acstro

Transport Assessment

Crymlyn Grove
Skewen

October 2025

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Revision History

A	13th September 2024	First Issue
B	27th September 2024	Revised layout
C	17th April 2025	For Planning
D	9th October 2025	Addressing HA Comments

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Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street,
Llandeilo, SA19 6BJ
www.acstro.com

1 Introduction

1.1 Acstro has been appointed by J G Hale Construction Ltd., on behalf of Pobl Group, to prepare a Transport Assessment to support an outline planning application for residential development (up to 146 dwellings) on land at Crymlyn Parc, Skewen. The site's general location is shown in Figure 1 below.

Figure 1 Location

1.2 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.

1.3 The content of this document has been revised following receipt of the Highway Authority's (HA) observations on the planning application that are dated 30th May 2025. The main revision is that the Transport Assessment reflects the HA's request that analysis of the impact of the development's traffic be based on week long traffic surveys at four junctions located within the study area.

1.4 The structure of the Transport Assessment is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 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 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.

2.10 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

2.11 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.

2.12 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.

2.13 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

2.14 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.

2.15 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

2.16 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.

2.17 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.

Figure 2 Extract from Active Travel Network Map (Source: DataMapWales)

2.18 There is an existing cycling route along the site's southern boundary (NPT-NEA-C00120) and a future walking and cycling route indicated along Crymlyn Road (FR-NEA-SU072).

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

2.19 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.

2.20 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.

Supplementary Planning Guidance – Car Parking Standards (2016)

2.21 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2014, which sets out parking provision maxima based on the development type and location.

2.22 For residential development the car parking requirement is that one parking space per bedroom is required up to a maximum of 3 spaces per dwelling. One visitor parking space per 5 units is also required.

3 The Site

The Site

3.1 The site's location and surrounding transport infrastructure is shown in Figure 2.

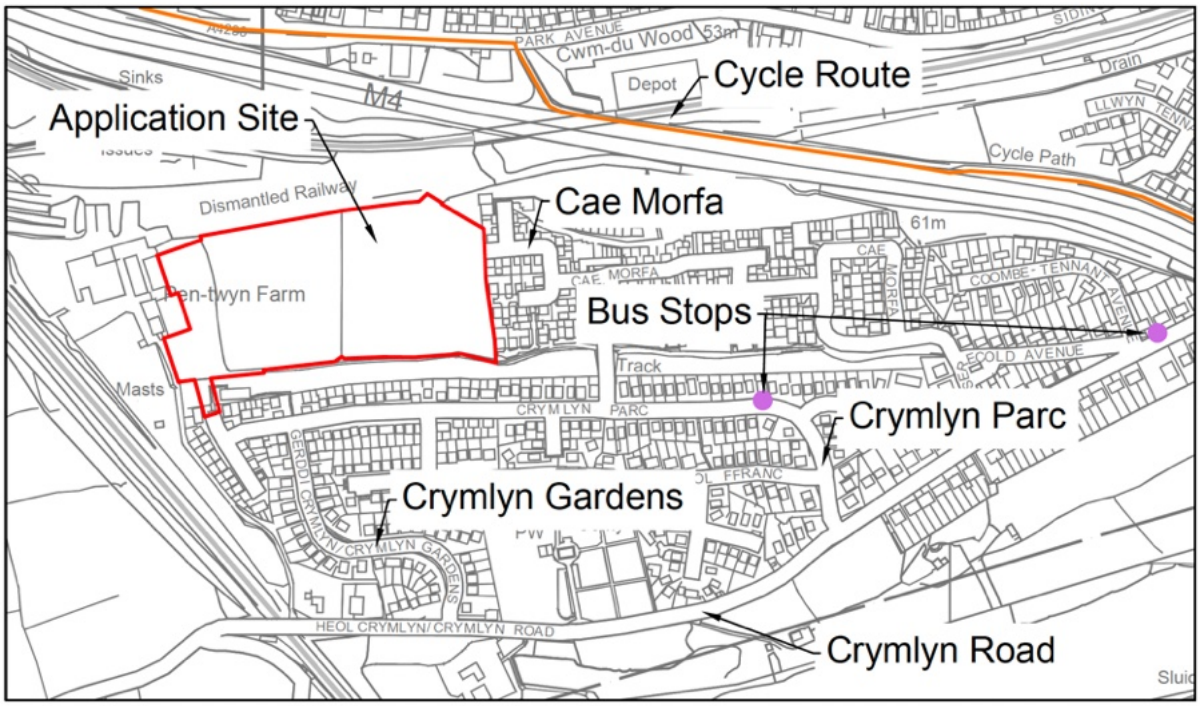


Figure 3 Site Context

3.2 The site is located to the north Crymlyn Parc and west of Cae Morfa, part of the Crymlyn Grove development. To the north of the site is the South Wales Main Line railway and the M4 motorway.

3.3 The site is between 1.5 to 2 km from Skewen town centre where a wide selection of services and facilities are available. A wider range of services can be accessed in Neath, some 5km to the east. Swansea city centre is approximately 9km to th south west.

Active Travel

3.4 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 4 Typical Distance Range for Active Travel
(Source: Active Travel Guidance Table 4.1)

3.5 Figure 5 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.

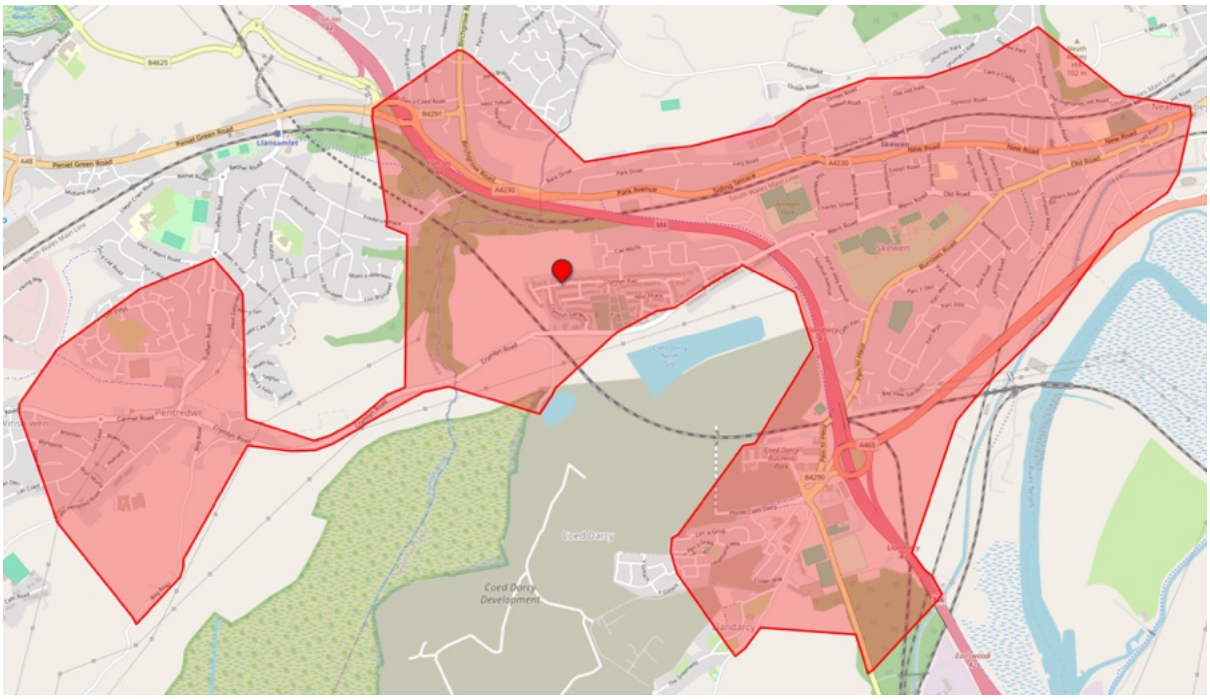


Figure 5 2-Mile Walk Catchment

3.6 Figure 6 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.

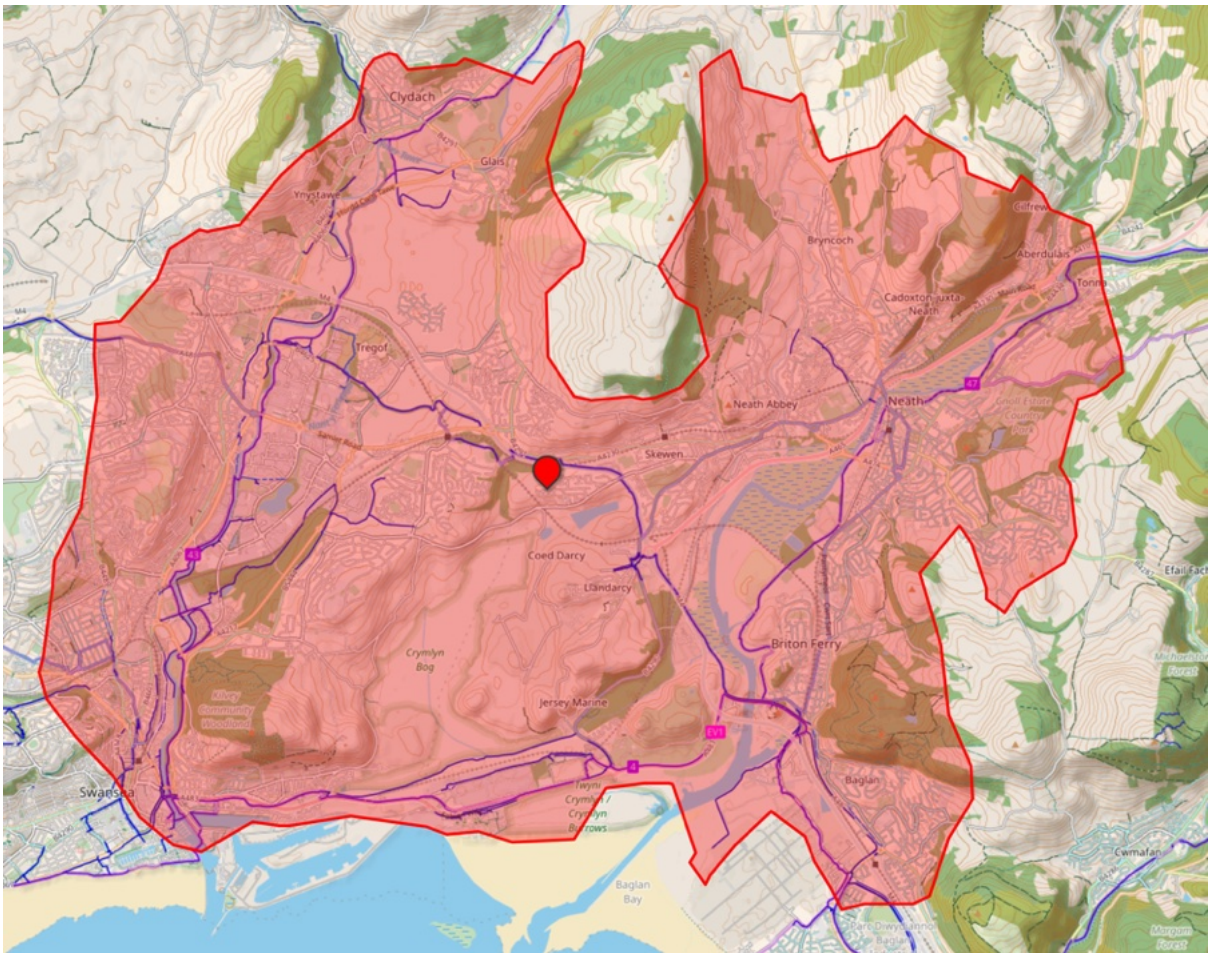


Figure 6 5-Mile Cycle Catchment

3.7 Neath Port Talbot Council in partnership with The City & County of Swansea has created the Swansea Bay Cycle Network Routes and tube map. The aim of the scheme is to encourage commuters to cycle in preference to traveling by car. Each route is assigned a colour and cyclists will see the tube map colours replicated on signs along the cycle paths to assist with navigation.

3.8 The Orange Cycle Route passes within around 500m of the site and runs parallel with the M4. It links with the Blue Route that provides a route to Neath town centre to the east and Jersey Marine to the south.

3.9 National Cycle Network Routes 4 and 47 can be reached via the Orange and Blue Routes and provide high quality, largely traffic free, cycle routes to Swansea, Neath, Port Talbot and beyond.

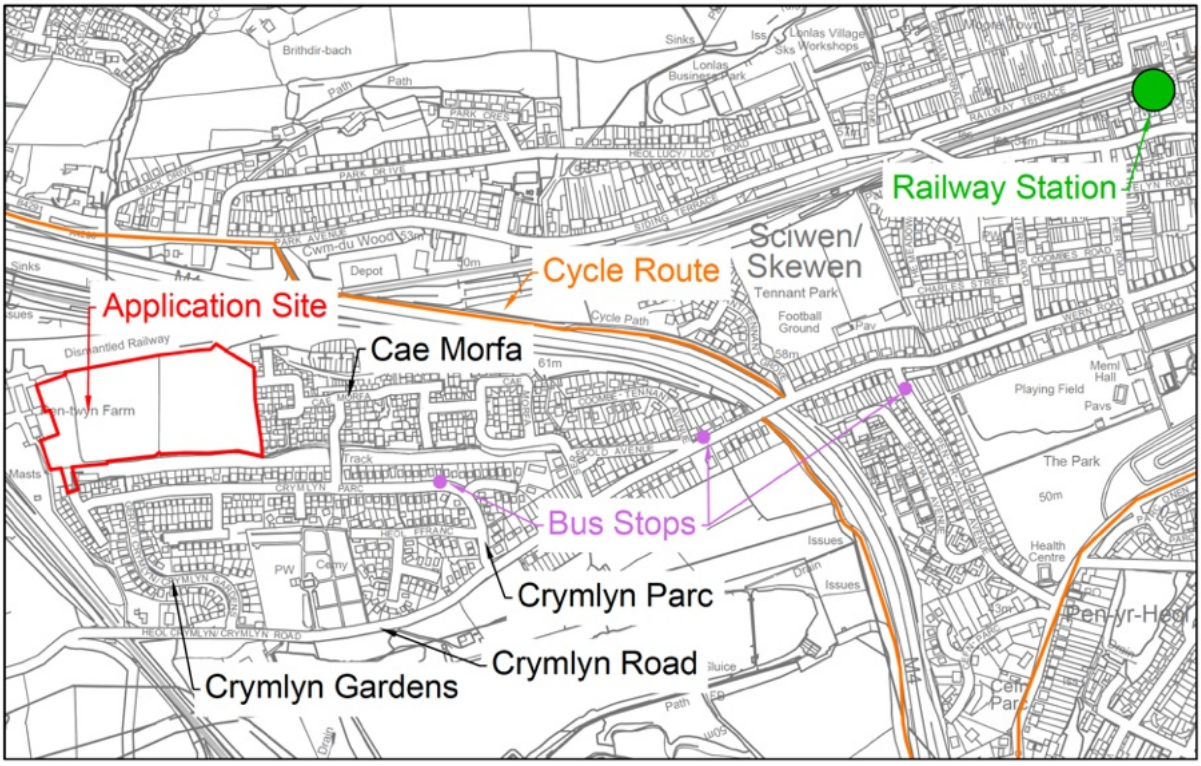


Figure 7 Cycle Routes & Public Transport

Public Transport Network

3.10 There are a number of bus stops in the vicinity of the site. There are two within the Crymlyn Parc development and one Crymlyn Road. The bus stops provide access to service number 155 (Neath – Llandarcy Village via Skewen) which provides 5 daily services in each direction on Tuesdays and Thursdays.

3.11 The No. 38 (Swansea – Neath) service runs hourly, 7 days a week, and can be accessed from the bus stops located near the Crymlyn Road / Pen yr Alley Avenue junction, some 1200m / 16 minutes walk from the application site.

3.12 Skewen railway station is approximately 2km / 30 minutes walk from the site. Bus service 155 described above provides a convenient link between the development site and the railway station. Skewen railway station is on the South Wales mainline, which provides hourly services to Swansea and Cardiff.

3.13 Neath and Swansea stations also provide access to mainline services and can both be reached within a reasonable cycle journey.

Highway Network

3.14 The site will be accessed via Crymlyn Parc and Cae Morfa. These are modern estate roads whose layout comply with current design standards. Carriageway widths are generally 5.5m with 2m wide footways on both sides. Crymlyn Park and Cae Morfa are accessed by four junctions that link with Crymlyn Road. They are, from west to east, Crymlyn Gardens, Crymlyn Park and two Serecold Avenue junctions. Traffic leaving Crymlyn Park and Cae Morfa can only use the western of the two Serecold Avenue junctions as there is a no entry sign preventing departing traffic from approaching the eastern Serecold Avenue junction.

3.15 Crymlyn Road is an urban single carriageway road that varies in width (5.5m to 7.5m approximately) and is subject to a 20mph speed limit. To the west of the site, Crymlyn Road's character changes to a country lane, which eventually leads to Bonymaen.

3.16 To the east of the Crymlyn Gardens junction there are a series of traffic calming features along Crymlyn Road in the form of raised road humps. Travelling east, Crymlyn Road passes beneath the M4 and leads into Wern Road, which provides access to a centre of Skewen via a network of one-way streets.

3.17 To the north west of Skewen the A4230 provides a link to junction 44 of the M4. To the south of Skewen, Pen-yr Alley Avenue and the B4290 provides a link to junction 43 of the M4 and the A465 Heads of the Valleys Road.

3.18 A 7-day traffic speed and volume survey (ATC survey) was undertaken at two locations on Crymlyn Road, commencing 1st April 2025. One was located to the west of the Crymlyn Gardens junction and the other east of the Serecold Avenue junction. The survey data is provided in full in Appendix 1 and summarised below.

Appendix 1 Crymlyn Road Traffic Surveys

	West of Crymlyn Gdns.		East of Serecold Ave.	
	Westbound	Eastbound	Westbound	Eastbound
Weekday Average Daily Volume	1137	1185	2141	1592
Mean Speed	36mph	30mph	21mph	22mph
85th Percentile Speed	35mph	36mph	25mph	26mph

Table 1 Crymlyn Road Traffic Survey

3.19 The surveys show that traffic volume on Crymlyn Road is significantly higher to the east of the Serecold Avenue junction than it is to the west of the Crymlyn Gardens junction. This shows that the majority of traffic movement to and from Crymlyn Parc and Cae Morfa turns to and from the Skewen direction (east).

3.20 The figure below shows the variation in two-way traffic volume (from the survey located east of Serecold Avenue) over the course of the 7-day survey and shows that Tuesday and Wednesday were the busiest days of that week. Traffic flow on Saturday and Sunday is lower than on weekdays.

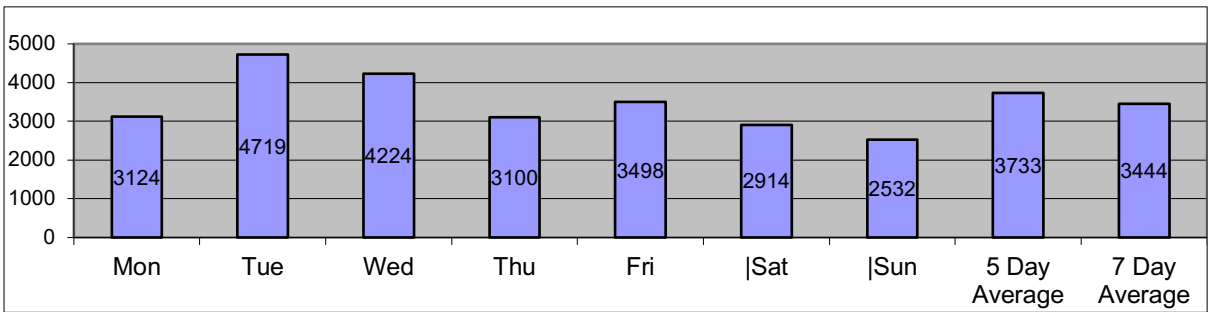


Figure 8 Crymlyn Road Two-Way Traffic Volume (w/c Tuesday 01/04/25)

3.21 A 24 hour, seven-day, turning count survey was undertaken at the four junctions that provide access to and from Crymlyn Road, beginning Thursday 11th September 2025. The survey data is included in full in Appendix 2.

Appendix 2 Crymlyn Road Junction Surveys

It is evident that Crymlyn Road is busier during weekdays and it is the weekday highway network peak hours of 8am to 9am (am peak) and 5pm to 6pm (pm peak) that will be most sensitive to any impacts associated with the proposed new development traffic. The traffic movements observed during those weekday peak hours are shown in the following figures.

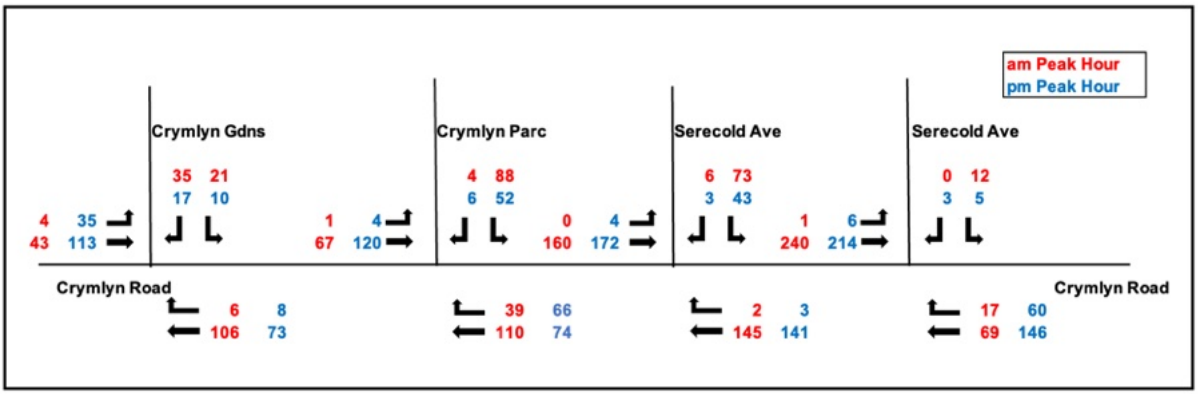


Figure 9 Observed Peak Hour Traffic Thursday 11th September 2025

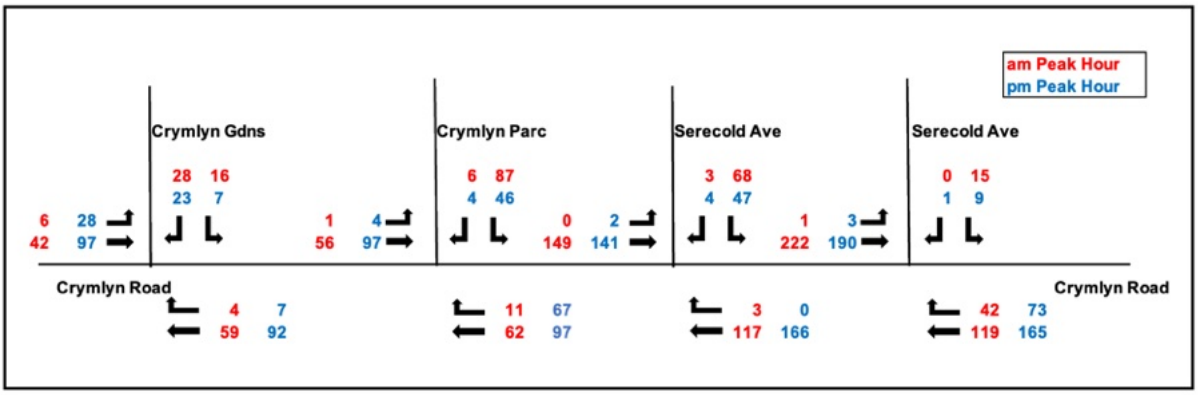


Figure 10 Observed Peak Hour Traffic Friday 12th September 2025

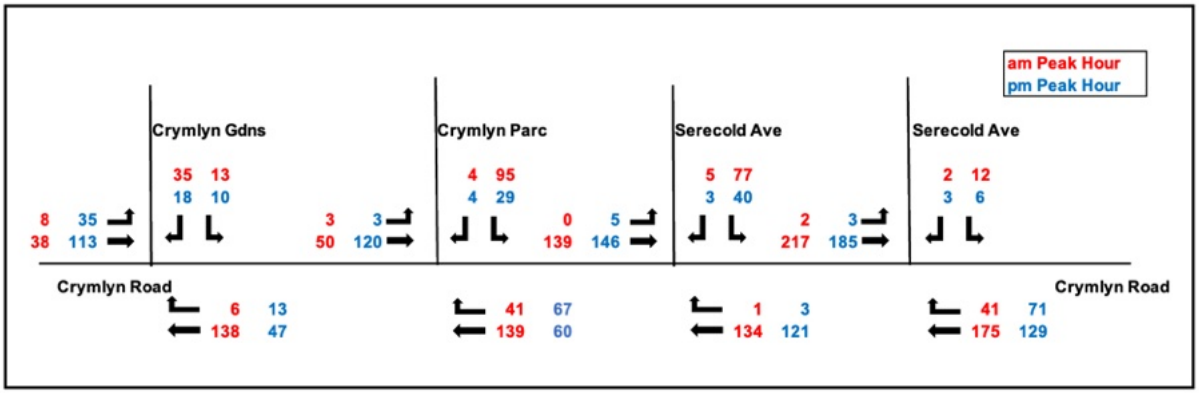


Figure 11 Observed Peak Hour Traffic Monday 15th September 2025

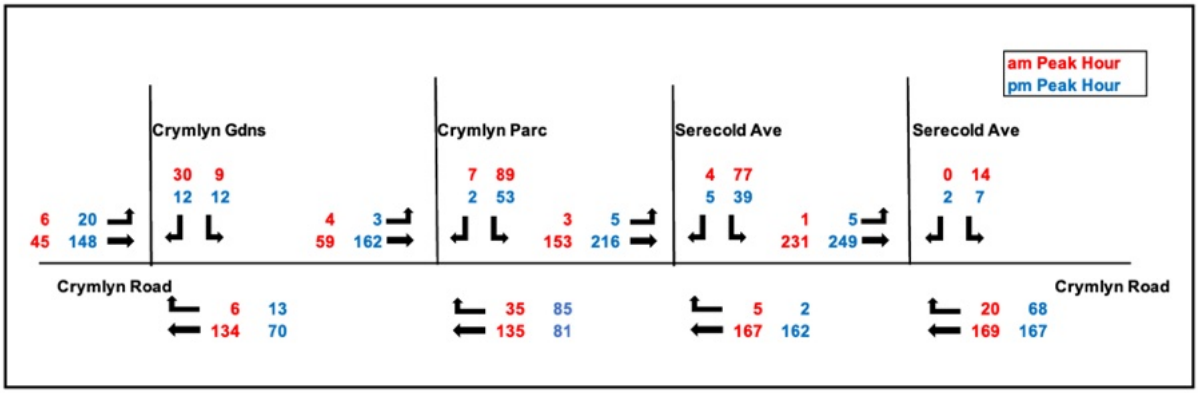


Figure 12 Observed Peak Hour Traffic Tuesday 16th September 2025

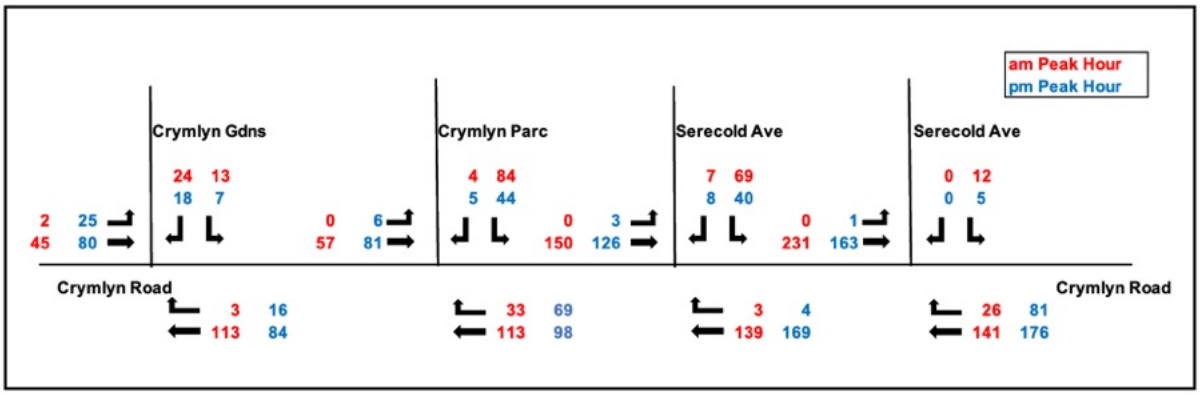


Figure 13 Observed Peak Hour Traffic Tuesday 17th September 2025

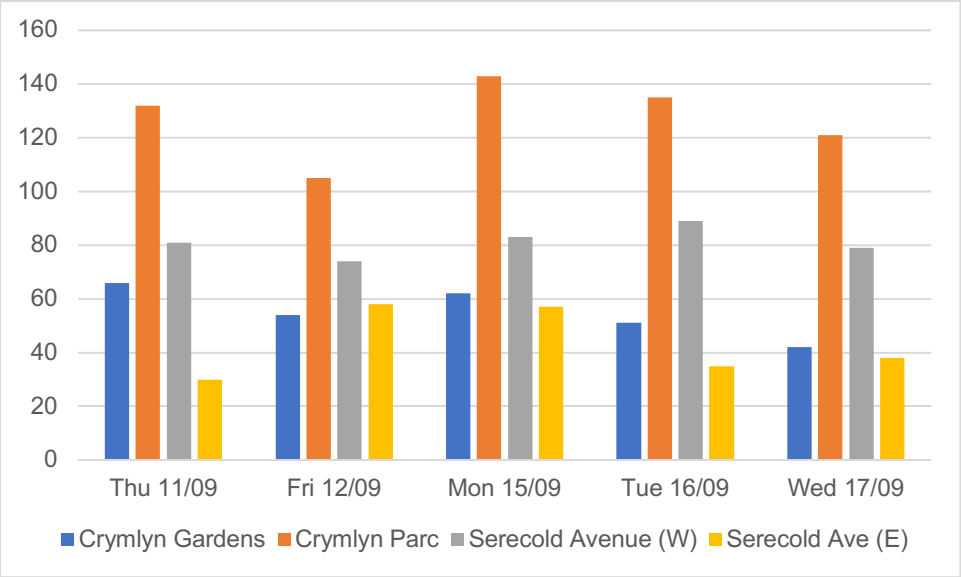


Figure 14 Observed Side Road Two Way Traffic Flow Variation (am Peak)

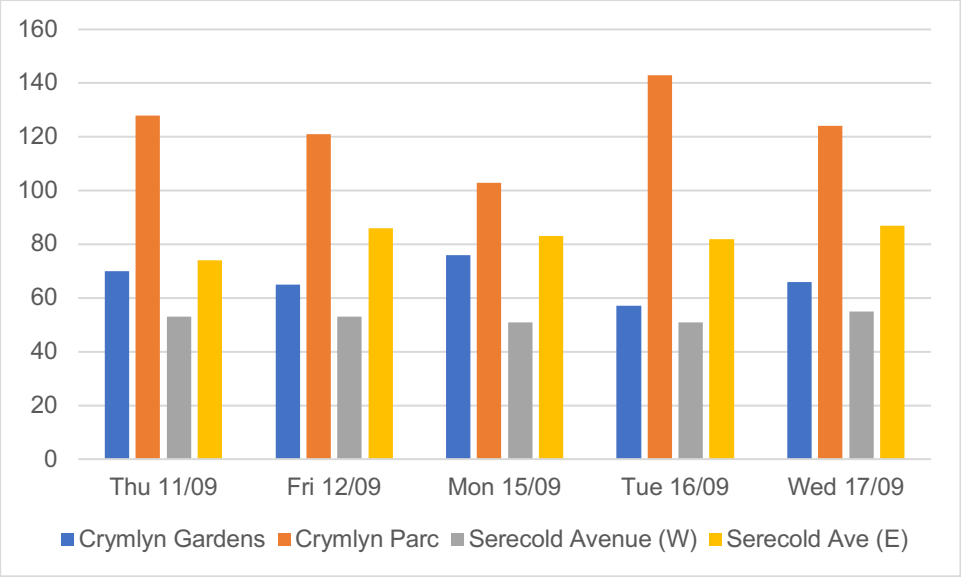


Figure 15 Observed Side Road Two Way Traffic Flow Variation (pm Peak)

3.22 The traffic flows to and from the Crymlyn Park and Cae Morfa residential area that use these four junctions are relatively stable throughout the course of the week. Peak hour flows were highest on Monday (am peak) and Tuesday (pm peak).

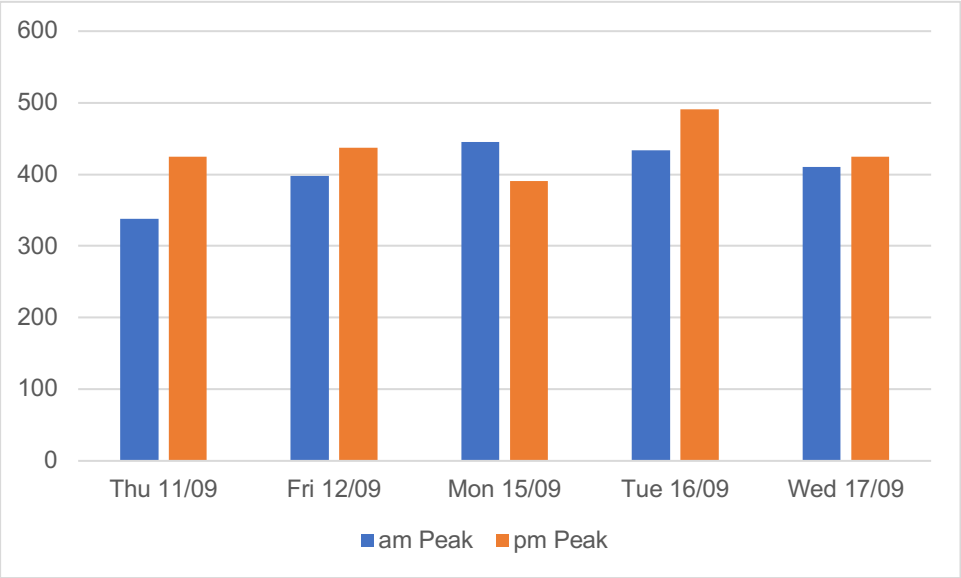


Figure 16 Observed Crymlyn Road (East of Serecold Ave.) Two Way Traffic Flow Variation

3.23 Peak hour traffic flow on Crymlyn Road was found to be highest on the Tuesday. This is consistent with the results of the April 2025 ATC survey described earlier.

3.24 A review of injury collision records for the area around the site has been undertaken for latest five-year period for which data is available (2019 – 2023 inclusive). There are no recorded injury collisions on Crymlyn Road nor any of its junctions that serve Crymlyn Parc or Cae Morfa. This indicates that the highway network that serves the site operates safely.

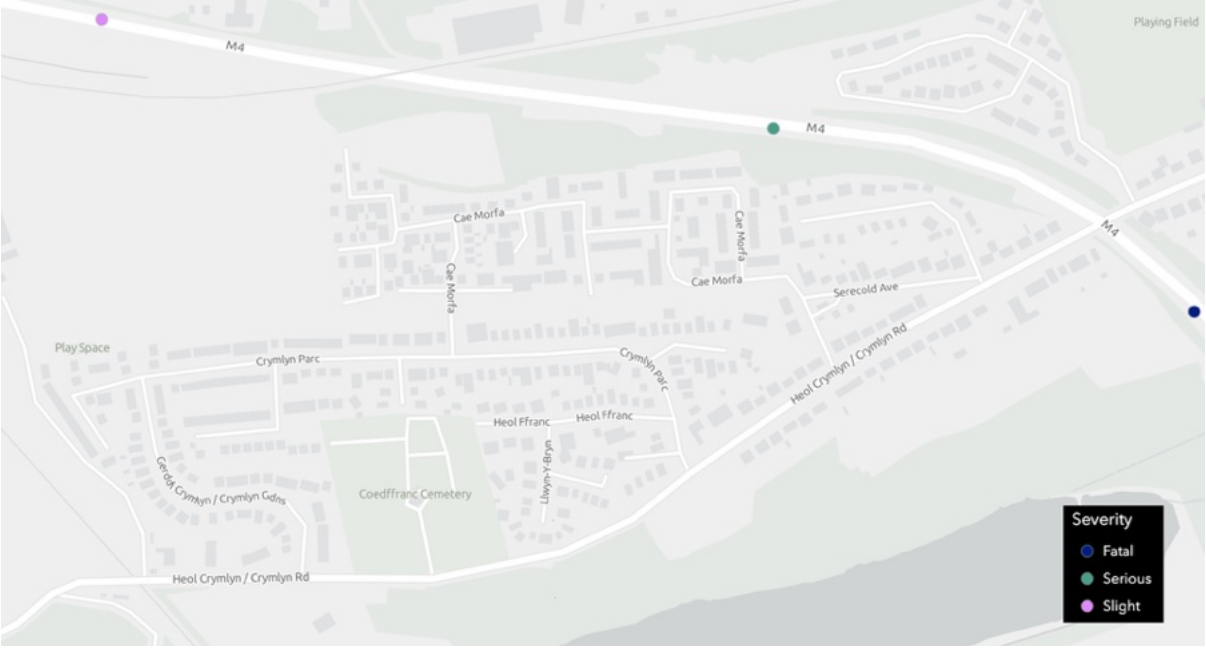


Figure 17 Injury Collision Records 2019 – 2023 (Source DfT / MAVRIC)

Summary

3.25 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. The site is located close to services and facilities has good public transport links. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. It is considered that the public highway from which the site will be accessed operates safely.

4 Proposed Development

4.1 The planning application is in outline for a development of up to 147 dwellings.

Figure 18 Illustrative Masterplan

4.2 There will be two main points of access to the site. At the site's south western corner Crymlyn Parc will be extended northwards past the existing play area. The existing street dimensions of Crymlyn Parc will be continued; a 5.5m wide carriageway with 2m wide footways on both sides. Another access, of the same dimensions, will be located on the site's eastern boundary and will link with Cae Morfa.

4.3 The two points of access allow for a permeable site layout, minimising the need to provide turning areas.

4.4 Whilst the layout of the development is a reserved matter a number of plans are provided in Appendix 3 that that demonstrate the suitability of the illustrative layout in highway terms. The drawings demonstrate the position of pedestrian crossing points, the available visibility from internal junctions and forward visibility around bends. Swept path analysis is provided to demonstrate that opposing vehicles can move through the development and that its layout can accommodate the Council's refuse collection vehicle.

Appendix 3 Access Arrangements

Parking

4.5 Car and cycle parking provision will be determined at reserved matters stage but will accord with the Council's adopted Parking Standards of 1 space per bedroom but a maximum of 3 spaces per dwelling. Visitor parking spaces will be provided at 1 per 5 dwellings.

Trip Generation

4.6 The trip generation of the proposed development has been estimated by reference to the TRICS trip rate database.

4.7 Typical weekday peak-hour trip rates of developments of affordable homes have been obtained from the database. The TRICS output is provided in full as Appendix 2 and is summarised in the following tables.

Appendix 4 TRICS Trip Rate Data

Time Range	TRICS Trip Rate per Unit			Trip Generation – 147 Units		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.164	0.284	0.448	24	42	66
17:00-18:00	0.284	0.216	0.5	42	32	74

Table 2 Estimated Traffic Generation

4.8 The TRICS data suggests that the development has the potential to generate some 66 to 74 peak hour vehicle movements.

4.9 The site will be accessed from Crymlyn Parc and Crymlyn Grove and this dictates that traffic to and from the development can turn to and from Crymlyn Road from the Crymlyn Gardens, Crymlyn Parc and Serecold Avenue junctions.

4.10 It is considered, broadly, that the traffic generated by the properties in the western half of the site will use the access to the site from Crymlyn Parc and traffic generated by the remaining properties will use the access from Cae Morfa. A broadly even split therefore.

4.11 For the western half of the site, the most direct route to Crymlyn Road is via Crymlyn Gardens. For the eastern half of the site the distance between the site and Crymlyn Road differs little whether the Crymlyn Parc or Serecold Avenue junctions are used.

4.12 It is estimated therefore that the development's traffic will be split as follows:

Crymlyn Road / Crymlyn Gardens junction	50%
Crymlyn Road / Crymlyn Parc junction	25%
Crymlyn Road / Serecold Avenue junction	25%

Departing traffic using Serecold Avenue (west)

Arriving traffic using the first Serecold Avenue junction they arrive at

4.13 It is also estimated that approximately 80% of development traffic will turn to and from the east (Skewen direction) with 20% travelling to and from the west (Bonymaen direction). The resultant development traffic distribution is outlined in the following figure.

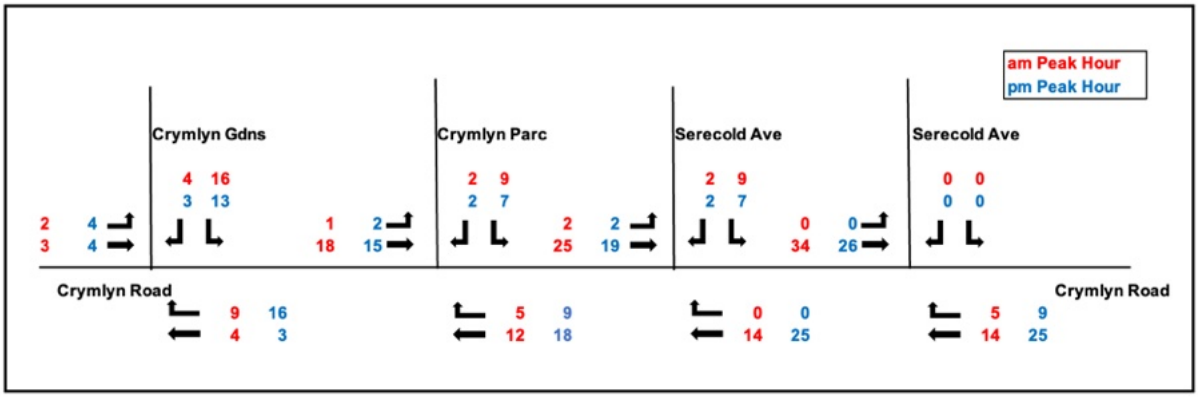


Figure 19 Development Trip Generation

5 Traffic Impact

5.1 Analysis of existing traffic movements at the four junctions that join Crymlyn Road has established that Crymlyn Road is busiest on a Tuesday. Tuesday also exhibits the busiest pm peak for movements to and from the side roads at this junction. Side road peak hour flows were found to be slightly busier on the Monday but this is balanced by lower major road flows on that day. On balance it is considered that the Tuesday peak hours flows place the greatest demand on these four junctions and the analysis of the impact of development traffic is therefore based on the Tuesday peaks.

5.2 For the purpose of assessing the impact of the development traffic, it is assumed that the proposed development will be completed and fully occupied within 10 years of this planning application i.e. by 2035.

5.3 A locally adjusted[1] growth factor of 1.1068, obtained from the DfT's TEMPRO software, has been applied to the observed traffic to allow for the growth in traffic between 2025 and 2035.

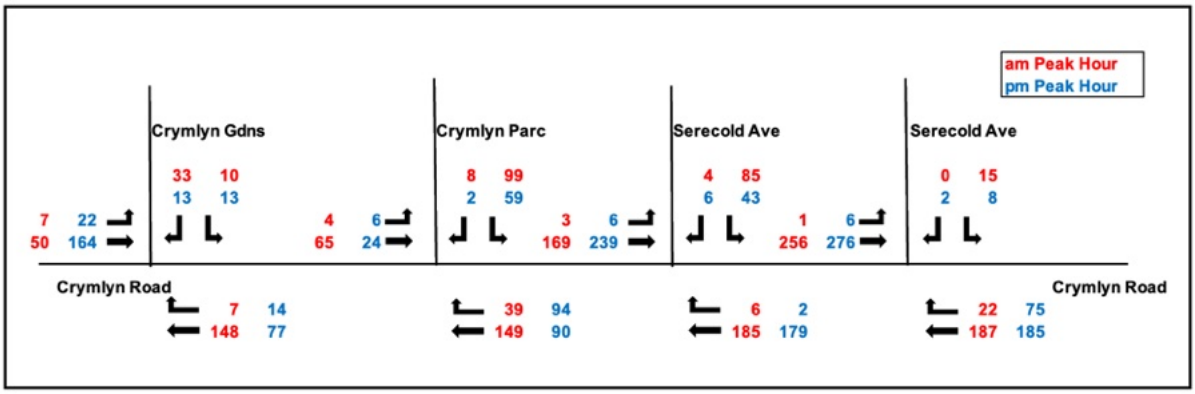


Figure 20 Observed Tuesday Peak Hour Flows Factored to 2035 (2035 Baseline)

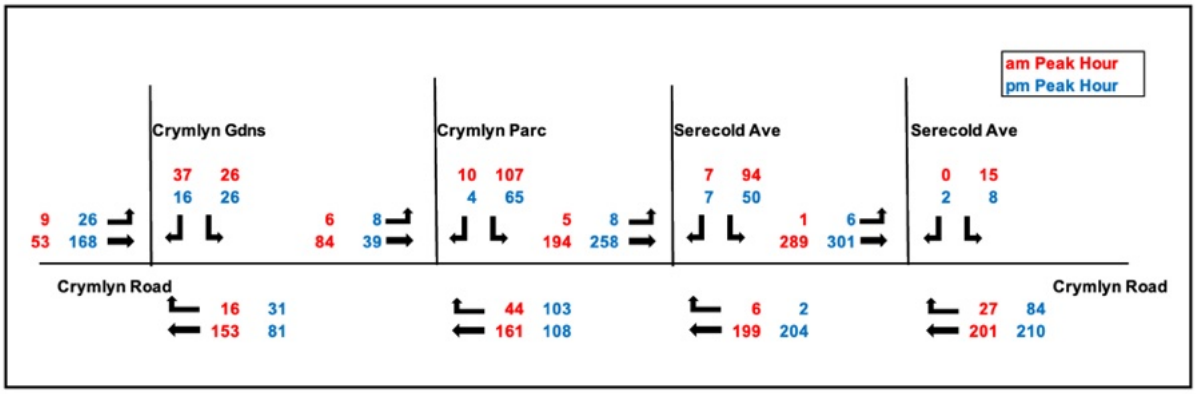


Figure 21 2035 Baseline Peak Hour Traffic with Development Traffic Added

[1] Skewen & Jersey Marine Middle Layer Super Output Area

Committed Development Traffic

5.4 The application of Tempro, locally adjusted, growth factors makes allowance for general traffic growth associated with Local Development Plan allocations. However, consideration has been given to the need to make allowance for specific development proposals that have been approved in the vicinity of the site that may influence baseline traffic conditions.

5.5 No approved developments that are likely to have a significant impact on traffic levels on Crymlyn Road have been identified. Particular consideration has been given to the Coed Darcy development that is located near junction 43 of the M4. Journey planning software (google maps) has been used to investigate likely commuter journey routes between the Coed Darcy development and various destinations in all directions. None of the journeys tested recommended a route that passed along Crymlyn Road. No further allowance for committed development traffic is therefore considered necessary.

Impact

5.6 The table below shows the total number of vehicle movements passing through each of the four junctions under consideration. Values are provided for the 2035 baseline condition (without development) and for the anticipated development generated flows. This allows for the percentage impact of the development traffic on each junction to be calculated.

Junction	am Peak Hour			pm Peak Hour		
	2035 Baseline	Development Traffic	% Impact	2035 Baseline	Development Traffic	% Impact
Crymlyn Gardens	255	40	16%	304	44	14%
Crymlyn Park	364	47	13%	275	33	12%
Serecold Avenue (W)	453	42	9%	475	54	11%
Serecold Ave (E)	481	53	11%	551	59	11%

Table 3 Development Traffic % Impact on Crymlyn Road Junctions

5.7 It is calculated that the development will increase am peak hour traffic moving through each of the junctions by between 9% and 16%. During the pm peak hour the increase is calculated to be between 11% and 14%.

5.8 Increases in traffic of greater than 5% are generally considered to be material, warranting more detail analysis of the operation of the junctions and what impact the development might have on their capacity.

Junction Capacity Assessment

5.9 To consider the development's impact in more detail on Crymlyn Road's junctions with Crymlyn Gardens, Crymlyn Parc and Serecold Avenue their operation has been modelled using the industry standard Junctions 10 / PICADY software.

5.10 A 'One Hour' flow profile method has been used in the modelling. This assumes a specific type of flow profile for traffic arriving at the junction throughout the hour. The flow profile assumes that a high peak in traffic demand occurs during the middle of the peak hour. This is a 'worst-case' assumption and ensures that the modelling is robust. The detailed PICADY output is included as Appendix 3 and summarised below.

5.11 The tables below show the maximum ratio of flow against capacity (RFC) experienced at the junction. A RFC of 1 would indicate that traffic demand is equal to the junction's capacity although junctions are considered to be operating poorly if the RFC exceeds 0.85. RFC figures under 0.85 indicate that the junction is operating with ample spare capacity.

Appendix 5 Junction Capacity Assessment

		RFC	
		Turning from Crymlyn Gardens	Turning Right from Crymlyn Road
2025 Existing	a.m.	0.10	0.01
	p.m.	0.06	0.03
2035 Baseline	a.m.	0.11	0.01
	p.m.	0.06	0.03
2035 Baseline + Development	a.m.	0.15	0.03
	p.m.	0.11	0.06

Table 4 Crymlyn Road / Crymlyn Gardens – Summary of Junction Performance

		RFC	
		Turning from Crymlyn Parc	Turning Right from Crymlyn Parc
2025 Existing	a.m.	0.19	0.07
	p.m.	0.11	0.19
2035 Baseline	a.m.	0.21	0.08
	p.m.	0.12	0.19
2035 Baseline + Development	a.m.	0.24	0.09
	p.m.	0.14	0.21

Table 5 Crymlyn Road / Crymlyn Parc – Summary of Junction Performance

		RFC	
		Turning from Crymlyn Parc	Turning Right from Crymlyn Parc
2025 Existing	a.m.	0.17	0.01
	p.m.	0.10	0.01
2035 Baseline	a.m.	0.18	0.01
	p.m.	0.11	0.01
2035 Baseline + Development	a.m.	0.22	0.01
	p.m.	0.13	0.01

Table 6 Crymlyn Road / Serecold Avenue (west) – Summary of Junction Performance

		RFC	
		Turning from Crymlyn Parc	Turning Right from Crymlyn Parc
2025 Existing	a.m.	0.03	0.05
	p.m.	0.03	0.05
2035 Baseline	a.m.	0.03	0.05
	p.m.	0.03	0.17
2035 Baseline + Development	a.m.	0.03	0.06
	p.m.	0.03	0.20

Table 7 Crymlyn Road / Serecold Avenue (east) – Summary of Junction Performance

5.12 The analysis shows that the junctions operate with low RFC's and have ample spare capacity under all tested scenarios. The addition of the development generated traffic has no material impact on the operation of the junctions.

Impact on M4 Junction 43

5.13 In its response the previous PAC submission, Welsh Government requested an assessment of the development traffic's impact on the operation of Junction 43 of the M4.

5.14 It is estimated that some 80% of development traffic will turn to and from the east (Skewen direction). This equates to some 55 and 62 vehicle movements in the morning and afternoon peak hours, respectively. For the purpose of this assessment we will assume that half of this traffic (28 to 31 peak hour movements) will travel through junction 43 with the most direct route being via the B4290 that links to the western side of the M4 junction.

5.15 A Transport Assessment produced in support of a recent planning application (P2024/0036) for the development of a drive-thru coffee shop near junction 43 includes details of a 2024 traffic survey undertaken where the B4290 emerges near the junction. A figure from that document is reproduced below.

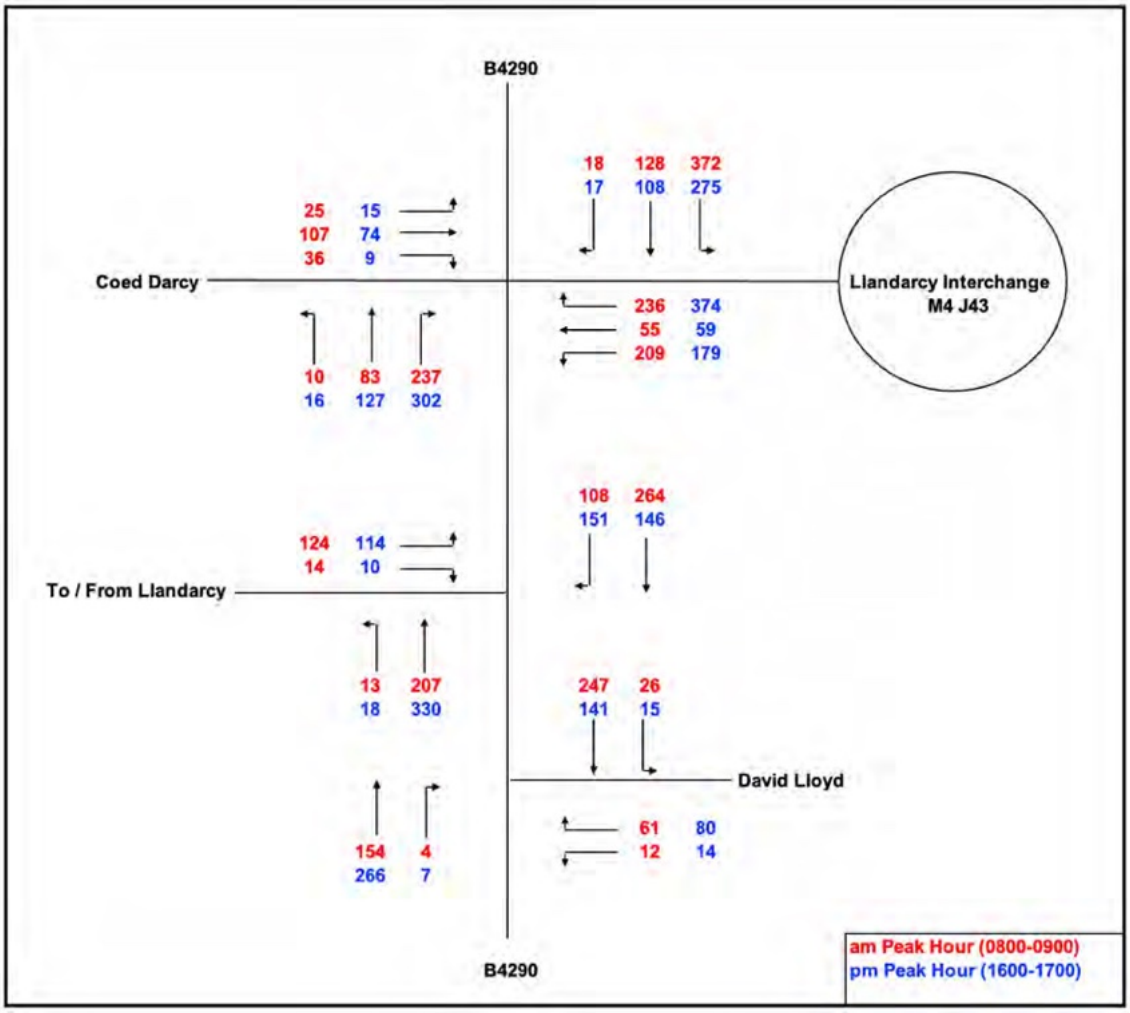


Figure 22 Llandarcy Interchange Survey From P2024/0036 Application

5.16 The survey recorded a total of 1217 vehicle movements on the western arm of the Llandarcy Interchange's western arm during the morning peak hour and 1263 during the afternoon peak hour.

5.17 If the development adds 28 and 31 additional traffic movements in the morning and afternoon peak hours, the impact on the western arm of the Llandarcy Interchange will equate to a 2% increase in each peak hour. This is not material and the impacts on the operation of the interchange will be imperceptible.

6 Summary & Conclusion

6.1 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 site benefits from a safe means of access.
- The proposal is for a development of up to 154 homes.
- The site will be served by an adoptable streets. Off-street parking is provided for each property and accords with the adopted Parking Standards. Visitor parking will be accommodated within the street.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

6.2 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.

6.3 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 Crymlyn Road Traffic Surveys

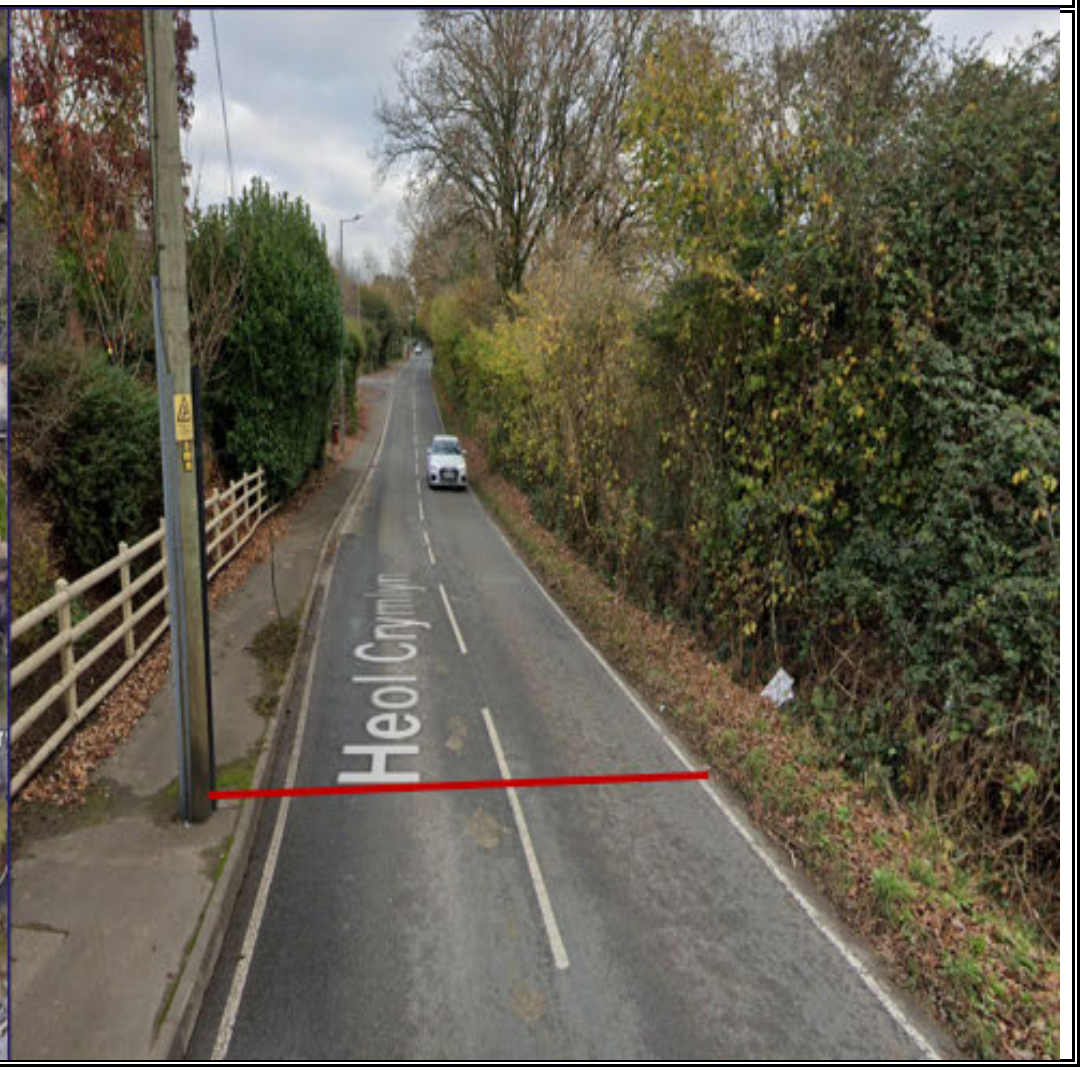
Severnside
Transportation Data Collection
www.severnsidetdc.co.uk
Severnside
Traffic Management

Job Number & Title: SS1772 Skewen

Site Location: Crymlyn Road - No 2

Survey Date: 01 April 2025

Site Location Plan



SS1772 Skewen

APRIL 2025

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%		
2	Crymlyn Road - No 2	51.65377, -3.86687	Eastbound	01 April 2025	07 April 2025	20	7962	1185	1137	7701	96.7	7016	88.1	1480	18.6	30.4	35.7
			Westbound	01 April 2025	07 April 2025		7180	1072	1026	6935	96.6	6213	86.5	1010	14.1	29.6	34.8
			Two-Way	01 April 2025	07 April 2025		15142	2257	2163	14636	97	13229	87	2490	16	30	35

Severnside
Transportation Data Collection
www.severnsidetdc.co.uk

Severnside
Traffic Management

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Eastbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
01 April 2025																						
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	32.3	-
0100	3	0	0	0	0	0	1	0	2	0	0	0	0	0	3	100	3	100	2	66.67	34.7	-
0200	3	0	0	0	1	1	0	1	0	0	0	0	0	0	2	66.67	2	66.67	0	0	24.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	0	0	0	1	1	0	0	1	0	1	0	0	4	100	3	75	2	50	36.7	-
0500	2	0	0	0	0	0	1	0	1	0	0	0	0	0	2	100	2	100	1	50	32.4	-
0600	7	0	0	0	0	0	2	1	4	0	0	0	0	0	7	100	7	100	4	57.14	34	-
0700	29	0	0	0	0	2	11	7	6	2	1	0	0	0	29	100	27	93.1	9	31.03	32.3	36.2
0800	60	0	0	0	2	11	18	18	8	2	1	0	0	0	58	96.67	50	83.33	11	18.33	30	36.4
0900	53	0	0	2	2	5	16	20	6	2	0	0	0	0	49	92.45	47	88.68	8	15.09	30.1	35.1
1000	44	0	0	0	0	11	12	11	9	0	0	1	0	0	44	100	37	84.09	10	22.73	29.9	36.6
1100	44	0	0	0	0	5	17	14	4	3	1	0	0	0	44	100	40	90.91	8	18.18	31	36.3
1200	64	0	0	0	2	10	22	18	9	2	1	0	0	0	62	96.88	56	87.5	12	18.75	30.1	35.6
1300	77	0	0	0	0	13	28	27	5	4	0	0	0	0	77	100	66	85.71	9	11.69	29.8	34.8
1400	68	0	0	0	1	10	16	29	10	2	0	0	0	0	67	98.53	63	92.65	12	17.65	30.8	36.2
1500	82	0	0	0	3	6	26	35	9	1	2	0	0	0	79	96.34	75	91.46	12	14.63	30.8	35
1600	173	0	0	3	13	13	57	67	18	2	0	0	0	0	157	90.75	149	86.13	20	11.56	29.2	34.5
1700	163	0	0	7	6	21	48	61	16	4	0	0	0	0	150	92.02	132	80.98	20	12.27	28.9	34.5
1800	91	0	0	0	3	9	21	32	21	3	2	0	0	0	88	96.7	80	87.91	26	28.57	31.4	37
1900	74	0	0	0	0	10	16	28	17	3	0	0	0	0	74	100	69	93.24	20	27.03	31.7	36.6
2000	44	0	0	0	2	2	14	15	8	2	1	0	0	0	42	95.45	40	90.91	11	25	31.5	38.4
2100	24	0	0	0	0	3	9	7	4	1	0	0	0	0	24	100	23	95.83	5	20.83	30.4	36
2200	9	0	0	0	0	1	4	2	1	1	0	0	0	0	9	100	8	88.89	2	22.22	30.4	-
2300	4	0	0	0	0	1	1	1	1	0	0	0	0	0	4	100	3	75	1	25	29.9	-
07-19	948	0	0	12	32	116	292	339	121	27	8	1	0	0	904	95.36	822	86.71	157	16.56	30	35.3
06-22	1097	0	0	12	34	131	333	390	154	33	9	1	0	0	1051	95.81	961	87.6	197	17.96	30.2	35.7
06-00	1110	0	0	12	34	133	338	393	156	34	9	1	0	0	1064	95.86	972	87.57	200	18.02	30.2	35.7
00-00	1123	0	0	12	35	135	341	395	159	35	9	2	0	0	1076	95.81	983	87.53	205	18.25	30.3	35.8

