to not have any landscaping within the RPA. These issues add to my overall concerns that the proposal would adversely affect the oak tree.
10. In conclusion, the proposed development would be harmful to the character and appearance of the area and have a harmful effect on a protected tree. It would be

contrary to Policy BE 1 of the LDP which among other things requires proposals to respect the context of a site and its place within the local landscape and retain and enhance important local features. It would be contrary to Policy EN 7 of the LDP which among other things requires measures to be put in place to ensure that trees are retained and protected. The proposal would also be contrary to the Council's Design Supplementary Planning Guidance, adopted in July 2017, which among other things advises that proposals within existing built-up areas should demonstrate how they will fit into the existing development pattern in terms of scale, density, building line, ridge heights and elevations.

Highway safety

11. Main Road is an all-purpose ('A') road and not a trunk road. While there is disagreement between parties as to which highways guidance applies, Manual for Streets 2 (MfS2) (2010) recommends that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS. Both MfS and Technical Advice Note (TAN) 18: Transport (2007) provide guidance on stopping sight distances (SSDs) for streets where 85th percentile speeds are up to 60 km/h. TAN 18 advises that the recommended SSDs in Table B of Annex B apply for roads in built up areas where actual or design speeds are 60 km/h or below and is not applicable to trunk roads. Main Road has a 30mph speed limit at the proposed access point on to the highway. Guidance does not differentiate between 'A' roads and non-trunk roads for roads with a 30mph speed limit.
12. The appellant undertook a speed survey in January 2021 which showed 85th percentile speeds of 34.2mph eastbound and 33.6mph westbound. Following the formula for calculating SSD in MfS, the appellant has measured distances of 2.4m x 49m eastbound and 2.4m x 51m westbound. The submitted access plan shows how these SSD could be achieved and despite the Local Highways Authority's submitted plan indicating that only shorter visibility splays can be achieved, I am satisfied that the appellant's proposal provides an accurate representation of what can be achieved within their land or on the public highway, having measured distances to the nearside edge of the vehicle track as advised in MfS. Although the Local Highways Authority required distances of 90m in both directions, this is based on Table A of Annex B, TAN 18. While it considers that guidance does not preclude the use of SSD in Table A, it has not demonstrated why Table B should not be used when the evidence indicates that speeds below 60 km/h apply to this road which is in a built-up area.
13. The speed survey was undertaken in January 2021. I recognise that restrictions in place during the pandemic at that time may have affected traffic volumes and consequently impacted on speed surveys. I also recognise that January is not a neutral month in speed survey terms. Nevertheless, the survey results show speeds above the road limit. There could be several reasons why such speeds were observed, which do not necessarily relate directly to the timing of the survey. A follow-up survey in October 2021 also recorded speeds of about 31mph in both directions, which is not challenged by the Council. During my site visit I observed a steady flow of traffic along Main Road and while there were some parked cars on the kerb in front of the Crown & Sceptre public house, traffic flowed without interruption. The roundabout to the east of the appeal site also moderates vehicle speeds as they approach the junction.
14. I am satisfied that the proposal would not cause harm to highway safety. It therefore complies with Policy TR 2 of the LDP which among other things requires that proposals do not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highways safety or create unacceptable levels of traffic generation.

Other Matters

15. The Council has raised no objections on matters of ecology and drainage, and I have no reason to disagree with its findings. I acknowledge the Council's concerns regarding the proposed scale of development and concerns about the potential harmful effects on overlooking. However, as appearance and scale are reserved matters, my findings relate to the location of development in a rear garden and its relationship with the area context. As I am dismissing the appeal on other grounds it is not necessary for me to consider this matter further.

Conclusion

16. Although I have found no harmful effects on highway safety, the harm found to the character and appearance of the area and the effect of the proposed development on the protected oak tree have been decisive. For the reasons I have given, and having regard to all matters raised, the appeal is dismissed.

17. In reaching my decision, I have taken into account the requirements of sections 3 and 5 of the Well-Being of Future Generations (Wales) Act 2015. I consider that this decision is in accordance with the Act's sustainable development principle through its contribution towards the Welsh Ministers' well-being objective of making our cities, towns and villages even better places in which to live and work.

