acstro

Transport Statement

Land to the Rear of 149 – 223 Heol y Gors Cwmgors

April 2025

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Revision History

A	25th July 2024	First Issue
B	12th December 2024	For PAC
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1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the development on land to the rear of 149 to 223 Heol y Gors, Cwmgors. The general location of the site is shown in Figure 1.

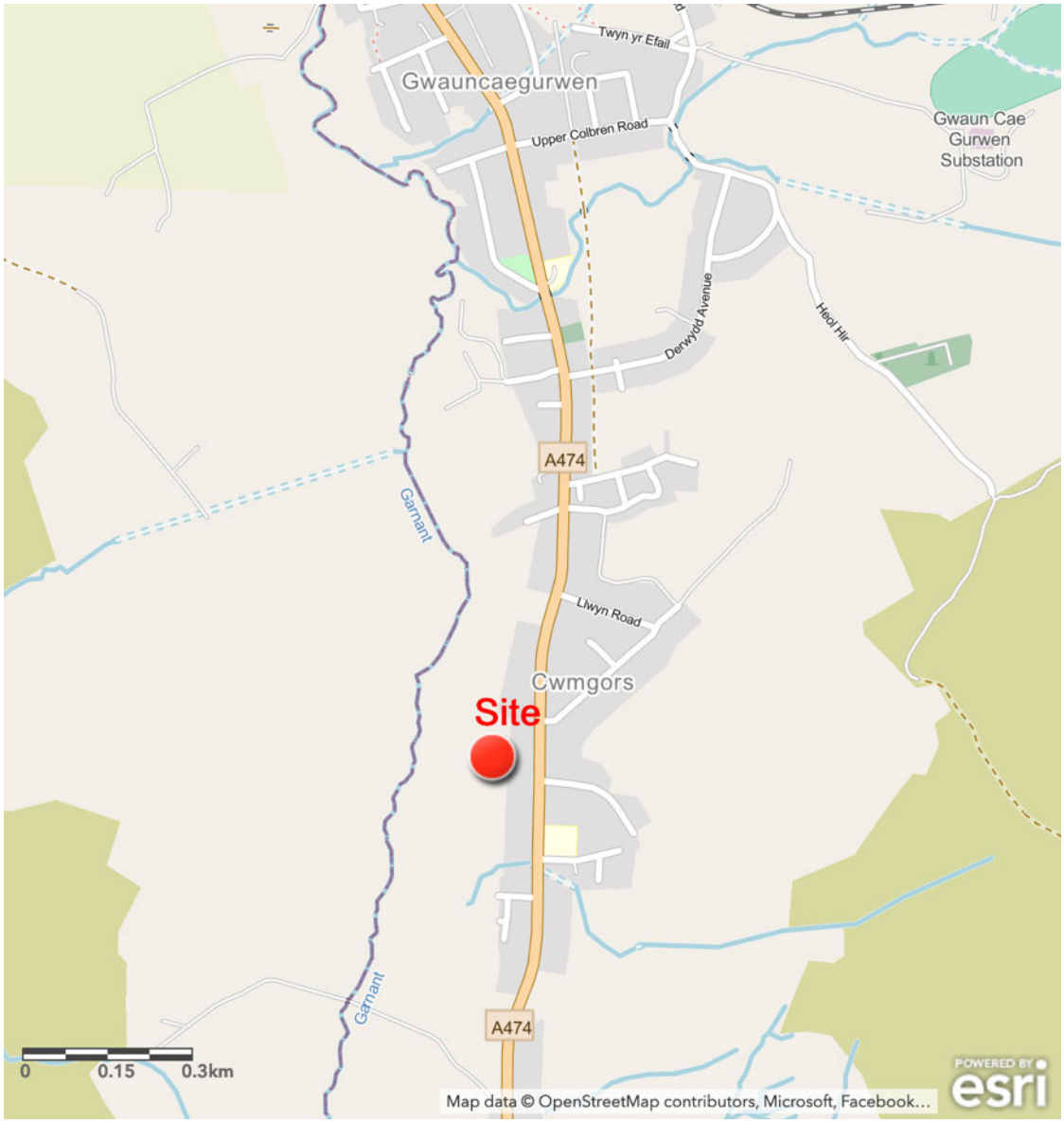


Figure 1 Location Plan

1.2 The site is the former Swelco Works site, an industrial site that we understand has been vacant for approximately 20 years. The site benefited from a now lapsed outline planning permission for the development of 60 residential units.

1.3 The proposal subject to this planning application is for a development of 45 affordable homes.

1.4 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.

1.5 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site.
- Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
- Section 5 describes the proposed development and its access arrangements.
- Section 6 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

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

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.

2.3 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.

Planning Policy Wales (12th Edition)

2.4 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.

2.5 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”.

2.6 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.”

2.7 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

2.8 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.

2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 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. To this end the provision of ULEV charging points is encouraged within new developments.

2.11 PPW recommends (4.1.51) 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".

Llwybr Newydd – The Wales Transport Strategy 2021

2.12 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:

1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
3. Encourage people to make the change to more sustainable transport.

2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.

2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

TAN18 Transportation

2.15 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.

2.16 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).

The Active Travel (Wales) Act 2013

2.17 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.

2.18 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.19 An extract from the ATNM is provided below and shows that there is an existing active travel route along Heol y Gors, with the development of future walking and cycling routes shown that will link Cwmgors to Gwaun-cae-gurwen to the north and Pontardawe to the south.

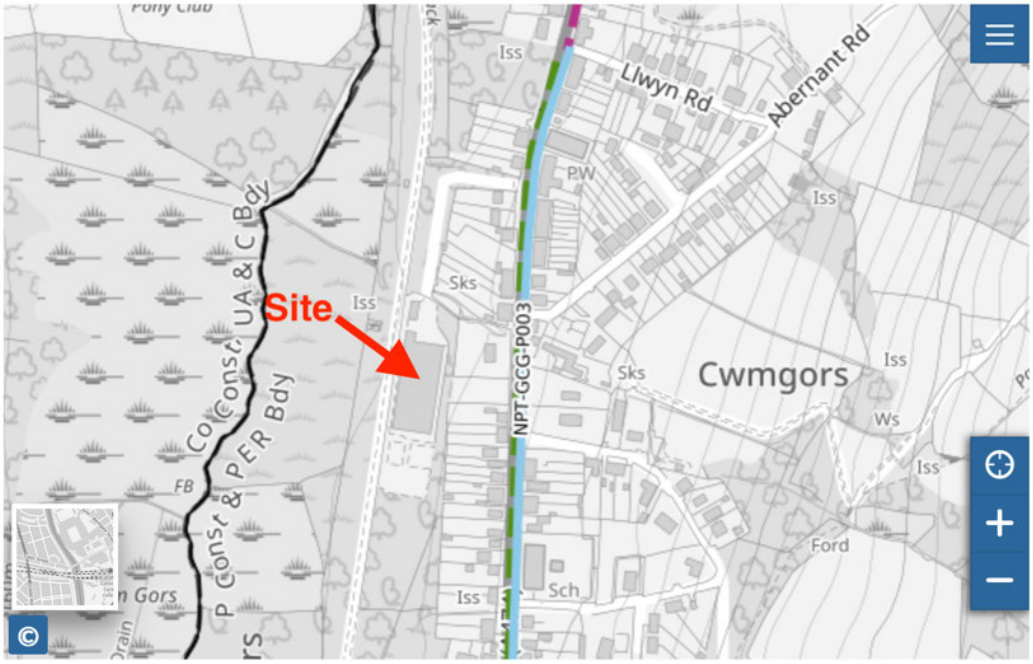


Figure 2 Active Travel Network Map

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

2.20 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 an provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.

2.21 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.

Neath Port Talbot CBC Parking Standards (2016)

2.22 The Parking Standards provide guidance on the appropriate level of parking provision within new development.

2.23 For residential developments the requirement is that one car parking space per bedroom is provided, up to a maximum of three spaces per dwelling. One visitor car parking space for every 5 dwellings is recommended.

2.24 For flats and apartments, 1 cycle stand per 5 bedrooms is a minimum requirement.

3 The Site

3.1 The application site's location and transport links are shown in context in Appendix 1.

Appendix 1 Site Context

3.2 The site is approximately 1.8 hectares in area and extends along the rear and to the west of Nos. 149 to 223 Heol y Gors. The site accommodates a large industrial building (approximately 2,530m^2) at its southern end.

3.3 Access to the site is from Heol y Gors, with the access located at the northern end of the site. The existing access arrangement is shown in Appendix 2.

Appendix 2 Existing Access Arrangement

3.4 The TRICS trip rate database has been reviewed to estimate the likely traffic generating potential of the existing industrial building. The database suggests that industrial units of around this size, located in suburban, edge of town or neighbourhood centre locations in mainland Britain (excluding Greater London) would typically generate 15 to 21 peak hour movements.

	Trip Rate per 100m^2			Trip Generation (2,530m^2)		
	Arrival	Departure	Total	Arrival	Departure	Total
am Peak Hour	0.718	0.095	0.813	18	2	21
pm Peak Hour	0.16	0.42	0.58	4	11	15

Table 1 Existing Permitted Use Vehicle Trip Rates & Trip Generation

3.5 The TRICS data also suggests that industrial units will typically generate 0.932 daily HGV movements per 100m^2. For this 2,530m2 building this equates to around 24 daily HGV movements. The change of use of the land from industrial to residential will remove the potential of the site to generate this level of HGV traffic and by doing so remove the negative impacts of heavy vehicle movements through the surrounding residential areas.

Appendix 3 TRICS Trip Rate Data – Industrial Unit

4 Proximity to Amenities

4.1 There are a number of amenities available in Cwmgors. These are supplemented with those available in Gwaun-cae-gurwen which is contiguous with Cwmgors. The table below lists a selection of these amenities and their walking distance and time from the application site. The walk distances are measured from the centre of the site.

Amenity	Location	Walk Distance / Time
Bus Stops	Heol y Gors	300m / 4 minute
Cwmgors Community Centre	Pen y Fedwen	650m / 8 minutes
Convenience Store	Cwmgors Spar, Heol y Gors	750m / 10 minutes
Chinese Take-away	Heol y Gors	750m / 10 minutes
Cwmgors Industrial Estate	Park Howard Road	850m / 11 minutes
GCG Dental Practice	Heol Cae-Gurwen	1200m / 15 minutes
CK Foodstore (Supermarket & Post Office)	Heol Cae-Gurwen	1500m / 20 minutes
Amman Valley GP Practice & GCG Pharmacy	Graig Road	1600m / 22 minutes
Primary School (Welsh Medium)	New Road	1900m / 26 minutes

Table 2 Selected Amenities & Walk Distance / Time

4.2 A broader range of services and facilities can be accessed in Pontardawe, some 7km to the south or Ammanford, some 10km to the north west.

5 Transport Links

Active Travel

5.1 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	🟢	🟢	🟠	⚫	⚫	⚫	⚫
	🟢	🟢	🟢	🟢	🟢	🟠	⚫
e-	🟢	🟢	🟢	🟢	🟢	🟠	🟠

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

Figure 3 Typical Distance Range for Active Travel
(Source: Active Travel Guidance Table 4.1)

5.2 Figure 4 shows the areas that are within 2-miles of the application site where utility journeys to and from the site may be viable on foot. All of the amenities described earlier in Table 1 are located within walking distance to the application site.

5.3 There exists, therefore, a wide range of services within walking distance that will meet the daily needs of the development's residents. As a result, people are more likely to walk or travel actively to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.

5.4 The site is accessible to pedestrians from the existing footways that run along both sides of Heol y Gors.

5.5 There is a public footpath that crosses the site that links with Heol y Gors immediately to the south of No. 173. The footpath provides a good quality pedestrian link to the site, having an asphalt surface that is usable in all weather. The route of the public footpath will not be affected by the proposed development.

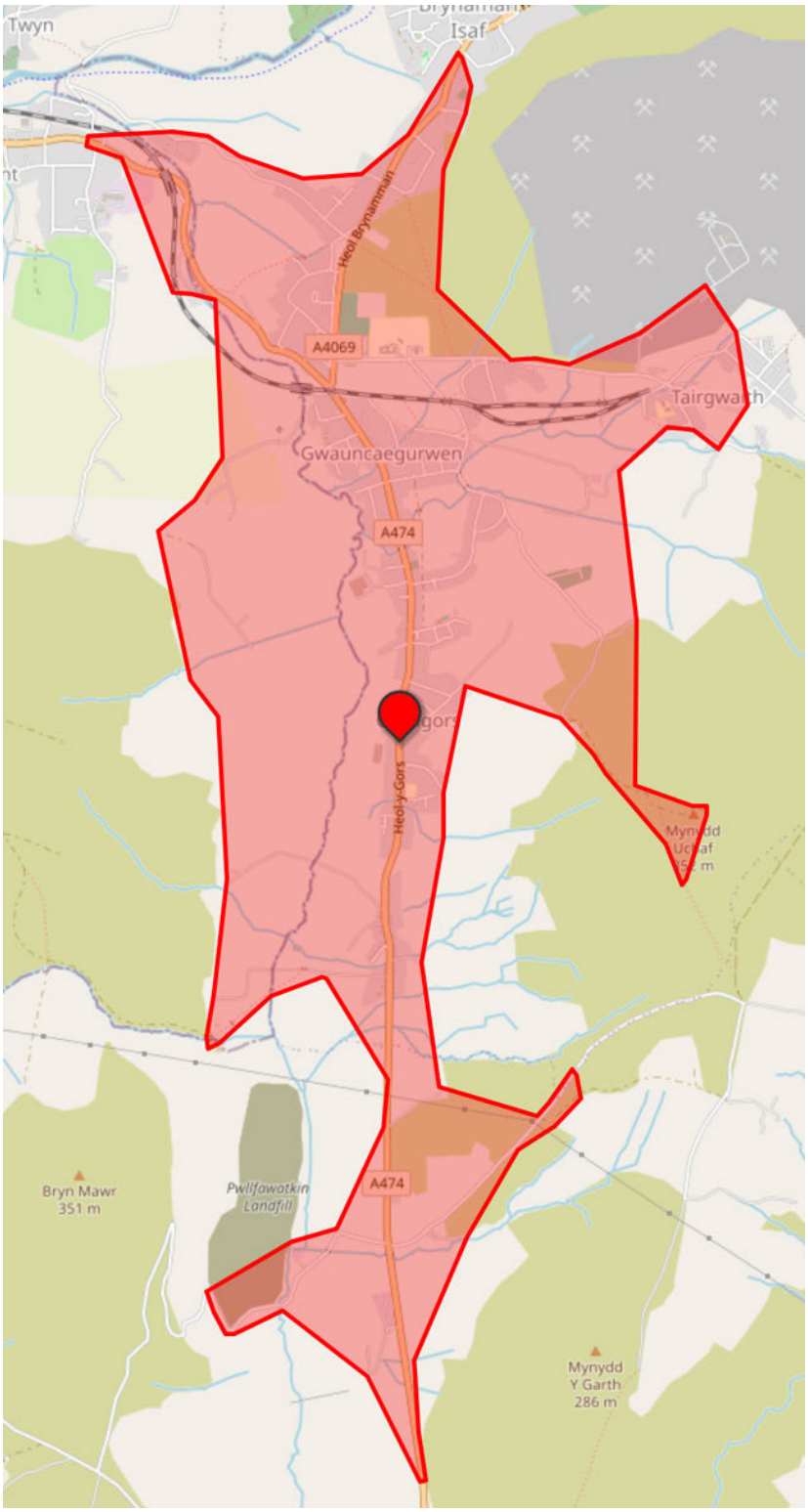


Figure 4 2-Mile Walk Catchment

5.6 Figure 5 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site. This catchment area is intersected by National Cycle Network Route 437, which connects Ammanford and Cwmllynfell.

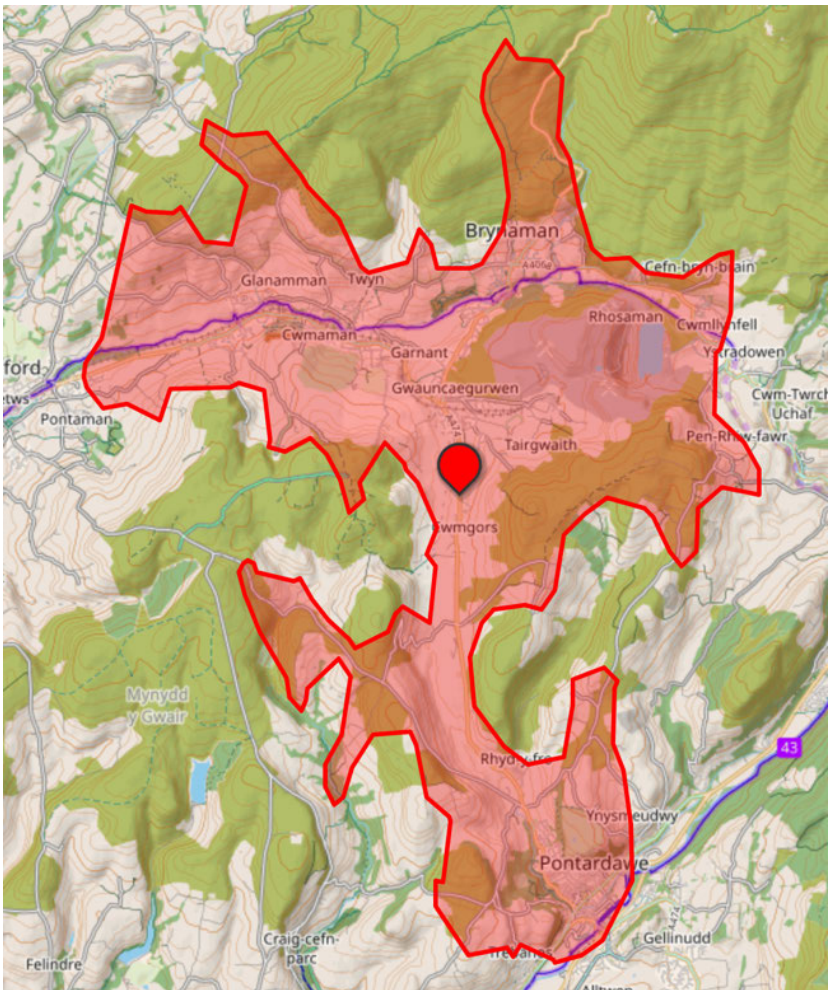


Figure 5 5-Mile Cycle Catchment

Public Transport

5.7 The nearest bus stops to the application site are located on Heol y Gors, some 100m from its access. They provide access to the services that are described in the table below.

Service Number	Route	General Frequency
905	Cwmtwrch – Neath College	1 Journey each way on college days
X26	Swansea - Brynamman	3 journeys to Brynamman (Mon – Sat) 2 journeys to Swansea (Mon – Sat)

Table 3 Bus Services from Heol y Gors Bus Stop

Highway Network

5.8 The site is accessed from Heol y Gors, as described previously.

5.9 Heol y Gors (A474) is the main distributor road linking Pontardawe and Ammanford. In the vicinity of the site it is subject to a 30mph speed limit. It has street lighting and footways on both sides.

5.10 A 7-day traffic survey was undertaken on Heol y Gors, commencing 17th October 2024. The results are provided in full in Appendix xx and summarised in the table below.

Appendix 4 Heol y Gors Traffic Survey

	Northbound	Southbound	Two-Way
am Peak Hour (08:00-09:00)	166	287	453
pm Peak Hour (17:00-18:00)	306	194	500
Daily (24 Hr) Traffic Volume	2,810	2,908	5,718
Mean Speed	28mph	29mph	-
85th Percentile Speed	32mph	34mph	-

Table 4 Heol y Gors Traffic Survey

5.11 Heol y Gors has a good safety record with only injury collision recorded in the latest 5-year period for which data is available. The slight severity collision occurred near the junction of Heol y Gors and Abernant Road and is evidently an isolated incident. The absence of clusters of collisions or collisions of greater severity demonstrates that the highway operates safely.

Figure 6 Injury Accident Location & Severity (www.crashmap.co.uk)

Summary

5.12 The site is in a sustainable and accessible location. The site 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 has a good safety record.

6 Proposed Development

6.1 The proposal is for the redevelopment of the site to provide 45 affordable homes.

Access

6.2 The proposed access arrangement is similar to that which was previously accepted as part of the outline approval for the development of 60 dwellings on the site.

6.3 The existing access point will be improved and used to serve the development. A 5.5m wide residential estate road will be provided and the existing deceleration lane that is located immediately to the south of the access will be removed with a widened footway provided in its place.

6.4 Visibility splays of 2.4m by at least 90m are available at the junction between the access and Heol y Gors. It is envisaged that parking restrictions (double yellow lines) will be implemented around the junction to ensure that movement to and from the development are unhindered. This would be similar to the existing arrangements at other nearby Heol y Gors junctions (Abernant Road and Llwyn Road junctions, for example). The introduction of parking restrictions would require a Traffic Regulation Order.

6.5 Leading into the site, a 2m wide footway is provided along the northern side of the street. The level of the initial 50m or so of the access, between Nos. 141 and 149, is elevated above the neighbouring land to the north and south. Sloping side batters of 1 in 2 are provided from the access to the existing ground level and there is insufficient width available to also accommodate a footway on the southern side of the street.

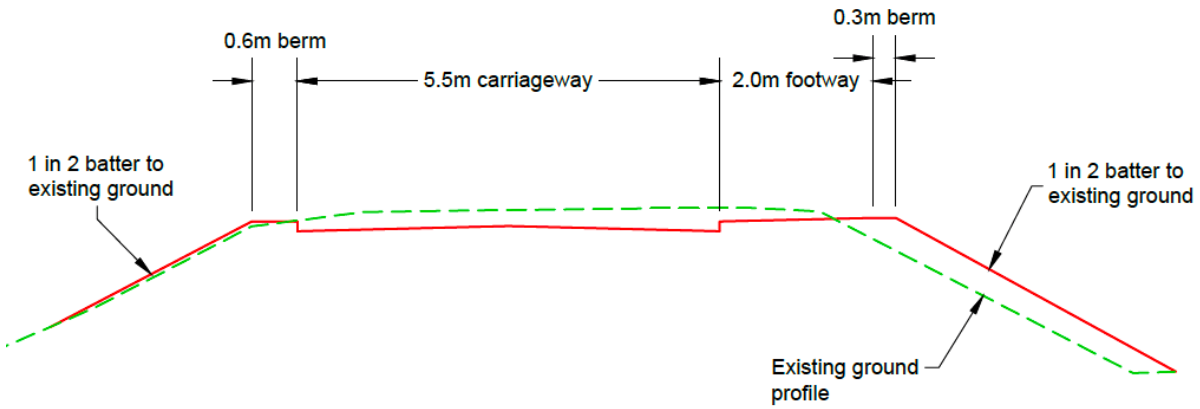


Figure 7 Typical Cross Section of Initial Length of Access

6.6 The footway on the northern side of the street reflects for the main pedestrian desire line that is generated by the majority of the village's amenities being located to the north of the site. Pedestrian access to the development is also available via the existing public footpath that crosses the site and emerges onto Heol y Gors to the south of No. 173. This access is equally useful for trips to and from amenities to the north with no particular difference in trip lengths compared to using the new footway along the development's access. However, for trips to and from amenities to the south the existing footpath offers a considerable saving in trip length compared to walking north to the development's main access. The provision of a single footway along the initial section of the access is considered acceptable therefore given the space constraints and the presence of an alternative, equally attractive, pedestrian link to the development.