SS1772 Skewen															Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)					
01 April 2025				to				07 April 2025							Direction	Eastbound							
								Speed Bins									Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130			20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
02 April 2025																								
0000	**4**	0	0	0	0	1	1	1	0	1	0	0	0	0			4	100	4	100	1	25	32.5	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	-	-
0300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	15.4	-
0400	**3**	0	0	0	0	0	1	1	1	0	0	0	0	0			3	100	3	100	1	33.33	33.1	-
0500	**3**	0	0	0	0	0	0	2	0	0	1	0	0	0			3	100	3	100	1	33.33	38	-
0600	**6**	0	0	0	0	0	0	2	3	1	0	0	0	0			6	100	6	100	4	66.67	37	-
0700	**31**	0	0	0	1	3	7	10	8	1	1	0	0	0			30	96.77	27	87.1	10	32.26	32.1	38.4
0800	**84**	0	0	0	3	10	28	30	10	2	1	0	0	0			81	96.43	74	88.1	13	15.48	30.2	35.2
0900	**44**	0	0	0	1	4	10	19	8	1	1	0	0	0			43	97.73	40	90.91	10	22.73	31.6	37.6
1000	**47**	0	0	0	0	11	14	17	3	1	1	0	0	0			47	100	39	82.98	5	10.64	29.5	34.9
1100	**47**	0	0	0	1	10	14	13	8	1	0	0	0	0			46	97.87	40	85.11	9	19.15	29.8	35.3
1200	**73**	0	0	0	1	11	23	25	11	2	0	0	0	0			72	98.63	68	93.15	13	17.81	30.1	35.6
1300	**61**	0	0	3	1	11	21	15	9	0	1	0	0	0			57	93.44	47	77.05	10	16.39	28.7	35.5
1400	**81**	0	0	0	2	7	32	27	11	2	0	0	0	0			79	97.53	76	93.83	13	16.05	30.3	35.5
1500	**108**	0	0	1	1	17	23	41	19	4	2	0	0	0			106	98.15	97	89.81	25	23.15	31.3	36.8
1600	**161**	0	0	1	3	27	64	53	12	1	0	0	0	0			157	97.52	137	85.09	13	8.075	28.9	33.4
1700	**170**	0	0	0	2	25	59	62	17	4	1	0	0	0			168	98.82	151	88.82	22	12.94	29.8	34.2
1800	**90**	0	0	0	2	10	30	32	12	0	1	3	0	0			88	97.78	81	90	16	17.78	31	35.7
1900	**55**	0	0	0	4	5	17	19	10	0	0	0	0	0			51	92.73	46	83.64	10	18.18	30.2	35.7
2000	**57**	0	0	0	0	6	25	15	9	2	0	0	0	0			57	100	54	94.74	11	19.3	30.4	36.1
2100	**25**	0	0	0	0	3	5	12	3	2	0	0	0	0			25	100	23	92	5	20	32.1	38.4
2200	**8**	0	0	0	0	2	4	2	0	0	0	0	0	0			8	100	6	75	0	0	27.5	-
2300	**6**	0	0	0	1	2	1	1	1	0	0	0	0	0			5	83.33	4	66.67	1	16.67	27.2	-
07-19	**997**	**0**	**0**	**5**	**18**	**146**	**325**	**344**	**128**	**19**	**9**	**3**	**0**	**0**			**974**	**97.69**	**877**	**87.96**	**159**	**15.95**	**30.1**	**35.3**
06-22	**1140**	**0**	**0**	**5**	**22**	**160**	**372**	**392**	**153**	**24**	**9**	**3**	**0**	**0**			**1113**	**97.63**	**1006**	**88.25**	**189**	**16.58**	**30.2**	**35.5**
06-00	**1154**	**0**	**0**	**5**	**23**	**164**	**377**	**395**	**154**	**24**	**9**	**3**	**0**	**0**			**1126**	**97.57**	**1016**	**88.04**	**190**	**16.46**	**30.2**	**35.5**
00-00	**1165**	**0**	**0**	**5**	**24**	**165**	**379**	**399**	**155**	**25**	**10**	**3**	**0**	**0**			**1136**	**97.51**	**1026**	**88.07**	**193**	**16.57**	**30.2**	**35.5**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Eastbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
03 April 2025																						
0000	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	28.4	-
0100	**2**	0	0	0	0	0	0	0	1	1	0	0	0	0	2	100	2	100	2	100	39.8	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**2**	0	0	0	0	0	1	0	1	0	0	0	0	0	2	100	2	100	1	50	31.9	-
0500	**2**	0	0	0	1	0	0	0	0	1	0	0	0	0	1	50	1	50	1	50	29.7	-
0600	**7**	0	0	0	0	0	0	2	2	2	1	0	0	0	7	100	7	100	5	71.43	38.6	-
0700	**25**	0	0	0	2	0	7	5	8	3	0	0	0	0	23	92	23	92	11	44	32.2	40
0800	**67**	0	0	0	0	16	17	21	10	1	1	1	0	0	67	100	51	76.12	13	19.4	30.1	35.9
0900	**51**	0	0	1	1	7	12	19	9	2	0	0	0	0	49	96.08	43	84.31	11	21.57	30.6	37.9
1000	**61**	0	0	0	2	5	29	21	4	0	0	0	0	0	59	96.72	55	90.16	4	6.557	29.3	33.7
1100	**48**	0	0	0	0	8	11	18	7	3	0	0	1	0	48	100	45	93.75	11	22.92	31.5	38.7
1200	**54**	0	0	0	1	6	15	22	8	1	0	1	0	0	53	98.15	50	92.59	10	18.52	31.1	35.6
1300	**84**	0	0	0	0	7	26	30	18	3	0	0	0	0	84	100	78	92.86	21	25	31.3	36.5
1400	**92**	0	0	0	1	14	39	30	7	1	0	0	0	0	91	98.91	81	88.04	8	8.696	29.3	33.7
1500	**102**	0	0	0	5	8	34	41	10	4	0	0	0	0	97	95.1	90	88.24	14	13.73	30.1	34.7
1600	**182**	0	0	0	11	17	64	56	32	1	1	0	0	0	171	93.96	160	87.91	34	18.68	29.9	35.8
1700	**141**	0	0	0	3	20	33	50	30	2	2	1	0	0	138	97.87	122	86.52	35	24.82	31.1	36.5
1800	**90**	0	0	0	4	13	19	34	15	5	0	0	0	0	86	95.56	73	81.11	20	22.22	30.8	35.9
1900	**73**	0	0	0	3	8	17	31	7	5	1	1	0	0	70	95.89	66	90.41	14	19.18	31.6	38.1
2000	**42**	0	0	0	0	3	13	16	9	1	0	0	0	0	42	100	40	95.24	10	23.81	31.6	35.5
2100	**24**	0	0	0	0	3	6	7	6	1	1	0	0	0	24	100	21	87.5	8	33.33	32.8	39.5
2200	**12**	0	0	0	1	0	4	4	3	0	0	0	0	0	11	91.67	11	91.67	3	25	30.9	38.1
2300	**10**	0	0	0	1	2	3	4	0	0	0	0	0	0	9	90	8	80	0	0	28.2	-
07-19	**997**	**0**	**0**	**1**	**30**	**121**	**306**	**347**	**158**	**26**	**4**	**3**	**1**	**0**	**966**	**96.89**	**871**	**87.36**	**192**	**19.26**	**30.4**	**35.9**
06-22	**1143**	**0**	**0**	**1**	**33**	**135**	**342**	**403**	**182**	**35**	**7**	**4**	**1**	**0**	**1109**	**97.03**	**1005**	**87.93**	**229**	**20.03**	**30.7**	**36**
06-00	**1165**	**0**	**0**	**1**	**35**	**137**	**349**	**411**	**185**	**35**	**7**	**4**	**1**	**0**	**1129**	**96.91**	**1024**	**87.9**	**232**	**19.91**	**30.6**	**36**
00-00	**1173**	**0**	**0**	**1**	**36**	**137**	**351**	**412**	**187**	**37**	**7**	**4**	**1**	**0**	**1136**	**96.85**	**1031**	**87.89**	**236**	**20.12**	**30.6**	**36.1**

SS1772 Skewen																						
01 April 2025				to				07 April 2025						Site Direction	2 Eastbound		Location	Crymlyn Road - No 2 (51.65377, -3.86687)				
								Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
04 April 2025																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	1	100	40.1	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	31.9	-
0500	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	32.8	-
0600	**10**	0	0	0	0	0	1	2	7	0	0	0	0	0	10	100	10	100	7	70	35.3	-
0700	**31**	0	0	0	1	2	7	13	5	3	0	0	0	0	30	96.77	28	90.32	8	25.81	31.7	37.5
0800	**59**	0	0	0	2	6	14	21	15	1	0	0	0	0	57	96.61	53	89.83	16	27.12	31.2	36.8
0900	**47**	0	0	0	3	5	16	17	5	1	0	0	0	0	44	93.62	42	89.36	6	12.77	29.8	34.7
1000	**46**	0	0	0	4	6	13	15	8	0	0	0	0	0	42	91.3	37	80.43	8	17.39	29.4	35.6
1100	**56**	0	0	1	2	10	15	13	13	1	1	0	0	0	53	94.64	47	83.93	15	26.79	30.4	36.9
1200	**67**	0	0	0	5	9	20	16	13	4	0	0	0	0	62	92.54	56	83.58	17	25.37	30.2	36.6
1300	**119**	0	0	0	3	20	44	34	13	3	2	0	0	0	116	97.48	100	84.03	18	15.13	29.4	35.1
1400	**133**	0	0	0	2	18	43	60	9	0	1	0	0	0	131	98.5	118	88.72	10	7.519	29.9	34.1
1500	**153**	0	2	0	5	25	47	49	23	2	0	0	0	0	146	95.42	125	81.7	25	16.34	29.4	35.1
1600	**219**	0	0	0	11	20	74	82	24	3	2	1	2	0	208	94.98	193	88.13	32	14.61	30.3	34.9
1700	**166**	0	0	0	2	18	51	65	25	5	0	0	0	0	164	98.8	150	90.36	30	18.07	30.7	35.6
1800	**79**	0	0	0	5	10	25	25	11	2	1	0	0	0	74	93.67	66	83.54	14	17.72	30	35.7
1900	**65**	0	0	0	1	4	24	16	15	4	0	1	0	0	64	98.46	61	93.85	20	30.77	31.8	37.9
2000	**40**	0	0	0	1	2	15	17	2	3	0	0	0	0	39	97.5	37	92.5	5	12.5	30.8	34.7
2100	**34**	0	0	0	0	6	16	9	2	1	0	0	0	0	34	100	30	88.24	3	8.824	28.8	32.6
2200	**24**	0	0	0	1	3	8	10	0	1	0	1	0	0	23	95.83	21	87.5	2	8.333	30.5	34.2
2300	**11**	0	0	0	0	1	3	5	1	0	1	0	0	0	11	100	10	90.91	2	18.18	32.8	41.2
07-19	**1175**	**0**	**2**	**1**	**45**	**149**	**369**	**410**	**164**	**25**	**7**	**1**	**2**	**0**	**1127**	**95.91**	**1015**	**86.38**	**199**	**16.94**	**30.1**	**35.2**
06-22	**1324**	**0**	**2**	**1**	**47**	**161**	**425**	**454**	**190**	**33**	**7**	**2**	**2**	**0**	**1274**	**96.22**	**1153**	**87.08**	**234**	**17.67**	**30.2**	**35.5**
06-00	**1359**	**0**	**2**	**1**	**48**	**165**	**436**	**469**	**191**	**34**	**8**	**3**	**2**	**0**	**1308**	**96.25**	**1184**	**87.12**	**238**	**17.51**	**30.2**	**35.5**
00-00	**1362**	**0**	**2**	**1**	**48**	**165**	**436**	**471**	**191**	**35**	**8**	**3**	**2**	**0**	**1311**	**96.26**	**1187**	**87.15**	**239**	**17.55**	**30.2**	**35.5**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Eastbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
05 April 2025																						
0000	**5**	0	0	0	0	1	1	2	0	0	0	1	0	0	5	100	5	100	1	20	33.5	-
0100	**5**	0	0	0	0	0	1	2	0	1	1	0	0	0	5	100	5	100	2	40	36.3	-
0200	**5**	0	0	0	1	1	2	1	0	0	0	0	0	0	4	80	3	60	0	0	26	-
0300	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	20.5	-
0400	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	32.3	-
0500	**3**	0	0	0	0	0	0	1	2	0	0	0	0	0	3	100	3	100	2	66.67	34.3	-
0600	**4**	0	0	0	0	0	1	1	2	0	0	0	0	0	4	100	4	100	2	50	34.9	-
0700	**9**	0	0	0	0	0	3	4	1	1	0	0	0	0	9	100	9	100	2	22.22	31.2	-
0800	**17**	0	0	0	0	2	7	5	2	0	1	0	0	0	17	100	16	94.12	3	17.65	30.6	35.6
0900	**40**	0	0	0	3	5	13	7	6	5	1	0	0	0	37	92.5	32	80	12	30	30.9	40
1000	**61**	0	0	0	0	8	13	23	11	5	1	0	0	0	61	100	55	90.16	17	27.87	31.9	37.7
1100	**70**	0	0	0	3	2	19	25	18	2	1	0	0	0	67	95.71	66	94.29	21	30	32.1	37.3
1200	**132**	0	0	0	3	12	43	49	19	5	0	1	0	0	129	97.73	122	92.42	25	18.94	30.8	35.2
1300	**112**	0	0	1	3	11	33	48	10	4	1	1	0	0	108	96.43	101	90.18	16	14.29	30.6	34.9
1400	**99**	0	0	0	1	10	26	44	14	2	1	1	0	0	98	98.99	90	90.91	18	18.18	31.1	35.3
1500	**102**	0	0	1	3	13	36	31	16	2	0	0	0	0	98	96.08	89	87.25	18	17.65	29.8	35.2
1600	**79**	0	0	0	3	5	27	30	11	3	0	0	0	0	76	96.2	72	91.14	14	17.72	30.4	35.6
1700	**188**	0	0	0	3	24	69	64	23	5	0	0	0	0	185	98.4	164	87.23	28	14.89	30	35
1800	**101**	0	0	1	1	10	37	35	14	3	0	0	0	0	99	98.02	91	90.1	17	16.83	30.2	35.1
1900	**58**	0	0	0	1	13	10	21	11	2	0	0	0	0	57	98.28	50	86.21	13	22.41	30.3	36.5
2000	**35**	0	0	0	1	3	10	12	8	0	0	0	1	0	34	97.14	32	91.43	9	25.71	31.9	37.9
2100	**29**	0	0	0	3	4	10	7	5	0	0	0	0	0	26	89.66	24	82.76	5	17.24	28.6	35.3
2200	**20**	0	0	0	0	2	9	6	2	1	0	0	0	0	20	100	18	90	3	15	30.4	36.9
2300	**9**	0	0	0	0	1	5	2	0	1	0	0	0	0	9	100	8	88.89	1	11.11	29.8	-
07-19	**1010**	**0**	**0**	**3**	**23**	**102**	**326**	**365**	**145**	**37**	**6**	**3**	**0**	**0**	**984**	**97.43**	**907**	**89.8**	**191**	**18.91**	**30.6**	**35.6**
06-22	**1136**	**0**	**0**	**3**	**28**	**122**	**357**	**406**	**171**	**39**	**6**	**3**	**1**	**0**	**1105**	**97.27**	**1017**	**89.52**	**220**	**19.37**	**30.6**	**35.6**
06-00	**1165**	**0**	**0**	**3**	**28**	**125**	**371**	**414**	**173**	**41**	**6**	**3**	**1**	**0**	**1134**	**97.34**	**1043**	**89.53**	**224**	**19.23**	**30.6**	**35.6**
00-00	**1186**	**0**	**0**	**3**	**30**	**127**	**376**	**421**	**175**	**42**	**7**	**4**	**1**	**0**	**1153**	**97.22**	**1061**	**89.46**	**229**	**19.31**	**30.6**	**35.7**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Eastbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
06 April 2025																						
0000	**5**	0	0	0	0	2	3	0	0	0	0	0	0	0	5	100	3	60	0	0	24.7	-
0100	**8**	0	0	0	0	0	3	4	1	0	0	0	0	0	8	100	8	100	1	12.5	31.6	-
0200	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	28.1	-
0300	**3**	0	0	0	0	1	2	0	0	0	0	0	0	0	3	100	2	66.67	0	0	26.6	-
0400	**2**	0	0	0	0	0	0	0	1	1	0	0	0	0	2	100	2	100	2	100	38.3	-
0500	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	30.5	-
0600	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	31.9	-
0700	**8**	0	0	0	0	2	2	2	2	0	0	0	0	0	8	100	8	100	2	25	30.6	-
0800	**10**	0	0	0	1	2	3	3	1	0	0	0	0	0	9	90	7	70	1	10	27.9	-
0900	**13**	0	0	1	0	2	3	3	3	1	0	0	0	0	12	92.31	11	84.62	4	30.77	30.3	37.4
1000	**42**	0	0	1	1	2	10	16	8	4	0	0	0	0	40	95.24	38	90.48	12	28.57	32.2	38.3
1100	**69**	0	0	0	2	2	23	32	9	1	0	0	0	0	67	97.1	66	95.65	10	14.49	30.8	35.3
1200	**115**	0	0	1	2	17	35	45	12	2	1	0	0	0	112	97.39	103	89.57	15	13.04	30	34.7
1300	**103**	0	0	0	4	11	30	36	19	3	0	0	0	0	99	96.12	91	88.35	22	21.36	30.6	35.6
1400	**93**	0	0	0	1	11	31	26	17	6	1	0	0	0	92	98.92	83	89.25	24	25.81	31.2	37.1
1500	**85**	0	0	0	2	13	21	30	16	2	1	0	0	0	83	97.65	75	88.24	19	22.35	31	36.7
1600	**68**	0	0	0	1	8	23	28	7	1	0	0	0	0	67	98.53	64	94.12	8	11.76	30.4	34.6
1700	**47**	0	0	0	2	3	16	20	3	3	0	0	0	0	45	95.74	44	93.62	6	12.77	30.5	34.8
1800	**37**	0	0	0	0	3	15	11	6	2	0	0	0	0	37	100	36	97.3	8	21.62	31.4	38.3
1900	**70**	0	0	0	1	5	17	32	15	0	0	0	0	0	69	98.57	64	91.43	15	21.43	31.5	36.2
2000	**38**	0	0	0	1	5	15	9	5	2	0	0	0	1	37	97.37	33	86.84	8	21.05	31.1	37.6
2100	**16**	0	0	0	0	2	4	4	4	1	1	0	0	0	16	100	14	87.5	6	37.5	32.2	39.9
2200	**15**	0	0	0	1	0	4	8	0	2	0	0	0	0	14	93.33	14	93.33	2	13.33	31.4	39.8
2300	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	30.1	-
07-19	**690**	**0**	**0**	**3**	**16**	**76**	**212**	**252**	**103**	**25**	**3**	**0**	**0**	**0**	**671**	**97.25**	**626**	**90.72**	**131**	**18.99**	**30.7**	**35.9**
06-22	**815**	**0**	**0**	**3**	**18**	**88**	**248**	**298**	**127**	**28**	**4**	**0**	**0**	**1**	**794**	**97.42**	**738**	**90.55**	**160**	**19.63**	**30.8**	**36**
06-00	**832**	**0**	**0**	**3**	**19**	**88**	**253**	**307**	**127**	**30**	**4**	**0**	**0**	**1**	**810**	**97.36**	**754**	**90.63**	**162**	**19.47**	**30.8**	**36**
00-00	**853**	**0**	**0**	**3**	**19**	**91**	**262**	**313**	**129**	**31**	**4**	**0**	**0**	**1**	**831**	**97.42**	**772**	**90.5**	**165**	**19.34**	**30.8**	**36**

SS1772 Skewen																Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)				
01 April 2025			to				07 April 2025									Direction	Eastbound						
								Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
07 April 2025																							
0000	**3**	0	0	0	0	0	1	2	0	0	0	0	0	0	3	100	3	100	0	0	29.3	-
0100	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	1	100	42	-
0200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-
0400	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.6	-
0500	**4**	0	0	1	0	0	1	0	1	0	1	0	0	0	3	75	3	75	2	50	31.5	-
0600	**11**	0	0	0	0	1	2	5	2	1	0	0	0	0	11	100	11	100	3	27.27	33.6	39.6
0700	**22**	0	0	0	1	1	6	6	6	1	0	0	1	0	21	95.45	20	90.91	8	36.36	33.1	39.2
0800	**59**	0	0	0	3	10	16	21	6	2	1	0	0	0	56	94.92	48	81.36	9	15.25	30	35.7
0900	**28**	0	0	0	2	3	9	10	1	3	0	0	0	0	26	92.86	23	82.14	4	14.29	30.2	35.7
1000	**47**	0	0	0	3	3	11	18	9	3	0	0	0	0	44	93.62	43	91.49	12	25.53	31.3	37
1100	**66**	0	0	1	2	9	22	15	15	2	0	0	0	0	63	95.45	55	83.33	17	25.76	30.2	36.9
1200	**77**	0	0	0	4	20	18	27	4	1	0	3	0	0	73	94.81	58	75.32	8	10.39	29.2	34.1
1300	**82**	0	0	1	2	11	27	25	15	1	0	0	0	0	79	96.34	76	92.68	16	19.51	30.3	36.4
1400	**102**	0	0	1	3	19	42	25	10	2	0	0	0	0	98	96.08	82	80.39	12	11.76	28.7	34.3
1500	**98**	0	0	0	3	19	32	28	9	4	2	0	1	0	95	96.94	83	84.69	16	16.33	29.8	35.5
1600	**142**	0	0	0	1	14	46	53	20	4	3	1	0	0	141	99.3	132	92.96	28	19.72	31.1	36.1
1700	**140**	0	0	2	4	18	42	46	25	2	1	0	0	0	134	95.71	122	87.14	28	20	30.2	35.7
1800	**81**	0	0	0	0	3	36	24	11	4	2	1	0	0	81	100	79	97.53	18	22.22	31.5	36.2
1900	**56**	0	0	0	2	3	13	21	12	5	0	0	0	0	54	96.43	51	91.07	17	30.36	31.8	38
2000	**42**	0	0	0	1	3	15	17	4	2	0	0	0	0	41	97.62	39	92.86	6	14.29	30.7	35.8
2100	**24**	0	0	0	1	5	5	6	3	3	1	0	0	0	23	95.83	18	75	7	29.17	31.5	42.2
2200	**9**	0	0	0	2	0	1	5	0	1	0	0	0	0	7	77.78	7	77.78	1	11.11	29.3	-
2300	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	26.5	-
07-19	**944**	**0**	**0**	**5**	**28**	**130**	**307**	**298**	**131**	**29**	**9**	**5**	**2**	**0**	**911**	**96.5**	**821**	**86.97**	**176**	**18.64**	**30.3**	**35.8**
06-22	**1077**	**0**	**0**	**5**	**32**	**142**	**342**	**347**	**152**	**40**	**10**	**5**	**2**	**0**	**1040**	**96.56**	**940**	**87.28**	**209**	**19.41**	**30.4**	**36**
06-00	**1088**	**0**	**0**	**5**	**34**	**143**	**343**	**353**	**152**	**41**	**10**	**5**	**2**	**0**	**1049**	**96.42**	**948**	**87.13**	**210**	**19.3**	**30.4**	**36**
00-00	**1100**	**0**	**0**	**6**	**36**	**144**	**346**	**355**	**153**	**42**	**11**	**5**	**2**	**0**	**1058**	**96.18**	**956**	**86.91**	**213**	**19.36**	**30.4**	**36**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

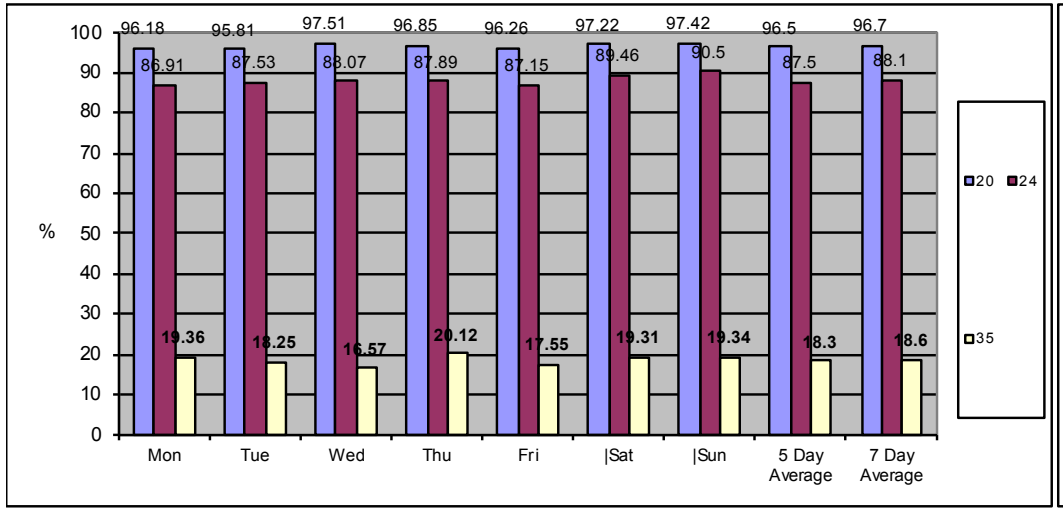
01 April 2025 to 07 April 2025 | Direction Eastbound

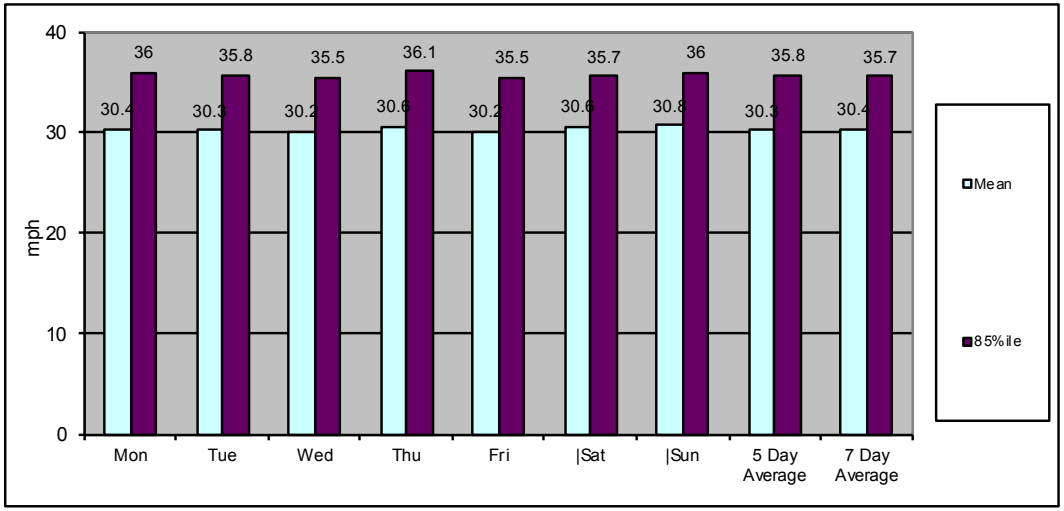
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
Average Day																						
0000	**3**	0	0	0	0	1	1	1	0	0	0	0	0	0	3	100	3	90	0	10	29.9	-
0100	**3**	0	0	0	0	0	1	1	1	1	0	0	0	0	3	100	3	100	1	45	35	-
0200	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	72.73	1	63.64	0	0	25.3	-
0300	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	57.14	0	42.86	0	0	21.7	-
0400	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	2	100	2	86.67	1	40	33.3	-
0500	**2**	0	0	0	0	0	0	1	1	0	0	0	0	0	2	87.5	2	87.5	1	43.75	33.2	-
0600	**7**	0	0	0	0	0	1	2	3	1	0	0	0	0	7	100	7	100	4	54.35	35.3	-
0700	**22**	0	0	0	1	1	6	7	5	2	0	0	0	0	21	96.77	20	91.61	7	32.26	32.1	38.1
0800	**51**	0	0	0	2	8	15	17	7	1	1	0	0	0	49	96.91	43	83.99	9	18.54	30.2	35.7
0900	**39**	0	0	1	2	4	11	14	5	2	0	0	0	0	37	94.2	34	86.23	8	19.93	30.5	37.1
1000	**50**	0	0	0	1	7	15	17	7	2	0	0	0	0	48	96.84	43	87.36	10	19.54	30.5	36.4
1100	**57**	0	0	0	1	7	17	19	11	2	0	0	0	0	55	97	51	89.75	13	22.75	30.9	36.6
1200	**83**	0	0	0	3	12	25	29	11	2	0	1	0	0	80	96.74	73	88.14	14	17.18	30.2	35.2
1300	**91**	0	0	1	2	12	30	31	13	3	1	0	0	0	89	97.18	80	87.62	16	17.55	30.1	35.5
1400	**95**	0	0	0	2	13	33	34	11	2	0	0	0	0	94	98.2	85	88.77	14	14.52	30.1	35
1500	**104**	0	0	0	3	14	31	36	15	3	1	0	0	0	101	96.44	91	86.85	18	17.67	30.2	35.4
1600	**146**	0	0	1	6	15	51	53	18	2	1	0	0	0	140	95.41	130	88.57	21	14.55	30	34.9
1700	**145**	0	0	1	3	18	45	53	20	4	1	0	0	0	141	96.95	126	87.19	24	16.65	30.1	35.2
1800	**81**	0	0	0	2	8	26	28	13	3	1	1	0	0	79	97.19	72	88.93	17	20.91	30.9	36.1
1900	**64**	0	0	0	2	7	16	24	12	3	0	0	0	0	63	97.34	58	90.24	16	24.17	31.3	36.7
2000	**43**	0	0	0	1	3	15	14	6	2	0	0	0	0	42	97.99	39	92.28	9	20.13	31.1	36.5
2100	**25**	0	0	0	1	4	8	7	4	1	0	0	0	0	25	97.73	22	86.93	6	22.16	30.7	37.3
2200	**14**	0	0	0	1	1	5	5	1	1	0	0	0	0	13	94.85	12	87.63	2	13.4	30.3	34.6
2300	**6**	0	0	0	0	1	2	2	0	0	0	0	0	0	6	95.45	5	81.82	1	11.36	29.7	-
07-19	**966**	**0**	**0**	**4**	**27**	**120**	**305**	**336**	**136**	**27**	**7**	**2**	**1**	**0**	**934**	**96.69**	**848**	**87.84**	**172**	**17.82**	**30.3**	**35.6**
06-22	**1105**	**0**	**0**	**4**	**31**	**134**	**346**	**384**	**161**	**33**	**7**	**3**	**1**	**0**	**1069**	**96.82**	**974**	**88.2**	**205**	**18.6**	**30.4**	**35.7**
06-00	**1125**	**0**	**0**	**4**	**32**	**136**	**352**	**392**	**163**	**34**	**8**	**3**	**1**	**0**	**1089**	**96.79**	**992**	**88.16**	**208**	**18.49**	**30.4**	**35.7**
00-00	**1137**	**0**	**0**	**4**	**33**	**138**	**356**	**395**	**164**	**35**	**8**	**3**	**1**	**0**	**1100**	**96.72**	**1002**	**88.12**	**211**	**18.59**	**30.4**	**35.7**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Eastbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	Speed Limit (PSL) 20	ACPO (SL1) 24 ACPO	ACPO (SL1) 24 ACPO	DfT (SL2) 35 DFT	DfT (SL2) 35 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**1100**	0	0	6	36	144	346	355	153	42	11	5	2	0	1058	96.18	956	86.91	213	19.36	30.4	36
Tue	**1123**	0	0	12	35	135	341	395	159	35	9	2	0	0	1076	95.81	983	87.53	205	18.25	30.3	35.8
Wed	**1165**	0	0	5	24	165	379	399	155	25	10	3	0	0	1136	97.51	1026	88.07	193	16.57	30.2	35.5
Thu	**1173**	0	0	1	36	137	351	412	187	37	7	4	1	0	1136	96.85	1031	87.89	236	20.12	30.6	36.1
Fri	**1362**	0	2	1	48	165	436	471	191	35	8	3	2	0	1311	96.26	1187	87.15	239	17.55	30.2	35.5
|Sat	**1186**	0	0	3	30	127	376	421	175	42	7	4	1	0	1153	97.22	1061	89.46	229	19.31	30.6	35.7
|Sun	**853**	0	0	3	19	91	262	313	129	31	4	0	0	1	831	97.42	772	90.5	165	19.34	30.8	36
5 Day Average																						
[--]	**1185**	0	0	5	36	149	371	406	169	35	9	3	1	0	1143	96.5	1037	87.5	217	18.3	30.3	35.8
7 Day Average																						
[--]	**1137**	0	0	4	33	138	356	395	164	35	8	3	1	0	1100	96.7	1002	88.1	211	18.6	30.4	35.7
Total Vehicles																						
[--]	**7962**	0	2	31	228	964	2491	2766	1149	247	56	21	6	1	7701	97	7016	88	1480	19	30	36





SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Westbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20		ACPO (SL1) 24 ACPO		DfT (SL2) 35 DFT		Mean Speed	85%ile Speed
		Speed Bins																				
01 April 2025																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0300	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	27.8	-
0400	**1**	0	0	0	0	0	0	0	0	0	1	0	0	0	1	100	1	100	1	100	45.3	-
0500	**11**	0	0	0	0	0	4	3	2	1	1	0	0	0	11	100	11	100	4	36.36	33.1	42
0600	**20**	0	0	0	0	4	4	7	4	1	0	0	0	0	20	100	16	80	5	25	30.8	38.6
0700	**97**	0	0	1	2	10	34	35	11	2	1	1	0	0	94	96.91	87	89.69	15	15.46	30.4	35.3
0800	**163**	0	0	1	3	22	53	63	14	4	3	0	0	0	159	97.55	147	90.18	21	12.88	30.1	34.8
0900	**77**	0	0	1	1	9	29	23	10	2	1	0	1	0	75	97.4	67	87.01	14	18.18	30.4	35.9
1000	**54**	0	0	0	6	13	23	7	3	2	0	0	0	0	48	88.89	38	70.37	5	9.259	27.4	32.7
1100	**61**	0	0	0	1	12	26	16	5	1	0	0	0	0	60	98.36	51	83.61	6	9.836	28.5	32.2
1200	**54**	0	0	1	0	10	26	12	3	1	1	0	0	0	53	98.15	46	85.19	5	9.259	28.9	34.1
1300	**58**	0	0	0	2	14	31	9	1	1	0	0	0	0	56	96.55	48	82.76	2	3.448	27.2	30.4
1400	**51**	0	0	0	2	6	22	13	6	1	1	0	0	0	49	96.08	46	90.2	8	15.69	29.8	35.2
1500	**63**	0	0	0	2	5	26	19	8	3	0	0	0	0	61	96.83	57	90.48	11	17.46	30.4	36.3
1600	**80**	0	0	0	0	10	28	27	12	2	0	1	0	0	80	100	73	91.25	15	18.75	30.8	36.2
1700	**77**	0	0	0	3	7	20	35	10	1	1	0	0	0	74	96.1	68	88.31	12	15.58	30.9	35.4
1800	**47**	0	0	0	2	5	18	15	5	2	0	0	0	0	45	95.74	41	87.23	7	14.89	30	34.9
1900	**30**	0	0	1	1	3	13	8	4	0	0	0	0	0	28	93.33	26	86.67	4	13.33	28.9	34.8
2000	**23**	0	0	1	5	2	8	5	0	2	0	0	0	0	17	73.91	16	69.57	2	8.696	27	34.2
2100	**23**	0	0	0	2	4	9	4	4	0	0	0	0	0	21	91.3	18	78.26	4	17.39	28.2	35.3
2200	**6**	0	0	0	0	1	3	2	0	0	0	0	0	0	6	100	5	83.33	0	0	28.3	-
2300	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	29.2	-
07-19	**882**	**0**	**0**	**4**	**24**	**123**	**336**	**274**	**88**	**22**	**8**	**2**	**1**	**0**	**854**	**96.83**	**769**	**87.19**	**121**	**13.72**	**29.7**	**34.8**
06-22	**978**	**0**	**0**	**6**	**32**	**136**	**370**	**298**	**100**	**25**	**8**	**2**	**1**	**0**	**940**	**96.11**	**845**	**86.4**	**136**	**13.91**	**29.6**	**34.8**
06-00	**986**	**0**	**0**	**6**	**32**	**137**	**374**	**301**	**100**	**25**	**8**	**2**	**1**	**0**	**948**	**96.15**	**852**	**86.41**	**136**	**13.79**	**29.6**	**34.8**
00-00	**1000**	**0**	**0**	**6**	**33**	**137**	**379**	**304**	**102**	**26**	**10**	**2**	**1**	**0**	**961**	**96.1**	**865**	**86.5**	**141**	**14.1**	**29.7**	**34.8**

SS1772 Skewen																							
01 April 2025				to				07 April 2025							Site Direction	2 Westbound			Location	Crymlyn Road - No 2 (51.65377, -3.86687)			
								Speed Bins									Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
02 April 2025																							
0000	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.3	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**9**	0	0	0	0	1	3	3	0	2	0	0	0	0	9	100	8	88.89	2	22.22	31	-
0600	**20**	0	0	0	1	1	5	7	5	0	1	0	0	0	19	95	19	95	6	30	31.8	36.3
0700	**109**	0	0	0	1	12	39	41	10	5	1	0	0	0	108	99.08	101	92.66	16	14.68	30.5	35
0800	**145**	0	0	0	3	15	52	52	16	6	1	0	0	0	142	97.93	129	88.97	23	15.86	30.1	35.3
0900	**68**	0	0	0	1	11	27	19	7	3	0	0	0	0	67	98.53	61	89.71	10	14.71	29.6	34.9
1000	**55**	1	0	0	1	7	25	14	6	1	0	0	0	0	53	96.36	48	87.27	7	12.73	29.2	34.9
1100	**60**	0	0	0	6	17	19	14	3	1	0	0	0	0	54	90	41	68.33	4	6.667	27.3	32.7
1200	**57**	0	0	0	1	8	25	17	3	1	1	1	0	0	56	98.25	51	89.47	6	10.53	29.5	34
1300	**63**	0	0	0	1	12	18	28	2	1	1	0	0	0	62	98.41	55	87.3	4	6.349	29.5	33.1
1400	**49**	0	0	0	2	14	12	17	2	2	0	0	0	0	47	95.92	39	79.59	4	8.163	28.2	33.3
1500	**63**	0	0	0	0	17	21	13	9	2	1	0	0	0	63	100	48	76.19	12	19.05	29.3	36.7
1600	**86**	0	0	1	1	16	27	30	8	3	0	0	0	0	84	97.67	73	84.88	11	12.79	29.4	34.3
1700	**88**	0	0	0	1	16	27	23	9	7	3	0	1	1	87	98.86	78	88.64	21	23.86	31.4	39
1800	**70**	0	0	0	1	4	36	18	10	1	0	0	0	0	69	98.57	66	94.29	11	15.71	29.9	35.3
1900	**52**	0	0	0	1	5	18	18	8	2	0	0	0	0	51	98.08	48	92.31	10	19.23	30.5	35.6
2000	**25**	0	0	0	3	1	13	4	3	1	0	0	0	0	22	88	21	84	4	16	29.2	38.1
2100	**10**	0	0	0	0	1	5	3	1	0	0	0	0	0	10	100	9	90	1	10	29.8	-
2200	**4**	0	0	0	0	0	2	0	2	0	0	0	0	0	4	100	4	100	2	50	32.2	-
2300	**4**	0	0	0	0	2	0	1	1	0	0	0	0	0	4	100	3	75	1	25	28.9	-
07-19	**913**	**1**	**0**	**1**	**19**	**149**	**328**	**286**	**85**	**33**	**8**	**1**	**1**	**1**	**892**	**97.7**	**790**	**86.53**	**129**	**14.13**	**29.7**	**34.8**
06-22	**1020**	**1**	**0**	**1**	**24**	**157**	**369**	**318**	**102**	**36**	**9**	**1**	**1**	**1**	**994**	**97.45**	**887**	**86.96**	**150**	**14.71**	**29.8**	**34.9**
06-00	**1028**	**1**	**0**	**1**	**24**	**159**	**371**	**319**	**105**	**36**	**9**	**1**	**1**	**1**	**1002**	**97.47**	**894**	**86.96**	**153**	**14.88**	**29.8**	**35**
00-00	**1038**	**1**	**0**	**1**	**24**	**160**	**375**	**322**	**105**	**38**	**9**	**1**	**1**	**1**	**1012**	**97.5**	**903**	**86.99**	**155**	**14.93**	**29.8**	**35**

SS1772 Skewen																Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)				
01 April 2025			to			07 April 2025										Direction	Westbound						
																		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
							Speed Bins																
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130				20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
03 April 2025																									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0				1	100	1	100	0	0	33.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	-	-
0400	2	0	0	0	0	0	0	0	1	1	0	0	0	0				2	100	2	100	2	100	40.1	-
0500	9	0	0	0	0	4	1	2	2	0	0	0	0	0				9	100	6	66.67	2	22.22	28.7	-
0600	17	0	0	1	1	0	5	6	3	0	1	0	0	0				15	88.24	15	88.24	4	23.53	30.5	36.6
0700	99	0	0	0	2	10	33	32	20	0	2	0	0	0				97	97.98	88	88.89	22	22.22	30.7	36.1
0800	164	0	0	0	3	27	73	45	13	2	1	0	0	0				161	98.17	141	85.98	16	9.756	29	33.3
0900	84	0	0	0	3	13	32	21	12	3	0	0	0	0				81	96.43	72	85.71	15	17.86	29.3	35.7
1000	55	0	0	0	4	6	16	24	4	0	1	0	0	0				51	92.73	48	87.27	5	9.091	29.3	34.1
1100	52	0	0	0	2	11	19	13	3	4	0	0	0	0				50	96.15	42	80.77	7	13.46	28.6	34.6
1200	71	0	0	0	2	11	29	15	10	3	1	0	0	0				69	97.18	63	88.73	14	19.72	29.9	36.1
1300	54	0	0	0	0	7	25	11	7	2	1	1	0	0				54	100	49	90.74	11	20.37	30.4	36.7
1400	59	0	0	0	4	8	21	20	5	1	0	0	0	0				55	93.22	49	83.05	6	10.17	28.6	32.7
1500	71	0	0	0	2	12	29	20	8	0	0	0	0	0				69	97.18	60	84.51	8	11.27	28.7	33
1600	85	0	0	1	2	13	27	24	15	2	1	0	0	0				82	96.47	71	83.53	18	21.18	30	36.8
1700	92	0	0	0	1	13	35	31	9	3	0	0	0	0				91	98.91	81	88.04	12	13.04	29.9	34.9
1800	63	0	0	1	2	13	18	21	6	1	1	0	0	0				60	95.24	51	80.95	8	12.7	28.7	34.3
1900	36	0	0	0	1	3	11	7	5	5	3	1	0	0				35	97.22	32	88.89	14	38.89	33.2	41.7
2000	23	0	0	0	3	2	8	8	2	0	0	0	0	0				20	86.96	20	86.96	2	8.696	28.5	33.9
2100	14	0	0	0	0	5	4	3	2	0	0	0	0	0				14	100	10	71.43	2	14.29	28	35.8
2200	5	0	0	0	0	0	3	2	0	0	0	0	0	0				5	100	5	100	0	0	30.4	-
2300	6	0	0	0	1	0	1	2	1	1	0	0	0	0				5	83.33	5	83.33	2	33.33	32.3	-
07-19	949	0	0	2	27	144	357	277	112	21	8	1	0	0				920	96.94	815	85.88	142	14.96	29.5	35
06-22	1039	0	0	3	32	154	385	301	124	26	12	2	0	0				1004	96.63	892	85.85	164	15.78	29.6	35.2
06-00	1050	0	0	3	33	154	389	305	125	27	12	2	0	0				1014	96.57	902	85.9	166	15.81	29.6	35.2
00-00	1062	0	0	3	33	158	390	308	128	28	12	2	0	0				1026	96.61	911	85.78	170	16.01	29.6	35.3

SS1772 Skewen																Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)				
01 April 2025			to			07 April 2025										Direction	Westbound						
								Speed Bins							Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
04 April 2025																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**2**	0	0	0	0	0	0	1	0	1	0	0	0	0	2	100	2	100	1	50	36.8	-
0500	**13**	0	0	0	0	4	5	3	1	0	0	0	0	0	13	100	10	76.92	1	7.692	27.9	33.2
0600	**20**	0	0	1	2	3	7	3	3	1	0	0	0	0	17	85	14	70	4	20	28.3	35.8
0700	**92**	0	0	0	2	10	33	32	12	1	2	0	0	0	90	97.83	82	89.13	15	16.3	30.3	35.3
0800	**142**	0	0	0	5	25	41	45	19	6	1	0	0	0	137	96.48	121	85.21	26	18.31	29.8	35.9
0900	**85**	0	0	0	0	15	38	25	5	2	0	0	0	0	85	100	75	88.24	7	8.235	29.2	32.3
1000	**57**	0	0	0	2	13	24	12	5	1	0	0	0	0	55	96.49	46	80.7	6	10.53	28.3	34.6
1100	**67**	0	0	2	6	14	23	16	4	2	0	0	0	0	59	88.06	50	74.63	6	8.955	27.2	33
1200	**56**	0	0	0	0	6	18	20	8	2	1	1	0	0	56	100	53	94.64	12	21.43	31.3	35.9
1300	**60**	0	0	0	0	11	22	16	8	3	0	0	0	0	60	100	54	90	11	18.33	30.1	35.8
1400	**96**	0	0	0	5	13	45	26	7	0	0	0	0	0	91	94.79	81	84.38	7	7.292	28.4	32.2
1500	**110**	0	1	2	10	17	35	33	9	3	0	0	0	0	97	88.18	85	77.27	12	10.91	28.1	34.4
1600	**104**	0	0	0	0	6	48	34	6	8	1	0	1	0	104	100	100	96.15	16	15.38	31.2	35.9
1700	**159**	0	0	0	5	20	65	46	15	6	2	0	0	0	154	96.86	141	88.68	23	14.47	29.8	34.9
1800	**147**	0	0	1	1	22	58	42	18	3	2	0	0	0	145	98.64	130	88.44	23	15.65	29.8	35
1900	**43**	0	0	0	3	7	16	10	3	3	0	1	0	0	40	93.02	35	81.4	7	16.28	29.7	35.5
2000	**22**	0	0	0	0	6	7	6	1	2	0	0	0	0	22	100	17	77.27	3	13.64	29.4	35.6
2100	**20**	0	0	0	2	4	7	4	2	0	0	0	1	0	18	90	15	75	3	15	29.1	35.1
2200	**9**	0	0	0	0	0	2	5	2	0	0	0	0	0	9	100	9	100	2	22.22	33	-
2300	**13**	0	0	0	1	2	6	1	1	1	0	1	0	0	12	92.31	11	84.62	3	23.08	29.9	42.5
07-19	**1175**	**0**	**1**	**5**	**36**	**172**	**450**	**347**	**116**	**37**	**9**	**1**	**1**	**0**	**1133**	**96.43**	**1018**	**86.64**	**164**	**13.96**	**29.5**	**34.7**
06-22	**1280**	**0**	**1**	**6**	**43**	**192**	**487**	**370**	**125**	**43**	**9**	**2**	**2**	**0**	**1230**	**96.09**	**1099**	**85.86**	**181**	**14.14**	**29.5**	**34.7**
06-00	**1302**	**0**	**1**	**6**	**44**	**194**	**495**	**376**	**128**	**44**	**9**	**3**	**2**	**0**	**1251**	**96.08**	**1119**	**85.94**	**186**	**14.29**	**29.5**	**34.7**
00-00	**1318**	**0**	**1**	**6**	**44**	**199**	**500**	**380**	**129**	**45**	**9**	**3**	**2**	**0**	**1267**	**96.13**	**1131**	**85.81**	**188**	**14.26**	**29.5**	**34.7**

SS1772 Skewen																Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)				
01 April 2025				to				07 April 2025								Direction	Westbound						
								Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
05 April 2025																							
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0		1	100	0	0	0	0	23.5	-
0100	**4**	0	0	0	0	1	2	0	1	0	0	0	0	0		4	100	3	75	1	25	29.2	-
0200	**3**	0	0	0	0	1	1	1	0	0	0	0	0	0		3	100	3	100	0	0	28.7	-
0300	**3**	0	0	0	0	1	2	0	0	0	0	0	0	0		3	100	2	66.67	0	0	25.2	-
0400	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0		1	100	1	100	1	100	44.8	-
0500	**4**	0	0	0	0	0	1	2	0	1	0	0	0	0		4	100	4	100	1	25	33.5	-
0600	**12**	0	0	0	0	1	4	4	1	2	0	0	0	0		12	100	11	91.67	3	25	31.1	41.3
0700	**18**	0	0	0	0	2	2	10	4	0	0	0	0	0		18	100	17	94.44	4	22.22	32.4	36.9
0800	**54**	0	0	0	4	5	19	17	8	1	0	0	0	0		50	92.59	47	87.04	9	16.67	29.7	35.7
0900	**60**	0	0	0	3	10	22	13	10	2	0	0	0	0		57	95	50	83.33	12	20	29.4	37.1
1000	**75**	0	0	0	1	11	33	24	6	0	0	0	0	0		74	98.67	67	89.33	6	8	29.1	33.8
1100	**100**	0	0	0	3	9	39	31	12	5	1	0	0	0		97	97	92	92	18	18	30.3	36.4
1200	**90**	0	0	0	1	10	34	25	15	3	2	0	0	0		89	98.89	83	92.22	20	22.22	30.9	36.2
1300	**132**	0	0	0	7	28	48	40	7	1	0	1	0	0		125	94.7	105	79.55	9	6.818	28.3	33.6
1400	**118**	0	0	0	4	10	52	38	12	1	0	1	0	0		114	96.61	106	89.83	14	11.86	29.5	33.5
1500	**61**	0	0	1	1	6	22	23	7	1	0	0	0	0		59	96.72	56	91.8	8	13.11	30.2	34.9
1600	**61**	0	0	0	1	6	22	23	8	1	0	0	0	0		60	98.36	58	95.08	9	14.75	30.4	35.1
1700	**80**	0	0	0	1	10	32	29	8	0	0	0	0	0		79	98.75	73	91.25	8	10	29.7	34.2
1800	**44**	0	0	1	0	5	24	10	1	1	0	2	0	0		43	97.73	39	88.64	4	9.091	29.4	33.7
1900	**32**	0	0	0	0	3	9	16	2	2	0	0	0	0		32	100	31	96.88	4	12.5	31	35
2000	**16**	0	0	0	0	3	3	7	2	0	0	0	0	1		16	100	14	87.5	3	18.75	32.3	36.5
2100	**18**	0	0	0	0	2	7	6	2	0	1	0	0	0		18	100	17	94.44	3	16.67	31.1	36.7
2200	**14**	0	0	0	0	3	5	4	1	1	0	0	0	0		14	100	12	85.71	2	14.29	29.5	35.5
2300	**7**	0	0	0	0	2	2	1	1	1	0	0	0	0		7	100	6	85.71	2	28.57	30.7	-
07-19	**893**	**0**	**0**	**2**	**26**	**112**	**349**	**283**	**98**	**16**	**3**	**4**	**0**	**0**		**865**	**96.86**	**793**	**88.8**	**121**	**13.55**	**29.7**	**34.8**
06-22	**971**	**0**	**0**	**2**	**26**	**121**	**372**	**316**	**105**	**20**	**4**	**4**	**0**	**1**		**943**	**97.12**	**866**	**89.19**	**134**	**13.8**	**29.8**	**34.9**
06-00	**992**	**0**	**0**	**2**	**26**	**126**	**379**	**321**	**107**	**22**	**4**	**4**	**0**	**1**		**964**	**97.18**	**884**	**89.11**	**138**	**13.91**	**29.8**	**34.9**
00-00	**1008**	**0**	**0**	**2**	**26**	**130**	**385**	**324**	**108**	**24**	**4**	**4**	**0**	**1**		**980**	**97.22**	**897**	**88.99**	**141**	**13.99**	**29.9**	**34.9**

SS1772 Skewen																							
01 April 2025				to				07 April 2025							Site Direction	2 Westbound			Location	Crymlyn Road - No 2 (51.65377, -3.86687)			
																	Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
		Speed Bins																					
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
06 April 2025																							
0000	**4**	0	0	0	0	2	2	0	0	0	0	0	0	0	4	100	3	75	0	0	24.7	-
0100	**7**	0	0	0	0	2	3	2	0	0	0	0	0	0	7	100	5	71.43	0	0	27.3	-
0200	**2**	0	0	0	0	0	0	2	0	0	0	0	0	0	2	100	2	100	0	0	31.5	-
0300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.1	-
0400	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	1	100	41.9	-
0500	**4**	0	0	0	0	0	2	0	1	0	1	0	0	0	4	100	4	100	2	50	36.2	-
0600	**9**	0	0	0	0	1	3	3	1	0	1	0	0	0	9	100	8	88.89	2	22.22	32	-
0700	**15**	0	0	0	0	0	4	6	5	0	0	0	0	0	15	100	15	100	5	33.33	32.5	36.8
0800	**20**	0	0	0	1	5	4	5	3	2	0	0	0	0	19	95	16	80	5	25	30.6	39.7
0900	**46**	0	0	0	0	6	13	19	6	2	0	0	0	0	46	100	45	97.83	8	17.39	30.9	35.4
1000	**106**	0	0	0	6	23	49	20	6	2	0	0	0	0	100	94.34	88	83.02	8	7.547	27.5	31.8
1100	**70**	0	0	0	5	10	30	19	6	0	0	0	0	0	65	92.86	59	84.29	6	8.571	28.1	34.2
1200	**86**	0	0	3	3	17	35	24	4	0	0	0	0	0	80	93.02	69	80.23	4	4.651	27.7	32.9
1300	**87**	0	0	0	4	15	38	29	0	1	0	0	0	0	83	95.4	74	85.06	1	1.149	28.2	32.9
1400	**62**	0	0	0	3	10	23	18	7	1	0	0	0	0	59	95.16	53	85.48	8	12.9	29	34.7
1500	**75**	0	0	1	0	8	27	29	9	1	0	0	0	0	74	98.67	68	90.67	10	13.33	30	34.6
1600	**72**	0	0	0	1	10	24	26	11	0	0	0	0	0	71	98.61	64	88.89	11	15.28	30.2	35.3
1700	**47**	0	0	0	1	8	17	17	3	1	0	0	0	0	46	97.87	40	85.11	4	8.511	28.9	32.8
1800	**31**	0	0	0	3	8	14	3	3	0	0	0	0	0	28	90.32	25	80.65	3	9.677	27.5	32.7
1900	**26**	0	0	0	0	3	11	7	4	1	0	0	0	0	26	100	24	92.31	5	19.23	30.6	36.8
2000	**25**	0	0	0	1	4	9	7	2	1	1	0	0	0	24	96	22	88	4	16	30	36
2100	**8**	0	0	0	0	4	2	1	1	0	0	0	0	0	8	100	4	50	1	12.5	26.4	-
2200	**6**	0	0	0	0	3	1	2	0	0	0	0	0	0	6	100	4	66.67	0	0	26.8	-
2300	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	28.7	-
07-19	**717**	**0**	**0**	**4**	**27**	**120**	**278**	**215**	**63**	**10**	**0**	**0**	**0**	**0**	**686**	**95.68**	**616**	**85.91**	**73**	**10.18**	**28.8**	**33.8**
06-22	**785**	**0**	**0**	**4**	**28**	**132**	**303**	**233**	**71**	**12**	**2**	**0**	**0**	**0**	**753**	**95.92**	**674**	**85.86**	**85**	**10.83**	**28.9**	**33.9**
06-00	**793**	**0**	**0**	**4**	**28**	**136**	**304**	**236**	**71**	**12**	**2**	**0**	**0**	**0**	**761**	**95.96**	**679**	**85.62**	**85**	**10.72**	**28.9**	**33.9**
00-00	**812**	**0**	**0**	**4**	**28**	**141**	**311**	**240**	**72**	**13**	**3**	**0**	**0**	**0**	**780**	**96.06**	**694**	**85.47**	**88**	**10.84**	**28.9**	**33.9**

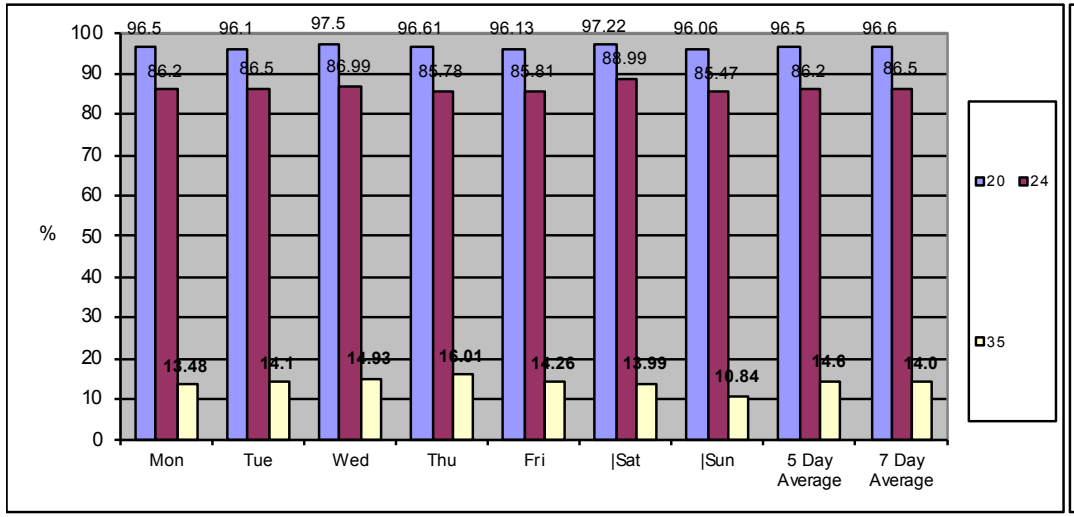
SS1772 Skewen															Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)					
01 April 2025			to			07 April 2025									Direction	Westbound							
									Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
07 April 2025																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	32	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	22.3	-
0400	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	1	100	43.1	-
0500	**10**	0	0	0	1	0	2	2	1	3	1	0	0	0	9	90	9	90	5	50	34	-
0600	**16**	0	0	1	1	2	4	5	3	0	0	0	0	0	14	87.5	13	81.25	3	18.75	28.5	36.7
0700	**92**	0	0	0	0	5	27	45	10	4	1	0	0	0	92	100	89	96.74	15	16.3	31.4	35.4
0800	**160**	0	0	0	5	29	62	52	10	2	0	0	0	0	155	96.88	139	86.88	12	7.5	28.7	33.2
0900	**64**	0	0	0	0	16	20	13	13	2	0	0	0	0	64	100	55	85.94	15	23.44	29.8	36.5
1000	**48**	0	0	0	2	15	15	10	4	2	0	0	0	0	46	95.83	37	77.08	6	12.5	28.1	34.6
1100	**54**	0	0	0	2	12	18	13	7	2	0	0	0	0	52	96.3	46	85.19	9	16.67	28.7	35.4
1200	**54**	0	0	0	4	10	19	15	4	2	0	0	0	0	50	92.59	42	77.78	6	11.11	28.4	34.6
1300	**52**	0	0	0	5	16	17	11	1	2	0	0	0	0	47	90.38	35	67.31	3	5.769	27	33.5
1400	**44**	0	0	1	5	7	13	12	3	2	1	0	0	0	38	86.36	34	77.27	6	13.64	28.4	34.8
1500	**72**	0	0	0	2	5	25	27	8	4	0	0	1	0	70	97.22	66	91.67	13	18.06	30.9	36.4
1600	**75**	0	0	0	0	12	26	27	8	2	0	0	0	0	75	100	65	86.67	10	13.33	29.8	34.3
1700	**79**	0	1	0	2	9	30	28	8	0	1	0	0	0	76	96.2	71	89.87	9	11.39	29.6	34
1800	**50**	0	0	0	0	6	23	14	6	0	1	0	0	0	50	100	45	90	7	14	29.5	34.3
1900	**38**	0	0	0	0	1	21	11	4	1	0	0	0	0	38	100	37	97.37	5	13.16	30.5	34.9
2000	**16**	0	0	0	1	3	5	7	0	0	0	0	0	0	15	93.75	13	81.25	0	0	28.5	34.1
2100	**8**	0	0	0	0	0	2	5	0	1	0	0	0	0	8	100	8	100	1	12.5	32.3	-
2200	**4**	0	0	0	0	2	1	0	1	0	0	0	0	0	4	100	3	75	1	25	28	-
2300	**3**	0	0	0	0	0	1	2	0	0	0	0	0	0	3	100	3	100	0	0	31.3	-
07-19	**844**	**0**	**1**	**1**	**27**	**142**	**295**	**267**	**82**	**24**	**4**	**0**	**1**	**0**	**815**	**96.56**	**724**	**85.78**	**111**	**13.15**	**29.3**	**34.4**
06-22	**922**	**0**	**1**	**2**	**29**	**148**	**327**	**295**	**89**	**26**	**4**	**0**	**1**	**0**	**890**	**96.53**	**795**	**86.23**	**120**	**13.02**	**29.4**	**34.4**
06-00	**929**	**0**	**1**	**2**	**29**	**150**	**329**	**297**	**90**	**26**	**4**	**0**	**1**	**0**	**897**	**96.56**	**801**	**86.22**	**121**	**13.02**	**29.4**	**34.4**
00-00	**942**	**0**	**1**	**2**	**30**	**151**	**331**	**300**	**91**	**30**	**5**	**0**	**1**	**0**	**909**	**96.5**	**812**	**86.2**	**127**	**13.48**	**29.4**	**34.6**

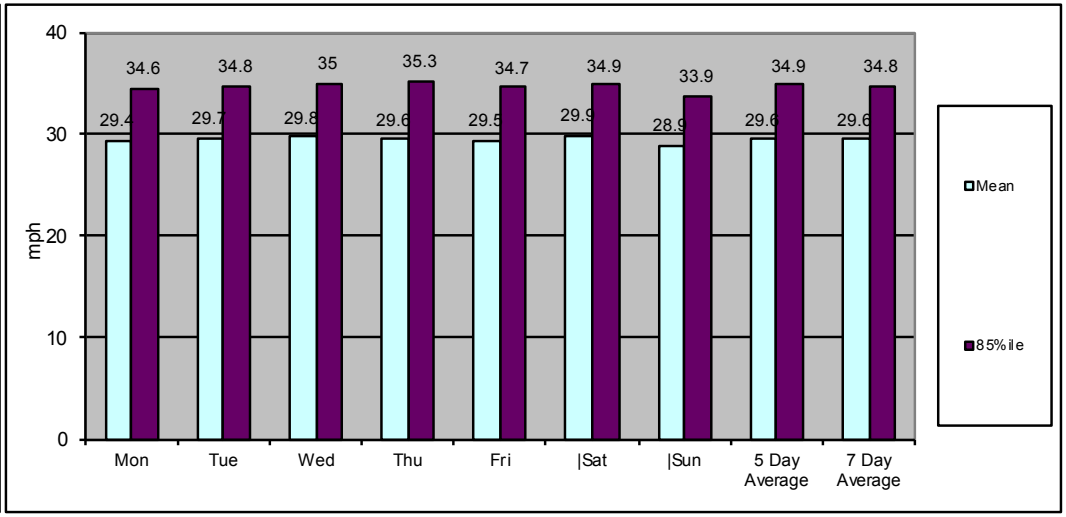
SS1772 Skewen															Site	2	Location	Crymlyn Road - No 2 (51.65377, -3.86687)					
01 April 2025			to				07 April 2025								Direction	Westbound							
									Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	57.14	0	0	24.4	-
0100	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	1	76.92	0	7.692	28.7	-
0200	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	83.33	1	83.33	0	0	27.9	-
0300	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	100	0	50	0	0	24.5	-
0400	**1**	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100	1	100	1	87.5	41.1	-
0500	**9**	0	0	0	0	1	3	2	1	1	0	0	0	0	8	98.33	7	86.67	2	28.33	31.4	-
0600	**16**	0	0	0	1	2	5	5	3	1	0	0	0	0	15	92.98	14	84.21	4	23.68	30.3	36.7
0700	**75**	0	0	0	1	7	25	29	10	2	1	0	0	0	73	98.47	68	91.76	13	17.62	30.8	35.5
0800	**121**	0	0	0	3	18	43	40	12	3	1	0	0	0	118	97.05	106	87.26	16	13.21	29.6	34.4
0900	**69**	0	0	0	1	11	26	19	9	2	0	0	0	0	68	98.14	61	87.81	12	16.74	29.7	35.5
1000	**64**	0	0	0	3	13	26	16	5	1	0	0	0	0	61	94.89	53	82.67	6	9.556	28.4	33.7
1100	**66**	0	0	0	4	12	25	17	6	2	0	0	0	0	62	94.18	54	82.11	8	12.07	28.5	34.1
1200	**67**	0	0	1	2	10	27	18	7	2	1	0	0	0	65	96.79	58	86.97	10	14.32	29.5	34.9
1300	**72**	0	0	0	3	15	28	21	4	2	0	0	0	0	70	96.25	60	83	6	8.103	28.6	33.3
1400	**68**	0	0	0	4	10	27	21	6	1	0	0	0	0	65	94.57	58	85.18	8	11.06	28.9	33.7
1500	**74**	0	0	1	2	10	26	23	8	2	0	0	0	0	70	95.73	63	85.44	11	14.37	29.5	34.9
1600	**80**	0	0	0	1	10	29	27	10	3	0	0	0	0	79	98.76	72	89.52	13	15.99	30.3	35.4
1700	**89**	0	0	0	2	12	32	30	9	3	1	0	0	0	87	97.59	79	88.75	13	14.31	30.1	34.9
1800	**65**	0	0	0	1	9	27	18	7	1	1	0	0	0	63	97.35	57	87.83	9	13.94	29.5	34.8
1900	**37**	0	0	0	1	4	14	11	4	2	0	0	0	0	36	97.28	33	90.66	7	19.07	30.6	35.9
2000	**21**	0	0	0	2	3	8	6	1	1	0	0	0	0	19	90.67	18	82	3	12	29.1	34.8
2100	**14**	0	0	0	1	3	5	4	2	0	0	0	0	0	14	96.04	12	80.2	2	14.85	29.2	35.1
2200	**7**	0	0	0	0	1	2	2	1	0	0	0	0	0	7	100	6	87.5	1	14.58	29.8	-
2300	**5**	0	0	0	0	1	2	1	1	0	0	0	0	0	5	94.59	4	83.78	1	21.62	30.3	-
07-19	**910**	**0**	**0**	**3**	**27**	**137**	**342**	**278**	**92**	**23**	**6**	**1**	**1**	**0**	**881**	**96.74**	**789**	**86.69**	**123**	**13.51**	**29.5**	**34.6**
06-22	**999**	**0**	**0**	**3**	**31**	**149**	**373**	**304**	**102**	**27**	**7**	**2**	**1**	**0**	**965**	**96.55**	**865**	**86.6**	**139**	**13.87**	**29.5**	**34.8**
06-00	**1011**	**0**	**0**	**3**	**31**	**151**	**377**	**308**	**104**	**27**	**7**	**2**	**1**	**0**	**977**	**96.57**	**876**	**86.6**	**141**	**13.91**	**29.5**	**34.8**
00-00	**1026**	**0**	**0**	**3**	**31**	**154**	**382**	**311**	**105**	**29**	**7**	**2**	**1**	**0**	**991**	**96.59**	**888**	**86.53**	**144**	**14.07**	**29.6**	**34.8**

SS1772 Skewen | Site 2 | Location Crymlyn Road - No 2 (51.65377, -3.86687)

01 April 2025 to 07 April 2025 | Direction Westbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	Speed Limit (PSL) 20	ACPO (SL1) 24 ACPO	ACPO (SL1) 24 ACPO	DfT (SL2) 35 DFT	DfT (SL2) 35 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**942**	0	1	2	30	151	331	300	91	30	5	0	1	0	909	96.5	812	86.2	127	13.48	29.4	34.6
Tue	**1000**	0	0	6	33	137	379	304	102	26	10	2	1	0	961	96.1	865	86.5	141	14.1	29.7	34.8
Wed	**1038**	1	0	1	24	160	375	322	105	38	9	1	1	1	1012	97.5	903	86.99	155	14.93	29.8	35
Thu	**1062**	0	0	3	33	158	390	308	128	28	12	2	0	0	1026	96.61	911	85.78	170	16.01	29.6	35.3
Fri	**1318**	0	1	6	44	199	500	380	129	45	9	3	2	0	1267	96.13	1131	85.81	188	14.26	29.5	34.7
|Sat	**1008**	0	0	2	26	130	385	324	108	24	4	4	0	1	980	97.22	897	88.99	141	13.99	29.9	34.9
|Sun	**812**	0	0	4	28	141	311	240	72	13	3	0	0	0	780	96.06	694	85.47	88	10.84	28.9	33.9
5 Day Average																						
[--]	**1072**	0	0	4	33	161	395	323	111	33	9	2	1	0	1035	96.5	924	86.2	156	14.6	29.6	34.9
7 Day Average																						
[--]	**1026**	0	0	3	31	154	382	311	105	29	7	2	1	0	991	96.6	888	86.5	144	14.0	29.6	34.8
Total Vehicles																						
[--]	**7180**	1	2	24	218	1076	2671	2178	735	204	52	12	5	2	6935	96.6	6213	86.5	1010	14.1	29.6	34.8