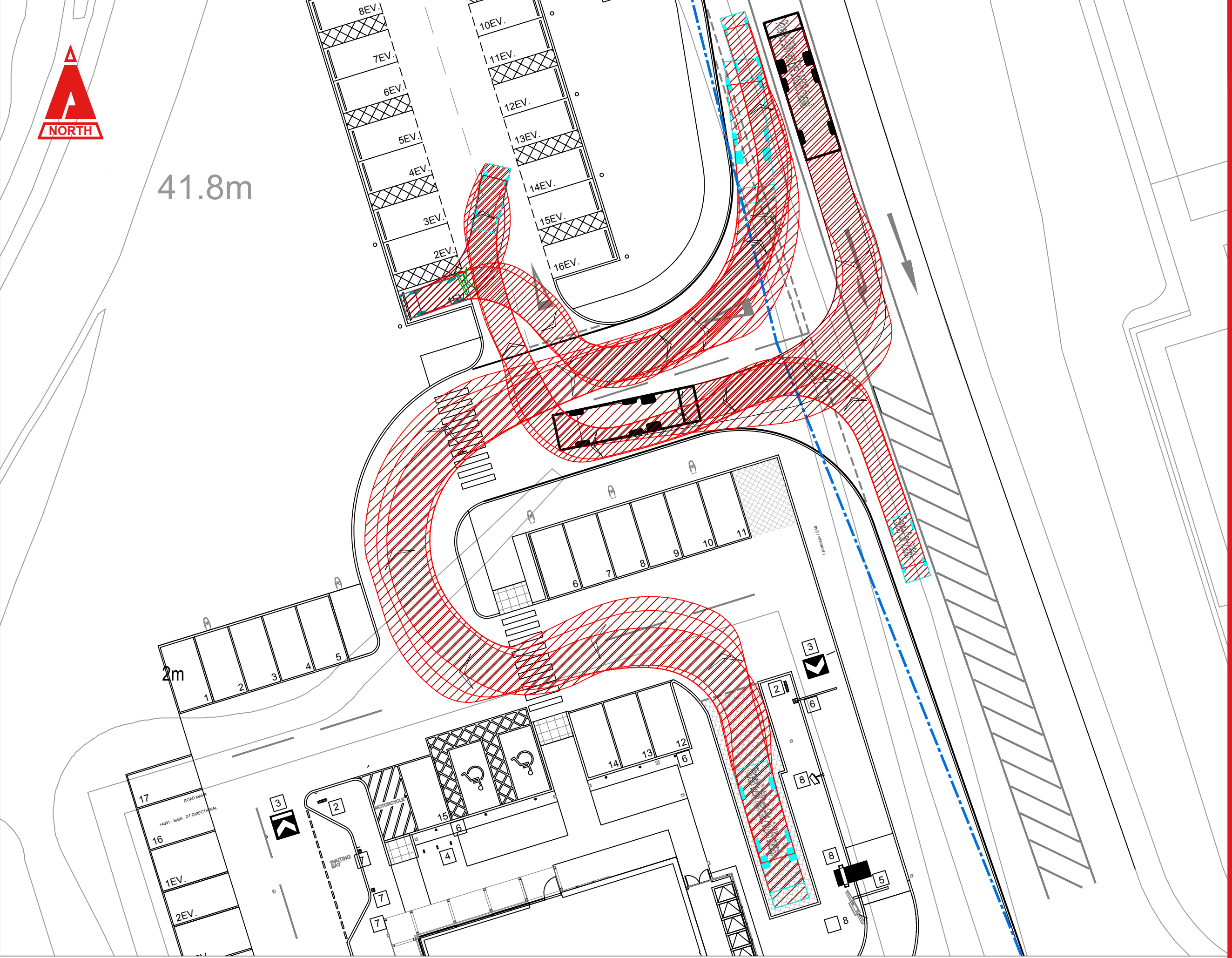
I Stevens

Inspector

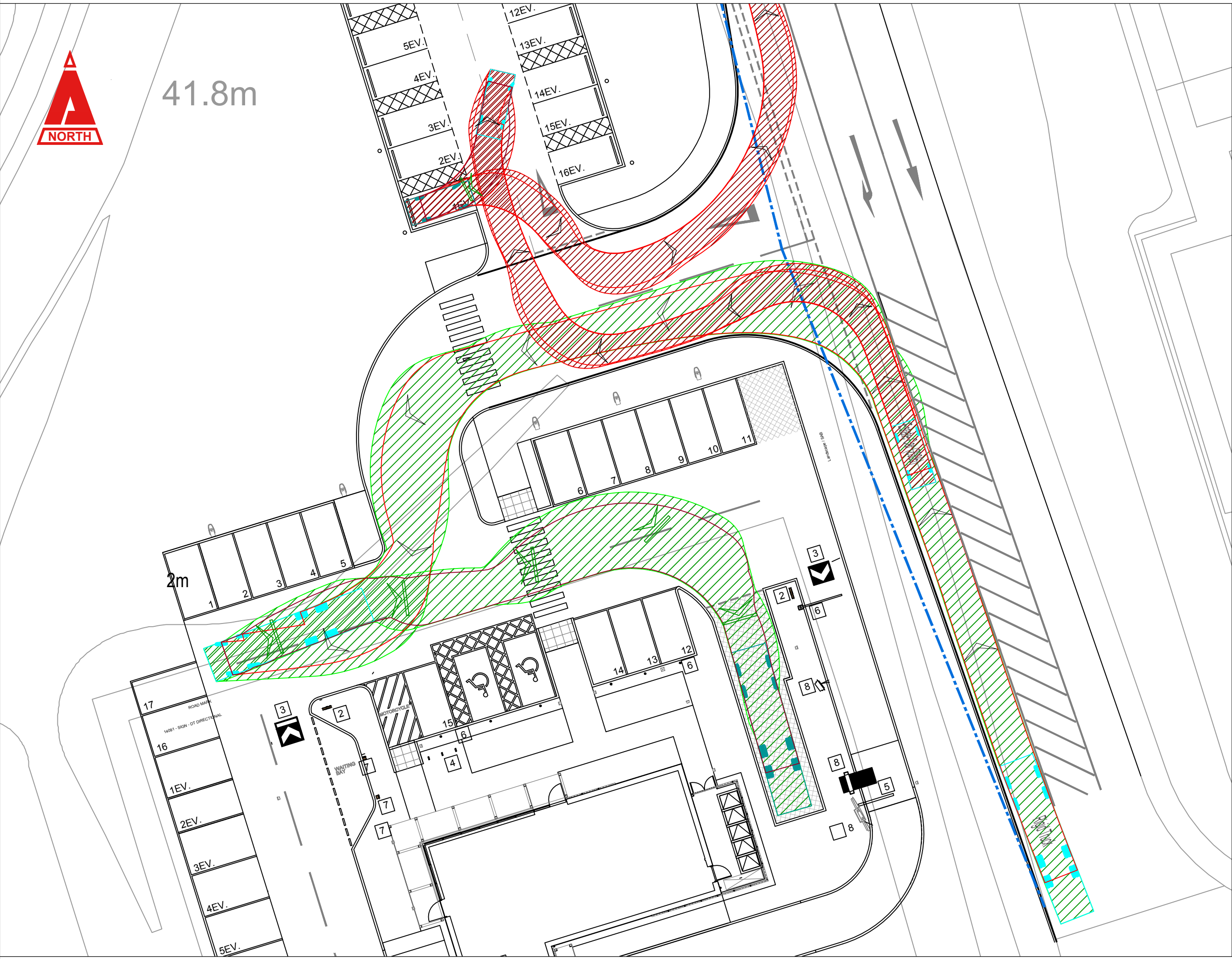
Appendix E: Swept Path Analysis



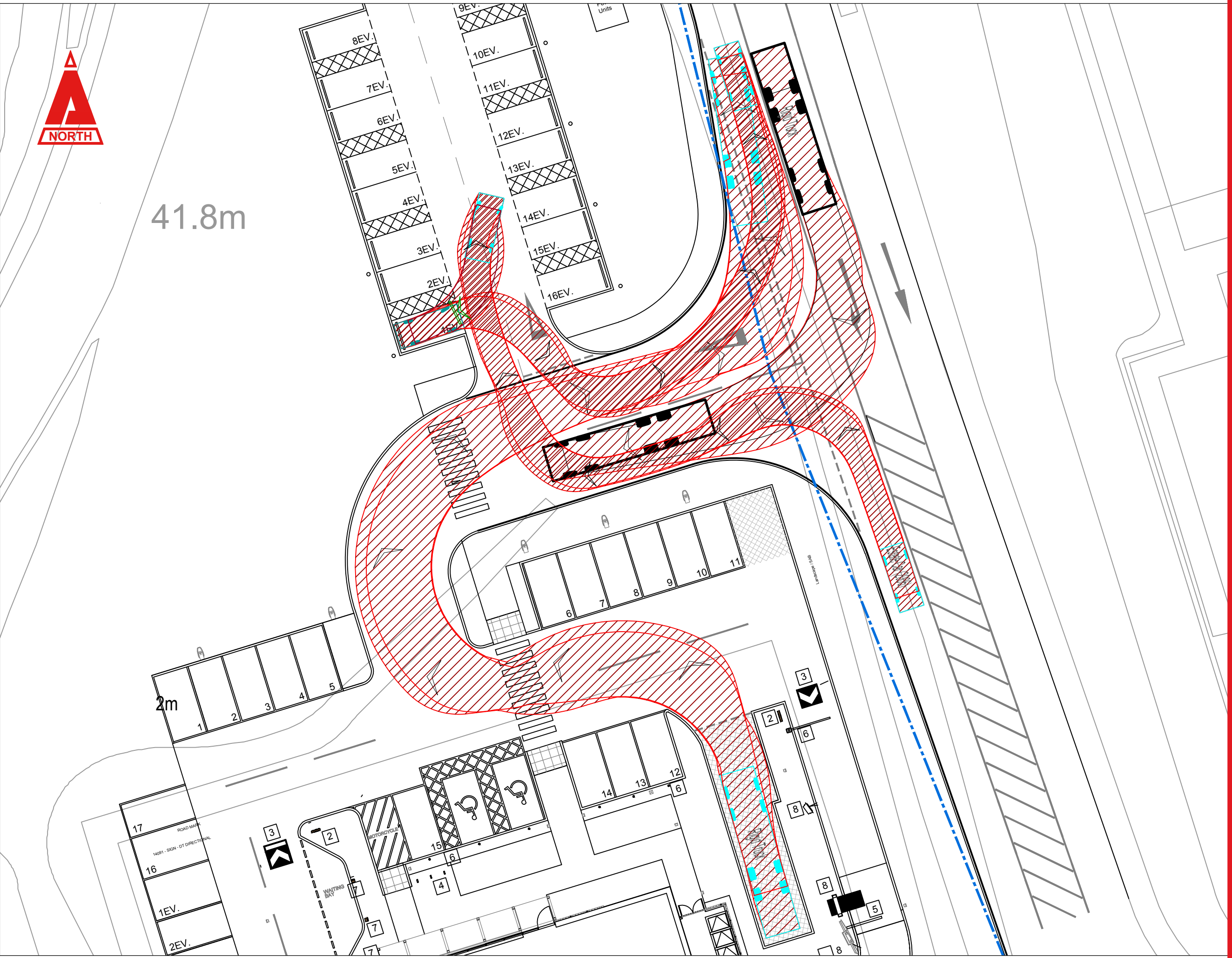
REFUSE VEHICLE INGRESS



REFUSE VEHICLE EGRESS



12m RIGID TRUCK INGRESS



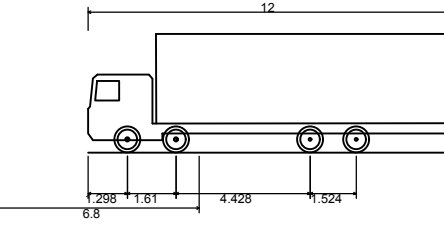
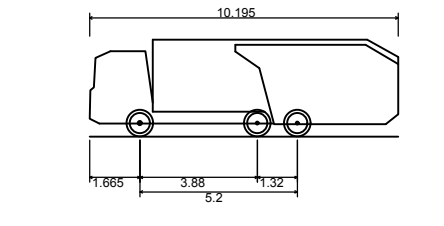
12m RIGID TRUCK EGRESS

THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

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

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

	
Rigid Truck	12.000m
Overall Length	2.550m
Overall Width	3.920m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.950m
Kerb to Kerb Turning Radius	
	
Phoenix 2-20W (with Elite 2 6x2MS chassis)	10.195m
Overall Length	2.530m
Overall Width	3.205m
Overall Body Height	0.410m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