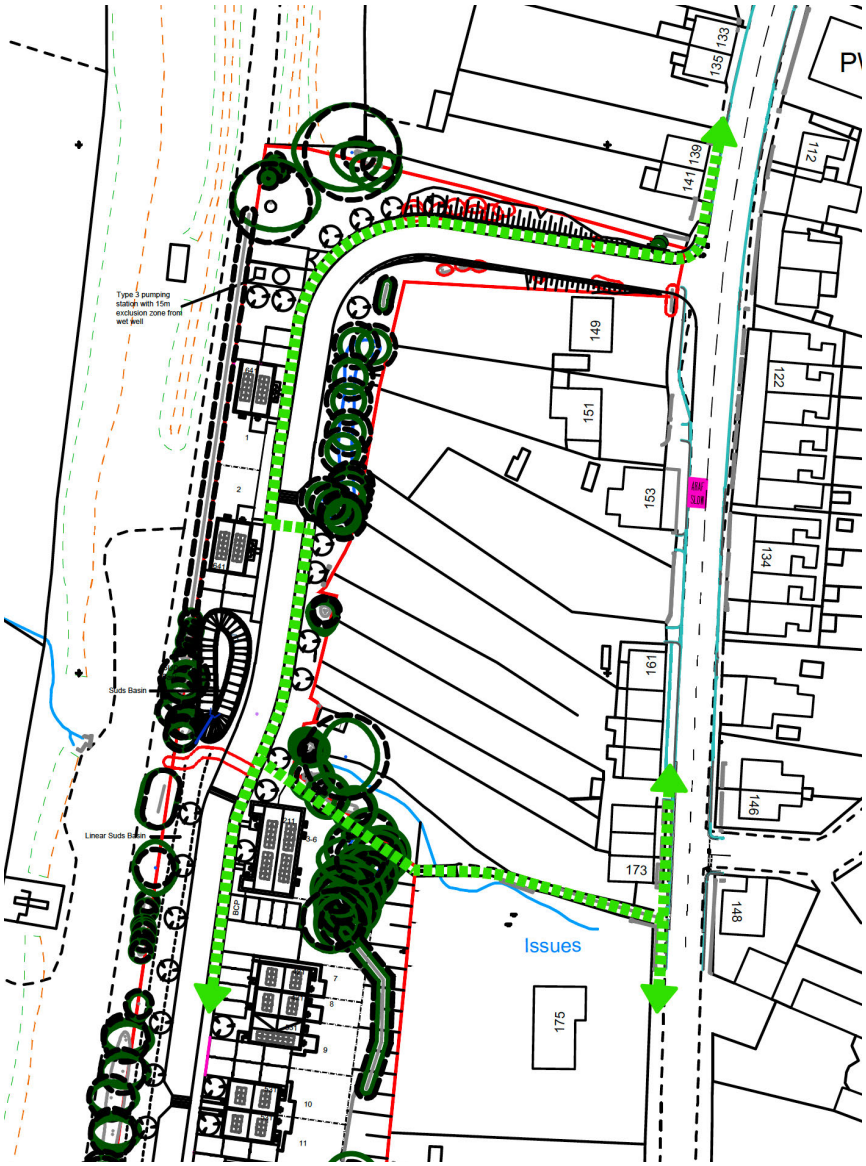


Figure 8 Pedestrian Access Routes

6.7 After passing through the corridor between Nos. 141 and 149, the 5.5m wide access road turns south into the main body of the site. The footway continues along the north and western side of the road to a crossing point adjacent to plot 2. No footway is provided opposite plot 1 to ensure that pedestrians cross the street well away from the bend in the access road and also to preserve the existing trees to the rear of Nos. 149 to 161.

6.8 Plots 3 to 41 are positioned on the eastern side of the development's street and will be accessed from a continuous footway that links to the development's existing and proposed pedestrian access points. There is no development along the western side of the street and therefore no purpose in providing a footway along this side of the street. Instead, a verge along the western side reduces the development's total impermeable area and provides opportunities for sustainable drainage features.

6.9 The alignment of the internal street is largely dictated by the elongated nature of the site. To reduce traffic speed along the development's street, traffic calming measures in the form of street narrowings, horizontal and vertical deflections and changes to surface materials will be incorporated at regular intervals. Swept path analysis has been undertaken to ensure that refuse vehicles are able to service the site.

Appendix 5 Proposed Access Arrangement

Parking

6.10 Parking provision aligns with the adopted parking standard recommendations described earlier. One car parking space per bedroom up to a maximum of three spaces per dwelling is provided.

6.11 There are no designated visitor car parking spaces provided as experience has found that visitors tend to ignore any dedicated provision in order to park as near as possible to the property they are visiting. Dedicated visitor spaces can also be problematic as there is a tendency for the nearest property to adopt the space as their own, making it unavailable for visitors. It is proposed therefore that visitor parking be accommodated informally at the kerbside. For this development, which has properties arranged on one side of the street only, it is considered that a modest amount of on-street parking can be accommodated safely and without problem.

6.12 The development includes two blocks each containing 6 flats. A covered and secure cycle parking facility will be provided for residents of the flats in line with the Parking Standard requirement of 1 stand per 5 bedrooms.

Trip Generation

6.13 The potential trip generation of the proposed residential development of the sites has been estimated by reference to the TRICS trip rate database.

6.14 From the TRICS database evidence of the vehicle trip rates of affordable homes developments of up to 50 units in urban locations in mainland Britain (excluding Greater London) have been analysed.

6.15 The detailed TRICS output is provided as Appendix 5 and summarised in the following table.

Appendix 6 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (30 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour	0.193	0.281	0.474	9	13	21*
pm Peak Hour	0.356	0.296	0.652	16	13	29

** apparent arithmetic error caused by rounding up of arrival & departure figures*

Table 5 Vehicle Trip Rates & Proposed Development Trip Generation

6.16 The TRICS data suggests that the proposed residential development will generate 21 to 29 peak hour vehicle movements.

Traffic Impact

6.17 Compared to the traffic generating potential of the existing permitted industrial use of the site, there is no difference in the volume of morning peak hour movements. The TRICS data suggests that the residential development will generate around 14 vehicle movement more than the industrial use during the evening peak hour. Those 14 additional movements would comprise of some that travelled to and from the north and others to and from the south. Assuming an even split, the increase in traffic experienced at any point to the north or to the south of the site access would only be 7 additional movements.

	Existing	Proposed	Difference
am Peak Hour	21	21	0
pm Peak Hour	15	29	+14

Table 6 Comparison of Existing and Proposed Uses Trip Generation

6.18 It is known from the recent Heol y Gors traffic survey that the afternoon peak hour traffic flow passing the site is of the order of 500 vehicle movements (see Table 4). An increase of 7 vehicle movements represents only a 1% increase. This is insignificant and there will be no material change in highway conditions as a result.

6.19 Furthermore, it was estimated earlier that the existing permitted use has the potential to generate some 24 daily HGV movements. The potential for the site to generate heavy vehicle movements and the undesirable impacts associated with HGV movements through residential areas will be removed with the development of the site for residential use. For this reason it is considered therefore that the overall impact of the development on highway conditions is positive.

7 Summary & Conclusion

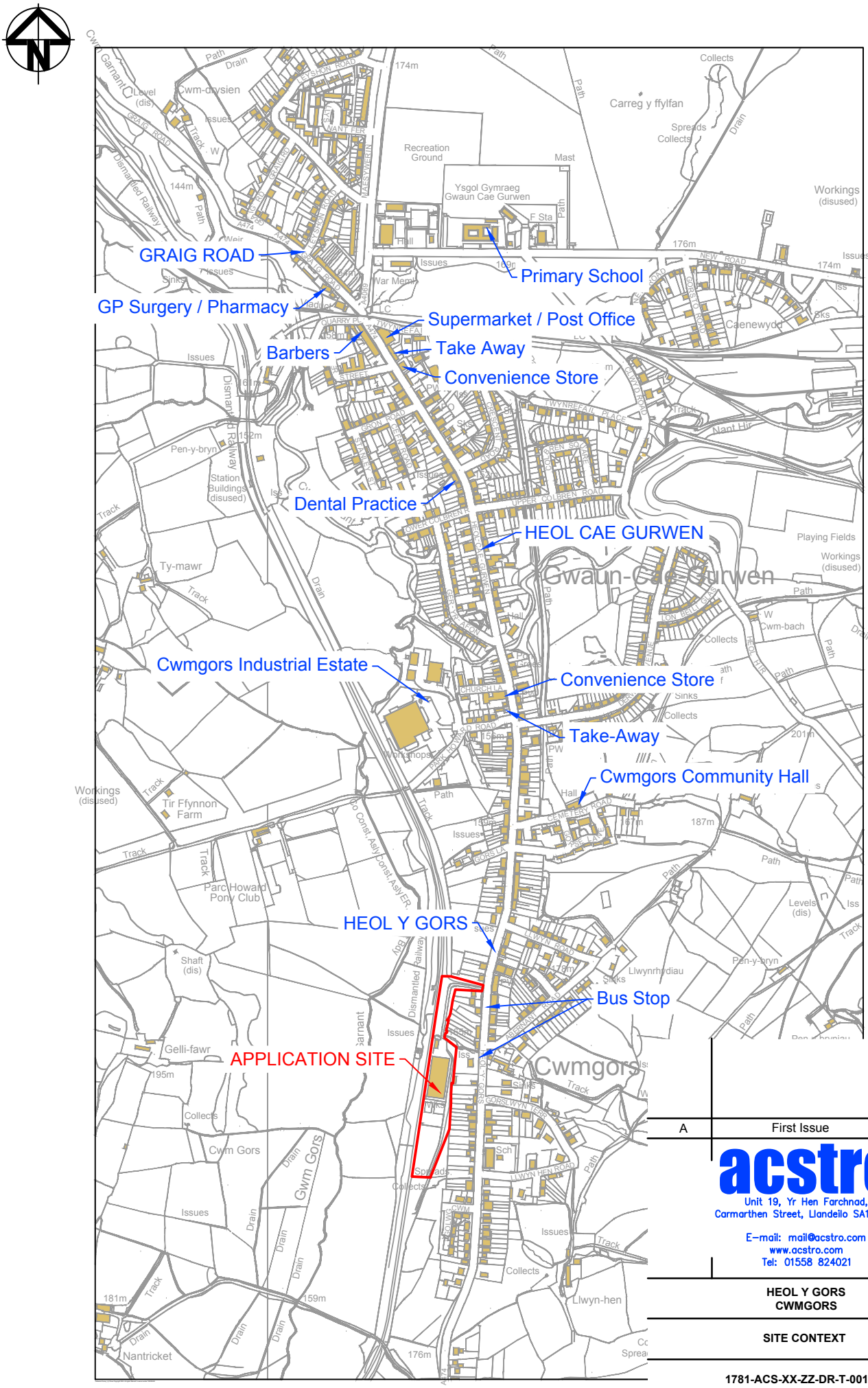
7.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. The site 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.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The existing permitted industrial use of the site has the potential to generate 15 to 21 peak hour vehicle movements. Over the course of the day the industrial use has the potential to generate some 24 HGV movements.
- The proposal is for a development of 45 affordable homes.
- A previous planning application for a development of 60 dwellings was considered acceptable. That planning permission has now lapsed.
- The proposed development will be served by an adoptable road.
- Parking provision aligns with the Council's Parking Standards.
- The estimated traffic generation of the proposed development is similar in volume to that of the extant industrial use and will have no material impact on the operation of the highway network. The residential development of the site removes the potential for the site to generate over 20 HGV movements per day. It is considered therefore that the overall impact of the development on highway conditions is positive.

7.2 As such it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

7.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Site Context



A	First Issue	25-07-24

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HEOL Y GORS
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SITE CONTEXT

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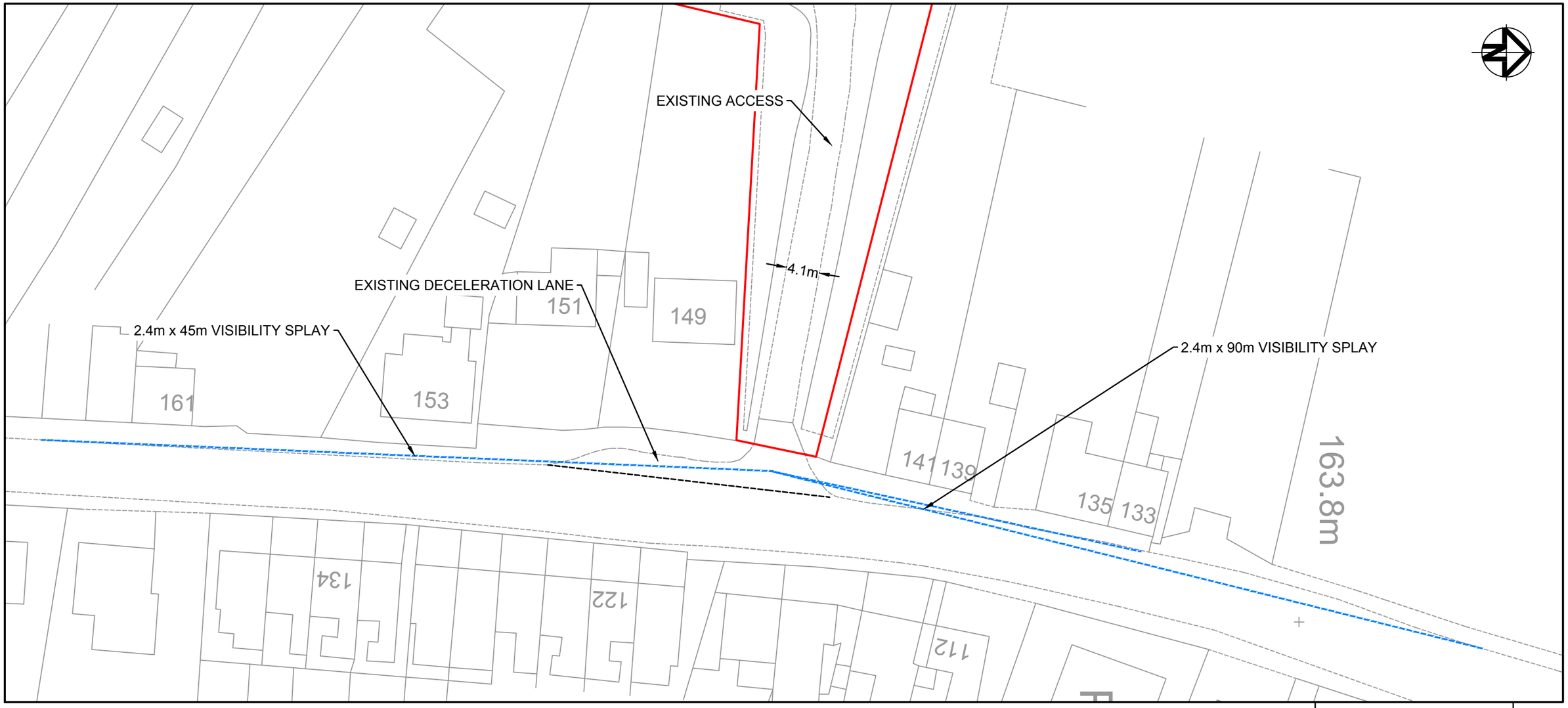
Appendix 2 Existing Access Arrangement



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Project	**HEOL Y GORS CWMGORS**
Drawing	**EXISTING ACCESS**
Drawing No.	**1781-ACS-XX-ZZ-DR-T-002-B**
Scale	**1:200 @ A3**

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Appendix 3 TRICS Trip Rate Data – Industrial Unit

Calculation Reference: AUDIT-648801-240726-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	GS	GLOUCESTERSHIRE	2 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	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:	1500 to 4324 (units: sqm)
Range Selected by User:	1500 to 4500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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:

Tuesday	1 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	11 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	6
Neighbourhood Centre (PPS6 Local Centre)	2

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	8
Village	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 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	7 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	11 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	11 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 DV-02-C-02 ENERGY RECOVERY FACILITY DEVON
GRACE ROAD SOUTH
EXETER
MARSH BARTON TRAD. EST.
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 3513 sqm
Survey date: THURSDAY 06/07/17 Survey Type: MANUAL

2 EC-02-C-02 FABRICS MANUFACTURE CHESHIRE EAST
CHARTER WAY
MACCLESFIELD
HURDSFIELD
Edge of Town
Industrial Zone
Total Gross floor area: 3200 sqm
Survey date: FRIDAY 07/05/21 Survey Type: MANUAL

3 GS-02-C-02 MARINE ENGINE PRODUCTION GLOUCESTERSHIRE
DAVY WAY
GLOUCESTER
HARDWICKE
Edge of Town
Industrial Zone
Total Gross floor area: 1630 sqm
Survey date: FRIDAY 23/04/21 Survey Type: MANUAL

4 GS-02-C-03 EXTRUSION DIE MANUFACTURER GLOUCESTERSHIRE
HURRICANE ROAD
NEAR GLOUCESTER
BROCKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1565 sqm
Survey date: WEDNESDAY 03/05/23 Survey Type: MANUAL

5 HC-02-C-01 ENGINEERING COMPANY HAMPSHIRE
JAYS CLOSE
BASINGSTOKE

Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

6 KS-02-C-01 COMPUTER MANUFACTURER KIRKLEES
INMOOR ROAD
NEAR BRADFORD
BIRKENSHAW
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 1890 sqm
Survey date: WEDNESDAY 10/10/18 Survey Type: MANUAL

7 NY-02-C-03 WORKWEAR MANUFACTURER NORTH YORKSHIRE
WETHERBY ROAD
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 29/06/23 Survey Type: MANUAL

8 PB-02-C-01 STEEL FABRICATOR PETERBOROUGH
NEWARK ROAD
PETERBOROUGH
FENGATE
Edge of Town
Industrial Zone
Total Gross floor area: 1772 sqm
Survey date: THURSDAY 29/09/22 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 SM-02-C-01 WET BLASTING EQUIPMENT SOMERSET
ROBINS DRIVE
BRIDGWATER

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 2300 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

10 VG-02-C-01 ALCOHOL ANALYSIS PRODUCTS VALE OF GLAMORGAN
VERLON CLOSE
BARRY

Edge of Town
Industrial Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY 06/05/21 Survey Type: MANUAL

11 WM-02-C-04 FOUNDRY WEST MIDLANDS
STOURVALE ROAD
STOURBRIDGE
LYE
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 4324 sqm
Survey date: TUESDAY 21/11/17 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2088	0.032	3	2088	0.000	3	2088	0.032
06:00 - 07:00	4	1974	0.152	4	1974	0.000	4	1974	0.152
07:00 - 08:00	10	2430	0.420	10	2430	0.066	10	2430	0.486
08:00 - 09:00	11	2381	0.718	11	2381	0.095	11	2381	0.813
09:00 - 10:00	11	2381	0.359	11	2381	0.225	11	2381	0.584
10:00 - 11:00	11	2381	0.241	11	2381	0.229	11	2381	0.470
11:00 - 12:00	11	2381	0.252	11	2381	0.252	11	2381	0.504
12:00 - 13:00	11	2381	0.267	11	2381	0.325	11	2381	0.592
13:00 - 14:00	11	2381	0.271	11	2381	0.332	11	2381	0.603
14:00 - 15:00	11	2381	0.244	11	2381	0.271	11	2381	0.515
15:00 - 16:00	11	2381	0.149	11	2381	0.279	11	2381	0.428
16:00 - 17:00	11	2381	0.160	11	2381	0.420	11	2381	0.580
17:00 - 18:00	11	2381	0.092	11	2381	0.527	11	2381	0.619
18:00 - 19:00	11	2381	0.019	11	2381	0.187	11	2381	0.206
19:00 - 20:00	3	2088	0.016	3	2088	0.032	3	2088	0.048
20:00 - 21:00	3	2088	0.000	3	2088	0.032	3	2088	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.392			3.272			6.664

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

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

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Parameter summary

Trip rate parameter range selected:	1500 - 4324 (units: sqm)
Survey date date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	11
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2088	0.000	3	2088	0.000	3	2088	0.000
06:00 - 07:00	4	1974	0.000	4	1974	0.000	4	1974	0.000
07:00 - 08:00	10	2430	0.029	10	2430	0.021	10	2430	0.050
08:00 - 09:00	11	2381	0.046	11	2381	0.038	11	2381	0.084
09:00 - 10:00	11	2381	0.061	11	2381	0.057	11	2381	0.118
10:00 - 11:00	11	2381	0.050	11	2381	0.050	11	2381	0.100
11:00 - 12:00	11	2381	0.050	11	2381	0.050	11	2381	0.100
12:00 - 13:00	11	2381	0.088	11	2381	0.092	11	2381	0.180
13:00 - 14:00	11	2381	0.057	11	2381	0.050	11	2381	0.107
14:00 - 15:00	11	2381	0.038	11	2381	0.031	11	2381	0.069
15:00 - 16:00	11	2381	0.019	11	2381	0.027	11	2381	0.046
16:00 - 17:00	11	2381	0.015	11	2381	0.031	11	2381	0.046
17:00 - 18:00	11	2381	0.008	11	2381	0.004	11	2381	0.012
18:00 - 19:00	11	2381	0.000	11	2381	0.004	11	2381	0.004
19:00 - 20:00	3	2088	0.000	3	2088	0.000	3	2088	0.000
20:00 - 21:00	3	2088	0.000	3	2088	0.016	3	2088	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.461			0.471			0.932

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

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

Appendix 4 Heol y Gors Traffic Survey

Severnside
Transportation Data Collection
www.severnsidetdc.co.uk
Severnside
Traffic Management

Job Number & Title: SS1599 Cwmgors

Site Location: A474 Heol -Y- Gors

Survey Date: 17/10/2024

Site Location Plan

SS1599 Cwmgors

OCTOBER 2024

Site	Location	Lat / Long	Direction	Start Date	End Date	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
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A474 Heol -Y-Gors	51.781153, -3.879598	Northbound	17 October 2024	23 October 2024	30	18364	2810	2623	5495	29.9	1044	5.7	68	0.4	28.4	32.1
			Southbound	17 October 2024	23 October 2024		18943	2908	2706	7741	40.9	2040	10.8	126	0.7	29.4	33.9
			Two-Way	17 October 2024	23 October 2024		37307	5718	5330	13236	35	3084	8	194	1	29	33