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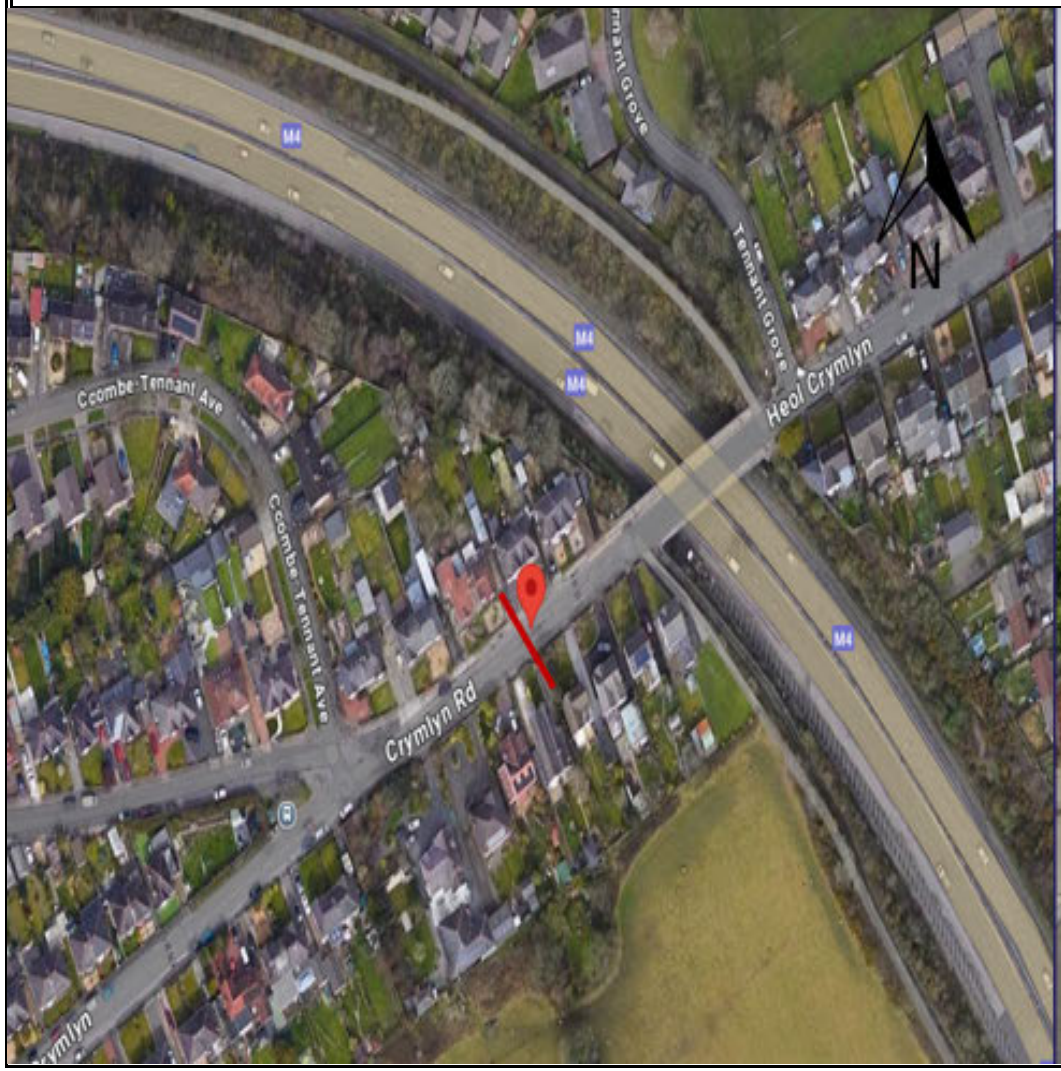
Traffic Management

Job Number & Title: SS1772 Skewen

Site Location: Crymlyn Road - No 1

Survey Date: 01 April 2025

Site Location Plan



SS1772 Skewen

APRIL 2025

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	Crymlyn Road - No 1	51.65671, -3.85543	Northbound	01 April 2025	07 April 2025	20	10041	1592	1434	6627	66.0	2822	28.1	49	0.5	21.8	26.1
			Southbound	01 April 2025	07 April 2025		14070	2141	2010	8758	62.3	2832	20.1	21	0.1	21.2	24.8
			Two-Way	01 April 2025	07 April 2025		24111	3733	3444	15385	64	5654	23	70	0	22	25

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SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
01 April 2025																						
0000	4	0	0	0	0	1	3	0	0	0	0	0	0	0	4	100	4	100	0	0	26.1	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	31.4	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	21.8	-
0400	5	0	0	0	0	1	3	1	0	0	0	0	0	0	5	100	4	80	0	0	27.4	-
0500	39	0	0	2	5	11	15	3	2	1	0	0	0	0	32	82.05	26	66.67	3	7.692	25.3	31.5
0600	58	0	0	2	7	23	21	4	1	0	0	0	0	0	49	84.48	30	51.72	1	1.724	24.4	29.4
0700	183	0	0	9	31	84	51	7	0	0	1	0	0	0	143	78.14	72	39.34	1	0.546	22.9	27.2
0800	290	0	0	24	101	111	49	4	1	0	0	0	0	0	165	56.9	71	24.48	1	0.345	21.1	25.4
0900	133	0	0	2	36	72	19	4	0	0	0	0	0	0	95	71.43	32	24.06	0	0	21.8	25.8
1000	118	0	2	11	38	46	17	4	0	0	0	0	0	0	67	56.78	27	22.88	0	0	20.9	25.6
1100	96	0	1	7	22	42	20	4	0	0	0	0	0	0	66	68.75	33	34.38	0	0	22	26.6
1200	111	0	0	8	43	45	12	3	0	0	0	0	0	0	60	54.05	23	20.72	0	0	20.9	24.7
1300	134	0	0	3	50	60	14	6	1	0	0	0	0	0	81	60.45	27	20.15	1	0.746	21.3	25.4
1400	166	0	3	14	54	64	29	1	1	0	0	0	0	0	95	57.23	39	23.49	1	0.602	20.8	25.8
1500	162	0	0	12	58	67	22	3	0	0	0	0	0	0	92	56.79	44	27.16	0	0	21	25.1
1600	227	0	1	18	100	85	22	0	1	0	0	0	0	0	108	47.58	33	14.54	1	0.441	19.9	23.8
1700	267	0	3	34	135	79	16	0	0	0	0	0	0	0	95	35.58	28	10.49	0	0	18.8	23.5
1800	179	0	0	8	71	69	26	5	0	0	0	0	0	0	100	55.87	41	22.91	0	0	21	25.5
1900	100	0	0	9	47	38	3	3	0	0	0	0	0	0	44	44	9	9	0	0	19.9	23.4
2000	58	0	0	4	20	23	7	3	1	0	0	0	0	0	34	58.62	14	24.14	1	1.724	21.6	26.1
2100	40	0	1	1	9	19	9	1	0	0	0	0	0	0	29	72.5	12	30	0	0	22	27.3
2200	13	0	0	0	1	7	5	0	0	0	0	0	0	0	12	92.31	6	46.15	0	0	24	28.9
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
07-19	2066	0	10	150	739	824	297	41	4	0	1	0	0	0	1167	56.49	470	22.75	5	0.242	20.9	25.3
06-22	2322	0	11	166	822	927	337	52	6	0	1	0	0	0	1323	56.98	535	23.04	7	0.301	21	25.4
06-00	2336	0	11	166	824	934	342	52	6	0	1	0	0	0	1335	57.15	541	23.16	7	0.3	21	25.4
00-00	2388	0	11	169	830	948	363	57	8	1	1	0	0	0	1378	57.71	577	24.16	10	0.419	21.1	25.6

SS1772 Skewen																Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)				
01 April 2025			to			07 April 2025										Direction	Northbound						
								Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130				20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
02 April 2025																									
0000	**6**	0	0	0	1	2	2	0	0	1	0	0	0	0				5	83.33	3	50	1	16.67	26.1	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	-	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	-	-
0300	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0				0	0	0	0	0	0	14.5	-
0400	**7**	0	0	0	1	1	4	1	0	0	0	0	0	0				6	85.71	5	71.43	0	0	24.8	-
0500	**29**	0	1	1	2	12	7	2	3	1	0	0	0	0				25	86.21	15	51.72	4	13.79	25.2	35.4
0600	**59**	0	0	0	10	17	26	5	1	0	0	0	0	0				49	83.05	36	61.02	1	1.695	25.2	29.8
0700	**189**	0	1	14	44	82	39	9	0	0	0	0	0	0				130	68.78	64	33.86	0	0	22	26.5
0800	**307**	0	7	19	89	147	38	7	0	0	0	0	0	0				192	62.54	57	18.57	0	0	20.8	24.8
0900	**125**	0	0	8	46	46	20	4	1	0	0	0	0	0				71	56.8	34	27.2	1	0.8	21.3	26.3
1000	**98**	0	2	3	33	44	13	3	0	0	0	0	0	0				60	61.22	22	22.45	0	0	21.2	25.3
1100	**124**	0	0	7	46	48	21	2	0	0	0	0	0	0				71	57.26	34	27.42	0	0	21.1	25.3
1200	**128**	0	1	4	43	56	24	0	0	0	0	0	0	0				80	62.5	35	27.34	0	0	21.5	26.2
1300	**111**	0	1	6	31	55	14	4	0	0	0	0	0	0				73	65.77	29	26.13	0	0	21.6	25.6
1400	**180**	0	1	14	79	64	20	1	0	1	0	0	0	0				86	47.78	35	19.44	1	0.556	20.1	24.7
1500	**189**	1	2	19	83	66	17	1	0	0	0	0	0	0				84	44.44	28	14.81	0	0	19.4	24
1600	**143**	0	0	18	71	42	12	0	0	0	0	0	0	0				54	37.76	19	13.29	0	0	19.2	23.8
1700	**107**	0	1	6	47	42	9	2	0	0	0	0	0	0				53	49.53	19	17.76	0	0	20.3	24.6
1800	**88**	0	0	3	23	46	15	1	0	0	0	0	0	0				62	70.45	20	22.73	0	0	21.9	25.8
1900	**49**	0	0	0	11	27	10	1	0	0	0	0	0	0				38	77.55	16	32.65	0	0	22.4	25.4
2000	**40**	0	0	1	11	20	7	0	1	0	0	0	0	0				28	70	12	30	1	2.5	22.1	26.4
2100	**24**	0	0	0	3	10	9	1	1	0	0	0	0	0				21	87.5	13	54.17	1	4.167	24.7	28.3
2200	**9**	0	0	0	2	4	3	0	0	0	0	0	0	0				7	77.78	3	33.33	0	0	23	-
2300	**5**	0	0	0	1	2	1	1	0	0	0	0	0	0				4	80	2	40	0	0	24.3	-
07-19	**1789**	**1**	**16**	**121**	**635**	**738**	**242**	**34**	**1**	**1**	**0**	**0**	**0**	**0**				**1016**	**56.79**	**396**	**22.14**	**2**	**0.112**	**20.8**	**25.1**
06-22	**1961**	**1**	**16**	**122**	**670**	**812**	**294**	**41**	**4**	**1**	**0**	**0**	**0**	**0**				**1152**	**58.75**	**473**	**24.12**	**5**	**0.255**	**21**	**25.4**
06-00	**1975**	**1**	**16**	**122**	**673**	**818**	**298**	**42**	**4**	**1**	**0**	**0**	**0**	**0**				**1163**	**58.89**	**478**	**24.2**	**5**	**0.253**	**21.1**	**25.4**
00-00	**2018**	**1**	**17**	**124**	**677**	**833**	**311**	**45**	**7**	**3**	**0**	**0**	**0**	**0**				**1199**	**59.42**	**501**	**24.83**	**10**	**0.496**	**21.1**	**25.5**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
03 April 2025																						
0000	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	20.5	-
0100	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.9	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**2**	0	0	0	0	0	2	0	0	0	0	0	0	0	2	100	2	100	0	0	26.4	-
0500	**27**	0	0	0	2	10	11	2	2	0	0	0	0	0	25	92.59	18	66.67	2	7.407	26.4	31.2
0600	**40**	0	0	0	6	15	16	0	3	0	0	0	0	0	34	85	22	55	3	7.5	24.8	28.9
0700	**112**	0	1	1	21	46	34	9	0	0	0	0	0	0	89	79.46	49	43.75	0	0	23.7	28.5
0800	**115**	0	0	0	14	71	26	4	0	0	0	0	0	0	101	87.83	41	35.65	0	0	23.5	27
0900	**49**	0	0	1	7	29	9	3	0	0	0	0	0	0	41	83.67	17	34.69	0	0	23.1	26.8
1000	**55**	0	0	0	8	33	14	0	0	0	0	0	0	0	47	85.45	24	43.64	0	0	23.2	26.7
1100	**50**	0	0	1	7	22	13	6	1	0	0	0	0	0	42	84	21	42	1	2	24.3	29.8
1200	**47**	0	0	0	7	27	10	3	0	0	0	0	0	0	40	85.11	16	34.04	0	0	23.2	26.1
1300	**64**	0	0	0	17	27	20	0	0	0	0	0	0	0	47	73.44	26	40.63	0	0	22.6	26.5
1400	**82**	0	0	2	25	38	16	0	1	0	0	0	0	0	55	67.07	21	25.61	1	1.22	21.7	25.5
1500	**53**	0	0	2	21	21	6	3	0	0	0	0	0	0	30	56.6	14	26.42	0	0	21.1	25.9
1600	**96**	1	0	2	28	53	11	1	0	0	0	0	0	0	65	67.71	20	20.83	0	0	21.3	24.9
1700	**82**	0	0	2	24	47	9	0	0	0	0	0	0	0	56	68.29	19	23.17	0	0	21.5	24.7
1800	**69**	0	0	1	20	36	9	3	0	0	0	0	0	0	48	69.57	14	20.29	0	0	21.8	25.6
1900	**55**	0	0	1	9	24	15	3	1	2	0	0	0	0	45	81.82	26	47.27	3	5.455	24.2	29
2000	**51**	0	0	0	14	24	8	5	0	0	0	0	0	0	37	72.55	17	33.33	0	0	23	27.3
2100	**27**	0	0	2	4	14	4	2	1	0	0	0	0	0	21	77.78	11	40.74	1	3.704	23.2	27.8
2200	**10**	0	0	0	3	4	3	0	0	0	0	0	0	0	7	70	3	30	0	0	22	-
2300	**6**	0	0	0	2	4	0	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	21.9	-
07-19	**874**	**1**	**1**	**12**	**199**	**450**	**177**	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**661**	**75.63**	**282**	**32.27**	**2**	**0.229**	**22.6**	**26.3**
06-22	**1047**	**1**	**1**	**15**	**232**	**527**	**220**	**42**	**7**	**2**	**0**	**0**	**0**	**0**	**798**	**76.22**	**358**	**34.19**	**9**	**0.86**	**22.8**	**26.8**
06-00	**1063**	**1**	**1**	**15**	**237**	**535**	**223**	**42**	**7**	**2**	**0**	**0**	**0**	**0**	**809**	**76.11**	**362**	**34.05**	**9**	**0.847**	**22.8**	**26.8**
00-00	**1096**	**1**	**1**	**15**	**241**	**547**	**236**	**44**	**9**	**2**	**0**	**0**	**0**	**0**	**838**	**76.46**	**382**	**34.85**	**11**	**1.004**	**22.9**	**27**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
04 April 2025																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.4	-
0100	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	29.6	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**5**	0	0	0	1	1	3	0	0	0	0	0	0	0	4	80	3	60	0	0	24.8	-
0500	**19**	0	0	0	3	6	6	4	0	0	0	0	0	0	16	84.21	13	68.42	0	0	25.5	31.3
0600	**40**	0	0	0	4	18	15	3	0	0	0	0	0	0	36	90	26	65	0	0	24.7	28.1
0700	**103**	0	0	2	9	49	40	3	0	0	0	0	0	0	92	89.32	50	48.54	0	0	24	27.6
0800	**125**	0	0	3	23	64	28	7	0	0	0	0	0	0	99	79.2	48	38.4	0	0	22.9	26.5
0900	**60**	0	0	2	15	29	9	5	0	0	0	0	0	0	43	71.67	21	35	0	0	22.8	26.3
1000	**59**	0	0	0	15	28	14	2	0	0	0	0	0	0	44	74.58	19	32.2	0	0	23	28.4
1100	**63**	0	0	1	9	32	20	1	0	0	0	0	0	0	53	84.13	25	39.68	0	0	23.2	26.9
1200	**52**	0	0	0	5	28	15	3	1	0	0	0	0	0	47	90.38	26	50	1	1.923	24.3	28.1
1300	**83**	0	0	4	20	46	13	0	0	0	0	0	0	0	59	71.08	16	19.28	0	0	21.5	25.5
1400	**109**	0	0	2	27	66	14	0	0	0	0	0	0	0	80	73.39	21	19.27	0	0	21.6	24.6
1500	**104**	1	0	0	40	51	12	0	0	0	0	0	0	0	63	60.58	21	20.19	0	0	21	24.6
1600	**96**	0	0	5	35	43	12	0	0	1	0	0	0	0	56	58.33	17	17.71	1	1.042	21	24.6
1700	**117**	1	1	3	52	50	10	0	0	0	0	0	0	0	60	51.28	20	17.09	0	0	20.4	24.2
1800	**67**	0	2	2	24	31	7	0	1	0	0	0	0	0	39	58.21	11	16.42	1	1.493	21	24.7
1900	**54**	0	0	2	12	28	9	1	2	0	0	0	0	0	40	74.07	19	35.19	2	3.704	22.5	25.8
2000	**45**	0	0	0	6	26	10	3	0	0	0	0	0	0	39	86.67	14	31.11	0	0	23.3	27.7
2100	**25**	0	0	0	7	14	4	0	0	0	0	0	0	0	18	72	5	20	0	0	21.7	25.3
2200	**18**	0	0	0	6	7	4	1	0	0	0	0	0	0	12	66.67	6	33.33	0	0	22.4	27.9
2300	**10**	0	0	0	3	5	2	0	0	0	0	0	0	0	7	70	3	30	0	0	21.8	-
07-19	**1038**	**2**	**3**	**24**	**274**	**517**	**194**	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**735**	**70.81**	**295**	**28.42**	**3**	**0.289**	**22.1**	**25.9**
06-22	**1202**	**2**	**3**	**26**	**303**	**603**	**232**	**28**	**4**	**1**	**0**	**0**	**0**	**0**	**868**	**72.21**	**359**	**29.87**	**5**	**0.416**	**22.2**	**26.1**
06-00	**1230**	**2**	**3**	**26**	**312**	**615**	**238**	**29**	**4**	**1**	**0**	**0**	**0**	**0**	**887**	**72.11**	**368**	**29.92**	**5**	**0.407**	**22.2**	**26.1**
00-00	**1257**	**2**	**3**	**26**	**316**	**623**	**248**	**34**	**4**	**1**	**0**	**0**	**0**	**0**	**910**	**72.39**	**387**	**30.79**	**5**	**0.398**	**22.3**	**26.3**

SS1772 Skewen															Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)					
01 April 2025				to				07 April 2025							Direction	Northbound							
								Speed Bins									Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
05 April 2025																							
0000	**5**	0	0	1	2	1	0	1	0	0	0	0	0	0	2	40	1	20	0	0	21.3	-
0100	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	2	100	0	0	26.6	-
0200	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	30.7	-
0500	**12**	0	0	0	2	5	4	1	0	0	0	0	0	0	10	83.33	7	58.33	0	0	24.4	29.3
0600	**23**	0	0	0	3	9	10	1	0	0	0	0	0	0	20	86.96	11	47.83	0	0	24.2	28.9
0700	**39**	0	0	0	13	9	15	1	1	0	0	0	0	0	26	66.67	20	51.28	1	2.564	23.6	28.4
0800	**82**	0	0	0	18	33	24	6	1	0	0	0	0	0	64	78.05	42	51.22	1	1.22	23.8	28.3
0900	**79**	1	0	0	21	29	23	4	1	0	0	0	0	0	57	72.15	33	41.77	1	1.266	22.8	27.5
1000	**86**	0	0	0	21	46	16	3	0	0	0	0	0	0	65	75.58	25	29.07	0	0	22.4	26.3
1100	**63**	0	0	4	18	30	9	1	1	0	0	0	0	0	41	65.08	17	26.98	1	1.587	21.3	25.7
1200	**82**	0	0	1	27	38	13	3	0	0	0	0	0	0	54	65.85	23	28.05	0	0	22.2	26.3
1300	**82**	1	0	0	15	42	20	3	1	0	0	0	0	0	66	80.49	28	34.15	1	1.22	23	27.7
1400	**50**	0	0	0	10	35	5	0	0	0	0	0	0	0	40	80	10	20	0	0	21.8	24.6
1500	**82**	0	0	3	28	34	11	4	0	1	1	0	0	0	51	62.2	24	29.27	2	2.439	22.1	25.7
1600	**64**	0	1	3	23	28	8	0	0	0	1	0	0	0	37	57.81	17	26.56	1	1.563	21.3	24.8
1700	**120**	0	0	2	42	58	16	2	0	0	0	0	0	0	76	63.33	22	18.33	0	0	21.5	25.1
1800	**101**	0	0	5	34	50	10	2	0	0	0	0	0	0	62	61.39	17	16.83	0	0	21.1	24.3
1900	**68**	0	0	1	21	29	14	2	1	0	0	0	0	0	46	67.65	23	33.82	1	1.471	22.4	27.5
2000	**44**	0	0	0	17	21	6	0	0	0	0	0	0	0	27	61.36	9	20.45	0	0	21.2	25
2100	**26**	0	0	1	5	15	5	0	0	0	0	0	0	0	20	76.92	5	19.23	0	0	21.7	26
2200	**23**	0	0	0	12	8	2	1	0	0	0	0	0	0	11	47.83	3	13.04	0	0	21	24.9
2300	**8**	0	0	0	1	5	1	1	0	0	0	0	0	0	7	87.5	3	37.5	0	0	23.5	-
07-19	**930**	**2**	**1**	**18**	**270**	**432**	**170**	**29**	**5**	**1**	**2**	**0**	**0**	**0**	**639**	**68.71**	**278**	**29.89**	**8**	**0.86**	**22.2**	**26.3**
06-22	**1091**	**2**	**1**	**20**	**316**	**506**	**205**	**32**	**6**	**1**	**2**	**0**	**0**	**0**	**752**	**68.93**	**326**	**29.88**	**9**	**0.825**	**22.2**	**26.3**
06-00	**1122**	**2**	**1**	**20**	**329**	**519**	**208**	**34**	**6**	**1**	**2**	**0**	**0**	**0**	**770**	**68.63**	**332**	**29.59**	**9**	**0.802**	**22.2**	**26.3**
00-00	**1146**	**2**	**1**	**22**	**335**	**526**	**214**	**37**	**6**	**1**	**2**	**0**	**0**	**0**	**786**	**68.59**	**344**	**30.02**	**9**	**0.785**	**22.2**	**26.4**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20		ACPO (SL1) 24 ACPO		DfT (SL2) 35 DFT		Mean Speed	85%ile Speed
06 April 2025																						
0000	**6**	0	0	0	2	3	1	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	21.8	-
0100	**10**	0	0	0	6	2	2	0	0	0	0	0	0	0	4	40	3	30	0	0	21.7	-
0200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0300	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	1	50	0	0	23.2	-
0400	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.6	-
0500	**6**	0	0	0	1	1	3	1	0	0	0	0	0	0	5	83.33	4	66.67	0	0	26.2	-
0600	**10**	0	0	0	0	5	3	2	0	0	0	0	0	0	10	100	6	60	0	0	25.7	-
0700	**22**	0	0	0	1	12	7	2	0	0	0	0	0	0	21	95.45	12	54.55	0	0	24.4	27.3
0800	**37**	0	0	0	4	19	13	1	0	0	0	0	0	0	33	89.19	21	56.76	0	0	24.2	26.7
0900	**80**	0	0	0	15	32	29	4	0	0	0	0	0	0	65	81.25	37	46.25	0	0	23.9	27.5
1000	**77**	0	0	2	14	37	20	4	0	0	0	0	0	0	61	79.22	27	35.06	0	0	23	27.5
1100	**86**	0	0	3	21	48	11	3	0	0	0	0	0	0	62	72.09	19	22.09	0	0	21.9	25.2
1200	**88**	1	1	1	23	48	13	1	0	0	0	0	0	0	62	70.45	18	20.45	0	0	21.5	25.4
1300	**79**	0	0	1	28	44	4	2	0	0	0	0	0	0	50	63.29	11	13.92	0	0	21.1	23.8
1400	**59**	0	0	1	13	26	17	1	1	0	0	0	0	0	45	76.27	25	42.37	1	1.695	23.2	27.5
1500	**37**	0	0	0	12	18	7	0	0	0	0	0	0	0	25	67.57	11	29.73	0	0	21.9	25.2
1600	**43**	0	1	1	13	15	13	0	0	0	0	0	0	0	28	65.12	14	32.56	0	0	21.9	25.9
1700	**48**	0	1	1	16	24	5	1	0	0	0	0	0	0	30	62.5	7	14.58	0	0	21	24
1800	**72**	0	0	2	19	39	11	1	0	0	0	0	0	0	51	70.83	16	22.22	0	0	21.7	25.3
1900	**77**	0	0	0	25	39	13	0	0	0	0	0	0	0	52	67.53	19	24.68	0	0	22.2	26
2000	**37**	0	0	0	13	15	6	3	0	0	0	0	0	0	24	64.86	13	35.14	0	0	22.6	27.4
2100	**29**	0	0	1	9	11	6	2	0	0	0	0	0	0	19	65.52	13	44.83	0	0	22.6	26.4
2200	**22**	0	0	0	3	11	4	3	1	0	0	0	0	0	19	86.36	9	40.91	1	4.545	24.3	33.9
2300	**5**	0	0	0	1	3	1	0	0	0	0	0	0	0	4	80	2	40	0	0	22.7	-
07-19	**728**	**1**	**3**	**12**	**179**	**362**	**150**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**533**	**73.21**	**218**	**29.95**	**1**	**0.137**	**22.3**	**26.1**
06-22	**881**	**1**	**3**	**13**	**226**	**432**	**178**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**638**	**72.42**	**269**	**30.53**	**1**	**0.114**	**22.4**	**26.3**
06-00	**908**	**1**	**3**	**13**	**230**	**446**	**183**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**661**	**72.8**	**280**	**30.84**	**2**	**0.22**	**22.4**	**26.3**
00-00	**934**	**1**	**3**	**13**	**240**	**455**	**189**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**677**	**72.48**	**289**	**30.94**	**2**	**0.214**	**22.4**	**26.3**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

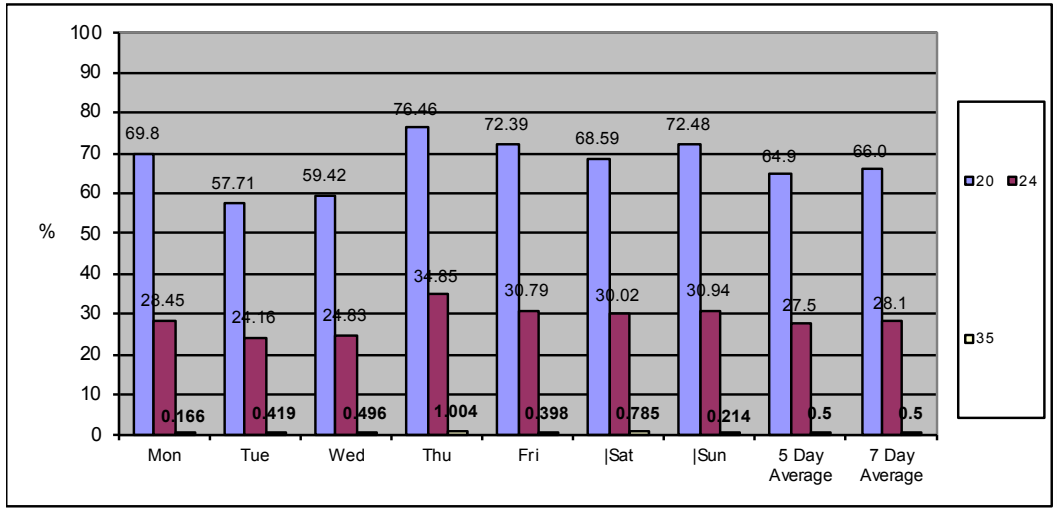
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
07 April 2025																						
0000	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	29.1	-
0100	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	30.4	-
0200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	2	50	0	0	23.9	-
0500	**32**	0	0	1	3	12	12	4	0	0	0	0	0	0	28	87.5	20	62.5	0	0	25.1	30
0600	**49**	0	0	0	7	15	20	7	0	0	0	0	0	0	42	85.71	30	61.22	0	0	25.4	30.1
0700	**114**	0	0	0	18	64	28	4	0	0	0	0	0	0	96	84.21	43	37.72	0	0	23.2	27.2
0800	**113**	0	1	2	31	57	18	4	0	0	0	0	0	0	79	69.91	33	29.2	0	0	22	25.5
0900	**58**	0	2	2	14	25	12	3	0	0	0	0	0	0	40	68.97	15	25.86	0	0	22.2	28
1000	**69**	0	0	2	13	39	9	6	0	0	0	0	0	0	54	78.26	22	31.88	0	0	22.8	26.9
1100	**81**	0	1	0	25	42	10	1	2	0	0	0	0	0	55	67.9	23	28.4	2	2.469	22.2	25.4
1200	**75**	0	0	2	16	37	20	0	0	0	0	0	0	0	57	76	24	32	0	0	22.4	26.9
1300	**81**	0	0	4	26	35	12	4	0	0	0	0	0	0	51	62.96	19	23.46	0	0	21.6	26.5
1400	**118**	0	0	3	35	64	13	3	0	0	0	0	0	0	80	67.8	23	19.49	0	0	21.5	24.6
1500	**47**	0	0	2	19	21	4	1	0	0	0	0	0	0	26	55.32	10	21.28	0	0	20.8	24.6
1600	**74**	0	0	5	24	39	5	1	0	0	0	0	0	0	45	60.81	11	14.86	0	0	20.6	24
1700	**77**	0	1	3	29	38	5	1	0	0	0	0	0	0	44	57.14	13	16.88	0	0	20.5	24.2
1800	**90**	0	1	3	33	42	10	1	0	0	0	0	0	0	53	58.89	18	20	0	0	20.9	24.9
1900	**60**	0	0	0	21	29	8	2	0	0	0	0	0	0	39	65	13	21.67	0	0	21.4	25.5
2000	**31**	0	0	0	8	15	7	1	0	0	0	0	0	0	23	74.19	10	32.26	0	0	22.6	28.7
2100	**11**	0	0	0	2	5	3	1	0	0	0	0	0	0	9	81.82	5	45.45	0	0	23.9	28.5
2200	**7**	0	0	1	0	1	2	3	0	0	0	0	0	0	6	85.71	5	71.43	0	0	26.5	-
2300	**7**	0	0	0	1	5	1	0	0	0	0	0	0	0	6	85.71	1	14.29	0	0	22.4	-
07-19	**997**	**0**	**6**	**28**	**283**	**503**	**146**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**680**	**68.2**	**254**	**25.48**	**2**	**0.201**	**21.8**	**25.6**
06-22	**1148**	**0**	**6**	**28**	**321**	**567**	**184**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**793**	**69.08**	**312**	**27.18**	**2**	**0.174**	**22**	**26.2**
06-00	**1162**	**0**	**6**	**29**	**322**	**573**	**187**	**43**	**2**	**0**	**0**	**0**	**0**	**0**	**805**	**69.28**	**318**	**27.37**	**2**	**0.172**	**22**	**26.2**
00-00	**1202**	**0**	**6**	**30**	**327**	**587**	**201**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**839**	**69.8**	**342**	**28.45**	**2**	**0.166**	**22.1**	**26.4**

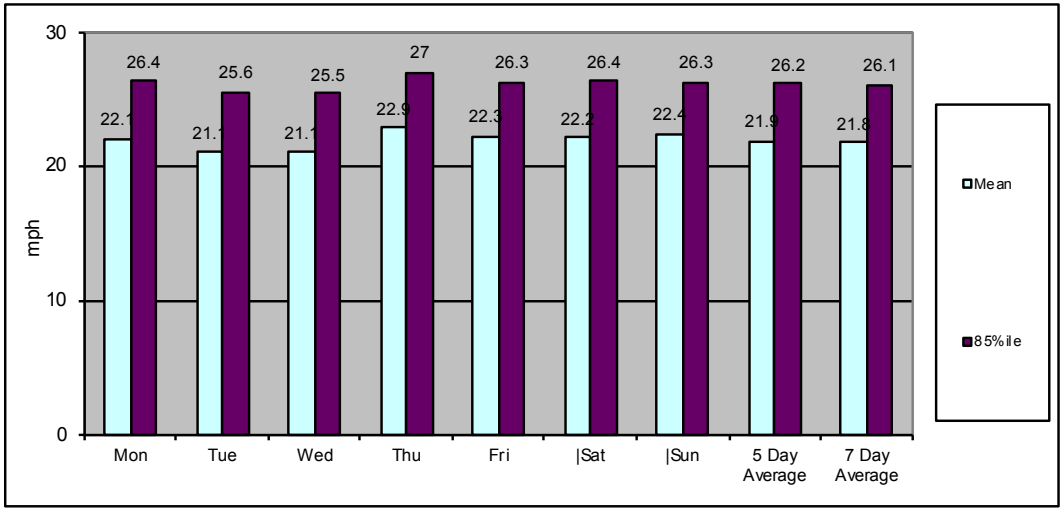
SS1772 Skewen																						
01 April 2025				to				07 April 2025							Site Direction	1 Northbound		Location	Crymlyn Road - No 1 (51.65671, -3.85543)			
								Speed Bins							Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**4**	0	0	0	1	1	1	0	0	0	0	0	0	0	3	73.08	2	42.31	0	3.846	23.9	-
0100	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	61.11	1	50	0	0	24	-
0200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0300	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	40	0	0	20.9	-
0400	**4**	0	0	0	0	1	2	0	0	0	0	0	0	0	3	88.46	3	69.23	0	0	25.6	-
0500	**23**	0	0	1	3	8	8	2	1	0	0	0	0	0	20	85.98	15	62.8	1	5.488	25.4	30.1
0600	**40**	0	0	0	5	15	16	3	1	0	0	0	0	0	34	86.02	23	57.71	1	1.792	24.9	29.3
0700	**109**	0	0	4	20	49	31	5	0	0	0	0	0	0	85	78.35	44	40.68	0	0.262	23.1	27.4
0800	**153**	0	1	7	40	72	28	5	0	0	0	0	0	0	105	68.57	45	29.28	0	0.187	21.9	25.9
0900	**83**	0	0	2	22	37	17	4	0	0	0	0	0	0	59	70.55	27	32.36	0	0.342	22.4	26.7
1000	**80**	0	1	3	20	39	15	3	0	0	0	0	0	0	57	70.82	24	29.54	0	0	22.1	26.3
1100	**80**	0	0	3	21	38	15	3	1	0	0	0	0	0	56	69.27	25	30.55	1	0.71	22.1	26.2
1200	**83**	0	0	2	23	40	15	2	0	0	0	0	0	0	57	68.61	24	28.3	0	0.172	22	26.3
1300	**91**	0	0	3	27	44	14	3	0	0	0	0	0	0	61	67.35	22	24.61	0	0.315	21.8	25.9
1400	**109**	0	1	5	35	51	16	1	0	0	0	0	0	0	69	62.96	25	22.77	1	0.524	21.2	25.2
1500	**96**	0	0	5	37	40	11	2	0	0	0	0	0	0	53	55.04	22	22.55	0	0.297	20.7	24.8
1600	**106**	0	0	7	42	44	12	0	0	0	0	0	0	0	56	52.89	19	17.63	0	0.404	20.4	24.3
1700	**117**	0	1	7	49	48	10	1	0	0	0	0	0	0	59	50.61	18	15.65	0	0	20.2	24
1800	**95**	0	0	3	32	45	13	2	0	0	0	0	0	0	59	62.31	20	20.57	0	0.15	21.3	25.1
1900	**66**	0	0	2	21	31	10	2	1	0	0	0	0	0	43	65.66	18	27	1	1.296	21.9	25.9
2000	**44**	0	0	1	13	21	7	2	0	0	0	0	0	0	30	69.28	13	29.08	0	0.654	22.3	26.8
2100	**26**	0	0	1	6	13	6	1	0	0	0	0	0	0	20	75.27	9	35.16	0	1.099	22.7	27
2200	**15**	0	0	0	4	6	3	1	0	0	0	0	0	0	11	72.55	5	34.31	0	0.98	23	28.2
2300	**6**	0	0	0	1	3	1	0	0	0	0	0	0	0	5	76.19	2	28.57	0	0	22.6	-
07-19	**1203**	**1**	**6**	**52**	**368**	**547**	**197**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**776**	**64.49**	**313**	**26.04**	**3**	**0.273**	**21.6**	**25.7**
06-22	**1379**	**1**	**6**	**56**	**413**	**625**	**236**	**37**	**4**	**1**	**0**	**0**	**0**	**0**	**903**	**65.52**	**376**	**27.27**	**5**	**0.394**	**21.7**	**25.9**
06-00	**1399**	**1**	**6**	**56**	**418**	**634**	**240**	**39**	**4**	**1**	**0**	**0**	**0**	**0**	**919**	**65.64**	**383**	**27.35**	**6**	**0.398**	**21.7**	**25.9**
00-00	**1434**	**1**	**6**	**57**	**424**	**646**	**252**	**42**	**5**	**1**	**0**	**0**	**0**	**0**	**947**	**66**	**403**	**28.1**	**7**	**0.488**	**21.8**	**26.1**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**1202**	0	6	30	327	587	201	49	2	0	0	0	0	0	839	69.8	342	28.45	2	0.166	22.1	26.4
Tue	**2388**	0	11	169	830	948	363	57	8	1	1	0	0	0	1378	57.71	577	24.16	10	0.419	21.1	25.6
Wed	**2018**	1	17	124	677	833	311	45	7	3	0	0	0	0	1199	59.42	501	24.83	10	0.496	21.1	25.5
Thu	**1096**	1	1	15	241	547	236	44	9	2	0	0	0	0	838	76.46	382	34.85	11	1.004	22.9	27
Fri	**1257**	2	3	26	316	623	248	34	4	1	0	0	0	0	910	72.39	387	30.79	5	0.398	22.3	26.3
|Sat	**1146**	2	1	22	335	526	214	37	6	1	2	0	0	0	786	68.59	344	30.02	9	0.785	22.2	26.4
|Sun	**934**	1	3	13	240	455	189	31	2	0	0	0	0	0	677	72.48	289	30.94	2	0.214	22.4	26.3
5 Day Average																						
[--]	**1592**	1	8	73	478	708	272	46	6	1	0	0	0	0	1033	64.9	438	27.5	8	0.5	21.9	26.2
7 Day Average																						
[--]	**1434**	1	6	57	424	646	252	42	5	1	0	0	0	0	947	66.0	403	28.1	7	0.5	21.8	26.1
Total Vehicles																						
[--]	**10041**	7	42	399	2966	4519	1762	297	38	8	3	0	0	0	6627	66	2822	28	49	0	22	26





SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Southbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
01 April 2025																						
0000	**5**	0	0	0	0	3	1	1	0	0	0	0	0	0	5	100	3	60	0	0	26.2	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	20.2	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**10**	0	0	1	2	3	3	0	1	0	0	0	0	0	7	70	5	50	1	10	23.5	-
0600	**20**	1	0	2	5	6	5	1	0	0	0	0	0	0	12	60	7	35	0	0	20.5	27.8
0700	**101**	0	0	1	34	48	15	2	0	1	0	0	0	0	66	65.35	25	24.75	1	0.99	21.9	25.3
0800	**225**	0	0	7	81	121	16	0	0	0	0	0	0	0	137	60.89	30	13.33	0	0	20.8	23.8
0900	**144**	0	2	2	51	68	20	1	0	0	0	0	0	0	89	61.81	29	20.14	0	0	21.4	25
1000	**115**	0	0	6	49	48	12	0	0	0	0	0	0	0	60	52.17	17	14.78	0	0	20.3	24
1100	**120**	0	2	2	34	58	21	3	0	0	0	0	0	0	82	68.33	34	28.33	0	0	21.8	26
1200	**126**	0	1	5	45	60	13	2	0	0	0	0	0	0	75	59.52	23	18.25	0	0	20.9	24.5
1300	**109**	0	0	2	36	54	16	1	0	0	0	0	0	0	71	65.14	23	21.1	0	0	21.4	25.1
1400	**120**	0	3	2	39	55	17	4	0	0	0	0	0	0	76	63.33	35	29.17	0	0	21.4	25.3
1500	**242**	0	0	10	88	113	24	6	1	0	0	0	0	0	144	59.5	42	17.36	1	0.413	21	24.4
1600	**231**	0	0	11	78	115	25	2	0	0	0	0	0	0	142	61.47	46	19.91	0	0	21.1	24.6
1700	**255**	0	2	25	106	107	15	0	0	0	0	0	0	0	122	47.84	26	10.2	0	0	19.6	23
1800	**169**	0	0	5	59	84	20	1	0	0	0	0	0	0	105	62.13	30	17.75	0	0	21	24.4
1900	**140**	0	0	2	65	61	11	1	0	0	0	0	0	0	73	52.14	19	13.57	0	0	20.6	23.8
2000	**108**	0	0	5	42	43	17	1	0	0	0	0	0	0	61	56.48	20	18.52	0	0	20.9	25.3
2100	**51**	0	0	2	20	14	14	1	0	0	0	0	0	0	29	56.86	19	37.25	0	0	21.6	26.4
2200	**29**	0	0	0	6	18	3	2	0	0	0	0	0	0	23	79.31	8	27.59	0	0	22.4	25.6
2300	**9**	0	0	0	3	3	3	0	0	0	0	0	0	0	6	66.67	4	44.44	0	0	22.6	-
07-19	**1957**	**0**	**10**	**78**	**700**	**931**	**214**	**22**	**1**	**1**	**0**	**0**	**0**	**0**	**1169**	**59.73**	**360**	**18.4**	**2**	**0.102**	**20.9**	**24.4**
06-22	**2276**	**1**	**10**	**89**	**832**	**1055**	**261**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**1344**	**59.05**	**425**	**18.67**	**2**	**0.088**	**20.9**	**24.5**
06-00	**2314**	**1**	**10**	**89**	**841**	**1076**	**267**	**28**	**1**	**1**	**0**	**0**	**0**	**0**	**1373**	**59.33**	**437**	**18.89**	**2**	**0.086**	**21**	**24.5**
00-00	**2331**	**1**	**10**	**90**	**844**	**1083**	**271**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**1386**	**59.46**	**445**	**19.09**	**3**	**0.129**	**21**	**24.6**

SS1772 Skewen																Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)				
01 April 2025			to			07 April 2025										Direction	Southbound						
								Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
02 April 2025																						
0000	**6**	0	0	0	0	5	1	0	0	0	0	0	0	0	6	100	2	33.33	0	0	23	-
0100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0200	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	0	0	0	0	22.3	-
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0500	**6**	0	0	0	2	2	1	1	0	0	0	0	0	0	4	66.67	2	33.33	0	0	22	-
0600	**23**	0	0	1	4	15	2	0	1	0	0	0	0	0	18	78.26	6	26.09	1	4.348	22.5	25.6
0700	**115**	0	0	3	43	54	14	1	0	0	0	0	0	0	69	60	20	17.39	0	0	21	24.5
0800	**190**	0	0	4	61	103	22	0	0	0	0	0	0	0	125	65.79	33	17.37	0	0	21.4	24.5
0900	**150**	0	0	1	63	79	6	1	0	0	0	0	0	0	86	57.33	16	10.67	0	0	20.8	23.6
1000	**85**	0	1	4	31	39	10	0	0	0	0	0	0	0	49	57.65	19	22.35	0	0	20.6	24.8
1100	**128**	0	0	9	51	57	11	0	0	0	0	0	0	0	68	53.13	18	14.06	0	0	20.2	23.9
1200	**129**	1	0	7	42	60	17	2	0	0	0	0	0	0	79	61.24	30	23.26	0	0	21	25
1300	**132**	0	0	2	41	65	20	4	0	0	0	0	0	0	89	67.42	34	25.76	0	0	21.8	25.5
1400	**115**	0	3	1	27	66	17	1	0	0	0	0	0	0	84	73.04	30	26.09	0	0	21.7	25.6
1500	**247**	0	1	6	95	122	21	2	0	0	0	0	0	0	145	58.7	33	13.36	0	0	20.7	23.8
1600	**226**	0	2	27	101	86	9	1	0	0	0	0	0	0	96	42.48	18	7.965	0	0	19.2	22.9
1700	**205**	0	0	5	87	101	12	0	0	0	0	0	0	0	113	55.12	25	12.2	0	0	20.5	23.7
1800	**157**	0	0	4	50	78	21	4	0	0	0	0	0	0	103	65.61	44	28.03	0	0	21.7	25.3
1900	**112**	0	0	2	35	62	13	0	0	0	0	0	0	0	75	66.96	22	19.64	0	0	21.3	24.5
2000	**92**	0	0	2	35	38	14	2	1	0	0	0	0	0	55	59.78	20	21.74	1	1.087	21.3	25.4
2100	**49**	0	0	2	10	27	7	3	0	0	0	0	0	0	37	75.51	13	26.53	0	0	22.2	25.9
2200	**22**	0	0	2	7	7	5	0	1	0	0	0	0	0	13	59.09	7	31.82	1	4.545	21.5	25.6
2300	**13**	0	0	0	2	4	4	3	0	0	0	0	0	0	11	84.62	10	76.92	0	0	26.1	31.6
07-19	**1879**	**1**	**7**	**73**	**692**	**910**	**180**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**1106**	**58.86**	**320**	**17.03**	**0**	**0**	**20.8**	**24.3**
06-22	**2155**	**1**	**7**	**80**	**776**	**1052**	**216**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**1291**	**59.91**	**381**	**17.68**	**2**	**0.093**	**20.9**	**24.4**
06-00	**2190**	**1**	**7**	**82**	**785**	**1063**	**225**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**1315**	**60.05**	**398**	**18.17**	**3**	**0.137**	**20.9**	**24.4**
00-00	**2206**	**1**	**7**	**82**	**789**	**1072**	**227**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**1327**	**60.15**	**402**	**18.22**	**3**	**0.136**	**20.9**	**24.5**

SS1772 Skewen																Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)				
01 April 2025				to				07 April 2025								Direction	Southbound						
								Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130		20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
03 April 2025																							
0000	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0		2	100	1	50	0	0	25.6	-
0100	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0		2	50	2	50	0	0	21.5	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	-	-
0300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	19	-
0400	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0		1	50	0	0	0	0	20.6	-
0500	**9**	0	0	1	2	3	1	1	1	0	0	0	0	0		6	66.67	3	33.33	1	11.11	23.1	-
0600	**19**	0	0	0	3	13	2	1	0	0	0	0	0	0		16	84.21	3	15.79	0	0	22.7	28.3
0700	**73**	0	0	1	25	34	9	3	1	0	0	0	0	0		47	64.38	18	24.66	1	1.37	21.9	25.3
0800	**167**	0	0	0	46	93	27	1	0	0	0	0	0	0		121	72.46	47	28.14	0	0	22.1	25.2
0900	**123**	0	0	1	35	70	16	1	0	0	0	0	0	0		87	70.73	23	18.7	0	0	21.6	24.8
1000	**81**	0	0	0	21	48	10	2	0	0	0	0	0	0		60	74.07	17	20.99	0	0	22.1	25.1
1100	**109**	0	0	4	37	54	11	3	0	0	0	0	0	0		68	62.39	27	24.77	0	0	21.4	24.8
1200	**121**	0	0	1	36	64	19	1	0	0	0	0	0	0		84	69.42	30	24.79	0	0	21.9	25.6
1300	**110**	0	0	1	32	55	17	5	0	0	0	0	0	0		77	70	31	28.18	0	0	22.2	26.1
1400	**106**	0	0	0	44	46	12	4	0	0	0	0	0	0		62	58.49	24	22.64	0	0	21.4	25.4
1500	**228**	0	0	6	88	112	21	1	0	0	0	0	0	0		134	58.77	35	15.35	0	0	20.8	24
1600	**179**	0	0	2	77	73	22	4	0	1	0	0	0	0		100	55.87	40	22.35	1	0.559	21.3	25.2
1700	**189**	0	0	5	68	94	19	3	0	0	0	0	0	0		116	61.38	40	21.16	0	0	21	24.5
1800	**169**	0	0	1	78	76	13	1	0	0	0	0	0	0		90	53.25	19	11.24	0	0	20.6	23.8
1900	**116**	0	0	2	38	58	14	3	1	0	0	0	0	0		76	65.52	31	26.72	1	0.862	21.8	25.2
2000	**95**	0	0	2	30	52	10	1	0	0	0	0	0	0		63	66.32	18	18.95	0	0	21.2	24.6
2100	**55**	0	0	0	18	31	4	2	0	0	0	0	0	0		37	67.27	12	21.82	0	0	21.6	24.7
2200	**35**	0	0	0	6	24	5	0	0	0	0	0	0	0		29	82.86	7	20	0	0	22	25.4
2300	**11**	0	0	0	2	4	4	1	0	0	0	0	0	0		9	81.82	9	81.82	0	0	25	29.3
07-19	**1655**	**0**	**0**	**22**	**587**	**819**	**196**	**29**	**1**	**1**	**0**	**0**	**0**	**0**		**1046**	**63.2**	**351**	**21.21**	**2**	**0.121**	**21.4**	**24.8**
06-22	**1940**	**0**	**0**	**26**	**676**	**973**	**226**	**36**	**2**	**1**	**0**	**0**	**0**	**0**		**1238**	**63.81**	**415**	**21.39**	**3**	**0.155**	**21.4**	**24.8**
06-00	**1986**	**0**	**0**	**26**	**684**	**1001**	**235**	**37**	**2**	**1**	**0**	**0**	**0**	**0**		**1276**	**64.25**	**431**	**21.7**	**3**	**0.151**	**21.5**	**24.8**
00-00	**2004**	**0**	**0**	**27**	**690**	**1007**	**238**	**38**	**3**	**1**	**0**	**0**	**0**	**0**		**1287**	**64.22**	**437**	**21.81**	**4**	**0.2**	**21.5**	**24.8**

SS1772 Skewen																Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)				
01 April 2025			to			07 April 2025										Direction	Southbound						
								Speed Bins							Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
04 April 2025																						
0000	**5**	0	0	0	3	1	1	0	0	0	0	0	0	0	2	40	2	40	0	0	21.8	-
0100	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	21.1	-
0200	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	20	-
0300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	24	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**9**	0	0	0	5	4	0	0	0	0	0	0	0	0	4	44.44	0	0	0	0	19.6	-
0600	**20**	0	0	1	2	13	2	1	1	0	0	0	0	0	17	85	7	35	1	5	22.9	25.8
0700	**81**	0	0	0	22	44	14	1	0	0	0	0	0	0	59	72.84	20	24.69	0	0	22	25.8
0800	**160**	0	0	10	46	85	16	3	0	0	0	0	0	0	104	65	33	20.63	0	0	21.2	24.5
0900	**112**	0	0	4	36	55	17	0	0	0	0	0	0	0	72	64.29	24	21.43	0	0	21.3	25.1
1000	**102**	0	0	4	41	47	10	0	0	0	0	0	0	0	57	55.88	15	14.71	0	0	20.4	24.1
1100	**112**	0	0	3	45	52	10	2	0	0	0	0	0	0	64	57.14	15	13.39	0	0	20.7	23.8
1200	**110**	0	0	0	22	56	30	2	0	0	0	0	0	0	88	80	35	31.82	0	0	22.9	27
1300	**122**	0	0	2	44	56	15	4	1	0	0	0	0	0	76	62.3	32	26.23	1	0.82	21.6	25.4
1400	**170**	0	0	8	52	91	15	4	0	0	0	0	0	0	110	64.71	33	19.41	0	0	21.3	24.3
1500	**234**	0	0	9	85	114	24	2	0	0	0	0	0	0	140	59.83	39	16.67	0	0	20.9	24.4
1600	**178**	0	0	6	83	76	12	1	0	0	0	0	0	0	89	50	23	12.92	0	0	20.4	23.7
1700	**242**	0	0	11	94	114	22	1	0	0	0	0	0	0	137	56.61	39	16.12	0	0	20.6	24.2
1800	**233**	0	0	5	112	102	13	1	0	0	0	0	0	0	116	49.79	23	9.871	0	0	20.2	23
1900	**119**	0	0	0	43	58	16	2	0	0	0	0	0	0	76	63.87	25	21.01	0	0	21.5	25.3
2000	**76**	0	0	1	24	44	7	0	0	0	0	0	0	0	51	67.11	9	11.84	0	0	21.3	23.8
2100	**67**	0	0	3	16	40	7	1	0	0	0	0	0	0	48	71.64	11	16.42	0	0	21.5	24.8
2200	**52**	0	0	1	17	30	3	1	0	0	0	0	0	0	34	65.38	8	15.38	0	0	21.1	24.2
2300	**31**	0	0	0	10	13	8	0	0	0	0	0	0	0	21	67.74	10	32.26	0	0	22.1	25.9
07-19	**1856**	**0**	**0**	**62**	**682**	**892**	**198**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**1112**	**59.91**	**331**	**17.83**	**1**	**0.054**	**21**	**24.5**
06-22	**2138**	**0**	**0**	**67**	**767**	**1047**	**230**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**1304**	**60.99**	**383**	**17.91**	**2**	**0.094**	**21**	**24.5**
06-00	**2221**	**0**	**0**	**68**	**794**	**1090**	**241**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**1359**	**61.19**	**401**	**18.05**	**2**	**0.09**	**21.1**	**24.5**
00-00	**2241**	**0**	**0**	**68**	**804**	**1099**	**242**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**1369**	**61.09**	**403**	**17.98**	**2**	**0.089**	**21.1**	**24.5**

SS1772 Skewen															Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)					
01 April 2025				to				07 April 2025							Direction	Southbound							
								Speed Bins									Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
05 April 2025																						
0000	**11**	0	0	0	0	7	2	2	0	0	0	0	0	0	11	100	5	45.45	0	0	24.3	30.1
0100	**7**	0	0	0	1	3	3	0	0	0	0	0	0	0	6	85.71	3	42.86	0	0	24.8	-
0200	**7**	0	0	0	4	3	0	0	0	0	0	0	0	0	3	42.86	0	0	0	0	19.6	-
0300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0400	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0500	**5**	0	0	0	0	2	2	1	0	0	0	0	0	0	5	100	3	60	0	0	26.6	-
0600	**11**	0	0	0	1	6	4	0	0	0	0	0	0	0	10	90.91	4	36.36	0	0	23.5	27.9
0700	**27**	0	0	4	6	8	8	1	0	0	0	0	0	0	17	62.96	13	48.15	0	0	22.3	27
0800	**67**	0	0	0	18	31	16	2	0	0	0	0	0	0	49	73.13	22	32.84	0	0	22.6	26.6
0900	**96**	0	0	0	27	53	14	2	0	0	0	0	0	0	69	71.88	25	26.04	0	0	21.9	25.3
1000	**126**	0	0	1	41	67	16	1	0	0	0	0	0	0	84	66.67	23	18.25	0	0	21.4	24.5
1100	**159**	0	0	4	44	84	24	3	0	0	0	0	0	0	111	69.81	34	21.38	0	0	21.6	25.4
1200	**153**	0	0	1	63	68	20	1	0	0	0	0	0	0	89	58.17	32	20.92	0	0	21.3	24.9
1300	**153**	0	0	1	62	67	22	1	0	0	0	0	0	0	90	58.82	34	22.22	0	0	21.2	25.5
1400	**147**	0	0	1	48	71	25	2	0	0	0	0	0	0	98	66.67	36	24.49	0	0	21.8	25.7
1500	**118**	0	0	3	36	58	19	2	0	0	0	0	0	0	79	66.95	25	21.19	0	0	21.4	25.8
1600	**141**	0	0	2	58	66	13	1	1	0	0	0	0	0	81	57.45	23	16.31	1	0.709	21	24.1
1700	**135**	1	0	4	57	54	17	2	0	0	0	0	0	0	73	54.07	27	20	0	0	21	24.9
1800	**113**	0	0	3	43	47	16	4	0	0	0	0	0	0	67	59.29	25	22.12	0	0	21.2	26.1
1900	**93**	0	0	4	31	37	17	4	0	0	0	0	0	0	58	62.37	24	25.81	0	0	21.8	27.3
2000	**73**	0	0	2	24	40	6	1	0	0	0	0	0	0	47	64.38	10	13.7	0	0	21.1	24
2100	**56**	0	0	0	23	25	6	1	1	0	0	0	0	0	33	58.93	9	16.07	1	1.786	21.3	25.2
2200	**35**	0	0	0	17	12	5	0	1	0	0	0	0	0	18	51.43	8	22.86	1	2.857	21.3	25.4
2300	**33**	0	0	0	13	13	6	1	0	0	0	0	0	0	20	60.61	9	27.27	0	0	21.6	26.3
07-19	**1435**	**1**	**0**	**24**	**503**	**674**	**210**	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**907**	**63.21**	**319**	**22.23**	**1**	**0.07**	**21.4**	**25.3**
06-22	**1668**	**1**	**0**	**30**	**582**	**782**	**243**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**1055**	**63.25**	**366**	**21.94**	**2**	**0.12**	**21.5**	**25.3**
06-00	**1736**	**1**	**0**	**30**	**612**	**807**	**254**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**1093**	**62.96**	**383**	**22.06**	**3**	**0.173**	**21.5**	**25.3**
00-00	**1768**	**1**	**0**	**30**	**619**	**822**	**261**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**1118**	**63.24**	**394**	**22.29**	**3**	**0.17**	**21.5**	**25.4**

SS1772 Skewen															Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)					
01 April 2025				to				07 April 2025							Direction	Southbound							
								Speed Bins									Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
06 April 2025																						
0000	**11**	0	0	0	6	3	2	0	0	0	0	0	0	0	5	45.45	2	18.18	0	0	20.7	27
0100	**16**	0	0	0	8	6	2	0	0	0	0	0	0	0	8	50	3	18.75	0	0	20.6	25.1
0200	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	1	50	0	0	23.8	-
0300	**4**	0	0	0	0	3	1	0	0	0	0	0	0	0	4	100	1	25	0	0	23	-
0400	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	0	0	0	0	22.1	-
0500	**4**	0	0	0	2	0	1	1	0	0	0	0	0	0	2	50	2	50	0	0	24.8	-
0600	**9**	0	0	0	1	4	1	2	1	0	0	0	0	0	8	88.89	6	66.67	1	11.11	26.2	-
0700	**19**	0	0	0	2	9	7	1	0	0	0	0	0	0	17	89.47	9	47.37	0	0	24.5	28.5
0800	**34**	0	0	0	9	14	8	3	0	0	0	0	0	0	25	73.53	13	38.24	0	0	23.1	26.6
0900	**71**	0	0	1	21	33	13	3	0	0	0	0	0	0	49	69.01	21	29.58	0	0	22.3	25.8
1000	**131**	0	0	0	35	70	24	2	0	0	0	0	0	0	96	73.28	35	26.72	0	0	22.2	26.1
1100	**145**	0	1	2	36	85	21	0	0	0	0	0	0	0	106	73.1	30	20.69	0	0	21.7	24.9
1200	**139**	0	0	3	32	78	25	0	1	0	0	0	0	0	104	74.82	33	23.74	1	0.719	22	25.5
1300	**129**	0	0	0	48	68	11	2	0	0	0	0	0	0	81	62.79	21	16.28	0	0	21.1	24.6
1400	**127**	0	0	0	33	70	23	1	0	0	0	0	0	0	94	74.02	39	30.71	0	0	22.1	25.5
1500	**146**	0	0	0	45	78	22	1	0	0	0	0	0	0	101	69.18	35	23.97	0	0	21.8	25.2
1600	**143**	0	0	1	48	73	18	3	0	0	0	0	0	0	94	65.73	31	21.68	0	0	21.6	25.1
1700	**126**	0	0	1	37	70	15	3	0	0	0	0	0	0	88	69.84	27	21.43	0	0	21.5	24.9
1800	**92**	0	0	3	32	39	17	1	0	0	0	0	0	0	57	61.96	21	22.83	0	0	21.1	25.4
1900	**97**	0	0	0	33	48	12	4	0	0	0	0	0	0	64	65.98	30	30.93	0	0	22.1	25.2
2000	**75**	0	0	2	26	34	12	1	0	0	0	0	0	0	47	62.67	18	24	0	0	21.5	25.9
2100	**46**	0	0	0	14	27	5	0	0	0	0	0	0	0	32	69.57	8	17.39	0	0	21.5	24.2
2200	**17**	0	0	0	3	12	2	0	0	0	0	0	0	0	14	82.35	4	23.53	0	0	22.3	25.7
2300	**13**	0	0	1	6	6	0	0	0	0	0	0	0	0	6	46.15	2	15.38	0	0	19.8	24.4
07-19	**1302**	**0**	**1**	**11**	**378**	**687**	**204**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**912**	**70.05**	**315**	**24.19**	**1**	**0.077**	**21.8**	**25.3**
06-22	**1529**	**0**	**1**	**13**	**452**	**800**	**234**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**1063**	**69.52**	**377**	**24.66**	**2**	**0.131**	**21.8**	**25.3**
06-00	**1559**	**0**	**1**	**14**	**461**	**818**	**236**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**1083**	**69.47**	**383**	**24.57**	**2**	**0.128**	**21.8**	**25.3**
00-00	**1598**	**0**	**1**	**14**	**477**	**834**	**242**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**1106**	**69.21**	**392**	**24.53**	**2**	**0.125**	**21.8**	**25.3**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Southbound

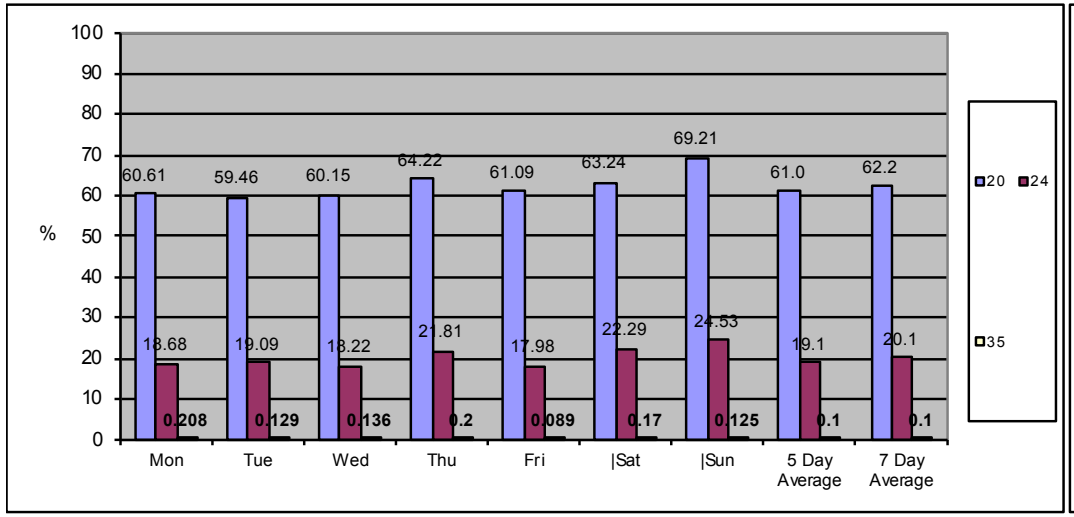
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
07 April 2025																						
0000	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	23.5	-
0100	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	27.9	-
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-
0400	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.3	-
0500	**7**	0	0	0	4	1	1	1	0	0	0	0	0	0	3	42.86	2	28.57	0	0	21.9	-
0600	**18**	0	0	0	4	12	1	0	1	0	0	0	0	0	14	77.78	3	16.67	1	5.556	22.8	24.3
0700	**71**	0	0	0	19	37	14	1	0	0	0	0	0	0	52	73.24	22	30.99	0	0	22.1	25.6
0800	**168**	0	1	6	59	80	22	0	0	0	0	0	0	0	102	60.71	29	17.26	0	0	21.1	24.7
0900	**123**	0	1	2	49	57	12	2	0	0	0	0	0	0	71	57.72	19	15.45	0	0	20.8	24.2
1000	**92**	0	0	3	30	41	15	2	1	0	0	0	0	0	59	64.13	22	23.91	1	1.087	21.7	25.7
1100	**103**	0	0	2	38	50	11	1	1	0	0	0	0	0	63	61.17	17	16.5	1	0.971	21.4	24.6
1200	**102**	0	0	0	24	53	23	1	1	0	0	0	0	0	78	76.47	34	33.33	1	0.98	22.6	25.9
1300	**107**	0	0	0	26	68	12	1	0	0	0	0	0	0	81	75.7	23	21.5	0	0	22	24.5
1400	**85**	0	0	4	28	43	8	2	0	0	0	0	0	0	53	62.35	15	17.65	0	0	21.2	24.5
1500	**219**	0	0	6	94	90	27	2	0	0	0	0	0	0	119	54.34	36	16.44	0	0	20.7	24.4
1600	**178**	0	0	3	76	80	18	1	0	0	0	0	0	0	99	55.62	24	13.48	0	0	20.7	23.6
1700	**214**	0	0	9	98	90	16	1	0	0	0	0	0	0	107	50	24	11.21	0	0	20.2	23.3
1800	**161**	0	0	2	58	91	9	1	0	0	0	0	0	0	101	62.73	27	16.77	0	0	21.1	24.3
1900	**104**	0	0	1	40	45	16	2	0	0	0	0	0	0	63	60.58	24	23.08	0	0	21.6	25.1
2000	**79**	0	0	4	27	40	7	1	0	0	0	0	0	0	48	60.76	12	15.19	0	0	21	24.2
2100	**44**	0	0	2	18	17	5	2	0	0	0	0	0	0	24	54.55	9	20.45	0	0	21.3	25.7
2200	**28**	0	0	1	11	6	8	2	0	0	0	0	0	0	16	57.14	10	35.71	0	0	22.3	28.3
2300	**14**	0	0	1	4	4	5	0	0	0	0	0	0	0	9	64.29	5	35.71	0	0	22.8	28.1
07-19	**1623**	**0**	**2**	**37**	**599**	**780**	**187**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**985**	**60.69**	**292**	**17.99**	**3**	**0.185**	**21.1**	**24.5**
06-22	**1868**	**0**	**2**	**44**	**688**	**894**	**216**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**1134**	**60.71**	**340**	**18.2**	**4**	**0.214**	**21.1**	**24.5**
06-00	**1910**	**0**	**2**	**46**	**703**	**904**	**229**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**1159**	**60.68**	**355**	**18.59**	**4**	**0.209**	**21.2**	**24.6**
00-00	**1922**	**0**	**2**	**46**	**709**	**906**	**232**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**1165**	**60.61**	**359**	**18.68**	**4**	**0.208**	**21.2**	**24.7**