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

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

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

Drawing No.
CC2514 CAM XX XX DR C 0110

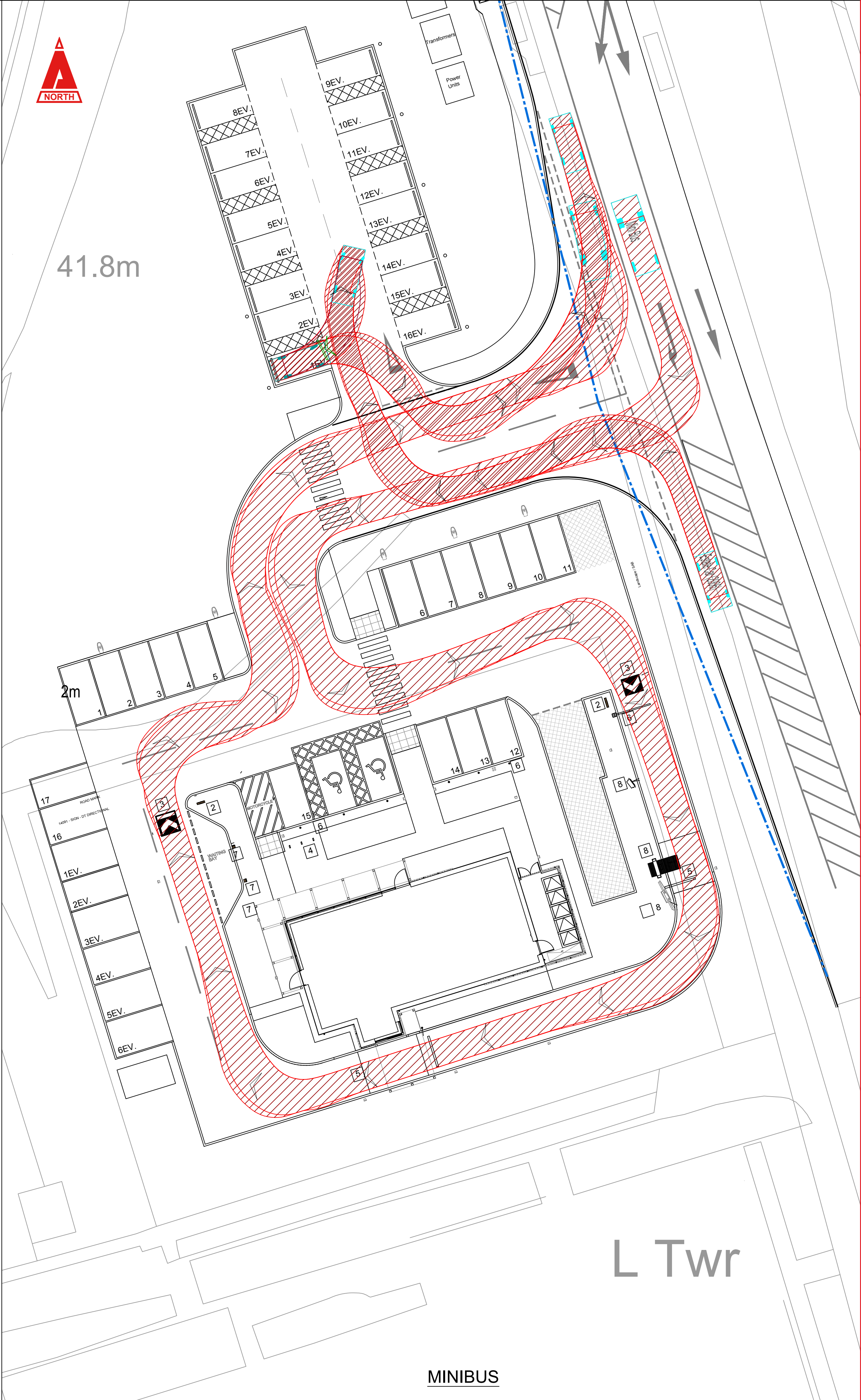
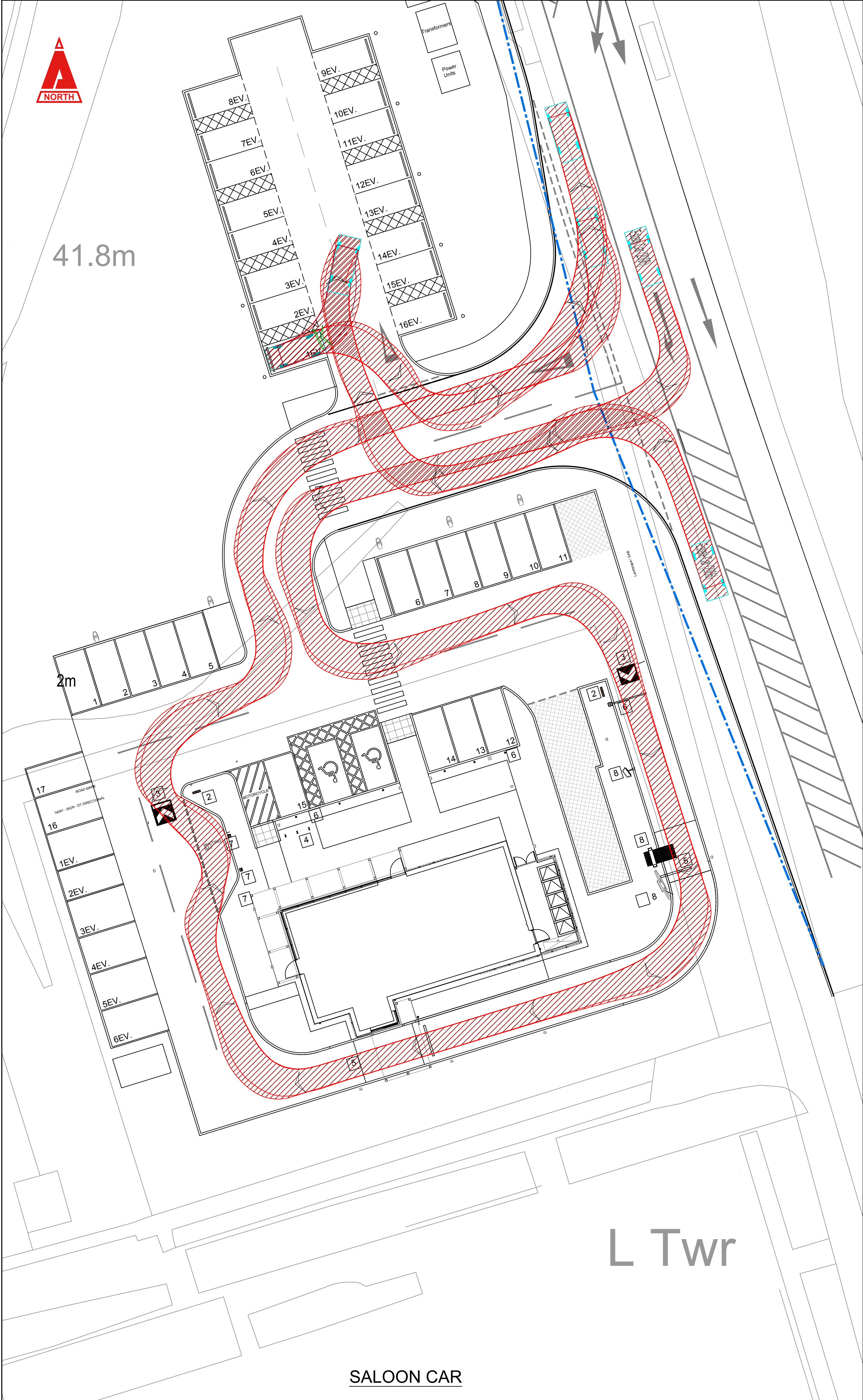
Project	Originator	Vol.	Level	Type	Role	Number
---------	------------	------	-------	------	------	--------