SURVEYS DATA ANALYSIS

Severnside

Transportation Data Collection

www.severnsidetdc.co.uk

Severnside

Traffic Management

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
17 October 2024														
0000	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0100	**5**	1	3	1	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	6	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
0400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	**33**	2	29	1	1	0	0	0	0	0	0	0	0	0
0600	**38**	0	31	4	0	0	2	0	0	0	1	0	0	0
0700	**107**	0	96	9	1	0	1	0	0	0	0	0	0	0
0800	**171**	0	138	20	0	1	10	0	2	0	0	0	0	0
0900	**146**	0	124	15	0	1	5	0	1	0	0	0	0	0
1000	**128**	1	100	17	0	1	7	0	1	0	1	0	0	0
1100	**135**	0	110	20	0	1	3	0	0	0	0	0	0	1
1200	**155**	0	133	17	1	1	3	0	0	0	0	0	0	0
1300	**154**	1	134	15	0	1	1	0	1	1	0	0	0	0
1400	**198**	2	172	19	1	1	3	0	0	0	0	0	0	0
1500	**273**	5	244	19	1	1	3	0	0	0	0	0	0	0
1600	**307**	1	265	38	0	0	2	0	0	0	0	1	0	0
1700	**300**	1	260	27	0	1	9	0	1	0	0	1	0	0
1800	**193**	5	176	8	0	0	4	0	0	0	0	0	0	0
1900	**146**	0	128	13	0	0	5	0	0	0	0	0	0	0
2000	**96**	0	85	10	0	0	1	0	0	0	0	0	0	0
2100	**88**	1	73	8	0	0	5	0	1	0	0	0	0	0
2200	**40**	1	33	4	0	0	1	0	1	0	0	0	0	0
2300	**34**	0	34	0	0	0	0	0	0	0	0	0	0	0
07-19	**2267**	**16**	**1952**	**224**	**4**	**9**	**51**	**0**	**6**	**1**	**1**	**2**	**0**	**1**
06-22	**2635**	**17**	**2269**	**259**	**4**	**9**	**64**	**0**	**7**	**1**	**2**	**2**	**0**	**1**
06-00	**2709**	**18**	**2336**	**263**	**4**	**9**	**65**	**0**	**8**	**1**	**2**	**2**	**0**	**1**
00-00	**2771**	**21**	**2389**	**268**	**5**	**9**	**65**	**0**	**8**	**1**	**2**	**2**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
18 October 2024														
0000	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
0500	**27**	0	25	0	0	0	2	0	0	0	0	0	0	0
0600	**34**	0	21	6	1	0	4	0	0	0	1	1	0	0
0700	**118**	1	107	4	1	0	5	0	0	0	0	0	0	0
0800	**161**	0	127	22	0	1	9	0	1	1	0	0	0	0
0900	**132**	0	106	16	0	0	10	0	0	0	0	0	0	0
1000	**133**	1	110	13	0	1	7	0	0	0	0	1	0	0
1100	**153**	1	127	22	0	0	2	0	1	0	0	0	0	0
1200	**172**	0	147	21	0	1	3	0	0	0	0	0	0	0
1300	**192**	1	163	20	0	0	8	0	0	0	0	0	0	0
1400	**266**	1	233	27	0	0	3	0	1	0	0	1	0	0
1500	**255**	2	217	29	0	0	5	0	1	0	0	1	0	0
1600	**293**	2	260	23	0	0	8	0	0	0	0	0	0	0
1700	**290**	0	263	18	0	2	7	0	0	0	0	0	0	0
1800	**222**	3	197	15	0	0	6	0	1	0	0	0	0	0
1900	**139**	0	126	9	0	0	4	0	0	0	0	0	0	0
2000	**114**	2	101	8	0	0	3	0	0	0	0	0	0	0
2100	**88**	0	83	4	0	0	1	0	0	0	0	0	0	0
2200	**57**	0	51	4	0	0	2	0	0	0	0	0	0	0
2300	**38**	0	34	3	0	0	1	0	0	0	0	0	0	0
07-19	**2387**	**12**	**2057**	**230**	**1**	**5**	**73**	**0**	**5**	**1**	**0**	**3**	**0**	**0**
06-22	**2762**	**14**	**2388**	**257**	**2**	**5**	**85**	**0**	**5**	**1**	**1**	**4**	**0**	**0**
06-00	**2857**	**14**	**2473**	**264**	**2**	**5**	**88**	**0**	**5**	**1**	**1**	**4**	**0**	**0**
00-00	**2922**	**15**	**2532**	**267**	**2**	**5**	**90**	**0**	**5**	**1**	**1**	**4**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
19 October 2024														
0000	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
0100	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0700	**45**	0	42	3	0	0	0	0	0	0	0	0	0	0
0800	**68**	0	53	13	0	0	1	0	0	1	0	0	0	0
0900	**101**	3	83	10	0	0	5	0	0	0	0	0	0	0
1000	**123**	3	105	9	0	0	4	0	1	0	0	1	0	0
1100	**180**	4	159	13	0	0	3	0	1	0	0	0	0	0
1200	**238**	3	209	25	0	0	1	0	0	0	0	0	0	0
1300	**211**	6	184	16	0	0	2	0	2	0	0	0	0	1
1400	**246**	6	222	17	0	1	0	0	0	0	0	0	0	0
1500	**186**	6	167	13	0	0	0	0	0	0	0	0	0	0
1600	**180**	5	168	5	0	0	2	0	0	0	0	0	0	0
1700	**216**	4	197	13	0	0	2	0	0	0	0	0	0	0
1800	**178**	1	157	11	0	0	9	0	0	0	0	0	0	0
1900	**153**	2	138	9	0	0	2	0	1	0	1	0	0	0
2000	**90**	4	81	5	0	0	0	0	0	0	0	0	0	0
2100	**94**	1	82	9	0	0	2	0	0	0	0	0	0	0
2200	**80**	2	73	5	0	0	0	0	0	0	0	0	0	0
2300	**50**	3	43	4	0	0	0	0	0	0	0	0	0	0
07-19	**1972**	**41**	**1746**	**148**	**0**	**1**	**29**	**0**	**4**	**1**	**0**	**1**	**0**	**1**
06-22	**2321**	**48**	**2058**	**172**	**0**	**1**	**33**	**0**	**5**	**1**	**1**	**1**	**0**	**1**
06-00	**2451**	**53**	**2174**	**181**	**0**	**1**	**33**	**0**	**5**	**1**	**1**	**1**	**0**	**1**
00-00	**2504**	**53**	**2221**	**187**	**0**	**1**	**33**	**0**	**5**	**1**	**1**	**1**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
20 October 2024														
0000	**33**	1	29	2	0	0	1	0	0	0	0	0	0	0
0100	**26**	2	23	1	0	0	0	0	0	0	0	0	0	0
0200	**10**	1	9	0	0	0	0	0	0	0	0	0	0	0
0300	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0400	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0500	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0600	**17**	0	15	1	0	0	1	0	0	0	0	0	0	0
0700	**23**	0	22	0	0	0	1	0	0	0	0	0	0	0
0800	**38**	0	34	3	0	1	0	0	0	0	0	0	0	0
0900	**51**	1	43	6	0	0	1	0	0	0	0	0	0	0
1000	**79**	0	67	10	0	0	1	0	0	0	0	0	0	1
1100	**106**	0	96	6	0	0	4	0	0	0	0	0	0	0
1200	**141**	0	127	10	0	0	4	0	0	0	0	0	0	0
1300	**166**	1	151	9	0	0	4	0	1	0	0	0	0	0
1400	**167**	1	149	17	0	0	0	0	0	0	0	0	0	0
1500	**199**	1	185	12	0	1	0	0	0	0	0	0	0	0
1600	**188**	1	177	7	0	0	3	0	0	0	0	0	0	0
1700	**140**	0	131	6	0	0	3	0	0	0	0	0	0	0
1800	**119**	0	111	5	0	0	1	0	1	0	0	1	0	0
1900	**106**	2	95	8	1	0	0	0	0	0	0	0	0	0
2000	**63**	1	55	7	0	0	0	0	0	0	0	0	0	0
2100	**55**	0	50	5	0	0	0	0	0	0	0	0	0	0
2200	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
2300	**27**	0	26	1	0	0	0	0	0	0	0	0	0	0
07-19	**1417**	**5**	**1293**	**91**	**0**	**2**	**22**	**0**	**2**	**0**	**0**	**1**	**0**	**1**
06-22	**1658**	**8**	**1508**	**112**	**1**	**2**	**23**	**0**	**2**	**0**	**0**	**1**	**0**	**1**
06-00	**1711**	**8**	**1560**	**113**	**1**	**2**	**23**	**0**	**2**	**0**	**0**	**1**	**0**	**1**
00-00	**1808**	**12**	**1647**	**118**	**1**	**2**	**24**	**0**	**2**	**0**	**0**	**1**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
21 October 2024														
0000	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
0100	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	2	1	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	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	**17**	0	16	0	1	0	0	0	0	0	0	0	0	0
0600	**39**	1	32	1	0	0	3	0	2	0	0	0	0	0
0700	**101**	2	80	12	1	1	4	0	0	0	0	0	0	1
0800	**177**	0	149	22	0	0	6	0	0	0	0	0	0	0
0900	**119**	0	100	11	0	0	7	0	0	0	0	1	0	0
1000	**160**	1	137	12	0	0	8	1	0	1	0	0	0	0
1100	**149**	1	132	15	0	0	0	0	1	0	0	0	0	0
1200	**186**	8	149	28	0	0	1	0	0	0	0	0	0	0
1300	**140**	1	115	20	1	0	2	0	1	0	0	0	0	0
1400	**186**	2	164	19	1	0	0	0	0	0	0	0	0	0
1500	**239**	2	203	32	0	1	0	0	1	0	0	0	0	0
1600	**306**	4	265	36	0	0	0	0	1	0	0	0	0	0
1700	**278**	1	248	22	0	1	5	0	0	1	0	0	0	0
1800	**233**	3	199	17	0	0	13	0	1	0	0	0	0	0
1900	**122**	1	105	12	0	0	4	0	0	0	0	0	0	0
2000	**83**	0	75	6	0	0	2	0	0	0	0	0	0	0
2100	**57**	1	52	3	0	0	1	0	0	0	0	0	0	0
2200	**39**	0	38	1	0	0	0	0	0	0	0	0	0	0
2300	**19**	0	17	1	0	1	0	0	0	0	0	0	0	0
07-19	**2274**	**25**	**1941**	**246**	**3**	**3**	**46**	**1**	**5**	**2**	**0**	**1**	**0**	**1**
06-22	**2575**	**28**	**2205**	**268**	**3**	**3**	**56**	**1**	**7**	**2**	**0**	**1**	**0**	**1**
06-00	**2633**	**28**	**2260**	**270**	**3**	**4**	**56**	**1**	**7**	**2**	**0**	**1**	**0**	**1**
00-00	**2690**	**28**	**2312**	**274**	**4**	**4**	**56**	**1**	**7**	**2**	**0**	**1**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
22 October 2024														
0000	**16**	0	16	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	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	**15**	0	14	0	0	0	1	0	0	0	0	0	0	0
0600	**32**	0	26	1	0	1	3	0	0	0	0	1	0	0
0700	**105**	0	82	12	4	0	5	0	2	0	0	0	0	0
0800	**164**	2	137	11	0	1	12	1	0	0	0	0	0	0
0900	**136**	0	111	8	0	0	17	0	0	0	0	0	0	0
1000	**137**	0	119	9	0	0	7	0	1	0	0	0	0	1
1100	**147**	2	116	26	0	1	2	0	0	0	0	0	0	0
1200	**162**	3	134	20	0	1	0	0	2	0	1	1	0	0
1300	**171**	0	152	17	0	0	1	0	1	0	0	0	0	0
1400	**198**	1	170	25	1	1	0	0	0	0	0	0	0	0
1500	**238**	2	199	34	1	1	0	0	0	0	0	1	0	0
1600	**311**	1	257	51	2	0	0	0	0	0	0	0	0	0
1700	**304**	1	274	22	0	1	2	0	1	1	1	1	0	0
1800	**235**	0	213	19	0	0	2	0	1	0	0	0	0	0
1900	**145**	2	131	8	0	0	4	0	0	0	0	0	0	0
2000	**98**	1	87	8	0	0	2	0	0	0	0	0	0	0
2100	**58**	1	48	8	0	0	1	0	0	0	0	0	0	0
2200	**35**	0	32	2	0	0	1	0	0	0	0	0	0	0
2300	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
07-19	**2308**	**12**	**1964**	**254**	**8**	**6**	**48**	**1**	**8**	**1**	**2**	**3**	**0**	**1**
06-22	**2641**	**16**	**2256**	**279**	**8**	**7**	**58**	**1**	**8**	**1**	**2**	**4**	**0**	**1**
06-00	**2697**	**16**	**2309**	**281**	**8**	**7**	**59**	**1**	**8**	**1**	**2**	**4**	**0**	**1**
00-00	**2750**	**16**	**2357**	**285**	**8**	**7**	**60**	**1**	**8**	**1**	**2**	**4**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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 2024														
0000	**14**	0	10	3	0	0	1	0	0	0	0	0	0	0
0100	**9**	0	9	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
0300	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
0500	**22**	0	17	3	0	0	2	0	0	0	0	0	0	0
0600	**37**	0	31	2	1	2	1	0	0	0	0	0	0	0
0700	**121**	0	99	11	1	0	9	0	0	0	0	1	0	0
0800	**158**	1	123	17	0	3	13	0	0	0	0	0	0	1
0900	**118**	0	95	13	0	0	9	0	1	0	0	0	0	0
1000	**134**	1	111	12	0	0	9	0	1	0	0	0	0	0
1100	**162**	1	140	15	0	0	2	0	3	0	1	0	0	0
1200	**141**	3	122	15	0	1	0	0	0	0	0	0	0	0
1300	**155**	0	136	18	0	1	0	0	0	0	0	0	0	0
1400	**212**	2	189	19	1	0	1	0	0	0	0	0	0	0
1500	**256**	4	218	28	1	0	2	0	3	0	0	0	0	0
1600	**316**	3	265	43	1	1	1	0	2	0	0	0	0	0
1700	**332**	5	294	23	0	1	7	0	1	0	0	1	0	0
1800	**220**	0	199	14	0	0	7	0	0	0	0	0	0	0
1900	**197**	0	181	10	1	0	5	0	0	0	0	0	0	0
2000	**85**	0	79	5	0	0	1	0	0	0	0	0	0	0
2100	**86**	1	79	5	0	0	1	0	0	0	0	0	0	0
2200	**79**	0	72	4	0	0	3	0	0	0	0	0	0	0
2300	**55**	0	51	4	0	0	0	0	0	0	0	0	0	0
07-19	**2325**	**20**	**1991**	**228**	**4**	**7**	**60**	**0**	**11**	**0**	**1**	**2**	**0**	**1**
06-22	**2730**	**21**	**2361**	**250**	**6**	**9**	**68**	**0**	**11**	**0**	**1**	**2**	**0**	**1**
06-00	**2864**	**21**	**2484**	**258**	**6**	**9**	**71**	**0**	**11**	**0**	**1**	**2**	**0**	**1**
00-00	**2919**	**21**	**2528**	**265**	**6**	**9**	**75**	**0**	**11**	**0**	**1**	**2**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

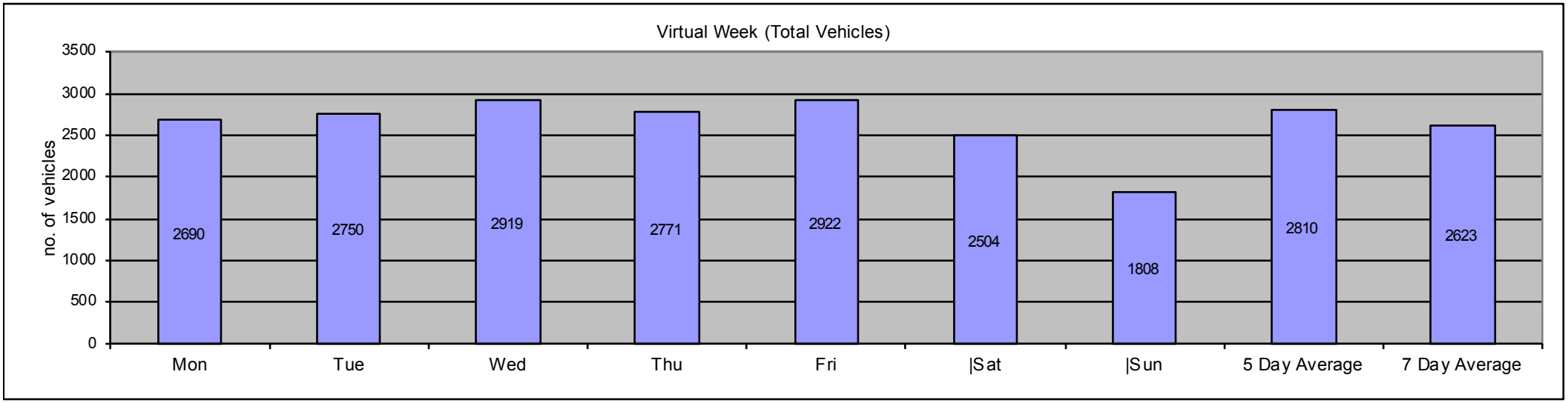
17 October 2024 to 23 October 2024 | Direction Northbound

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
Average Day														
0000	**16**	0	14	1	0	0	0	0	0	0	0	0	0	0
0100	**10**	1	9	1	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
0300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	**18**	0	16	1	0	0	1	0	0	0	0	0	0	0
0600	**30**	0	24	2	0	0	2	0	0	0	0	0	0	0
0700	**89**	0	75	7	1	0	4	0	0	0	0	0	0	0
0800	**134**	0	109	15	0	1	7	0	0	0	0	0	0	0
0900	**115**	1	95	11	0	0	8	0	0	0	0	0	0	0
1000	**128**	1	107	12	0	0	6	0	1	0	0	0	0	0
1100	**147**	1	126	17	0	0	2	0	1	0	0	0	0	0
1200	**171**	2	146	19	0	1	2	0	0	0	0	0	0	0
1300	**170**	1	148	16	0	0	3	0	1	0	0	0	0	0
1400	**210**	2	186	20	1	0	1	0	0	0	0	0	0	0
1500	**235**	3	205	24	0	1	1	0	1	0	0	0	0	0
1600	**272**	2	237	29	0	0	2	0	0	0	0	0	0	0
1700	**266**	2	238	19	0	1	5	0	0	0	0	0	0	0
1800	**200**	2	179	13	0	0	6	0	1	0	0	0	0	0
1900	**144**	1	129	10	0	0	3	0	0	0	0	0	0	0
2000	**90**	1	80	7	0	0	1	0	0	0	0	0	0	0
2100	**75**	1	67	6	0	0	2	0	0	0	0	0	0	0
2200	**51**	0	46	3	0	0	1	0	0	0	0	0	0	0
2300	**35**	0	32	2	0	0	0	0	0	0	0	0	0	0
07-19	**2136**	**19**	**1849**	**203**	**3**	**5**	**47**	**0**	**6**	**1**	**1**	**2**	**0**	**1**
06-22	**2475**	**22**	**2149**	**228**	**3**	**5**	**55**	**0**	**6**	**1**	**1**	**2**	**0**	**1**
06-00	**2560**	**23**	**2228**	**233**	**3**	**5**	**56**	**0**	**7**	**1**	**1**	**2**	**0**	**1**
00-00	**2623**	**24**	**2284**	**238**	**4**	**5**	**58**	**0**	**7**	**1**	**1**	**2**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | 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
Virtual Week														
Mon	**2690**	28	2312	274	4	4	56	1	7	2	0	1	0	1
Tue	**2750**	16	2357	285	8	7	60	1	8	1	2	4	0	1
Wed	**2919**	21	2528	265	6	9	75	0	11	0	1	2	0	1
Thu	**2771**	21	2389	268	5	9	65	0	8	1	2	2	0	1
Fri	**2922**	15	2532	267	2	5	90	0	5	1	1	4	0	0
|Sat	**2504**	53	2221	187	0	1	33	0	5	1	1	1	0	1
|Sun	**1808**	12	1647	118	1	2	24	0	2	0	0	1	0	1
5 Day Average														
[--]	**2810**	20	2424	272	5	7	69	0	8	1	1	3	0	1
7 Day Average														
[--]	**2623**	24	2284	238	4	5	58	0	7	1	1	2	0	1
Total Vehicles														
[--]	**18364**	166	15986	1664	26	37	403	2	46	6	7	15	0	6



SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
17 October 2024																						
0000	**8**	0	0	0	0	2	1	1	3	1	0	0	0	0	6	75	5	62.5	1	12.5	37.7	-
0100	**5**	0	0	0	0	1	2	2	0	0	0	0	0	0	4	80	2	40	0	0	32.6	-
0200	**6**	0	0	0	0	2	1	1	1	1	0	0	0	0	4	66.67	3	50	1	16.67	36.4	-
0300	**4**	0	0	0	0	0	2	2	0	0	0	0	0	0	4	100	2	50	0	0	34.3	-
0400	**6**	0	0	0	0	0	2	3	0	1	0	0	0	0	6	100	4	66.67	1	16.67	37.9	-
0500	**33**	0	0	0	1	2	15	9	4	1	1	0	0	0	30	90.91	15	45.45	2	6.061	35	43
0600	**38**	0	0	0	2	18	9	8	1	0	0	0	0	0	18	47.37	9	23.68	0	0	30.8	36.5
0700	**107**	0	1	7	18	51	23	6	0	1	0	0	0	0	30	28.04	7	6.542	1	0.935	27.6	32.2
0800	**171**	0	1	3	40	99	27	0	1	0	0	0	0	0	28	16.37	1	0.585	0	0	27.1	30.2
0900	**146**	1	0	2	16	80	41	6	0	0	0	0	0	0	47	32.19	6	4.11	0	0	28.5	32.2
1000	**128**	0	0	4	26	78	18	1	1	0	0	0	0	0	20	15.63	2	1.563	0	0	27.1	30.2
1100	**135**	0	0	6	14	77	31	6	1	0	0	0	0	0	38	28.15	7	5.185	0	0	28.3	31.7
1200	**155**	0	1	0	17	93	40	4	0	0	0	0	0	0	44	28.39	4	2.581	0	0	28.4	31.4
1300	**154**	0	0	2	7	78	62	5	0	0	0	0	0	0	67	43.51	5	3.247	0	0	29.3	31.9
1400	**198**	0	0	1	23	124	40	9	1	0	0	0	0	0	50	25.25	10	5.051	0	0	28.5	31.4
1500	**273**	0	1	3	48	150	65	6	0	0	0	0	0	0	71	26.01	6	2.198	0	0	27.9	31.2
1600	**307**	0	0	1	50	180	66	9	0	0	1	0	0	0	76	24.76	10	3.257	1	0.326	28	31.3
1700	**300**	1	0	8	67	160	55	9	0	0	0	0	0	0	64	21.33	9	3	0	0	27.4	30.6
1800	**193**	0	0	5	55	89	38	5	0	0	0	0	1	0	44	22.8	6	3.109	1	0.518	27.3	30.9
1900	**146**	0	0	0	19	92	33	1	1	0	0	0	0	0	35	23.97	2	1.37	0	0	28.2	31.9
2000	**96**	0	0	1	12	46	27	6	3	1	0	0	0	0	37	38.54	10	10.42	1	1.042	29.6	33.8
2100	**88**	0	1	2	6	37	41	1	0	0	0	0	0	0	42	47.73	1	1.136	0	0	29.1	32.5
2200	**40**	0	0	0	4	4	18	9	4	1	0	0	0	0	32	80	14	35	1	2.5	33.8	38.8
2300	**34**	0	0	2	0	14	11	4	1	0	2	0	0	0	18	52.94	7	20.59	2	5.882	32.1	37.1
07-19	**2267**	**2**	**4**	**42**	**381**	**1259**	**506**	**66**	**4**	**1**	**1**	**0**	**1**	**0**	**579**	**25.54**	**73**	**3.22**	**3**	**0.132**	**27.9**	**31.2**
06-22	**2635**	**2**	**5**	**45**	**420**	**1452**	**616**	**82**	**9**	**2**	**1**	**0**	**1**	**0**	**711**	**26.98**	**95**	**3.605**	**4**	**0.152**	**28.1**	**31.4**
06-00	**2709**	**2**	**5**	**47**	**424**	**1470**	**645**	**95**	**14**	**3**	**3**	**0**	**1**	**0**	**761**	**28.09**	**116**	**4.282**	**7**	**0.258**	**28.2**	**31.7**
00-00	**2771**	**2**	**5**	**47**	**425**	**1477**	**668**	**113**	**22**	**7**	**4**	**0**	**1**	**0**	**815**	**29.41**	**147**	**5.305**	**12**	**0.433**	**28.4**	**31.9**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2024																						
0000	**9**	0	0	0	0	0	5	2	2	0	0	0	0	0	9	100	4	44.44	0	0	34.8	-
0100	**4**	0	0	0	0	0	0	1	3	0	0	0	0	0	4	100	4	100	0	0	40.5	-
0200	**8**	0	0	0	1	2	1	3	1	0	0	0	0	0	5	62.5	4	50	0	0	32.9	-
0300	**4**	0	0	0	0	0	3	0	1	0	0	0	0	0	4	100	1	25	0	0	34.8	-
0400	**13**	0	0	0	2	1	4	0	6	0	0	0	0	0	10	76.92	6	46.15	0	0	34.8	42
0500	**27**	0	0	0	0	4	9	11	2	1	0	0	0	0	23	85.19	14	51.85	1	3.704	35.3	39.1
0600	**34**	0	0	0	2	21	7	4	0	0	0	0	0	0	11	32.35	4	11.76	0	0	29.5	34.6
0700	**118**	1	2	8	33	64	8	2	0	0	0	0	0	0	10	8.475	2	1.695	0	0	25.4	29
0800	**161**	0	0	0	18	95	40	8	0	0	0	0	0	0	48	29.81	8	4.969	0	0	28.5	31
0900	**132**	0	0	1	22	84	25	0	0	0	0	0	0	0	25	18.94	0	0	0	0	27.8	30.4
1000	**133**	0	0	2	21	86	20	4	0	0	0	0	0	0	24	18.05	4	3.008	0	0	27.7	31
1100	**153**	0	0	1	28	75	38	10	1	0	0	0	0	0	49	32.03	11	7.19	0	0	28.6	33.2
1200	**172**	0	0	4	27	111	24	4	2	0	0	0	0	0	30	17.44	6	3.488	0	0	27.8	30.3
1300	**192**	1	4	3	21	103	49	9	2	0	0	0	0	0	60	31.25	11	5.729	0	0	28.3	32
1400	**266**	1	0	1	41	147	63	10	3	0	0	0	0	0	76	28.57	13	4.887	0	0	28.4	32
1500	**255**	0	1	1	44	167	37	5	0	0	0	0	0	0	42	16.47	5	1.961	0	0	27.6	30.2
1600	**293**	2	1	2	53	159	72	3	1	0	0	0	0	0	76	25.94	4	1.365	0	0	27.8	31.2
1700	**290**	0	0	1	43	201	38	6	0	0	0	1	0	0	45	15.52	7	2.414	1	0.345	27.7	30.2
1800	**222**	0	0	18	64	102	36	1	1	0	0	0	0	0	38	17.12	2	0.901	0	0	26.2	30.6
1900	**139**	0	0	3	25	73	32	3	3	0	0	0	0	0	38	27.34	6	4.317	0	0	28.2	31.1
2000	**114**	0	0	0	8	63	37	4	1	1	0	0	0	0	43	37.72	6	5.263	1	0.877	29.6	32.4
2100	**88**	0	0	1	10	41	29	5	2	0	0	0	0	0	36	40.91	7	7.955	0	0	29.5	33.5
2200	**57**	0	0	0	3	22	22	9	0	1	0	0	0	0	32	56.14	10	17.54	1	1.754	31.1	36.4
2300	**38**	0	0	0	2	15	14	5	1	0	1	0	0	0	21	55.26	7	18.42	1	2.632	31.5	35.6
07-19	**2387**	**5**	**8**	**42**	**415**	**1394**	**450**	**62**	**10**	**0**	**0**	**1**	**0**	**0**	**523**	**21.91**	**73**	**3.058**	**1**	**0.042**	**27.7**	**31**
06-22	**2762**	**5**	**8**	**46**	**460**	**1592**	**555**	**78**	**16**	**1**	**0**	**1**	**0**	**0**	**651**	**23.57**	**96**	**3.476**	**2**	**0.072**	**27.9**	**31.1**
06-00	**2857**	**5**	**8**	**46**	**465**	**1629**	**591**	**92**	**17**	**2**	**1**	**1**	**0**	**0**	**704**	**24.64**	**113**	**3.955**	**4**	**0.14**	**28**	**31.3**
00-00	**2922**	**5**	**8**	**46**	**468**	**1636**	**613**	**109**	**32**	**3**	**1**	**1**	**0**	**0**	**759**	**25.98**	**146**	**4.997**	**5**	**0.171**	**28.1**	**31.5**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30		ACPO (SL1) 35 ACPO		DfT (SL2) 45 DFT		Mean Speed	85%ile Speed
19 October 2024																						
0000	**18**	0	0	2	0	4	2	7	3	0	0	0	0	0	12	66.67	10	55.56	0	0	33.3	41
0100	**12**	0	0	0	0	7	4	1	0	0	0	0	0	0	5	41.67	1	8.333	0	0	30.7	34
0200	**6**	0	0	0	1	1	4	0	0	0	0	0	0	0	4	66.67	0	0	0	0	29.7	-
0300	**9**	0	0	1	0	3	3	2	0	0	0	0	0	0	5	55.56	2	22.22	0	0	30.6	-
0400	**5**	0	0	0	0	0	3	1	0	1	0	0	0	0	5	100	2	40	1	20	36.8	-
0500	**3**	0	0	0	0	0	2	1	0	0	0	0	0	0	3	100	1	33.33	0	0	34.1	-
0600	**12**	0	0	0	0	3	6	3	0	0	0	0	0	0	9	75	3	25	0	0	32.2	38.4
0700	**45**	0	0	2	4	13	16	7	2	1	0	0	0	0	26	57.78	10	22.22	1	2.222	31.1	36.1
0800	**68**	0	0	0	4	38	21	5	0	0	0	0	0	0	26	38.24	5	7.353	0	0	29.4	32
0900	**101**	0	0	1	9	33	53	5	0	0	0	0	0	0	58	57.43	5	4.95	0	0	29.9	33.3
1000	**123**	0	0	2	14	63	38	5	0	1	0	0	0	0	44	35.77	6	4.878	1	0.813	29.1	33
1100	**180**	1	0	3	17	94	57	8	0	0	0	0	0	0	65	36.11	8	4.444	0	0	28.8	32.5
1200	**238**	0	0	0	28	141	64	5	0	0	0	0	0	0	69	28.99	5	2.101	0	0	28.4	31.4
1300	**211**	1	0	1	38	109	57	4	1	0	0	0	0	0	62	29.38	5	2.37	0	0	28	31.9
1400	**246**	0	0	4	36	148	54	3	1	0	0	0	0	0	58	23.58	4	1.626	0	0	27.9	31.3
1500	**186**	0	0	8	24	102	40	10	2	0	0	0	0	0	52	27.96	12	6.452	0	0	28.1	31.9
1600	**180**	0	0	3	22	98	46	6	3	1	0	1	0	0	57	31.67	11	6.111	2	1.111	28.8	31.9
1700	**216**	0	1	9	31	124	44	3	3	1	0	0	0	0	51	23.61	7	3.241	1	0.463	27.9	31
1800	**178**	0	0	6	48	92	23	7	1	1	0	0	0	0	32	17.98	9	5.056	1	0.562	27.1	30.5
1900	**153**	0	1	2	31	73	36	7	2	1	0	0	0	0	46	30.07	10	6.536	1	0.654	28.2	32.2
2000	**90**	0	0	0	7	34	37	7	2	1	0	0	0	2	49	54.44	12	13.33	3	3.333	31.2	34.3
2100	**94**	0	0	0	8	57	23	6	0	0	0	0	0	0	29	30.85	6	6.383	0	0	28.7	31.7
2200	**80**	0	0	0	5	33	28	12	2	0	0	0	0	0	42	52.5	14	17.5	0	0	30.9	36.9
2300	**50**	0	0	0	6	18	17	7	2	0	0	0	0	0	26	52	9	18	0	0	30.6	35.8
07-19	**1972**	**2**	**1**	**39**	**275**	**1055**	**513**	**68**	**13**	**5**	**0**	**1**	**0**	**0**	**600**	**30.43**	**87**	**4.412**	**6**	**0.304**	**28.4**	**31.9**
06-22	**2321**	**2**	**2**	**41**	**321**	**1222**	**615**	**91**	**17**	**7**	**0**	**1**	**0**	**2**	**733**	**31.58**	**118**	**5.084**	**10**	**0.431**	**28.5**	**32**
06-00	**2451**	**2**	**2**	**41**	**332**	**1273**	**660**	**110**	**21**	**7**	**0**	**1**	**0**	**2**	**801**	**32.68**	**141**	**5.753**	**10**	**0.408**	**28.6**	**32.1**
00-00	**2504**	**2**	**2**	**44**	**333**	**1288**	**678**	**122**	**24**	**8**	**0**	**1**	**0**	**2**	**835**	**33.35**	**157**	**6.27**	**11**	**0.439**	**28.7**	**32.3**