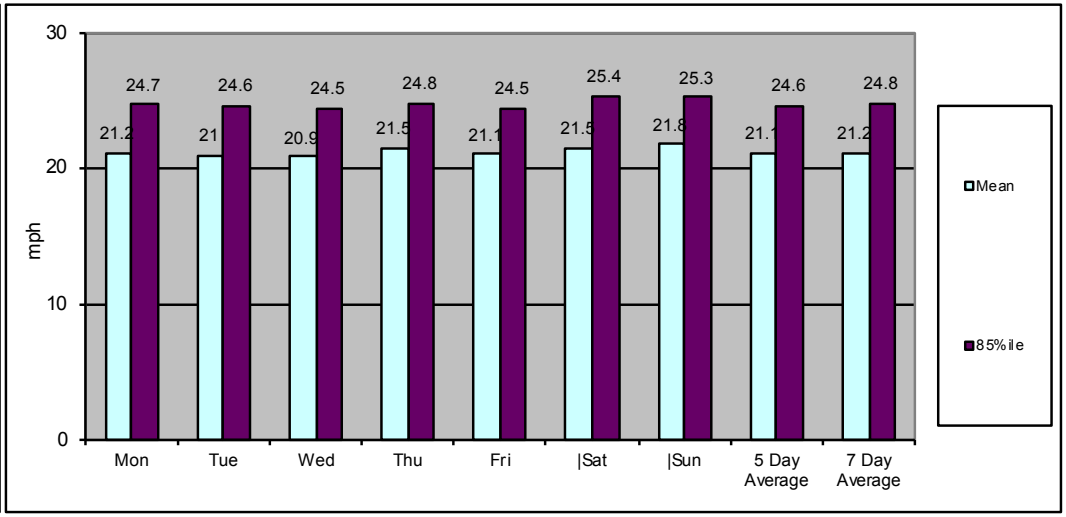
SS1772 Skewen																Site	1	Location	Crymlyn Road - No 1 (51.65671, -3.85543)				
01 April 2025			to			07 April 2025										Direction	Southbound						
								Speed Bins							Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	20	20	24 ACPO	24 ACPO	35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**6**	0	0	0	1	3	1	0	0	0	0	0	0	0	5	76.19	2	38.1	0	0	23.1	-
0100	**4**	0	0	0	2	2	1	0	0	0	0	0	0	0	3	58.06	1	29.03	0	0	21.9	-
0200	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	62.5	0	6.25	0	0	20.6	-
0300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	62.5	0	12.5	0	0	21.3	-
0400	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	57.14	0	0	0	0	20.5	-
0500	**7**	0	0	0	2	2	1	1	0	0	0	0	0	0	4	62	2	34	0	4	22.7	-
0600	**17**	0	0	1	3	10	2	1	1	0	0	0	0	0	14	79.17	5	30	1	3.333	22.7	26.2
0700	**70**	0	0	1	22	33	12	1	0	0	0	0	0	0	47	67.15	18	26.08	0	0.411	21.9	25.7
0800	**144**	0	0	4	46	75	18	1	0	0	0	0	0	0	95	65.58	30	20.47	0	0	21.4	24.7
0900	**117**	0	0	2	40	59	14	1	0	0	0	0	0	0	75	63.86	22	19.17	0	0	21.4	24.6
1000	**105**	0	0	3	35	51	14	1	0	0	0	0	0	0	66	63.52	21	20.22	0	0.137	21.2	24.8
1100	**125**	0	0	4	41	63	16	2	0	0	0	0	0	0	80	64.16	25	19.98	0	0.114	21.3	24.8
1200	**126**	0	0	2	38	63	21	1	0	0	0	0	0	0	85	67.84	31	24.66	0	0.227	21.7	25.5
1300	**123**	0	0	1	41	62	16	3	0	0	0	0	0	0	81	65.55	28	22.97	0	0.116	21.6	25.1
1400	**124**	0	1	2	39	63	17	3	0	0	0	0	0	0	82	66.32	30	24.37	0	0	21.6	25.2
1500	**205**	0	0	6	76	98	23	2	0	0	0	0	0	0	123	60.11	35	17.09	0	0.07	21	24.4
1600	**182**	0	0	7	74	81	17	2	0	0	0	0	0	0	100	54.94	29	16.07	0	0.157	20.7	24.2
1700	**195**	0	0	9	78	90	17	1	0	0	0	0	0	0	108	55.34	30	15.23	0	0	20.5	24
1800	**156**	0	0	3	62	74	16	2	0	0	0	0	0	0	91	58.41	27	17.28	0	0	20.9	24.4
1900	**112**	0	0	2	41	53	14	2	0	0	0	0	0	0	69	62.1	25	22.41	0	0.128	21.5	24.9
2000	**85**	0	0	3	30	42	10	1	0	0	0	0	0	0	53	62.21	15	17.89	0	0.167	21.2	24.6
2100	**53**	0	0	1	17	26	7	1	0	0	0	0	0	0	34	65.22	12	22.01	0	0.272	21.6	25.4
2200	**31**	0	0	1	10	16	4	1	0	0	0	0	0	0	21	67.43	7	23.85	0	0.917	21.7	25.5
2300	**18**	0	0	0	6	7	4	1	0	0	0	0	0	0	12	66.13	7	39.52	0	0	22.5	27.6
07-19	**1672**	**0**	**3**	**44**	**592**	**813**	**198**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**1034**	**61.82**	**327**	**19.54**	**1**	**0.085**	**21.2**	**24.7**
06-22	**1939**	**0**	**3**	**50**	**682**	**943**	**232**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**1204**	**62.1**	**384**	**19.8**	**2**	**0.125**	**21.2**	**24.7**
06-00	**1988**	**0**	**3**	**51**	**697**	**966**	**241**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**1237**	**62.22**	**398**	**20.03**	**3**	**0.137**	**21.2**	**24.7**
00-00	**2010**	**0**	**3**	**51**	**705**	**975**	**245**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**1251**	**62.25**	**405**	**20.13**	**3**	**0.149**	**21.2**	**24.8**

SS1772 Skewen | Site 1 | Location Crymlyn Road - No 1 (51.65671, -3.85543)

01 April 2025 to 07 April 2025 | Direction Southbound

Time Period	Total Vehicles	0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		Speed Bins																				
Virtual Week																						
Mon	**1922**	0	2	46	709	906	232	23	4	0	0	0	0	0	1165	60.61	359	18.68	4	0.208	21.2	24.7
Tue	**2331**	1	10	90	844	1083	271	29	2	1	0	0	0	0	1386	59.46	445	19.09	3	0.129	21	24.6
Wed	**2206**	1	7	82	789	1072	227	25	3	0	0	0	0	0	1327	60.15	402	18.22	3	0.136	20.9	24.5
Thu	**2004**	0	0	27	690	1007	238	38	3	1	0	0	0	0	1287	64.22	437	21.81	4	0.2	21.5	24.8
Fri	**2241**	0	0	68	804	1099	242	26	2	0	0	0	0	0	1369	61.09	403	17.98	2	0.089	21.1	24.5
|Sat	**1768**	1	0	30	619	822	261	32	3	0	0	0	0	0	1118	63.24	394	22.29	3	0.17	21.5	25.4
|Sun	**1598**	0	1	14	477	834	242	28	2	0	0	0	0	0	1106	69.21	392	24.53	2	0.125	21.8	25.3
5 Day Average																						
[--]	**2141**	0	4	63	767	1033	242	28	3	0	0	0	0	0	1307	61.0	409	19.1	3	0.1	21.1	24.6
7 Day Average																						
[--]	**2010**	0	3	51	705	975	245	29	3	0	0	0	0	0	1251	62.2	405	20.1	3	0.1	21.2	24.8
Total Vehicles																						
[--]	**14070**	3	20	357	4932	6823	1713	201	19	2	0	0	0	0	8758	62.3	2832	20.1	21	0.1	21.2	24.8





Appendix 2 Crymlyn Road Junction Surveys

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 01
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 01
Latitude and Longitude	(51.653795, -3.86616)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
04:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	2	0	0	2	0	0	0	2	0	2	0	0	5
05:00	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3
05:30	1	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4
05:45	2	2	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5
Hourly Total	4	6	0	10	0	0	3	0	0	3	0	0	0	2	0	2	0	0	15
06:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2
06:15	2	1	0	3	0	0	2	0	0	2	0	0	0	1	0	1	0	0	6
06:30	0	4	0	4	0	0	4	0	0	4	0	0	1	3	0	4	0	0	12
06:45	1	2	0	3	0	0	5	1	0	6	0	0	0	3	0	3	0	0	12
Hourly Total	3	7	0	10	0	0	11	1	0	12	0	0	2	8	0	10	0	0	32

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	6	0	0	6	0	0	1	4	0	5	0	0	11
07:15	3	9	0	12	0	0	10	1	0	11	0	0	0	3	0	3	0	0	26
07:30	1	9	0	10	0	0	21	0	1	22	0	0	1	6	0	7	0	0	39
07:45	3	12	0	15	0	0	22	4	0	26	0	0	0	8	0	8	0	0	49
Hourly Total	7	30	0	37	0	0	59	5	1	65	0	0	2	21	0	23	0	0	125
08:00	6	11	0	17	0	0	37	1	0	38	0	0	2	10	0	12	0	0	67
08:15	6	12	0	18	0	0	27	0	0	27	0	0	1	9	0	10	0	0	55
08:30	6	8	0	14	0	0	25	3	0	28	0	0	1	13	0	14	0	0	56
08:45	3	4	0	7	0	0	17	2	0	19	0	0	0	11	0	11	0	0	37
Hourly Total	21	35	0	56	0	0	106	6	0	112	0	0	4	43	0	47	0	0	215
09:00	0	3	0	3	0	0	13	2	0	15	0	0	2	8	0	10	0	0	28
09:15	2	2	0	4	0	0	10	1	0	11	0	0	3	10	0	13	0	0	28
09:30	3	3	0	6	0	0	8	1	0	9	0	0	2	2	0	4	0	0	19
09:45	0	1	0	1	0	0	12	1	0	13	0	0	2	7	0	9	0	0	23
Hourly Total	5	9	0	14	0	0	43	5	0	48	0	0	9	27	0	36	0	0	98
10:00	2	2	0	4	0	0	3	0	0	3	0	0	2	9	0	11	0	0	18
10:15	2	2	0	4	0	0	7	3	0	10	0	0	2	9	0	11	0	0	25
10:30	0	3	0	3	0	0	4	0	0	4	0	0	1	8	0	9	0	0	16
10:45	1	3	0	4	0	0	6	2	0	8	0	0	0	12	0	12	0	0	24
Hourly Total	5	10	0	15	0	0	20	5	0	25	0	0	5	38	0	43	0	0	83
11:00	2	5	0	7	0	0	10	1	0	11	0	0	2	8	0	10	0	0	28
11:15	1	1	0	2	0	0	6	1	0	7	0	0	8	7	0	15	0	0	24
11:30	1	2	0	3	0	0	6	2	0	8	0	0	1	10	0	11	0	0	22
11:45	0	3	0	3	0	0	10	1	0	11	0	0	3	8	0	11	0	0	25
Hourly Total	4	11	0	15	0	0	32	5	0	37	0	0	14	33	0	47	0	0	99
12:00	1	0	0	1	0	0	9	0	0	9	0	0	0	8	0	8	0	0	18
12:15	0	4	0	4	0	0	8	0	0	8	0	0	2	4	0	6	0	0	18
12:30	0	1	0	1	0	0	7	0	0	7	0	0	5	18	0	23	0	0	31
12:45	1	3	0	4	0	0	6	1	0	7	0	0	3	10	0	13	0	0	24
Hourly Total	2	8	0	10	0	0	30	1	0	31	0	0	10	40	0	50	0	0	91
13:00	0	2	0	2	0	0	6	0	0	6	0	0	4	7	0	11	0	0	19
13:15	1	2	0	3	0	0	17	2	0	19	0	0	1	18	0	19	0	0	41
13:30	3	5	0	8	0	0	3	0	0	3	0	0	4	9	0	13	0	0	24
13:45	2	0	0	2	0	0	14	0	0	14	0	0	2	8	0	10	0	0	26
Hourly Total	6	9	0	15	0	0	40	2	0	42	0	0	11	42	0	53	0	0	110

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	4	0	0	4	0	0	10	0	0	10	0	0	3	11	0	14	0	0	28
14:15	3	1	0	4	0	0	10	3	0	13	0	0	3	19	0	22	0	0	39
14:30	3	2	0	5	0	0	6	3	0	9	0	0	2	11	0	13	0	0	27
14:45	1	2	0	3	0	0	13	1	0	14	0	0	3	18	0	21	0	0	38
Hourly Total	11	5	0	16	0	0	39	7	0	46	0	0	11	59	0	70	0	0	132
15:00	1	0	0	1	0	0	17	3	0	20	0	0	3	16	0	19	0	0	40
15:15	1	1	0	2	0	0	12	4	0	16	0	0	5	18	0	23	0	0	41
15:30	1	2	0	3	0	0	10	2	0	12	0	0	5	21	0	26	0	0	41
15:45	3	3	0	6	0	0	12	0	0	12	0	0	7	20	0	27	0	0	45
Hourly Total	6	6	0	12	0	0	51	9	0	60	0	0	20	75	0	95	0	0	167
16:00	4	2	0	6	0	0	22	4	0	26	0	0	4	28	0	32	0	0	64
16:15	0	6	0	6	0	0	13	3	0	16	0	0	11	35	0	46	0	0	68
16:30	2	2	0	4	0	0	27	1	0	28	0	0	10	37	0	47	0	0	79
16:45	0	4	0	4	0	0	19	2	0	21	0	0	3	31	0	34	0	0	59
Hourly Total	6	14	0	20	0	0	81	10	0	91	0	0	28	131	0	159	0	0	270
17:00	0	4	0	4	0	0	23	2	0	25	0	0	9	28	0	37	0	0	66
17:15	2	3	0	5	0	0	24	2	0	26	0	0	13	33	0	46	0	0	77
17:30	4	5	0	9	0	0	15	1	0	16	0	0	7	25	0	32	0	0	57
17:45	4	5	0	9	0	0	11	3	0	14	0	0	6	27	0	33	0	0	56
Hourly Total	10	17	0	27	0	0	73	8	0	81	0	0	35	113	0	148	0	0	256
18:00	3	6	0	9	0	0	18	3	0	21	0	0	8	21	0	29	0	0	59
18:15	1	2	0	3	0	0	9	1	0	10	0	0	4	15	0	19	0	0	32
18:30	0	7	0	7	0	0	9	0	0	9	0	0	2	9	0	11	0	0	27
18:45	3	2	0	5	0	0	5	1	0	6	0	0	4	12	0	16	0	0	27
Hourly Total	7	17	0	24	0	0	41	5	0	46	0	0	18	57	0	75	0	0	145
19:00	2	2	0	4	0	0	3	3	0	6	0	0	5	12	0	17	0	0	27
19:15	1	2	0	3	0	0	3	0	0	3	0	0	2	11	0	13	0	0	19
19:30	0	2	0	2	0	0	5	1	0	6	0	0	5	5	0	10	0	0	18
19:45	1	2	0	3	0	0	4	1	0	5	0	0	1	3	0	4	0	0	12
Hourly Total	4	8	0	12	0	0	15	5	0	20	0	0	13	31	0	44	0	0	76
20:00	0	2	0	2	0	0	2	2	0	4	0	0	2	5	0	7	0	0	13
20:15	1	0	0	1	0	0	1	4	0	5	0	0	3	4	0	7	0	0	13
20:30	1	0	0	1	0	0	3	3	0	6	0	0	2	3	0	5	0	0	12
20:45	2	1	0	3	0	0	5	0	1	6	0	0	3	4	0	7	0	0	16
Hourly Total	4	3	0	7	0	0	11	9	1	21	0	0	10	16	0	26	0	0	54

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	1	1	0	2	0	0	1	4	0	5	0	0	7
21:15	0	1	0	1	0	0	2	1	0	3	0	0	0	3	0	3	0	0	7
21:30	0	1	0	1	0	0	1	2	0	3	0	0	3	3	0	6	0	0	10
21:45	1	0	0	1	0	0	0	2	0	2	0	0	1	1	0	2	0	0	5
Hourly Total	1	2	0	3	0	0	4	6	0	10	0	0	5	11	0	16	0	0	29
22:00	0	0	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	0	4
22:15	1	0	0	1	0	0	1	0	0	1	0	0	3	2	0	5	0	0	7
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
Hourly Total	2	0	0	2	0	0	2	1	0	3	0	0	4	4	0	8	0	0	13
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	2	0	2	0	0	1	0	0	1	0	0	2	2	0	4	0	0	7
23:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2
Hourly Total	0	2	0	2	0	0	2	0	0	2	0	0	4	2	0	6	0	0	10
Grand Total	108	201	0	309	0	0	666	90	2	758	0	0	205	758	0	963	0	0	2030
Approach %	34	65	0	100	0	0	87	11	0	100	0	0	21	78	0	100	0	0	300
Total %	5	9	0	15	0	0	32	4	0	37	0	0	10	37	0	47	0	0	100
Car	93	183	0	276	0	0	580	83	2	665	0	0	189	657	0	846	0	0	1787
Car %	86	0	0	0	0	0	0	92	100	0	0	0	92	86	0	0	0	0	88
LGV	4	16	0	20	0	0	72	6	0	78	0	0	15	86	0	101	0	0	199
LGV %	3	0	0	0	0	0	0	6	0	0	0	0	7	11	0	0	0	0	9
OGV1	0	1	0	1	0	0	5	0	0	5	0	0	1	5	0	6	0	0	12
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	1	0	1	0	0	2	0	0	2	0	0	0	2	0	2	0	0	5
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	11	0	0	11	0	0	1	1	0	2	0	0	0	0	0	0	0	0	13
PSV %	10	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	5	0	0	5	0	0	0	8	0	8	0	0	13
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-11-2025

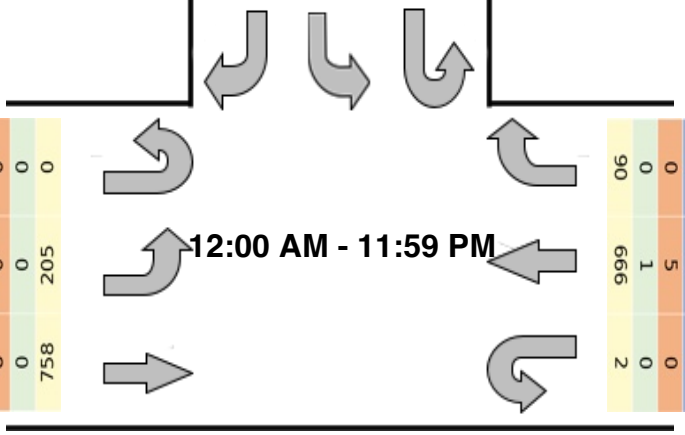
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
272	276	548
21	20	41
1	1	2
0	1	1
1	11	12
0	0	0
0	0	0
295	309	604

N

Right	Left	U-Turn
183	93	0
16	4	0
1	0	0
1	0	0
0	11	0
0	0	0
0	0	0
201	108	0



Out	In	Total
763	846	1609
88	101	189
6	9	12
3	2	5
1	0	1
5	8	13
1	0	1
867	963	1830

Thru	Left	U-Turn
657	189	0
86	15	0
5	1	0
2	0	0
0	0	0
8	0	0
0	0	0
758	205	0

Right	Thru	U-Turn
83	580	2
6	72	0
0	5	0
0	2	0
1	1	0
0	5	0
0	1	0
90	666	2

Out	In	Total
752	663	1415
90	78	168
5	5	10
2	2	4
11	2	13
8	5	13
0	1	1
868	756	1624

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 01
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 01
Latitude and Longitude	(51.653795, -3.86616)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:15	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
00:45	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Hourly Total	1	0	0	1	0	0	1	0	0	1	0	0	4	3	0	7	0	0	9
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
02:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
05:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45	3	2	0	5	0	0	2	0	0	2	0	0	0	1	0	1	0	0	8
Hourly Total	4	4	0	8	0	0	3	0	0	3	0	0	0	2	0	2	0	0	13
06:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
06:15	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	4
06:30	2	3	0	5	0	0	5	1	0	6	0	0	0	3	0	3	0	0	14
06:45	3	3	0	6	0	0	5	0	0	5	0	0	3	4	0	7	0	0	18
Hourly Total	5	7	0	12	0	0	13	1	0	14	0	0	3	9	0	12	0	0	38

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	1	5	0	6	0	0	4	2	0	6	0	0	3	4	0	7	0	0	19
07:15	2	5	0	7	0	0	7	0	0	7	0	0	0	2	0	2	0	0	16
07:30	3	7	0	10	0	0	21	0	0	21	0	0	1	2	0	3	0	0	34
07:45	3	8	0	11	0	0	27	2	0	29	0	0	0	11	0	11	0	0	51
Hourly Total	9	25	0	34	0	0	59	4	0	63	0	0	4	19	0	23	0	0	120
08:00	3	6	0	9	0	0	20	2	0	22	0	0	0	9	0	9	0	0	40
08:15	7	12	0	19	0	0	27	0	0	27	0	0	1	10	0	11	0	0	57
08:30	1	3	0	4	0	0	26	2	0	28	0	0	3	11	0	14	0	0	46
08:45	5	7	0	12	0	0	15	2	0	17	0	0	2	12	0	14	0	0	43
Hourly Total	16	28	0	44	0	0	88	6	0	94	0	0	6	42	0	48	0	0	186
09:00	0	3	0	3	0	0	9	2	0	11	0	0	0	10	0	10	0	0	24
09:15	3	7	0	10	0	0	14	2	0	16	0	0	0	5	0	5	0	0	31
09:30	0	4	0	4	0	0	9	0	0	9	0	0	2	3	0	5	0	0	18
09:45	2	1	0	3	0	0	9	0	0	9	0	0	3	6	0	9	0	0	21
Hourly Total	5	15	0	20	0	0	41	4	0	45	0	0	5	24	0	29	0	0	94
10:00	2	1	0	3	0	0	8	1	0	9	0	0	6	6	0	12	0	0	24
10:15	1	1	0	2	0	0	7	0	0	7	0	0	3	11	0	14	0	0	23
10:30	1	2	0	3	0	0	4	1	0	5	0	0	1	7	0	8	0	0	16
10:45	1	7	0	8	0	0	11	2	0	13	0	0	1	11	0	12	0	0	33
Hourly Total	5	11	0	16	0	0	30	4	0	34	0	0	11	35	0	46	0	0	96
11:00	1	2	0	3	0	0	15	3	0	18	0	0	0	15	0	15	0	0	36
11:15	2	1	0	3	0	0	13	1	0	14	0	0	3	12	0	15	0	0	32
11:30	0	6	0	6	0	0	14	1	0	15	0	0	2	7	0	9	0	0	30
11:45	2	1	0	3	0	0	10	1	0	11	0	0	6	14	0	20	0	0	34
Hourly Total	5	10	0	15	0	0	52	6	0	58	0	0	11	48	0	59	0	0	132
12:00	0	2	0	2	0	0	14	1	0	15	0	0	5	11	0	16	0	0	33
12:15	0	2	0	2	0	0	14	3	0	17	0	0	1	14	0	15	0	0	34
12:30	3	2	0	5	0	0	13	1	0	14	0	0	2	17	0	19	0	0	38
12:45	4	4	0	8	0	0	18	0	0	18	0	0	4	9	0	13	0	0	39
Hourly Total	7	10	0	17	0	0	59	5	0	64	0	0	12	51	0	63	0	0	144
13:00	0	4	0	4	0	0	14	0	0	14	0	0	4	14	0	18	0	0	36
13:15	0	1	0	1	0	0	6	2	0	8	0	0	8	22	0	30	0	0	39
13:30	4	0	0	4	0	0	10	1	0	11	0	0	6	21	0	27	0	0	42
13:45	1	3	0	4	0	0	12	0	0	12	0	0	2	16	0	18	0	0	34
Hourly Total	5	8	0	13	0	0	42	3	0	45	0	0	20	73	0	93	0	0	151

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	1	3	0	4	0	0	15	0	0	15	0	0	3	23	0	26	0	0	45
14:15	0	1	0	1	0	0	10	0	0	10	0	0	6	21	0	27	0	0	38
14:30	2	4	0	6	0	0	10	2	0	12	0	0	6	18	0	24	0	0	42
14:45	2	3	0	5	0	0	8	1	0	9	0	0	3	17	0	20	0	0	34
Hourly Total	5	11	0	16	0	0	43	3	0	46	0	0	18	79	0	97	0	0	159
15:00	0	1	0	1	0	0	20	1	0	21	0	0	4	17	0	21	0	0	43
15:15	1	1	0	2	0	0	12	3	0	15	0	0	11	26	0	37	0	0	54
15:30	3	1	0	4	0	0	11	2	0	13	0	0	4	26	0	30	0	0	47
15:45	4	3	0	7	0	0	16	6	0	22	0	0	3	28	0	31	0	0	60
Hourly Total	8	6	0	14	0	0	59	12	0	71	0	0	22	97	0	119	0	0	204
16:00	3	7	0	10	0	0	22	5	0	27	0	0	6	29	0	35	0	0	72
16:15	1	6	0	7	0	0	15	3	0	18	0	0	10	26	0	36	0	0	61
16:30	4	2	0	6	0	0	24	2	0	26	0	0	5	24	0	29	0	0	61
16:45	1	5	0	6	0	0	24	2	0	26	0	0	5	22	0	27	0	0	59
Hourly Total	9	20	0	29	0	0	85	12	0	97	0	0	26	101	0	127	0	0	253
17:00	0	5	0	5	0	0	29	1	0	30	0	0	7	23	0	30	0	0	65
17:15	2	8	0	10	0	0	26	1	0	27	0	0	7	30	0	37	0	0	74
17:30	2	5	0	7	0	0	23	3	0	26	0	0	8	24	0	32	0	0	65
17:45	3	5	0	8	0	0	14	2	0	16	0	0	6	20	0	26	0	0	50
Hourly Total	7	23	0	30	0	0	92	7	0	99	0	0	28	97	0	125	0	0	254
18:00	2	3	0	5	0	0	12	1	0	13	0	0	7	19	0	26	0	0	44
18:15	5	5	0	10	0	0	6	2	0	8	0	0	3	13	0	16	0	0	34
18:30	2	3	0	5	0	0	7	2	0	9	0	0	2	15	0	17	0	0	31
18:45	1	6	0	7	0	0	9	1	0	10	0	0	5	10	0	15	0	0	32
Hourly Total	10	17	0	27	0	0	34	6	0	40	0	0	17	57	0	74	0	0	141
19:00	0	2	0	2	0	0	10	2	0	12	0	0	5	9	0	14	0	0	28
19:15	0	2	0	2	0	0	7	3	0	10	0	0	5	13	0	18	0	0	30
19:30	1	0	0	1	0	0	5	2	0	7	0	0	3	5	0	8	0	0	16
19:45	1	4	0	5	0	0	5	0	0	5	0	0	5	10	0	15	0	0	25
Hourly Total	2	8	0	10	0	0	27	7	0	34	0	0	18	37	0	55	0	0	99
20:00	1	1	0	2	0	0	2	2	0	4	0	0	2	9	0	11	0	0	17
20:15	0	0	0	0	0	0	6	1	0	7	0	0	3	2	0	5	0	0	12
20:30	1	2	0	3	0	0	4	0	0	4	0	0	3	4	0	7	0	0	14
20:45	0	0	0	0	0	0	5	1	0	6	0	0	1	1	0	2	0	0	8
Hourly Total	2	3	0	5	0	0	17	4	0	21	0	0	9	16	0	25	0	0	51

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
21:15	0	1	0	1	0	0	2	0	0	2	0	0	2	4	0	6	0	0	9
21:30	0	1	0	1	0	0	0	0	0	0	0	0	4	2	0	6	0	0	7
21:45	1	3	0	4	0	0	1	1	0	2	0	0	4	3	0	7	0	0	13
Hourly Total	1	5	0	6	0	0	4	1	0	5	0	0	10	9	0	19	0	0	30
22:00	2	2	0	4	0	0	3	2	0	5	0	0	2	1	0	3	0	0	12
22:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	3
22:30	0	0	0	0	0	0	2	1	0	3	0	0	2	2	0	4	0	0	7
22:45	0	1	0	1	0	0	1	0	0	1	0	0	0	4	0	4	0	0	6
Hourly Total	2	3	0	5	0	0	6	3	0	9	0	0	5	9	0	14	0	0	28
23:00	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
23:15	0	2	0	2	0	0	3	1	0	4	0	0	0	1	0	1	0	0	7
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	4	0	0	4	0	0	0	3	0	3	0	0	7
Hourly Total	0	2	0	2	0	0	8	1	0	9	0	0	0	5	0	5	0	0	16
Grand Total	108	218	0	326	0	0	765	89	0	854	0	0	231	815	0	1046	0	0	2226
Approach %	33	66	0	100	0	0	89	10	0	100	0	0	22	77	0	100	0	0	300
Total %	4	9	0	14	0	0	34	4	0	38	0	0	10	36	0	46	0	0	100
Car	94	199	0	293	0	0	658	81	0	739	0	0	216	722	0	938	0	0	1970
Car %	87	0	0	0	0	0	0	91	0	0	0	0	93	88	0	0	0	0	88
LGV	11	17	0	28	0	0	94	7	0	101	0	0	14	81	0	95	0	0	224
LGV %	10	0	0	0	0	0	0	7	0	0	0	0	6	9	0	0	0	0	10
OGV1	0	1	0	1	0	0	6	0	0	6	0	0	0	3	0	3	0	0	10
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	3	0	0	3	0	0	2	1	0	3	0	0	0	0	0	0	0	0	6
PSV %	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	2	0	0	2	0	0	0	7	0	7	0	0	9
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	1	0	1	0	0	2	0	0	2	0	0	1	1	0	2	0	0	5
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-12-2025

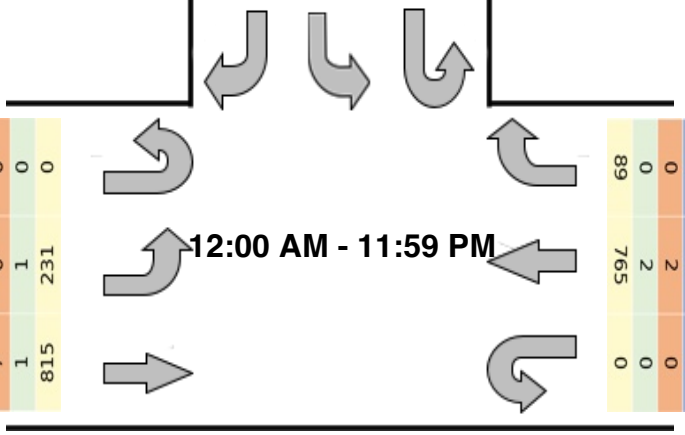
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
297	293	590
21	28	49
0	1	1
0	0	0
1	3	4
0	0	0
1	1	2
320	326	646

N

Right	Left	U-Turn
199	94	0
17	11	0
1	0	0
0	0	0
0	3	0
0	0	0
1	0	0
218	108	0



Class	Out	In	Total	U-Turn	Left	Thru	Right	Thru	U-Turn	Out	In	Total
Car	857	938	1795	0	216	722	81	658	0	816	739	1555
LGV	111	95	206	0	14	81	17	94	0	92	101	193
OGV1	7	3	10	0	0	3	1	6	0	3	6	9
OGV2	1	1	2	0	0	1	0	1	0	1	1	2
PSV	2	0	2	0	0	0	1	2	0	3	3	6
MC	2	7	9	0	0	7	0	6	0	7	2	9
PC	3	2	5	0	1	1	0	1	0	1	2	3
Total	983	1046	2029	0	231	815	89	765	0	923	854	1777

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 01
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 01
Latitude and Longitude	(51.653795, -3.86616)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	3
05:00	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	2	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
05:45	2	2	0	4	0	0	1	0	0	1	0	0	0	1	0	1	0	0	6
Hourly Total	5	6	0	11	0	0	2	0	0	2	0	0	0	1	0	1	0	0	14
06:00	2	1	0	3	0	0	0	0	0	0	0	0	1	1	0	2	0	0	5
06:15	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:30	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
06:45	3	0	0	3	0	0	3	0	0	3	0	0	0	5	0	5	0	0	11
Hourly Total	9	3	0	12	0	0	3	0	0	3	0	0	3	6	0	9	0	0	24

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	2	2	0	4	0	0	6	0	0	6	0	0	1	4	0	5	0	0	15
07:15	0	3	0	3	0	0	7	0	0	7	0	0	1	2	0	3	0	0	13
07:30	4	14	0	18	0	0	25	0	0	25	0	0	0	3	0	3	0	0	46
07:45	3	11	0	14	0	0	33	3	0	36	0	0	0	8	0	8	0	0	58
Hourly Total	9	30	0	39	0	0	71	3	0	74	0	0	2	17	0	19	0	0	132
08:00	5	9	0	14	0	0	47	0	0	47	0	0	2	6	0	8	0	0	69
08:15	4	8	0	12	0	0	37	2	0	39	0	0	4	11	0	15	0	0	66
08:30	3	10	0	13	0	0	34	2	0	36	0	0	0	10	0	10	0	0	59
08:45	1	8	0	9	0	0	20	2	0	22	0	0	2	11	0	13	0	0	44
Hourly Total	13	35	0	48	0	0	138	6	0	144	0	0	8	38	0	46	0	0	238
09:00	1	2	0	3	0	0	16	1	0	17	0	0	1	7	0	8	0	0	28
09:15	2	6	0	8	0	0	13	0	0	13	0	0	2	6	0	8	0	0	29
09:30	2	3	0	5	0	0	10	1	0	11	0	0	2	7	0	9	0	0	25
09:45	2	3	0	5	0	0	5	1	0	6	0	0	2	6	0	8	0	0	19
Hourly Total	7	14	0	21	0	0	44	3	0	47	0	0	7	26	0	33	0	0	101
10:00	3	4	0	7	0	0	5	0	0	5	0	0	0	7	0	7	0	0	19
10:15	0	5	0	5	0	0	7	1	0	8	0	0	1	7	0	8	0	0	21
10:30	0	4	0	4	0	0	12	2	0	14	0	0	3	7	0	10	0	0	28
10:45	3	3	0	6	0	0	8	1	0	9	0	0	2	7	0	9	0	0	24
Hourly Total	6	16	0	22	0	0	32	4	0	36	0	0	6	28	0	34	0	0	92
11:00	3	2	0	5	0	0	14	1	0	15	0	0	3	10	0	13	0	0	33
11:15	0	3	0	3	0	0	8	1	0	9	0	0	2	9	0	11	0	0	23
11:30	0	3	0	3	0	0	9	0	0	9	0	0	1	6	0	7	0	0	19
11:45	1	1	0	2	0	0	10	0	0	10	0	0	4	8	0	12	0	0	24
Hourly Total	4	9	0	13	0	0	41	2	0	43	0	0	10	33	0	43	0	0	99
12:00	3	0	0	3	0	0	7	1	0	8	0	0	1	8	0	9	0	0	20
12:15	3	0	0	3	0	0	10	0	1	11	0	0	4	8	0	12	0	0	26
12:30	1	5	0	6	0	0	6	2	0	8	0	0	4	9	0	13	0	0	27
12:45	3	2	0	5	0	0	10	1	0	11	0	0	6	12	0	18	0	0	34
Hourly Total	10	7	0	17	0	0	33	4	1	38	0	0	15	37	0	52	0	0	107
13:00	1	1	0	2	0	0	10	3	0	13	0	0	3	9	0	12	0	0	27
13:15	3	3	0	6	0	0	7	1	0	8	0	0	2	8	0	10	0	0	24
13:30	0	1	0	1	0	0	9	3	0	12	0	0	2	9	0	11	0	0	24
13:45	1	3	0	4	0	0	5	2	0	7	0	0	7	9	0	16	0	0	27
Hourly Total	5	8	0	13	0	0	31	9	0	40	0	0	14	35	0	49	0	0	102

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	0	0	0	0	0	0	4	1	1	6	0	0	3	14	1	18	0	0	24
14:15	4	1	0	5	0	0	15	0	0	15	0	0	2	11	0	13	0	0	33
14:30	8	3	0	11	0	0	8	2	1	11	0	0	2	15	0	17	0	0	39
14:45	13	5	0	18	0	0	6	1	0	7	0	0	2	18	0	20	0	0	45
Hourly Total	25	9	0	34	0	0	33	4	2	39	0	0	9	58	1	68	0	0	141
15:00	3	0	0	3	0	0	11	1	0	12	0	0	4	13	0	17	0	0	32
15:15	1	1	0	2	0	0	12	3	0	15	0	0	5	16	0	21	0	0	38
15:30	0	2	0	2	0	0	8	2	0	10	0	0	5	12	0	17	0	0	29
15:45	5	1	0	6	0	0	14	2	0	16	0	0	7	12	0	19	0	0	41
Hourly Total	9	4	0	13	0	0	45	8	0	53	0	0	21	53	0	74	0	0	140
16:00	2	2	0	4	0	0	20	5	0	25	0	0	5	21	0	26	0	0	55
16:15	3	2	0	5	0	0	16	1	0	17	0	0	7	21	0	28	0	0	50
16:30	3	5	0	8	0	0	17	0	0	17	0	0	7	26	0	33	0	0	58
16:45	5	4	0	9	0	0	16	4	0	20	0	0	4	30	0	34	0	0	63
Hourly Total	13	13	0	26	0	0	69	10	0	79	0	0	23	98	0	121	0	0	226
17:00	0	2	0	2	0	0	14	5	0	19	0	0	8	20	0	28	0	0	49
17:15	4	2	0	6	0	0	13	6	0	19	0	0	8	39	0	47	0	0	72
17:30	3	8	0	11	0	0	10	0	0	10	0	0	6	29	0	35	0	0	56
17:45	3	6	0	9	0	0	10	2	0	12	0	0	13	25	0	38	0	0	59
Hourly Total	10	18	0	28	0	0	47	13	0	60	0	0	35	113	0	148	0	0	236
18:00	1	2	0	3	0	0	13	1	0	14	0	0	3	7	0	10	0	0	27
18:15	0	4	0	4	0	0	14	2	0	16	0	0	7	14	0	21	0	0	41
18:30	0	4	0	4	0	0	9	2	0	11	0	0	1	15	0	16	0	0	31
18:45	3	2	0	5	0	0	5	0	0	5	0	0	2	8	0	10	0	0	20
Hourly Total	4	12	0	16	0	0	41	5	0	46	0	0	13	44	0	57	0	0	119
19:00	1	3	0	4	0	0	7	1	0	8	0	0	2	13	0	15	0	0	27
19:15	1	2	0	3	0	0	7	1	0	8	0	0	4	11	0	15	0	0	26
19:30	2	1	0	3	0	0	7	1	0	8	0	0	2	8	0	10	0	0	21
19:45	1	3	0	4	0	0	3	4	0	7	0	0	6	10	0	16	0	0	27
Hourly Total	5	9	0	14	0	0	24	7	0	31	0	0	14	42	0	56	0	0	101
20:00	0	0	0	0	0	0	1	0	0	1	0	0	2	3	0	5	0	0	6
20:15	0	2	0	2	0	0	7	2	0	9	0	0	5	5	0	10	0	0	21
20:30	0	2	0	2	0	0	0	0	0	0	0	0	3	2	0	5	0	0	7
20:45	0	1	0	1	0	0	0	2	1	3	0	0	1	2	0	3	0	0	7
Hourly Total	0	5	0	5	0	0	8	4	1	13	0	0	11	12	0	23	0	0	41

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	1	1	3	0	0	4	0	0	4	0	0	0	4	0	4	0	0	11
21:15	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	7	0	0	7
21:30	1	0	0	1	0	0	1	1	0	2	0	0	2	1	0	3	0	0	6
21:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	4
Hourly Total	2	1	1	4	0	0	5	1	0	6	0	0	10	8	0	18	0	0	28
22:00	1	0	0	1	0	0	0	1	0	1	0	0	1	1	0	2	0	0	4
22:15	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	3
22:30	1	0	0	1	0	0	1	0	1	2	0	0	1	1	0	2	0	0	5
22:45	1	0	0	1	0	0	2	0	0	2	0	0	1	0	0	1	0	0	4
Hourly Total	3	1	0	4	0	0	3	1	1	5	0	0	4	3	0	7	0	0	16
23:00	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	1	0	0	1	0	0	1	2	0	3	0	0	5
Grand Total	139	201	1	341	0	0	672	84	5	761	0	0	207	655	1	863	0	0	1965
Approach %	40	58	0	100	0	0	88	11	0	100	0	0	23	75	0	100	0	0	300
Total %	7	10	0	17	0	0	34	4	0	38	0	0	10	33	0	43	0	0	100
Car	108	183	1	292	0	0	577	74	4	655	0	0	189	588	1	778	0	0	1725
Car %	77	0	100	0	0	0	0	88	80	0	0	0	91	89	0	0	0	0	87
LGV	25	14	0	39	0	0	80	9	1	90	0	0	16	58	0	74	0	0	203
LGV %	17	0	0	0	0	0	0	10	20	0	0	0	7	8	0	0	0	0	10
OGV1	2	1	0	3	0	0	8	0	0	8	0	0	0	3	0	3	0	0	14
OGV1 %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	3	0	0	3	0	0	0	1	0	1	0	0	0	1	0	1	0	0	5
PSV %	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
MC	1	3	0	4	0	0	5	0	0	5	0	0	2	3	0	5	0	0	14
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-15-2025

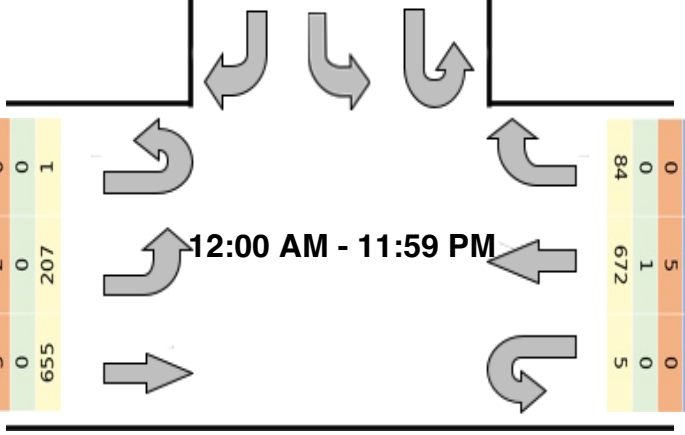
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
264	291	555
25	39	64
0	3	3
0	0	0
1	3	4
2	4	6
0	0	0
292	340	632

N

Right	Left	U-Turn
183	108	1
14	25	0
1	2	0
0	0	0
0	3	0
3	1	0
0	0	0
201	139	1



Class	Out	In	Total	U-Turn	Left	Thru	Right	Thru	U-Turn	Out	In	Total
Car	761	777	1538	1	189	588	74	577	4	700	651	1351
LGV	94	74	168	0	16	58	9	80	1	84	89	173
OGV1	9	3	12	0	0	3	0	8	0	5	8	13
OGV2	1	2	3	0	0	2	0	1	0	2	1	3
PSV	0	1	1	0	0	1	1	0	0	4	1	5
MC	8	5	13	0	2	3	0	5	0	4	5	9
PC	1	0	1	0	0	0	0	1	0	0	1	1
Total	874	862	1736	1	207	655	84	672	5	799	756	1555

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 01
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 01
Latitude and Longitude	(51.653795, -3.86616)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2
01:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	2	1	0	3	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
02:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	1	2	0	3	0	0	5
05:00	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
05:30	0	1	0	1	0	0	2	0	0	2	0	0	0	2	0	2	0	0	5
05:45	2	4	0	6	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7
Hourly Total	3	7	0	10	0	0	2	0	0	2	0	0	0	4	0	4	0	0	16
06:00	0	1	0	1	0	0	1	0	0	1	0	0	1	2	0	3	0	0	5
06:15	3	2	0	5	0	0	1	0	0	1	0	0	0	1	0	1	0	0	7
06:30	2	3	0	5	0	0	2	0	0	2	0	0	1	1	0	2	0	0	9
06:45	1	2	0	3	0	0	7	0	0	7	0	0	0	4	0	4	0	0	14
Hourly Total	6	8	0	14	0	0	11	0	0	11	0	0	2	8	0	10	0	0	35

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	3	4	0	7	0	0	11	0	0	11	0	0	1	3	0	4	0	0	22
07:15	5	6	0	11	0	0	11	0	0	11	0	0	2	6	0	8	0	0	30
07:30	5	7	0	12	0	0	27	0	0	27	0	0	3	6	0	9	0	0	48
07:45	9	15	0	24	0	0	21	2	0	23	0	0	1	7	0	8	0	0	55
Hourly Total	22	32	0	54	0	0	70	2	0	72	0	0	7	22	0	29	0	0	155
08:00	3	12	0	15	0	0	31	1	0	32	0	0	1	13	0	14	0	0	61
08:15	5	10	0	15	0	0	38	3	0	41	0	0	0	11	0	11	0	0	67
08:30	1	6	0	7	0	0	37	1	0	38	0	0	4	14	0	18	0	0	63
08:45	0	2	0	2	0	0	28	1	0	29	0	0	1	7	0	8	0	0	39
Hourly Total	9	30	0	39	0	0	134	6	0	140	0	0	6	45	0	51	0	0	230
09:00	1	3	0	4	0	0	19	1	0	20	0	0	4	8	0	12	0	0	36
09:15	2	4	0	6	0	0	14	2	0	16	0	0	1	10	0	11	0	0	33
09:30	3	1	0	4	0	0	13	1	0	14	0	0	4	7	0	11	0	0	29
09:45	0	5	0	5	0	0	8	1	0	9	0	0	0	6	0	6	0	0	20
Hourly Total	6	13	0	19	0	0	54	5	0	59	0	0	9	31	0	40	0	0	118
10:00	1	3	0	4	0	0	11	1	0	12	0	0	3	4	0	7	0	0	23
10:15	3	3	0	6	0	0	10	1	0	11	0	0	3	7	0	10	0	0	27
10:30	2	1	0	3	0	0	4	1	0	5	0	0	3	12	0	15	0	0	23
10:45	1	1	0	2	0	0	4	0	0	4	0	0	2	5	0	7	0	0	13
Hourly Total	7	8	0	15	0	0	29	3	0	32	0	0	11	28	0	39	0	0	86
11:00	1	1	0	2	0	0	6	1	0	7	0	0	2	10	0	12	0	0	21
11:15	1	3	0	4	0	0	8	1	0	9	0	0	4	11	0	15	0	0	28
11:30	4	3	0	7	0	0	18	0	0	18	0	0	2	8	0	10	0	0	35
11:45	1	3	0	4	0	0	10	2	0	12	0	0	3	11	0	14	0	0	30
Hourly Total	7	10	0	17	0	0	42	4	0	46	0	0	11	40	0	51	0	0	114
12:00	0	2	0	2	0	0	9	0	0	9	0	0	2	9	0	11	0	0	22
12:15	0	3	0	3	0	0	11	1	0	12	0	0	0	7	0	7	0	0	22
12:30	0	3	0	3	0	0	9	0	0	9	0	0	3	12	0	15	0	0	27
12:45	0	1	0	1	0	0	10	1	0	11	0	0	0	10	0	10	0	0	22
Hourly Total	0	9	0	9	0	0	39	2	0	41	0	0	5	38	0	43	0	0	93
13:00	1	4	0	5	0	0	10	0	0	10	0	0	4	13	0	17	0	0	32
13:15	0	0	0	0	0	0	8	0	1	9	0	0	5	8	0	13	0	0	22
13:30	3	3	0	6	0	0	8	1	0	9	0	0	1	11	0	12	0	0	27
13:45	2	3	0	5	0	0	9	0	0	9	0	0	1	12	0	13	0	0	27
Hourly Total	6	10	0	16	0	0	35	1	1	37	0	0	11	44	0	55	0	0	108

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	2	1	0	3	0	0	10	0	0	10	0	0	2	13	0	15	0	0	28
14:15	0	2	0	2	0	0	5	0	0	5	0	0	2	19	0	21	0	0	28
14:30	5	3	0	8	0	0	4	2	1	7	0	0	4	11	0	15	0	0	30
14:45	0	1	0	1	0	0	12	2	0	14	0	0	2	16	0	18	0	0	33
Hourly Total	7	7	0	14	0	0	31	4	1	36	0	0	10	59	0	69	0	0	119
15:00	2	4	0	6	0	0	13	2	0	15	0	0	5	19	0	24	0	0	45
15:15	3	3	0	6	0	0	8	3	0	11	0	0	5	17	0	22	0	0	39
15:30	1	1	0	2	0	0	16	1	0	17	0	0	4	13	0	17	0	0	36
15:45	4	0	0	4	0	0	14	4	0	18	0	0	3	23	0	26	0	0	48
Hourly Total	10	8	0	18	0	0	51	10	0	61	0	0	17	72	0	89	0	0	168
16:00	2	1	0	3	0	0	12	4	0	16	0	0	4	27	0	31	0	0	50
16:15	5	4	0	9	0	0	13	3	0	16	0	0	7	23	0	30	0	0	55
16:30	2	3	0	5	0	0	14	3	0	17	0	0	9	24	0	33	0	0	55
16:45	1	1	0	2	0	0	15	2	1	18	0	0	8	37	0	45	0	0	65
Hourly Total	10	9	0	19	0	0	54	12	1	67	0	0	28	111	0	139	0	0	225
17:00	2	5	0	7	0	0	18	4	0	22	0	0	4	44	0	48	0	0	77
17:15	2	1	0	3	0	0	24	5	0	29	0	0	11	31	0	42	0	0	74
17:30	5	4	0	9	0	0	18	0	0	18	0	0	4	37	0	41	0	0	68
17:45	3	2	0	5	0	0	10	4	0	14	0	0	1	36	0	37	0	0	56
Hourly Total	12	12	0	24	0	0	70	13	0	83	0	0	20	148	0	168	0	0	275
18:00	1	0	0	1	0	0	8	0	0	8	0	0	7	19	0	26	0	0	35
18:15	3	5	0	8	0	0	15	2	0	17	0	0	8	16	0	24	0	0	49
18:30	3	0	0	3	0	0	11	3	0	14	0	0	9	12	0	21	0	0	38
18:45	1	1	0	2	0	0	9	1	0	10	0	0	5	9	0	14	0	0	26
Hourly Total	8	6	0	14	0	0	43	6	0	49	0	0	29	56	0	85	0	0	148
19:00	0	2	0	2	0	0	8	0	0	8	0	0	2	11	0	13	0	0	23
19:15	1	3	0	4	0	0	7	3	0	10	0	0	0	11	0	11	0	0	25
19:30	1	3	0	4	0	0	6	0	0	6	0	0	2	9	0	11	0	0	21
19:45	4	0	0	4	0	0	9	2	0	11	0	0	6	8	0	14	0	0	29
Hourly Total	6	8	0	14	0	0	30	5	0	35	0	0	10	39	0	49	0	0	98
20:00	2	3	0	5	0	0	6	0	0	6	0	0	1	7	0	8	0	0	19
20:15	0	4	0	4	0	0	9	0	0	9	0	0	3	5	0	8	0	0	21
20:30	2	1	0	3	0	0	6	1	0	7	0	0	6	4	0	10	0	0	20
20:45	1	5	0	6	0	0	7	0	0	7	0	0	1	4	0	5	0	0	18
Hourly Total	5	13	0	18	0	0	28	1	0	29	0	0	11	20	0	31	0	0	78

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	2	1	0	3	0	0	2	2	0	4	0	0	7
21:15	0	1	0	1	0	0	4	3	0	7	0	0	1	3	0	4	0	0	12
21:30	0	1	0	1	0	0	6	0	0	6	0	0	0	5	0	5	0	0	12
21:45	0	3	0	3	0	0	3	1	0	4	0	0	2	4	0	6	0	0	13
Hourly Total	0	5	0	5	0	0	15	5	0	20	0	0	5	14	0	19	0	0	44
22:00	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
22:15	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
22:30	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2
Hourly Total	0	1	0	1	0	0	1	0	0	1	0	0	4	3	0	7	0	0	9
23:00	0	1	0	1	0	0	0	0	0	0	0	0	1	2	0	3	0	0	4
23:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3
23:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	1	0	1	0	0	3	0	0	3	0	0	2	3	0	5	0	0	9
Grand Total	125	197	0	322	0	0	746	80	3	829	0	0	201	791	0	992	0	0	2143
Approach %	38	61	0	100	0	0	89	9	0	100	0	0	20	79	0	100	0	0	300
Total %	5	9	0	15	0	0	34	3	0	38	0	0	9	36	0	46	0	0	100
Car	99	187	0	286	0	0	658	76	2	736	0	0	184	717	0	901	0	0	1923
Car %	79	0	0	0	0	0	0	95	66	0	0	0	91	90	0	0	0	0	89
LGV	13	10	0	23	0	0	68	4	1	73	0	0	12	62	0	74	0	0	170
LGV %	10	0	0	0	0	0	0	5	33	0	0	0	5	7	0	0	0	0	7
OGV1	1	0	0	1	0	0	9	0	0	9	0	0	0	4	0	4	0	0	14
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	12	0	0	12	0	0	1	0	0	1	0	0	2	0	0	2	0	0	15
PSV %	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	7	0	0	7	0	0	2	6	0	8	0	0	15
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-16-2025

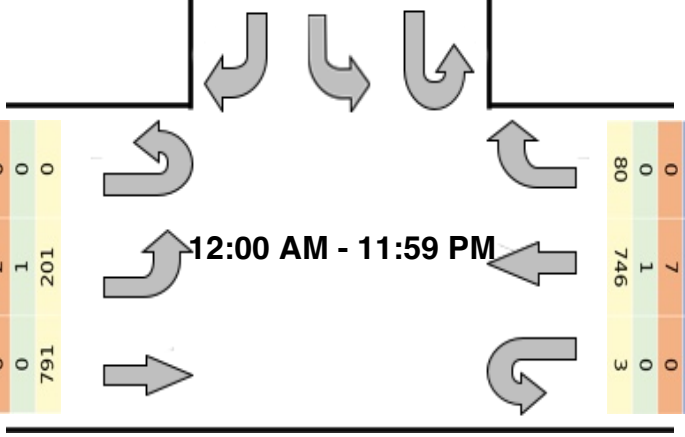
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
260	286	546
16	23	39
0	1	1
0	0	0
2	12	14
2	0	2
1	0	1
281	322	603

N

Right	Left	U-Turn
187	99	0
10	13	0
0	1	0
0	0	0
0	12	0
0	0	0
0	0	0
197	125	0



Out	In	Total
845	901	1746
78	74	152
9	4	13
2	2	4
1	2	3
7	8	15
1	1	2
943	992	1935

Thru	Left	U-Turn
717	184	0
62	12	0
4	0	0
2	0	0
0	2	0
6	2	0
0	1	0
791	201	0

Right	Thru	U-Turn
76	658	2
4	68	1
0	9	0
0	2	0
0	1	0
0	7	0
0	1	0
80	746	3

Out	In	Total
818	734	1552
76	72	148
5	9	14
2	2	4
12	1	13
6	7	13
0	1	1
919	826	1745

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 01
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 01
Latitude and Longitude	(51.653795, -3.86616)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
Hourly Total	1	1	0	2	0	0	1	0	0	1	0	0	1	1	0	2	0	0	5
05:00	0	2	0	2	0	0	0	0	0	0	0	0	1	2	0	3	0	0	5
05:15	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3
05:30	2	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4
05:45	2	4	0	6	0	0	0	0	0	0	0	0	0	1	0	1	0	0	7
Hourly Total	5	8	0	13	0	0	1	0	0	1	0	0	1	4	0	5	0	0	19
06:00	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4
06:15	2	3	0	5	0	0	3	0	0	3	0	0	0	0	0	0	0	0	8
06:30	3	3	0	6	0	0	3	0	0	3	0	0	0	3	0	3	0	0	12
06:45	2	1	0	3	0	0	5	0	0	5	0	0	0	1	0	1	0	0	9
Hourly Total	10	7	0	17	0	0	11	0	0	11	0	0	0	5	0	5	0	0	33

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	3	1	0	4	0	0	8	0	0	8	0	0	2	3	0	5	0	0	17
07:15	6	7	0	13	0	0	4	1	0	5	0	0	1	2	0	3	0	0	21
07:30	4	11	0	15	0	0	17	0	0	17	0	0	1	6	0	7	0	0	39
07:45	3	11	0	14	0	0	20	3	0	23	0	0	0	5	0	5	0	0	42
Hourly Total	16	30	0	46	0	0	49	4	0	53	0	0	4	16	0	20	0	0	119
08:00	2	7	0	9	0	0	30	2	0	32	0	0	1	8	0	9	0	0	50
08:15	6	7	0	13	0	0	35	0	0	35	0	0	0	14	0	14	0	0	62
08:30	2	5	0	7	0	0	25	1	0	26	0	0	1	10	0	11	0	0	44
08:45	3	5	0	8	0	0	23	0	0	23	0	0	0	13	0	13	0	0	44
Hourly Total	13	24	0	37	0	0	113	3	0	116	0	0	2	45	0	47	0	0	200
09:00	1	2	0	3	0	0	15	2	0	17	0	0	8	6	0	14	0	0	34
09:15	2	4	0	6	0	0	8	0	0	8	0	0	3	12	0	15	0	0	29
09:30	1	3	0	4	0	0	8	0	0	8	0	0	0	6	0	6	0	0	18
09:45	0	4	0	4	0	0	8	1	0	9	0	0	4	5	0	9	0	0	22
Hourly Total	4	13	0	17	0	0	39	3	0	42	0	0	15	29	0	44	0	0	103
10:00	0	2	0	2	0	0	11	0	0	11	0	0	3	3	0	6	0	0	19
10:15	5	0	0	5	0	0	7	1	0	8	0	0	2	2	0	4	0	0	17
10:30	1	2	0	3	0	0	9	2	0	11	0	0	1	6	0	7	0	0	21
10:45	0	5	0	5	0	0	6	0	0	6	0	0	1	5	0	6	0	0	17
Hourly Total	6	9	0	15	0	0	33	3	0	36	0	0	7	16	0	23	0	0	74
11:00	1	2	0	3	0	0	9	1	0	10	0	0	1	9	0	10	0	0	23
11:15	3	4	0	7	0	0	14	0	0	14	0	0	4	9	0	13	0	0	34
11:30	1	4	0	5	0	0	8	1	0	9	0	0	2	7	0	9	0	0	23
11:45	1	4	0	5	0	0	12	3	0	15	0	0	5	8	0	13	0	0	33
Hourly Total	6	14	0	20	0	0	43	5	0	48	0	0	12	33	0	45	0	0	113
12:00	3	6	0	9	0	0	8	1	0	9	0	0	2	12	0	14	0	0	32
12:15	2	4	0	6	0	0	5	1	0	6	0	0	3	17	0	20	0	0	32
12:30	0	3	0	3	0	0	9	1	0	10	0	0	6	8	0	14	0	0	27
12:45	0	3	0	3	0	0	5	1	0	6	0	0	2	6	0	8	0	0	17
Hourly Total	5	16	0	21	0	0	27	4	0	31	0	0	13	43	0	56	0	0	108
13:00	2	5	0	7	0	0	7	1	0	8	0	0	3	8	0	11	0	0	26
13:15	1	0	0	1	0	0	15	1	0	16	0	0	6	9	0	15	0	0	32
13:30	0	2	0	2	0	0	10	0	0	10	0	0	4	16	0	20	0	0	32
13:45	2	4	0	6	0	0	7	1	0	8	0	0	2	17	0	19	0	0	33
Hourly Total	5	11	0	16	0	0	39	3	0	42	0	0	15	50	0	65	0	0	123

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	1	0	0	1	0	0	10	1	0	11	0	0	1	8	0	9	0	0	21
14:15	2	5	0	7	0	0	6	0	0	6	0	0	4	14	0	18	0	0	31
14:30	1	2	0	3	0	0	6	1	0	7	0	0	6	14	0	20	0	0	30
14:45	2	2	0	4	0	0	8	0	0	8	0	0	3	8	0	11	0	0	23
Hourly Total	6	9	0	15	0	0	30	2	0	32	0	0	14	44	0	58	0	0	105
15:00	5	4	0	9	0	0	5	1	0	6	0	0	2	12	0	14	0	0	29
15:15	1	1	0	2	0	0	14	5	0	19	0	0	4	15	0	19	0	0	40
15:30	0	1	0	1	0	0	9	3	0	12	0	0	2	18	0	20	0	0	33
15:45	2	1	0	3	0	0	9	4	0	13	0	0	5	15	0	20	0	0	36
Hourly Total	8	7	0	15	0	0	37	13	0	50	0	0	13	60	0	73	0	0	138
16:00	1	4	0	5	0	0	16	5	0	21	0	0	12	13	0	25	0	0	51
16:15	1	3	0	4	0	0	12	1	0	13	0	0	7	26	0	33	0	0	50
16:30	0	7	0	7	0	0	14	1	0	15	0	0	6	32	0	38	0	0	60
16:45	3	4	0	7	0	0	10	3	0	13	0	0	10	28	0	38	0	0	58
Hourly Total	5	18	0	23	0	0	52	10	0	62	0	0	35	99	0	134	0	0	219
17:00	2	4	0	6	0	0	21	2	0	23	0	0	5	25	0	30	0	0	59
17:15	0	3	0	3	0	0	23	5	0	28	0	0	9	28	0	37	0	0	68
17:30	1	3	0	4	0	0	24	2	0	26	0	0	6	13	0	19	0	0	49
17:45	4	8	0	12	0	0	16	7	0	23	0	0	5	14	0	19	0	0	54
Hourly Total	7	18	0	25	0	0	84	16	0	100	0	0	25	80	0	105	0	0	230
18:00	1	5	0	6	0	0	14	0	0	14	0	0	4	10	0	14	0	0	34
18:15	3	2	0	5	0	0	15	0	0	15	0	0	0	13	0	13	0	0	33
18:30	3	4	0	7	0	0	24	0	0	24	0	0	0	12	0	12	0	0	43
18:45	3	5	0	8	0	0	20	2	0	22	0	0	2	11	0	13	0	0	43
Hourly Total	10	16	0	26	0	0	73	2	0	75	0	0	6	46	0	52	0	0	153
19:00	1	6	0	7	0	0	14	2	1	17	0	0	3	10	0	13	0	0	37
19:15	1	5	0	6	0	0	17	0	0	17	0	0	6	6	0	12	0	0	35
19:30	0	3	0	3	0	0	9	3	0	12	0	0	2	9	0	11	0	0	26
19:45	2	2	0	4	0	0	5	1	0	6	0	0	1	6	0	7	0	0	17
Hourly Total	4	16	0	20	0	0	45	6	1	52	0	0	12	31	0	43	0	0	115
20:00	0	3	0	3	0	0	1	1	0	2	0	0	2	7	0	9	0	0	14
20:15	1	2	0	3	0	0	2	0	0	2	0	0	4	2	0	6	0	0	11
20:30	0	4	0	4	0	0	4	2	0	6	0	0	2	4	0	6	0	0	16
20:45	0	0	0	0	0	0	3	1	0	4	0	0	2	5	0	7	0	0	11
Hourly Total	1	9	0	10	0	0	10	4	0	14	0	0	10	18	0	28	0	0	52

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Gardens						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3
21:15	0	1	0	1	0	0	2	1	0	3	0	0	4	3	0	7	0	0	11
21:30	0	4	0	4	0	0	3	1	0	4	0	0	2	0	0	2	0	0	10
21:45	0	1	0	1	0	0	4	0	0	4	0	0	1	2	0	3	0	0	8
Hourly Total	0	6	0	6	0	0	9	2	0	11	0	0	7	8	0	15	0	0	32
22:00	0	1	0	1	0	0	6	1	0	7	0	0	3	5	0	8	0	0	16
22:15	0	4	0	4	0	0	2	1	0	3	0	0	3	16	0	19	0	0	26
22:30	0	0	0	0	0	0	1	0	0	1	0	0	5	13	0	18	0	0	19
22:45	0	2	0	2	0	0	4	0	0	4	0	0	5	4	0	9	0	0	15
Hourly Total	0	7	0	7	0	0	13	2	0	15	0	0	16	38	0	54	0	0	76
23:00	0	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	3
23:15	0	0	0	0	0	0	3	0	0	3	0	0	2	2	0	4	0	0	7
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	5	0	0	5	0	0	3	3	0	6	0	0	12
Grand Total	112	241	0	353	0	0	716	82	1	799	0	0	211	674	0	885	0	0	2037
Approach %	31	68	0	100	0	0	89	10	0	100	0	0	23	76	0	100	0	0	300
Total %	5	11	0	17	0	0	35	4	0	39	0	0	10	33	0	43	0	0	100
Car	94	222	0	316	0	0	630	70	1	701	0	0	193	616	0	809	0	0	1826
Car %	83	0	0	0	0	0	0	85	100	0	0	0	91	91	0	0	0	0	89
LGV	18	17	0	35	0	0	76	9	0	85	0	0	17	51	0	68	0	0	188
LGV %	16	0	0	0	0	0	0	10	0	0	0	0	8	7	0	0	0	0	9
OGV1	0	2	0	2	0	0	5	1	0	6	0	0	1	1	0	2	0	0	10
OGV1 %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	1	2	0	3	0	0	0	2	0	2	0	0	5
PSV %	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 01

GPS: 51.653795, -3.86616

Date: 09-17-2025

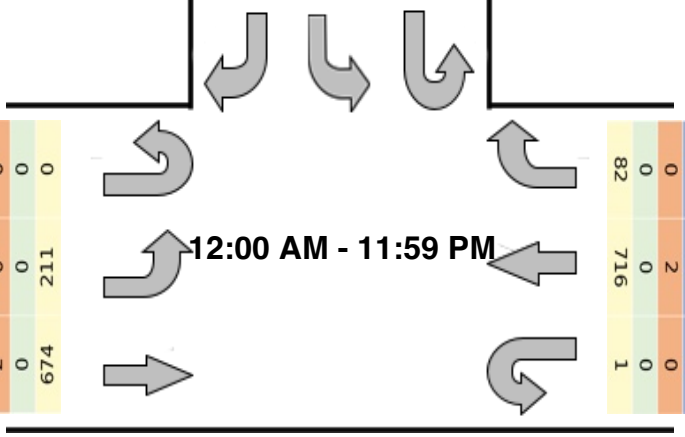
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
263	316	579
26	35	61
2	2	4
0	0	0
2	0	2
0	0	0
0	0	0
293	353	646

N

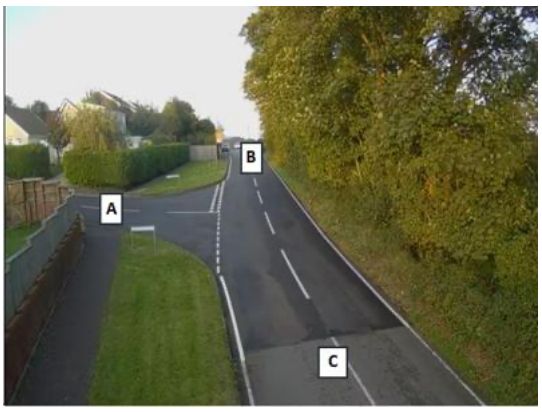
Right	Left	U-Turn
222	94	0
17	18	0
2	0	0
0	0	0
0	0	0
0	0	0
0	0	0
241	112	0



Class	Out	In	Total	U-Turn	Left	Thru	Right	Thru	U-Turn	Out	In	Total
Car	852	809	1661	0	193	616	70	630	1	711	700	1411
LGV	93	68	161	0	17	51	9	76	0	69	85	154
OGV1	7	2	9	0	1	1	1	5	0	1	6	7
OGV2	2	2	4	0	0	2	0	2	0	2	2	4
PSV	1	2	3	0	0	2	2	1	0	2	3	5
MC	2	2	4	0	0	2	0	2	0	2	2	4
PC	0	0	0	0	0	0	0	0	0	0	0	0
Total	957	885	1842	0	211	674	82	716	1	787	798	1585

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 02
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 02
Latitude and Longitude	(51.654744, -3.860581)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	1	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
01:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	2	1	0	3	0	0	0	1	0	1	0	0	4
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
05:15	2	0	0	2	0	0	0	1	0	1	0	0	0	3	0	3	0	0	6
05:30	1	1	0	2	0	0	2	0	0	2	0	0	0	1	0	1	0	0	5
05:45	7	0	0	7	0	0	0	0	0	0	0	0	0	3	0	3	0	0	10
Hourly Total	11	1	0	12	0	0	2	1	0	3	0	0	0	8	0	8	0	0	23
06:00	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3
06:15	3	0	0	3	0	0	2	2	0	4	0	0	0	1	0	1	0	0	8
06:30	4	0	0	4	0	0	5	1	0	6	0	0	0	5	0	5	0	0	15
06:45	6	0	0	6	0	0	6	5	0	11	0	0	0	5	0	5	0	0	22
Hourly Total	14	0	0	14	0	0	14	8	0	22	0	0	0	12	0	12	0	0	48