Status:	Scale @A1:	Rev.
S2 PRELIMINARY	1:250	P02

CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Cambria House
16 Plas St. Pol de Leon
Penarth Marina
Cardiff, CF64 1TR

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

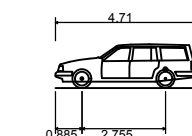
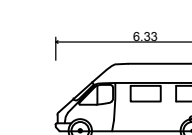


THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE.
ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM.
DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO
CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

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

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

	4.710m 1.804m 1.442m 0.207m 1.756m 4.00s 5.950m
	6.330m 2.192m 2.601m 0.374m 2.192m 4.00s 6.450m

P02	UPDATED SITE PLAN	GJ	LM	LM
P01	ISSUED FOR INFORMATION.	JK	LJ	LJ
Rev.	Description	By	Chk	App

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

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

Drawing No.
CC2514 CAM XX XX DR C 0111

Project	Originator	Vol.	Level	Type	Role	Number
S2	PRELIMINARY		1:200		P02	

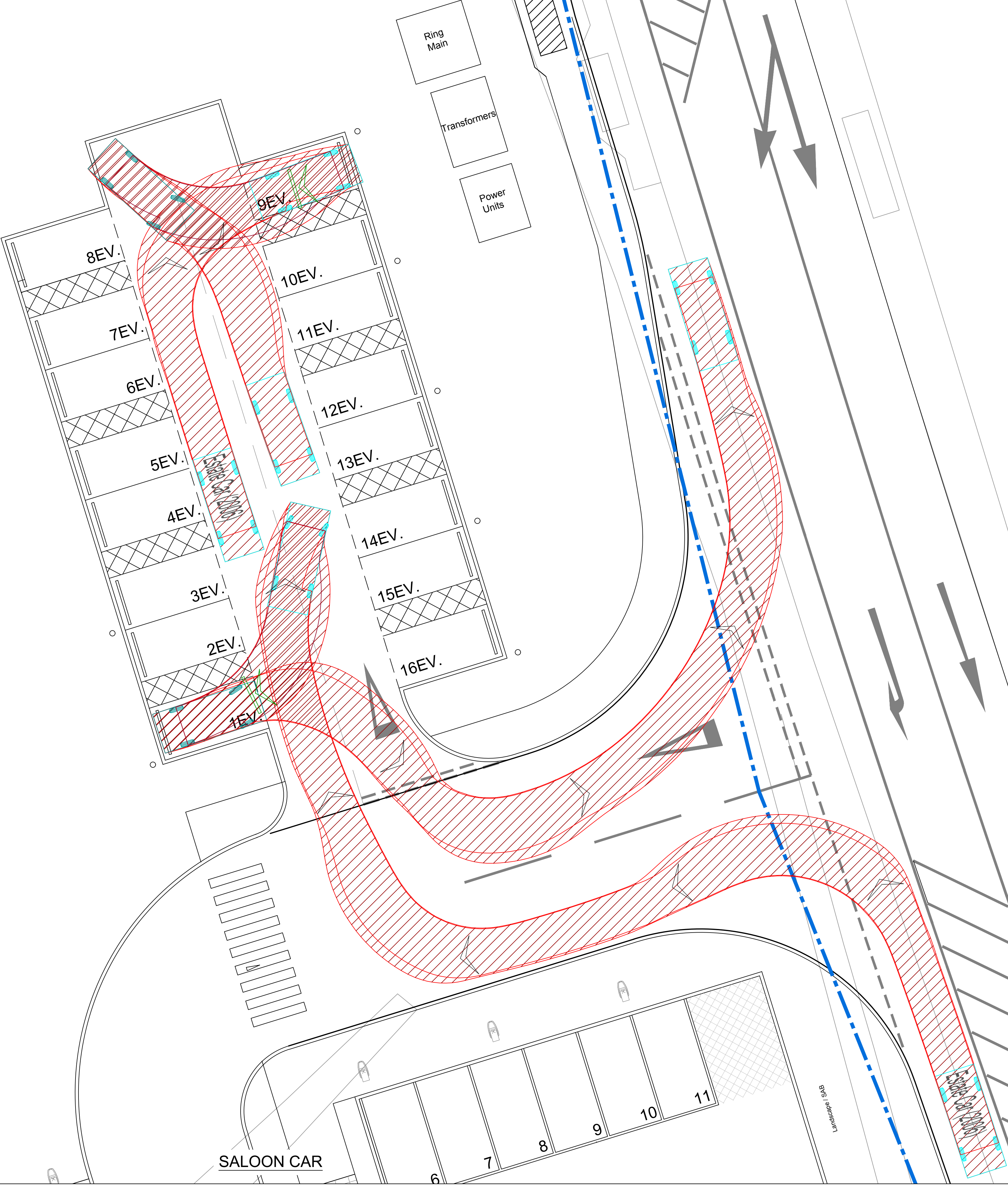
CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Cambria House
16 Plas St. Pol de Leon
Penarth Marina
Cardiff, CF64 1TR

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



41.8m

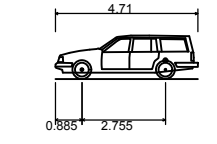


THIS DRAWING IS COPYRIGHT © CAMBRIA CONSULTING LTD.
DO NOT SCALE FROM THIS DRAWING.

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE.
ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM.
DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO
CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

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

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

	
Estate Car (2006) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius	4.710m 1.804m 1.442m 0.297m 1.756m 4.00s 5.950m

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

Client:
LP2 LTD

Project:
LLANDARCY DRIVE THRU

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

Drawing No.
CC2514 CAM XX XX DR C 0112

Project	Originator	Vol.	Level	Type	Role	Number
Status:	S2	PRELIMINARY	Scale @A1:	1:200	Rev.	P01

CAMBRIA
Constructive Thinking

Civil & Structural Engineers
Cambria House
16 Plas St. Pol de Leon
Penarth Marina
Cardiff, CF64 1TR

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

Appendix F: TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-230324-0353

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Primary Filtering selection:

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

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

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	4 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	4

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

Selected Location Sub Categories:

Industrial Zone	3
Residential Zone	1
Retail Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

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

Travel Plan:

No 7 days

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

PTAL Rating:

No PTAL Present 7 days

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

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

LIST OF SITES relevant to selection parameters

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

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	192	0.694	3	192	0.000	3	192	0.694
06:00 - 07:00	6	214	4.202	6	214	3.735	6	214	7.937
07:00 - 08:00	7	218	13.836	7	218	12.656	7	218	26.492
08:00 - 09:00	7	218	18.361	7	218	16.459	7	218	34.820
09:00 - 10:00	7	218	21.115	7	218	19.803	7	218	40.918
10:00 - 11:00	7	218	16.066	7	218	16.590	7	218	32.656
11:00 - 12:00	7	218	15.016	7	218	15.475	7	218	30.491
12:00 - 13:00	7	218	17.311	7	218	16.525	7	218	33.836
13:00 - 14:00	7	218	15.607	7	218	16.459	7	218	32.066
14:00 - 15:00	7	218	12.459	7	218	12.787	7	218	25.246
15:00 - 16:00	7	218	11.738	7	218	10.885	7	218	22.623
16:00 - 17:00	7	218	11.541	7	218	12.852	7	218	24.393
17:00 - 18:00	7	218	9.246	7	218	10.951	7	218	20.197
18:00 - 19:00	7	218	6.426	7	218	7.148	7	218	13.574
19:00 - 20:00	6	214	5.058	6	214	4.981	6	214	10.039
20:00 - 21:00	6	214	2.490	6	214	3.424	6	214	5.914
21:00 - 22:00	3	181	1.654	3	181	2.206	3	181	3.860
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			182.820			182.936			365.756

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

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

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

Calculation Reference: AUDIT-648801-231120-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 167 to 213 (units: sqm)
 Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/04/23

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

Selected survey days:

Saturday 4 days
 Sunday 1 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3

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

Selected Location Sub Categories:

Retail Zone 3
 Out of Town 1
 No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

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

LIST OF SITES relevant to selection parameters

1	BO-06-J-01 RILEY WAY BEDFORD KEMPSTON Edge of Town Retail Zone Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 213 sqm 17/10/20	BEDFORD Survey Type: MANUAL
2	CU-06-J-01 PARKHOUSE ROAD CARLISLE GATEWAY 44 Edge of Town No Sub Category Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 210 sqm 16/10/21	CUMBERLAND Survey Type: MANUAL
3	CU-06-J-02 LONDON ROAD CARLISLE Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: Survey date: SUNDAY	COSTA COFFEE 167 sqm 15/05/22	CUMBERLAND Survey Type: MANUAL
4	GM-06-J-01 CHESTER ROAD MANCHESTER OLD TRAFFORD Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 200 sqm 01/05/21	GREATER MANCHESTER Survey Type: MANUAL
5	GS-06-J-01 B4008 GLOUCESTER HARDWICKE Edge of Town Out of Town Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 210 sqm 24/04/21	GLOUCESTERSHIRE Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	5	200	2.500	5	200	2.300	5	200	4.800
07:00 - 08:00	5	200	8.800	5	200	7.300	5	200	16.100
08:00 - 09:00	5	200	14.800	5	200	14.900	5	200	29.700
09:00 - 10:00	5	200	19.700	5	200	17.800	5	200	37.500
10:00 - 11:00	5	200	25.700	5	200	23.200	5	200	48.900
11:00 - 12:00	5	200	24.400	5	200	24.500	5	200	48.900
12:00 - 13:00	5	200	22.700	5	200	22.600	5	200	45.300
13:00 - 14:00	5	200	21.600	5	200	22.100	5	200	43.700
14:00 - 15:00	5	200	21.100	5	200	21.400	5	200	42.500
15:00 - 16:00	5	200	17.700	5	200	18.400	5	200	36.100
16:00 - 17:00	5	200	15.200	5	200	15.100	5	200	30.300
17:00 - 18:00	5	200	10.700	5	200	11.700	5	200	22.400
18:00 - 19:00	5	200	6.900	5	200	8.800	5	200	15.700
19:00 - 20:00	5	200	3.600	5	200	4.800	5	200	8.400
20:00 - 21:00	2	207	5.085	2	207	5.811	2	207	10.896
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			224.705			225.931			450.636

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	167 - 213 (units: sqm)
Survey date range:	01/01/15 - 23/04/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix G: Development Access – Capacity Assessment

Junctions 10																		
PICADY 10 - Priority Intersection Module																		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021																		
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com																		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																		

Filename: Site Access.j10

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

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

»Proposed Layout - AM Peak Hour, AM

»Proposed Layout - PM Peak Hour, PM

Summary of junction performance

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

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

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

File summary

File Description

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

Units

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

Analysis Options

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

Demand Set Summary

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

Analysis Set Details

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

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

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

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

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

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

08:00 - 08:15

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

08:15 - 08:30

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

08:30 - 08:45

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

08:45 - 09:00

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

09:00 - 09:15

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

Proposed Layout - PM Peak Hour, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Development Access	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

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

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

HV %s

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

Results

Results Summary for whole modelled period

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

Main Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

--	--	--	--	--	--	--	--	--	--

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

Q Variation Results for each time segment

16:45 - 17:00

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

17:00 - 17:15

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

17:15 - 17:30

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

17:30 - 17:45

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

17:45 - 18:00

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

18:00 - 18:15

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