SS1599 Cwmgors																							
17 October 2024				to				23 October 2024							Site Direction	1 Northbound		Location	A474 Heol -Y-Gors (51.781153, -3.879598)				
								Speed Bins							Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2024																							
0000	**33**	0	0	0	1	8	16	3	5	0	0	0	0	0	24	72.73	8	24.24	0	0	32.9	39.8
0100	**26**	0	0	0	1	4	13	3	0	4	1	0	0	0	21	80.77	8	30.77	5	19.23	35.1	45.9
0200	**10**	0	0	0	0	3	1	3	2	0	1	0	0	0	7	70	6	60	1	10	36.8	-
0300	**12**	0	0	0	0	2	5	4	1	0	0	0	0	0	10	83.33	5	41.67	0	0	34.1	39
0400	**9**	0	0	0	1	1	4	1	2	0	0	0	0	0	7	77.78	3	33.33	0	0	34.2	-
0500	**7**	0	0	0	0	1	5	1	0	0	0	0	0	0	6	85.71	1	14.29	0	0	31.6	-
0600	**17**	0	0	0	1	2	7	5	2	0	0	0	0	0	14	82.35	7	41.18	0	0	34.2	40.5
0700	**23**	0	0	0	3	3	10	6	1	0	0	0	0	0	17	73.91	7	30.43	0	0	31.5	37.5
0800	**38**	0	0	0	1	15	17	5	0	0	0	0	0	0	22	57.89	5	13.16	0	0	31.1	34.3
0900	**51**	0	0	2	6	16	23	3	1	0	0	0	0	0	27	52.94	4	7.843	0	0	29.6	33.3
1000	**79**	0	1	4	22	34	17	1	0	0	0	0	0	0	18	22.78	1	1.266	0	0	26.7	31.2
1100	**106**	0	0	5	11	58	28	3	1	0	0	0	0	0	32	30.19	4	3.774	0	0	27.9	32.1
1200	**141**	0	0	0	16	77	45	3	0	0	0	0	0	0	48	34.04	3	2.128	0	0	28.9	32.1
1300	**166**	0	0	2	19	90	46	8	1	0	0	0	0	0	55	33.13	9	5.422	0	0	28.7	32.9
1400	**167**	0	0	0	14	86	57	9	1	0	0	0	0	0	67	40.12	10	5.988	0	0	29.5	32.7
1500	**199**	0	0	2	19	99	68	10	1	0	0	0	0	0	79	39.7	11	5.528	0	0	29.2	33.3
1600	**188**	0	0	1	15	93	64	14	1	0	0	0	0	0	79	42.02	15	7.979	0	0	29.3	32.7
1700	**140**	0	0	3	10	66	52	8	1	0	0	0	0	0	61	43.57	9	6.429	0	0	29.4	33.1
1800	**119**	0	0	3	23	54	31	8	0	0	0	0	0	0	39	32.77	8	6.723	0	0	28.3	32
1900	**106**	0	0	2	13	42	39	9	1	0	0	0	0	0	49	46.23	10	9.434	0	0	29.5	34
2000	**63**	1	0	0	5	26	20	10	1	0	0	0	0	0	31	49.21	11	17.46	0	0	30.4	36.2
2100	**55**	0	0	1	1	17	23	10	2	0	1	0	0	0	36	65.45	13	23.64	1	1.818	32.4	36.8
2200	**26**	0	0	1	0	9	10	4	1	0	0	0	1	0	16	61.54	6	23.08	1	3.846	32.9	36.7
2300	**27**	0	0	0	0	13	7	3	2	2	0	0	0	0	14	51.85	7	25.93	2	7.407	33	40.8
07-19	**1417**	**0**	**1**	**22**	**159**	**691**	**458**	**78**	**8**	**0**	**0**	**0**	**0**	**0**	**544**	**38.39**	**86**	**6.069**	**0**	**0**	**29**	**32.8**
06-22	**1658**	**1**	**1**	**25**	**179**	**778**	**547**	**112**	**14**	**0**	**1**	**0**	**0**	**0**	**674**	**40.65**	**127**	**7.66**	**1**	**0.06**	**29.2**	**33.1**
06-00	**1711**	**1**	**1**	**26**	**179**	**800**	**564**	**119**	**17**	**2**	**1**	**0**	**1**	**0**	**704**	**41.15**	**140**	**8.182**	**4**	**0.234**	**29.3**	**33.2**
00-00	**1808**	**1**	**1**	**26**	**182**	**819**	**608**	**134**	**27**	**6**	**3**	**0**	**1**	**0**	**779**	**43.09**	**171**	**9.458**	**10**	**0.553**	**29.6**	**33.6**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2024																						
0000	**14**	0	0	0	0	7	4	2	0	0	1	0	0	0	7	50	3	21.43	1	7.143	32.6	38
0100	**11**	0	0	0	0	2	1	4	1	2	0	0	1	0	9	81.82	8	72.73	3	27.27	39.9	51.6
0200	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0300	**5**	0	0	0	1	0	2	2	0	0	0	0	0	0	4	80	2	40	0	0	33.1	-
0400	**7**	0	0	0	0	3	2	2	0	0	0	0	0	0	4	57.14	2	28.57	0	0	32.4	-
0500	**17**	0	0	0	0	4	4	4	2	3	0	0	0	0	13	76.47	9	52.94	3	17.65	36.7	45.8
0600	**39**	1	0	0	5	12	12	7	2	0	0	0	0	0	21	53.85	9	23.08	0	0	30.3	35.8
0700	**101**	0	0	4	11	56	26	4	0	0	0	0	0	0	30	29.7	4	3.96	0	0	28.3	32.2
0800	**177**	0	0	0	25	103	41	7	1	0	0	0	0	0	49	27.68	8	4.52	0	0	28.4	31.8
0900	**119**	0	0	0	14	63	35	7	0	0	0	0	0	0	42	35.29	7	5.882	0	0	29.1	33.3
1000	**160**	0	1	1	28	92	28	8	2	0	0	0	0	0	38	23.75	10	6.25	0	0	27.7	30.9
1100	**149**	0	0	0	26	93	25	5	0	0	0	0	0	0	30	20.13	5	3.356	0	0	28	30.9
1200	**186**	2	2	7	32	97	44	2	0	0	0	0	0	0	46	24.73	2	1.075	0	0	27.3	31.8
1300	**140**	0	1	1	23	78	30	7	0	0	0	0	0	0	37	26.43	7	5	0	0	27.9	31.1
1400	**186**	0	0	4	26	116	38	2	0	0	0	0	0	0	40	21.51	2	1.075	0	0	27.6	30.6
1500	**239**	1	1	7	41	127	59	3	0	0	0	0	0	0	62	25.94	3	1.255	0	0	27.7	31.3
1600	**306**	0	1	4	39	144	107	10	1	0	0	0	0	0	118	38.56	11	3.595	0	0	28.9	32.2
1700	**278**	0	0	3	40	149	78	7	1	0	0	0	0	0	86	30.94	8	2.878	0	0	28.4	31.8
1800	**233**	1	0	4	32	149	41	6	0	0	0	0	0	0	47	20.17	6	2.575	0	0	27.5	30.5
1900	**122**	0	0	0	13	68	30	7	3	1	0	0	0	0	41	33.61	11	9.016	1	0.82	29.2	33.3
2000	**83**	0	0	0	4	44	25	9	1	0	0	0	0	0	35	42.17	10	12.05	0	0	29.9	34.2
2100	**57**	0	0	0	4	22	19	8	2	2	0	0	0	0	31	54.39	12	21.05	2	3.509	31.7	38.4
2200	**39**	0	1	3	5	10	14	2	4	0	0	0	0	0	20	51.28	6	15.38	0	0	29.7	37.9
2300	**19**	0	0	0	0	6	9	1	2	0	1	0	0	0	13	68.42	4	21.05	1	5.263	33.8	42.1
07-19	**2274**	**4**	**6**	**35**	**337**	**1267**	**552**	**68**	**5**	**0**	**0**	**0**	**0**	**0**	**625**	**27.48**	**73**	**3.21**	**0**	**0**	**28.1**	**31.5**
06-22	**2575**	**5**	**6**	**35**	**363**	**1413**	**638**	**99**	**13**	**3**	**0**	**0**	**0**	**0**	**753**	**29.24**	**115**	**4.466**	**3**	**0.117**	**28.3**	**31.9**
06-00	**2633**	**5**	**7**	**38**	**368**	**1429**	**661**	**102**	**19**	**3**	**1**	**0**	**0**	**0**	**786**	**29.85**	**125**	**4.747**	**4**	**0.152**	**28.4**	**32**
00-00	**2690**	**5**	**7**	**38**	**371**	**1446**	**674**	**116**	**22**	**8**	**2**	**0**	**1**	**0**	**823**	**30.59**	**149**	**5.539**	**11**	**0.409**	**28.5**	**32.1**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30		ACPO (SL1) 35 ACPO		DfT (SL2) 45 DFT		Mean Speed	85%ile Speed
22 October 2024																						
0000	**16**	0	0	0	0	1	5	4	2	3	0	1	0	0	15	93.75	10	62.5	4	25	39.2	49
0100	**6**	0	0	0	0	3	0	2	1	0	0	0	0	0	3	50	3	50	0	0	33.8	-
0200	**4**	0	0	0	1	1	0	1	0	1	0	0	0	0	2	50	2	50	1	25	34.5	-
0300	**5**	0	0	0	0	2	1	0	0	1	1	0	0	0	3	60	2	40	2	40	37.9	-
0400	**7**	0	0	0	0	2	3	1	1	0	0	0	0	0	5	71.43	2	28.57	0	0	33.1	-
0500	**15**	0	0	0	0	3	6	6	0	0	0	0	0	0	12	80	6	40	0	0	34.3	39.6
0600	**32**	0	0	0	7	11	8	6	0	0	0	0	0	0	14	43.75	6	18.75	0	0	29.4	36.1
0700	**105**	0	0	9	28	50	12	3	2	0	0	1	0	0	18	17.14	6	5.714	1	0.952	26.7	31
0800	**164**	1	0	0	33	91	37	2	0	0	0	0	0	0	39	23.78	2	1.22	0	0	27.6	30.7
0900	**136**	0	0	1	11	100	21	3	0	0	0	0	0	0	24	17.65	3	2.206	0	0	28.1	30.4
1000	**137**	0	1	2	16	77	34	7	0	0	0	0	0	0	41	29.93	7	5.109	0	0	28.4	32.2
1100	**147**	0	1	1	29	88	25	3	0	0	0	0	0	0	28	19.05	3	2.041	0	0	27.4	30.6
1200	**162**	0	2	1	26	88	41	3	0	1	0	0	0	0	45	27.78	4	2.469	1	0.617	28	31.3
1300	**171**	0	1	3	15	101	42	9	0	0	0	0	0	0	51	29.82	9	5.263	0	0	28.3	31.9
1400	**198**	0	0	0	25	111	56	5	1	0	0	0	0	0	62	31.31	6	3.03	0	0	28.7	32.2
1500	**238**	0	0	8	52	125	49	3	1	0	0	0	0	0	53	22.27	4	1.681	0	0	27.3	31
1600	**311**	0	1	5	49	179	67	9	1	0	0	0	0	0	77	24.76	10	3.215	0	0	27.9	31
1700	**304**	0	10	15	57	151	66	4	0	1	0	0	0	0	71	23.36	5	1.645	1	0.329	26.9	31.1
1800	**235**	0	0	4	44	121	58	7	1	0	0	0	0	0	66	28.09	8	3.404	0	0	28.1	31.8
1900	**145**	0	0	0	28	82	28	3	3	1	0	0	0	0	35	24.14	7	4.828	1	0.69	28.2	30.9
2000	**98**	0	0	0	6	56	29	6	1	0	0	0	0	0	36	36.73	7	7.143	0	0	29.4	32.7
2100	**58**	0	1	0	4	26	21	5	1	0	0	0	0	0	27	46.55	6	10.34	0	0	29.8	33.9
2200	**35**	0	0	0	1	15	12	6	0	0	0	1	0	0	19	54.29	7	20	1	2.857	32.2	37.7
2300	**21**	0	0	0	1	4	10	3	2	0	1	0	0	0	16	76.19	6	28.57	1	4.762	34	40.2
07-19	**2308**	**1**	**16**	**49**	**385**	**1282**	**508**	**58**	**6**	**2**	**0**	**1**	**0**	**0**	**575**	**24.91**	**67**	**2.903**	**3**	**0.13**	**27.8**	**31.3**
06-22	**2641**	**1**	**17**	**49**	**430**	**1457**	**594**	**78**	**11**	**3**	**0**	**1**	**0**	**0**	**687**	**26.01**	**93**	**3.521**	**4**	**0.151**	**27.9**	**31.4**
06-00	**2697**	**1**	**17**	**49**	**432**	**1476**	**616**	**87**	**13**	**3**	**1**	**2**	**0**	**0**	**722**	**26.77**	**106**	**3.93**	**6**	**0.222**	**28**	**31.4**
00-00	**2750**	**1**	**17**	**49**	**433**	**1488**	**631**	**101**	**17**	**8**	**2**	**3**	**0**	**0**	**762**	**27.71**	**131**	**4.764**	**13**	**0.473**	**28.2**	**31.7**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2024																						
0000	**14**	0	0	0	0	2	7	2	2	0	1	0	0	0	12	85.71	5	35.71	1	7.143	34.8	43.4
0100	**9**	0	0	0	0	2	1	3	2	1	0	0	0	0	7	77.78	6	66.67	1	11.11	36.4	-
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	2	0	0	1	0	0	0	4	100	3	75	1	25	39	-
0400	**6**	0	0	0	0	1	3	2	0	0	0	0	0	0	5	83.33	2	33.33	0	0	33.2	-
0500	**22**	0	0	0	0	3	8	8	2	1	0	0	0	0	19	86.36	11	50	1	4.545	34.7	40.3
0600	**37**	0	0	0	3	22	6	3	3	0	0	0	0	0	12	32.43	6	16.22	0	0	29.6	35.9
0700	**121**	0	0	3	24	84	9	0	1	0	0	0	0	0	10	8.264	1	0.826	0	0	27	28.9
0800	**158**	0	0	5	34	93	20	6	0	0	0	0	0	0	26	16.46	6	3.797	0	0	27.3	30.3
0900	**118**	0	0	2	49	51	12	4	0	0	0	0	0	0	16	13.56	4	3.39	0	0	26.1	29.9
1000	**134**	0	2	3	39	66	20	4	0	0	0	0	0	0	24	17.91	4	2.985	0	0	26.7	30.6
1100	**162**	0	3	7	31	95	18	7	1	0	0	0	0	0	26	16.05	8	4.938	0	0	26.8	30.6
1200	**141**	0	0	8	27	72	28	6	0	0	0	0	0	0	34	24.11	6	4.255	0	0	27.4	31
1300	**155**	0	0	2	22	83	43	4	1	0	0	0	0	0	48	30.97	5	3.226	0	0	28.2	31.8
1400	**212**	1	2	3	12	126	60	7	1	0	0	0	0	0	68	32.08	8	3.774	0	0	28.5	32
1500	**256**	0	0	4	41	150	55	5	0	1	0	0	0	0	61	23.83	6	2.344	1	0.391	27.9	31.1
1600	**316**	1	0	14	74	159	59	8	1	0	0	0	0	0	68	21.52	9	2.848	0	0	27	30.9
1700	**332**	2	1	6	57	202	57	6	1	0	0	0	0	0	64	19.28	7	2.108	0	0	27.3	31
1800	**220**	1	0	4	64	101	41	8	1	0	0	0	0	0	50	22.73	9	4.091	0	0	27.1	31.2
1900	**197**	0	0	1	62	86	44	3	1	0	0	0	0	0	48	24.37	4	2.03	0	0	27.1	30.9
2000	**85**	0	0	0	14	30	27	10	3	1	0	0	0	0	41	48.24	14	16.47	1	1.176	30.2	36.1
2100	**86**	0	0	0	7	38	34	5	2	0	0	0	0	0	41	47.67	7	8.14	0	0	30.5	34.3
2200	**79**	0	0	1	11	50	10	7	0	0	0	0	0	0	17	21.52	7	8.861	0	0	28.4	32.4
2300	**55**	0	0	0	3	31	16	4	1	0	0	0	0	0	21	38.18	5	9.091	0	0	29.8	32.8
07-19	**2325**	**5**	**8**	**61**	**474**	**1282**	**422**	**65**	**7**	**1**	**0**	**0**	**0**	**0**	**495**	**21.29**	**73**	**3.14**	**1**	**0.043**	**27.3**	**31**
06-22	**2730**	**5**	**8**	**62**	**560**	**1458**	**533**	**86**	**16**	**2**	**0**	**0**	**0**	**0**	**637**	**23.33**	**104**	**3.81**	**2**	**0.073**	**27.5**	**31.2**
06-00	**2864**	**5**	**8**	**63**	**574**	**1539**	**559**	**97**	**17**	**2**	**0**	**0**	**0**	**0**	**675**	**23.57**	**116**	**4.05**	**2**	**0.07**	**27.6**	**31.2**
00-00	**2919**	**5**	**8**	**63**	**574**	**1547**	**579**	**114**	**23**	**4**	**2**	**0**	**0**	**0**	**722**	**24.73**	**143**	**4.899**	**6**	**0.206**	**27.8**	**31.5**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

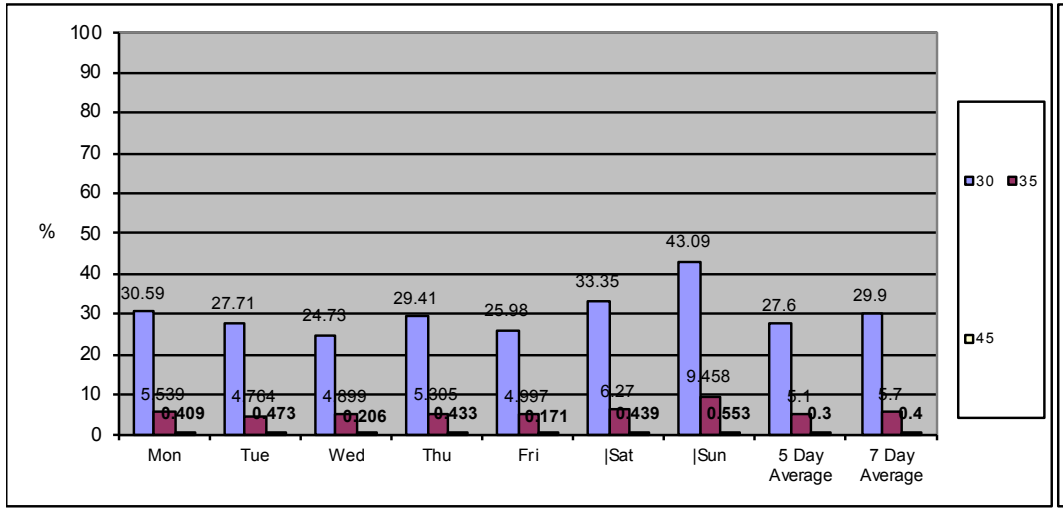
17 October 2024 to 23 October 2024 | Direction Northbound