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	16	1	0	17	0	0	6	4	0	10	0	0	0	3	0	3	0	0	30
07:15	12	0	0	12	0	0	13	2	0	15	0	0	0	6	0	6	0	0	33
07:30	23	2	0	25	0	0	17	5	0	22	0	0	0	7	0	7	0	0	54
07:45	28	2	0	30	0	0	26	4	0	30	0	0	0	12	0	12	0	0	72
Hourly Total	79	5	0	84	0	0	62	15	0	77	0	0	0	28	0	28	0	0	189
08:00	28	3	0	31	0	0	38	14	1	53	0	0	0	15	0	15	0	0	99
08:15	28	0	0	28	0	0	27	9	0	36	0	0	0	18	0	18	0	0	82
08:30	20	1	0	21	0	0	29	7	0	36	0	0	0	17	0	17	0	0	74
08:45	12	0	0	12	0	0	16	9	0	25	0	0	1	17	0	18	0	0	55
Hourly Total	88	4	0	92	0	0	110	39	1	150	0	0	1	67	0	68	0	0	310
09:00	6	1	0	7	0	0	13	18	0	31	0	0	1	8	0	9	0	0	47
09:15	13	1	0	14	0	0	11	7	0	18	0	0	0	12	0	12	0	0	44
09:30	6	0	0	6	0	0	9	11	0	20	0	0	0	5	0	5	0	0	31
09:45	16	1	0	17	0	0	11	4	0	15	0	0	0	8	0	8	0	0	40
Hourly Total	41	3	0	44	0	0	44	40	0	84	0	0	1	33	0	34	0	0	162
10:00	9	0	0	9	0	0	4	7	0	11	0	0	0	9	0	9	0	0	29
10:15	10	0	0	10	0	0	8	6	1	15	0	0	0	12	0	12	0	0	37
10:30	14	1	0	15	0	0	5	5	0	10	0	0	1	8	0	9	0	0	34
10:45	17	0	0	17	0	0	9	7	0	16	0	0	0	11	0	11	0	0	44
Hourly Total	50	1	0	51	0	0	26	25	1	52	0	0	1	40	0	41	0	0	144
11:00	9	1	0	10	0	0	9	6	0	15	0	0	0	13	0	13	0	0	38
11:15	10	0	0	10	0	0	8	7	0	15	0	0	0	5	0	5	0	0	30
11:30	8	0	0	8	0	0	7	18	0	25	0	0	2	11	0	13	0	0	46
11:45	12	2	0	14	0	0	10	11	0	21	0	0	0	6	0	6	0	0	41
Hourly Total	39	3	0	42	0	0	34	42	0	76	0	0	2	35	0	37	0	0	155
12:00	8	2	0	10	0	0	7	9	1	17	0	0	1	9	0	10	0	0	37
12:15	10	0	0	10	0	0	11	13	0	24	0	0	0	4	0	4	0	0	38
12:30	6	1	0	7	0	0	4	10	0	14	0	0	1	14	0	15	0	0	36
12:45	7	1	0	8	0	0	7	9	0	16	0	0	0	14	0	14	0	0	38
Hourly Total	31	4	0	35	0	0	29	41	1	71	0	0	2	41	0	43	0	0	149
13:00	12	0	0	12	0	0	5	10	0	15	0	0	1	6	0	7	0	0	34
13:15	6	2	0	8	0	0	18	12	0	30	0	0	0	18	0	18	0	0	56
13:30	9	0	0	9	0	0	2	9	0	11	0	0	1	13	0	14	0	0	34
13:45	13	0	0	13	0	0	14	13	0	27	0	0	0	10	0	10	0	0	50
Hourly Total	40	2	0	42	0	0	39	44	0	83	0	0	2	47	0	49	0	0	174

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	15	0	0	15	0	0	10	7	0	17	0	0	1	15	0	16	0	0	48
14:15	11	1	0	12	0	0	14	12	0	26	0	0	2	20	0	22	0	0	60
14:30	7	1	0	8	0	0	9	8	0	17	0	0	0	15	0	15	0	0	40
14:45	20	1	0	21	0	0	12	8	0	20	0	0	0	22	0	22	0	0	63
Hourly Total	53	3	0	56	0	0	45	35	0	80	0	0	3	72	0	75	0	0	211
15:00	12	0	0	12	0	0	19	11	0	30	0	0	0	15	0	15	0	0	57
15:15	13	0	0	13	0	0	17	18	0	35	0	0	2	17	0	19	0	0	67
15:30	8	1	0	9	0	0	11	19	0	30	0	0	1	18	0	19	0	0	58
15:45	8	0	0	8	0	0	13	24	0	37	0	0	1	25	0	26	0	0	71
Hourly Total	41	1	0	42	0	0	60	72	0	132	0	0	4	75	0	79	0	0	253
16:00	5	1	0	6	0	0	24	17	1	42	0	0	0	34	0	34	0	0	82
16:15	11	0	0	11	0	0	16	21	0	37	0	0	1	33	0	34	0	0	82
16:30	11	1	0	12	0	0	27	24	0	51	0	0	2	36	0	38	0	0	101
16:45	20	0	0	20	0	0	23	23	1	47	0	0	1	29	0	30	0	0	97
Hourly Total	47	2	0	49	0	0	90	85	2	177	0	0	4	132	0	136	0	0	362
17:00	11	1	0	12	0	0	23	27	2	52	0	0	1	31	0	32	0	0	96
17:15	14	1	0	15	0	0	25	13	0	38	0	0	2	29	0	31	0	0	84
17:30	20	2	0	22	0	0	14	14	0	28	0	0	0	32	0	32	0	0	82
17:45	7	2	0	9	0	0	12	12	0	24	0	0	1	28	0	29	0	0	62
Hourly Total	52	6	0	58	0	0	74	66	2	142	0	0	4	120	0	124	0	0	324
18:00	11	1	0	12	0	0	19	14	0	33	0	0	1	21	0	22	0	0	67
18:15	11	0	0	11	0	0	10	15	0	25	0	0	0	18	0	18	0	0	54
18:30	9	1	0	10	0	0	9	17	0	26	0	0	0	9	0	9	0	0	45
18:45	14	2	0	16	0	0	4	9	0	13	0	0	1	14	0	15	0	0	44
Hourly Total	45	4	0	49	0	0	42	55	0	97	0	0	2	62	0	64	0	0	210
19:00	8	0	0	8	0	0	6	11	0	17	0	0	1	13	0	14	0	0	39
19:15	12	0	0	12	0	0	2	14	0	16	0	0	1	11	0	12	0	0	40
19:30	9	0	0	9	0	0	6	9	0	15	0	0	1	3	0	4	0	0	28
19:45	5	0	0	5	0	0	7	8	0	15	0	0	0	5	0	5	0	0	25
Hourly Total	34	0	0	34	0	0	21	42	0	63	0	0	3	32	0	35	0	0	132
20:00	8	0	0	8	0	0	4	13	0	17	0	0	1	8	0	9	0	0	34
20:15	2	0	0	2	0	0	5	9	0	14	0	0	1	4	0	5	0	0	21
20:30	8	1	0	9	0	0	4	7	0	11	0	0	3	2	0	5	0	0	25
20:45	5	3	0	8	0	0	3	6	0	9	0	0	1	5	0	6	0	0	23
Hourly Total	23	4	0	27	0	0	16	35	0	51	0	0	6	19	0	25	0	0	103

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	2	0	0	2	0	0	6	4	0	10	0	0	0	5	0	5	0	0	17
21:15	3	0	0	3	0	0	1	4	1	6	0	0	0	3	0	3	0	0	12
21:30	2	1	0	3	0	0	1	5	0	6	0	0	0	4	0	4	0	0	13
21:45	2	0	0	2	0	0	2	4	0	6	0	0	0	2	0	2	0	0	10
Hourly Total	9	1	0	10	0	0	10	17	1	28	0	0	0	14	0	14	0	0	52
22:00	1	0	0	1	0	0	1	4	0	5	0	0	0	2	0	2	0	0	8
22:15	2	0	0	2	0	0	1	4	0	5	0	0	0	2	0	2	0	0	9
22:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
22:45	1	0	0	1	0	0	1	2	0	3	0	0	0	1	0	1	0	0	5
Hourly Total	4	0	0	4	0	0	3	12	0	15	0	0	0	5	0	5	0	0	24
23:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	1	2	0	3	0	0	0	2	0	2	0	0	5
23:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	3	4	0	7	0	0	0	2	0	2	0	0	9
Grand Total	702	45	0	747	0	0	727	680	8	1415	0	0	36	848	0	884	0	0	3046
Approach %	93	6	0	100	0	0	51	48	0	100	0	0	4	95	0	100	0	0	300
Total %	23	1	0	24	0	0	23	22	0	46	0	0	1	27	0	29	0	0	100
Car	643	40	0	683	0	0	638	624	7	1269	0	0	33	734	0	767	0	0	2719
Car %	91	0	0	0	0	0	0	91	87	0	0	0	91	86	0	0	0	0	89
LGV	51	5	0	56	0	0	74	39	1	114	0	0	3	88	0	91	0	0	261
LGV %	7	0	0	0	0	0	0	5	12	0	0	0	8	10	0	0	0	0	8
OGV1	3	0	0	3	0	0	5	2	0	7	0	0	0	5	0	5	0	0	15
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	1	0	0	1	0	0	2	1	0	3	0	0	0	2	0	2	0	0	6
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	4	0	0	4	0	0	2	14	0	16	0	0	0	11	0	11	0	0	31
PSV %	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
MC	0	0	0	0	0	0	5	0	0	5	0	0	0	8	0	8	0	0	13
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 02

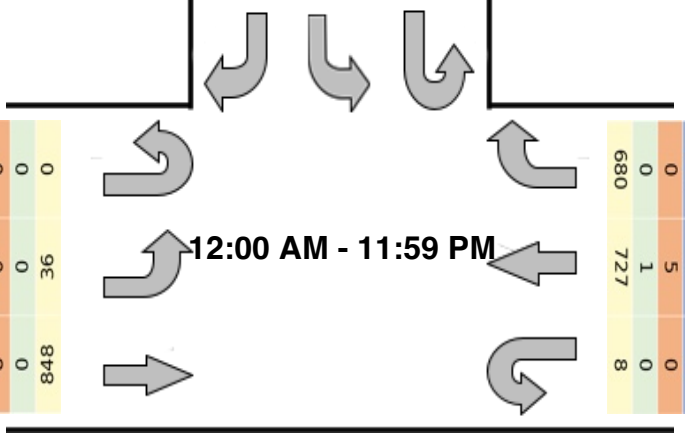
GPS: 51.654744, -3.860581

Date: 09-11-2025

Turning Movement Data

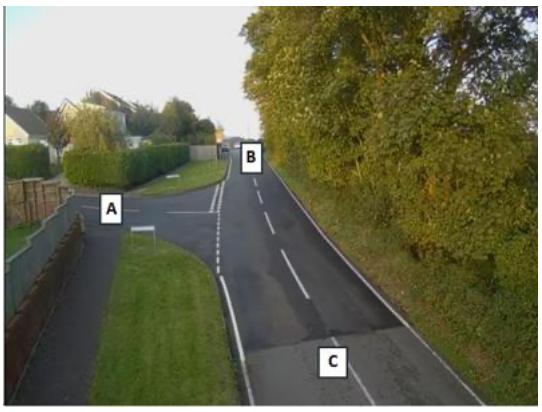
Class	Out	In	Total	Right	Left	U-Turn	Thru	U-Turn	Right	Thru	U-Turn	Out	In	Total
Car	657	683	1340	40	643	0	734	33	0	678	767	1445		
LGV	42	56	98	5	51	0	88	3	0	79	91	170		
OGV1	2	3	5	0	3	0	5	0	0	5	5	10		
OGV2	1	1	2	0	1	0	2	0	0	2	2	4		
PSV	14	4	18	0	4	0	11	0	0	2	11	13		
MC	0	0	0	0	0	0	8	0	0	5	8	13		
PC	0	0	0	0	0	0	0	0	0	1	0	1		
Total	716	747	1463	45	702	0	848	36	0	772	884	1656		

N



SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 02
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 02
Latitude and Longitude	(51.654744, -3.860581)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:15	1	0	0	1	0	0	1	2	0	3	0	0	0	0	0	0	0	0	4
00:30	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
00:45	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	2	0	0	2	0	0	1	3	0	4	0	0	0	4	0	4	0	0	10
01:00	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	3	0	0	3	0	0	0	3	0	3	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	1	0	0	1	0	0	2	1	0	3	0	0	0	1	0	1	0	0	5
05:00	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4
05:15	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	3	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4
05:45	4	1	0	5	0	0	1	0	0	1	0	0	0	4	0	4	0	0	10
Hourly Total	13	2	0	15	0	0	2	0	0	2	0	0	0	6	0	6	0	0	23
06:00	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3
06:15	2	0	0	2	0	0	6	0	0	6	0	0	0	1	0	1	0	0	9
06:30	2	1	0	3	0	0	4	1	0	5	0	0	0	5	0	5	0	0	13
06:45	7	0	0	7	0	0	7	3	0	10	0	0	0	7	0	7	0	0	24
Hourly Total	13	1	0	14	0	0	17	4	0	21	0	0	0	14	0	14	0	0	49

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	10	0	0	10	0	0	8	5	0	13	0	0	0	5	0	5	0	0	28
07:15	14	0	0	14	0	0	5	3	0	8	0	0	0	4	0	4	0	0	26
07:30	20	0	0	20	0	0	22	1	0	23	0	0	0	6	0	6	0	0	49
07:45	31	1	0	32	0	0	27	2	0	29	0	0	0	13	0	13	0	0	74
Hourly Total	75	1	0	76	0	0	62	11	0	73	0	0	0	28	0	28	0	0	177
08:00	32	4	0	36	0	0	25	9	1	35	0	0	0	11	0	11	0	0	82
08:15	31	0	0	31	0	0	20	7	0	27	0	0	0	18	0	18	0	0	76
08:30	11	1	0	12	0	0	26	4	0	30	0	0	1	9	0	10	0	0	52
08:45	13	1	0	14	0	0	16	11	0	27	0	0	0	18	0	18	0	0	59
Hourly Total	87	6	0	93	0	0	87	31	1	119	0	0	1	56	0	57	0	0	269
09:00	5	0	0	5	0	0	19	10	0	29	0	0	0	10	0	10	0	0	44
09:15	14	0	0	14	0	0	11	10	0	21	0	0	0	9	0	9	0	0	44
09:30	15	2	0	17	0	0	10	8	0	18	0	0	0	3	0	3	0	0	38
09:45	9	1	0	10	0	0	7	5	0	12	0	0	0	8	0	8	0	0	30
Hourly Total	43	3	0	46	0	0	47	33	0	80	0	0	0	30	0	30	0	0	156
10:00	10	0	0	10	0	0	10	5	0	15	0	0	0	8	0	8	0	0	33
10:15	9	0	0	9	0	0	4	6	0	10	0	0	0	11	0	11	0	0	30
10:30	14	0	0	14	0	0	5	10	0	15	0	0	0	9	0	9	0	0	38
10:45	15	0	0	15	0	0	13	7	1	21	0	0	0	13	0	13	0	0	49
Hourly Total	48	0	0	48	0	0	32	28	1	61	0	0	0	41	0	41	0	0	150
11:00	9	4	0	13	0	0	14	11	1	26	0	0	0	16	0	16	0	0	55
11:15	7	0	0	7	0	0	17	10	2	29	0	0	0	13	0	13	0	0	49
11:30	8	0	0	8	0	0	10	10	0	20	0	0	1	8	0	9	0	0	37
11:45	13	1	0	14	0	0	10	11	0	21	0	0	2	14	0	16	0	0	51
Hourly Total	37	5	0	42	0	0	51	42	3	96	0	0	3	51	0	54	0	0	192
12:00	13	1	0	14	0	0	16	14	1	31	0	0	0	11	0	11	0	0	56
12:15	2	1	0	3	0	0	16	12	1	29	0	0	0	14	0	14	0	0	46
12:30	9	1	0	10	0	0	14	10	2	26	0	0	0	20	0	20	0	0	56
12:45	11	0	0	11	0	0	18	17	0	35	0	0	1	11	0	12	0	0	58
Hourly Total	35	3	0	38	0	0	64	53	4	121	0	0	1	56	0	57	0	0	216
13:00	5	1	0	6	0	0	14	11	0	25	0	0	1	16	0	17	0	0	48
13:15	2	1	0	3	0	0	8	11	0	19	0	0	1	21	0	22	0	0	44
13:30	2	1	0	3	0	0	12	4	0	16	0	0	0	24	0	24	0	0	43
13:45	7	1	0	8	0	0	11	9	0	20	0	0	0	19	0	19	0	0	47
Hourly Total	16	4	0	20	0	0	45	35	0	80	0	0	2	80	0	82	0	0	182

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	11	1	0	12	0	0	14	8	0	22	0	0	1	24	0	25	0	0	59
14:15	11	1	0	12	0	0	7	9	0	16	0	0	1	18	0	19	0	0	47
14:30	14	0	0	14	0	0	13	3	0	16	0	0	0	21	0	21	0	0	51
14:45	14	2	0	16	0	0	9	13	0	22	0	0	1	18	0	19	0	0	57
Hourly Total	50	4	0	54	0	0	43	33	0	76	0	0	3	81	0	84	0	0	214
15:00	11	0	0	11	0	0	20	11	0	31	0	0	1	17	0	18	0	0	60
15:15	10	0	0	10	0	0	15	24	1	40	0	0	0	25	0	25	0	0	75
15:30	10	0	0	10	0	0	12	18	0	30	0	0	0	25	0	25	0	0	65
15:45	7	1	0	8	0	0	23	26	0	49	0	0	2	34	0	36	0	0	93
Hourly Total	38	1	0	39	0	0	70	79	1	150	0	0	3	101	0	104	0	0	293
16:00	14	0	0	14	0	0	25	11	0	36	0	0	2	30	0	32	0	0	82
16:15	20	1	0	21	0	0	19	20	1	40	0	0	1	27	0	28	0	0	89
16:30	13	1	0	14	0	0	26	21	0	47	0	0	0	28	0	28	0	0	89
16:45	11	0	0	11	0	0	27	18	1	46	0	0	2	23	0	25	0	0	82
Hourly Total	58	2	0	60	0	0	97	70	2	169	0	0	5	108	0	113	0	0	342
17:00	10	2	0	12	0	0	28	25	0	53	0	0	1	22	0	23	0	0	88
17:15	13	1	0	14	0	0	27	13	1	41	0	0	1	30	0	31	0	0	86
17:30	13	0	0	13	0	0	26	14	0	40	0	0	1	25	0	26	0	0	79
17:45	10	1	0	11	0	0	16	15	0	31	0	0	1	20	0	21	0	0	63
Hourly Total	46	4	0	50	0	0	97	67	1	165	0	0	4	97	0	101	0	0	316
18:00	16	1	0	17	0	0	12	17	0	29	0	0	2	22	0	24	0	0	70
18:15	8	0	0	8	0	0	9	15	0	24	0	0	1	17	0	18	0	0	50
18:30	11	0	0	11	0	0	7	9	0	16	0	0	0	15	0	15	0	0	42
18:45	7	1	0	8	0	0	8	7	0	15	0	0	1	11	0	12	0	0	35
Hourly Total	42	2	0	44	0	0	36	48	0	84	0	0	4	65	0	69	0	0	197
19:00	9	1	0	10	0	0	10	15	0	25	0	0	0	10	0	10	0	0	45
19:15	10	0	0	10	0	0	10	4	1	15	0	0	1	13	0	14	0	0	39
19:30	4	1	0	5	0	0	5	7	2	14	0	0	1	6	0	7	0	0	26
19:45	2	1	0	3	0	0	6	8	0	14	0	0	0	12	0	12	0	0	29
Hourly Total	25	3	0	28	0	0	31	34	3	68	0	0	2	41	0	43	0	0	139
20:00	6	0	0	6	0	0	5	6	0	11	0	0	1	9	0	10	0	0	27
20:15	10	1	0	11	0	0	6	6	0	12	0	0	0	3	0	3	0	0	26
20:30	6	1	0	7	0	0	4	10	0	14	0	0	1	5	0	6	0	0	27
20:45	2	0	0	2	0	0	7	4	0	11	0	0	0	1	0	1	0	0	14
Hourly Total	24	2	0	26	0	0	22	26	0	48	0	0	2	18	0	20	0	0	94

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	4	0	0	4	0	0	1	3	0	4	0	0	0	0	0	0	0	0	8
21:15	1	0	0	1	0	0	3	7	0	10	0	0	0	5	0	5	0	0	16
21:30	3	0	0	3	0	0	0	5	0	5	0	0	0	2	0	2	0	0	10
21:45	3	0	0	3	0	0	2	4	0	6	0	0	0	4	0	4	0	0	13
Hourly Total	11	0	0	11	0	0	6	19	0	25	0	0	0	11	0	11	0	0	47
22:00	2	0	0	2	0	0	4	5	0	9	0	0	1	1	0	2	0	0	13
22:15	1	0	0	1	0	0	1	2	0	3	0	0	0	2	0	2	0	0	6
22:30	1	0	0	1	0	0	3	1	0	4	0	0	0	2	0	2	0	0	7
22:45	1	0	0	1	0	0	1	5	0	6	0	0	0	4	0	4	0	0	11
Hourly Total	5	0	0	5	0	0	9	13	0	22	0	0	1	9	0	10	0	0	37
23:00	3	0	0	3	0	0	1	1	0	2	0	0	0	1	1	2	0	0	7
23:15	2	1	0	3	0	0	4	3	0	7	0	0	0	1	0	1	0	0	11
23:30	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	3	2	0	5	0	0	0	3	0	3	0	0	8
Hourly Total	7	1	0	8	0	0	8	7	0	15	0	0	0	5	1	6	0	0	29
Grand Total	679	44	0	723	0	0	829	641	16	1486	0	0	31	904	1	936	0	0	3145
Approach %	93	6	0	100	0	0	55	43	1	100	0	0	3	96	0	99	0	0	300
Total %	21	1	0	22	0	0	26	20	0	47	0	0	0	28	0	29	0	0	100
Car	636	41	0	677	0	0	714	600	14	1328	0	0	31	796	1	828	0	0	2833
Car %	93	0	0	0	0	0	0	93	87	0	0	0	100	88	0	0	0	0	90
LGV	39	1	0	40	0	0	102	36	1	139	0	0	0	93	0	93	0	0	272
LGV %	5	0	0	0	0	0	0	5	6	0	0	0	0	10	0	0	0	0	8
OGV1	0	0	0	0	0	0	6	0	1	7	0	0	0	3	0	3	0	0	10
OGV1 %	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	4	2	0	6	0	0	1	5	0	6	0	0	0	3	0	3	0	0	15
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	3	0	0	3	0	0	0	7	0	7	0	0	10
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-12-2025

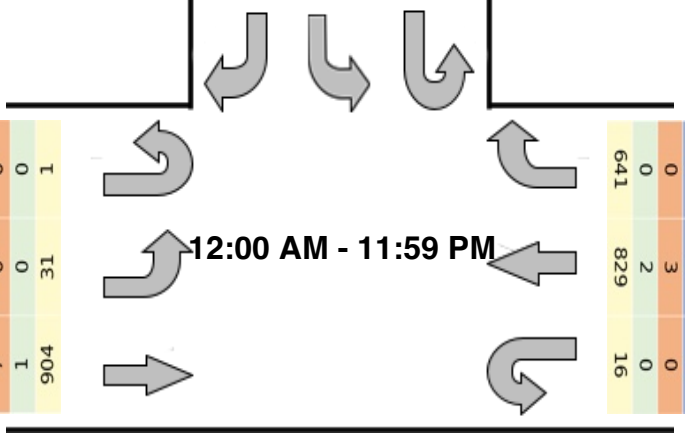
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
631	677	1308
36	40	76
0	0	0
0	0	0
5	6	11
0	0	0
0	0	0
672	723	1395

N

Right	Left	U-Turn
41	636	0
1	39	0
0	0	0
0	0	0
2	4	0
0	0	0
0	0	0
44	679	0



Out	In	Total
1446	1314	2760
133	138	271
4	6	10
1	1	2
7	6	13
7	3	10
1	2	3
1599	1470	3069

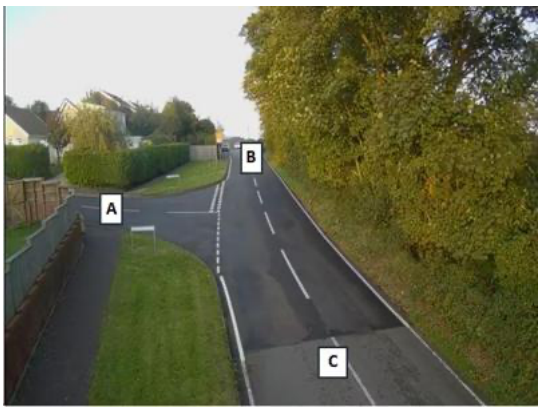
Right	Thru	U-Turn
600	714	14
36	102	1
0	6	1
0	1	0
5	1	0
0	3	0
0	2	0
641	829	16

U-Turn	Left	Thru
1	31	796
0	0	93
0	0	3
0	0	1
0	0	3
0	0	7
0	0	1
1	31	904

Out	In	Total
756	827	1583
103	93	196
6	3	9
1	1	2
3	3	6
3	7	10
2	1	3
874	935	1809

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 02
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 02
Latitude and Longitude	(51.654744, -3.860581)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	1	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	0	5	0	5	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	2	0	0	1	1	0	2	0	0	4
05:00	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	0	0	4
05:15	3	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4
05:30	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45	0	0	0	0	0	0	1	0	0	1	0	0	0	4	0	4	0	0	5
Hourly Total	9	1	0	10	0	0	1	1	0	2	0	0	1	6	0	7	0	0	19
06:00	8	0	0	8	0	0	1	1	0	2	0	0	0	3	0	3	0	0	13
06:15	3	0	0	3	0	0	0	1	0	1	0	0	0	3	0	3	0	0	7
06:30	2	0	0	2	0	0	0	1	0	1	0	0	0	2	0	2	0	0	5
06:45	4	0	0	4	0	0	3	5	0	8	0	0	0	7	0	7	0	0	19
Hourly Total	17	0	0	17	0	0	4	8	0	12	0	0	0	15	0	15	0	0	44

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	7	1	0	8	0	0	6	3	0	9	0	0	0	6	0	6	0	0	23
07:15	11	0	0	11	0	0	7	2	0	9	0	0	0	2	0	2	0	0	22
07:30	20	1	0	21	0	0	23	5	1	29	0	0	0	7	0	7	0	0	57
07:45	28	3	0	31	0	0	33	8	0	41	0	0	1	9	0	10	0	0	82
Hourly Total	66	5	0	71	0	0	69	18	1	88	0	0	1	24	0	25	0	0	184
08:00	35	2	0	37	0	0	48	10	2	60	0	0	1	12	0	13	0	0	110
08:15	34	2	0	36	0	0	36	11	0	47	0	0	0	15	0	15	0	0	98
08:30	18	0	0	18	0	0	35	10	0	45	0	0	0	12	0	12	0	0	75
08:45	8	0	0	8	0	0	20	10	0	30	0	0	2	11	0	13	0	0	51
Hourly Total	95	4	0	99	0	0	139	41	2	182	0	0	3	50	0	53	0	0	334
09:00	12	1	0	13	0	0	17	13	0	30	0	0	1	7	0	8	0	0	51
09:15	5	2	0	7	0	0	12	11	0	23	0	0	1	8	0	9	0	0	39
09:30	16	0	0	16	0	0	11	3	0	14	0	0	0	9	0	9	0	0	39
09:45	13	1	0	14	0	0	6	6	0	12	0	0	0	8	0	8	0	0	34
Hourly Total	46	4	0	50	0	0	46	33	0	79	0	0	2	32	0	34	0	0	163
10:00	9	0	0	9	0	0	5	7	0	12	0	0	0	8	0	8	0	0	29
10:15	5	2	0	7	0	0	6	8	0	14	0	0	0	7	0	7	0	0	28
10:30	10	0	0	10	0	0	15	10	0	25	0	0	1	7	0	8	0	0	43
10:45	0	0	0	0	0	0	8	12	0	20	0	0	3	8	0	11	0	0	31
Hourly Total	24	2	0	26	0	0	34	37	0	71	0	0	4	30	0	34	0	0	131
11:00	9	0	0	9	0	0	14	8	1	23	0	0	1	13	0	14	0	0	46
11:15	5	0	0	5	0	0	8	7	0	15	0	0	1	7	0	8	0	0	28
11:30	10	0	0	10	0	0	10	9	0	19	0	0	0	6	0	6	0	0	35
11:45	10	2	0	12	0	0	7	12	0	19	0	0	3	6	0	9	0	0	40
Hourly Total	34	2	0	36	0	0	39	36	1	76	0	0	5	32	0	37	0	0	149
12:00	10	0	0	10	0	0	8	9	1	18	0	0	0	8	0	8	0	0	36
12:15	7	1	0	8	0	0	10	12	0	22	0	0	1	12	0	13	0	0	43
12:30	8	0	0	8	0	0	9	5	0	14	0	0	1	10	0	11	0	0	33
12:45	7	1	0	8	0	0	9	10	0	19	0	0	0	12	0	12	0	0	39
Hourly Total	32	2	0	34	0	0	36	36	1	73	0	0	2	42	0	44	0	0	151
13:00	7	0	0	7	0	0	14	8	1	23	0	0	0	11	0	11	0	0	41
13:15	6	0	0	6	0	0	8	9	0	17	0	0	2	8	0	10	0	0	33
13:30	7	1	0	8	0	0	11	8	0	19	0	0	0	7	0	7	0	0	34
13:45	9	0	0	9	0	0	8	9	0	17	0	0	0	9	0	9	0	0	35
Hourly Total	29	1	0	30	0	0	41	34	1	76	0	0	2	35	0	37	0	0	143

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	5	0	0	5	0	0	6	5	0	11	0	0	0	12	0	12	0	0	28
14:15	12	1	0	13	0	0	20	5	0	25	0	0	2	14	0	16	0	0	54
14:30	15	0	0	15	0	0	7	8	0	15	0	0	2	24	0	26	0	0	56
14:45	0	0	0	0	0	0	11	11	0	22	0	0	2	33	0	35	0	0	57
Hourly Total	32	1	0	33	0	0	44	29	0	73	0	0	6	83	0	89	0	0	195
15:00	9	1	0	10	0	0	12	28	0	40	0	0	3	13	0	16	0	0	66
15:15	5	0	0	5	0	0	15	18	0	33	0	0	1	16	0	17	0	0	55
15:30	3	0	0	3	0	0	9	25	0	34	0	0	0	15	0	15	0	0	52
15:45	16	1	0	17	0	0	15	25	0	40	0	0	2	18	0	20	0	0	77
Hourly Total	33	2	0	35	0	0	51	96	0	147	0	0	6	62	0	68	0	0	250
16:00	14	1	0	15	0	0	25	10	0	35	0	0	3	20	0	23	0	0	73
16:15	14	1	0	15	0	0	14	17	0	31	0	0	1	24	0	25	0	0	71
16:30	9	0	0	9	0	0	18	17	0	35	0	0	1	28	0	29	0	0	73
16:45	8	0	0	8	0	0	21	15	0	36	0	0	1	32	0	33	0	0	77
Hourly Total	45	2	0	47	0	0	78	59	0	137	0	0	6	104	0	110	0	0	294
17:00	12	0	0	12	0	0	18	21	1	40	0	0	0	18	0	18	0	0	70
17:15	7	1	0	8	0	0	19	14	0	33	0	0	0	42	0	42	0	0	83
17:30	3	3	0	6	0	0	9	15	0	24	0	0	3	33	0	36	0	0	66
17:45	7	0	0	7	0	0	14	17	0	31	0	0	0	27	0	27	0	0	65
Hourly Total	29	4	0	33	0	0	60	67	1	128	0	0	3	120	0	123	0	0	284
18:00	9	1	0	10	0	0	14	18	1	33	0	0	1	12	0	13	0	0	56
18:15	12	0	0	12	0	0	16	10	1	27	0	0	1	13	0	14	0	0	53
18:30	6	0	0	6	0	0	14	11	0	25	0	0	0	19	0	19	0	0	50
18:45	13	2	0	15	0	0	3	9	1	13	0	0	1	11	0	12	0	0	40
Hourly Total	40	3	0	43	0	0	47	48	3	98	0	0	3	55	0	58	0	0	199
19:00	5	1	0	6	0	0	7	17	0	24	0	0	0	12	0	12	0	0	42
19:15	8	1	0	9	0	0	8	11	0	19	0	0	5	11	0	16	0	0	44
19:30	5	1	0	6	0	0	7	4	0	11	0	0	0	9	0	9	0	0	26
19:45	3	0	0	3	0	0	8	4	0	12	0	0	0	13	0	13	0	0	28
Hourly Total	21	3	0	24	0	0	30	36	0	66	0	0	5	45	0	50	0	0	140
20:00	4	0	0	4	0	0	1	12	0	13	0	0	1	2	0	3	0	0	20
20:15	2	1	0	3	0	0	8	10	0	18	0	0	0	4	0	4	0	0	25
20:30	4	0	0	4	0	0	0	7	0	7	0	0	0	3	0	3	0	0	14
20:45	2	0	0	2	0	0	2	6	0	8	0	0	0	2	0	2	0	0	12
Hourly Total	12	1	0	13	0	0	11	35	0	46	0	0	1	11	0	12	0	0	71

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	0	0	1	0	0	4	2	0	6	0	0	0	6	0	6	0	0	13
21:15	0	0	0	0	0	0	0	4	0	4	0	0	0	3	0	3	0	0	7
21:30	2	0	0	2	0	0	2	0	0	2	0	0	0	2	0	2	0	0	6
21:45	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	4	0	0	4	0	0	6	7	0	13	0	0	0	11	0	11	0	0	28
22:00	2	0	0	2	0	0	1	3	0	4	0	0	0	2	0	2	0	0	8
22:15	1	0	0	1	0	0	0	7	0	7	0	0	0	1	0	1	0	0	9
22:30	1	0	0	1	0	0	0	1	0	1	0	0	0	2	1	3	0	0	5
22:45	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
Hourly Total	4	0	0	4	0	0	3	11	0	14	0	0	0	6	1	7	0	0	25
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
23:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	2	0	0	0	3	0	3	0	0	5
Grand Total	576	37	0	613	0	0	741	640	10	1391	0	0	51	767	1	819	0	0	2823
Approach %	93	6	0	100	0	0	53	46	0	100	0	0	6	93	0	100	0	0	300
Total %	20	1	0	21	0	0	26	22	0	49	0	0	1	27	0	29	0	0	100
Car	528	34	0	562	0	0	640	586	9	1235	0	0	44	674	0	718	0	0	2515
Car %	91	0	0	0	0	0	0	91	90	0	0	0	86	87	0	0	0	0	89
LGV	43	3	0	46	0	0	85	44	1	130	0	0	7	78	1	86	0	0	262
LGV %	7	0	0	0	0	0	0	6	10	0	0	0	13	10	0	0	0	0	9
OGV1	2	0	0	2	0	0	8	2	0	10	0	0	0	5	0	5	0	0	17
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	3	0	0	3	0	0	1	7	0	8	0	0	0	4	0	4	0	0	15
PSV %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	5	1	0	6	0	0	0	4	0	4	0	0	10
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-15-2025

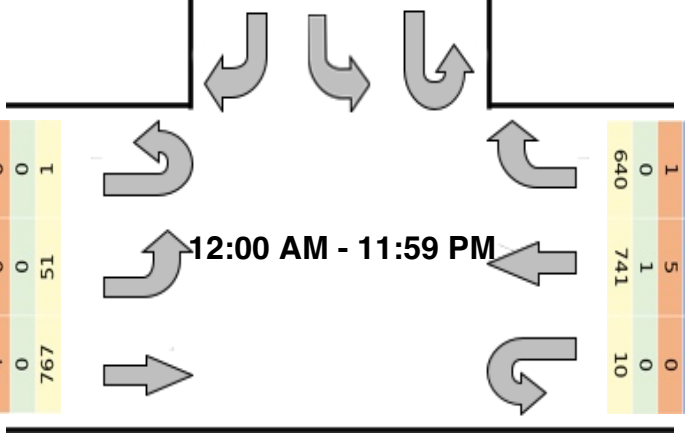
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
630	562	1192
51	46	97
2	2	4
0	0	0
7	3	10
1	0	1
0	0	0
691	613	1304

N

Right	Left	U-Turn
34	528	0
3	43	0
0	2	0
0	0	0
0	3	0
0	0	0
0	0	0
37	576	0



Out	In	Total
674	718	1392
89	85	174
8	5	13
1	2	3
1	4	5
5	4	9
1	0	1
779	818	1597

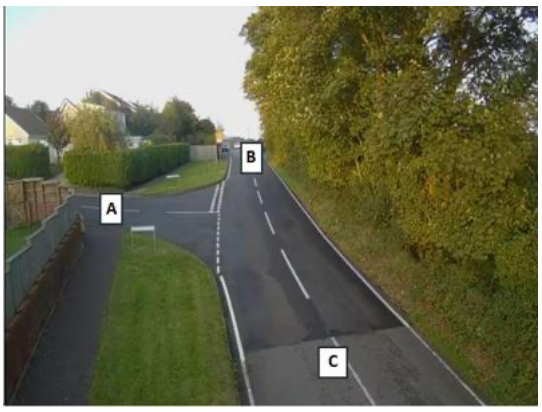
Thru	Left	U-Turn
674	44	0
78	7	1
5	0	0
2	0	0
4	0	0
4	0	0
0	0	0
767	51	1

Right	Thru	U-Turn
586	640	9
44	85	1
2	8	0
0	1	0
7	1	0
1	5	0
0	1	0
640	741	10

Out	In	Total
1211	1226	2437
122	129	251
7	10	17
2	1	3
7	8	15
4	6	10
0	1	1
1353	1381	2734

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 02
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 02
Latitude and Longitude	(51.654744, -3.860581)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
00:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	0	3	0	0	0	2	0	2	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:45	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	2	0	0	2	0	0	1	1	0	2	0	0	0	1	0	1	0	0	5
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2
02:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
Hourly Total	3	0	0	3	0	0	2	1	0	3	0	0	0	2	0	2	0	0	8
03:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	2	1	0	3	0	0	0	2	0	2	0	0	5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
05:15	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5
05:30	3	1	0	4	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6
05:45	4	1	0	5	0	0	0	1	0	1	0	0	0	3	0	3	0	0	9
Hourly Total	11	2	0	13	0	0	2	1	0	3	0	0	0	5	0	5	0	0	21
06:00	5	1	0	6	0	0	1	1	0	2	0	0	1	2	0	3	0	0	11
06:15	3	0	0	3	0	0	1	0	0	1	0	0	0	2	0	2	0	0	6
06:30	3	0	0	3	0	0	4	2	0	6	0	0	0	6	0	6	0	0	15
06:45	5	0	0	5	0	0	7	7	0	14	0	0	0	5	0	5	0	0	24
Hourly Total	16	1	0	17	0	0	13	10	0	23	0	0	1	15	0	16	0	0	56

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	9	1	0	10	0	0	9	5	0	14	0	0	0	5	0	5	0	0	29
07:15	11	0	0	11	0	0	10	6	0	16	0	0	1	11	0	12	0	0	39
07:30	20	1	0	21	0	0	27	2	0	29	0	0	0	13	0	13	0	0	63
07:45	30	0	0	30	0	0	22	4	0	26	0	0	0	13	0	13	0	0	69
Hourly Total	70	2	0	72	0	0	68	17	0	85	0	0	1	42	0	43	0	0	200
08:00	28	4	0	32	0	0	31	9	0	40	0	0	0	19	0	19	0	0	91
08:15	26	2	0	28	0	0	37	12	0	49	0	0	0	14	0	14	0	0	91
08:30	23	0	0	23	0	0	38	5	0	43	0	0	0	18	0	18	0	0	84
08:45	12	1	0	13	0	0	29	9	0	38	0	0	1	8	0	9	0	0	60
Hourly Total	89	7	0	96	0	0	135	35	0	170	0	0	1	59	0	60	0	0	326
09:00	15	1	0	16	0	0	19	12	0	31	0	0	0	8	0	8	0	0	55
09:15	8	0	0	8	0	0	17	6	0	23	0	0	0	13	0	13	0	0	44
09:30	11	4	0	15	0	0	11	8	0	19	0	0	2	9	0	11	0	0	45
09:45	9	1	0	10	0	0	8	8	0	16	0	0	0	5	0	5	0	0	31
Hourly Total	43	6	0	49	0	0	55	34	0	89	0	0	2	35	0	37	0	0	175
10:00	9	0	0	9	0	0	12	6	1	19	0	0	1	5	0	6	0	0	34
10:15	7	0	0	7	0	0	11	5	0	16	0	0	0	9	0	9	0	0	32
10:30	8	1	0	9	0	0	5	4	0	9	0	0	1	13	0	14	0	0	32
10:45	9	0	0	9	0	0	4	5	0	9	0	0	0	8	0	8	0	0	26
Hourly Total	33	1	0	34	0	0	32	20	1	53	0	0	2	35	0	37	0	0	124
11:00	7	0	0	7	0	0	7	11	0	18	0	0	1	9	0	10	0	0	35
11:15	11	1	0	12	0	0	7	8	0	15	0	0	0	11	0	11	0	0	38
11:30	14	2	0	16	0	0	17	5	0	22	0	0	0	13	0	13	0	0	51
11:45	4	1	0	5	0	0	11	15	0	26	0	0	1	12	0	13	0	0	44
Hourly Total	36	4	0	40	0	0	42	39	0	81	0	0	2	45	0	47	0	0	168
12:00	7	0	0	7	0	0	9	10	1	20	0	0	0	11	0	11	0	0	38
12:15	5	1	0	6	0	0	10	9	0	19	0	0	0	5	0	5	0	0	30
12:30	8	1	0	9	0	0	7	10	0	17	0	0	1	12	0	13	0	0	39
12:45	7	1	0	8	0	0	10	9	0	19	0	0	0	9	0	9	0	0	36
Hourly Total	27	3	0	30	0	0	36	38	1	75	0	0	1	37	0	38	0	0	143
13:00	10	1	0	11	0	0	10	14	0	24	0	0	1	13	0	14	0	0	49
13:15	6	0	0	6	0	0	7	9	0	16	0	0	1	9	0	10	0	0	32
13:30	8	0	0	8	0	0	8	7	0	15	0	0	0	9	0	9	0	0	32
13:45	7	2	0	9	0	0	8	14	0	22	0	0	1	15	0	16	0	0	47
Hourly Total	31	3	0	34	0	0	33	44	0	77	0	0	3	46	0	49	0	0	160

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	9	0	0	9	0	0	11	5	1	17	0	0	2	11	0	13	0	0	39
14:15	12	0	0	12	0	0	4	10	0	14	0	0	1	19	0	20	0	0	46
14:30	12	0	0	12	0	0	7	9	0	16	0	0	1	17	0	18	0	0	46
14:45	13	0	0	13	0	0	15	8	0	23	0	0	0	19	0	19	0	0	55
Hourly Total	46	0	0	46	0	0	37	32	1	70	0	0	4	66	0	70	0	0	186
15:00	15	1	0	16	0	0	13	14	0	27	0	0	1	17	0	18	0	0	61
15:15	13	1	0	14	0	0	10	19	0	29	0	0	1	22	0	23	0	0	66
15:30	8	2	0	10	0	0	16	24	1	41	0	0	0	15	0	15	0	0	66
15:45	14	0	0	14	0	0	18	20	0	38	0	0	1	26	0	27	0	0	79
Hourly Total	50	4	0	54	0	0	57	77	1	135	0	0	3	80	0	83	0	0	272
16:00	9	0	0	9	0	0	17	12	0	29	0	0	1	32	0	33	0	0	71
16:15	19	0	0	19	0	0	16	18	0	34	0	0	0	27	0	27	0	0	80
16:30	7	0	0	7	0	0	17	25	0	42	0	0	2	26	0	28	0	0	77
16:45	15	0	0	15	0	0	19	16	3	38	0	0	0	37	0	37	0	0	90
Hourly Total	50	0	0	50	0	0	69	71	3	143	0	0	3	122	0	125	0	0	318
17:00	9	1	0	10	0	0	22	22	0	44	0	0	0	48	0	48	0	0	102
17:15	13	0	0	13	0	0	25	28	0	53	0	0	1	35	0	36	0	0	102
17:30	17	1	0	18	0	0	19	17	0	36	0	0	2	39	0	41	0	0	95
17:45	14	0	0	14	0	0	15	18	0	33	0	0	0	40	0	40	0	0	87
Hourly Total	53	2	0	55	0	0	81	85	0	166	0	0	3	162	0	165	0	0	386
18:00	12	0	0	12	0	0	14	14	0	28	0	0	0	17	0	17	0	0	57
18:15	9	2	0	11	0	0	13	15	2	30	0	0	0	21	0	21	0	0	62
18:30	8	1	0	9	0	0	13	18	1	32	0	0	0	15	0	15	0	0	56
18:45	10	0	0	10	0	0	10	9	0	19	0	0	0	10	0	10	0	0	39
Hourly Total	39	3	0	42	0	0	50	56	3	109	0	0	0	63	0	63	0	0	214
19:00	4	0	0	4	0	0	11	5	0	16	0	0	0	12	0	12	0	0	32
19:15	6	1	0	7	0	0	7	12	0	19	0	0	0	12	0	12	0	0	38
19:30	7	0	0	7	0	0	3	12	0	15	0	0	1	12	0	13	0	0	35
19:45	7	0	0	7	0	0	5	10	0	15	0	0	4	7	0	11	0	0	33
Hourly Total	24	1	0	25	0	0	26	39	0	65	0	0	5	43	0	48	0	0	138
20:00	2	0	0	2	0	0	5	8	0	13	0	0	0	9	0	9	0	0	24
20:15	2	0	0	2	0	0	7	6	0	13	0	0	0	7	0	7	0	0	22
20:30	6	1	0	7	0	0	5	3	0	8	0	0	0	4	0	4	0	0	19
20:45	6	0	0	6	0	0	7	1	0	8	0	0	0	4	0	4	0	0	18
Hourly Total	16	1	0	17	0	0	24	18	0	42	0	0	0	24	0	24	0	0	83

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	4	0	0	4	0	0	1	6	0	7	0	0	0	3	0	3	0	0	14
21:15	6	0	0	6	0	0	1	6	0	7	0	0	0	3	0	3	0	0	16
21:30	1	0	0	1	0	0	5	3	0	8	0	0	0	3	0	3	0	0	12
21:45	3	0	0	3	0	0	2	2	0	4	0	0	0	5	0	5	0	0	12
Hourly Total	14	0	0	14	0	0	9	17	0	26	0	0	0	14	0	14	0	0	54
22:00	1	0	0	1	0	0	2	3	0	5	0	0	0	1	0	1	0	0	7
22:15	1	0	0	1	0	0	1	4	0	5	0	0	0	1	0	1	0	0	7
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	2	0	0	2	0	0	3	8	0	11	0	0	0	2	0	2	0	0	15
23:00	0	0	0	0	0	0	0	3	0	3	0	0	0	3	0	3	0	0	6
23:15	1	0	0	1	0	0	1	2	0	3	0	0	0	0	0	0	0	0	4
23:30	0	0	0	0	0	0	2	2	0	4	0	0	0	1	0	1	0	0	5
23:45	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	1	0	0	1	0	0	4	9	0	13	0	0	0	4	0	4	0	0	18
Grand Total	656	40	0	696	0	0	783	656	10	1449	0	0	31	906	0	937	0	0	3082
Approach %	94	5	0	100	0	0	54	45	0	100	0	0	3	96	0	100	0	0	300
Total %	21	1	0	22	0	0	25	21	0	47	0	0	1	29	0	30	0	0	100
Car	609	35	0	644	0	0	696	592	10	1298	0	0	31	804	0	835	0	0	2777
Car %	92	0	0	0	0	0	0	90	100	0	0	0	100	88	0	0	0	0	90
LGV	42	4	0	46	0	0	68	47	0	115	0	0	0	76	0	76	0	0	237
LGV %	6	0	0	0	0	0	0	7	0	0	0	0	0	8	0	0	0	0	7
OGV1	2	1	0	3	0	0	8	4	0	12	0	0	0	5	0	5	0	0	20
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	2	0	0	2	0	0	1	13	0	14	0	0	0	12	0	12	0	0	28
PSV %	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
MC	0	0	0	0	0	0	7	0	0	7	0	0	0	6	0	6	0	0	13
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-16-2025

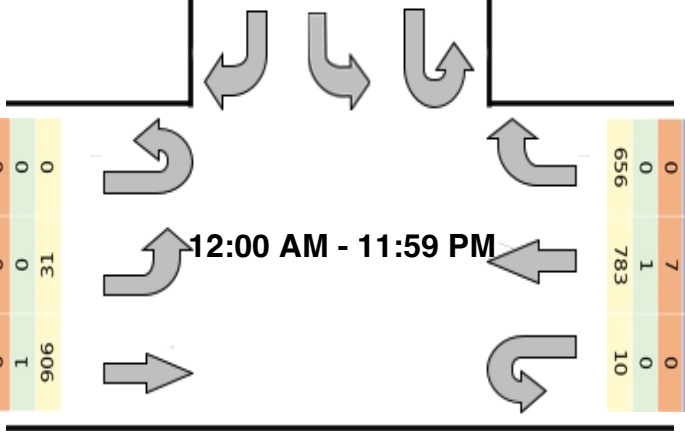
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
623	644	1267
47	46	93
4	3	7
0	0	0
13	2	15
0	0	0
0	1	1
687	696	1383

N

Right	Left	U-Turn
35	609	0
4	42	0
1	2	0
0	0	0
0	2	0
0	0	0
0	1	0
40	656	0



Out	In	Total
1423	1288	2711
118	115	233
7	12	19
2	2	4
14	14	28
6	7	13
2	1	3
1572	1439	3011

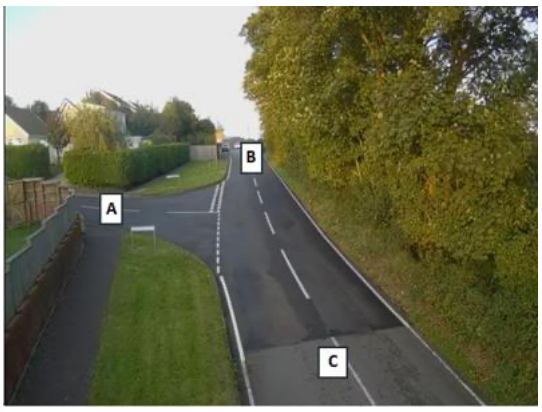
Right	Thru	U-Turn
592	696	10
47	68	0
4	8	0
0	2	0
13	1	0
0	7	0
0	1	0
656	783	10

U-Turn	Left	Thru
0	31	804
0	0	76
0	0	5
0	0	2
0	0	12
0	0	6
0	0	1
0	31	906

Out	In	Total
731	835	1566
72	76	148
9	5	14
2	2	4
1	12	13
7	6	13
1	1	2
823	937	1760

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 02
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 02
Latitude and Longitude	(51.654744, -3.860581)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
00:45	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	1	0	0	1	0	0	1	1	0	2	0	0	0	2	0	2	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	1	0	0	3
05:00	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
05:15	4	0	0	4	0	0	0	0	1	1	0	0	0	1	0	1	0	0	6
05:30	4	1	0	5	0	0	0	1	0	1	0	0	0	2	0	2	0	0	8
05:45	3	0	0	3	0	0	0	0	0	0	0	0	0	3	0	3	0	0	6
Hourly Total	11	1	0	12	0	0	1	1	1	3	0	0	0	8	0	8	0	0	23
06:00	3	0	0	3	0	0	0	1	0	1	0	0	0	3	0	3	0	0	7
06:15	5	0	0	5	0	0	3	0	0	3	0	0	0	2	0	2	0	0	10
06:30	3	1	0	4	0	0	2	3	0	5	0	0	1	2	0	3	0	0	12
06:45	4	1	0	5	0	0	6	4	0	10	0	0	0	4	0	4	0	0	19
Hourly Total	15	2	0	17	0	0	11	8	0	19	0	0	1	11	0	12	0	0	48

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	16	1	0	17	0	0	5	6	0	11	0	0	6	6	0	12	0	0	40
07:15	16	0	0	16	0	0	5	3	0	8	0	0	0	7	0	7	0	0	31
07:30	21	0	0	21	0	0	18	7	0	25	0	0	0	9	0	9	0	0	55
07:45	39	0	0	39	0	0	22	1	0	23	0	0	0	11	0	11	0	0	73
Hourly Total	92	1	0	93	0	0	50	17	0	67	0	0	6	33	0	39	0	0	199
08:00	29	3	0	32	0	0	28	10	0	38	0	0	0	14	0	14	0	0	84
08:15	29	0	0	29	0	0	35	7	0	42	0	0	0	20	0	20	0	0	91
08:30	13	1	0	14	0	0	27	9	0	36	0	0	0	11	0	11	0	0	61
08:45	13	0	0	13	0	0	23	7	0	30	0	0	0	12	0	12	0	0	55
Hourly Total	84	4	0	88	0	0	113	33	0	146	0	0	0	57	0	57	0	0	291
09:00	7	1	0	8	0	0	15	11	0	26	0	0	0	8	0	8	0	0	42
09:15	11	0	0	11	0	0	7	8	0	15	0	0	0	11	0	11	0	0	37
09:30	9	2	0	11	0	0	7	8	0	15	0	0	0	7	0	7	0	0	33
09:45	5	3	0	8	0	0	5	7	0	12	0	0	0	8	0	8	0	0	28
Hourly Total	32	6	0	38	0	0	34	34	0	68	0	0	0	34	0	34	0	0	140
10:00	12	1	0	13	0	0	10	13	0	23	0	0	0	4	0	4	0	0	40
10:15	7	1	0	8	0	0	9	4	0	13	0	0	0	6	0	6	0	0	27
10:30	11	1	0	12	0	0	9	8	0	17	0	0	0	6	0	6	0	0	35
10:45	14	1	0	15	0	0	6	13	0	19	0	0	0	6	0	6	0	0	40
Hourly Total	44	4	0	48	0	0	34	38	0	72	0	0	0	22	0	22	0	0	142
11:00	10	1	0	11	0	0	11	7	0	18	0	0	1	6	0	7	0	0	36
11:15	11	0	0	11	0	0	13	5	0	18	0	0	1	13	0	14	0	0	43
11:30	11	0	0	11	0	0	11	14	0	25	0	0	0	9	0	9	0	0	45
11:45	10	1	0	11	0	0	11	9	0	20	0	0	0	9	0	9	0	0	40
Hourly Total	42	2	0	44	0	0	46	35	0	81	0	0	2	37	0	39	0	0	164
12:00	10	1	0	11	0	0	9	11	0	20	0	0	1	13	0	14	0	0	45
12:15	4	0	0	4	0	0	6	10	0	16	0	0	1	17	0	18	0	0	38
12:30	7	1	0	8	0	0	10	13	0	23	0	0	1	8	0	9	0	0	40
12:45	9	0	0	9	0	0	6	6	0	12	0	0	0	9	0	9	0	0	30
Hourly Total	30	2	0	32	0	0	31	40	0	71	0	0	3	47	0	50	0	0	153
13:00	5	0	0	5	0	0	9	7	0	16	0	0	0	10	0	10	0	0	31
13:15	7	5	0	12	0	0	13	7	0	20	0	0	0	12	0	12	0	0	44
13:30	5	1	0	6	0	0	9	5	0	14	0	0	1	15	0	16	0	0	36
13:45	8	0	0	8	0	0	9	9	0	18	0	0	1	17	0	18	0	0	44
Hourly Total	25	6	0	31	0	0	40	28	0	68	0	0	2	54	0	56	0	0	155

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	8	1	0	9	0	0	10	6	0	16	0	0	1	8	0	9	0	0	34
14:15	9	0	0	9	0	0	6	2	0	8	0	0	1	16	0	17	0	0	34
14:30	12	0	0	12	0	0	7	2	0	9	0	0	0	14	0	14	0	0	35
14:45	10	0	0	10	0	0	7	6	0	13	0	0	0	11	0	11	0	0	34
Hourly Total	39	1	0	40	0	0	30	16	0	46	0	0	2	49	0	51	0	0	137
15:00	12	1	0	13	0	0	5	20	0	25	0	0	1	13	0	14	0	0	52
15:15	12	0	0	12	0	0	20	18	0	38	0	0	1	15	0	16	0	0	66
15:30	12	0	0	12	0	0	13	25	0	38	0	0	3	12	0	15	0	0	65
15:45	12	0	0	12	0	0	15	20	0	35	0	0	0	20	0	20	0	0	67
Hourly Total	48	1	0	49	0	0	53	83	0	136	0	0	5	60	0	65	0	0	250
16:00	9	0	0	9	0	0	20	17	0	37	0	0	4	11	0	15	0	0	61
16:15	15	0	0	15	0	0	13	14	0	27	0	0	1	26	0	27	0	0	69
16:30	7	0	0	7	0	0	16	22	0	38	0	0	1	31	0	32	0	0	77
16:45	9	0	0	9	0	0	11	20	0	31	0	0	0	33	0	33	0	0	73
Hourly Total	40	0	0	40	0	0	60	73	0	133	0	0	6	101	0	107	0	0	280
17:00	9	2	0	11	0	0	23	23	0	46	0	0	1	24	0	25	0	0	82
17:15	6	0	0	6	0	0	31	18	0	49	0	0	1	26	0	27	0	0	82
17:30	17	3	0	20	0	0	20	15	0	35	0	0	0	14	0	14	0	0	69
17:45	12	0	0	12	0	0	24	13	0	37	0	0	4	17	0	21	0	0	70
Hourly Total	44	5	0	49	0	0	98	69	0	167	0	0	6	81	0	87	0	0	303
18:00	14	1	0	15	0	0	13	24	1	38	0	0	0	12	0	12	0	0	65
18:15	12	0	0	12	0	0	14	14	0	28	0	0	2	17	0	19	0	0	59
18:30	10	0	0	10	0	0	24	13	0	37	0	0	1	14	0	15	0	0	62
18:45	9	0	0	9	0	0	22	10	0	32	0	0	0	14	0	14	0	0	55
Hourly Total	45	1	0	46	0	0	73	61	1	135	0	0	3	57	0	60	0	0	241
19:00	9	1	0	10	0	0	16	11	0	27	0	0	1	12	0	13	0	0	50
19:15	4	0	0	4	0	0	17	9	0	26	0	0	0	7	0	7	0	0	37
19:30	5	2	0	7	0	0	10	14	0	24	0	0	1	10	0	11	0	0	42
19:45	6	0	0	6	0	0	8	6	0	14	0	0	0	9	0	9	0	0	29
Hourly Total	24	3	0	27	0	0	51	40	0	91	0	0	2	38	0	40	0	0	158
20:00	4	0	0	4	0	0	2	6	0	8	0	0	1	7	0	8	0	0	20
20:15	2	0	0	2	0	0	2	9	0	11	0	0	1	1	0	2	0	0	15
20:30	6	0	0	6	0	0	8	7	0	15	0	0	1	3	0	4	0	0	25
20:45	5	0	0	5	0	0	2	2	0	4	0	0	1	4	0	5	0	0	14
Hourly Total	17	0	0	17	0	0	14	24	0	38	0	0	4	15	0	19	0	0	74

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Crymlyn Parc						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	0	0	1	0	0	0	3	0	3	0	0	1	2	0	3	0	0	7
21:15	0	1	0	1	0	0	3	5	0	8	0	0	1	3	0	4	0	0	13
21:30	1	0	0	1	0	0	3	2	0	5	0	0	0	0	0	0	0	0	6
21:45	1	0	0	1	0	0	4	0	0	4	0	0	0	1	0	1	0	0	6
Hourly Total	3	1	0	4	0	0	10	10	0	20	0	0	2	6	0	8	0	0	32
22:00	2	0	0	2	0	0	7	1	0	8	0	0	0	6	0	6	0	0	16
22:15	4	0	0	4	0	0	2	5	0	7	0	0	0	13	0	13	0	0	24
22:30	2	0	0	2	0	0	1	6	0	7	0	0	0	16	0	16	0	0	25
22:45	3	1	0	4	0	0	3	2	0	5	0	0	0	2	0	2	0	0	11
Hourly Total	11	1	0	12	0	0	13	14	0	27	0	0	0	37	0	37	0	0	76
23:00	1	0	0	1	0	0	2	3	0	5	0	0	0	0	0	0	0	0	6
23:15	1	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4
23:30	0	0	0	0	0	0	1	2	0	3	0	0	0	2	0	2	0	0	5
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	5	5	0	10	0	0	0	3	0	3	0	0	15
Grand Total	650	41	0	691	0	0	771	631	2	1404	0	0	44	755	0	799	0	0	2894
Approach %	94	5	0	100	0	0	54	44	0	100	0	0	5	94	0	100	0	0	300
Total %	22	1	0	23	0	0	26	21	0	48	0	0	1	26	0	27	0	0	100
Car	607	34	0	641	0	0	680	593	2	1275	0	0	40	684	0	724	0	0	2640
Car %	93	0	0	0	0	0	0	93	100	0	0	0	90	90	0	0	0	0	91
LGV	41	6	0	47	0	0	79	34	0	113	0	0	4	64	0	68	0	0	228
LGV %	6	0	0	0	0	0	0	5	0	0	0	0	9	8	0	0	0	0	7
OGV1	0	1	0	1	0	0	5	1	0	6	0	0	0	1	0	1	0	0	8
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	2	0	0	2	0	0	3	3	0	6	0	0	0	2	0	2	0	0	10
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 02

GPS: 51.654744, -3.860581

Date: 09-17-2025

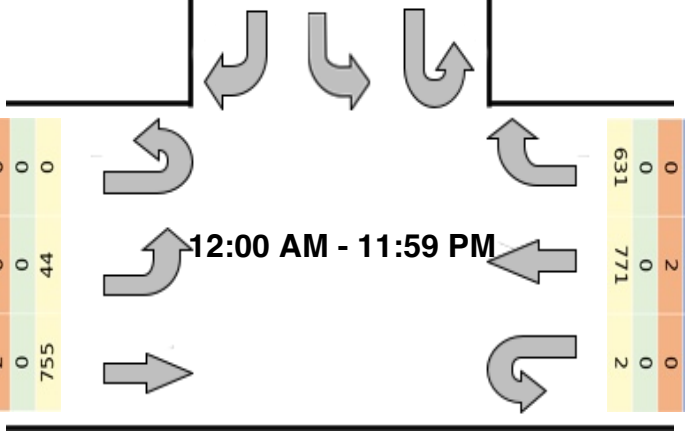
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
633	641	1274
38	47	85
1	1	2
0	0	0
3	2	5
0	0	0
0	0	0
675	691	1366

N

Right	Left	U-Turn
34	607	0
6	41	0
1	0	0
0	0	0
0	2	0
0	0	0
0	0	0
41	650	0



Out	In	Total
1293	1273	2566
105	113	218
1	6	7
2	2	4
4	6	10
2	2	4
0	0	0
1407	1402	2809

Right	Thru	U-Turn
593	680	2
34	79	0
1	5	0
0	2	0
3	3	0
0	2	0
0	0	0
631	771	2

U-Turn	Left	Thru
0	40	684
0	4	64
0	0	1
0	0	2
0	0	2
0	0	2
0	0	0
0	44	755

Out	In	Total
714	724	1438
85	68	153
6	1	7
2	2	4
3	2	5
2	2	4
0	0	0
812	799	1611

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 03
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 03
Latitude and Longitude	(51.655637, -3.858453)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3
05:15	2	0	0	2	0	0	1	0	0	1	0	0	1	4	0	5	0	0	8
05:30	3	0	0	3	0	0	2	0	0	2	0	0	0	4	0	4	0	0	9
05:45	5	0	0	5	0	0	0	0	1	1	0	0	0	11	0	11	0	0	17
Hourly Total	11	0	0	11	0	0	3	0	1	4	0	0	1	21	0	22	0	0	37
06:00	2	1	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0	0	5
06:15	3	2	0	5	0	0	3	0	0	3	0	0	1	3	0	4	0	0	12
06:30	2	0	0	2	0	0	6	0	0	6	0	0	0	9	0	9	0	0	17
06:45	12	1	0	13	0	0	10	0	0	10	0	0	0	11	0	11	0	0	34
Hourly Total	19	4	0	23	0	0	19	0	0	19	0	0	1	25	0	26	0	0	68

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	10	0	0	10	0	0	9	0	0	9	0	0	0	19	0	19	0	0	38
07:15	7	0	0	7	0	0	16	2	0	18	0	0	0	20	0	20	0	0	45
07:30	19	4	0	23	0	0	17	0	0	17	0	0	0	32	0	32	0	0	72
07:45	35	2	0	37	0	0	28	0	0	28	0	0	0	41	0	41	0	0	106
Hourly Total	71	6	0	77	0	0	70	2	0	72	0	0	0	112	0	112	0	0	261
08:00	24	2	0	26	0	0	50	1	1	52	0	0	0	45	0	45	0	0	123
08:15	23	3	0	26	0	0	36	0	0	36	0	0	0	46	0	46	0	0	108
08:30	16	1	0	17	0	0	35	0	0	35	0	0	0	40	0	40	0	0	92
08:45	10	0	0	10	0	0	24	1	0	25	0	0	0	29	0	29	0	0	64
Hourly Total	73	6	0	79	0	0	145	2	1	148	0	0	0	160	0	160	0	0	387
09:00	7	1	0	8	0	0	31	0	0	31	0	0	0	15	0	15	0	0	54
09:15	3	0	0	3	0	0	21	0	0	21	0	0	0	23	0	23	0	0	47
09:30	5	0	0	5	0	0	17	0	0	17	0	0	2	13	0	15	0	0	37
09:45	2	1	0	3	0	0	16	0	0	16	0	0	0	24	0	24	0	0	43
Hourly Total	17	2	0	19	0	0	85	0	0	85	0	0	2	75	0	77	0	0	181
10:00	3	0	0	3	0	0	11	0	0	11	0	0	0	18	0	18	0	0	32
10:15	5	1	0	6	0	0	15	0	0	15	0	0	0	23	0	23	0	0	44
10:30	6	0	0	6	0	0	10	0	0	10	0	0	0	22	0	22	0	0	38
10:45	1	1	0	2	0	0	18	0	0	18	0	0	0	26	0	26	0	0	46
Hourly Total	15	2	0	17	0	0	54	0	0	54	0	0	0	89	0	89	0	0	160
11:00	4	0	0	4	0	0	14	0	0	14	0	0	0	25	0	25	0	0	43
11:15	8	0	0	8	0	0	13	0	0	13	0	0	0	15	0	15	0	0	36
11:30	8	0	0	8	0	0	27	1	0	28	0	0	0	21	0	21	0	0	57
11:45	7	0	0	7	0	0	20	0	0	20	0	0	0	18	0	18	0	0	45
Hourly Total	27	0	0	27	0	0	74	1	0	75	0	0	0	79	0	79	0	0	181
12:00	1	0	0	1	0	0	19	0	0	19	0	0	0	19	0	19	0	0	39
12:15	5	0	0	5	0	0	24	1	0	25	0	0	1	13	0	14	0	0	44
12:30	5	1	0	6	0	0	16	0	0	16	0	0	1	22	0	23	0	0	45
12:45	6	0	0	6	0	0	19	0	0	19	0	0	0	20	0	20	0	0	45
Hourly Total	17	1	0	18	0	0	78	1	0	79	0	0	2	74	0	76	0	0	173
13:00	4	0	0	4	0	0	17	2	0	19	0	0	0	18	0	18	0	0	41
13:15	4	1	0	5	0	0	29	1	0	30	0	0	2	22	0	24	0	0	59
13:30	10	0	0	10	0	0	10	0	0	10	0	0	0	23	0	23	0	0	43
13:45	4	1	0	5	0	0	26	0	0	26	0	0	0	23	0	23	0	0	54
Hourly Total	22	2	0	24	0	0	82	3	0	85	0	0	2	86	0	88	0	0	197

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	8	1	0	9	0	0	19	0	0	19	0	0	1	29	0	30	0	0	58
14:15	10	0	0	10	0	0	25	0	0	25	0	0	0	31	0	31	0	0	66
14:30	7	0	0	7	0	0	17	1	1	19	0	0	1	21	0	22	0	0	48
14:45	11	0	0	11	0	0	23	1	0	24	0	0	1	42	0	43	0	0	78
Hourly Total	36	1	0	37	0	0	84	2	1	87	0	0	3	123	0	126	0	0	250
15:00	6	1	0	7	0	0	30	2	0	32	0	0	0	29	0	29	0	0	68
15:15	5	2	0	7	0	0	34	2	0	36	0	0	1	29	0	30	0	0	73
15:30	6	2	0	8	0	0	28	2	0	30	0	0	0	28	0	28	0	0	66
15:45	13	1	0	14	0	0	36	0	0	36	0	0	0	35	0	35	0	0	85
Hourly Total	30	6	0	36	0	0	128	6	0	134	0	0	1	121	0	122	0	0	292
16:00	9	2	0	11	0	0	40	0	1	41	0	0	2	39	0	41	0	0	93
16:15	6	0	0	6	0	0	39	0	0	39	0	0	0	42	0	42	0	0	87
16:30	8	1	0	9	0	0	55	0	0	55	0	0	2	42	0	44	0	0	108
16:45	6	1	0	7	0	0	45	0	0	45	0	0	1	48	0	49	0	0	101
Hourly Total	29	4	0	33	0	0	179	0	1	180	0	0	5	171	0	176	0	0	389
17:00	11	0	0	11	0	0	51	0	0	51	0	0	1	40	0	41	0	0	103
17:15	9	2	0	11	0	0	36	2	0	38	0	0	0	46	0	46	0	0	95
17:30	12	1	0	13	0	0	28	0	0	28	0	0	1	51	0	52	0	0	93
17:45	11	0	0	11	0	0	26	1	0	27	0	0	2	35	0	37	0	0	75
Hourly Total	43	3	0	46	0	0	141	3	0	144	0	0	4	172	0	176	0	0	366
18:00	19	2	0	21	0	0	31	3	0	34	0	0	0	33	0	33	0	0	88
18:15	13	2	0	15	0	0	23	0	0	23	0	0	0	30	0	30	0	0	68
18:30	4	0	0	4	0	0	26	1	0	27	0	0	1	18	0	19	0	0	50
18:45	1	1	0	2	0	0	13	0	0	13	0	0	2	24	0	26	0	0	41
Hourly Total	37	5	0	42	0	0	93	4	0	97	0	0	3	105	0	108	0	0	247
19:00	4	0	0	4	0	0	17	0	0	17	0	0	1	22	0	23	0	0	44
19:15	3	0	0	3	0	0	18	1	0	19	0	0	1	23	0	24	0	0	46
19:30	4	0	0	4	0	0	15	0	0	15	0	0	0	11	0	11	0	0	30
19:45	2	0	0	2	0	0	16	0	0	16	0	0	1	10	0	11	0	0	29
Hourly Total	13	0	0	13	0	0	66	1	0	67	0	0	3	66	0	69	0	0	149
20:00	2	0	0	2	0	0	25	0	0	25	0	0	0	15	0	15	0	0	42
20:15	4	0	0	4	0	0	15	0	0	15	0	0	1	7	0	8	0	0	27
20:30	5	0	0	5	0	0	10	1	0	11	0	0	0	7	0	7	0	0	23
20:45	2	0	0	2	0	0	10	1	0	11	0	0	1	9	0	10	0	0	23
Hourly Total	13	0	0	13	0	0	60	2	0	62	0	0	2	38	0	40	0	0	115

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	1	0	1	0	0	9	0	0	9	0	0	0	7	0	7	0	0	17
21:15	1	0	0	1	0	0	7	0	0	7	0	0	0	8	0	8	0	0	16
21:30	3	0	0	3	0	0	7	0	0	7	0	0	0	5	0	5	0	0	15
21:45	0	0	0	0	0	0	6	0	1	7	0	0	0	4	0	4	0	0	11
Hourly Total	4	1	0	5	0	0	29	0	1	30	0	0	0	24	0	24	0	0	59
22:00	0	0	0	0	0	0	6	0	0	6	0	0	0	3	0	3	0	0	9
22:15	0	0	0	0	0	0	6	0	0	6	0	0	0	4	0	4	0	0	10
22:30	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
22:45	2	0	0	2	0	0	3	0	0	3	0	0	0	2	0	2	0	0	7
Hourly Total	3	0	0	3	0	0	17	0	0	17	0	0	0	9	0	9	0	0	29
23:00	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
23:15	0	0	0	0	0	0	3	0	0	3	0	0	1	1	0	2	0	0	5
23:30	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	3	1	0	4	0	0	6	0	0	6	0	0	1	1	0	2	0	0	12
Grand Total	485	45	0	530	0	0	1417	27	5	1449	0	0	30	1556	0	1586	0	0	3565
Approach %	91	8	0	100	0	0	97	1	0	100	0	0	1	98	0	100	0	0	300
Total %	13	1	0	14	0	0	39	0	0	40	0	0	0	43	0	44	0	0	100
Car	441	43	0	484	0	0	1274	23	4	1301	0	0	26	1386	0	1412	0	0	3197
Car %	90	0	0	0	0	0	0	85	80	0	0	0	86	89	0	0	0	0	89
LGV	43	2	0	45	0	0	111	4	1	116	0	0	4	137	0	141	0	0	302
LGV %	8	0	0	0	0	0	0	14	20	0	0	0	13	8	0	0	0	0	8
OGV1	0	0	0	0	0	0	7	0	0	7	0	0	0	8	0	8	0	0	15
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	3	0	0	3	0	0	0	3	0	3	0	0	6
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	1	0	0	1	0	0	16	0	0	16	0	0	0	15	0	15	0	0	32
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	5	0	0	5	0	0	0	7	0	7	0	0	12
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 03

GPS: 51.655637, -3.858453

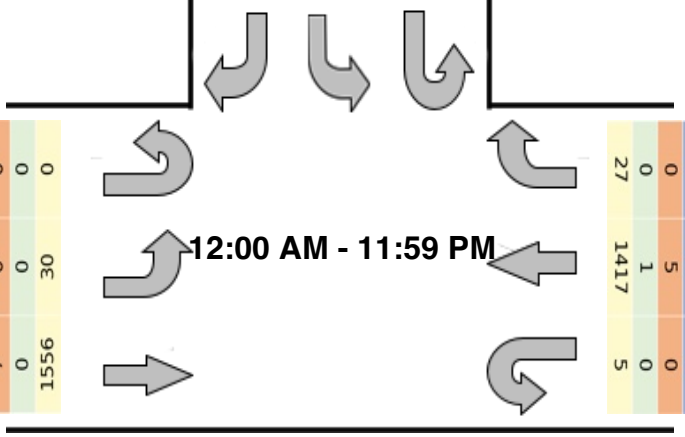
Date: 09-11-2025

Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
49	484	533
8	45	53
0	0	0
0	0	0
0	1	1
0	0	0
0	0	0
57	530	587

Right	Left	U-Turn
43	441	0
2	43	0
0	0	0
0	0	0
0	1	0
0	0	0
0	0	0
45	485	0



Out	In	Total
1831	1297	3128
181	115	296
8	7	15
3	3	6
16	16	32
7	5	12
0	1	1
2046	1444	3490

Right	Thru	U-Turn
23	1274	4
4	111	1
0	7	0
0	3	0
0	16	0
0	5	0
0	1	0
27	1417	5

U-Turn	Left	Thru
0	26	1386
0	4	137
0	0	8
0	0	3
0	0	15
0	0	7
0	0	0
0	30	1556

Total	In	Out
2729	1412	1317
254	141	113
15	8	7
6	3	3
31	15	16
12	7	5
1	0	1
3048	1586	1462

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 03
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 03
Latitude and Longitude	(51.655637, -3.858453)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	3
00:15	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:45	1	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3
Hourly Total	2	0	0	2	0	0	4	0	0	4	0	0	1	5	0	6	0	0	12
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
01:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	3	0	0	3	0	0	0	3	0	3	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
04:45	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3
Hourly Total	1	1	0	2	0	0	2	0	0	2	0	0	0	2	0	2	0	0	6
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4	0	0	5
05:15	2	0	0	2	0	0	0	0	0	0	0	0	0	4	0	4	0	0	6
05:30	2	0	0	2	0	0	1	0	0	1	0	0	0	4	0	4	0	0	7
05:45	4	0	0	4	0	0	1	0	1	2	0	0	0	8	0	8	0	0	14
Hourly Total	9	0	0	9	0	0	2	0	1	3	0	0	0	20	0	20	0	0	32
06:00	5	1	0	6	0	0	0	0	0	0	0	0	0	3	0	3	0	0	9
06:15	3	0	0	3	0	0	5	0	0	5	0	0	0	3	0	3	0	0	11
06:30	4	1	0	5	0	0	4	0	0	4	0	0	0	9	0	9	0	0	18
06:45	7	1	0	8	0	0	9	0	0	9	0	0	0	12	0	12	0	0	29
Hourly Total	19	3	0	22	0	0	18	0	0	18	0	0	0	27	0	27	0	0	67

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	8	0	0	8	0	0	11	0	0	11	0	0	0	18	0	18	0	0	37
07:15	8	0	0	8	0	0	10	0	0	10	0	0	0	17	0	17	0	0	35
07:30	6	0	0	6	0	0	25	0	0	25	0	0	0	25	0	25	0	0	56
07:45	27	0	0	27	0	0	25	0	0	25	0	0	2	46	0	48	0	0	100
Hourly Total	49	0	0	49	0	0	71	0	0	71	0	0	2	106	0	108	0	0	228
08:00	25	2	0	27	0	0	34	3	1	38	0	0	0	48	0	48	0	0	113
08:15	15	1	0	16	0	0	24	0	0	24	0	0	0	51	0	51	0	0	91
08:30	16	0	0	16	0	0	33	0	0	33	0	0	0	21	0	21	0	0	70
08:45	12	0	0	12	0	0	26	0	0	26	0	0	0	29	0	29	0	0	67
Hourly Total	68	3	0	71	0	0	117	3	1	121	0	0	0	149	0	149	0	0	341
09:00	5	1	0	6	0	0	27	1	0	28	0	0	0	17	0	17	0	0	51
09:15	2	1	0	3	0	0	20	1	0	21	0	0	0	26	0	26	0	0	50
09:30	6	0	0	6	0	0	17	0	0	17	0	0	0	17	0	17	0	0	40
09:45	5	0	0	5	0	0	15	0	0	15	0	0	0	19	0	19	0	0	39
Hourly Total	18	2	0	20	0	0	79	2	0	81	0	0	0	79	0	79	0	0	180
10:00	11	0	0	11	0	0	16	0	0	16	0	0	0	18	0	18	0	0	45
10:15	6	1	0	7	0	0	12	0	0	12	0	0	0	19	0	19	0	0	38
10:30	3	0	0	3	0	0	14	0	0	14	0	0	0	27	0	27	0	0	44
10:45	5	2	0	7	0	0	20	0	0	20	0	0	0	28	0	28	0	0	55
Hourly Total	25	3	0	28	0	0	62	0	0	62	0	0	0	92	0	92	0	0	182
11:00	8	0	0	8	0	0	26	0	0	26	0	0	1	26	0	27	0	0	61
11:15	7	0	0	7	0	0	30	0	0	30	0	0	1	22	0	23	0	0	60
11:30	6	0	0	6	0	0	18	0	0	18	0	0	0	17	0	17	0	0	41
11:45	5	1	0	6	0	0	24	0	0	24	0	0	0	31	0	31	0	0	61
Hourly Total	26	1	0	27	0	0	98	0	0	98	0	0	2	96	0	98	0	0	223
12:00	5	2	0	7	0	0	32	1	0	33	0	0	1	23	0	24	0	0	64
12:15	7	2	0	9	0	0	28	0	1	29	0	0	0	16	0	16	0	0	54
12:30	7	0	0	7	0	0	24	0	0	24	0	0	1	30	0	31	0	0	62
12:45	8	3	0	11	0	0	33	1	0	34	0	0	0	22	0	22	0	0	67
Hourly Total	27	7	0	34	0	0	117	2	1	120	0	0	2	91	0	93	0	0	247
13:00	14	0	0	14	0	0	25	3	0	28	0	0	0	23	0	23	0	0	65
13:15	5	0	0	5	0	0	20	1	0	21	0	0	0	25	0	25	0	0	51
13:30	7	0	0	7	0	0	12	1	0	13	0	0	1	26	0	27	0	0	47
13:45	8	0	0	8	0	0	21	2	1	24	0	0	2	25	0	27	0	0	59
Hourly Total	34	0	0	34	0	0	78	7	1	86	0	0	3	99	0	102	0	0	222

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	4	0	0	4	0	0	22	1	0	23	0	0	1	34	0	35	0	0	62
14:15	14	3	0	17	0	0	13	2	0	15	0	0	0	31	0	31	0	0	63
14:30	10	2	0	12	0	0	18	0	0	18	0	0	0	37	0	37	0	0	67
14:45	11	0	0	11	0	0	22	0	0	22	0	0	1	31	0	32	0	0	65
Hourly Total	39	5	0	44	0	0	75	3	0	78	0	0	2	133	0	135	0	0	257
15:00	9	0	0	9	0	0	31	2	0	33	0	0	3	29	0	32	0	0	74
15:15	7	2	0	9	0	0	39	0	0	39	0	0	1	35	0	36	0	0	84
15:30	8	2	0	10	0	0	28	0	0	28	0	0	0	36	0	36	0	0	74
15:45	9	2	0	11	0	0	49	2	0	51	0	0	0	41	0	41	0	0	103
Hourly Total	33	6	0	39	0	0	147	4	0	151	0	0	4	141	0	145	0	0	335
16:00	12	0	0	12	0	0	39	1	0	40	0	0	1	39	0	40	0	0	92
16:15	6	1	0	7	0	0	40	1	0	41	0	0	1	52	0	53	0	0	101
16:30	12	1	0	13	0	0	42	1	0	43	0	0	3	36	0	39	0	0	95
16:45	11	2	0	13	0	0	44	0	0	44	0	0	0	34	0	34	0	0	91
Hourly Total	41	4	0	45	0	0	165	3	0	168	0	0	5	161	0	166	0	0	379
17:00	14	2	0	16	0	0	51	0	0	51	0	0	0	32	0	32	0	0	99
17:15	12	1	0	13	0	0	43	0	0	43	0	0	1	41	0	42	0	0	98
17:30	11	1	0	12	0	0	42	0	0	42	0	0	1	37	0	38	0	0	92
17:45	10	0	0	10	0	0	30	0	0	30	0	0	0	31	0	31	0	0	71
Hourly Total	47	4	0	51	0	0	166	0	0	166	0	0	2	141	0	143	0	0	360
18:00	15	2	0	17	0	0	25	1	2	28	0	0	2	37	0	39	0	0	84
18:15	15	0	0	15	0	0	26	1	0	27	0	0	1	27	0	28	0	0	70
18:30	3	0	0	3	0	0	15	0	0	15	0	0	1	24	0	25	0	0	43
18:45	8	0	0	8	0	0	15	1	0	16	0	0	0	18	0	18	0	0	42
Hourly Total	41	2	0	43	0	0	81	3	2	86	0	0	4	106	0	110	0	0	239
19:00	3	1	0	4	0	0	24	0	0	24	0	0	0	17	0	17	0	0	45
19:15	4	0	0	4	0	0	17	1	0	18	0	0	2	21	0	23	0	0	45
19:30	5	0	0	5	0	0	14	0	0	14	0	0	0	11	0	11	0	0	30
19:45	3	1	0	4	0	0	12	0	0	12	0	0	1	13	0	14	0	0	30
Hourly Total	15	2	0	17	0	0	67	1	0	68	0	0	3	62	0	65	0	0	150
20:00	6	0	0	6	0	0	12	0	0	12	0	0	0	12	0	12	0	0	30
20:15	6	0	0	6	0	0	10	0	0	10	0	0	0	10	0	10	0	0	26
20:30	4	0	0	4	0	0	16	0	0	16	0	0	0	11	0	11	0	0	31
20:45	1	1	0	2	0	0	9	1	0	10	0	0	0	3	0	3	0	0	15
Hourly Total	17	1	0	18	0	0	47	1	0	48	0	0	0	36	0	36	0	0	102

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	0	0	1	0	0	7	0	0	7	0	0	0	4	0	4	0	0	12
21:15	2	0	0	2	0	0	12	0	0	12	0	0	0	6	0	6	0	0	20
21:30	1	0	0	1	0	0	5	1	0	6	0	0	0	5	0	5	0	0	12
21:45	2	1	0	3	0	0	8	0	0	8	0	0	1	4	0	5	0	0	16
Hourly Total	6	1	0	7	0	0	32	1	0	33	0	0	1	19	0	20	0	0	60
22:00	3	0	0	3	0	0	6	0	0	6	0	0	0	2	0	2	0	0	11
22:15	2	0	0	2	0	0	3	0	0	3	0	0	0	3	0	3	0	0	8
22:30	0	0	0	0	0	0	4	0	0	4	0	0	0	3	0	3	0	0	7
22:45	1	0	0	1	0	0	6	0	0	6	0	0	1	3	0	4	0	0	11
Hourly Total	6	0	0	6	0	0	19	0	0	19	0	0	1	11	0	12	0	0	37
23:00	3	0	0	3	0	0	3	0	0	3	0	0	0	2	0	2	0	0	8
23:15	1	0	0	1	0	0	5	1	0	6	0	0	0	2	0	2	0	0	9
23:30	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
23:45	1	0	0	1	0	0	5	0	0	5	0	0	0	1	0	1	0	0	7
Hourly Total	5	0	0	5	0	0	15	1	0	16	0	0	0	7	0	7	0	0	28
Grand Total	528	45	0	573	0	0	1466	31	6	1503	0	0	32	1587	0	1619	0	0	3695
Approach %	92	7	0	100	0	0	97	2	0	100	0	0	1	98	0	100	0	0	300
Total %	14	1	0	15	0	0	39	0	0	40	0	0	0	42	0	43	0	0	100
Car	480	44	0	524	0	0	1311	29	5	1345	0	0	29	1440	0	1469	0	0	3338
Car %	90	0	0	0	0	0	0	93	83	0	0	0	90	90	0	0	0	0	90
LGV	48	1	0	49	0	0	136	2	1	139	0	0	3	127	0	130	0	0	318
LGV %	9	0	0	0	0	0	0	6	16	0	0	0	9	8	0	0	0	0	8
OGV1	0	0	0	0	0	0	7	0	0	7	0	0	0	4	0	4	0	0	11
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	6	0	0	6	0	0	0	7	0	7	0	0	13
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	3	0	0	3	0	0	0	7	0	7	0	0	10
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-12-2025

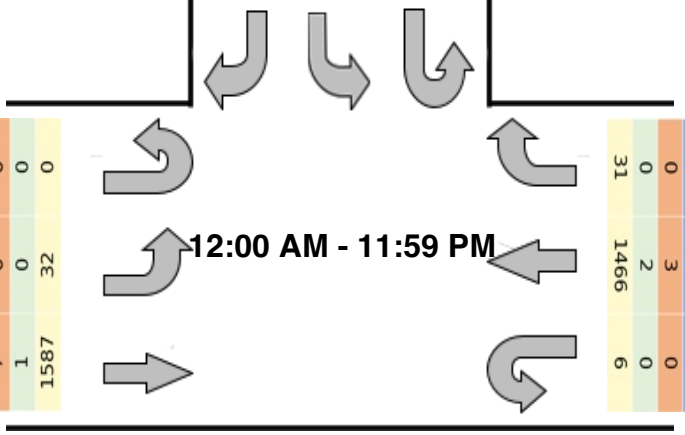
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
58	524	582
5	49	54
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
63	573	636

N

Right	Left	U-Turn
44	480	0
1	48	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
45	528	0



Out	In	Total
1355	1469	2824
137	130	267
7	4	11
1	1	2
6	7	13
3	7	10
2	1	3
1511	1619	3130

Thru	Left	U-Turn
1440	29	0
127	3	0
4	0	0
1	0	0
7	0	0
7	0	0
1	0	0
1587	32	0

Right	Thru	U-Turn
29	1311	5
2	136	1
0	7	0
0	1	0
0	6	0
0	3	0
0	2	0
31	1466	6

Out	In	Total
1925	1340	3265
176	138	314
4	7	11
1	1	2
7	6	13
7	3	10
1	2	3
2121	1497	3618

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 03
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 03
Latitude and Longitude	(51.655637, -3.858453)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	4
00:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0	1	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	1	0	2	0	0	1	0	0	1	0	0	0	2	0	2	0	0	5
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	4	0	4	0	0	5
05:15	1	0	0	1	0	0	1	0	0	1	0	0	0	4	0	4	0	0	6
05:30	3	0	0	3	0	0	0	0	0	0	0	0	1	4	0	5	0	0	8
05:45	7	0	0	7	0	0	1	0	0	1	0	0	0	5	0	5	0	0	13
Hourly Total	12	0	0	12	0	0	2	0	0	2	0	0	1	17	0	18	0	0	32
06:00	3	0	0	3	0	0	2	0	0	2	0	0	0	10	0	10	0	0	15
06:15	4	0	0	4	0	0	1	0	0	1	0	0	0	6	0	6	0	0	11
06:30	1	0	0	1	0	0	1	0	0	1	0	0	0	5	0	5	0	0	7
06:45	7	0	0	7	0	0	10	0	0	10	0	0	0	9	0	9	0	0	26
Hourly Total	15	0	0	15	0	0	14	0	0	14	0	0	0	30	0	30	0	0	59

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	8	0	0	8	0	0	7	0	0	7	0	0	0	16	0	16	0	0	31
07:15	10	0	0	10	0	0	6	0	0	6	0	0	0	27	0	27	0	0	43
07:30	11	0	0	11	0	0	21	0	0	21	0	0	0	28	0	28	0	0	60
07:45	30	0	0	30	0	0	18	0	0	18	0	0	1	46	0	47	0	0	95
Hourly Total	59	0	0	59	0	0	52	0	0	52	0	0	1	117	0	118	0	0	229
08:00	29	1	0	30	0	0	30	0	0	30	0	0	0	39	0	39	0	0	99
08:15	23	3	0	26	0	0	35	0	0	35	0	0	0	45	0	45	0	0	106
08:30	15	1	0	16	0	0	39	1	0	40	0	0	0	29	0	29	0	0	85
08:45	10	0	0	10	0	0	30	0	0	30	0	0	0	26	0	26	0	0	66
Hourly Total	77	5	0	82	0	0	134	1	0	135	0	0	0	139	0	139	0	0	356
09:00	7	1	0	8	0	0	34	1	0	35	0	0	0	12	0	12	0	0	55
09:15	6	0	0	6	0	0	22	0	0	22	0	0	0	17	0	17	0	0	45
09:30	6	0	0	6	0	0	21	1	0	22	0	0	1	20	0	21	0	0	49
09:45	8	0	0	8	0	0	18	2	0	20	0	0	0	14	0	14	0	0	42
Hourly Total	27	1	0	28	0	0	95	4	0	99	0	0	1	63	0	64	0	0	191
10:00	4	0	0	4	0	0	17	0	0	17	0	0	0	20	0	20	0	0	41
10:15	2	0	0	2	0	0	10	0	0	10	0	0	0	13	0	13	0	0	25
10:30	4	0	0	4	0	0	10	0	0	10	0	0	0	20	0	20	0	0	34
10:45	5	0	0	5	0	0	13	0	0	13	0	0	0	15	0	15	0	0	33
Hourly Total	15	0	0	15	0	0	50	0	0	50	0	0	0	68	0	68	0	0	133
11:00	7	1	0	8	0	0	19	0	0	19	0	0	0	24	0	24	0	0	51
11:15	3	0	0	3	0	0	26	0	0	26	0	0	0	23	0	23	0	0	52
11:30	3	0	0	3	0	0	18	0	0	18	0	0	1	14	0	15	0	0	36
11:45	8	0	0	8	0	0	12	1	0	13	0	0	0	14	0	14	0	0	35
Hourly Total	21	1	0	22	0	0	75	1	0	76	0	0	1	75	0	76	0	0	174
12:00	7	2	0	9	0	0	17	0	0	17	0	0	0	22	0	22	0	0	48
12:15	10	0	0	10	0	0	20	0	0	20	0	0	0	17	0	17	0	0	47
12:30	2	1	0	3	0	0	15	0	0	15	0	0	1	18	0	19	0	0	37
12:45	8	0	0	8	0	0	21	0	0	21	0	0	0	22	0	22	0	0	51
Hourly Total	27	3	0	30	0	0	73	0	0	73	0	0	1	79	0	80	0	0	183
13:00	3	0	0	3	0	0	21	0	0	21	0	0	0	18	0	18	0	0	42
13:15	7	0	0	7	0	0	18	1	0	19	0	0	0	14	0	14	0	0	40
13:30	3	0	0	3	0	0	19	0	0	19	0	0	0	15	0	15	0	0	37
13:45	0	0	0	0	0	0	18	0	0	18	0	0	1	19	0	20	0	0	38
Hourly Total	13	0	0	13	0	0	76	1	0	77	0	0	1	66	0	67	0	0	157

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	9	0	0	9	0	0	12	0	0	12	0	0	1	19	0	20	0	0	41
14:15	7	1	0	8	0	0	25	1	0	26	0	0	0	25	0	25	0	0	59
14:30	11	0	0	11	0	0	15	0	2	17	0	0	0	36	0	36	0	0	64
14:45	9	1	0	10	0	0	24	0	0	24	0	0	0	42	0	42	0	0	76
Hourly Total	36	2	0	38	0	0	76	1	2	79	0	0	1	122	0	123	0	0	240
15:00	7	0	0	7	0	0	41	0	0	41	0	0	1	19	0	20	0	0	68
15:15	14	1	0	15	0	0	34	0	0	34	0	0	1	22	0	23	0	0	72
15:30	11	2	0	13	0	0	31	0	0	31	0	0	0	18	0	18	0	0	62
15:45	8	0	0	8	0	0	43	1	0	44	0	0	1	33	0	34	0	0	86
Hourly Total	40	3	0	43	0	0	149	1	0	150	0	0	3	92	0	95	0	0	288
16:00	11	1	0	12	0	0	36	0	0	36	0	0	2	32	0	34	0	0	82
16:15	8	0	0	8	0	0	32	0	0	32	0	0	2	37	0	39	0	0	79
16:30	9	2	0	11	0	0	35	0	0	35	0	0	1	37	0	38	0	0	84
16:45	10	0	0	10	0	0	37	1	0	38	0	0	1	38	0	39	0	0	87
Hourly Total	38	3	0	41	0	0	140	1	0	141	0	0	6	144	0	150	0	0	332
17:00	14	2	0	16	0	0	35	2	0	37	0	0	1	31	0	32	0	0	85
17:15	11	1	0	12	0	0	34	0	0	34	0	0	2	45	0	47	0	0	93
17:30	6	0	0	6	0	0	24	0	0	24	0	0	2	36	0	38	0	0	68
17:45	9	0	0	9	0	0	28	1	0	29	0	0	0	34	0	34	0	0	72
Hourly Total	40	3	0	43	0	0	121	3	0	124	0	0	5	146	0	151	0	0	318
18:00	9	0	0	9	0	0	33	1	0	34	0	0	2	21	0	23	0	0	66
18:15	15	0	0	15	0	0	26	0	0	26	0	0	1	26	0	27	0	0	68
18:30	11	1	0	12	0	0	25	1	0	26	0	0	1	24	0	25	0	0	63
18:45	9	0	0	9	0	0	16	1	0	17	0	0	0	25	0	25	0	0	51
Hourly Total	44	1	0	45	0	0	100	3	0	103	0	0	4	96	0	100	0	0	248
19:00	6	1	0	7	0	0	24	0	0	24	0	0	1	16	0	17	0	0	48
19:15	2	0	0	2	0	0	19	0	0	19	0	0	1	18	0	19	0	0	40
19:30	5	1	0	6	0	0	11	0	0	11	0	0	0	14	0	14	0	0	31
19:45	3	0	0	3	0	0	9	0	0	9	0	0	1	14	0	15	0	0	27
Hourly Total	16	2	0	18	0	0	63	0	0	63	0	0	3	62	0	65	0	0	146
20:00	1	0	0	1	0	0	14	0	0	14	0	0	0	6	0	6	0	0	21
20:15	3	0	0	3	0	0	19	0	0	19	0	0	0	6	0	6	0	0	28
20:30	3	0	0	3	0	0	8	1	0	9	0	0	0	7	0	7	0	0	19
20:45	3	0	0	3	0	0	8	1	0	9	0	0	1	3	0	4	0	0	16
Hourly Total	10	0	0	10	0	0	49	2	0	51	0	0	1	22	0	23	0	0	84

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	3	1	0	4	0	0	6	0	0	6	0	0	2	5	0	7	0	0	17
21:15	3	0	0	3	0	0	4	0	0	4	0	0	1	2	0	3	0	0	10
21:30	3	0	0	3	0	0	2	0	0	2	0	0	0	5	0	5	0	0	10
21:45	3	0	0	3	0	0	1	0	0	1	0	0	0	1	0	1	0	0	5
Hourly Total	12	1	0	13	0	0	13	0	0	13	0	0	3	13	0	16	0	0	42
22:00	0	0	0	0	0	0	3	0	0	3	0	0	0	4	0	4	0	0	7
22:15	4	0	0	4	0	0	7	0	0	7	0	0	0	2	0	2	0	0	13
22:30	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	0	0	4
22:45	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
Hourly Total	4	0	0	4	0	0	13	0	0	13	0	0	0	10	0	10	0	0	27
23:00	1	0	0	1	0	0	1	0	0	1	0	0	0	2	0	2	0	0	4
23:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
23:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	3	0	0	3	0	0	0	3	0	3	0	0	7
Grand Total	509	26	0	535	0	0	1305	18	2	1325	0	0	32	1370	0	1402	0	0	3262
Approach %	95	4	0	100	0	0	98	1	0	100	0	0	2	97	0	100	0	0	300
Total %	15	0	0	16	0	0	40	0	0	40	0	0	0	42	0	42	0	0	100
Car	450	25	0	475	0	0	1173	14	2	1189	0	0	30	1245	0	1275	0	0	2939
Car %	88	0	0	0	0	0	0	77	100	0	0	0	93	90	0	0	0	0	90
LGV	55	1	0	56	0	0	112	4	0	116	0	0	2	106	0	108	0	0	280
LGV %	10	0	0	0	0	0	0	22	0	0	0	0	6	7	0	0	0	0	8
OGV1	0	0	0	0	0	0	9	0	0	9	0	0	0	10	0	10	0	0	19
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	3	0	0	3	0	0	4	0	0	4	0	0	0	5	0	5	0	0	12
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	1	0	0	1	0	0	5	0	0	5	0	0	0	3	0	3	0	0	9
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 03

GPS: 51.655637, -3.858453

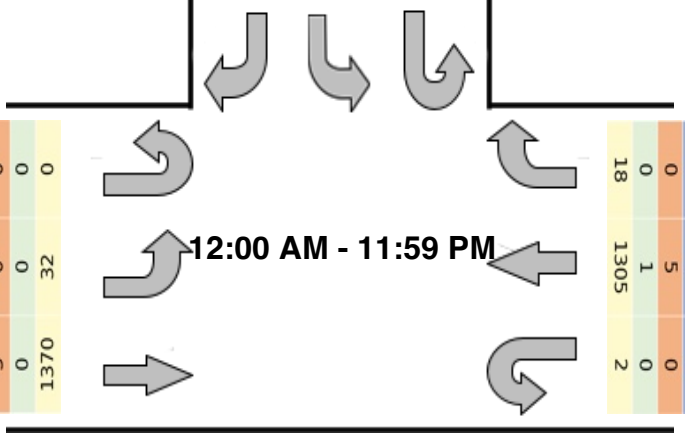
Date: 09-15-2025

Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
44	475	519
6	56	62
0	0	0
0	0	0
0	3	3
0	1	1
0	0	0
50	535	585

Right	Left	U-Turn
25	450	0
1	55	0
0	0	0
0	0	0
0	3	0
0	1	0
0	0	0
26	509	0



Out	In	Total
1198	1275	2473
113	108	221
9	10	19
1	1	2
4	5	9
5	3	8
1	0	1
1331	1402	2733

Thru	Left	U-Turn
1245	30	0
106	2	0
10	0	0
1	0	0
5	0	0
3	0	0
0	0	0
1370	32	0

Right	Thru	U-Turn
14	1173	2
4	112	0
0	9	0
0	1	0
0	4	0
0	5	0
0	1	0
18	1305	2

Out	In	Total
1697	1187	2884
161	116	277
10	9	19
1	1	2
8	4	12
4	5	9
0	1	1
1881	1323	3204

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 03
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 03
Latitude and Longitude	(51.655637, -3.858453)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
00:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	4	0	0	4	0	0	0	2	0	2	0	0	6
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
01:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	0	0	0	0	0	0	2	0	0	2	0	0	0	3	0	3	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
02:15	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
02:30	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
Hourly Total	0	1	0	1	0	0	2	0	0	2	0	0	0	5	0	5	0	0	8
03:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	1	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4
Hourly Total	1	1	0	2	0	0	3	0	0	3	0	0	0	2	0	2	0	0	7
05:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
05:15	3	0	0	3	0	0	0	0	0	0	0	0	1	4	0	5	0	0	8
05:30	3	1	0	4	0	0	1	0	0	1	0	0	0	4	0	4	0	0	9
05:45	5	0	0	5	0	0	2	0	0	2	0	0	0	5	0	5	0	0	12
Hourly Total	12	1	0	13	0	0	3	0	0	3	0	0	1	14	0	15	0	0	31
06:00	4	0	0	4	0	0	1	0	0	1	0	0	0	6	0	6	0	0	11
06:15	3	0	0	3	0	0	1	0	0	1	0	0	0	5	0	5	0	0	9
06:30	8	2	0	10	0	0	3	0	0	3	0	0	0	9	0	9	0	0	22
06:45	4	1	0	5	0	0	13	0	0	13	0	0	0	10	0	10	0	0	28
Hourly Total	19	3	0	22	0	0	18	0	0	18	0	0	0	30	0	30	0	0	70

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	10	2	0	12	0	0	11	0	0	11	0	0	0	16	0	16	0	0	39
07:15	8	2	0	10	0	0	16	0	0	16	0	0	0	25	0	25	0	0	51
07:30	9	3	0	12	0	0	25	0	0	25	0	0	0	37	0	37	0	0	74
07:45	32	2	0	34	0	0	24	1	0	25	0	0	0	45	0	45	0	0	104
Hourly Total	59	9	0	68	0	0	76	1	0	77	0	0	0	123	0	123	0	0	268
08:00	26	0	0	26	0	0	41	2	0	43	0	0	1	50	0	51	0	0	120
08:15	23	2	0	25	0	0	49	1	0	50	0	0	1	40	0	41	0	0	116
08:30	19	0	0	19	0	0	42	1	0	43	0	0	1	40	0	41	0	0	103
08:45	9	2	0	11	0	0	35	1	0	36	0	0	0	23	0	23	0	0	70
Hourly Total	77	4	0	81	0	0	167	5	0	172	0	0	3	153	0	156	0	0	409
09:00	9	1	0	10	0	0	30	0	0	30	0	0	0	22	0	22	0	0	62
09:15	8	1	0	9	0	0	22	0	0	22	0	0	0	24	0	24	0	0	55
09:30	7	0	0	7	0	0	17	0	0	17	0	0	0	19	0	19	0	0	43
09:45	5	1	0	6	0	0	17	0	0	17	0	0	0	12	0	12	0	0	35
Hourly Total	29	3	0	32	0	0	86	0	0	86	0	0	0	77	0	77	0	0	195
10:00	6	3	0	9	0	0	16	0	0	16	0	0	0	16	0	16	0	0	41
10:15	2	0	0	2	0	0	16	0	0	16	0	0	0	18	0	18	0	0	36
10:30	4	0	0	4	0	0	10	0	0	10	0	0	0	20	0	20	0	0	34
10:45	2	0	0	2	0	0	9	0	0	9	0	0	0	15	0	15	0	0	26
Hourly Total	14	3	0	17	0	0	51	0	0	51	0	0	0	69	0	69	0	0	137
11:00	7	0	0	7	0	0	20	0	0	20	0	0	0	19	0	19	0	0	46
11:15	7	0	0	7	0	0	16	0	0	16	0	0	0	20	0	20	0	0	43
11:30	1	2	0	3	0	0	21	0	0	21	0	0	1	26	0	27	0	0	51
11:45	6	0	0	6	0	0	26	0	0	26	0	0	0	16	0	16	0	0	48
Hourly Total	21	2	0	23	0	0	83	0	0	83	0	0	1	81	0	82	0	0	188
12:00	5	1	0	6	0	0	21	0	0	21	0	0	0	16	0	16	0	0	43
12:15	8	0	0	8	0	0	18	1	0	19	0	0	2	10	0	12	0	0	39
12:30	7	0	0	7	0	0	16	1	0	17	0	0	0	24	0	24	0	0	48
12:45	5	1	0	6	0	0	19	2	0	21	0	0	0	15	0	15	0	0	42
Hourly Total	25	2	0	27	0	0	74	4	0	78	0	0	2	65	0	67	0	0	172
13:00	5	1	0	6	0	0	23	0	0	23	0	0	0	22	0	22	0	0	51
13:15	8	0	0	8	0	0	15	0	0	15	0	0	1	18	0	19	0	0	42
13:30	4	0	0	4	0	0	20	0	0	20	0	0	0	18	0	18	0	0	42
13:45	7	0	0	7	0	0	14	1	0	15	0	0	0	23	0	23	0	0	45
Hourly Total	24	1	0	25	0	0	72	1	0	73	0	0	1	81	0	82	0	0	180

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	6	0	0	6	0	0	18	0	0	18	0	0	0	22	0	22	0	0	46
14:15	10	0	0	10	0	0	14	0	0	14	0	0	0	27	0	27	0	0	51
14:30	6	0	0	6	0	0	15	1	0	16	0	0	1	29	0	30	0	0	52
14:45	6	2	0	8	0	0	23	1	0	24	0	0	0	30	0	30	0	0	62
Hourly Total	28	2	0	30	0	0	70	2	0	72	0	0	1	108	0	109	0	0	211
15:00	11	1	0	12	0	0	30	1	0	31	0	0	2	33	0	35	0	0	78
15:15	10	2	0	12	0	0	26	1	0	27	0	0	1	34	0	35	0	0	74
15:30	8	3	0	11	0	0	39	1	0	40	0	0	1	21	0	22	0	0	73
15:45	8	0	0	8	0	0	40	0	0	40	0	0	0	39	0	39	0	0	87
Hourly Total	37	6	0	43	0	0	135	3	0	138	0	0	4	127	0	131	0	0	312
16:00	4	3	0	7	0	0	26	1	1	28	0	0	1	40	0	41	0	0	76
16:15	6	0	0	6	0	0	37	0	0	37	0	0	2	44	0	46	0	0	89
16:30	10	2	0	12	0	0	42	0	0	42	0	0	2	34	0	36	0	0	90
16:45	4	1	0	5	0	0	39	0	0	39	0	0	0	52	0	52	0	0	96
Hourly Total	24	6	0	30	0	0	144	1	1	146	0	0	5	170	0	175	0	0	351
17:00	10	3	0	13	0	0	41	2	0	43	0	0	2	53	0	55	0	0	111
17:15	8	1	0	9	0	0	50	0	0	50	0	0	1	50	0	51	0	0	110
17:30	15	0	0	15	0	0	37	0	0	37	0	0	1	54	0	55	0	0	107
17:45	6	1	0	7	0	0	34	0	0	34	0	0	1	59	0	60	0	0	101
Hourly Total	39	5	0	44	0	0	162	2	0	164	0	0	5	216	0	221	0	0	429
18:00	8	4	0	12	0	0	25	0	0	25	0	0	0	32	0	32	0	0	69
18:15	12	1	0	13	0	0	33	1	0	34	0	0	0	32	0	32	0	0	79
18:30	4	0	0	4	0	0	31	0	0	31	0	0	1	21	0	22	0	0	57
18:45	11	0	0	11	0	0	17	0	0	17	0	0	0	20	0	20	0	0	48
Hourly Total	35	5	0	40	0	0	106	1	0	107	0	0	1	105	0	106	0	0	253
19:00	6	0	0	6	0	0	18	0	0	18	0	0	1	16	0	17	0	0	41
19:15	8	0	0	8	0	0	20	1	0	21	0	0	0	19	0	19	0	0	48
19:30	5	0	0	5	0	0	14	0	0	14	0	0	1	17	0	18	0	0	37
19:45	1	0	0	1	0	0	15	0	0	15	0	0	0	13	0	13	0	0	29
Hourly Total	20	0	0	20	0	0	67	1	0	68	0	0	2	65	0	67	0	0	155
20:00	2	2	0	4	0	0	10	0	0	10	0	0	2	9	0	11	0	0	25
20:15	2	1	0	3	0	0	14	0	0	14	0	0	0	6	0	6	0	0	23
20:30	3	0	0	3	0	0	7	0	0	7	0	0	1	9	0	10	0	0	20
20:45	5	1	0	6	0	0	8	0	0	8	0	0	0	8	0	8	0	0	22
Hourly Total	12	4	0	16	0	0	39	0	0	39	0	0	3	32	0	35	0	0	90

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	2	0	0	2	0	0	8	0	0	8	0	0	0	7	0	7	0	0	17
21:15	1	0	0	1	0	0	7	0	0	7	0	0	1	9	0	10	0	0	18
21:30	2	0	0	2	0	0	5	0	0	5	0	0	1	3	0	4	0	0	11
21:45	2	0	0	2	0	0	4	0	0	4	0	0	1	8	0	9	0	0	15
Hourly Total	7	0	0	7	0	0	24	0	0	24	0	0	3	27	0	30	0	0	61
22:00	2	0	0	2	0	0	5	0	0	5	0	0	0	4	0	4	0	0	11
22:15	1	0	0	1	0	0	4	0	0	4	0	0	0	2	0	2	0	0	7
22:30	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	0	4
22:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	4	0	0	12	0	0	12	0	0	0	7	0	7	0	0	23
23:00	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
23:15	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
23:30	1	0	0	1	0	0	5	0	0	5	0	0	0	1	0	1	0	0	7
23:45	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	1	1	0	2	0	0	10	0	0	10	0	0	0	5	0	5	0	0	17
Grand Total	488	59	0	547	0	0	1411	21	1	1433	0	0	32	1567	0	1599	0	0	3579
Approach %	89	10	0	100	0	0	98	1	0	100	0	0	2	97	0	100	0	0	300
Total %	13	1	0	15	0	0	39	0	0	40	0	0	0	43	0	44	0	0	100
Car	440	55	0	495	0	0	1266	16	0	1282	0	0	30	1418	0	1448	0	0	3225
Car %	90	0	0	0	0	0	0	76	0	0	0	0	93	90	0	0	0	0	90
LGV	46	4	0	50	0	0	112	5	1	118	0	0	2	118	0	120	0	0	288
LGV %	9	0	0	0	0	0	0	23	100	0	0	0	6	7	0	0	0	0	8
OGV1	1	0	0	1	0	0	12	0	0	12	0	0	0	7	0	7	0	0	20
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	1	0	0	1	0	0	14	0	0	14	0	0	0	14	0	14	0	0	29
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	4	0	0	4	0	0	0	6	0	6	0	0	10
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-16-2025

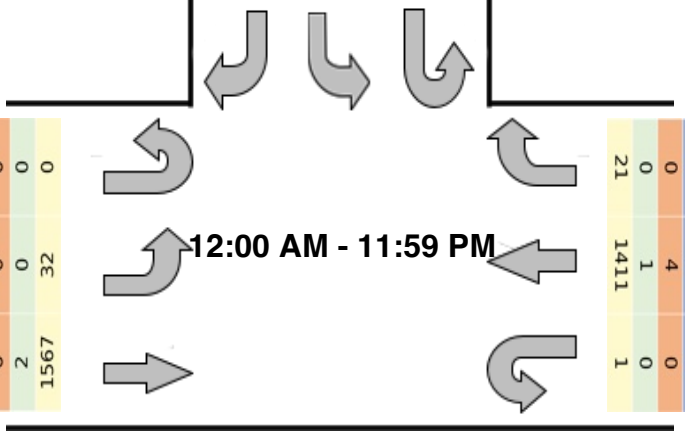
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
46	495	541
7	50	57
0	1	1
0	0	0
0	1	1
0	0	0
0	0	0
53	547	600

N

Right	Left	U-Turn
55	440	0
4	46	0
0	1	0
0	0	0
0	1	0
0	0	0
0	0	0
59	488	0



Out	In	Total
1321	1448	2769
116	120	236
12	7	19
2	2	4
14	14	28
4	6	10
1	2	3
1470	1599	3069

Thru	Left	U-Turn
1418	30	0
118	2	0
7	0	0
2	0	0
14	0	0
6	0	0
2	0	0
1567	32	0

Right	Thru	U-Turn
16	1266	0
5	112	1
0	12	0
0	2	0
0	14	0
0	4	0
0	1	0
21	1411	1

Out	In	Total
1858	1282	3140
165	117	282
8	12	20
2	2	4
15	14	29
6	4	10
2	1	3
2056	1432	3488

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 03
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 03
Latitude and Longitude	(51.655637, -3.858453)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2
00:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2
Hourly Total	1	0	0	1	0	0	4	0	0	4	0	0	0	3	0	3	0	0	8
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
Hourly Total	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Hourly Total	1	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4
05:00	1	0	0	1	0	0	1	0	0	1	0	0	0	2	0	2	0	0	4
05:15	5	0	0	5	0	0	0	0	0	0	0	0	1	5	0	6	0	0	11
05:30	1	0	0	1	0	0	1	0	0	1	0	0	1	6	0	7	0	0	9
05:45	6	0	0	6	0	0	1	0	0	1	0	0	0	5	0	5	0	0	12
Hourly Total	13	0	0	13	0	0	3	0	0	3	0	0	2	18	0	20	0	0	36
06:00	9	0	0	9	0	0	1	0	0	1	0	0	0	6	0	6	0	0	16
06:15	9	1	0	10	0	0	2	0	0	2	0	0	0	7	0	7	0	0	19
06:30	3	0	0	3	0	0	5	0	0	5	0	0	0	5	0	5	0	0	13
06:45	9	1	0	10	0	0	9	0	0	9	0	0	0	8	0	8	0	0	27
Hourly Total	30	2	0	32	0	0	17	0	0	17	0	0	0	26	0	26	0	0	75

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	10	0	0	10	0	0	10	0	0	10	0	0	1	22	0	23	0	0	43
07:15	8	0	0	8	0	0	9	0	0	9	0	0	0	23	0	23	0	0	40
07:30	7	1	0	8	0	0	26	0	0	26	0	0	0	30	0	30	0	0	64
07:45	26	0	0	26	0	0	26	0	0	26	0	0	0	52	0	52	0	0	104
Hourly Total	51	1	0	52	0	0	71	0	0	71	0	0	1	127	0	128	0	0	251
08:00	27	1	0	28	0	0	35	3	0	38	0	0	0	45	0	45	0	0	111
08:15	20	3	0	23	0	0	40	0	0	40	0	0	0	54	0	54	0	0	117
08:30	12	1	0	13	0	0	34	0	0	34	0	0	0	26	0	26	0	0	73
08:45	10	2	0	12	0	0	30	0	0	30	0	0	0	25	0	25	0	0	67
Hourly Total	69	7	0	76	0	0	139	3	0	142	0	0	0	150	0	150	0	0	368
09:00	10	0	0	10	0	0	25	0	0	25	0	0	0	16	0	16	0	0	51
09:15	3	0	0	3	0	0	15	0	0	15	0	0	0	22	0	22	0	0	40
09:30	4	0	0	4	0	0	15	1	0	16	0	0	0	16	0	16	0	0	36
09:45	4	0	0	4	0	0	14	0	0	14	0	0	0	14	0	14	0	0	32
Hourly Total	21	0	0	21	0	0	69	1	0	70	0	0	0	68	0	68	0	0	159
10:00	5	0	0	5	0	0	21	0	0	21	0	0	0	18	0	18	0	0	44
10:15	5	1	0	6	0	0	13	0	0	13	0	0	0	10	0	10	0	0	29
10:30	6	0	0	6	0	0	18	0	0	18	0	0	0	17	0	17	0	0	41
10:45	3	0	0	3	0	0	19	0	0	19	0	0	0	20	0	20	0	0	42
Hourly Total	19	1	0	20	0	0	71	0	0	71	0	0	0	65	0	65	0	0	156
11:00	3	0	0	3	0	0	19	0	0	19	0	0	0	13	0	13	0	0	35
11:15	2	0	0	2	0	0	21	1	0	22	0	0	0	27	0	27	0	0	51
11:30	11	1	0	12	0	0	23	0	0	23	0	0	0	19	0	19	0	0	54
11:45	4	0	0	4	0	0	15	0	0	15	0	0	0	18	0	18	0	0	37
Hourly Total	20	1	0	21	0	0	78	1	0	79	0	0	0	77	0	77	0	0	177
12:00	6	2	0	8	0	0	18	3	0	21	0	0	0	24	0	24	0	0	53
12:15	9	0	0	9	0	0	18	1	0	19	0	0	1	19	0	20	0	0	48
12:30	11	1	0	12	0	0	23	0	0	23	0	0	3	13	0	16	0	0	51
12:45	4	1	0	5	0	0	11	0	0	11	0	0	0	18	0	18	0	0	34
Hourly Total	30	4	0	34	0	0	70	4	0	74	0	0	4	74	0	78	0	0	186
13:00	6	0	0	6	0	0	15	0	0	15	0	0	0	17	0	17	0	0	38
13:15	6	1	0	7	0	0	20	1	0	21	0	0	1	15	0	16	0	0	44
13:30	6	1	0	7	0	0	17	0	0	17	0	0	1	22	0	23	0	0	47
13:45	2	0	0	2	0	0	17	0	0	17	0	0	1	26	0	27	0	0	46
Hourly Total	20	2	0	22	0	0	69	1	0	70	0	0	3	80	0	83	0	0	175

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	8	1	0	9	0	0	14	2	0	16	0	0	1	15	0	16	0	0	41
14:15	4	1	0	5	0	0	9	0	0	9	0	0	1	26	0	27	0	0	41
14:30	9	0	0	9	0	0	10	0	0	10	0	0	0	27	0	27	0	0	46
14:45	16	0	0	16	0	0	14	2	0	16	0	0	0	22	0	22	0	0	54
Hourly Total	37	2	0	39	0	0	47	4	0	51	0	0	2	90	0	92	0	0	182
15:00	9	0	0	9	0	0	26	0	0	26	0	0	1	24	0	25	0	0	60
15:15	14	0	0	14	0	0	38	2	0	40	0	0	2	27	0	29	0	0	83
15:30	5	2	0	7	0	0	40	0	0	40	0	0	1	24	0	25	0	0	72
15:45	8	0	0	8	0	0	35	0	0	35	0	0	0	32	0	32	0	0	75
Hourly Total	36	2	0	38	0	0	139	2	0	141	0	0	4	107	0	111	0	0	290
16:00	11	0	0	11	0	0	37	0	0	37	0	0	0	19	0	19	0	0	67
16:15	4	1	0	5	0	0	26	2	0	28	0	0	2	41	0	43	0	0	76
16:30	6	1	0	7	0	0	39	1	0	40	0	0	0	36	0	36	0	0	83
16:45	5	0	0	5	0	0	31	0	0	31	0	0	3	43	0	46	0	0	82
Hourly Total	26	2	0	28	0	0	133	3	0	136	0	0	5	139	0	144	0	0	308
17:00	10	2	0	12	0	0	48	0	0	48	0	0	2	33	0	35	0	0	95
17:15	10	5	0	15	0	0	48	1	0	49	0	0	1	34	0	35	0	0	99
17:30	12	1	0	13	0	0	35	1	0	36	0	0	0	32	0	32	0	0	81
17:45	8	0	0	8	0	0	38	2	0	40	0	0	0	27	0	27	0	0	75
Hourly Total	40	8	0	48	0	0	169	4	0	173	0	0	3	126	0	129	0	0	350
18:00	12	1	0	13	0	0	35	0	0	35	0	0	0	26	0	26	0	0	74
18:15	8	1	0	9	0	0	36	1	0	37	0	0	1	28	0	29	0	0	75
18:30	8	2	0	10	0	0	34	0	0	34	0	0	2	22	0	24	0	0	68
18:45	3	1	0	4	0	0	31	1	0	32	0	0	0	22	0	22	0	0	58
Hourly Total	31	5	0	36	0	0	136	2	0	138	0	0	3	98	0	101	0	0	275
19:00	3	2	0	5	0	0	24	0	0	24	0	0	0	25	0	25	0	0	54
19:15	2	2	0	4	0	0	27	1	0	28	0	0	0	14	0	14	0	0	46
19:30	5	1	0	6	0	0	19	1	0	20	0	0	0	18	0	18	0	0	44
19:45	3	2	0	5	0	0	15	1	0	16	0	0	0	14	0	14	0	0	35
Hourly Total	13	7	0	20	0	0	85	3	0	88	0	0	0	71	0	71	0	0	179
20:00	1	0	0	1	0	0	8	0	0	8	0	0	0	13	0	13	0	0	22
20:15	2	1	0	3	0	0	9	1	0	10	0	0	0	6	0	6	0	0	19
20:30	1	2	0	3	0	0	14	0	0	14	0	0	0	5	0	5	0	0	22
20:45	6	0	0	6	0	0	4	0	0	4	0	0	0	8	0	8	0	0	18
Hourly Total	10	3	0	13	0	0	35	1	0	36	0	0	0	32	0	32	0	0	81

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Serecold Ave						Heol Crymlyn						Heol Crymlyn						
Direction	SouthBound						WestBound						EastBound						
Start Time	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	5	0	0	5	0	0	5	0	0	5	0	0	0	1	0	1	0	0	11
21:15	4	0	0	4	0	0	8	0	0	8	0	0	0	2	0	2	0	0	14
21:30	4	0	0	4	0	0	5	0	0	5	0	0	0	1	0	1	0	0	10
21:45	3	0	0	3	0	0	5	0	0	5	0	0	0	2	0	2	0	0	10
Hourly Total	16	0	0	16	0	0	23	0	0	23	0	0	0	6	0	6	0	0	45
22:00	1	0	0	1	0	0	7	0	0	7	0	0	1	7	0	8	0	0	16
22:15	2	0	0	2	0	0	5	2	0	7	0	0	2	16	0	18	0	0	27
22:30	2	1	0	3	0	0	7	1	0	8	0	0	1	17	0	18	0	0	29
22:45	2	0	0	2	0	0	5	0	0	5	0	0	0	7	0	7	0	0	14
Hourly Total	7	1	0	8	0	0	24	3	0	27	0	0	4	47	0	51	0	0	86
23:00	1	0	0	1	0	0	4	0	0	4	0	0	0	1	0	1	0	0	6
23:15	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3
23:30	1	0	0	1	0	0	4	0	0	4	0	0	0	1	0	1	0	0	6
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	10	0	0	10	0	0	0	3	0	3	0	0	15
Grand Total	496	48	0	544	0	0	1396	33	0	1429	0	0	31	1411	0	1442	0	0	3415
Approach %	91	8	0	100	0	0	97	2	0	100	0	0	2	97	0	100	0	0	300
Total %	14	1	0	15	0	0	40	0	0	41	0	0	0	41	0	42	0	0	100
Car	459	40	0	499	0	0	1274	31	0	1305	0	0	29	1298	0	1327	0	0	3131
Car %	92	0	0	0	0	0	0	93	0	0	0	0	93	91	0	0	0	0	91
LGV	35	8	0	43	0	0	106	2	0	108	0	0	2	104	0	106	0	0	257
LGV %	7	0	0	0	0	0	0	6	0	0	0	0	6	7	0	0	0	0	7
OGV1	1	0	0	1	0	0	6	0	0	6	0	0	0	1	0	1	0	0	8
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	1	0	0	1	0	0	6	0	0	6	0	0	0	4	0	4	0	0	11
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	0	0	4
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 03

GPS: 51.655637, -3.858453

Date: 09-17-2025

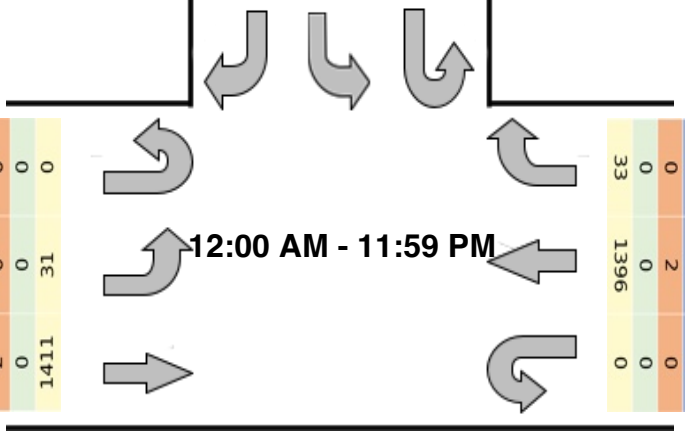
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
60	499	559
4	43	47
0	1	1
0	0	0
0	1	1
0	0	0
0	0	0
64	544	608

N

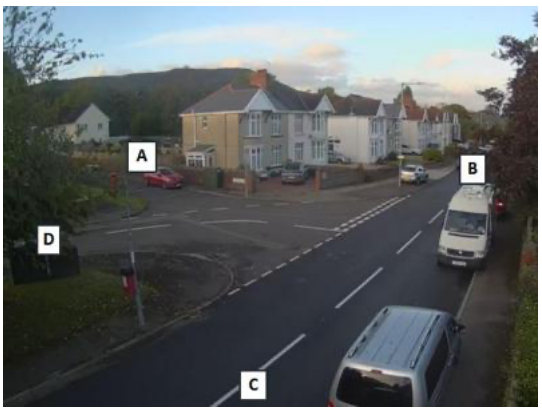
Right	Left	U-Turn
40	459	0
8	35	0
0	1	0
0	0	0
0	1	0
0	0	0
0	0	0
48	496	0



Out	In	Total	U-Turn	Left	Thru	Right	Thru	U-Turn	Out	In	Total
1314	1327	2641	0	29	1298	31	1274	0	1757	1305	3062
114	106	220	0	2	104	0	106	0	139	108	247
6	1	7	0	0	1	0	6	0	2	6	8
2	2	4	0	0	2	0	2	0	2	2	4
6	4	10	0	0	4	0	6	0	5	6	11
2	2	4	0	0	2	0	2	0	2	2	4
0	0	0	0	0	0	0	0	0	0	0	0
1444	1442	2886	0	31	1411	0	1396	0	1907	1429	3336

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 04
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 04
Latitude and Longitude	(51.656435, -3.856365)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	9
05:30	3	0	0	0	3	0	0	2	0	0	0	2	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	12
05:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	18	0	18	0	0	0	1	0	0	1	0	0	20
Hourly Total	3	0	0	0	3	0	0	4	0	0	1	5	0	0	0	0	35	0	35	0	0	0	1	0	0	1	0	0	44
06:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	6
06:15	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	11
06:30	2	0	0	0	2	0	0	5	2	0	0	7	0	0	0	0	11	0	11	0	0	0	1	0	0	1	0	0	21
06:45	0	1	0	0	1	0	0	9	5	0	0	14	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	39
Hourly Total	4	1	0	0	5	0	0	18	7	0	0	25	0	0	0	0	46	0	46	0	0	0	1	0	0	1	0	0	77

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	8	1	0	0	9	0	0	1	0	27	0	28	0	0	0	0	0	0	0	0	0	37
07:15	0	0	0	0	0	0	0	16	3	0	0	19	0	0	0	0	29	0	29	0	0	0	0	1	0	1	0	0	49
07:30	0	0	0	0	0	0	0	17	5	1	0	23	0	0	1	0	49	0	50	0	0	0	1	0	0	1	0	0	74
07:45	1	0	0	0	1	0	0	28	3	2	0	33	0	0	1	0	75	0	76	0	0	0	0	0	0	0	0	0	110
Hourly Total	1	0	0	0	1	0	0	69	12	3	0	84	0	0	3	0	180	0	183	0	0	0	1	1	0	2	0	0	270
08:00	6	0	0	0	6	0	0	54	5	0	0	59	0	0	0	0	73	0	73	0	0	0	1	0	0	1	0	0	139
08:15	4	0	0	0	4	0	0	36	3	0	0	39	0	0	0	0	71	0	71	0	0	0	0	0	0	0	0	0	114
08:30	1	0	0	0	1	0	0	37	2	0	0	39	0	0	0	0	58	0	58	0	0	0	2	0	0	2	0	0	100
08:45	1	0	0	0	1	0	0	25	4	0	0	29	0	0	0	1	38	0	39	0	0	0	0	0	0	0	0	0	69
Hourly Total	12	0	0	0	12	0	0	152	14	0	0	166	0	0	0	1	240	0	241	0	0	0	3	0	0	3	0	0	422
09:00	1	0	0	0	1	0	0	31	8	2	0	41	0	0	0	0	24	0	24	0	0	0	1	0	0	1	0	0	67
09:15	0	0	0	0	0	0	0	21	8	0	0	29	0	0	0	0	26	0	26	0	0	0	1	0	0	1	0	0	56
09:30	2	0	0	0	2	0	0	17	3	0	0	20	0	0	1	0	21	0	22	0	0	0	0	0	0	0	0	0	44
09:45	0	0	0	0	0	0	0	16	5	3	0	24	0	0	0	0	27	0	27	0	0	0	1	0	0	1	0	0	52
Hourly Total	3	0	0	0	3	0	0	85	24	5	0	114	0	0	1	0	98	0	99	0	0	0	3	0	0	3	0	0	219
10:00	1	0	0	0	1	0	0	12	6	0	1	19	0	0	0	0	21	0	21	0	0	0	1	0	0	1	0	0	42
10:15	2	0	0	0	2	0	0	15	7	0	0	22	0	0	0	0	30	0	30	0	0	0	0	0	0	0	0	0	54
10:30	1	0	0	0	1	0	0	10	7	0	0	17	0	0	0	1	27	0	28	0	0	0	0	0	0	0	0	0	46
10:45	2	0	0	0	2	0	0	18	2	0	0	20	0	0	0	1	29	0	30	0	0	0	1	0	0	1	0	0	53
Hourly Total	6	0	0	0	6	0	0	55	22	0	1	78	0	0	0	2	107	0	109	0	0	0	2	0	0	2	0	0	195
11:00	2	0	0	0	2	0	0	15	1	2	0	18	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	52
11:15	2	0	0	0	2	0	0	16	6	0	0	22	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	46
11:30	2	0	0	0	2	0	0	29	3	3	0	35	0	0	0	0	30	0	30	0	0	0	2	0	0	2	0	0	69
11:45	2	0	0	0	2	0	0	20	0	2	0	22	0	0	0	1	28	0	29	0	0	0	1	0	0	1	0	0	54
Hourly Total	8	0	0	0	8	0	0	80	10	7	0	97	0	0	0	1	112	0	113	0	0	0	3	0	0	3	0	0	221
12:00	1	0	0	0	1	0	0	20	4	1	0	25	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	45
12:15	1	0	0	0	1	0	0	28	4	3	0	35	0	0	0	0	18	0	18	0	0	0	0	0	0	0	0	0	54
12:30	0	0	0	0	0	0	0	17	2	0	0	19	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	48
12:45	1	0	0	0	1	0	0	18	6	1	0	25	0	0	0	0	26	0	26	0	0	0	1	0	0	1	0	0	53
Hourly Total	3	0	0	0	3	0	0	83	16	5	0	104	0	0	0	0	92	0	92	0	0	0	1	0	0	1	0	0	200
13:00	0	0	0	0	0	0	0	20	3	3	0	26	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	48
13:15	1	1	0	0	2	0	0	24	8	2	0	34	0	0	0	1	26	0	27	0	0	0	0	0	0	0	0	0	63
13:30	1	1	0	0	2	0	0	10	2	1	0	13	0	0	0	1	29	0	30	0	0	0	0	0	0	0	0	0	45
13:45	5	0	0	0	5	0	0	25	4	2	0	31	0	0	0	1	33	0	34	0	0	0	3	0	0	3	0	0	73
Hourly Total	7	2	0	0	9	0	0	79	17	8	0	104	0	0	0	3	110	0	113	0	0	0	3	0	0	3	0	0	229

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	3	0	0	0	3	0	0	22	6	3	0	31	0	0	0	1	35	0	36	0	0	0	0	0	0	0	0	0	70
14:15	1	0	0	0	1	0	0	22	8	2	0	32	0	0	0	0	39	0	39	0	0	0	1	0	0	1	0	0	73
14:30	3	0	0	0	3	0	0	18	6	3	0	27	0	0	0	0	31	0	31	0	0	0	1	0	0	1	0	0	62
14:45	5	0	0	0	5	0	0	23	6	3	0	32	0	0	1	2	49	0	52	0	0	0	1	0	0	1	0	0	90
Hourly Total	12	0	0	0	12	0	0	85	26	11	0	122	0	0	1	3	154	0	158	0	0	0	3	0	0	3	0	0	295
15:00	4	0	0	0	4	0	0	34	18	3	0	55	0	0	0	0	37	0	37	0	0	0	1	0	0	1	0	0	97
15:15	2	0	0	0	2	0	0	35	13	1	0	49	0	0	0	0	35	0	35	0	0	0	1	0	0	1	0	0	87
15:30	1	1	0	0	2	0	0	34	10	3	0	47	0	0	1	0	33	0	34	0	0	0	0	0	0	0	0	0	83
15:45	1	1	1	0	3	0	0	35	26	1	0	62	0	0	1	0	47	0	48	0	0	0	1	0	0	1	0	0	114
Hourly Total	8	2	1	0	11	0	0	138	67	8	0	213	0	0	2	0	152	0	154	0	0	0	3	0	0	3	0	0	381
16:00	0	0	0	0	0	0	0	42	16	2	1	61	0	0	1	0	49	0	50	0	0	0	1	0	0	1	0	0	112
16:15	4	0	0	0	4	0	0	31	10	2	0	43	0	0	0	1	45	0	46	0	0	0	0	0	0	0	0	0	93
16:30	2	0	0	0	2	0	0	54	17	3	1	75	0	0	0	0	51	0	51	0	0	0	0	0	0	0	0	0	128
16:45	1	0	0	0	1	0	0	44	15	3	1	63	0	0	1	0	53	0	54	0	0	0	0	0	0	0	0	0	118
Hourly Total	7	0	0	0	7	0	0	171	58	10	3	242	0	0	2	1	198	0	201	0	0	0	1	0	0	1	0	0	451
17:00	2	1	0	0	3	0	0	55	12	3	0	70	0	0	0	0	50	0	50	0	0	0	1	0	0	1	0	0	124
17:15	0	1	0	0	1	0	0	36	17	3	0	56	0	0	4	0	55	0	59	0	0	0	0	0	0	0	0	0	116
17:30	2	0	0	0	2	0	0	29	10	2	0	41	0	0	0	1	62	0	63	0	0	0	0	0	0	0	0	0	106
17:45	1	1	0	0	2	0	0	26	13	0	0	39	0	0	1	0	47	0	48	0	0	0	0	0	0	0	0	0	89
Hourly Total	5	3	0	0	8	0	0	146	52	8	0	206	0	0	5	1	214	0	220	0	0	0	1	0	0	1	0	0	435
18:00	0	0	0	0	0	0	0	35	20	1	1	57	0	0	2	1	49	0	52	0	0	0	0	0	0	0	0	0	109
18:15	0	0	0	0	0	0	0	22	14	2	1	39	0	0	1	0	42	0	43	0	0	0	1	0	0	1	0	0	83
18:30	1	0	0	0	1	0	0	26	10	2	0	38	0	0	1	0	20	0	21	0	0	0	1	0	0	1	0	0	61
18:45	0	0	1	0	1	0	0	11	13	2	0	26	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	56
Hourly Total	1	0	1	0	2	0	0	94	57	7	2	160	0	0	4	1	140	0	145	0	0	0	2	0	0	2	0	0	309
19:00	2	0	0	0	2	0	0	18	8	1	0	27	0	0	1	0	25	0	26	0	0	0	0	0	0	0	0	0	55
19:15	0	0	0	0	0	0	0	21	15	5	1	42	0	0	0	0	27	0	27	0	0	0	1	0	0	1	0	0	70
19:30	1	0	0	0	1	0	0	15	2	0	1	18	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	35
19:45	0	0	0	0	0	0	0	18	10	2	0	30	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	39
Hourly Total	3	0	0	0	3	0	0	72	35	8	2	117	0	0	1	0	77	0	78	0	0	0	1	0	0	1	0	0	199
20:00	3	0	0	0	3	0	0	26	5	3	0	34	0	0	0	0	18	0	18	0	0	0	0	0	0	0	0	0	55
20:15	0	0	0	0	0	0	0	15	5	1	0	21	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	32
20:30	1	0	0	0	1	0	0	10	7	1	0	18	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	33
20:45	1	0	0	0	1	0	0	14	6	0	0	20	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	32
Hourly Total	5	0	0	0	5	0	0	65	23	5	0	93	0	0	0	0	54	0	54	0	0	0	0	0	0	0	0	0	152