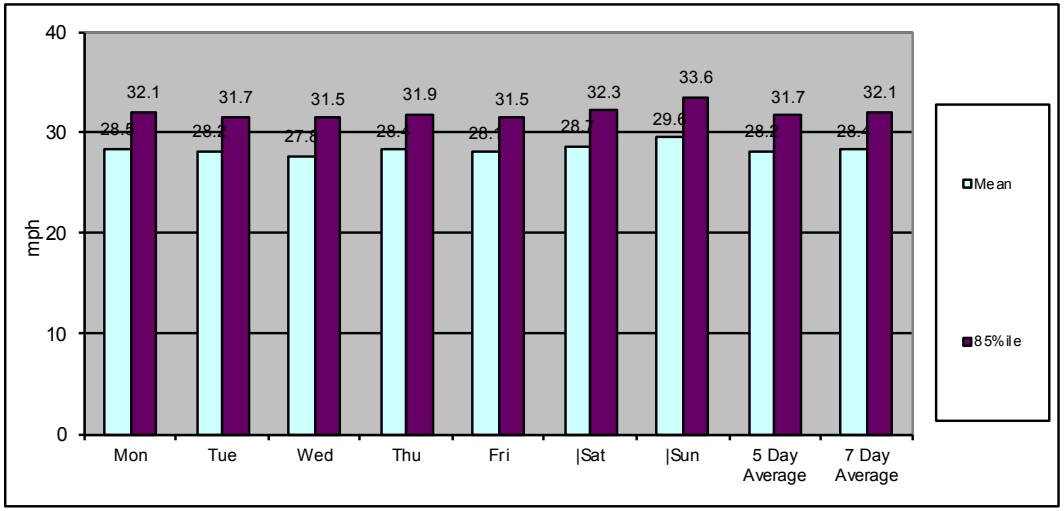
Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**16**	0	0	0	0	3	6	3	2	1	0	0	0	0	12	75.89	6	40.18	1	6.25	34.6	41.6
0100	**10**	0	0	0	0	3	3	2	1	1	0	0	0	0	8	72.6	5	43.84	1	12.33	35.3	43.4
0200	**5**	0	0	0	1	1	1	1	1	0	0	0	0	0	3	59.46	2	40.54	0	8.108	33.6	-
0300	**6**	0	0	0	0	1	2	2	0	0	0	0	0	0	5	79.07	2	39.53	0	6.977	34.2	-
0400	**8**	0	0	0	0	1	3	1	1	0	0	0	0	0	6	79.25	3	39.62	0	3.774	34.5	-
0500	**18**	0	0	0	0	2	7	6	1	1	0	0	0	0	15	85.48	8	45.97	1	5.645	34.9	40
0600	**30**	0	0	0	3	13	8	5	1	0	0	0	0	0	14	47.37	6	21.05	0	0	30.4	36.1
0700	**89**	0	0	5	17	46	15	4	1	0	0	0	0	0	20	22.74	5	5.968	0	0.484	27.4	31.6
0800	**134**	0	0	1	22	76	29	5	0	0	0	0	0	0	34	25.4	5	3.735	0	0	28.1	31.1
0900	**115**	0	0	1	18	61	30	4	0	0	0	0	0	0	34	29.76	4	3.611	0	0	28.3	32.1
1000	**128**	0	1	3	24	71	25	4	0	0	0	0	0	0	30	23.38	5	3.803	0	0.112	27.7	31.2
1100	**147**	0	1	3	22	83	32	6	1	0	0	0	0	0	38	25.97	7	4.457	0	0	28	31.5
1200	**171**	0	1	3	25	97	41	4	0	0	0	0	0	0	45	26.44	4	2.51	0	0.084	28	31.3
1300	**170**	0	1	2	21	92	47	7	1	0	0	0	0	0	54	31.96	7	4.289	0	0	28.4	31.9
1400	**210**	0	0	2	25	123	53	6	1	0	0	0	0	0	60	28.58	8	3.598	0	0	28.4	31.8
1500	**235**	0	0	5	38	131	53	6	1	0	0	0	0	0	60	25.52	7	2.855	0	0.061	27.9	31.2
1600	**272**	0	0	4	43	145	69	8	1	0	0	0	0	0	79	28.98	10	3.682	0	0.158	28.1	31.5
1700	**266**	0	2	6	44	150	56	6	1	0	0	0	0	0	63	23.76	7	2.796	0	0.161	27.7	31.1
1800	**200**	0	0	6	47	101	38	6	1	0	0	0	0	0	45	22.57	7	3.429	0	0.143	27.3	31.2
1900	**144**	0	0	1	27	74	35	5	2	0	0	0	0	0	42	28.97	7	4.96	0	0.298	28.2	31.9
2000	**90**	0	0	0	8	43	29	7	2	1	0	0	0	0	39	43.24	10	11.13	1	0.954	30	33.9
2100	**75**	0	0	1	6	34	27	6	1	0	0	0	0	0	35	46.01	7	9.886	0	0.57	30	33.8
2200	**51**	0	0	1	4	20	16	7	2	0	0	0	0	0	25	50	9	17.98	1	1.124	30.8	36.2
2300	**35**	0	0	0	2	14	12	4	2	0	1	0	0	0	18	52.87	6	18.44	1	2.869	31.6	36.6
07-19	**2136**	**3**	**6**	**41**	**347**	**1176**	**487**	**66**	**8**	**1**	**0**	**0**	**0**	**0**	**563**	**26.36**	**76**	**3.559**	**2**	**0.094**	**28**	**31.4**
06-22	**2475**	**3**	**7**	**43**	**390**	**1339**	**585**	**89**	**14**	**3**	**0**	**0**	**0**	**0**	**692**	**27.98**	**107**	**4.318**	**4**	**0.15**	**28.1**	**31.7**
06-00	**2560**	**3**	**7**	**44**	**396**	**1374**	**614**	**100**	**17**	**3**	**1**	**1**	**0**	**0**	**736**	**28.75**	**122**	**4.782**	**5**	**0.206**	**28.2**	**31.9**
00-00	**2623**	**3**	**7**	**45**	**398**	**1386**	**636**	**116**	**24**	**6**	**2**	**1**	**0**	**0**	**785**	**29.92**	**149**	**5.685**	**10**	**0.37**	**28.4**	**32.1**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**2690**	5	7	38	371	1446	674	116	22	8	2	0	1	0	823	30.59	149	5.539	11	0.409	28.5	32.1
Tue	**2750**	1	17	49	433	1488	631	101	17	8	2	3	0	0	762	27.71	131	4.764	13	0.473	28.2	31.7
Wed	**2919**	5	8	63	574	1547	579	114	23	4	2	0	0	0	722	24.73	143	4.899	6	0.206	27.8	31.5
Thu	**2771**	2	5	47	425	1477	668	113	22	7	4	0	1	0	815	29.41	147	5.305	12	0.433	28.4	31.9
Fri	**2922**	5	8	46	468	1636	613	109	32	3	1	1	0	0	759	25.98	146	4.997	5	0.171	28.1	31.5
|Sat	**2504**	2	2	44	333	1288	678	122	24	8	0	1	0	2	835	33.35	157	6.27	11	0.439	28.7	32.3
|Sun	**1808**	1	1	26	182	819	608	134	27	6	3	0	1	0	779	43.09	171	9.458	10	0.553	29.6	33.6
5 Day Average																						
[--]	**2810**	4	9	49	454	1519	633	111	23	6	2	1	0	0	776	27.6	143	5.1	9	0.3	28.2	31.7
7 Day Average																						
[--]	**2623**	3	7	45	398	1386	636	116	24	6	2	1	0	0	785	29.9	149	5.7	10	0.4	28.4	32.1
Total Vehicles																						
[--]	**18364**	21	48	313	2786	9701	4451	809	167	44	14	5	3	2	5495	30	1044	6	68	0	28	32





SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
17 October 2024														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
0300	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0400	**20**	0	14	5	0	0	1	0	0	0	0	0	0	0
0500	**106**	0	95	11	0	0	0	0	0	0	0	0	0	0
0600	**160**	2	134	24	0	0	0	0	0	0	0	0	0	0
0700	**302**	4	242	50	1	2	0	0	1	0	1	1	0	0
0800	**274**	2	244	24	2	0	2	0	0	0	0	0	0	0
0900	**184**	2	148	31	1	0	2	0	0	0	0	0	0	0
1000	**142**	1	121	18	0	1	1	0	0	0	0	0	0	0
1100	**192**	0	158	31	0	1	1	0	0	0	0	1	0	0
1200	**159**	2	140	17	0	0	0	0	0	0	0	0	0	0
1300	**169**	1	136	29	1	1	1	0	0	0	0	0	0	0
1400	**178**	1	150	26	0	0	1	0	0	0	0	0	0	0
1500	**188**	3	148	28	3	4	1	0	1	0	0	0	0	0
1600	**186**	3	158	23	0	0	0	0	1	0	1	0	0	0
1700	**208**	2	184	21	0	0	1	0	0	0	0	0	0	0
1800	**149**	0	133	14	1	1	0	0	0	0	0	0	0	0
1900	**96**	1	88	7	0	0	0	0	0	0	0	0	0	0
2000	**63**	0	57	6	0	0	0	0	0	0	0	0	0	0
2100	**40**	0	38	2	0	0	0	0	0	0	0	0	0	0
2200	**21**	0	19	2	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	**2331**	**21**	**1962**	**312**	**9**	**10**	**10**	**0**	**3**	**0**	**2**	**2**	**0**	**0**
06-22	**2690**	**24**	**2279**	**351**	**9**	**10**	**10**	**0**	**3**	**0**	**2**	**2**	**0**	**0**
06-00	**2728**	**24**	**2313**	**355**	**9**	**10**	**10**	**0**	**3**	**0**	**2**	**2**	**0**	**0**
00-00	**2879**	**24**	**2443**	**375**	**9**	**10**	**11**	**0**	**3**	**0**	**2**	**2**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2024														
0000	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	6	0	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	**13**	1	9	3	0	0	0	0	0	0	0	0	0	0
0400	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
0500	**95**	0	85	10	0	0	0	0	0	0	0	0	0	0
0600	**154**	2	125	25	0	1	0	0	0	0	0	1	0	0
0700	**283**	1	242	30	1	1	5	0	0	0	0	2	0	1
0800	**278**	1	241	32	1	1	0	0	2	0	0	0	0	0
0900	**202**	0	169	27	0	3	2	1	0	0	0	0	0	0
1000	**161**	0	135	20	0	1	2	2	1	0	0	0	0	0
1100	**169**	0	132	33	0	2	1	0	1	0	0	0	0	0
1200	**189**	1	161	25	0	2	0	0	0	0	0	0	0	0
1300	**176**	0	150	20	1	0	4	0	1	0	0	0	0	0
1400	**190**	0	163	26	0	1	0	0	0	0	0	0	0	0
1500	**223**	0	185	31	3	1	1	0	1	0	0	1	0	0
1600	**193**	4	159	26	1	0	2	0	0	0	0	1	0	0
1700	**183**	0	167	15	0	0	1	0	0	0	0	0	0	0
1800	**157**	0	134	20	1	0	1	0	1	0	0	0	0	0
1900	**85**	1	78	6	0	0	0	0	0	0	0	0	0	0
2000	**59**	0	56	2	0	0	1	0	0	0	0	0	0	0
2100	**69**	0	64	5	0	0	0	0	0	0	0	0	0	0
2200	**29**	0	25	4	0	0	0	0	0	0	0	0	0	0
2300	**28**	1	26	1	0	0	0	0	0	0	0	0	0	0
07-19	**2404**	**7**	**2038**	**305**	**8**	**12**	**19**	**3**	**7**	**0**	**0**	**4**	**0**	**1**
06-22	**2771**	**10**	**2361**	**343**	**8**	**13**	**20**	**3**	**7**	**0**	**0**	**5**	**0**	**1**
06-00	**2828**	**11**	**2412**	**348**	**8**	**13**	**20**	**3**	**7**	**0**	**0**	**5**	**0**	**1**
00-00	**2977**	**12**	**2546**	**362**	**8**	**13**	**20**	**3**	**7**	**0**	**0**	**5**	**0**	**1**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2024														
0000	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0200	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0400	**18**	0	15	3	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
0600	**40**	0	35	5	0	0	0	0	0	0	0	0	0	0
0700	**67**	2	54	9	0	2	0	0	0	0	0	0	0	0
0800	**123**	0	105	14	0	0	3	0	1	0	0	0	0	0
0900	**199**	1	171	24	0	0	2	0	1	0	0	0	0	0
1000	**204**	0	191	11	0	0	1	0	0	0	1	0	0	0
1100	**200**	4	183	12	0	0	1	0	0	0	0	0	0	0
1200	**213**	3	189	21	0	0	0	0	0	0	0	0	0	0
1300	**211**	7	184	18	0	1	0	0	1	0	0	0	0	0
1400	**167**	4	151	9	0	1	1	0	1	0	0	0	0	0
1500	**195**	2	172	17	0	0	1	0	3	0	0	0	0	0
1600	**197**	7	172	16	0	0	0	0	2	0	0	0	0	0
1700	**188**	9	162	16	0	0	1	0	0	0	0	0	0	0
1800	**193**	3	180	9	0	0	1	0	0	0	0	0	0	0
1900	**120**	2	110	8	0	0	0	0	0	0	0	0	0	0
2000	**60**	2	51	7	0	0	0	0	0	0	0	0	0	0
2100	**61**	2	52	7	0	0	0	0	0	0	0	0	0	0
2200	**50**	0	45	4	0	0	1	0	0	0	0	0	0	0
2300	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
07-19	**2157**	**42**	**1914**	**176**	**0**	**4**	**11**	**0**	**9**	**0**	**1**	**0**	**0**	**0**
06-22	**2438**	**48**	**2162**	**203**	**0**	**4**	**11**	**0**	**9**	**0**	**1**	**0**	**0**	**0**
06-00	**2516**	**48**	**2235**	**207**	**0**	**4**	**12**	**0**	**9**	**0**	**1**	**0**	**0**	**0**
00-00	**2594**	**48**	**2301**	**219**	**0**	**4**	**12**	**0**	**9**	**0**	**1**	**0**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2024														
0000	**25**	0	21	4	0	0	0	0	0	0	0	0	0	0
0100	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
0200	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0300	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0400	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
0500	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
0600	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
0700	**34**	1	31	2	0	0	0	0	0	0	0	0	0	0
0800	**45**	0	38	7	0	0	0	0	0	0	0	0	0	0
0900	**96**	0	88	8	0	0	0	0	0	0	0	0	0	0
1000	**136**	1	125	9	0	0	1	0	0	0	0	0	0	0
1100	**165**	0	157	7	0	1	0	0	0	0	0	0	0	0
1200	**209**	0	198	11	0	0	0	0	0	0	0	0	0	0
1300	**152**	0	141	11	0	0	0	0	0	0	0	0	0	0
1400	**154**	1	142	11	0	0	0	0	0	0	0	0	0	0
1500	**133**	3	122	7	0	1	0	0	0	0	0	0	0	0
1600	**135**	0	122	13	0	0	0	0	0	0	0	0	0	0
1700	**136**	1	129	6	0	0	0	0	0	0	0	0	0	0
1800	**108**	1	95	11	0	0	0	0	0	0	0	1	0	0
1900	**86**	1	77	7	0	0	0	0	1	0	0	0	0	0
2000	**64**	0	61	2	0	0	1	0	0	0	0	0	0	0
2100	**29**	0	26	3	0	0	0	0	0	0	0	0	0	0
2200	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
2300	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
07-19	**1503**	**8**	**1388**	**103**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**
06-22	**1701**	**9**	**1569**	**117**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
06-00	**1728**	**9**	**1596**	**117**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
00-00	**1809**	**9**	**1664**	**130**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2024														
0000	**10**	0	10	0	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	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
0300	**15**	1	12	2	0	0	0	0	0	0	0	0	0	0
0400	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
0500	**88**	0	81	7	0	0	0	0	0	0	0	0	0	0
0600	**181**	2	156	21	0	0	2	0	0	0	0	0	0	0
0700	**280**	2	236	39	0	2	1	0	0	0	0	0	0	0
0800	**279**	2	238	33	3	1	1	0	0	1	0	0	0	0
0900	**183**	0	154	26	0	1	2	0	0	0	0	0	0	0
1000	**170**	2	136	28	0	2	2	0	0	0	0	0	0	0
1100	**176**	4	147	22	0	3	0	0	0	0	0	0	0	0
1200	**195**	1	167	22	1	0	2	0	1	0	0	1	0	0
1300	**140**	1	117	20	0	0	0	0	2	0	0	0	0	0
1400	**162**	1	124	33	0	0	2	0	1	0	0	1	0	0
1500	**194**	3	157	27	3	1	1	1	1	0	0	0	0	0
1600	**161**	4	125	28	1	1	0	0	1	0	1	0	0	0
1700	**183**	1	160	20	1	0	1	0	0	0	0	0	0	0
1800	**154**	2	134	17	0	0	1	0	0	0	0	0	0	0
1900	**86**	0	77	8	0	0	1	0	0	0	0	0	0	0
2000	**71**	0	61	8	0	0	2	0	0	0	0	0	0	0
2100	**36**	0	35	1	0	0	0	0	0	0	0	0	0	0
2200	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
2300	**14**	0	12	1	0	1	0	0	0	0	0	0	0	0
07-19	**2277**	**23**	**1895**	**315**	**9**	**11**	**13**	**1**	**6**	**1**	**1**	**2**	**0**	**0**
06-22	**2651**	**25**	**2224**	**353**	**9**	**11**	**18**	**1**	**6**	**1**	**1**	**2**	**0**	**0**
06-00	**2688**	**25**	**2257**	**356**	**9**	**12**	**18**	**1**	**6**	**1**	**1**	**2**	**0**	**0**
00-00	**2834**	**26**	**2387**	**371**	**9**	**12**	**18**	**1**	**6**	**1**	**1**	**2**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2024														
0000	**5**	0	3	2	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	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
0400	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
0500	**84**	0	78	6	0	0	0	0	0	0	0	0	0	0
0600	**183**	1	164	18	0	0	0	0	0	0	0	0	0	0
0700	**292**	1	241	46	1	2	1	0	0	0	0	0	0	0
0800	**290**	5	244	35	3	2	1	0	0	0	0	0	0	0
0900	**185**	0	159	25	0	0	0	0	0	0	0	1	0	0
1000	**177**	2	146	26	0	1	2	0	0	0	0	0	0	0
1100	**162**	1	129	27	4	0	0	0	0	0	0	1	0	0
1200	**147**	3	123	19	0	1	0	0	0	1	0	0	0	0
1300	**159**	0	132	24	1	1	0	0	1	0	0	0	0	0
1400	**185**	0	155	27	0	1	1	0	1	0	0	0	0	0
1500	**168**	1	128	32	4	1	0	0	0	0	2	0	0	0
1600	**172**	2	147	22	0	0	1	0	0	0	0	0	0	0
1700	**192**	3	158	28	1	0	0	0	1	0	1	0	0	0
1800	**145**	1	133	11	0	0	0	0	0	0	0	0	0	0
1900	**83**	0	77	5	0	0	1	0	0	0	0	0	0	0
2000	**57**	0	54	3	0	0	0	0	0	0	0	0	0	0
2100	**50**	1	44	5	0	0	0	0	0	0	0	0	0	0
2200	**27**	0	26	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	**2274**	**19**	**1895**	**322**	**14**	**9**	**6**	**0**	**3**	**1**	**3**	**2**	**0**	**0**
06-22	**2647**	**21**	**2234**	**353**	**14**	**9**	**7**	**0**	**3**	**1**	**3**	**2**	**0**	**0**
06-00	**2695**	**21**	**2281**	**354**	**14**	**9**	**7**	**0**	**3**	**1**	**3**	**2**	**0**	**0**
00-00	**2817**	**21**	**2390**	**367**	**14**	**9**	**7**	**0**	**3**	**1**	**3**	**2**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2024														
0000	**6**	0	5	1	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
0200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	**12**	1	9	2	0	0	0	0	0	0	0	0	0	0
0400	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
0500	**88**	0	80	8	0	0	0	0	0	0	0	0	0	0
0600	**175**	3	149	20	0	0	3	0	0	0	0	0	0	0
0700	**300**	1	261	31	1	0	6	0	0	0	0	0	0	0
0800	**313**	2	276	26	3	1	4	0	0	0	0	1	0	0
0900	**151**	0	131	17	0	1	1	0	1	0	0	0	0	0
1000	**177**	0	156	17	0	0	1	0	0	2	0	1	0	0
1100	**167**	2	147	18	0	0	0	0	0	0	0	0	0	0
1200	**142**	3	120	14	0	1	2	0	1	0	1	0	0	0
1300	**155**	1	125	29	0	0	0	0	0	0	0	0	0	0
1400	**194**	5	159	30	0	0	0	0	0	0	0	0	0	0
1500	**184**	1	152	27	3	1	0	0	0	0	0	0	0	0
1600	**200**	6	169	23	0	1	0	0	1	0	0	0	0	0
1700	**202**	6	180	13	1	0	1	0	0	0	1	0	0	0
1800	**179**	1	158	18	1	0	1	0	0	0	0	0	0	0
1900	**132**	2	122	7	0	0	1	0	0	0	0	0	0	0
2000	**68**	0	63	5	0	0	0	0	0	0	0	0	0	0
2100	**60**	1	56	2	0	0	0	1	0	0	0	0	0	0
2200	**39**	0	38	1	0	0	0	0	0	0	0	0	0	0
2300	**60**	0	55	5	0	0	0	0	0	0	0	0	0	0
07-19	**2364**	**28**	**2034**	**263**	**9**	**5**	**16**	**0**	**3**	**2**	**2**	**2**	**0**	**0**
06-22	**2799**	**34**	**2424**	**297**	**9**	**5**	**20**	**1**	**3**	**2**	**2**	**2**	**0**	**0**
06-00	**2898**	**34**	**2517**	**303**	**9**	**5**	**20**	**1**	**3**	**2**	**2**	**2**	**0**	**0**
00-00	**3033**	**35**	**2639**	**315**	**9**	**5**	**20**	**1**	**3**	**2**	**2**	**2**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

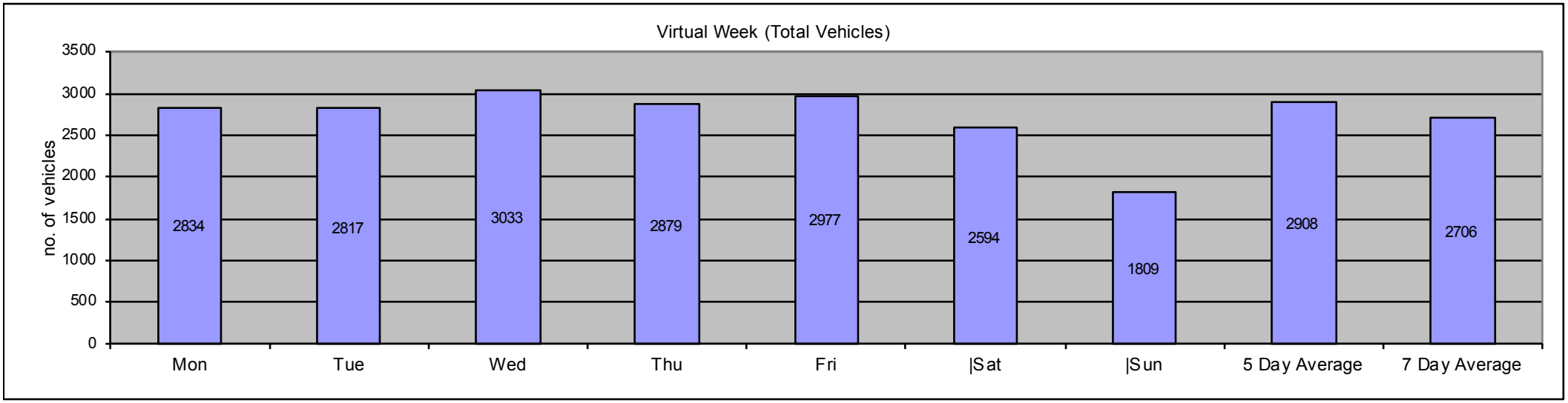
17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**11**	0	10	1	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	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	**11**	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
0500	**71**	0	64	7	0	0	0	0	0	0	0	0	0	0
0600	**130**	1	111	16	0	0	1	0	0	0	0	0	0	0
0700	**223**	2	187	30	1	1	2	0	0	0	0	0	0	0
0800	**229**	2	198	24	2	1	2	0	0	0	0	0	0	0
0900	**171**	0	146	23	0	1	1	0	0	0	0	0	0	0
1000	**167**	1	144	18	0	1	1	0	0	0	0	0	0	0
1100	**176**	2	150	21	1	1	0	0	0	0	0	0	0	0
1200	**179**	2	157	18	0	1	1	0	0	0	0	0	0	0
1300	**166**	1	141	22	0	0	1	0	1	0	0	0	0	0
1400	**176**	2	149	23	0	0	1	0	0	0	0	0	0	0
1500	**184**	2	152	24	2	1	1	0	1	0	0	0	0	0
1600	**178**	4	150	22	0	0	0	0	1	0	0	0	0	0
1700	**185**	3	163	17	0	0	1	0	0	0	0	0	0	0
1800	**155**	1	138	14	0	0	1	0	0	0	0	0	0	0
1900	**98**	1	90	7	0	0	0	0	0	0	0	0	0	0
2000	**63**	0	58	5	0	0	1	0	0	0	0	0	0	0
2100	**49**	1	45	4	0	0	0	0	0	0	0	0	0	0
2200	**29**	0	27	2	0	0	0	0	0	0	0	0	0	0
2300	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
07-19	**2187**	**21**	**1875**	**257**	**7**	**8**	**11**	**1**	**4**	**1**	**1**	**2**	**0**	**0**
06-22	**2528**	**24**	**2179**	**288**	**7**	**8**	**13**	**1**	**5**	**1**	**1**	**2**	**0**	**0**
06-00	**2583**	**25**	**2230**	**291**	**7**	**8**	**13**	**1**	**5**	**1**	**1**	**2**	**0**	**0**
00-00	**2706**	**25**	**2339**	**306**	**7**	**8**	**13**	**1**	**5**	**1**	**1**	**2**	**0**	**0**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**2834**	26	2387	371	9	12	18	1	6	1	1	2	0	0
Tue	**2817**	21	2390	367	14	9	7	0	3	1	3	2	0	0
Wed	**3033**	35	2639	315	9	5	20	1	3	2	2	2	0	0
Thu	**2879**	24	2443	375	9	10	11	0	3	0	2	2	0	0
Fri	**2977**	12	2546	362	8	13	20	3	7	0	0	5	0	1
|Sat	**2594**	48	2301	219	0	4	12	0	9	0	1	0	0	0
|Sun	**1809**	9	1664	130	0	2	2	0	1	0	0	1	0	0
5 Day Average														
[--]	**2908**	24	2481	358	10	10	15	1	4	1	2	3	0	0
7 Day Average														
[--]	**2706**	25	2339	306	7	8	13	1	5	1	1	2	0	0
Total Vehicles														
[--]	**18943**	175	16370	2139	49	55	90	5	32	4	9	14	0	1



SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
17 October 2024																						
0000	**7**	0	0	0	0	3	3	0	0	0	1	0	0	0	4	57.14	1	14.29	1	14.29	32.9	-
0100	**3**	0	0	0	0	0	1	0	0	2	0	0	0	0	3	100	2	66.67	2	66.67	42.1	-
0200	**5**	0	0	0	0	3	2	0	0	0	0	0	0	0	2	40	0	0	0	0	28.9	-
0300	**10**	0	0	0	0	1	3	2	3	0	1	0	0	0	9	90	6	60	1	10	37.8	-
0400	**20**	0	0	0	1	2	8	5	4	0	0	0	0	0	17	85	9	45	0	0	34.4	40.6
0500	**106**	0	0	0	1	25	42	30	6	2	0	0	0	0	80	75.47	38	35.85	2	1.887	33.6	37.8
0600	**160**	0	0	1	1	41	66	38	8	2	3	0	0	0	117	73.13	51	31.88	5	3.125	33.4	37.8
0700	**302**	0	1	5	45	138	87	21	4	1	0	0	0	0	113	37.42	26	8.609	1	0.331	29.2	33.6
0800	**274**	0	1	4	42	158	58	11	0	0	0	0	0	0	69	25.18	11	4.015	0	0	28.3	31.9
0900	**184**	1	0	2	32	72	61	14	2	0	0	0	0	0	77	41.85	16	8.696	0	0	29	33.4
1000	**142**	0	0	4	28	61	39	9	0	1	0	0	0	0	49	34.51	10	7.042	1	0.704	28.3	32
1100	**192**	0	0	1	17	110	52	10	2	0	0	0	0	0	64	33.33	12	6.25	0	0	29	32.7
1200	**159**	1	0	1	12	72	58	14	1	0	0	0	0	0	73	45.91	15	9.434	0	0	29.6	33.2
1300	**169**	0	0	2	21	89	44	11	2	0	0	0	0	0	57	33.73	13	7.692	0	0	28.9	33.3
1400	**178**	0	2	7	25	79	52	12	0	1	0	0	0	0	65	36.52	13	7.303	1	0.562	28.3	33.3
1500	**188**	1	0	5	36	98	36	11	1	0	0	0	0	0	48	25.53	12	6.383	0	0	27.8	32.1
1600	**186**	1	1	3	32	96	47	5	1	0	0	0	0	0	53	28.49	6	3.226	0	0	28	31.9
1700	**208**	2	1	3	41	109	48	4	0	0	0	0	0	0	52	25	4	1.923	0	0	27.5	31.3
1800	**149**	0	0	5	15	72	45	8	2	0	0	0	2	0	57	38.26	12	8.054	2	1.342	29.6	33.6
1900	**96**	0	1	3	18	38	29	6	1	0	0	0	0	0	36	37.5	7	7.292	0	0	28.7	33.3
2000	**63**	0	1	0	9	21	25	5	1	0	1	0	0	0	32	50.79	7	11.11	1	1.587	29.7	33.8
2100	**40**	0	0	0	3	14	15	6	2	0	0	0	0	0	23	57.5	8	20	0	0	30.6	36.3
2200	**21**	0	0	0	0	7	11	1	0	1	1	0	0	0	14	66.67	3	14.29	2	9.524	32.6	34.7
2300	**17**	0	0	0	0	2	8	4	3	0	0	0	0	0	15	88.24	7	41.18	0	0	35	42.3
07-19	**2331**	**6**	**6**	**42**	**346**	**1154**	**627**	**130**	**15**	**3**	**0**	**0**	**2**	**0**	**777**	**33.33**	**150**	**6.435**	**5**	**0.215**	**28.6**	**32.8**
06-22	**2690**	**6**	**8**	**46**	**377**	**1268**	**762**	**185**	**27**	**5**	**4**	**0**	**2**	**0**	**985**	**36.62**	**223**	**8.29**	**11**	**0.409**	**29**	**33.2**
06-00	**2728**	**6**	**8**	**46**	**377**	**1277**	**781**	**190**	**30**	**6**	**5**	**0**	**2**	**0**	**1014**	**37.17**	**233**	**8.541**	**13**	**0.477**	**29**	**33.3**
00-00	**2879**	**6**	**8**	**46**	**379**	**1311**	**840**	**227**	**43**	**10**	**7**	**0**	**2**	**0**	**1129**	**39.22**	**289**	**10.04**	**19**	**0.66**	**29.3**	**33.7**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2024																						
0000	**9**	0	0	1	1	2	3	0	2	0	0	0	0	0	5	55.56	2	22.22	0	0	31.2	-
0100	**6**	0	0	0	1	0	4	0	0	0	1	0	0	0	5	83.33	1	16.67	1	16.67	34.9	-
0200	**3**	0	0	0	0	0	1	2	0	0	0	0	0	0	3	100	2	66.67	0	0	34.2	-
0300	**13**	0	0	0	1	1	5	2	3	0	0	1	0	0	11	84.62	6	46.15	1	7.692	36.7	44.5
0400	**23**	0	0	0	0	4	5	9	2	3	0	0	0	0	19	82.61	14	60.87	3	13.04	37	44.5
0500	**95**	0	0	2	1	18	33	26	13	1	0	0	0	1	74	77.89	41	43.16	2	2.105	34.6	40
0600	**154**	0	0	3	9	33	68	31	7	2	1	0	0	0	109	70.78	41	26.62	3	1.948	32.4	37.3
0700	**283**	2	12	19	55	108	70	16	1	0	0	0	0	0	87	30.74	17	6.007	0	0	26.9	32.5
0800	**278**	0	0	5	36	131	80	24	2	0	0	0	0	0	106	38.13	26	9.353	0	0	29.2	33.3
0900	**202**	0	0	1	31	86	64	15	5	0	0	0	0	0	84	41.58	20	9.901	0	0	29.4	34
1000	**161**	0	2	1	22	70	54	11	1	0	0	0	0	0	66	40.99	12	7.453	0	0	29.1	33.1
1100	**169**	0	0	3	25	92	42	6	1	0	0	0	0	0	49	28.99	7	4.142	0	0	28.5	32.4
1200	**189**	0	1	3	18	96	60	9	2	0	0	0	0	0	71	37.57	11	5.82	0	0	28.9	33.1
1300	**176**	2	0	3	25	91	44	10	1	0	0	0	0	0	55	31.25	11	6.25	0	0	28.4	32.8
1400	**190**	0	1	8	26	88	51	12	3	0	1	0	0	0	67	35.26	16	8.421	1	0.526	28.5	33
1500	**223**	0	2	4	30	112	59	13	2	1	0	0	0	0	75	33.63	16	7.175	1	0.448	28.6	32.5
1600	**193**	0	0	2	26	93	56	16	0	0	0	0	0	0	72	37.31	16	8.29	0	0	29	33
1700	**183**	0	0	1	33	74	62	10	2	1	0	0	0	0	75	40.98	13	7.104	1	0.546	29	33
1800	**157**	0	0	3	30	68	46	7	2	1	0	0	0	0	56	35.67	10	6.369	1	0.637	28.5	32.9
1900	**85**	0	0	0	9	47	23	5	0	0	1	0	0	0	29	34.12	6	7.059	1	1.176	29.5	33.5
2000	**59**	0	0	0	9	24	19	5	2	0	0	0	0	0	26	44.07	7	11.86	0	0	29.6	33.7
2100	**69**	0	0	1	5	38	21	3	0	1	0	0	0	0	25	36.23	4	5.797	1	1.449	29	33.1
2200	**29**	0	0	0	1	10	10	4	4	0	0	0	0	0	18	62.07	8	27.59	0	0	32.6	38.6
2300	**28**	0	0	0	5	4	8	9	0	1	1	0	0	0	19	67.86	11	39.29	2	7.143	32.8	37.6
07-19	**2404**	**4**	**18**	**53**	**357**	**1109**	**688**	**149**	**22**	**3**	**1**	**0**	**0**	**0**	**863**	**35.9**	**175**	**7.28**	**4**	**0.166**	**28.6**	**33**
06-22	**2771**	**4**	**18**	**57**	**389**	**1251**	**819**	**193**	**31**	**6**	**3**	**0**	**0**	**0**	**1052**	**37.96**	**233**	**8.409**	**9**	**0.325**	**28.9**	**33.4**
06-00	**2828**	**4**	**18**	**57**	**395**	**1265**	**837**	**206**	**35**	**7**	**4**	**0**	**0**	**0**	**1089**	**38.51**	**252**	**8.911**	**11**	**0.389**	**29**	**33.4**
00-00	**2977**	**4**	**18**	**60**	**399**	**1290**	**888**	**245**	**55**	**11**	**5**	**1**	**0**	**1**	**1206**	**40.51**	**318**	**10.68**	**18**	**0.605**	**29.3**	**33.9**

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2024																						
0000	**14**	0	0	0	0	2	10	2	0	0	0	0	0	0	12	85.71	2	14.29	0	0	32.8	37.7
0100	**8**	0	0	0	0	3	4	1	0	0	0	0	0	0	5	62.5	1	12.5	0	0	30.9	-
0200	**10**	0	0	0	2	2	4	1	0	0	1	0	0	0	6	60	2	20	1	10	32	-
0300	**8**	0	0	0	0	2	3	1	2	0	0	0	0	0	6	75	3	37.5	0	0	34.9	-
0400	**18**	0	0	0	0	4	3	8	2	0	1	0	0	0	14	77.78	11	61.11	1	5.556	36.8	43.8
0500	**20**	0	0	0	0	4	8	5	2	1	0	0	0	0	16	80	8	40	1	5	34.9	41.7
0600	**40**	0	0	1	0	5	14	14	6	0	0	0	0	0	34	85	20	50	0	0	34.6	40.3
0700	**67**	0	0	1	9	27	17	6	4	3	0	0	0	0	30	44.78	13	19.4	3	4.478	30.6	36.8
0800	**123**	0	0	1	8	35	66	10	3	0	0	0	0	0	79	64.23	13	10.57	0	0	30.7	33.8
0900	**199**	0	1	3	12	84	75	22	2	0	0	0	0	0	99	49.75	24	12.06	0	0	30.2	34.6
1000	**204**	0	4	2	24	73	80	18	2	1	0	0	0	0	101	49.51	21	10.29	1	0.49	29.6	33.4
1100	**200**	2	0	3	21	92	69	11	1	1	0	0	0	0	82	41	13	6.5	1	0.5	29.1	33.4
1200	**213**	0	0	2	28	100	67	13	1	2	0	0	0	0	83	38.97	16	7.512	2	0.939	29.2	33.3
1300	**211**	0	3	9	16	111	55	14	2	1	0	0	0	0	72	34.12	17	8.057	1	0.474	28.8	32.7
1400	**167**	0	1	8	21	76	51	8	1	1	0	0	0	0	61	36.53	10	5.988	1	0.599	28.3	32.2
1500	**195**	0	0	4	28	93	52	16	1	1	0	0	0	0	70	35.9	18	9.231	1	0.513	28.8	32.8
1600	**197**	0	0	8	31	98	42	15	2	0	1	0	0	0	60	30.46	18	9.137	1	0.508	28.5	33.5
1700	**188**	3	0	4	49	75	43	13	1	0	0	0	0	0	57	30.32	14	7.447	0	0	27.6	32.5
1800	**193**	0	0	4	26	112	31	19	1	0	0	0	0	0	51	26.42	20	10.36	0	0	28.7	33.2
1900	**120**	0	1	0	16	54	33	13	1	2	0	0	0	0	49	40.83	16	13.33	2	1.667	29.9	34.8
2000	**60**	0	0	0	7	23	22	4	2	1	0	0	0	1	30	50	8	13.33	2	3.333	30.6	34.3
2100	**61**	0	0	0	6	23	20	7	3	0	0	0	2	0	32	52.46	12	19.67	2	3.279	31.9	38.6
2200	**50**	0	0	1	11	22	11	5	0	0	0	0	0	0	16	32	5	10	0	0	28.4	33.5
2300	**28**	0	0	0	2	12	4	5	3	1	0	0	0	1	14	50	10	35.71	2	7.143	33.3	41.8
07-19	**2157**	**5**	**9**	**49**	**273**	**976**	**648**	**165**	**21**	**10**	**1**	**0**	**0**	**0**	**845**	**39.17**	**197**	**9.133**	**11**	**0.51**	**29.1**	**33.3**
06-22	**2438**	**5**	**10**	**50**	**302**	**1081**	**737**	**203**	**33**	**13**	**1**	**0**	**2**	**1**	**990**	**40.61**	**253**	**10.38**	**17**	**0.697**	**29.3**	**33.8**
06-00	**2516**	**5**	**10**	**51**	**315**	**1115**	**752**	**213**	**36**	**14**	**1**	**0**	**2**	**2**	**1020**	**40.54**	**268**	**10.65**	**19**	**0.755**	**29.3**	**33.8**
00-00	**2594**	**5**	**10**	**51**	**317**	**1132**	**784**	**231**	**42**	**15**	**3**	**0**	**2**	**2**	**1079**	**41.6**	**295**	**11.37**	**22**	**0.848**	**29.5**	**34**

SS1599 Cwmgors																						
17 October 2024				to						23 October 2024					Site Direction	1 Southbound		Location	A474 Heol -Y-Gors (51.781153, -3.879598)			
		Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2024																						
0000	**25**	0	0	0	2	9	12	2	0	0	0	0	0	0	14	56	2	8	0	0	30.5	34.2
0100	**14**	0	0	0	1	5	5	1	1	1	0	0	0	0	8	57.14	3	21.43	1	7.143	31.3	41.2
0200	**7**	0	0	0	3	2	2	0	0	0	0	0	0	0	2	28.57	0	0	0	0	27	-
0300	**9**	0	0	0	0	3	1	1	2	1	0	1	0	0	6	66.67	5	55.56	2	22.22	37.7	-
0400	**11**	0	0	0	1	2	4	2	2	0	0	0	0	0	8	72.73	4	36.36	0	0	33.6	41.7
0500	**15**	0	0	0	0	3	4	4	4	0	0	0	0	0	12	80	8	53.33	0	0	35.3	41.4
0600	**19**	0	0	1	0	8	5	3	2	0	0	0	0	0	10	52.63	5	26.32	0	0	31.2	37.2
0700	**34**	0	0	0	0	13	14	4	3	0	0	0	0	0	21	61.76	7	20.59	0	0	32.3	38
0800	**45**	0	0	0	1	20	17	5	1	1	0	0	0	0	24	53.33	7	15.56	1	2.222	31.2	35.1
0900	**96**	0	0	0	8	39	33	13	3	0	0	0	0	0	49	51.04	16	16.67	0	0	30.8	35.3
1000	**136**	1	1	1	15	59	51	8	0	0	0	0	0	0	59	43.38	8	5.882	0	0	29	32.4
1100	**165**	0	0	3	16	82	52	11	1	0	0	0	0	0	64	38.79	12	7.273	0	0	29.3	33.9
1200	**209**	0	2	1	24	111	58	10	3	0	0	0	0	0	71	33.97	13	6.22	0	0	28.9	32.5
1300	**152**	0	0	1	13	63	52	23	0	0	0	0	0	0	75	49.34	23	15.13	0	0	30.1	35.1
1400	**154**	1	1	6	21	72	43	10	0	0	0	0	0	0	53	34.42	10	6.494	0	0	28.5	32.9
1500	**133**	1	0	1	9	61	43	13	3	2	0	0	0	0	61	45.86	18	13.53	2	1.504	30	33.9
1600	**135**	0	0	1	19	46	55	11	3	0	0	0	0	0	69	51.11	14	10.37	0	0	30.1	34.8
1700	**136**	0	0	2	12	60	52	8	2	0	0	0	0	0	62	45.59	10	7.353	0	0	29.6	33.8
1800	**108**	0	0	3	9	43	33	15	4	0	0	1	0	0	53	49.07	20	18.52	1	0.926	30.7	35.9
1900	**86**	0	0	1	11	36	25	12	1	0	0	0	0	0	38	44.19	13	15.12	0	0	29.6	35.5
2000	**64**	0	0	0	13	31	12	5	3	0	0	0	0	0	20	31.25	8	12.5	0	0	28.9	33.1
2100	**29**	0	0	0	3	9	9	5	3	0	0	0	0	0	17	58.62	8	27.59	0	0	31.9	38.9
2200	**12**	0	0	0	1	4	2	5	0	0	0	0	0	0	7	58.33	5	41.67	0	0	32.2	37.1
2300	**15**	0	0	0	1	5	4	3	0	1	1	0	0	0	9	60	5	33.33	2	13.33	33.5	45.2
07-19	**1503**	**3**	**4**	**19**	**147**	**669**	**503**	**131**	**23**	**3**	**0**	**1**	**0**	**0**	**661**	**43.98**	**158**	**10.51**	**4**	**0.266**	**29.7**	**34**
06-22	**1701**	**3**	**4**	**21**	**174**	**753**	**554**	**156**	**32**	**3**	**0**	**1**	**0**	**0**	**746**	**43.86**	**192**	**11.29**	**4**	**0.235**	**29.7**	**34.1**
06-00	**1728**	**3**	**4**	**21**	**176**	**762**	**560**	**164**	**32**	**4**	**1**	**1**	**0**	**0**	**762**	**44.1**	**202**	**11.69**	**6**	**0.347**	**29.8**	**34.2**
00-00	**1809**	**3**	**4**	**21**	**183**	**786**	**588**	**174**	**41**	**6**	**1**	**2**	**0**	**0**	**812**	**44.89**	**224**	**12.38**	**9**	**0.498**	**29.9**	**34.3**