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-11-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	0	0	0	1	0	0	9	3	1	2	15	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	20
21:15	0	0	0	0	0	0	0	7	3	0	0	10	0	0	0	1	7	0	8	0	0	0	0	0	0	0	0	0	18
21:30	1	0	0	0	1	0	0	9	3	2	0	14	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	22
21:45	0	0	0	0	0	0	0	4	1	1	0	6	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	9
Hourly Total	2	0	0	0	2	0	0	29	10	4	2	45	0	0	0	1	21	0	22	0	0	0	0	0	0	0	0	0	69
22:00	0	0	0	0	0	0	0	6	3	1	0	10	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	14
22:15	1	0	0	0	1	0	0	6	0	2	1	9	0	0	1	0	3	0	4	0	0	0	1	0	0	1	0	0	15
22:30	0	0	0	0	0	0	0	2	3	0	1	6	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	7
22:45	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	10
Hourly Total	1	0	0	0	1	0	0	17	8	4	2	31	0	0	1	0	12	0	13	0	0	0	1	0	0	1	0	0	46
23:00	1	0	0	0	1	0	0	2	4	1	0	7	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	9
23:15	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	0	0	6	5	1	0	12	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	16
Grand Total	93	8	2	0	103	0	0	1453	469	94	13	2029	0	0	20	14	2052	0	2086	0	0	0	30	1	0	31	0	0	4249
Approach %	90	7	1	0	100	0	0	71	23	4	0	100	0	0	0	0	98	0	100	0	0	0	96	3	0	100	0	0	400
Total %	2	0	0	0	2	0	0	34	11	2	0	47	0	0	0	0	48	0	49	0	0	0	0	0	0	0	0	0	100
Car	80	5	2	0	87	0	0	1310	424	80	13	1827	0	0	19	12	1837	0	1868	0	0	0	27	1	0	28	0	0	3810
Car %	86	62	0	0	0	0	0	90	0	85	100	0	0	0	0	85	89	0	0	0	0	0	90	100	0	0	0	0	89
LGV	12	3	0	0	15	0	0	111	44	13	0	168	0	0	1	2	181	0	184	0	0	0	3	0	0	3	0	0	370
LGV %	12	37	0	0	0	0	0	7	0	13	0	0	0	0	0	14	8	0	0	0	0	0	10	0	0	0	0	0	8
OGV1	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	15
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	1	0	0	0	1	0	0	16	0	1	0	17	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	34
PSV %	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	12
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-11-2025

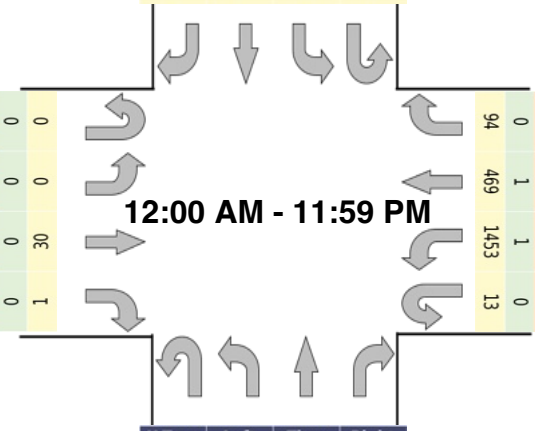
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
92	87	179
15	15	30
0	0	0
0	0	0
1	1	2
0	0	0
0	0	0
108	103	211

N

Right	Thru	Left	U-Turn
2	5	80	0
0	3	12	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
2	8	93	0



Out	In	Total
445	28	473
45	3	48
0	0	0
0	0	0
0	0	0
0	0	0
1	0	1
491	31	522

Right	Thru	Left	U-Turn
1	27	0	0
0	3	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	30	0	0

Right	Thru	Left	U-Turn
94	469	1453	13
0	1	1	0
0	0	5	0
1	0	16	0
0	0	3	0
0	0	7	0
13	44	111	0
80	424	1310	13

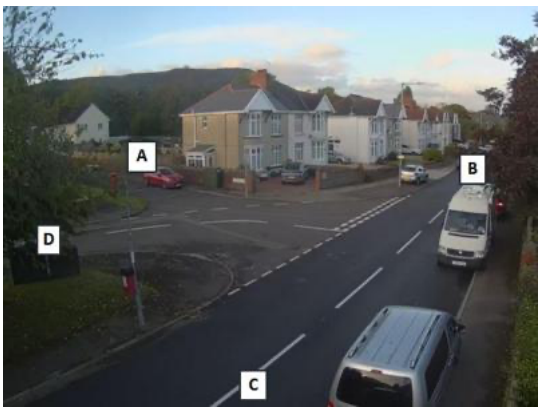
Out	In	Total
2188	2016	4204
0	2	2
7	5	12
17	17	34
3	3	6
8	7	15
196	168	364
1957	1814	3771

U-Turn	Left	Thru	Right
0	19	12	1837
0	1	2	181
0	0	0	8
0	0	0	3
0	0	0	16
0	0	0	7
0	0	0	0
0	20	14	2052

Out	In	Total
1316	1868	3184
114	184	298
7	8	15
3	3	6
16	16	32
5	7	12
1	0	1
1462	2086	3548

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 04
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 04
Latitude and Longitude	(51.656435, -3.856365)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
00:15	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	6
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	12
01:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	8
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
03:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	7
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	7
05:15	1	0	0	0	1	0	0	1	0	0	1	2	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	9
05:30	2	0	0	0	2	0	0	1	1	0	0	2	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	11
05:45	1	0	0	0	1	0	0	2	1	0	0	3	0	0	0	0	7	0	7	0	0	0	1	0	0	1	0	0	12
Hourly Total	4	0	0	0	4	0	0	4	2	0	1	7	0	0	0	0	27	0	27	0	0	0	1	0	0	1	0	0	39
06:00	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	14
06:15	1	0	0	0	1	0	0	5	1	0	0	6	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	13
06:30	1	0	0	0	1	0	0	5	1	0	0	6	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	21
06:45	0	1	0	0	1	0	0	7	0	0	0	7	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	27
Hourly Total	3	1	0	0	4	0	0	18	2	0	0	20	0	0	0	0	51	0	51	0	0	0	0	0	0	0	0	0	75

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	11	2	0	1	14	0	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	40
07:15	2	0	0	0	2	0	0	9	1	0	0	10	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	33
07:30	2	0	0	0	2	0	0	24	6	0	0	30	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	63
07:45	1	0	0	0	1	0	0	28	2	1	0	31	0	0	1	0	72	0	73	0	0	0	2	0	0	2	0	0	107
Hourly Total	5	0	0	0	5	0	0	72	11	1	1	85	0	0	1	0	150	0	151	0	0	0	2	0	0	2	0	0	243
08:00	1	0	0	0	1	0	0	35	6	3	1	45	0	0	1	0	80	0	81	0	0	0	2	0	0	2	0	0	129
08:15	6	0	0	0	6	0	0	26	9	1	1	37	0	0	0	0	65	0	65	0	0	0	2	0	0	2	0	0	110
08:30	5	0	0	0	5	0	0	32	9	3	0	44	0	0	0	0	39	0	39	0	0	0	0	0	0	0	0	0	88
08:45	3	0	0	0	3	0	0	26	9	2	1	38	0	0	0	0	38	0	38	0	0	0	1	0	0	1	0	0	80
Hourly Total	15	0	0	0	15	0	0	119	33	9	3	164	0	0	1	0	222	0	223	0	0	0	5	0	0	5	0	0	407
09:00	2	0	0	0	2	0	0	30	11	1	1	43	0	0	0	1	20	0	21	0	0	0	0	0	0	0	0	0	66
09:15	4	0	0	0	4	0	0	23	5	1	0	29	0	0	0	1	28	0	29	0	0	0	0	0	0	0	0	0	62
09:30	1	0	0	0	1	0	0	17	5	0	0	22	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	47
09:45	0	0	0	0	0	0	0	17	9	0	0	26	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	48
Hourly Total	7	0	0	0	7	0	0	87	30	2	1	120	0	0	0	2	94	0	96	0	0	0	0	0	0	0	0	0	223
10:00	2	0	0	0	2	0	0	16	3	5	1	25	0	0	1	0	29	0	30	0	0	0	0	0	0	0	0	0	57
10:15	1	0	0	0	1	0	0	14	3	4	0	21	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	46
10:30	0	0	0	0	0	0	0	13	5	1	0	19	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	50
10:45	2	0	0	0	2	0	0	23	4	1	0	28	0	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	63
Hourly Total	5	0	0	0	5	0	0	66	15	11	1	93	0	0	1	0	117	0	118	0	0	0	0	0	0	0	0	0	216
11:00	1	0	0	0	1	0	0	24	5	0	0	29	0	0	0	1	34	0	35	0	0	0	0	0	0	0	0	0	65
11:15	1	0	0	0	1	0	0	30	2	0	0	32	0	0	0	0	28	1	29	0	0	0	0	0	0	0	0	0	62
11:30	3	0	0	0	3	0	0	18	3	2	0	23	0	0	0	1	23	0	24	0	0	0	0	0	0	0	0	0	50
11:45	2	0	1	0	3	0	0	21	6	1	0	28	0	0	0	1	36	0	37	0	0	0	0	0	0	0	0	0	68
Hourly Total	7	0	1	0	8	0	0	93	16	3	0	112	0	0	0	3	121	1	125	0	0	0	0	0	0	0	0	0	245
12:00	2	0	0	0	2	0	0	33	8	2	0	43	0	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	72
12:15	0	0	0	0	0	0	0	29	6	1	0	36	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	60
12:30	1	0	0	0	1	0	0	26	5	1	0	32	0	0	0	0	38	0	38	0	0	0	1	0	0	1	0	0	72
12:45	2	0	0	0	2	0	0	34	10	2	0	46	0	0	0	0	29	0	29	0	0	0	1	0	0	1	0	0	78
Hourly Total	5	0	0	0	5	0	0	122	29	6	0	157	0	0	0	0	118	0	118	0	0	0	2	0	0	2	0	0	282
13:00	0	0	0	0	0	0	0	26	6	1	0	33	0	0	1	0	37	0	38	0	0	0	0	0	0	0	0	0	71
13:15	0	0	0	0	0	0	0	20	3	1	0	24	0	0	0	0	31	0	31	0	0	0	0	1	0	1	0	0	56
13:30	2	0	0	0	2	0	0	14	7	3	0	24	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	57
13:45	2	0	0	0	2	0	0	23	8	3	0	34	0	0	1	0	37	0	38	0	0	0	0	0	0	0	0	0	74
Hourly Total	4	0	0	0	4	0	0	83	24	8	0	115	0	0	2	0	136	0	138	0	0	0	0	1	0	1	0	0	258

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	2	0	0	0	2	0	0	23	8	0	1	32	0	0	0	0	36	0	36	0	0	0	3	0	0	3	0	0	73
14:15	3	0	0	0	3	0	0	17	12	2	1	32	0	0	0	0	48	0	48	0	0	0	0	1	0	1	0	0	84
14:30	5	0	1	0	6	0	0	18	4	6	0	28	0	0	0	1	47	0	48	0	0	0	1	1	0	2	0	0	84
14:45	3	0	0	0	3	0	0	20	5	0	0	25	0	0	0	0	42	0	42	0	0	0	0	0	0	0	0	0	70
Hourly Total	13	0	1	0	14	0	0	78	29	8	2	117	0	0	0	1	173	0	174	0	0	0	4	2	0	6	0	0	311
15:00	2	0	0	0	2	0	0	33	16	5	1	55	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	95
15:15	1	0	0	0	1	0	0	43	17	2	0	62	0	0	1	1	41	0	43	0	0	0	0	1	0	1	0	0	107
15:30	3	0	0	0	3	0	0	31	20	1	1	53	0	0	0	0	40	0	40	0	0	0	0	0	0	0	0	0	96
15:45	0	0	0	0	0	0	0	54	18	2	1	75	0	0	0	0	53	0	53	0	0	0	1	0	0	1	0	0	129
Hourly Total	6	0	0	0	6	0	0	161	71	10	3	245	0	0	1	1	172	0	174	0	0	0	1	1	0	2	0	0	427
16:00	2	0	1	0	3	0	0	39	12	3	0	54	0	0	1	0	50	0	51	0	0	0	2	0	0	2	0	0	110
16:15	0	2	0	0	2	0	0	41	10	1	0	52	0	0	0	0	54	0	54	0	0	0	0	0	0	0	0	0	108
16:30	2	0	0	0	2	0	0	42	12	0	0	54	0	0	0	0	52	0	52	0	0	0	1	0	0	1	0	0	109
16:45	2	0	0	0	2	0	0	42	12	5	0	59	0	0	2	1	42	0	45	0	0	0	0	0	0	0	0	0	106
Hourly Total	6	2	1	0	9	0	0	164	46	9	0	219	0	0	3	1	198	0	202	0	0	0	3	0	0	3	0	0	433
17:00	3	0	0	0	3	0	0	51	19	6	0	76	0	0	0	2	44	0	46	0	0	0	0	0	0	0	0	0	125
17:15	3	0	0	0	3	0	0	44	14	2	0	60	0	0	0	0	57	0	57	0	0	0	0	0	0	0	0	0	120
17:30	2	1	0	0	3	0	0	42	9	2	0	53	0	0	0	0	47	0	47	0	0	0	0	0	0	0	0	0	103
17:45	1	0	0	0	1	0	0	28	15	6	0	49	0	0	1	0	42	0	43	0	0	0	2	0	0	2	0	0	95
Hourly Total	9	1	0	0	10	0	0	165	57	16	0	238	0	0	1	2	190	0	193	0	0	0	2	0	0	2	0	0	443
18:00	1	0	0	0	1	0	0	26	19	3	0	48	0	0	1	0	51	0	52	0	0	0	1	0	0	1	0	0	102
18:15	1	0	0	0	1	0	0	22	16	1	0	39	0	0	0	1	36	0	37	0	0	0	0	0	0	0	0	0	77
18:30	2	0	0	0	2	0	0	15	10	2	0	27	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	60
18:45	1	0	0	0	1	0	0	17	12	0	0	29	0	0	0	0	28	0	28	0	0	0	1	0	0	1	0	0	59
Hourly Total	5	0	0	0	5	0	0	80	57	6	0	143	0	0	1	1	146	0	148	0	0	0	2	0	0	2	0	0	298
19:00	2	0	0	0	2	0	0	23	9	2	1	35	0	0	0	0	20	0	20	0	0	0	1	0	0	1	0	0	58
19:15	0	0	0	0	0	0	0	21	8	0	1	30	0	0	1	0	24	0	25	0	0	0	0	0	0	0	0	0	55
19:30	0	0	0	0	0	0	0	14	14	0	1	29	0	0	1	0	17	0	18	0	0	0	0	0	0	0	0	0	47
19:45	2	0	0	0	2	0	0	14	6	2	0	22	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	39
Hourly Total	4	0	0	0	4	0	0	72	37	4	3	116	0	0	2	0	76	0	78	0	0	0	1	0	0	1	0	0	199
20:00	1	0	0	0	1	0	0	14	11	3	1	29	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	49
20:15	2	0	0	0	2	0	0	11	6	2	0	19	0	0	0	0	16	0	16	0	0	0	1	0	0	1	0	0	38
20:30	1	0	0	0	1	0	0	14	9	0	1	24	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	37
20:45	0	0	0	0	0	0	0	10	3	1	2	16	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	20
Hourly Total	4	0	0	0	4	0	0	49	29	6	4	88	0	0	0	0	51	0	51	0	0	0	1	0	0	1	0	0	144

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-12-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	0	8	5	1	1	15	0	0	0	0	4	0	4	0	0	0	1	0	0	1	0	0	20
21:15	4	0	0	0	4	0	0	9	5	2	0	16	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	27
21:30	3	0	0	0	3	0	0	9	6	2	0	17	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	26
21:45	1	0	0	0	1	0	0	9	1	3	0	13	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	18
Hourly Total	8	0	0	0	8	0	0	35	17	8	1	61	0	0	0	0	21	0	21	0	0	0	1	0	0	1	0	0	91
22:00	1	0	0	0	1	0	0	7	6	0	0	13	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	18
22:15	1	0	0	0	1	0	0	4	2	0	0	6	0	0	1	2	3	0	6	0	0	0	0	0	0	0	0	0	13
22:30	1	0	0	0	1	0	0	3	2	2	0	7	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	10
22:45	0	0	0	0	0	0	0	8	2	1	0	11	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	16
Hourly Total	3	0	0	0	3	0	0	22	12	3	0	37	0	0	1	2	14	0	17	0	0	0	0	0	0	0	0	0	57
23:00	0	0	1	0	1	0	0	3	3	0	0	6	0	0	0	1	6	0	7	0	0	0	0	0	0	0	0	0	14
23:15	0	0	0	0	0	0	0	6	3	1	0	10	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	14
23:30	2	0	0	0	2	0	0	2	1	2	0	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	9
23:45	0	0	0	1	1	0	0	5	1	0	0	6	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	10
Hourly Total	2	0	1	1	4	0	0	16	8	3	0	27	0	0	0	1	15	0	16	0	0	0	0	0	0	0	0	0	47
Grand Total	116	4	4	1	125	0	0	1518	533	113	20	2184	0	0	14	14	2105	1	2134	0	0	0	25	4	0	29	0	0	4472
Approach %	92	3	3	0	100	0	0	69	24	5	0	100	0	0	0	0	98	0	100	0	0	0	86	13	0	99	0	0	400
Total %	2	0	0	0	2	0	0	33	11	2	0	48	0	0	0	0	47	0	47	0	0	0	0	0	0	0	0	0	100
Car	94	3	1	1	99	0	0	1365	492	86	18	1961	0	0	14	12	1913	1	1940	0	0	0	22	2	0	24	0	0	4024
Car %	81	75	0	100	0	0	0	89	0	76	90	0	0	0	0	85	90	100	0	0	0	0	88	50	0	0	0	0	89
LGV	22	1	3	0	26	0	0	134	41	27	2	204	0	0	0	2	172	0	174	0	0	0	0	2	0	2	0	0	406
LGV %	18	25	0	0	0	0	0	8	0	23	10	0	0	0	0	14	8	0	0	0	0	0	0	50	0	0	0	0	9
OGV1	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	11
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	13
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	10
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	1	0	0	0	3	0	0	3	0	0	6
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-12-2025

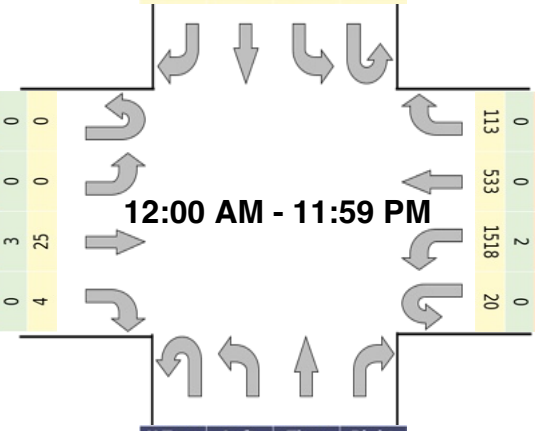
Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
99	98	197
29	26	55
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
128	124	252

Right	Thru	Left	U-Turn
1	3	94	1
3	1	22	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
4	4	116	1

N



Out	In	Total
507	24	531
44	2	46
0	0	0
0	0	0
0	0	0
0	0	0
0	3	3
551	29	580

Right	Thru	Left	U-Turn
2	22	0	0
2	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	3	0	0
4	25	0	0

Right	Thru	Left	U-Turn
86	492	1365	18
27	41	134	2
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
113	533	1518	20

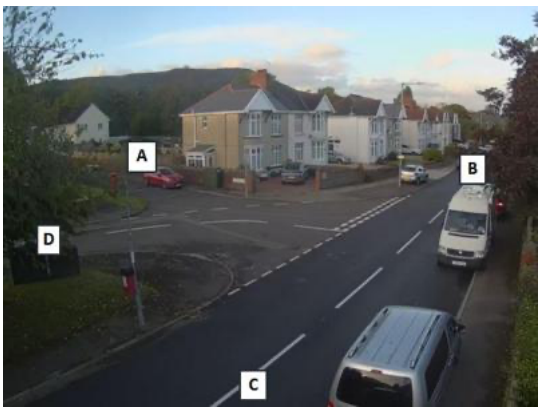
Out	In	Total
2047	1943	3990
196	202	398
4	7	11
1	1	2
7	6	13
7	3	10
4	2	6
2266	2164	4430

U-Turn	Left	Thru	Right
1	14	12	1913
0	0	2	172
0	0	0	4
0	0	0	1
0	0	0	7
0	0	0	7
0	0	0	1
1	14	14	2105

Out	In	Total
1371	1939	3310
137	174	311
7	4	11
1	1	2
6	7	13
3	7	10
2	1	3
1527	2133	3660

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 04
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 04
Latitude and Longitude	(51.656435, -3.856365)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	5
05:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	7
05:30	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	7	0	7	0	0	0	1	0	0	1	0	0	10
05:45	1	0	0	0	1	0	0	1	1	0	0	2	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	16
Hourly Total	2	0	0	0	2	0	0	2	2	0	0	4	0	0	0	0	31	0	31	0	0	0	1	0	0	1	0	0	38
06:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	15
06:15	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	12
06:30	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	8
06:45	1	1	0	0	2	0	0	16	7	1	0	24	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	57
Hourly Total	3	1	0	0	4	0	0	20	7	1	0	28	0	0	0	0	60	0	60	0	0	0	0	0	0	0	0	0	92

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	2	1	0	0	3	0	0	7	4	0	0	11	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	36
07:15	0	0	0	0	0	0	0	13	2	0	1	16	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	45
07:30	2	0	0	0	2	0	0	25	4	0	0	29	0	0	0	0	47	0	47	0	0	0	0	0	0	0	0	0	78
07:45	2	0	0	0	2	0	0	39	4	0	0	43	0	0	0	0	76	0	76	0	0	0	0	0	0	0	0	0	121
Hourly Total	6	1	0	0	7	0	0	84	14	0	1	99	0	0	0	0	174	0	174	0	0	0	0	0	0	0	0	0	280
08:00	3	0	0	0	3	0	0	59	6	0	1	66	0	0	0	0	85	0	85	0	0	0	1	0	0	1	0	0	155
08:15	2	0	0	0	2	0	0	42	9	0	0	51	0	0	2	0	56	0	58	0	0	0	1	0	0	1	0	0	112
08:30	3	1	0	0	4	0	0	46	9	3	0	58	0	0	0	0	50	0	50	0	0	0	2	0	0	2	0	0	114
08:45	4	1	0	0	5	0	0	28	10	4	1	43	0	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	74
Hourly Total	12	2	0	0	14	0	0	175	34	7	2	218	0	0	2	0	217	0	219	0	0	0	4	0	0	4	0	0	455
09:00	2	0	0	0	2	0	0	31	8	0	0	39	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	69
09:15	1	0	0	0	1	0	0	21	4	2	0	27	0	0	0	0	18	0	18	0	0	0	1	1	0	2	0	0	48
09:30	0	0	0	0	0	0	0	16	3	1	0	20	0	0	1	0	25	0	26	0	0	0	0	0	0	0	0	0	46
09:45	2	1	0	0	3	0	0	10	5	2	0	17	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	43
Hourly Total	5	1	0	0	6	0	0	78	20	5	0	103	0	0	1	0	94	0	95	0	0	0	1	1	0	2	0	0	206
10:00	2	0	0	0	2	0	0	13	5	1	0	19	0	0	1	1	19	0	21	0	0	0	0	0	0	0	0	0	42
10:15	1	0	0	0	1	0	0	14	4	1	1	20	0	0	0	0	19	0	19	0	0	0	1	0	0	1	0	0	41
10:30	0	0	0	0	0	0	0	26	6	1	0	33	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	42
10:45	1	0	0	0	1	0	0	17	8	0	0	25	0	0	0	0	34	0	34	0	0	0	1	0	0	1	0	0	61
Hourly Total	4	0	0	0	4	0	0	70	23	3	1	97	0	0	1	1	81	0	83	0	0	0	2	0	0	2	0	0	186
11:00	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	9
11:15	2	0	1	0	3	0	0	12	4	1	1	18	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	44
11:30	0	0	0	0	0	0	0	20	6	3	0	29	0	0	0	0	23	0	23	0	0	0	1	0	0	1	0	0	53
11:45	1	0	0	0	1	0	0	15	1	3	0	19	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	48
Hourly Total	3	0	1	0	4	0	0	52	11	7	1	71	0	0	0	0	78	0	78	0	0	0	1	0	0	1	0	0	154
12:00	0	0	0	0	0	0	0	21	8	0	0	29	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	61
12:15	0	0	0	0	0	0	0	20	2	2	0	24	0	0	0	0	22	0	22	0	0	0	0	1	0	1	0	0	47
12:30	1	0	0	0	1	0	0	15	5	1	0	21	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	41
12:45	2	0	0	0	2	0	0	21	4	4	0	29	0	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	58
Hourly Total	3	0	0	0	3	0	0	77	19	7	0	103	0	0	0	0	100	0	100	0	0	0	0	1	0	1	0	0	207
13:00	3	0	1	0	4	0	0	21	4	5	0	30	0	0	0	0	24	0	24	0	0	0	1	0	0	1	0	0	59
13:15	2	0	0	0	2	0	0	19	1	1	0	21	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	46
13:30	3	0	0	0	3	0	0	20	7	1	0	28	0	0	1	1	18	0	20	0	0	0	1	0	0	1	0	0	52
13:45	0	0	0	0	0	0	0	18	2	1	0	21	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	41
Hourly Total	8	0	1	0	9	0	0	78	14	8	0	100	0	0	1	1	85	0	87	0	0	0	2	0	0	2	0	0	198

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	4	1	0	0	5	0	0	11	4	0	0	15	0	0	0	0	27	0	27	0	0	0	1	0	0	1	0	0	48
14:15	3	0	0	0	3	0	0	26	9	2	0	37	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	72
14:30	3	0	1	0	4	0	0	16	6	4	0	26	0	0	0	0	49	0	49	0	0	0	0	0	0	0	0	0	79
14:45	2	0	0	0	2	0	0	15	4	5	0	24	0	0	1	0	53	0	54	0	0	0	0	0	0	0	0	0	80
Hourly Total	12	1	1	0	14	0	0	68	23	11	0	102	0	0	1	0	161	0	162	0	0	0	1	0	0	1	0	0	279
15:00	1	0	0	0	1	0	0	41	17	3	0	61	0	0	0	0	27	0	27	0	0	0	0	0	0	0	0	0	89
15:15	1	0	0	0	1	0	0	36	15	2	0	53	0	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	87
15:30	0	0	0	0	0	0	0	33	14	1	0	48	0	0	2	1	27	0	30	0	0	0	0	0	0	0	0	0	78
15:45	2	0	0	0	2	0	0	43	16	2	0	61	0	0	0	0	40	0	40	0	0	0	1	0	0	1	0	0	104
Hourly Total	4	0	0	0	4	0	0	153	62	8	0	223	0	0	2	1	127	0	130	0	0	0	1	0	0	1	0	0	358
16:00	1	0	0	0	1	0	0	38	13	0	0	51	0	0	1	0	43	0	44	0	0	0	4	0	0	4	0	0	100
16:15	1	0	0	0	1	0	0	34	12	4	0	50	0	0	0	0	47	0	47	0	0	0	2	0	0	2	0	0	100
16:30	1	0	0	0	1	0	0	37	14	1	0	52	0	0	0	0	46	0	46	0	0	0	0	0	0	0	0	0	99
16:45	1	0	0	0	1	0	0	38	14	3	0	55	0	0	1	0	45	0	46	0	0	0	0	0	0	0	0	0	102
Hourly Total	4	0	0	0	4	0	0	147	53	8	0	208	0	0	2	0	181	0	183	0	0	0	6	0	0	6	0	0	401
17:00	1	0	1	0	2	0	0	39	25	1	1	66	0	0	0	1	44	0	45	0	0	0	0	0	0	0	0	0	113
17:15	2	0	0	0	2	0	0	36	14	1	0	51	0	0	0	0	54	0	54	0	0	0	1	0	0	1	0	0	108
17:30	1	0	2	0	3	0	0	25	8	3	0	36	0	0	0	1	45	0	46	0	0	0	0	0	0	0	0	0	85
17:45	2	0	0	0	2	0	0	29	17	2	1	49	0	0	0	1	42	0	43	0	0	0	0	0	0	0	0	0	94
Hourly Total	6	0	3	0	9	0	0	129	64	7	2	202	0	0	0	3	185	0	188	0	0	0	1	0	0	1	0	0	400
18:00	1	0	1	0	2	0	0	34	14	2	0	50	0	0	0	1	30	0	31	0	0	0	0	0	0	0	0	0	83
18:15	1	1	0	0	2	0	0	24	9	1	0	34	0	0	0	1	41	0	42	0	0	0	0	0	0	0	0	0	78
18:30	2	0	0	0	2	0	0	24	14	0	0	38	0	0	0	1	32	0	33	0	0	0	0	0	0	0	0	0	73
18:45	0	0	0	0	0	0	0	17	10	0	0	27	0	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	60
Hourly Total	4	1	1	0	6	0	0	99	47	3	0	149	0	0	0	3	136	0	139	0	0	0	0	0	0	0	0	0	294
19:00	2	0	1	0	3	0	0	25	12	2	1	40	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	67
19:15	0	0	0	0	0	0	0	18	6	3	0	27	0	0	0	0	20	0	20	0	0	0	1	0	0	1	0	0	48
19:30	1	0	0	0	1	0	0	11	6	1	1	19	0	0	0	0	18	0	18	0	0	0	0	0	0	0	0	0	38
19:45	1	0	0	0	1	0	0	10	12	1	0	23	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	41
Hourly Total	4	0	1	0	5	0	0	64	36	7	2	109	0	0	0	0	79	0	79	0	0	0	1	0	0	1	0	0	194
20:00	0	0	0	0	0	0	0	20	7	0	0	27	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	36
20:15	1	0	0	0	1	0	0	15	2	0	0	17	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	27
20:30	2	0	0	0	2	0	0	7	6	0	0	13	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	26
20:45	1	0	0	0	1	0	0	10	3	0	0	13	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	19
Hourly Total	4	0	0	0	4	0	0	52	18	0	0	70	0	0	0	0	34	0	34	0	0	0	0	0	0	0	0	0	108

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-15-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	1	0	0	0	1	0	0	5	4	2	0	11	0	0	0	0	7	0	7	0	0	0	1	0	0	1	0	0	20
21:15	0	0	0	0	0	0	0	5	3	0	0	8	0	0	0	1	5	0	6	0	0	0	0	0	0	0	0	0	14
21:30	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	12
21:45	1	0	0	0	1	0	0	2	5	0	0	7	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	12
Hourly Total	2	0	0	0	2	0	0	15	14	2	0	31	0	0	0	1	23	0	24	0	0	0	1	0	0	1	0	0	58
22:00	0	0	0	0	0	0	0	4	6	2	0	12	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	16
22:15	0	0	0	0	0	0	0	6	2	2	0	10	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	16
22:30	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	7
22:45	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	14	12	5	0	31	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	45
23:00	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7
23:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	3	7	0	0	10	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	13
Grand Total	87	7	8	0	102	0	0	1387	481	90	9	1967	0	0	10	10	1871	0	1891	0	0	0	22	2	0	24	0	0	3984
Approach %	85	6	7	0	100	0	0	70	24	4	0	100	0	0	0	0	98	0	100	0	0	0	91	8	0	99	0	0	400
Total %	2	0	0	0	2	0	0	34	12	2	0	49	0	0	0	0	46	0	47	0	0	0	0	0	0	0	0	0	100
Car	78	3	4	0	85	0	0	1232	436	79	9	1756	0	0	9	7	1674	0	1690	0	0	0	19	2	0	21	0	0	3552
Car %	89	42	0	0	0	0	0	88	0	87	100	0	0	0	0	70	89	0	0	0	0	0	86	100	0	0	0	0	89
LGV	9	4	4	0	17	0	0	131	37	11	0	179	0	0	1	3	173	0	177	0	0	0	1	0	0	1	0	0	374
LGV %	10	57	0	0	0	0	0	9	0	12	0	0	0	0	0	30	9	0	0	0	0	0	4	0	0	0	0	0	9
OGV1	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	18
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	21
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	11
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-15-2025

Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

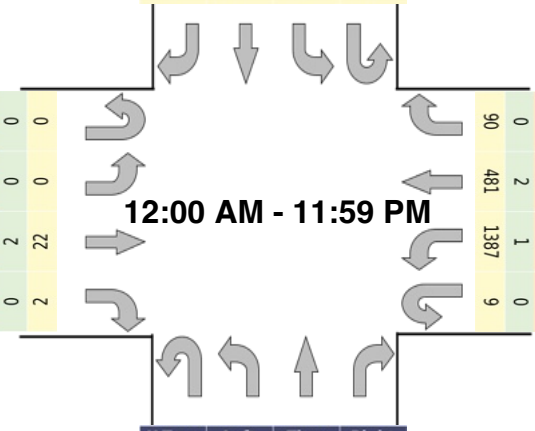
Out	In	Total
86	85	171
14	17	31
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
100	102	202

N

Right	Thru	Left	U-Turn
4	3	78	0
4	4	9	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
8	7	87	0

Out	In	Total
449	21	470
42	1	43
3	0	3
0	0	0
3	0	3
0	0	0
2	2	4
499	24	523

Right	Thru	Left	U-Turn
2	19	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	2	0	0
2	22	0	0



Right	Thru	Left	U-Turn
90	481	1387	9
0	2	1	0
0	0	0	0
0	0	0	0
0	3	8	0
0	0	1	0
0	3	8	0
11	37	131	0
79	436	1232	9

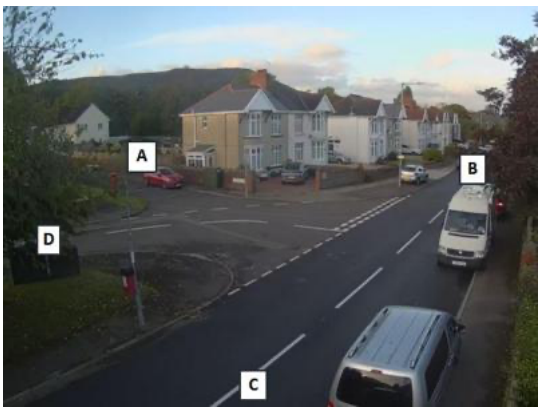
Out	In	Total
1989	1958	3947
2	3	5
5	6	11
10	11	21
2	1	3
7	11	18
183	179	362
1780	1747	3527

U-Turn	Left	Thru	Right
0	9	7	1674
0	1	3	173
0	0	0	7
0	0	0	2
0	0	0	10
0	0	0	5
0	0	0	0
0	10	10	1871

Out	In	Total
1237	1690	2927
135	177	312
8	7	15
1	2	3
8	10	18
6	5	11
1	0	1
1396	1891	3287

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 04
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 04
Latitude and Longitude	(51.656435, -3.856365)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	8
03:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	0	0	0	1	0	0	3	1	0	0	4	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	8
05:00	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	9
05:30	2	0	0	0	2	0	0	1	1	0	0	2	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	14
05:45	0	0	0	0	0	0	0	3	3	0	0	6	0	0	0	0	12	0	12	0	0	0	2	0	0	2	0	0	20
Hourly Total	3	0	0	0	3	0	0	4	5	0	0	9	0	0	0	0	33	0	33	0	0	0	2	0	0	2	0	0	47
06:00	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	16
06:15	0	0	0	0	0	0	0	2	2	0	1	5	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	14
06:30	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	17	0	17	0	0	0	1	0	0	1	0	0	22
06:45	0	1	0	0	1	0	0	10	1	0	0	11	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	26
Hourly Total	2	1	0	0	3	0	0	17	4	0	1	22	0	0	0	0	52	0	52	0	0	0	1	0	0	1	0	0	78

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	10	2	0	0	12	0	0	0	0	28	0	28	0	0	0	1	0	0	1	0	0	41
07:15	0	0	0	0	0	0	0	16	2	0	0	18	0	0	0	0	33	0	33	0	0	0	0	0	0	0	0	0	51
07:30	1	0	0	0	1	0	0	28	3	0	0	31	0	0	0	0	46	0	46	0	0	0	0	0	0	0	0	0	78
07:45	0	0	0	0	0	0	0	27	3	0	0	30	0	0	0	0	76	0	76	0	0	0	0	0	0	0	0	0	106
Hourly Total	1	0	0	0	1	0	0	81	10	0	0	91	0	0	0	0	183	0	183	0	0	0	1	0	0	1	0	0	276
08:00	3	0	0	0	3	0	0	43	5	1	0	49	0	0	0	0	78	0	78	0	0	0	2	0	0	2	0	0	132
08:15	3	0	0	0	3	0	0	47	2	2	0	51	0	0	0	0	63	0	63	0	0	0	1	0	0	1	0	0	118
08:30	2	0	0	0	2	0	0	43	2	2	0	47	0	0	0	1	58	0	59	0	0	0	1	0	0	1	0	0	109
08:45	6	0	0	0	6	0	0	36	3	3	0	42	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	80
Hourly Total	14	0	0	0	14	0	0	169	12	8	0	189	0	0	0	1	231	0	232	0	0	0	4	0	0	4	0	0	439
09:00	2	0	0	0	2	0	0	30	9	3	0	42	0	0	1	0	30	0	31	0	0	0	0	0	0	0	0	0	75
09:15	2	0	0	0	2	0	0	20	9	0	0	29	0	0	0	1	31	0	32	0	0	0	0	0	0	0	0	0	63
09:30	0	0	1	0	1	0	0	15	3	0	0	18	0	0	1	0	26	0	27	0	0	0	0	0	0	0	0	0	46
09:45	1	0	0	0	1	0	0	18	7	0	0	25	0	0	1	0	17	0	18	0	0	0	0	0	0	0	0	0	44
Hourly Total	5	0	1	0	6	0	0	83	28	3	0	114	0	0	3	1	104	0	108	0	0	0	0	0	0	0	0	0	228
10:00	0	0	0	0	0	0	0	17	7	0	0	24	0	0	1	0	21	0	22	0	0	0	0	0	0	0	0	0	46
10:15	2	0	0	0	2	0	0	15	3	0	0	18	0	0	1	1	21	0	23	0	0	0	0	0	0	0	0	0	43
10:30	0	0	0	0	0	0	0	10	1	0	0	11	0	0	0	0	28	0	28	0	0	0	1	0	0	1	0	0	40
10:45	0	0	0	0	0	0	0	14	4	2	0	20	0	0	0	0	17	0	17	0	0	0	2	0	0	2	0	0	39
Hourly Total	2	0	0	0	2	0	0	56	15	2	0	73	0	0	2	1	87	0	90	0	0	0	3	0	0	3	0	0	168
11:00	2	0	2	0	4	0	0	17	5	3	0	25	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	54
11:15	3	0	0	0	3	0	0	17	5	1	0	23	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	54
11:30	4	0	0	0	4	0	0	21	6	2	0	29	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	62
11:45	2	0	0	0	2	0	0	26	2	2	0	30	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	53
Hourly Total	11	0	2	0	13	0	0	81	18	8	0	107	0	0	0	0	103	0	103	0	0	0	0	0	0	0	0	0	223
12:00	1	0	0	0	1	0	0	21	6	3	1	31	0	0	0	1	23	0	24	0	0	0	0	0	0	0	0	0	56
12:15	0	0	0	0	0	0	0	18	4	1	2	25	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	42
12:30	3	0	0	0	3	0	0	19	7	2	2	30	0	0	0	1	31	0	32	0	0	0	1	0	0	1	0	0	66
12:45	5	0	0	0	5	0	0	20	9	1	0	30	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	56
Hourly Total	9	0	0	0	9	0	0	78	26	7	5	116	0	0	0	2	92	0	94	0	0	0	1	0	0	1	0	0	220
13:00	2	1	0	0	3	0	0	23	6	2	0	31	0	0	0	1	24	0	25	0	0	0	0	0	0	0	0	0	59
13:15	0	0	0	0	0	0	0	13	2	0	0	15	0	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	41
13:30	0	0	0	0	0	0	0	19	3	2	0	24	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	45
13:45	0	1	0	0	1	0	0	13	3	0	0	16	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	48
Hourly Total	2	2	0	0	4	0	0	68	14	4	0	86	0	0	0	1	102	0	103	0	0	0	0	0	0	0	0	0	193

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	2	0	0	0	2	0	0	19	12	3	2	36	0	0	0	0	29	1	30	0	0	0	0	0	0	0	0	0	68
14:15	2	0	0	0	2	0	0	14	7	2	1	24	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	64
14:30	1	1	0	0	2	0	0	14	2	3	0	19	0	0	0	1	33	0	34	0	0	0	1	0	0	1	0	0	56
14:45	4	0	0	0	4	0	0	24	7	4	0	35	0	0	0	0	38	0	38	0	0	0	1	0	0	1	0	0	78
Hourly Total	9	1	0	0	10	0	0	71	28	12	3	114	0	0	0	1	138	1	140	0	0	0	2	0	0	2	0	0	266
15:00	4	1	0	0	5	0	0	30	17	4	2	53	0	0	0	1	43	0	44	0	0	0	2	0	0	2	0	0	104
15:15	2	0	0	0	2	0	0	28	17	5	0	50	0	0	0	1	43	0	44	0	0	0	0	0	0	0	0	0	96
15:30	3	0	0	0	3	0	0	43	22	3	0	68	0	0	1	1	25	0	27	0	0	0	1	0	0	1	0	0	99
15:45	0	0	1	0	1	0	0	40	17	2	0	59	0	0	1	0	45	0	46	0	0	0	1	0	0	1	0	0	107
Hourly Total	9	1	1	0	11	0	0	141	73	14	2	230	0	0	2	3	156	0	161	0	0	0	4	0	0	4	0	0	406
16:00	0	0	0	0	0	0	0	31	12	0	0	43	0	0	1	1	41	0	43	0	0	0	0	0	0	0	0	0	86
16:15	2	0	0	0	2	0	0	39	14	3	0	56	0	0	2	0	48	0	50	0	0	0	0	0	0	0	0	0	108
16:30	2	0	0	0	2	0	0	46	18	2	0	66	0	0	0	0	37	0	37	0	0	0	1	0	0	1	0	0	106
16:45	2	1	0	0	3	0	0	38	15	3	0	56	0	0	0	0	58	0	58	0	0	0	0	0	0	0	0	0	117
Hourly Total	6	1	0	0	7	0	0	154	59	8	0	221	0	0	3	1	184	0	188	0	0	0	1	0	0	1	0	0	417
17:00	1	0	0	0	1	0	0	45	15	5	0	65	0	0	0	1	58	0	59	0	0	0	1	0	0	1	0	0	126
17:15	1	0	0	0	1	0	0	52	19	2	0	73	0	0	0	1	57	0	58	0	0	0	0	0	0	0	0	0	132
17:30	2	0	0	0	2	0	0	40	13	1	0	54	0	0	0	1	68	0	69	0	0	0	2	0	0	2	0	0	127
17:45	3	1	1	0	5	0	0	30	9	4	0	43	0	0	0	2	66	0	68	0	0	0	0	0	0	0	0	0	116
Hourly Total	7	1	1	0	9	0	0	167	56	12	0	235	0	0	0	5	249	0	254	0	0	0	3	0	0	3	0	0	501
18:00	4	1	0	0	5	0	0	24	17	5	1	47	0	0	0	0	37	0	37	0	0	0	0	0	0	0	0	0	89
18:15	3	0	0	0	3	0	0	34	16	0	0	50	0	0	1	0	40	0	41	0	0	0	0	0	0	0	0	0	94
18:30	1	1	0	0	2	0	0	30	18	5	0	53	0	0	2	0	25	0	27	0	0	0	1	0	0	1	0	0	83
18:45	2	0	0	0	2	0	0	17	10	2	0	29	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	60
Hourly Total	10	2	0	0	12	0	0	105	61	12	1	179	0	0	3	0	131	0	134	0	0	0	1	0	0	1	0	0	326
19:00	0	0	0	0	0	0	0	18	13	1	3	35	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	56
19:15	1	0	0	0	1	0	0	20	14	2	0	36	0	0	1	0	27	0	28	0	0	0	0	0	0	0	0	0	65
19:30	0	0	0	0	0	0	0	15	8	2	0	25	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	49
19:45	2	1	0	0	3	0	0	16	9	3	1	29	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	46
Hourly Total	3	1	0	0	4	0	0	69	44	8	4	125	0	0	1	0	86	0	87	0	0	0	0	0	0	0	0	0	216
20:00	2	0	0	0	2	0	0	10	9	0	2	21	0	0	1	0	11	0	12	0	0	0	0	0	0	0	0	0	35
20:15	1	0	0	0	1	0	0	13	5	2	0	20	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	32
20:30	1	0	0	0	1	0	0	9	6	0	0	15	0	0	0	0	15	1	16	0	0	0	0	0	0	0	0	0	32
20:45	1	0	0	0	1	0	0	7	3	0	0	10	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	26
Hourly Total	5	0	0	0	5	0	0	39	23	2	2	66	0	0	1	0	52	1	54	0	0	0	0	0	0	0	0	0	125

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-16-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	0	9	2	0	0	11	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	20
21:15	0	0	0	0	0	0	0	7	5	1	0	13	0	0	0	1	8	0	9	0	0	0	0	0	0	0	0	0	22
21:30	1	0	0	0	1	0	0	4	2	2	2	10	0	0	0	0	9	0	9	0	0	0	0	0	0	0	0	0	20
21:45	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	12
Hourly Total	2	0	0	0	2	0	0	24	9	3	2	38	0	0	0	1	33	0	34	0	0	0	0	0	0	0	0	0	74
22:00	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	14
22:15	0	0	0	0	0	0	0	6	3	1	0	10	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	12
22:30	0	0	0	0	0	0	0	5	4	0	0	9	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	10
22:45	0	0	0	0	0	0	0	0	2	0	1	3	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	0	0	0	0	0	15	12	1	1	29	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	40
23:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
23:15	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5
23:30	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	8
23:45	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4
Hourly Total	0	0	0	0	0	0	0	10	4	0	0	14	0	0	0	0	6	0	6	0	0	0	1	0	0	1	0	0	21
Grand Total	101	10	5	0	116	0	0	1443	506	104	21	2074	0	0	15	17	2046	2	2080	0	0	0	24	0	0	24	0	0	4294
Approach %	87	8	4	0	100	0	0	69	24	5	1	99	0	0	0	0	98	0	99	0	0	0	100	0	0	100	0	0	400
Total %	2	0	0	0	2	0	0	33	11	2	0	48	0	0	0	0	47	0	48	0	0	0	0	0	0	0	0	0	100
Car	88	8	2	0	98	0	0	1295	467	95	19	1876	0	0	14	11	1852	2	1879	0	0	0	20	0	0	20	0	0	3873
Car %	87	80	0	0	0	0	0	89	0	91	90	0	0	0	0	64	90	100	0	0	0	0	83	0	0	0	0	0	90
LGV	13	2	3	0	18	0	0	114	36	8	2	160	0	0	1	5	163	0	169	0	0	0	2	0	0	2	0	0	349
LGV %	12	20	0	0	0	0	0	7	0	7	9	0	0	0	0	29	7	0	0	0	0	0	8	0	0	0	0	0	8
OGV1	0	0	0	0	0	0	0	12	1	1	0	14	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	22
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	14	1	0	0	15	0	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	30
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	5	0	6	0	0	0	1	0	0	1	0	0	12
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	4	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	4
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-16-2025

Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

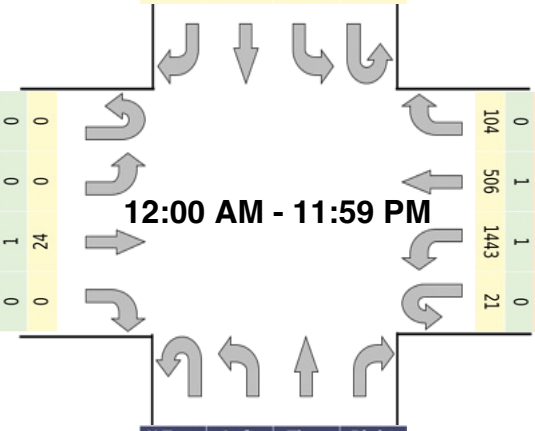
Out	In	Total
106	98	204
13	18	31
1	0	1
0	0	0
0	0	0
1	0	1
0	0	0
121	116	237

N

Right	Thru	Left	U-Turn
2	8	88	0
3	2	13	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
5	10	101	0

Out	In	Total
483	20	503
40	2	42
1	0	1
0	0	0
1	0	1
0	1	1
1	1	2
526	24	550

Right	Thru	Left	U-Turn
0	20	0	0
0	2	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	1	0	0
0	24	0	0



Right	Thru	Left	U-Turn
0	1	1	0
104	506	1443	21

Right	Thru	Left	U-Turn
95	467	1295	19
8	36	114	2
1	1	12	0
0	0	2	0
0	1	14	0
0	0	5	0

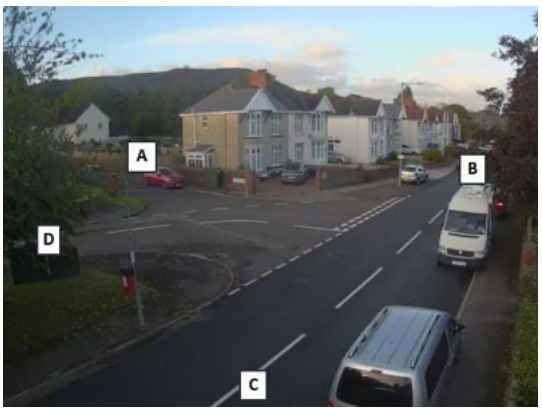
Out	In	Total
1979	1857	3836
180	158	338
8	14	22
2	2	4
15	15	30
6	5	11
2	2	4
2192	2053	4245

U-Turn	Left	Thru	Right
2	14	11	1852
0	1	5	163
0	0	0	8
0	0	0	2
0	0	0	15
0	0	1	5
0	0	0	1
2	15	17	2046

Out	In	Total
1305	1877	3182
116	169	285
12	8	20
2	2	4
14	15	29
5	6	11
1	1	2
1455	2078	3533

SUMMARY	
Project	Skewen Neath
Project Code	SS2006
Site Name	Site 04
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	00:00
End Time	23:45
Location	Site 04
Latitude and Longitude	(51.656435, -3.856365)

	START	END	PHF
AM PEAK			
PM PEAK			
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			



Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
00:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	4
05:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	12
05:30	1	0	0	0	1	0	0	1	1	0	0	2	0	0	0	0	7	0	7	0	0	0	1	0	0	1	0	0	11
05:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	13
Hourly Total	1	0	0	0	1	0	0	4	2	0	0	6	0	0	0	0	32	0	32	0	0	0	1	0	0	1	0	0	40
06:00	3	0	0	0	3	0	0	1	1	0	0	2	0	0	0	1	13	0	14	0	0	0	0	0	0	0	0	0	19
06:15	3	0	0	0	3	0	0	1	2	0	0	3	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	22
06:30	1	0	0	0	1	0	0	4	1	0	1	6	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	17
06:45	0	1	0	0	1	0	0	8	2	2	1	13	0	0	0	0	18	0	18	0	0	0	0	0	0	0	0	0	32
Hourly Total	7	1	0	0	8	0	0	14	6	2	2	24	0	0	0	1	57	0	58	0	0	0	0	0	0	0	0	0	90

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	9	4	0	0	13	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	45
07:15	1	0	0	0	1	0	0	8	3	0	0	11	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	43
07:30	0	0	0	0	0	0	0	26	4	0	0	30	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	68
07:45	0	0	0	0	0	0	0	26	3	0	0	29	0	0	0	0	77	0	77	0	0	0	0	0	0	0	0	0	106
Hourly Total	1	0	0	0	1	0	0	69	14	0	0	83	0	0	0	0	178	0	178	0	0	0	0	0	0	0	0	0	262
08:00	4	0	0	0	4	0	0	39	4	0	0	43	0	0	0	0	74	0	74	0	0	0	1	0	0	1	0	0	122
08:15	4	0	0	0	4	0	0	39	9	0	0	48	0	0	0	0	76	0	76	0	0	0	1	0	0	1	0	0	129
08:30	3	0	0	0	3	0	0	32	0	0	0	32	0	0	0	0	43	0	43	0	0	0	1	0	0	1	0	0	79
08:45	1	0	0	0	1	0	0	31	12	1	0	44	0	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	83
Hourly Total	12	0	0	0	12	0	0	141	25	1	0	167	0	0	0	0	231	0	231	0	0	0	3	0	0	3	0	0	413
09:00	1	0	0	0	1	0	0	27	5	1	1	34	0	0	0	0	28	0	28	0	0	0	1	0	0	1	0	0	64
09:15	0	0	1	0	1	0	0	16	2	3	0	21	0	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	48
09:30	0	0	0	0	0	0	0	15	5	0	1	21	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	41
09:45	1	0	0	0	1	0	0	15	4	1	0	20	0	0	0	0	17	0	17	0	0	0	2	0	0	2	0	0	40
Hourly Total	2	0	1	0	3	0	0	73	16	5	2	96	0	0	0	0	91	0	91	0	0	0	3	0	0	3	0	0	193
10:00	1	0	0	0	1	0	0	21	5	0	0	26	0	0	0	1	22	0	23	0	0	0	0	0	0	0	0	0	50
10:15	1	0	0	0	1	0	0	13	4	0	0	17	0	0	0	0	16	0	16	0	0	0	0	0	0	0	0	0	34
10:30	0	1	1	0	2	0	0	16	2	1	0	19	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	45
10:45	0	0	0	0	0	0	0	22	6	0	0	28	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	50
Hourly Total	2	1	1	0	4	0	0	72	17	1	0	90	0	0	0	1	84	0	85	0	0	0	0	0	0	0	0	0	179
11:00	1	0	1	0	2	0	0	17	6	1	1	25	0	0	0	0	17	0	17	0	0	0	1	0	0	1	0	0	45
11:15	0	0	0	0	0	0	0	22	2	0	2	26	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	54
11:30	0	0	0	0	0	0	0	22	4	1	0	27	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	0	58
11:45	1	0	1	0	2	0	0	15	4	2	1	22	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	48
Hourly Total	2	0	2	0	4	0	0	76	16	4	4	100	0	0	0	0	100	0	100	0	0	0	1	0	0	1	0	0	205
12:00	2	1	0	0	3	0	0	20	7	0	0	27	0	0	1	0	31	0	32	0	0	0	0	0	0	0	0	0	62
12:15	1	0	1	0	2	0	0	20	7	1	0	28	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	55
12:30	0	0	0	0	0	0	0	24	6	0	0	30	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	54
12:45	0	0	0	0	0	0	0	11	4	0	0	15	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	39
Hourly Total	3	1	1	0	5	0	0	75	24	1	0	100	0	0	1	0	104	0	105	0	0	0	0	0	0	0	0	0	210
13:00	1	0	0	0	1	0	0	16	5	1	0	22	0	0	0	0	25	0	25	0	0	0	1	0	0	1	0	0	49
13:15	1	0	0	0	1	0	0	20	5	1	0	26	0	0	1	0	22	0	23	0	0	0	1	0	0	1	0	0	51
13:30	3	0	1	0	4	0	0	19	7	4	0	30	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	59
13:45	1	0	0	0	1	0	0	20	4	2	0	26	0	0	0	0	30	0	30	0	0	0	1	0	0	1	0	0	58
Hourly Total	6	0	1	0	7	0	0	75	21	8	0	104	0	0	1	0	102	0	103	0	0	0	3	0	0	3	0	0	217

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
14:00	1	0	0	0	1	0	0	16	1	1	1	19	0	0	0	1	24	0	25	0	0	0	1	0	0	1	0	0	46
14:15	0	0	0	0	0	0	0	11	1	2	0	14	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	42
14:30	1	0	0	0	1	0	0	11	2	0	0	13	0	0	0	0	36	0	36	0	0	0	0	0	0	0	0	0	50
14:45	1	0	0	0	1	0	0	19	3	1	1	24	0	0	0	0	38	0	38	0	0	0	1	0	0	1	0	0	64
Hourly Total	3	0	0	0	3	0	0	57	7	4	2	70	0	0	0	1	126	0	127	0	0	0	2	0	0	2	0	0	202
15:00	3	0	0	0	3	0	0	29	16	0	1	46	0	0	0	0	32	0	32	0	0	0	1	0	0	1	0	0	82
15:15	1	0	1	0	2	0	0	39	21	4	1	65	0	0	0	0	42	0	42	0	0	0	0	1	0	1	0	0	110
15:30	1	0	0	0	1	0	0	40	19	2	0	61	0	0	1	1	28	0	30	0	0	0	0	0	0	0	0	0	92
15:45	1	0	0	0	1	0	0	35	20	2	0	57	0	0	0	0	43	0	43	0	0	0	1	0	0	1	0	0	102
Hourly Total	6	0	1	0	7	0	0	143	76	8	2	229	0	0	1	1	145	0	147	0	0	0	2	1	0	3	0	0	386
16:00	2	0	0	0	2	0	0	39	20	3	1	63	0	0	0	0	30	0	30	0	0	0	1	0	0	1	0	0	96
16:15	2	0	0	0	2	0	0	29	7	0	1	37	0	0	0	0	43	0	43	0	0	0	0	0	0	0	0	0	82
16:30	0	0	0	0	0	0	0	41	13	3	0	57	0	0	0	0	46	0	46	0	0	0	1	0	0	1	0	0	104
16:45	0	0	0	0	0	0	0	32	15	3	0	50	0	0	0	0	55	0	55	0	0	0	1	0	0	1	0	0	106
Hourly Total	4	0	0	0	4	0	0	141	55	9	2	207	0	0	0	0	174	0	174	0	0	0	3	0	0	3	0	0	388
17:00	0	0	0	0	0	0	0	46	20	1	0	67	0	0	0	1	41	0	42	0	0	0	0	0	0	0	0	0	109
17:15	2	0	0	0	2	0	0	55	20	1	0	76	0	0	0	0	42	0	42	0	0	0	0	0	0	0	0	0	120
17:30	1	0	0	0	1	0	0	37	17	1	0	55	0	0	0	0	44	0	44	0	0	0	0	0	0	0	0	0	100
17:45	2	0	0	0	2	0	0	38	17	4	0	59	0	0	0	0	36	0	36	0	0	0	0	0	0	0	0	0	97
Hourly Total	5	0	0	0	5	0	0	176	74	7	0	257	0	0	0	1	163	0	164	0	0	0	0	0	0	0	0	0	426
18:00	0	0	0	0	0	0	0	36	16	1	0	53	0	0	2	0	36	0	38	0	0	0	0	0	0	0	0	0	91
18:15	1	0	0	0	1	0	0	37	17	2	0	56	0	0	0	0	37	0	37	0	0	0	1	0	0	1	0	0	95
18:30	1	1	0	0	2	0	0	33	9	0	0	42	0	0	0	1	30	0	31	0	0	0	0	0	0	0	0	0	75
18:45	0	0	0	0	0	0	0	33	7	2	0	42	0	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	68
Hourly Total	2	1	0	0	3	0	0	139	49	5	0	193	0	0	2	1	129	0	132	0	0	0	1	0	0	1	0	0	329
19:00	2	0	0	0	2	0	0	26	7	1	0	34	0	0	1	0	26	0	27	0	0	0	1	0	0	1	0	0	64
19:15	2	0	0	0	2	0	0	28	10	1	0	39	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	58
19:30	0	0	0	0	0	0	0	20	10	1	0	31	0	0	0	1	20	0	21	0	0	0	0	0	0	0	0	0	52
19:45	0	0	0	0	0	0	0	14	10	0	0	24	0	0	0	0	19	0	19	0	0	1	0	0	0	1	0	0	44
Hourly Total	4	0	0	0	4	0	0	88	37	3	0	128	0	0	1	1	82	0	84	0	0	1	1	0	0	2	0	0	218
20:00	1	0	0	0	1	0	0	5	6	0	0	11	0	0	0	0	11	1	12	0	0	0	0	0	0	0	0	0	24
20:15	1	0	0	0	1	0	0	12	6	0	0	18	0	0	0	0	6	0	6	0	0	0	1	0	0	1	0	0	26
20:30	0	0	0	0	0	0	0	14	8	0	0	22	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	30
20:45	1	0	0	0	1	0	0	7	6	0	0	13	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	27
Hourly Total	3	0	0	0	3	0	0	38	26	0	0	64	0	0	0	0	38	1	39	0	0	0	1	0	0	1	0	0	107

Site: Site 04

GPS: 51.656435, -3.856365

Date: 09-17-2025

TURNING MOVEMENT DATA

Leg	Coombe-Tennant Ave							Crymlyn Rd							Heol Crymlyn							Serecold Ave							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
21:00	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	12
21:15	0	1	0	0	1	0	0	7	9	0	0	16	0	0	1	0	4	0	5	0	0	0	0	0	0	0	0	0	22
21:30	0	0	0	0	0	0	0	6	5	2	0	13	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	17
21:45	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	10
Hourly Total	0	1	0	0	1	0	0	20	17	2	0	39	0	0	1	0	20	0	21	0	0	0	0	0	0	0	0	0	61
22:00	0	0	0	0	0	0	0	7	3	1	0	11	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	18
22:15	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	17	0	17	0	0	0	0	0	0	0	0	0	24
22:30	0	0	0	0	0	0	0	10	4	1	0	15	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	38
22:45	0	0	0	0	0	0	0	4	2	1	0	7	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	0	0	0	0	0	0	27	10	3	0	40	0	0	0	0	55	0	55	0	0	0	0	0	0	0	0	0	95
23:00	0	0	0	0	0	0	0	5	1	1	0	7	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	9
23:15	0	1	0	0	1	0	0	2	1	1	0	4	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6
23:30	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	5
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	9	3	2	0	14	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	20
Grand Total	63	6	7	0	76	0	0	1446	499	65	14	2024	0	0	7	8	1927	1	1943	0	0	1	21	1	0	23	0	0	4066
Approach %	82	7	9	0	100	0	0	71	24	3	0	100	0	0	0	0	99	0	100	0	0	4	91	4	0	99	0	0	400
Total %	1	0	0	0	1	0	0	35	12	1	0	49	0	0	0	0	47	0	47	0	0	0	0	0	0	0	0	0	100
Car	60	5	1	0	66	0	0	1325	461	59	14	1859	0	0	7	7	1776	1	1791	0	0	1	19	0	0	20	0	0	3736
Car %	95	83	0	0	0	0	0	91	0	90	100	0	0	0	0	87	92	100	0	0	0	100	90	0	0	0	0	0	91
LGV	3	1	6	0	10	0	0	105	33	6	0	144	0	0	0	1	140	0	141	0	0	0	1	1	0	2	0	0	297
LGV %	4	16	0	0	0	0	0	7	0	9	0	0	0	0	0	12	7	0	0	0	0	0	4	100	0	0	0	0	7
OGV1	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	10
OGV1 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OGV2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
OGV2 %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	13
PSV %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MC	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
MC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
PC %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0

Site: Site 04

GPS: 51.656435, -3.856365

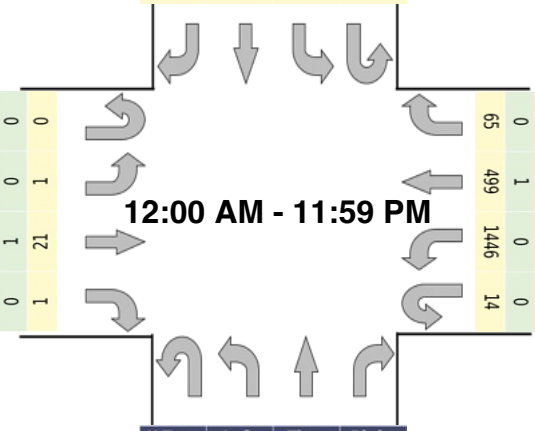
Date: 09-17-2025

Turning Movement Data

Class
Car
LGV
OGV1
OGV2
PSV
MC
PC
Total

Out	In	Total
67	66	133
7	10	17
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
74	76	150

Right	Thru	Left	U-Turn
1	5	60	0
6	1	3	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
7	6	63	0



Out	In	Total
469	20	489
39	2	41
2	0	2
0	0	0
2	0	2
0	0	0
1	1	2
513	23	536

Right	Thru	Left	U-Turn
0	19	1	0
1	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
1	21	1	0