SS1599 Cwmgors																							
17 October 2024				to				23 October 2024						Site Direction	1 Southbound			Location	A474 Heol -Y-Gors (51.781153, -3.879598)				
								Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130		30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2024																							
0000	**10**	0	0	0	2	3	3	0	2	0	0	0	0	0		5	50	2	20	0	0	31.6	-
0100	**3**	0	0	0	0	0	2	1	0	0	0	0	0	0		3	100	1	33.33	0	0	34	-
0200	**7**	0	0	0	0	1	4	0	1	0	0	0	0	1		6	85.71	2	28.57	1	14.29	39.7	-
0300	**15**	0	0	0	0	2	3	4	3	2	1	0	0	0		13	86.67	10	66.67	3	20	38.5	46.5
0400	**23**	0	0	0	0	5	7	7	3	1	0	0	0	0		18	78.26	11	47.83	1	4.348	35.1	40.9
0500	**88**	0	0	1	1	22	27	17	13	6	1	0	0	0		64	72.73	37	42.05	7	7.955	34.8	43.2
0600	**181**	0	0	1	4	53	71	42	8	2	0	0	0	0		123	67.96	52	28.73	2	1.105	32.5	37.5
0700	**280**	0	0	4	22	134	96	19	5	0	0	0	0	0		120	42.86	24	8.571	0	0	29.7	33.2
0800	**279**	0	0	1	15	145	94	21	1	1	1	0	0	0		118	42.29	24	8.602	2	0.717	29.9	33.6
0900	**183**	1	0	3	17	86	55	17	4	0	0	0	0	0		76	41.53	21	11.48	0	0	29.4	33.7
1000	**170**	0	1	0	16	91	50	10	2	0	0	0	0	0		62	36.47	12	7.059	0	0	29.3	32.8
1100	**176**	0	2	3	29	79	47	12	4	0	0	0	0	0		63	35.8	16	9.091	0	0	28.8	33.1
1200	**195**	0	1	2	24	106	47	12	3	0	0	0	0	0		62	31.79	15	7.692	0	0	28.6	32.9
1300	**140**	0	0	5	24	58	43	7	2	0	1	0	0	0		53	37.86	10	7.143	1	0.714	28.7	33.4
1400	**162**	0	1	4	21	76	45	10	5	0	0	0	0	0		60	37.04	15	9.259	0	0	29	32.8
1500	**194**	0	0	6	21	102	52	9	2	1	1	0	0	0		65	33.51	13	6.701	2	1.031	28.7	31.9
1600	**161**	1	1	1	15	90	46	6	1	0	0	0	0	0		53	32.92	7	4.348	0	0	28.7	31.9
1700	**183**	0	1	1	21	91	54	13	1	1	0	0	0	0		69	37.7	15	8.197	1	0.546	29.1	34
1800	**154**	1	0	4	31	72	38	7	1	0	0	0	0	0		46	29.87	8	5.195	0	0	27.9	32.1
1900	**86**	0	0	1	14	34	30	5	1	0	0	1	0	0		37	43.02	7	8.14	1	1.163	29.4	33.3
2000	**71**	0	1	0	8	38	16	4	1	2	1	0	0	0		24	33.8	8	11.27	3	4.225	29.7	33.8
2100	**36**	0	0	0	1	12	12	8	2	1	0	0	0	0		23	63.89	11	30.56	1	2.778	32.7	36.5
2200	**23**	0	0	0	2	9	5	6	1	0	0	0	0	0		12	52.17	7	30.43	0	0	31	37.3
2300	**14**	0	0	0	2	0	5	5	2	0	0	0	0	0		12	85.71	7	50	0	0	33.9	41
07-19	**2277**	**3**	**7**	**34**	**256**	**1130**	**667**	**143**	**31**	**3**	**3**	**0**	**0**	**0**		**847**	**37.2**	**180**	**7.905**	**6**	**0.264**	**29.1**	**33**
06-22	**2651**	**3**	**8**	**36**	**283**	**1267**	**796**	**202**	**43**	**8**	**4**	**1**	**0**	**0**		**1054**	**39.76**	**258**	**9.732**	**13**	**0.49**	**29.4**	**33.6**
06-00	**2688**	**3**	**8**	**36**	**287**	**1276**	**806**	**213**	**46**	**8**	**4**	**1**	**0**	**0**		**1078**	**40.1**	**272**	**10.12**	**13**	**0.484**	**29.4**	**33.7**
00-00	**2834**	**3**	**8**	**37**	**290**	**1309**	**852**	**242**	**68**	**17**	**6**	**1**	**0**	**1**		**1187**	**41.88**	**335**	**11.82**	**25**	**0.882**	**29.7**	**34.2**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2024																						
0000	**5**	0	0	0	0	2	2	0	0	1	0	0	0	0	3	60	1	20	1	20	33.7	-
0100	**3**	0	0	0	0	2	0	1	0	0	0	0	0	0	1	33.33	1	33.33	0	0	30.6	-
0200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	0	0	0	0	34.2	-
0300	**10**	0	0	0	0	0	3	4	3	0	0	0	0	0	10	100	7	70	0	0	38	-
0400	**19**	0	0	0	0	3	5	4	3	2	0	2	0	0	16	84.21	11	57.89	4	21.05	38.7	48.8
0500	**84**	0	0	1	3	15	32	20	10	2	1	0	0	0	65	77.38	33	39.29	3	3.571	34	40.4
0600	**183**	0	0	0	2	62	77	33	7	2	0	0	0	0	119	65.03	42	22.95	2	1.093	32.2	36.1
0700	**292**	0	0	5	33	129	112	13	0	0	0	0	0	0	125	42.81	13	4.452	0	0	29	32.4
0800	**290**	0	3	2	25	133	112	13	2	0	0	0	0	0	127	43.79	15	5.172	0	0	29.1	32.7
0900	**185**	0	0	0	17	99	51	16	2	0	0	0	0	0	69	37.3	18	9.73	0	0	29.6	32.9
1000	**177**	0	0	3	19	95	41	17	2	0	0	0	0	0	60	33.9	19	10.73	0	0	29	33.3
1100	**162**	3	2	6	24	76	36	12	2	1	0	0	0	0	51	31.48	15	9.259	1	0.617	28	33.6
1200	**147**	1	1	2	13	65	56	6	2	1	0	0	0	0	65	44.22	9	6.122	1	0.68	29.2	32.7
1300	**159**	0	1	5	30	85	32	4	2	0	0	0	0	0	38	23.9	6	3.774	0	0	27.7	31.4
1400	**185**	0	0	6	18	95	54	9	3	0	0	0	0	0	66	35.68	12	6.486	0	0	28.7	32.3
1500	**168**	1	0	5	15	85	55	7	0	0	0	0	0	0	62	36.9	7	4.167	0	0	28.6	32.1
1600	**172**	1	2	7	26	79	51	6	0	0	0	0	0	0	57	33.14	6	3.488	0	0	27.7	32.2
1700	**192**	0	0	0	22	104	56	8	2	0	0	0	0	0	66	34.38	10	5.208	0	0	28.8	32.1
1800	**145**	0	0	4	19	68	40	13	1	0	0	0	0	0	54	37.24	14	9.655	0	0	29	33.6
1900	**83**	0	0	1	7	45	21	5	3	1	0	0	0	0	30	36.14	9	10.84	1	1.205	29.6	33.2
2000	**57**	0	1	0	7	23	16	5	1	3	1	0	0	0	26	45.61	10	17.54	4	7.018	30.2	35.5
2100	**50**	0	1	1	1	21	17	8	1	0	0	0	0	0	26	52	9	18	0	0	30.3	35.3
2200	**27**	0	0	1	2	5	10	7	2	0	0	0	0	0	19	70.37	9	33.33	0	0	31.7	36.9
2300	**21**	0	0	0	0	9	7	2	3	0	0	0	0	0	12	57.14	5	23.81	0	0	31.9	39.3
07-19	**2274**	**6**	**9**	**45**	**261**	**1113**	**696**	**124**	**18**	**2**	**0**	**0**	**0**	**0**	**840**	**36.94**	**144**	**6.332**	**2**	**0.088**	**28.7**	**32.5**
06-22	**2647**	**6**	**11**	**47**	**278**	**1264**	**827**	**175**	**30**	**8**	**1**	**0**	**0**	**0**	**1041**	**39.33**	**214**	**8.085**	**9**	**0.34**	**29.1**	**33**
06-00	**2695**	**6**	**11**	**48**	**280**	**1278**	**844**	**184**	**35**	**8**	**1**	**0**	**0**	**0**	**1072**	**39.78**	**228**	**8.46**	**9**	**0.334**	**29.1**	**33**
00-00	**2817**	**6**	**11**	**49**	**283**	**1300**	**887**	**213**	**51**	**13**	**2**	**2**	**0**	**0**	**1168**	**41.46**	**281**	**9.975**	**17**	**0.603**	**29.4**	**33.6**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 | Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30		ACPO (SL1) 35 ACPO		DfT (SL2) 45 DFT		Mean Speed	85%ile Speed
23 October 2024																						
0000	**6**	0	0	0	0	2	2	2	0	0	0	0	0	0	4	66.67	2	33.33	0	0	32.6	-
0100	**5**	0	0	0	0	0	4	1	0	0	0	0	0	0	5	100	1	20	0	0	33.8	-
0200	**3**	0	0	0	0	1	1	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	33.2	-
0300	**12**	0	0	0	0	1	4	6	1	0	0	0	0	0	11	91.67	7	58.33	0	0	35.3	39.5
0400	**21**	0	0	0	0	3	3	7	7	0	0	1	0	0	18	85.71	15	71.43	1	4.762	38.2	43.6
0500	**88**	0	0	1	3	14	30	24	14	1	1	0	0	0	70	79.55	40	45.45	2	2.273	34.1	40.7
0600	**175**	0	0	0	7	43	70	41	12	1	1	0	0	0	125	71.43	55	31.43	2	1.143	32.9	37.1
0700	**300**	0	0	11	21	126	111	28	3	0	0	0	0	0	142	47.33	31	10.33	0	0	29.8	34.5
0800	**313**	0	0	2	46	157	89	13	3	1	1	1	0	0	108	34.5	19	6.07	3	0.958	29	32.5
0900	**151**	0	0	6	17	71	45	10	2	0	0	0	0	0	57	37.75	12	7.947	0	0	28.8	33.4
1000	**177**	1	1	4	33	93	41	3	1	0	0	0	0	0	45	25.42	4	2.26	0	0	27.6	31.6
1100	**167**	1	1	2	42	73	41	7	0	0	0	0	0	0	48	28.74	7	4.192	0	0	27.8	31.7
1200	**142**	0	0	3	25	66	37	9	1	1	0	0	0	0	48	33.8	11	7.746	1	0.704	28.6	32.4
1300	**155**	0	1	1	18	86	41	7	1	0	0	0	0	0	49	31.61	8	5.161	0	0	28.4	32.3
1400	**194**	1	0	1	26	126	36	3	1	0	0	0	0	0	40	20.62	4	2.062	0	0	27.9	30.7
1500	**184**	0	0	3	33	92	47	8	1	0	0	0	0	0	56	30.43	9	4.891	0	0	28.2	31.5
1600	**200**	2	2	3	22	89	70	11	1	0	0	0	0	0	82	41	12	6	0	0	28.7	32.9
1700	**202**	3	0	2	41	106	44	5	1	0	0	0	0	0	50	24.75	6	2.97	0	0	27.6	31.7
1800	**179**	0	0	7	34	91	38	9	0	0	0	0	0	0	47	26.26	9	5.028	0	0	27.6	31.9
1900	**132**	1	0	2	15	71	30	8	2	2	0	1	0	0	43	32.58	13	9.848	3	2.273	29.1	34.1
2000	**68**	0	0	3	9	19	26	9	1	1	0	0	0	0	37	54.41	11	16.18	1	1.471	30.2	35.3
2100	**60**	0	1	2	5	26	18	5	1	2	0	0	0	0	26	43.33	8	13.33	2	3.333	30.2	34.9
2200	**39**	0	0	0	2	20	10	4	3	0	0	0	0	0	17	43.59	7	17.95	0	0	30.4	35.6
2300	**60**	0	0	1	4	25	24	4	1	1	0	0	0	0	30	50	6	10	1	1.667	30.3	33.4
07-19	**2364**	**8**	**5**	**45**	**358**	**1176**	**640**	**113**	**15**	**2**	**1**	**1**	**0**	**0**	**772**	**32.66**	**132**	**5.584**	**4**	**0.169**	**28.4**	**32.4**
06-22	**2799**	**9**	**6**	**52**	**394**	**1335**	**784**	**176**	**31**	**8**	**2**	**2**	**0**	**0**	**1003**	**35.83**	**219**	**7.824**	**12**	**0.429**	**28.8**	**33**
06-00	**2898**	**9**	**6**	**53**	**400**	**1380**	**818**	**184**	**35**	**9**	**2**	**2**	**0**	**0**	**1050**	**36.23**	**232**	**8.006**	**13**	**0.449**	**28.9**	**33**
00-00	**3033**	**9**	**6**	**54**	**403**	**1401**	**862**	**225**	**57**	**10**	**3**	**3**	**0**	**0**	**1160**	**38.25**	**298**	**9.825**	**16**	**0.528**	**29.1**	**33.6**

SS1599 Cwmgors | Site 1 | Location A474 Heol -Y-Gors (51.781153, -3.879598)

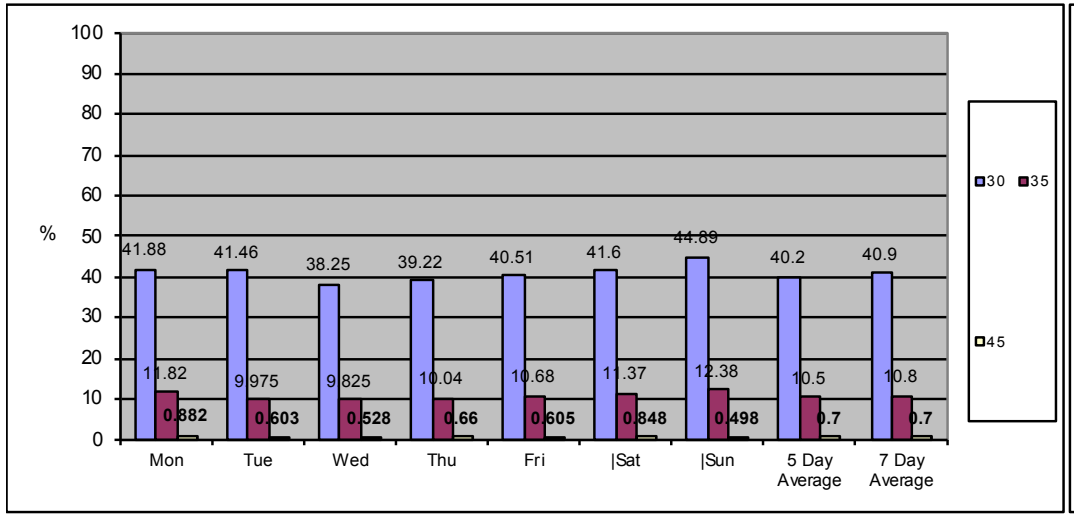
17 October 2024 to 23 October 2024 | Direction Southbound

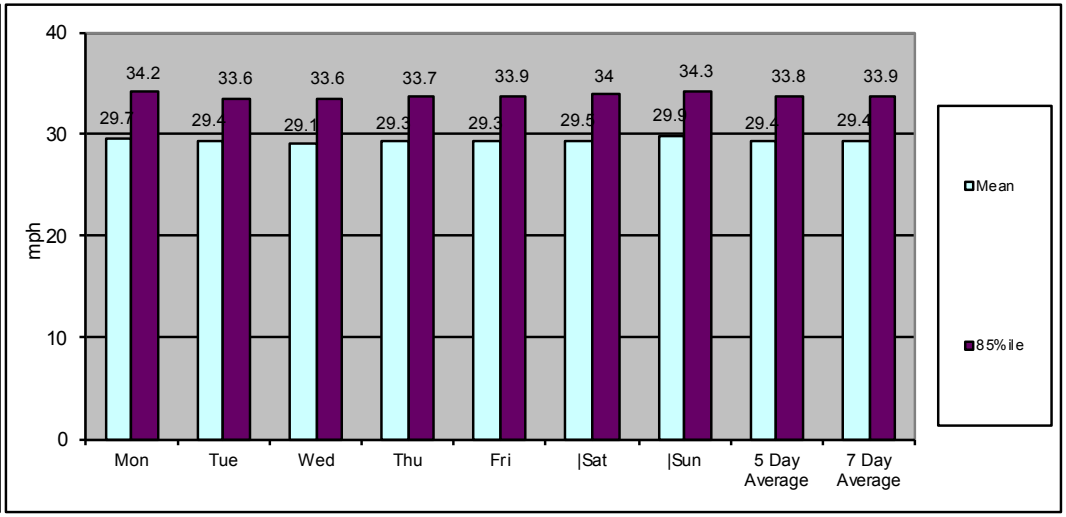
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	11	0	0	0	1	3	5	1	1	0	0	0	0	0	7	61.84	2	15.79	0	2.632	31.7	35.6
0100	6	0	0	0	0	1	3	1	0	0	0	0	0	0	4	71.43	1	23.81	1	9.524	33	-
0200	5	0	0	0	1	1	2	1	0	0	0	0	0	0	3	61.11	1	19.44	0	5.556	32.4	-
0300	11	0	0	0	0	1	3	3	2	0	0	0	0	0	9	85.71	6	57.14	1	9.091	37.1	44
0400	19	0	0	0	0	3	5	6	3	1	0	0	0	0	16	81.48	11	55.56	1	7.407	36.4	43.5
0500	71	0	0	1	1	14	25	18	9	2	0	0	0	0	54	76.81	29	41.33	2	3.427	34.2	40.2
0600	130	0	0	1	3	35	53	29	7	1	1	0	0	0	91	69.85	38	29.17	2	1.535	32.7	37.4
0700	223	0	2	6	26	96	72	15	3	1	0	0	0	0	91	40.95	19	8.408	1	0.257	29.1	33.6
0800	229	0	1	2	25	111	74	14	2	0	0	0	0	0	90	39.39	16	7.179	1	0.375	29.3	33
0900	171	0	0	2	19	77	55	15	3	0	0	0	0	0	73	42.58	18	10.58	0	0	29.6	33.9
1000	167	0	1	2	22	77	51	11	1	0	0	0	0	0	63	37.87	12	7.369	0	0.171	28.9	32.8
1100	176	1	1	3	25	86	48	10	2	0	0	0	0	0	60	34.2	12	6.661	0	0.162	28.7	32.9
1200	179	0	1	2	21	88	55	10	2	1	0	0	0	0	68	37.72	13	7.177	1	0.319	29	32.9
1300	166	0	1	4	21	83	44	11	1	0	0	0	0	0	57	34.34	13	7.573	0	0.172	28.7	33.1
1400	176	0	1	6	23	87	47	9	2	0	0	0	0	0	59	33.5	11	6.504	0	0.244	28.5	32.4
1500	184	0	0	4	25	92	49	11	1	1	0	0	0	0	62	34.01	13	7.237	1	0.467	28.6	32.4
1600	178	1	1	4	24	84	52	10	1	0	0	0	0	0	64	35.85	11	6.35	0	0.08	28.6	32.8
1700	185	1	0	2	31	88	51	9	1	0	0	0	0	0	62	33.36	10	5.573	0	0.155	28.4	32.5
1800	155	0	0	4	23	75	39	11	2	0	0	0	0	0	52	33.55	13	8.571	1	0.369	28.7	33.1
1900	98	0	0	1	13	46	27	8	1	1	0	0	0	0	37	38.08	10	10.32	1	1.163	29.4	33.8
2000	63	0	0	0	9	26	19	5	2	1	0	0	0	0	28	44.12	8	13.35	2	2.489	29.8	34.1
2100	49	0	0	1	3	20	16	6	2	1	0	0	0	0	25	49.86	9	17.39	1	1.739	30.7	35.6
2200	29	0	0	0	3	11	8	5	1	0	0	0	0	0	15	51.24	6	21.89	0	0.995	30.8	35.8
2300	26	0	0	0	2	8	9	5	2	1	0	0	0	0	16	60.66	7	27.87	1	3.825	32.3	37.7
07-19	2187	5	8	41	285	1047	638	136	21	4	1	0	0	0	801	36.61	162	7.42	5	0.235	28.8	33
06-22	2528	5	9	44	314	1174	754	184	32	7	2	1	1	0	982	38.83	227	8.996	11	0.424	29.1	33.4
06-00	2583	5	9	45	319	1193	771	193	36	8	3	1	1	0	1012	39.18	241	9.33	12	0.465	29.2	33.4
00-00	2706	5	9	45	322	1218	814	222	51	12	4	1	1	1	1106	40.86	291	10.77	18	0.665	29.4	33.9

SS1599 Cwmgors — Site 1 — Location A474 Heol -Y-Gors (51.781153, -3.879598)

17 October 2024 to 23 October 2024 — Direction Southbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**2834**	3	8	37	290	1309	852	242	68	17	6	1	0	1	1187	41.88	335	11.82	25	0.882	29.7	34.2
Tue	**2817**	6	11	49	283	1300	887	213	51	13	2	2	0	0	1168	41.46	281	9.975	17	0.603	29.4	33.6
Wed	**3033**	9	6	54	403	1401	862	225	57	10	3	3	0	0	1160	38.25	298	9.825	16	0.528	29.1	33.6
Thu	**2879**	6	8	46	379	1311	840	227	43	10	7	0	2	0	1129	39.22	289	10.04	19	0.66	29.3	33.7
Fri	**2977**	4	18	60	399	1290	888	245	55	11	5	1	0	1	1206	40.51	318	10.68	18	0.605	29.3	33.9
|Sat	**2594**	5	10	51	317	1132	784	231	42	15	3	0	2	2	1079	41.6	295	11.37	22	0.848	29.5	34
|Sun	**1809**	3	4	21	183	786	588	174	41	6	1	2	0	0	812	44.89	224	12.38	9	0.498	29.9	34.3
5 Day Average																						
[--]	**2908**	6	10	49	351	1322	866	230	55	12	5	1	0	0	1170	40.2	304	10.5	19	0.7	29.4	33.8
7 Day Average																						
[--]	**2706**	5	9	45	322	1218	814	222	51	12	4	1	1	1	1106	40.9	291	10.8	18	0.7	29.4	33.9
Total Vehicles																						
[--]	**18943**	36	65	318	2254	8529	5701	1557	357	82	27	9	4	4	7741	40.9	2040	10.8	126	0.7	29.4	33.9





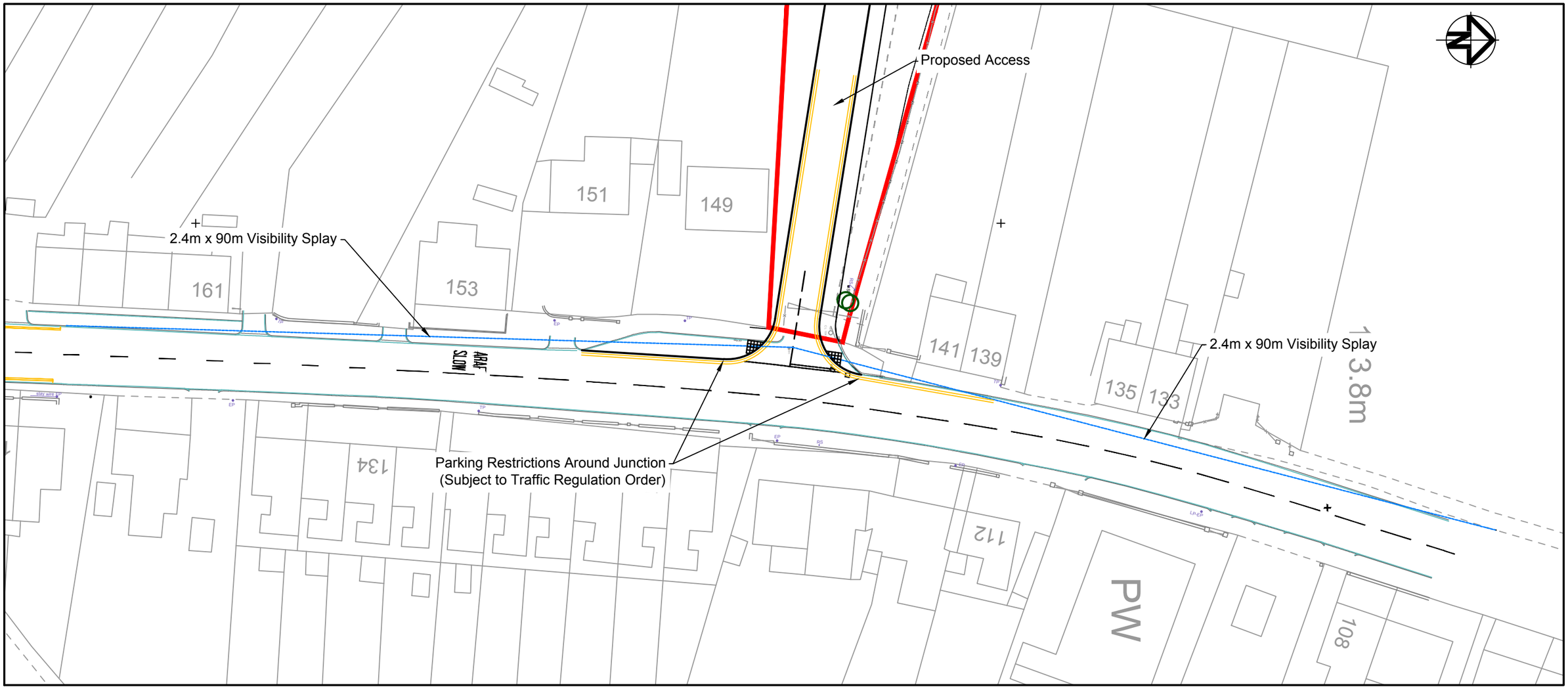
Classification Schemes

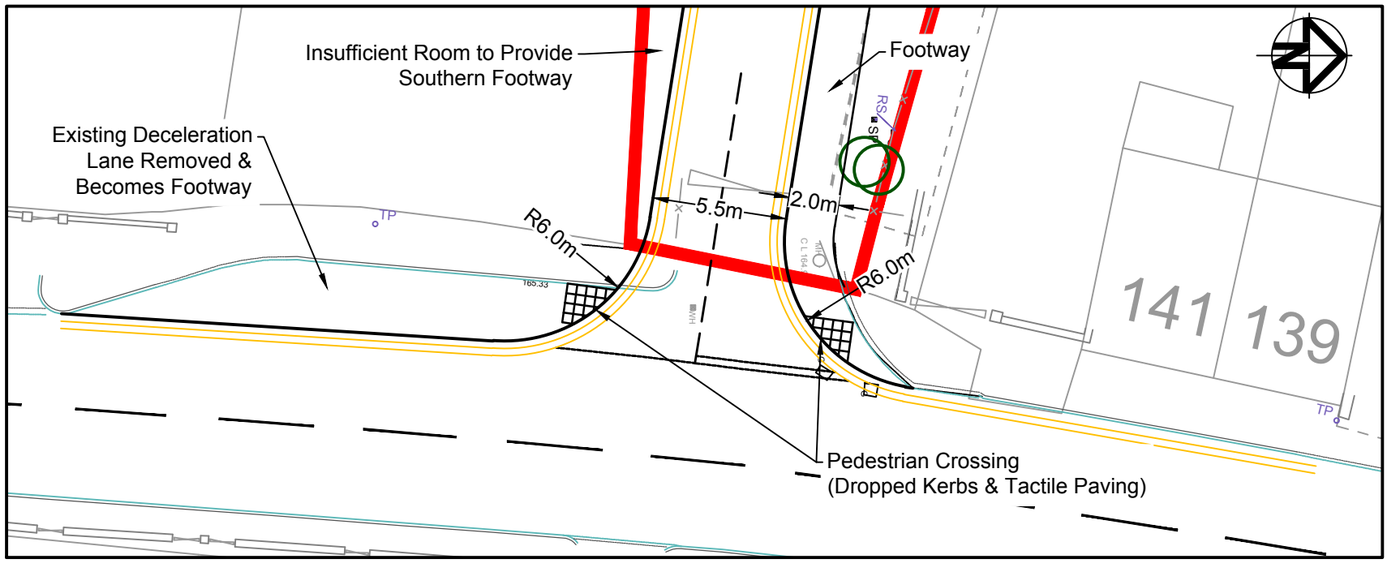
Scheme F Classification Scheme (Non-metric)

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

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

Appendix 5 Proposed Access Arrangement





B	Parking Restrictions	08-04-25
A	First Issue	01-12-24

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Project	**FORMER SWELCO SITE, CWMGORS**
Drawing	**PROPOSED ACCESS**
Drawing No.	**1781-ACS-XX-ZZ-DR-T-003-B**
Scale	**1:500 & 1:250 @ A3**

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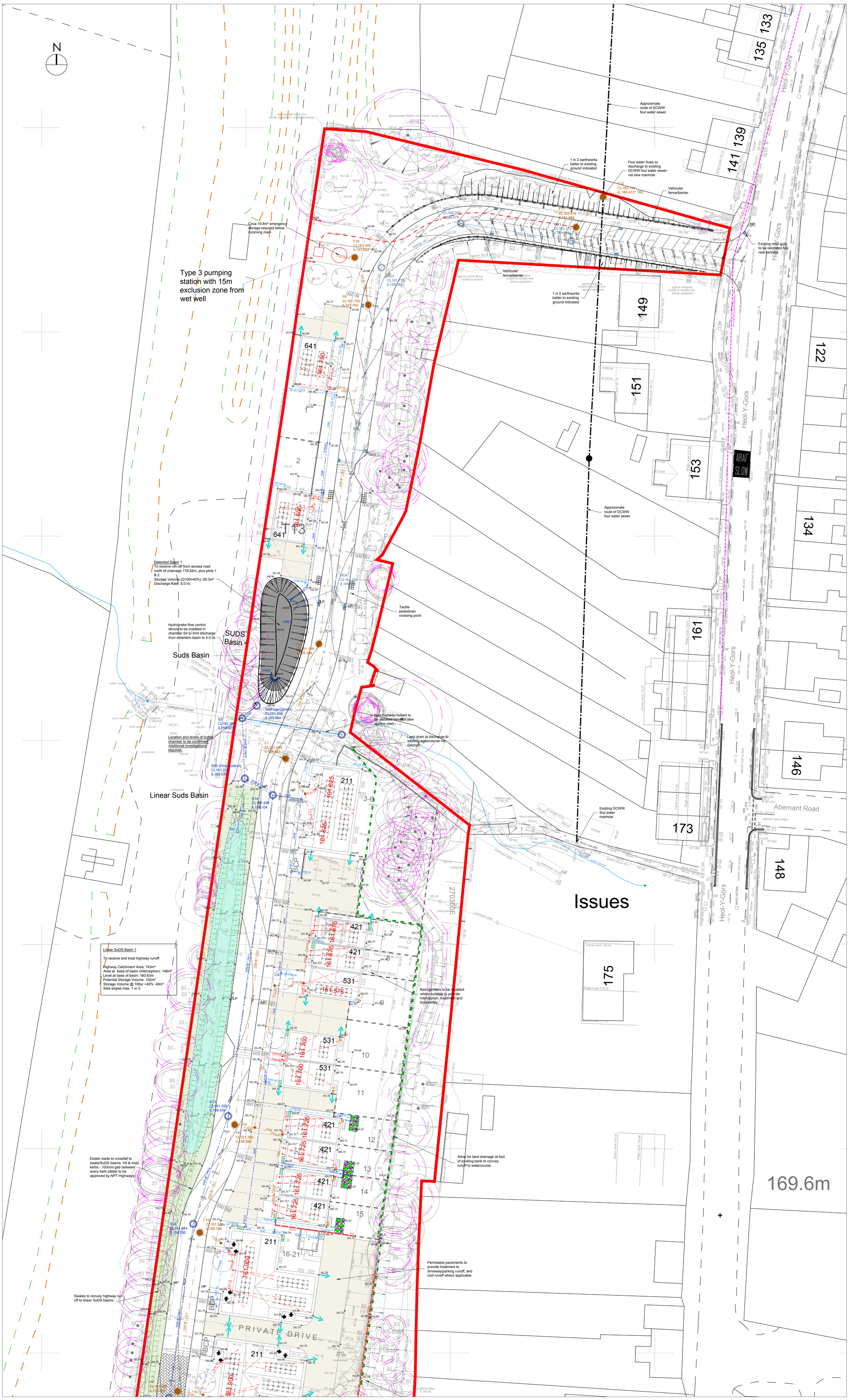
Notes:

1. All information provided on this drawing is intended for preliminary engineering appraisal purposes only. NOT FOR CONSTRUCTION
2. The drawing is based upon limited information provided. As such, it is advised that detailed discussions should undertaken with relevant bodies e.g. Local Highway Authority, Local Sewerage Undertaker, Local SuDS Adoption Body etc in order to ascertain the acceptability of the proposals.
3. All drainage/SuDS information is indicative only. Subject to detailed design.
4. Infiltration testing will be required in order to ascertain the feasibility of soakaways and alternative infiltration measures, and to determine attenuated storage requirements.
5. Additional survey/investigation of the existing surface water drainage network is required in order to calculate pre-development brownfield discharge rates. It is assumed that proposed site discharge rates will be restricted to pre-development brownfield rates with an allowance for betterment included. All to be agreed with the local SAB.
6. Additional site investigation required in order to confirm whether there is a requirement for clean capping to gardens. This may affect proposed development levels somewhat.



KEY

- Proposed Ground Level
- Masonary Retaining Wall (Height Indicated)
- Exposed Facing Brickwork (Height Indicated)
- 1 in 2 max Embankment
- 64.300 Finished Floor Level
- Steps (No. Indicated)
- Existing Foul Water Drain/Sewer
- Domestic storm water drainage
- Silt trap (on outlet from permeable pavements)
- Type 4 SW Inspection Chamber
- Type 3 SW Inspection Chamber
- Domestic storm water drainage (Adoptable SAB)
- Silt trap (on outlet from permeable pavements SAB)
- Type 4 SW Inspection Chamber (Adoptable SAB)
- Type 3 SW Inspection Chamber (Adoptable SAB)
- Storm Water Manhole (Adoptable SAB)
- Highway Drain (Adoptable S.38)
- Highway Drain Manhole (Adoptable S.38)
- Highway Gully & 150ø Connection (Adoptable S.38)
- Foul Water Drain (Non-Adoptable)
- Type 4 FW Inspection Chamber (Non-Adoptable)
- Type 3 FW Inspection Chamber (Non-Adoptable)
- Foul Water Sewer (Adoptable)
- Type 4 FW Inspection Chamber (Adoptable)
- Type 3 FW Inspection Chamber (Adoptable)
- Foul Water Manhole (Adoptable)
- Porous asphalt driveway
- Rain Garden to provide interception and Treatment
- Swale and linear SuDS basins to provide interception, treatment and storage of highway runoff
- Water Butt
- GreenBlue Urban SuDSPod o.s.a to intercept and attenuate roof runoff where appropriate
- Land drainage (french drain with perforated pipe)
- Existing tree root protection area

EXISTING & PROPOSED SURFACE WATER DISCHARGE RATES

Pre-development Brownfield Catchment Area* = 0.44ha
*based on existing impermeable area positively drained to outfall

Pre-development Brownfield Runoff Rates (0.44ha)

Qbar	= 54.1 l/s (1.14 x Q1)
1 in 1yr	= 47.6 l/s
1 in 30yr	= 67.2 l/s
1 in 100yr	= 69.5 l/s

Note that modelling of the existing 225Ø pipe shows restricted flows due to pipe capacity. This is reflected in the above discharge rates.
See Causeway Flow Design Report '2024-08-12 - Brownfield Runoff - Dummy Network'

Pre-Development volume discharge (100yr 360mins) (0.44ha)

*1 in 100yr (360mins) = 301m³

Post-Development
Approx Impermeable Area = 0.698ha

Post-Development peak flow rate

1 in 1yr	= 31.6 l/s (-16.0 l/s ; 33% betterment)
1 in 30yr	= 43.6 l/s (-23.6 l/s ; 35% betterment)
1 in 100yr	= 43.9 l/s (-25.6 l/s ; 37% betterment)
1 in 100yr +40%	= 45.2 l/s

Discharge Volume (100yr 360mins)

*Post-Dev - 1 in 100yr (360mins) = 503.5m³

Total Volume +/- = +202.5m³ *Note: All flows restricted to pre-development Brownfield Qbar rate. Therefore, discharge volumes are provided for information only.

SuDS Measures

The above post-development flow rates are based on a traditional piped system with a 5 minute concentration time.

However, all runoff is to be conveyed to pass through a SuDS feature which will further reduce the above discharge rates and volume.

The SuDS components will effectively increase concentration time, reduce flow velocities and rates, and providing significant volume losses through evaporation and evapotranspiration.

Losses are difficult to quantify and will vary depending on plant species, level of saturation and varied ground conditions across the site.

Status:

APPROVAL

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rev	date	description	by
A	Feb 2024	Engineering updated to suit revised site layout; additional drainage/SuDS information provided.	RMJ
B	Mar 2024	Topo survey updated; junction visibility added along Heol y Gors.	RMJ
C	Jun 2024	Site replan to suit root protection; Topo survey updated; Proposed levels updated to provide LTH access.	RMJ
D	Aug 2024	Detention basin revised. Foul chambers F11 & 12 revised.	RMJ
E	Nov 2024	Plots 1 & 2 moved.	RMJ
F	Feb 2025	General update following site layout changes.	RMJ
G	Mar 2025	Highway batters updated	RMJ

Drawn:	RMJ	Client:	Bluefield Land
Checked:	RMJ	Project:	Cwmgors, Ammanford
Date:	Nov. 2024	Title:	Engineering Layout - Sheet 1 of 2
Scale:	1:250 @ A0	Ref:	2625-505-1 Rev: G

spring design
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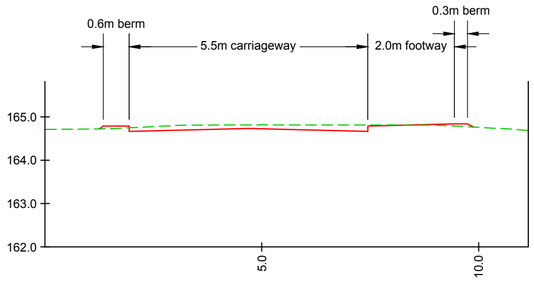
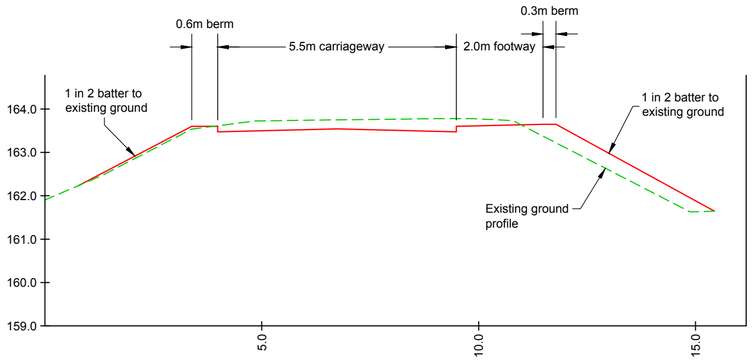
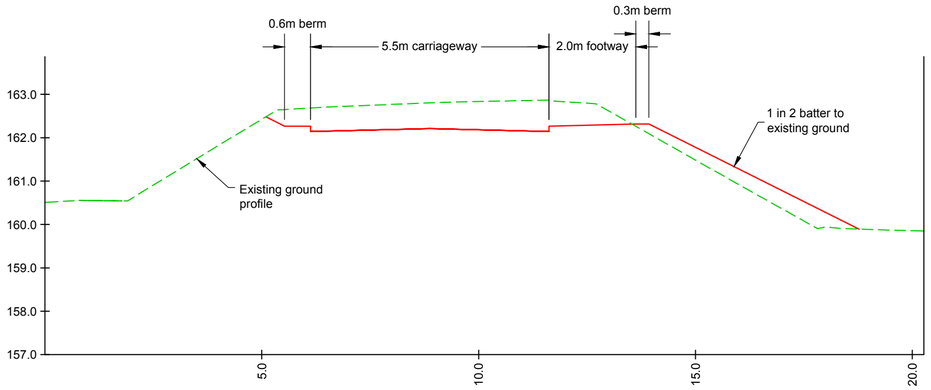
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk



Chainage 10.000m

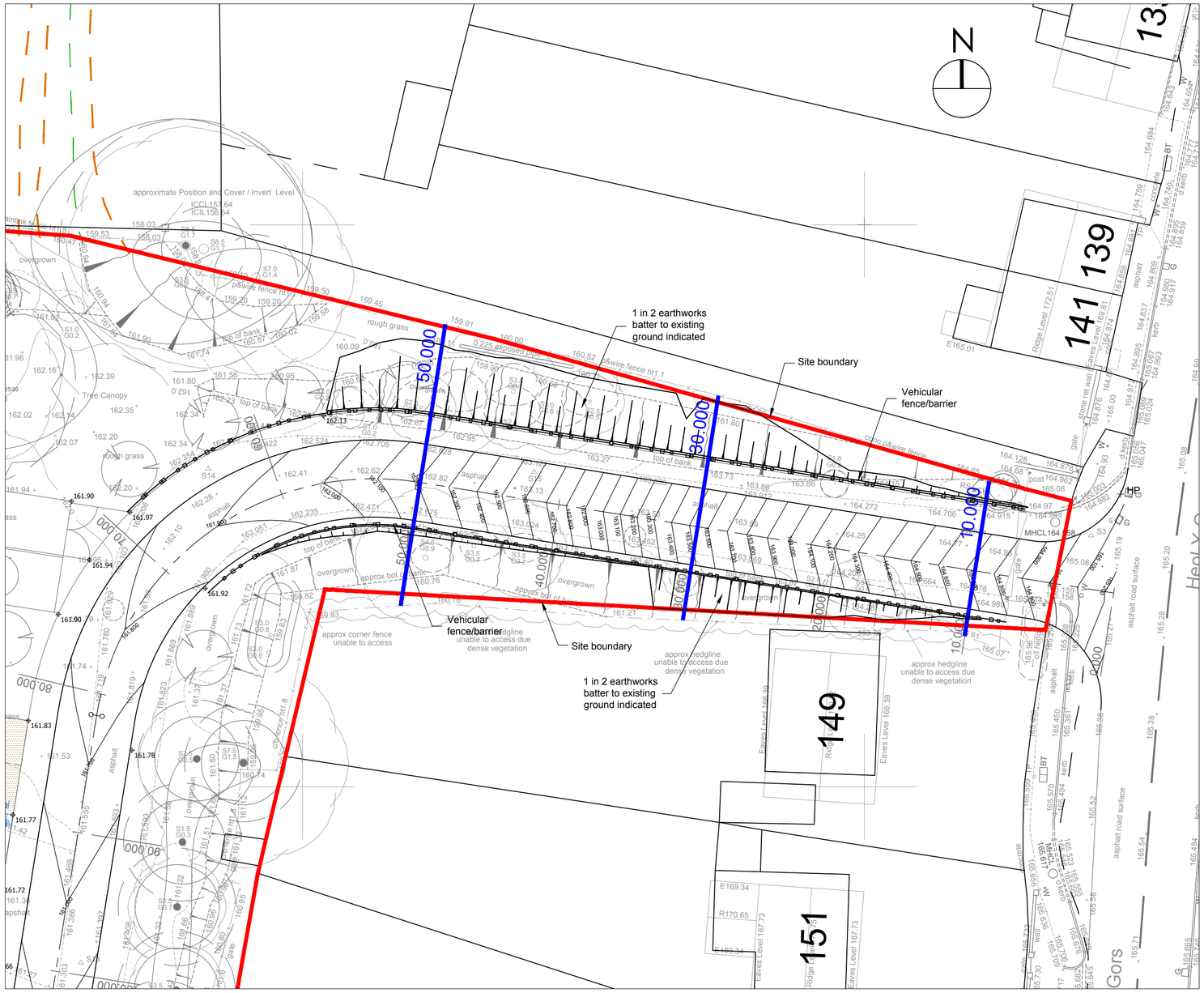


Chainage 30.000m



Chainage 50.000m

Proposed Access Road Cross Sections
Scale 1:100



Site Access Layout
Scale 1:250

Status: PLANNING

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rev	date	description	by
A	March 2025	Highway batters updated.	RMJ

Drawn:	RMJ	Client:	Bluefield Land
Checked:	RMJ	Project:	Heol y Gors, Cwmgors
Date:	Feb 2025	Title:	Highway Access Cross Sections
Scale:	As shown	Ref:	2625-620 Rev: A

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Unit 2 Chapel Barns | Merthyr Mawr
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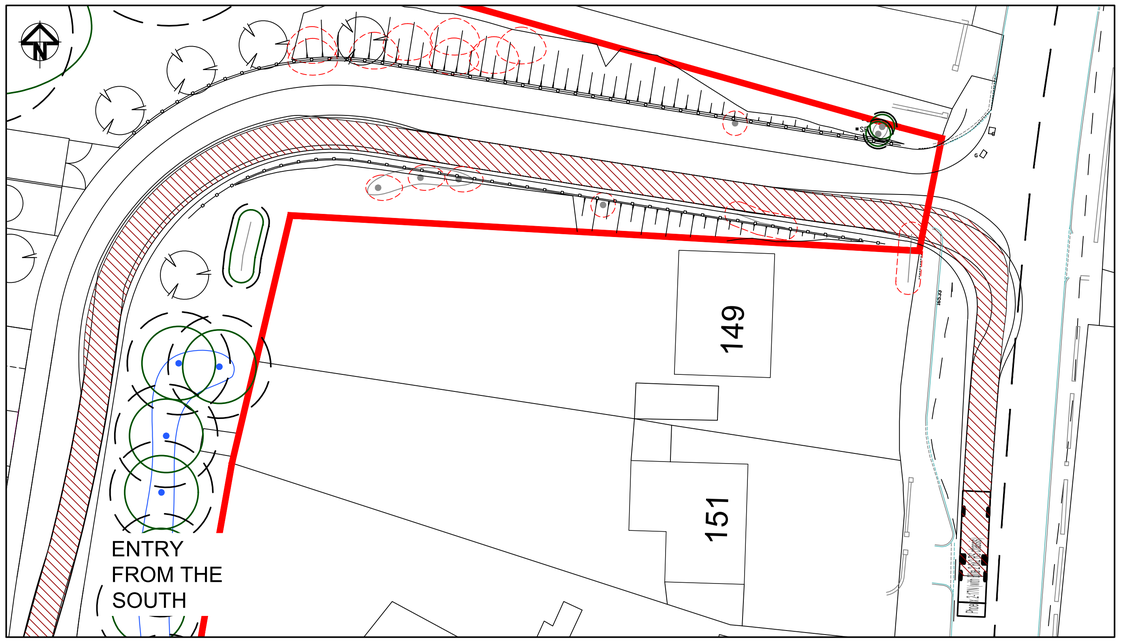

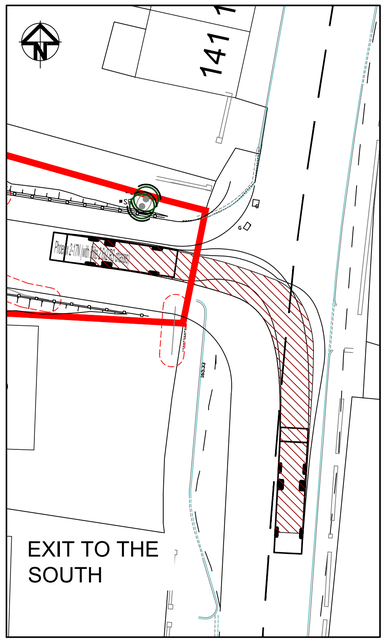

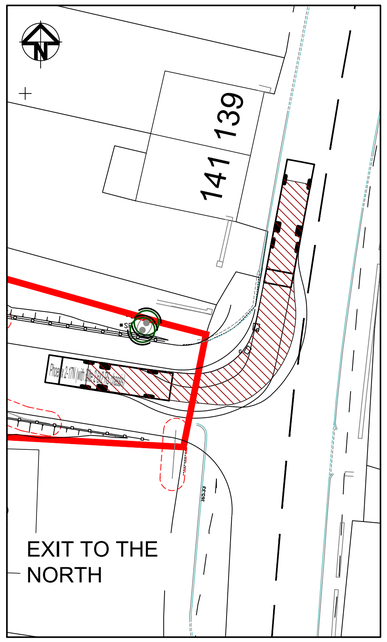

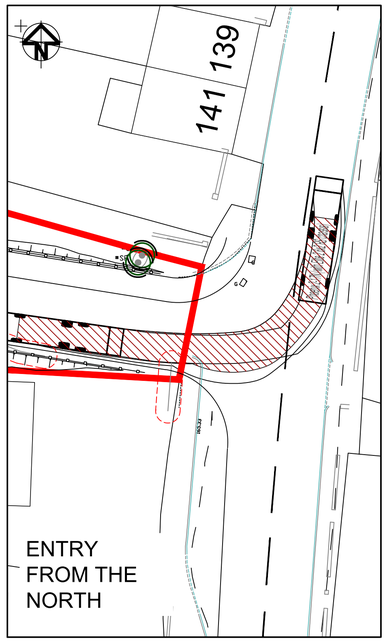

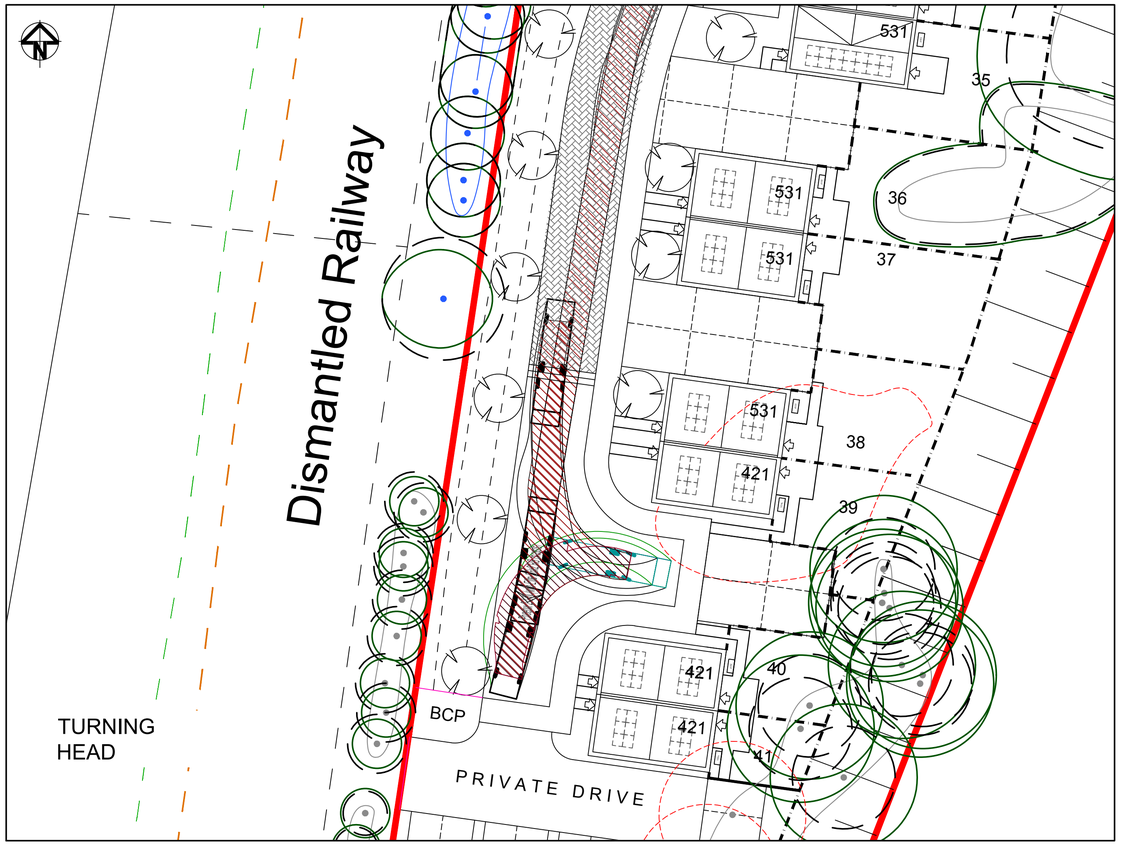

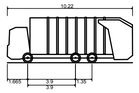

Phoenix 2-17N (with Elite 2 6x2 RS chassis)

Overall Length	10.220m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.900m

B	Revised Layout	08-05-25
A	First Issue	10-12-24

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Project: **FORMER SWELCO SITE**

Drawing: **PROPOSED DEVELOPMENT**

Drawing No.: **1781-ACS-XX-ZZ-DR-T-004-B**

Scale: **1:250 @ A1**

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Appendix 6 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240325-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LR	LEICESTER	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	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:	No of Dwellings
Actual Range:	16 to 43 (units:)
Range Selected by User:	11 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 22/10/21

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	2 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Residential Zone	4
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:

C3	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:

5,001 to 10,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	3 days
1.1 to 1.5	2 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.

LIST OF SITES relevant to selection parameters

1 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 43
Survey date: WEDNESDAY 21/10/15 Survey Type: MANUAL

2 KS-03-B-02 TERRACED HOUSES KIRKLEES
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY 19/10/18 Survey Type: MANUAL

3 LR-03-B-01 SEMI-DETACHED & TERRACED LEICESTER
COLEMAN ROAD
LEICESTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: FRIDAY 22/10/21 Survey Type: MANUAL

4 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE
OCCUPATION ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: WEDNESDAY 13/10/21 Survey Type: MANUAL

5 WO-03-B-02 TERRACED HOUSES WORCESTERSHIRE
GOODREST WALK
WORCESTER
MERRIMANS HILL
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY 14/11/16 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 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	5	27	0.015	5	27	0.156	5	27	0.171
08:00 - 09:00	5	27	0.193	5	27	0.281	5	27	0.474
09:00 - 10:00	5	27	0.178	5	27	0.200	5	27	0.378
10:00 - 11:00	5	27	0.215	5	27	0.222	5	27	0.437
11:00 - 12:00	5	27	0.170	5	27	0.133	5	27	0.303
12:00 - 13:00	5	27	0.163	5	27	0.200	5	27	0.363
13:00 - 14:00	5	27	0.163	5	27	0.170	5	27	0.333
14:00 - 15:00	5	27	0.185	5	27	0.207	5	27	0.392
15:00 - 16:00	5	27	0.444	5	27	0.281	5	27	0.725
16:00 - 17:00	5	27	0.341	5	27	0.230	5	27	0.571
17:00 - 18:00	5	27	0.356	5	27	0.296	5	27	0.652
18:00 - 19:00	5	27	0.222	5	27	0.156	5	27	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.645			2.532			5.177

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date date range:	01/01/15 - 22/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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