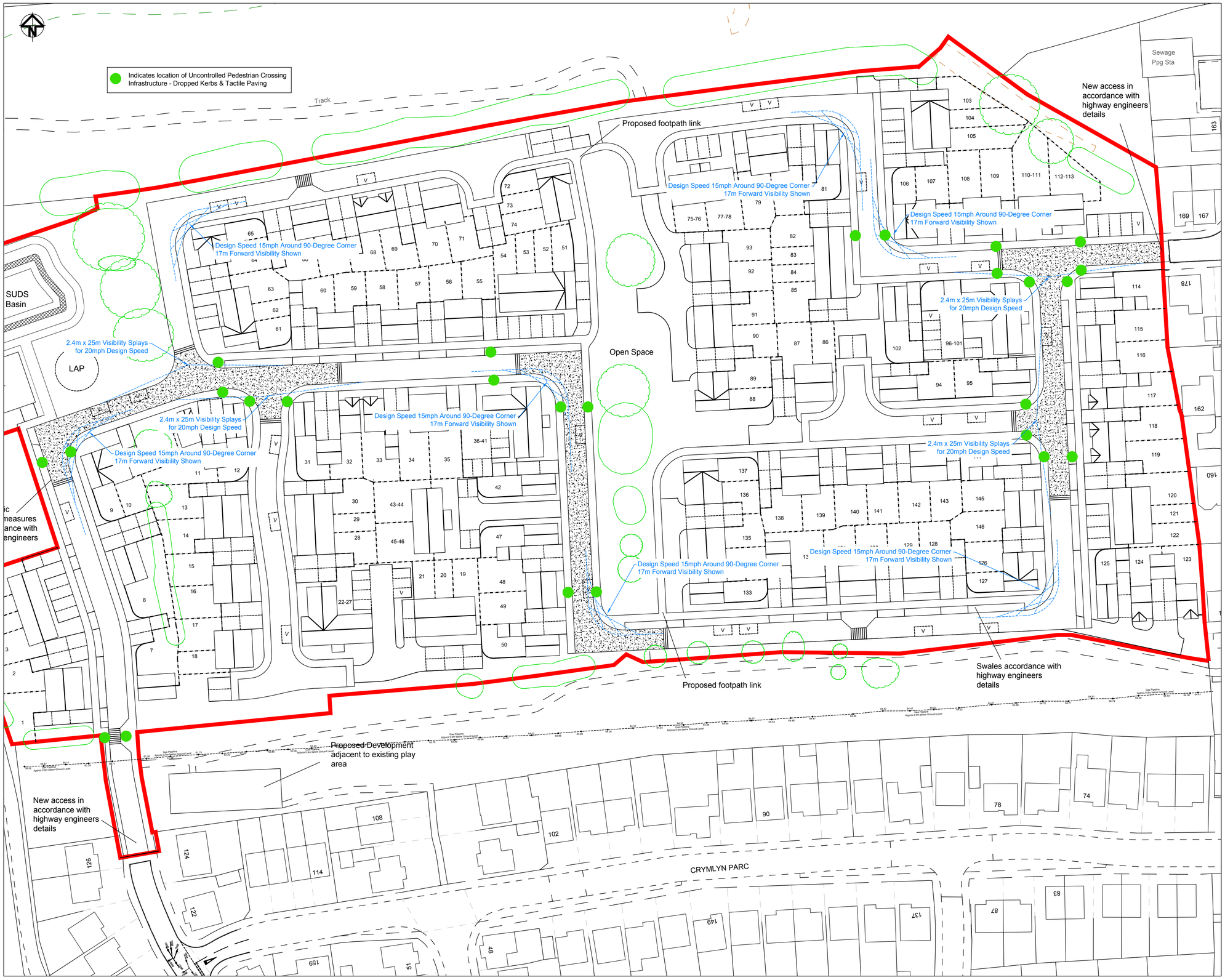
Right	Thru	Left	U-Turn
65	499	1446	14
0	1	0	0
0	0	2	0
0	2	6	0
0	0	2	0
0	2	6	0
6	33	105	0
59	461	1325	14

Out	In	Total
2025	2010	4035
1	1	2
2	2	4
5	8	13
2	2	4
2	8	10
144	144	288
1869	1845	3714

U-Turn	Left	Thru	Right
1	7	7	1776
0	0	1	140
0	0	0	2
0	0	0	2
0	0	0	5
0	0	0	2
0	0	0	0
1	7	8	1927

Out	In	Total
1331	1790	3121
107	141	248
6	2	8
2	2	4
6	5	11
2	2	4
0	0	0
1454	1942	3396

Appendix 3 Access Arrangements



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A	First Issue	28-01-25

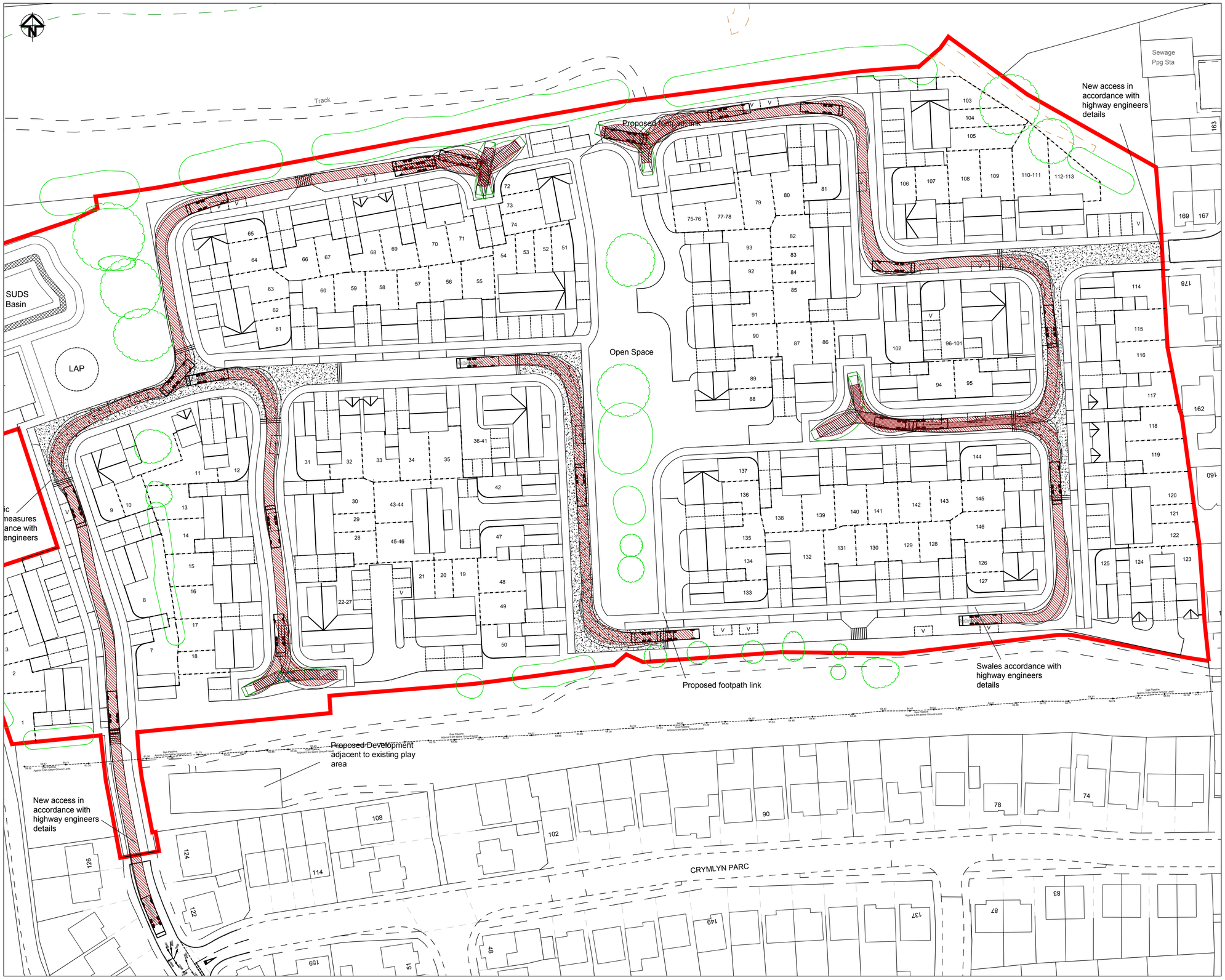
acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandeilo SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

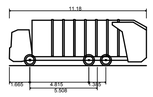
Project: **CRYMLYN PARK**

Drawing: **JUNCTION & FORWARD VISIBILITY & PEDESTRIAN CROSSING POINTS**

Drawing No.: **1465-ACS-XX-ZZ-DR-T-101-A**

Scale: **1:500 @ A1**





Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

A	First Issue	28-01-25

acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandeilo SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project	CRYMLYN PARK
Drawing	REFUSE VEHICLE TRACKING 1 0F 2
Drawing No.	1465-ACS-XX-ZZ-DR-T-102-A
Scale	1:500 @ A1

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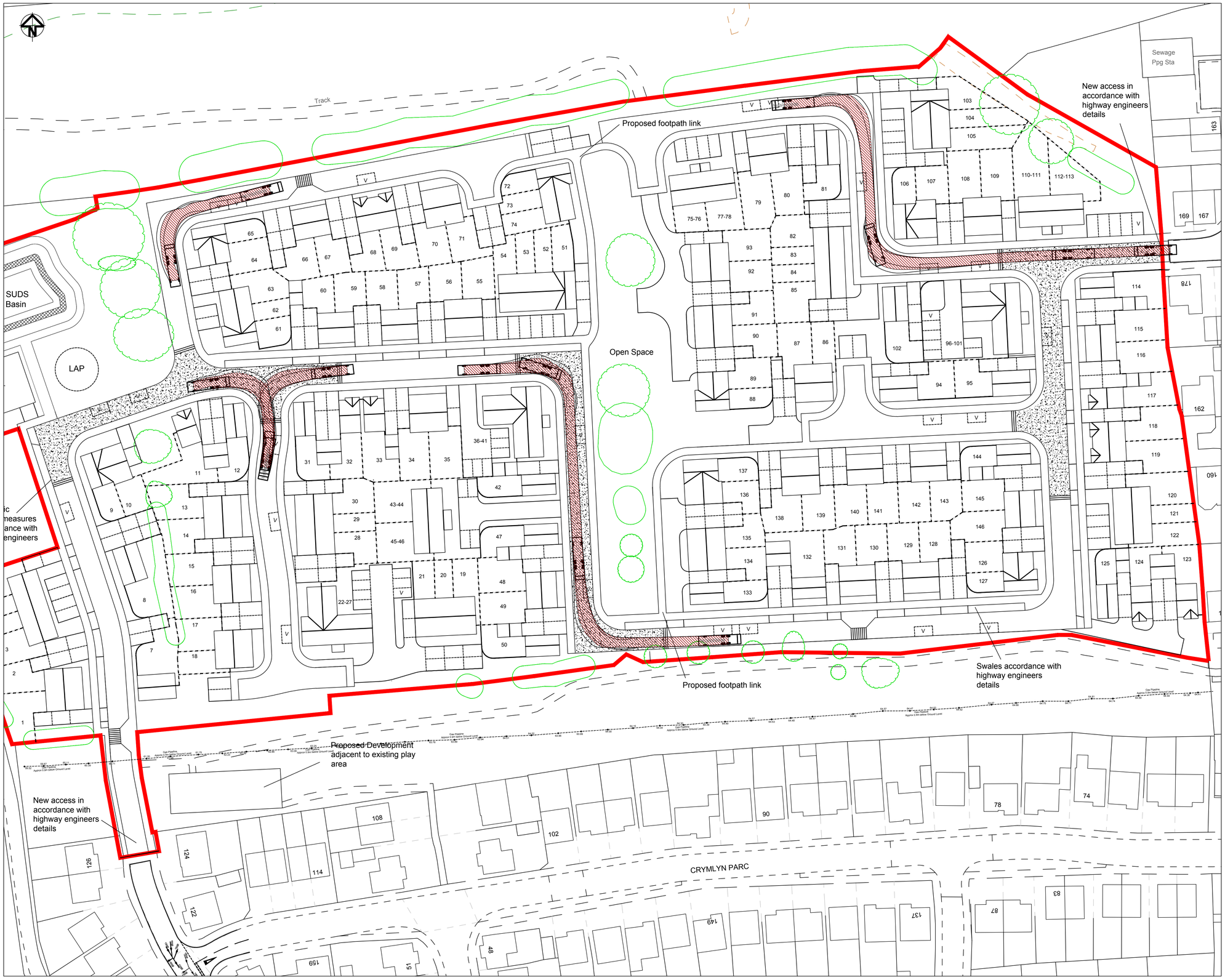

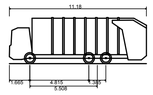

Phoenix 2 One-Pass (with Elite 6x4 chassis)

Overall Length	11.180m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

A	First Issue	28-01-25

acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandeilo SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project	CRYMLYN PARK
Drawing	REFUSE VEHICLE TRACKING 2 0F 2
Drawing No.	1465-ACS-XX-ZZ-DR-T-103-A
Scale	1:500 @ A1

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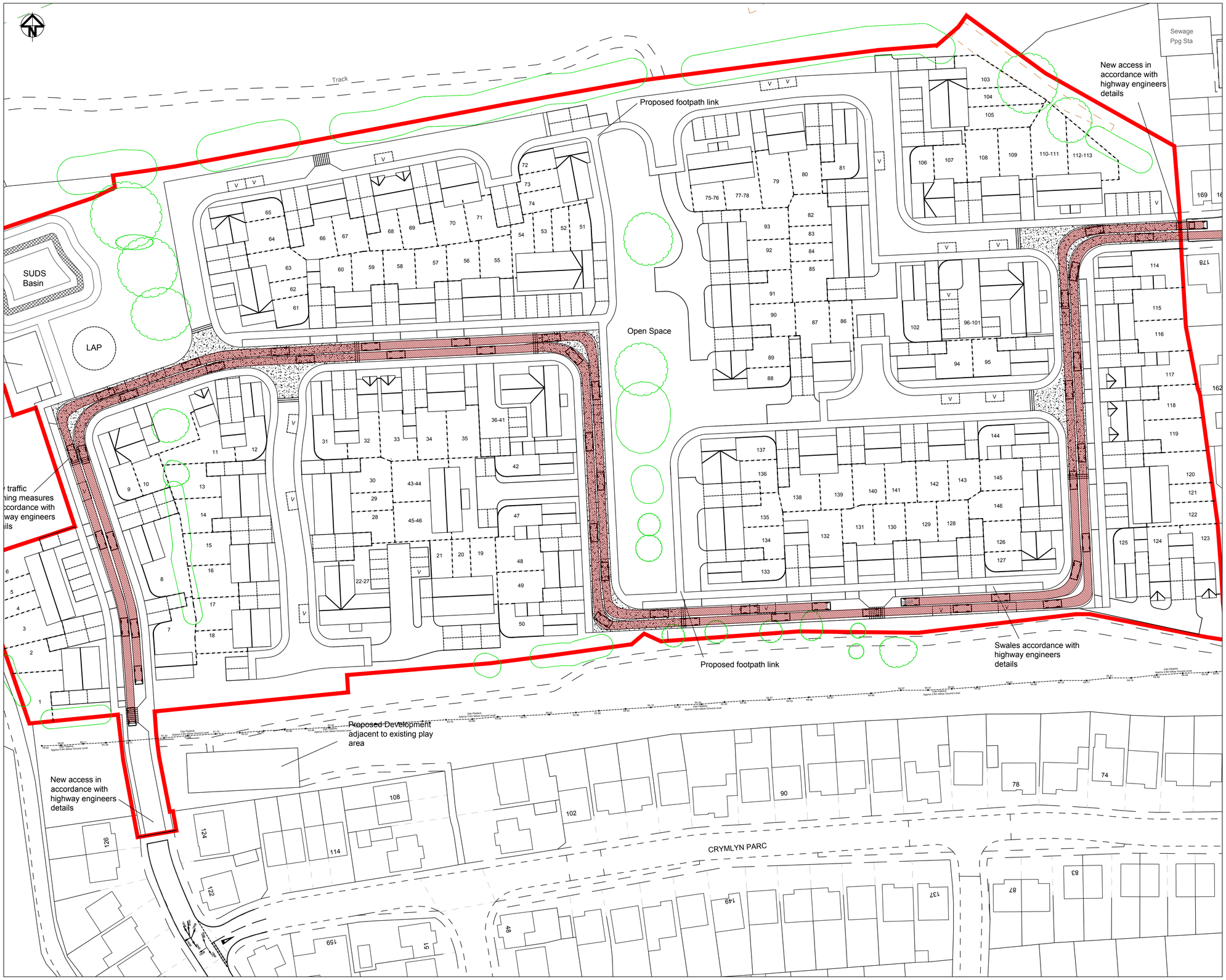

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

A	First Issue	28-01-25

acstro
Unit 19, Yr Hen Farchnad,
Carmarthen Street, Llandeilo SA19 6BJ
E-mail: mail@acstro.com
www.acstro.com
Tel: 01558 824021

Project: **CRYMLYN PARK**

Drawing: **STANDARD DESIGN VEHICLE TRACKING**

Drawing No. **1465-ACS-XX-ZZ-DR-T-103-A**

Scale **1:500 @ A1**

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Appendix 4 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240913-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	WL	WILTSHIRE	1 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	1 days
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 days
09	**NORTH**		
	NB	NORTHUMBERLAND	1 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	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: 54 to 97 (units:)
Range Selected by User: 50 to 516 (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: 01/01/10 to 13/05/22

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

Selected survey days:

Monday	3 days
Tuesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 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)	2
Edge of Town	4

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

Selected Location Sub Categories:

Residential Zone	6

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	6 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 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	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 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	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	6 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	6 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-B-01 HOUSES & FLATS CHESHIRE WEST & CHESTER
WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: MONDAY 17/11/14 Survey Type: MANUAL

2 DU-03-B-01 TERRACED BUNGALOWS DUNDEE CITY
307-441 BALUNIE DRIVE
DUNDEE
DOUGLAS & ANGUS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 68
Survey date: FRIDAY 21/04/17 Survey Type: MANUAL

3 KS-03-B-01 MIXED HOUSES KIRKLEES
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY 17/09/13 Survey Type: MANUAL

4 NB-03-B-01 SEMI DET. & TERRACED NORTHUMBERLAND
WESTLEA
BEDLINGTON

Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY 19/11/12 Survey Type: MANUAL

5 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY 18/09/18 Survey Type: MANUAL

6 WM-03-B-01 SEMI DET./TERRACED WEST MIDLANDS
YORKMINSTER DRIVE
BIRMINGHAM
CHELMSLEY WOOD
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY 17/10/11 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	6	75	0.080	6	75	0.193	6	75	0.273
08:00 - 09:00	6	75	0.164	**6**	**75**	**0.284**	6	75	0.448
09:00 - 10:00	6	75	0.156	6	75	0.236	6	75	0.392
10:00 - 11:00	6	75	0.160	6	75	0.184	6	75	0.344
11:00 - 12:00	6	75	0.156	6	75	0.160	6	75	0.316
12:00 - 13:00	6	75	0.187	6	75	0.138	6	75	0.325
13:00 - 14:00	6	75	0.167	6	75	0.149	6	75	0.316
14:00 - 15:00	6	75	0.202	6	75	0.204	6	75	0.406
15:00 - 16:00	6	75	0.213	6	75	0.164	6	75	0.377
16:00 - 17:00	6	75	0.278	6	75	0.133	6	75	0.411
17:00 - 18:00	**6**	**75**	**0.284**	6	75	0.216	**6**	**75**	**0.500**
18:00 - 19:00	6	75	0.182	6	75	0.164	6	75	0.346
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.229			2.225			4.454

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:	54 - 97 (units:)
Survey date date range:	01/01/10 - 13/05/22
Number of weekdays (Monday-Friday):	6
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.

Appendix 5 Junction Capacity Assessment

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Import of Crymlyn Gardens.j11
Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis
Report generation date: 09/10/2025 17:22:59

»Existing Layout - 2025 | Existing | AM
»Existing Layout - 2025 | Existing | PM
»Existing Layout - 2035 | Baseline | AM
»Existing Layout - 2035 | Baseline | PM
»Existing Layout - 2035 | + Development | AM
»Existing Layout - 2035 | + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Residu Capaci
	Existing Layout - 2025 - Existing																	
Stream B-AC	D1	0.1	0.5	8.84	0.10	A	1.68	A	399 % [Stream B-AC]	D2	0.1	0.5	8.28	0.06	A	1.07	A	410 [Strea B-AC]
Stream C-AB		0.0	0.5	6.78	0.01	A					0.0	0.5	7.30	0.03	A			
	Existing Layout - 2035 - + Development																	
Stream B-AC	D5	0.2	0.5	9.08	0.15	A	2.35	A	271 % [Stream B-AC]	D6	0.1	0.5	8.98	0.10	A	1.53	A	246 [Strea B-AC]
Stream C-AB		0.0	0.5	6.90	0.03	A					0.1	0.5	7.65	0.06	A			
	Existing Layout - 2035 - Baseline																	
Stream B-AC	D3	0.1	0.5	9.01	0.11	A	1.71	A	352 % [Stream B-AC]	D4	0.1	0.5	8.44	0.06	A	1.08	A	362 [Strea B-AC]
Stream C-AB		0.0	0.5	6.80	0.01	A					0.0	0.5	7.38	0.03	A			

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

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

File summary

File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15	✓	✓
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

Existing Layout - 2025 | Existing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D1 - 2025 | Existing | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	399	Stream B-AC	1.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (West)		Major
B	Crymlyn Gardens		Minor
C	Crymlyn Rd (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (East)	6.00			50.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Crymlyn Gardens	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	0.85	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.65	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.33	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.10	0.75
	B - Crymlyn Gardens	0.50	0.00	0.15
	C - Crymlyn Rd (East)	2.23	0.10	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.10	8.84	0.1	0.5	A	0.65	39.00
C-AB	0.01	6.78	0.0	0.5	A	0.10	6.03
C-A						2.23	133.77
A-B						0.10	6.00
A-C						0.75	45.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.58	8.77	0.00	7.60	0.077	0.58	0.1	0.1	8.548	A
C-AB	0.09	1.35	0.00	8.99	0.010	0.09	0.0	0.0	6.743	A
C-A	2.00	30.07	0.00			2.00				
A-B	0.09	1.35	0.00			0.09				
A-C	0.67	10.11	0.00			0.67				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.72	10.73	0.00	7.50	0.095	0.71	0.1	0.1	8.839	A
C-AB	0.11	1.66	0.00	8.96	0.012	0.11	0.0	0.0	6.778	A
C-A	2.45	36.82	0.00			2.45				
A-B	0.11	1.65	0.00			0.11				
A-C	0.83	12.39	0.00			0.83				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.72	10.73	0.00	7.50	0.095	0.72	0.1	0.1	8.842	A
C-AB	0.11	1.66	0.00	8.96	0.012	0.11	0.0	0.0	6.778	A
C-A	2.45	36.82	0.00			2.45				
A-B	0.11	1.65	0.00			0.11				
A-C	0.83	12.39	0.00			0.83				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.58	8.77	0.00	7.60	0.077	0.59	0.1	0.1	8.553	A
C-AB	0.09	1.35	0.00	8.99	0.010	0.09	0.0	0.0	6.745	A
C-A	2.00	30.07	0.00			2.00				
A-B	0.09	1.35	0.00			0.09				
A-C	0.67	10.11	0.00			0.67				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Existing Layout - 2025 | Existing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2025 | Existing | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	410	Stream B-AC	1.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	2.80	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.40	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	1.39	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.33	2.47
	B - Crymlyn Gardens	0.20	0.00	0.20
	C - Crymlyn Rd (East)	1.17	0.22	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.06	8.28	0.1	0.5	A	0.40	24.00
C-AB	0.03	7.30	0.0	0.5	A	0.22	13.27
C-A						1.17	70.13
A-B						0.33	19.80
A-C						2.47	148.20

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.36	5.39	0.00	7.85	0.046	0.36	0.0	0.0	8.013	A
C-AB	0.20	2.98	0.00	8.58	0.023	0.20	0.0	0.0	7.156	A
C-A	1.05	15.77	0.00			1.05				
A-B	0.30	4.45	0.00			0.30				
A-C	2.22	33.31	0.00			2.22				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.44	6.61	0.00	7.69	0.057	0.44	0.0	0.1	8.277	A
C-AB	0.24	3.66	0.00	8.47	0.029	0.24	0.0	0.0	7.296	A
C-A	1.29	19.30	0.00			1.29				
A-B	0.36	5.45	0.00			0.36				
A-C	2.72	40.79	0.00			2.72				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.44	6.61	0.00	7.69	0.057	0.44	0.1	0.1	8.279	A
C-AB	0.24	3.66	0.00	8.47	0.029	0.24	0.0	0.0	7.296	A
C-A	1.29	19.30	0.00			1.29				
A-B	0.36	5.45	0.00			0.36				
A-C	2.72	40.79	0.00			2.72				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.36	5.39	0.00	7.85	0.046	0.36	0.1	0.0	8.015	A
C-AB	0.20	2.98	0.00	8.58	0.023	0.20	0.0	0.0	7.160	A
C-A	1.05	15.77	0.00			1.05				
A-B	0.30	4.45	0.00			0.30				
A-C	2.22	33.31	0.00			2.22				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:30 - 17:45

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

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

Existing Layout - 2035 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2035 | Baseline | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	352	Stream B-AC	1.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	0.94	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.72	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.58	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.11	0.83
	B - Crymlyn Gardens	0.55	0.00	0.17
	C - Crymlyn Rd (East)	2.47	0.11	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.11	9.01	0.1	0.5	A	0.72	43.20
C-AB	0.01	6.80	0.0	0.5	A	0.11	6.63
C-A						2.47	148.17
A-B						0.11	6.60
A-C						0.83	49.80

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.65	9.71	0.00	7.56	0.086	0.65	0.1	0.1	8.671	A
C-AB	0.10	1.49	0.00	8.97	0.011	0.10	0.0	0.0	6.759	A
C-A	2.22	33.30	0.00			2.22				
A-B	0.10	1.48	0.00			0.10				
A-C	0.75	11.19	0.00			0.75				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.79	11.89	0.00	7.45	0.106	0.79	0.1	0.1	9.004	A
C-AB	0.12	1.83	0.00	8.95	0.014	0.12	0.0	0.0	6.797	A
C-A	2.72	40.78	0.00			2.72				
A-B	0.12	1.82	0.00			0.12				
A-C	0.91	13.71	0.00			0.91				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.79	11.89	0.00	7.45	0.106	0.79	0.1	0.1	9.008	A
C-AB	0.12	1.83	0.00	8.95	0.014	0.12	0.0	0.0	6.797	A
C-A	2.72	40.78	0.00			2.72				
A-B	0.12	1.82	0.00			0.12				
A-C	0.91	13.71	0.00			0.91				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.65	9.71	0.00	7.56	0.086	0.65	0.1	0.1	8.679	A
C-AB	0.10	1.49	0.00	8.97	0.011	0.10	0.0	0.0	6.759	A
C-A	2.22	33.30	0.00			2.22				
A-B	0.10	1.48	0.00			0.10				
A-C	0.75	11.19	0.00			0.75				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Existing Layout - 2035 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2035 | Baseline | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	362	Stream B-AC	1.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	3.10	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.44	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	1.53	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.37	2.73
	B - Crymlyn Gardens	0.22	0.00	0.22
	C - Crymlyn Rd (East)	1.29	0.24	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.06	8.44	0.1	0.5	A	0.44	26.40
C-AB	0.03	7.38	0.0	0.5	A	0.24	14.49
C-A						1.29	77.31
A-B						0.37	22.20
A-C						2.73	163.80

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.40	5.93	0.00	7.77	0.051	0.39	0.0	0.1	8.133	A
C-AB	0.22	3.25	0.00	8.53	0.025	0.22	0.0	0.0	7.220	A
C-A	1.16	17.38	0.00			1.16				
A-B	0.33	4.99	0.00			0.33				
A-C	2.45	36.81	0.00			2.45				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.48	7.27	0.00	7.60	0.064	0.48	0.1	0.1	8.435	A
C-AB	0.27	3.99	0.00	8.40	0.032	0.27	0.0	0.0	7.376	A
C-A	1.42	21.28	0.00			1.42				
A-B	0.41	6.11	0.00			0.41				
A-C	3.01	45.09	0.00			3.01				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.48	7.27	0.00	7.60	0.064	0.48	0.1	0.1	8.437	A
C-AB	0.27	3.99	0.00	8.40	0.032	0.27	0.0	0.0	7.376	A
C-A	1.42	21.28	0.00			1.42				
A-B	0.41	6.11	0.00			0.41				
A-C	3.01	45.09	0.00			3.01				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.40	5.93	0.00	7.77	0.051	0.40	0.1	0.1	8.136	A
C-AB	0.22	3.25	0.00	8.53	0.025	0.22	0.0	0.0	7.221	A
C-A	1.16	17.38	0.00			1.16				
A-B	0.33	4.99	0.00			0.33				
A-C	2.45	36.81	0.00			2.45				

Queue Variation Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

17:45 - 18:00

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

Existing Layout - 2035 | + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2035 | + Development | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.35	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	271	Stream B-AC	2.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	1.03	100.000
B - Crymlyn Gardens		ONE HOUR	✓	1.06	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.81	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.15	0.88
	B - Crymlyn Gardens	0.62	0.00	0.44
	C - Crymlyn Rd (East)	2.54	0.27	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.15	9.08	0.2	0.5	A	1.06	63.60
C-AB	0.03	6.90	0.0	0.5	A	0.27	16.40
C-A						2.54	152.20
A-B						0.15	9.00
A-C						0.88	52.80

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.95	14.29	0.00	7.89	0.121	0.95	0.1	0.1	8.651	A
C-AB	0.25	3.68	0.00	9.01	0.027	0.24	0.0	0.0	6.848	A
C-A	2.28	34.22	0.00			2.28				
A-B	0.13	2.02	0.00			0.13				
A-C	0.79	11.87	0.00			0.79				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.17	17.51	0.00	7.77	0.150	1.16	0.1	0.2	9.078	A
C-AB	0.30	4.52	0.00	9.00	0.034	0.30	0.0	0.0	6.898	A
C-A	2.79	41.88	0.00			2.79				
A-B	0.17	2.48	0.00			0.17				
A-C	0.97	14.53	0.00			0.97				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.17	17.51	0.00	7.77	0.150	1.17	0.2	0.2	9.085	A
C-AB	0.30	4.52	0.00	9.00	0.034	0.30	0.0	0.0	6.898	A
C-A	2.79	41.88	0.00			2.79				
A-B	0.17	2.48	0.00			0.17				
A-C	0.97	14.53	0.00			0.97				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.95	14.29	0.00	7.89	0.121	0.96	0.2	0.1	8.660	A
C-AB	0.25	3.68	0.00	9.01	0.027	0.25	0.0	0.0	6.851	A
C-A	2.28	34.22	0.00			2.28				
A-B	0.13	2.02	0.00			0.13				
A-C	0.79	11.87	0.00			0.79				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.03	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.03	0.26	0.46	0.48			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Existing Layout - 2035 | + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2035 | + Development | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	246	Stream B-AC	1.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	3.59	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.71	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.24	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.51	3.08
	B - Crymlyn Gardens	0.33	0.00	0.38
	C - Crymlyn Rd (East)	1.77	0.47	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Crymlyn Gardens	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Crymlyn Gardens	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.10	8.98	0.1	0.5	A	0.71	42.60
C-AB	0.06	7.65	0.1	0.5	A	0.48	28.66
C-A						1.76	105.74
A-B						0.51	30.60
A-C						3.08	184.80

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.64	9.57	0.00	7.68	0.083	0.64	0.1	0.1	8.520	A
C-AB	0.43	6.42	0.00	8.49	0.050	0.43	0.0	0.1	7.444	A
C-A	1.59	23.79	0.00			1.59				
A-B	0.46	6.88	0.00			0.46				
A-C	2.77	41.53	0.00			2.77				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.78	11.73	0.00	7.46	0.105	0.78	0.1	0.1	8.975	A
C-AB	0.53	7.91	0.00	8.37	0.063	0.53	0.1	0.1	7.649	A
C-A	1.94	29.08	0.00			1.94				
A-B	0.56	8.42	0.00			0.56				
A-C	3.39	50.87	0.00			3.39				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.78	11.73	0.00	7.46	0.105	0.78	0.1	0.1	8.979	A
C-AB	0.53	7.91	0.00	8.37	0.063	0.53	0.1	0.1	7.649	A
C-A	1.94	29.08	0.00			1.94				
A-B	0.56	8.42	0.00			0.56				
A-C	3.39	50.87	0.00			3.39				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.64	9.57	0.00	7.68	0.083	0.64	0.1	0.1	8.527	A
C-AB	0.43	6.42	0.00	8.49	0.050	0.43	0.1	0.1	7.446	A
C-A	1.59	23.79	0.00			1.59				
A-B	0.46	6.88	0.00			0.46				
A-C	2.77	41.53	0.00			2.77				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Import of Crymlyn Parc.j11
Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis
Report generation date: 09/10/2025 17:34:05

»Existing Layout - 2024 | Existing | AM
»Existing Layout - 2024 | Existing | PM
»Existing Layout - 2034 | Baseline | AM
»Existing Layout - 2034 | Baseline | PM
»Existing Layout - 2034 | + Development | AM
»Existing Layout - 2034 | + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Residu Capaci
	Existing Layout - 2024 - Existing																	
Stream B-AC	D1	0.2	1.1	8.12	0.19	A	3.14	A	269 % [Stream B-AC]	D2	0.1	0.5	7.68	0.11	A	3.01	A	255 [Strea C-AB
Stream C-AB		0.1	0.5	7.11	0.07	A					0.2	1.1	8.42	0.19	A			
	Existing Layout - 2034 - + Development																	
Stream B-AC	D5	0.3	1.4	8.76	0.24	A	3.29	A	196 % [Stream B-AC]	D6	0.2	0.5	7.49	0.14	A	4.23	A	289 [Strea C-AB
Stream C-AB		0.1	0.5	7.27	0.09	A					0.3	1.3	8.08	0.21	A			
	Existing Layout - 2034 - Baseline																	
Stream B-AC	D3	0.3	1.3	8.37	0.21	A	3.23	A	234 % [Stream B-AC]	D4	0.1	0.5	7.24	0.12	A	4.42	A	335 [Strea C-AB
Stream C-AB		0.1	0.5	7.16	0.08	A					0.2	1.1	7.93	0.19	A			

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

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

File summary

File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2024	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15		✓
D2	2024	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2034	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2034	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2034	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2034	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

Existing Layout - 2024 | Existing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	269	Stream B-AC	3.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (E)		Major
B	Crymlyn Parc		Minor
C	Crymlyn Rd (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (W)	6.00			50.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Crymlyn Parc	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	1.05	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.60	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	2.83	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.07	0.98
	B - Crymlyn Parc	0.12	0.00	1.48
	C - Crymlyn Rd (W)	2.25	0.58	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.19	8.12	0.2	1.1	A	1.47	132.14
C-AB	0.07	7.11	0.1	0.5	A	0.54	48.82
C-A						2.05	184.90
A-B						0.06	5.78
A-C						0.90	80.93

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.20	18.07	0.00	9.26	0.130	1.19	0.0	0.1	7.431	A
C-AB	0.44	6.63	0.00	9.06	0.049	0.44	0.0	0.1	6.960	A
C-A	1.69	25.33	0.00			1.69				
A-B	0.05	0.79	0.00			0.05				
A-C	0.74	11.07	0.00			0.74				

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	21.58	0.00	9.21	0.156	1.44	0.1	0.2	7.713	A
C-AB	0.53	7.96	0.00	9.07	0.058	0.53	0.1	0.1	7.027	A
C-A	2.01	30.21	0.00			2.01				
A-B	0.06	0.94	0.00			0.06				
A-C	0.88	13.22	0.00			0.88				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.76	26.42	0.00	9.15	0.193	1.76	0.2	0.2	8.116	A
C-AB	0.65	9.82	0.00	9.09	0.072	0.65	0.1	0.1	7.110	A
C-A	2.46	36.91	0.00			2.46				
A-B	0.08	1.16	0.00			0.08				
A-C	1.08	16.19	0.00			1.08				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.76	26.42	0.00	9.15	0.193	1.76	0.2	0.2	8.123	A
C-AB	0.65	9.82	0.00	9.09	0.072	0.65	0.1	0.1	7.110	A
C-A	2.46	36.91	0.00			2.46				
A-B	0.08	1.16	0.00			0.08				
A-C	1.08	16.19	0.00			1.08				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.44	21.58	0.00	9.21	0.156	1.44	0.2	0.2	7.724	A
C-AB	0.53	7.96	0.00	9.07	0.058	0.53	0.1	0.1	7.031	A
C-A	2.01	30.21	0.00			2.01				
A-B	0.06	0.94	0.00			0.06				
A-C	0.88	13.22	0.00			0.88				

09:00 - 09:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.20	18.07	0.00	9.26	0.130	1.21	0.2	0.2	7.453	A
C-AB	0.44	6.63	0.00	9.06	0.049	0.44	0.1	0.1	6.963	A
C-A	1.69	25.33	0.00			1.69				
A-B	0.05	0.79	0.00			0.05				
A-C	0.74	11.07	0.00			0.74				

Queue Variation Results for each time segment

07:45 - 08:00

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

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.03	0.29	0.73	1.13			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

09:00 - 09:15

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

Existing Layout - 2024 | Existing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2024 | Existing | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.01	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	255	Stream C-AB	3.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2024	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	2.75	100.000
B - Crymlyn Parc		ONE HOUR	✓	0.91	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	2.77	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.05	2.70
	B - Crymlyn Parc	0.03	0.00	0.88
	C - Crymlyn Rd (W)	1.35	1.42	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.11	7.68	0.1	0.5	A	0.91	54.60
C-AB	0.19	8.42	0.2	1.1	A	1.47	87.95
C-A						1.30	78.25
A-B						0.05	3.00
A-C						2.70	162.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.82	12.27	0.00	8.96	0.091	0.82	0.1	0.1	7.369	A
C-AB	1.31	19.63	0.00	8.77	0.149	1.31	0.1	0.2	8.034	A
C-A	1.18	17.72	0.00			1.18				
A-B	0.04	0.67	0.00			0.04				
A-C	2.43	36.41	0.00			2.43				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.00	15.03	0.00	8.81	0.114	1.00	0.1	0.1	7.677	A
C-AB	1.62	24.35	0.00	8.75	0.186	1.62	0.2	0.2	8.412	A
C-A	1.43	21.40	0.00			1.43				
A-B	0.06	0.83	0.00			0.06				
A-C	2.97	44.59	0.00			2.97				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.00	15.03	0.00	8.81	0.114	1.00	0.1	0.1	7.680	A
C-AB	1.62	24.35	0.00	8.75	0.186	1.62	0.2	0.2	8.420	A
C-A	1.43	21.40	0.00			1.43				
A-B	0.06	0.83	0.00			0.06				
A-C	2.97	44.59	0.00			2.97				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.82	12.27	0.00	8.96	0.091	0.82	0.1	0.1	7.375	A
C-AB	1.31	19.63	0.00	8.77	0.149	1.31	0.2	0.2	8.046	A
C-A	1.18	17.72	0.00			1.18				
A-B	0.04	0.67	0.00			0.04				
A-C	2.43	36.41	0.00			2.43				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.23	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.23	0.03	0.28	0.64	1.08			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Existing Layout - 2034 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2034 | Baseline | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	234	Stream B-AC	3.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2034	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	1.16	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.77	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	3.14	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.07	1.09
	B - Crymlyn Parc	0.13	0.00	1.64
	C - Crymlyn Rd (W)	2.49	0.65	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.21	8.37	0.3	1.3	A	1.77	106.20
C-AB	0.08	7.16	0.1	0.5	A	0.67	40.05
C-A						2.47	148.35
A-B						0.07	4.20
A-C						1.09	65.40

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.59	23.87	0.00	9.19	0.173	1.59	0.2	0.2	7.895	A
C-AB	0.60	8.95	0.00	9.08	0.066	0.60	0.1	0.1	7.071	A
C-A	2.23	33.39	0.00			2.23				
A-B	0.06	0.94	0.00			0.06				
A-C	0.98	14.70	0.00			0.98				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.95	29.23	0.00	9.11	0.214	1.94	0.2	0.3	8.362	A
C-AB	0.74	11.07	0.00	9.12	0.081	0.74	0.1	0.1	7.161	A
C-A	2.72	40.78	0.00			2.72				
A-B	0.08	1.16	0.00			0.08				
A-C	1.20	18.00	0.00			1.20				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.95	29.23	0.00	9.11	0.214	1.95	0.3	0.3	8.373	A
C-AB	0.74	11.07	0.00	9.12	0.081	0.74	0.1	0.1	7.164	A
C-A	2.72	40.78	0.00			2.72				
A-B	0.08	1.16	0.00			0.08				
A-C	1.20	18.00	0.00			1.20				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.59	23.87	0.00	9.19	0.173	1.60	0.3	0.2	7.908	A
C-AB	0.60	8.95	0.00	9.08	0.066	0.60	0.1	0.1	7.076	A
C-A	2.23	33.39	0.00			2.23				
A-B	0.06	0.94	0.00			0.06				
A-C	0.98	14.70	0.00			0.98				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.07	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.96	1.28			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

Existing Layout - 2034 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2034 | Baseline | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.42	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	335	Stream C-AB	4.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2034	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	0.51	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.02	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	3.06	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.10	0.41
	B - Crymlyn Parc	0.04	0.00	0.98
	C - Crymlyn Rd (W)	1.49	1.57	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.12	7.24	0.1	0.5	A	1.02	61.20
C-AB	0.19	7.93	0.2	1.1	A	1.62	97.47
C-A						1.44	86.13
A-B						0.10	6.00
A-C						0.41	24.60

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.92	13.75	0.00	9.44	0.097	0.92	0.1	0.1	7.040	A
C-AB	1.45	21.75	0.00	9.28	0.156	1.45	0.2	0.2	7.662	A
C-A	1.30	19.51	0.00			1.30				
A-B	0.09	1.35	0.00			0.09				
A-C	0.37	5.53	0.00			0.37				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.12	16.85	0.00	9.40	0.119	1.12	0.1	0.1	7.241	A
C-AB	1.80	26.98	0.00	9.37	0.192	1.80	0.2	0.2	7.918	A
C-A	1.57	23.55	0.00			1.57				
A-B	0.11	1.65	0.00			0.11				
A-C	0.45	6.77	0.00			0.45				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.12	16.85	0.00	9.40	0.119	1.12	0.1	0.1	7.244	A
C-AB	1.80	26.98	0.00	9.37	0.192	1.80	0.2	0.2	7.927	A
C-A	1.57	23.55	0.00			1.57				
A-B	0.11	1.65	0.00			0.11				
A-C	0.45	6.77	0.00			0.45				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.92	13.75	0.00	9.44	0.097	0.92	0.1	0.1	7.046	A
C-AB	1.45	21.75	0.00	9.28	0.156	1.45	0.2	0.2	7.676	A
C-A	1.30	19.51	0.00			1.30				
A-B	0.09	1.35	0.00			0.09				
A-C	0.37	5.53	0.00			0.37				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.24	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.25	0.03	0.29	0.76	1.14			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.00	0.00	0.11	0.11			N/A	N/A
C-AB	0.19	0.00	0.00	0.19	0.19			N/A	N/A

Existing Layout - 2034 | + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2034 | + Development | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	196	Stream B-AC	3.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2034	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	1.49	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.94	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	3.41	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.09	1.40
	B - Crymlyn Parc	0.16	0.00	1.78
	C - Crymlyn Rd (W)	2.68	0.73	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.24	8.76	0.3	1.4	A	1.94	116.40
C-AB	0.09	7.27	0.1	0.5	A	0.75	45.23
C-A						2.66	159.37
A-B						0.09	5.40
A-C						1.40	84.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.74	26.16	0.00	9.08	0.192	1.74	0.2	0.2	8.174	A
C-AB	0.67	10.10	0.00	9.05	0.074	0.67	0.1	0.1	7.162	A
C-A	2.39	35.89	0.00			2.39				
A-B	0.08	1.21	0.00			0.08				
A-C	1.26	18.88	0.00			1.26				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.14	32.04	0.00	8.99	0.238	2.13	0.2	0.3	8.745	A
C-AB	0.83	12.52	0.00	9.09	0.092	0.83	0.1	0.1	7.268	A
C-A	2.92	43.80	0.00			2.92				
A-B	0.10	1.49	0.00			0.10				
A-C	1.54	23.12	0.00			1.54				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	2.14	32.04	0.00	8.99	0.238	2.14	0.3	0.3	8.757	A
C-AB	0.83	12.52	0.00	9.09	0.092	0.83	0.1	0.1	7.271	A
C-A	2.92	43.80	0.00			2.92				
A-B	0.10	1.49	0.00			0.10				
A-C	1.54	23.12	0.00			1.54				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.74	26.16	0.00	9.08	0.192	1.75	0.3	0.2	8.192	A
C-AB	0.67	10.10	0.00	9.05	0.074	0.67	0.1	0.1	7.167	A
C-A	2.39	35.89	0.00			2.39				
A-B	0.08	1.21	0.00			0.08				
A-C	1.26	18.88	0.00			1.26				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.08	0.03	0.25	0.46	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.10	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.31	0.03	0.31	1.10	1.42			N/A	N/A
C-AB	0.10	0.03	0.25	0.45	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.24	0.00	0.00	0.24	0.24			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

Existing Layout - 2034 | + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034 | + Development | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	289	Stream C-AB	4.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	0.79	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.15	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	3.51	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	0.00	0.14	0.65
	B - Crymlyn Parc	0.06	0.00	1.09
	C - Crymlyn Rd (W)	1.80	1.71	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
From	A - Crymlyn Rd (E)	10	10	10
	B - Crymlyn Parc	10	10	10
	C - Crymlyn Rd (W)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.14	7.49	0.2	0.5	A	1.15	69.00
C-AB	0.21	8.08	0.3	1.3	A	1.79	107.32
C-A						1.72	103.28
A-B						0.14	8.40
A-C						0.65	39.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.03	15.51	0.00	9.33	0.111	1.03	0.1	0.1	7.234	A
C-AB	1.59	23.90	0.00	9.29	0.171	1.59	0.2	0.2	7.785	A
C-A	1.56	23.44	0.00			1.56				
A-B	0.13	1.89	0.00			0.13				
A-C	0.58	8.77	0.00			0.58				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.27	18.99	0.00	9.27	0.137	1.26	0.1	0.2	7.489	A
C-AB	1.98	29.76	0.00	9.41	0.211	1.98	0.2	0.3	8.069	A
C-A	1.88	28.21	0.00			1.88				
A-B	0.15	2.31	0.00			0.15				
A-C	0.72	10.73	0.00			0.72				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.27	18.99	0.00	9.27	0.137	1.27	0.2	0.2	7.492	A
C-AB	1.98	29.76	0.00	9.41	0.211	1.98	0.3	0.3	8.077	A
C-A	1.88	28.21	0.00			1.88				
A-B	0.15	2.31	0.00			0.15				
A-C	0.72	10.73	0.00			0.72				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.03	15.51	0.00	9.33	0.111	1.04	0.2	0.1	7.241	A
C-AB	1.59	23.90	0.00	9.29	0.171	1.60	0.3	0.2	7.801	A
C-A	1.56	23.44	0.00			1.56				
A-B	0.13	1.89	0.00			0.13				
A-C	0.58	8.77	0.00			0.58				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.28	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.28	0.03	0.30	0.97	1.28			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Serecold Ave West.j11
Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis
Report generation date: 09/10/2025 17:40:56

»Existing Layout - 2025 | Existing | AM
»Existing Layout - 2025 | Existing | PM
»Existing Layout - 2035 | Baseline | AM
»Existing Layout - 2035 | Baseline | PM
»Existing Layout - 2035 | + Development | AM
»Existing Layout - 2035 | + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Residu Capaci
	Existing Layout - 2025 - Existing																	
Stream B-AC	D1	0.2	0.7	8.19	0.17	A	1.71	A	252 % [Stream B-AC]	D2	0.1	0.5	7.96	0.10	A	0.84	A	299 [Strea B-AC]
Stream C-AB		0.0	0.5	7.12	0.01	A					0.0	0.5	7.34	0.00	A			
	Existing Layout - 2035 - + Development																	
Stream B-AC	D5	0.3	1.3	8.93	0.21	A	1.85	A	179 % [Stream B-AC]	D6	0.1	0.5	8.54	0.13	A	0.95	A	216 [Strea B-AC]
Stream C-AB		0.0	0.5	7.28	0.01	A					0.0	0.5	7.51	0.01	A			
	Existing Layout - 2035 - Baseline																	
Stream B-AC	D3	0.2	1.1	8.44	0.19	A	1.75	A	220 % [Stream B-AC]	D4	0.1	0.5	8.18	0.11	A	0.88	A	259 [Strea B-AC]
Stream C-AB		0.0	0.5	7.18	0.01	A					0.0	0.5	7.43	0.01	A			

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

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

File summary

File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15		✓
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

Existing Layout - 2025 | Existing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	252	Stream B-AC	1.71	A

Arms

Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (West)		Major
B	Serecold Avenue (West)		Minor
C	Crymlyn Rd (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (East)	6.00			50.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Serecold Avenue (West)	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	2.60	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	1.35	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.86	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.05	2.55
	B - Serecold Avenue (West)	0.07	0.00	1.28
	C - Crymlyn Rd (East)	2.78	0.08	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.17	8.19	0.2	0.7	A	1.24	111.49
C-AB	0.01	7.12	0.0	0.5	A	0.07	6.63
C-A						2.55	229.56
A-B						0.05	4.13
A-C						2.34	210.59

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.02	15.25	0.00	9.04	0.112	1.01	0.0	0.1	7.457	A
C-AB	0.06	0.91	0.00	8.70	0.007	0.06	0.0	0.0	6.943	A
C-A	2.09	31.39	0.00			2.09				
A-B	0.04	0.56	0.00			0.04				
A-C	1.92	28.80	0.00			1.92				

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.21	18.20	0.00	8.95	0.136	1.21	0.1	0.2	7.756	A
C-AB	0.07	1.08	0.00	8.62	0.008	0.07	0.0	0.0	7.017	A
C-A	2.50	37.48	0.00			2.50				
A-B	0.04	0.67	0.00			0.04				
A-C	2.29	34.39	0.00			2.29				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.49	22.30	0.00	8.81	0.169	1.48	0.2	0.2	8.186	A
C-AB	0.09	1.33	0.00	8.51	0.010	0.09	0.0	0.0	7.119	A
C-A	3.06	45.91	0.00			3.06				
A-B	0.06	0.83	0.00			0.06				
A-C	2.81	42.11	0.00			2.81				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.49	22.30	0.00	8.81	0.169	1.49	0.2	0.2	8.193	A
C-AB	0.09	1.33	0.00	8.51	0.010	0.09	0.0	0.0	7.119	A
C-A	3.06	45.91	0.00			3.06				
A-B	0.06	0.83	0.00			0.06				
A-C	2.81	42.11	0.00			2.81				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.21	18.20	0.00	8.95	0.136	1.22	0.2	0.2	7.766	A
C-AB	0.07	1.08	0.00	8.62	0.008	0.07	0.0	0.0	7.017	A
C-A	2.50	37.48	0.00			2.50				
A-B	0.04	0.67	0.00			0.04				
A-C	2.29	34.39	0.00			2.29				

09:00 - 09:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.02	15.25	0.00	9.04	0.112	1.02	0.2	0.1	7.479	A
C-AB	0.06	0.91	0.00	8.70	0.007	0.06	0.0	0.0	6.946	A
C-A	2.09	31.39	0.00			2.09				
A-B	0.04	0.56	0.00			0.04				
A-C	1.92	28.80	0.00			1.92				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.27	0.48	0.65			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.13	0.00	0.00	0.13	0.13			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Existing Layout - 2025 | Existing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2025 | Existing | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	299	Stream B-AC	0.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	3.68	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	0.73	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	2.73	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.08	3.60
	B - Serecold Avenue (West)	0.08	0.00	0.65
	C - Crymlyn Rd (East)	2.70	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.10	7.96	0.1	0.5	A	0.73	43.80
C-AB	0.00	7.34	0.0	0.5	A	0.03	1.80
C-A						2.70	162.00
A-B						0.08	4.80
A-C						3.60	216.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.66	9.84	0.00	8.54	0.077	0.66	0.1	0.1	7.610	A
C-AB	0.03	0.41	0.00	8.38	0.003	0.03	0.0	0.0	7.186	A
C-A	2.43	36.41	0.00			2.43				
A-B	0.07	1.08	0.00			0.07				
A-C	3.24	48.54	0.00			3.24				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.80	12.06	0.00	8.34	0.096	0.80	0.1	0.1	7.956	A
C-AB	0.03	0.50	0.00	8.21	0.004	0.03	0.0	0.0	7.338	A
C-A	2.97	44.59	0.00			2.97				
A-B	0.09	1.32	0.00			0.09				
A-C	3.96	59.46	0.00			3.96				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.80	12.06	0.00	8.34	0.096	0.80	0.1	0.1	7.959	A
C-AB	0.03	0.50	0.00	8.21	0.004	0.03	0.0	0.0	7.338	A
C-A	2.97	44.59	0.00			2.97				
A-B	0.09	1.32	0.00			0.09				
A-C	3.96	59.46	0.00			3.96				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.66	9.84	0.00	8.54	0.077	0.66	0.1	0.1	7.613	A
C-AB	0.03	0.41	0.00	8.38	0.003	0.03	0.0	0.0	7.186	A
C-A	2.43	36.41	0.00			2.43				
A-B	0.07	1.08	0.00			0.07				
A-C	3.24	48.54	0.00			3.24				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

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

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing Layout - 2035 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2035 | Baseline | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	220	Stream B-AC	1.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	2.88	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	1.49	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.17	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.06	2.82
	B - Serecold Avenue (West)	0.07	0.00	1.42
	C - Crymlyn Rd (East)	3.08	0.09	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.19	8.44	0.2	1.1	A	1.49	89.40
C-AB	0.01	7.18	0.0	0.5	A	0.09	5.43
C-A						3.08	184.77
A-B						0.06	3.60
A-C						2.82	169.20

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.34	20.09	0.00	8.90	0.151	1.34	0.1	0.2	7.934	A
C-AB	0.08	1.22	0.00	8.57	0.009	0.08	0.0	0.0	7.066	A
C-A	2.77	41.53	0.00			2.77				
A-B	0.05	0.81	0.00			0.05				
A-C	2.54	38.03	0.00			2.54				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.64	24.61	0.00	8.75	0.188	1.64	0.2	0.2	8.435	A
C-AB	0.10	1.50	0.00	8.45	0.012	0.10	0.0	0.0	7.180	A
C-A	3.39	50.86	0.00			3.39				
A-B	0.07	0.99	0.00			0.07				
A-C	3.10	46.57	0.00			3.10				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.64	24.61	0.00	8.75	0.188	1.64	0.2	0.2	8.443	A
C-AB	0.10	1.50	0.00	8.45	0.012	0.10	0.0	0.0	7.180	A
C-A	3.39	50.86	0.00			3.39				
A-B	0.07	0.99	0.00			0.07				
A-C	3.10	46.57	0.00			3.10				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.34	20.09	0.00	8.90	0.151	1.34	0.2	0.2	7.946	A
C-AB	0.08	1.22	0.00	8.57	0.009	0.08	0.0	0.0	7.070	A
C-A	2.77	41.53	0.00			2.77				
A-B	0.05	0.81	0.00			0.05				
A-C	2.54	38.03	0.00			2.54				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.23	0.03	0.28	0.64	1.08			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Existing Layout - 2035 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2035 | Baseline | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.88	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	259	Stream B-AC	0.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.07	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	0.81	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.03	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.09	3.98
	B - Serecold Avenue (West)	0.09	0.00	0.72
	C - Crymlyn Rd (East)	2.99	0.04	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.11	8.18	0.1	0.5	A	0.81	48.60
C-AB	0.01	7.43	0.0	0.5	A	0.04	2.41
C-A						2.99	179.39
A-B						0.09	5.40
A-C						3.98	238.80

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.73	10.92	0.00	8.44	0.086	0.73	0.1	0.1	7.777	A
C-AB	0.04	0.54	0.00	8.30	0.004	0.04	0.0	0.0	7.259	A
C-A	2.69	40.32	0.00			2.69				
A-B	0.08	1.21	0.00			0.08				
A-C	3.58	53.67	0.00			3.58				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.89	13.38	0.00	8.22	0.108	0.89	0.1	0.1	8.181	A
C-AB	0.04	0.66	0.00	8.12	0.005	0.04	0.0	0.0	7.431	A
C-A	3.29	49.38	0.00			3.29				
A-B	0.10	1.49	0.00			0.10				
A-C	4.38	65.73	0.00			4.38				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.89	13.38	0.00	8.22	0.108	0.89	0.1	0.1	8.185	A
C-AB	0.04	0.66	0.00	8.12	0.005	0.04	0.0	0.0	7.431	A
C-A	3.29	49.38	0.00			3.29				
A-B	0.10	1.49	0.00			0.10				
A-C	4.38	65.73	0.00			4.38				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.73	10.92	0.00	8.44	0.086	0.73	0.1	0.1	7.782	A
C-AB	0.04	0.54	0.00	8.30	0.004	0.04	0.0	0.0	7.262	A
C-A	2.69	40.32	0.00			2.69				
A-B	0.08	1.21	0.00			0.08				
A-C	3.58	53.67	0.00			3.58				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Existing Layout - 2035 | + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2035 | + Development | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	179	Stream B-AC	1.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	3.33	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	1.67	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.41	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.09	3.24
	B - Serecold Avenue (West)	0.11	0.00	1.56
	C - Crymlyn Rd (East)	3.32	0.09	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.21	8.93	0.3	1.3	A	1.67	100.20
C-AB	0.01	7.28	0.0	0.5	A	0.09	5.44
C-A						3.32	199.16
A-B						0.09	5.40
A-C						3.24	194.40

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.50	22.52	0.00	8.74	0.172	1.50	0.2	0.2	8.283	A
C-AB	0.08	1.22	0.00	8.48	0.010	0.08	0.0	0.0	7.143	A
C-A	2.98	44.76	0.00			2.98				
A-B	0.08	1.21	0.00			0.08				
A-C	2.91	43.69	0.00			2.91				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.84	27.58	0.00	8.56	0.215	1.83	0.2	0.3	8.915	A
C-AB	0.10	1.50	0.00	8.34	0.012	0.10	0.0	0.0	7.276	A
C-A	3.65	54.82	0.00			3.65				
A-B	0.10	1.49	0.00			0.10				
A-C	3.57	53.51	0.00			3.57				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.84	27.58	0.00	8.56	0.215	1.84	0.3	0.3	8.926	A
C-AB	0.10	1.50	0.00	8.34	0.012	0.10	0.0	0.0	7.276	A
C-A	3.65	54.82	0.00			3.65				
A-B	0.10	1.49	0.00			0.10				
A-C	3.57	53.51	0.00			3.57				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.50	22.52	0.00	8.74	0.172	1.51	0.3	0.2	8.301	A
C-AB	0.08	1.22	0.00	8.48	0.010	0.08	0.0	0.0	7.146	A
C-A	2.98	44.76	0.00			2.98				
A-B	0.08	1.21	0.00			0.08				
A-C	2.91	43.69	0.00			2.91				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.27	0.03	0.30	0.96	1.28			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.21	0.00	0.00	0.21	0.21			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

Existing Layout - 2035 | + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2035 | + Development | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	216	Stream B-AC	0.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.43	100.000
B - Serecold Avenue (West)		ONE HOUR	✓	0.95	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.45	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.13	4.30
	B - Serecold Avenue (West)	0.12	0.00	0.83
	C - Crymlyn Rd (East)	3.41	0.04	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (West)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (West)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.13	8.54	0.1	0.5	A	0.95	57.00
C-AB	0.01	7.51	0.0	0.5	A	0.04	2.41
C-A						3.41	204.59
A-B						0.13	7.80
A-C						4.30	258.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.85	12.81	0.00	8.31	0.103	0.85	0.1	0.1	8.045	A
C-AB	0.04	0.54	0.00	8.23	0.004	0.04	0.0	0.0	7.324	A
C-A	3.07	45.98	0.00			3.07				
A-B	0.12	1.75	0.00			0.12				
A-C	3.87	57.98	0.00			3.87				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.05	15.69	0.00	8.07	0.130	1.04	0.1	0.1	8.540	A
C-AB	0.04	0.66	0.00	8.03	0.006	0.04	0.0	0.0	7.513	A
C-A	3.75	56.31	0.00			3.75				
A-B	0.14	2.15	0.00			0.14				
A-C	4.73	71.02	0.00			4.73				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.05	15.69	0.00	8.07	0.130	1.05	0.1	0.1	8.545	A
C-AB	0.04	0.66	0.00	8.03	0.006	0.04	0.0	0.0	7.513	A
C-A	3.75	56.31	0.00			3.75				
A-B	0.14	2.15	0.00			0.14				
A-C	4.73	71.02	0.00			4.73				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.85	12.81	0.00	8.31	0.103	0.86	0.1	0.1	8.053	A
C-AB	0.04	0.54	0.00	8.23	0.004	0.04	0.0	0.0	7.324	A
C-A	3.07	45.98	0.00			3.07				
A-B	0.12	1.75	0.00			0.12				
A-C	3.87	57.98	0.00			3.87				

Queue Variation Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:45 - 18:00

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

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: Serecold Ave East.j11
Path: C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis
Report generation date: 09/10/2025 17:52:27

»Existing Layout - 2025 | Existing | AM
»Existing Layout - 2025 | Existing | PM
»Existing Layout - 2035 | Baseline | AM
»Existing Layout - 2035 | Baseline | PM
»Existing Layout - 2035 | + Development | AM
»Existing Layout - 2035 | + Development | PM

Summary of junction performance

	AM									PM								
	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (Veh)	95% Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Netwo Residu Capaci
	Existing Layout - 2025 - Existing																	
Stream B-AC	D1	0.0	0.5	7.16	0.03	A	0.58	A	514 % [Stream B-AC]	D2	0.0	0.5	7.63	0.04	A	0.60	A	322 [Strea B-AC]
Stream C-AB		0.0	0.5	7.54	0.04	A					0.0	0.5	7.63	0.05	A			
	Existing Layout - 2035 - + Development																	
Stream B-AC	D5	0.0	0.5	7.42	0.03	A	0.62	A	398 % [Stream C-AB]	D6	0.0	0.5	8.41	0.03	A	1.43	A	186 [Strea B-AC]
Stream C-AB		0.1	0.5	7.82	0.06	A					0.3	1.2	8.59	0.20	A			
	Existing Layout - 2035 - Baseline																	
Stream B-AC	D3	0.0	0.5	7.29	0.03	A	0.60	A	453 % [Stream B-AC]	D4	0.0	0.5	8.21	0.02	A	1.38	A	216 [Strea B-AC]
Stream C-AB		0.1	0.5	7.65	0.05	A					0.2	0.9	8.42	0.17	A			

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

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

File summary

File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15		✓
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Analysis Set Details

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

Existing Layout - 2025 | Existing | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.58	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	514	Stream B-AC	0.58	A

Arms

Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (West)		Major
B	Serecold Avenue (East)		Minor
C	Crymlyn Rd (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (East)	6.00			50.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Serecold Avenue (East)	One lane	2.75	50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Existing	AM	2024 Existing AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	3.87	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.23	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.15	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.02	3.85
	B - Serecold Avenue (East)	0.00	0.00	0.23
	C - Crymlyn Rd (East)	2.82	0.33	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.03	7.16	0.0	0.5	A	0.21	18.99
C-AB	0.04	7.54	0.0	0.5	A	0.31	27.71
C-A						2.58	232.44
A-B						0.02	1.65
A-C						3.53	317.95

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.17	2.60	0.00	8.96	0.019	0.17	0.0	0.0	6.825	A
C-AB	0.25	3.76	0.00	8.54	0.029	0.25	0.0	0.0	7.234	A
C-A	2.12	31.81	0.00			2.12				
A-B	0.02	0.23	0.00			0.02				
A-C	2.90	43.48	0.00			2.90				

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.21	3.10	0.00	8.82	0.023	0.21	0.0	0.0	6.962	A
C-AB	0.30	4.52	0.00	8.44	0.036	0.30	0.0	0.0	7.366	A
C-A	2.53	37.96	0.00			2.53				
A-B	0.02	0.27	0.00			0.02				
A-C	3.46	51.92	0.00			3.46				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.25	3.80	0.00	8.63	0.029	0.25	0.0	0.0	7.161	A
C-AB	0.37	5.57	0.00	8.32	0.045	0.37	0.0	0.0	7.544	A
C-A	3.10	46.45	0.00			3.10				
A-B	0.02	0.33	0.00			0.02				
A-C	4.24	63.58	0.00			4.24				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.25	3.80	0.00	8.63	0.029	0.25	0.0	0.0	7.161	A
C-AB	0.37	5.57	0.00	8.32	0.045	0.37	0.0	0.0	7.544	A
C-A	3.10	46.45	0.00			3.10				
A-B	0.02	0.33	0.00			0.02				
A-C	4.24	63.58	0.00			4.24				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.21	3.10	0.00	8.82	0.023	0.21	0.0	0.0	6.965	A
C-AB	0.30	4.52	0.00	8.44	0.036	0.30	0.0	0.0	7.367	A
C-A	2.53	37.96	0.00			2.53				
A-B	0.02	0.27	0.00			0.02				
A-C	3.46	51.92	0.00			3.46				

09:00 - 09:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.17	2.60	0.00	8.96	0.019	0.17	0.0	0.0	6.825	A
C-AB	0.25	3.76	0.00	8.54	0.029	0.25	0.0	0.0	7.237	A
C-A	2.12	31.81	0.00			2.12				
A-B	0.02	0.23	0.00			0.02				
A-C	2.90	43.48	0.00			2.90				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.48			N/A	N/A

08:30 - 08:45

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

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

Existing Layout - 2025 | Existing | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D2 - 2025 | Existing | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	322	Stream B-AC	0.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D2	2025	Existing	PM	2024 Existing PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.23	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.26	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.15	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.08	4.15
	B - Serecold Avenue (East)	0.03	0.00	0.23
	C - Crymlyn Rd (East)	2.82	0.33	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.04	7.63	0.0	0.5	A	0.26	15.60
C-AB	0.05	7.63	0.0	0.5	A	0.34	20.18
C-A						2.81	168.82
A-B						0.08	4.80
A-C						4.15	249.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.38	0.028	0.23	0.0	0.0	7.366	A
C-AB	0.30	4.52	0.00	8.37	0.036	0.30	0.0	0.0	7.434	A
C-A	2.53	37.96	0.00			2.53				
A-B	0.07	1.08	0.00			0.07				
A-C	3.73	55.96	0.00			3.73				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.15	0.035	0.29	0.0	0.0	7.632	A
C-AB	0.37	5.58	0.00	8.23	0.045	0.37	0.0	0.0	7.631	A
C-A	3.10	46.45	0.00			3.10				
A-B	0.09	1.32	0.00			0.09				
A-C	4.57	68.54	0.00			4.57				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.15	0.035	0.29	0.0	0.0	7.632	A
C-AB	0.37	5.58	0.00	8.23	0.045	0.37	0.0	0.0	7.631	A
C-A	3.10	46.45	0.00			3.10				
A-B	0.09	1.32	0.00			0.09				
A-C	4.57	68.54	0.00			4.57				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.38	0.028	0.23	0.0	0.0	7.369	A
C-AB	0.30	4.52	0.00	8.37	0.036	0.30	0.0	0.0	7.436	A
C-A	2.53	37.96	0.00			2.53				
A-B	0.07	1.08	0.00			0.07				
A-C	3.73	55.96	0.00			3.73				

Queue Variation Results for each time segment

17:00 - 17:15

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

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:45 - 18:00

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

Existing Layout - 2035 | Baseline | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D3 - 2035 | Baseline | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	453	Stream B-AC	0.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D3	2035	Baseline	AM	2034 Baseline AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.28	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.26	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.49	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.02	4.26
	B - Serecold Avenue (East)	0.00	0.00	0.26
	C - Crymlyn Rd (East)	3.12	0.37	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.03	7.29	0.0	0.5	A	0.26	15.60
C-AB	0.05	7.65	0.1	0.5	A	0.38	22.73
C-A						3.11	186.67
A-B						0.02	1.20
A-C						4.26	255.60

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.73	0.027	0.23	0.0	0.0	7.059	A
C-AB	0.34	5.08	0.00	8.39	0.040	0.34	0.0	0.0	7.453	A
C-A	2.80	41.98	0.00			2.80				
A-B	0.02	0.27	0.00			0.02				
A-C	3.83	57.44	0.00			3.83				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.52	0.034	0.29	0.0	0.0	7.287	A
C-AB	0.42	6.28	0.00	8.26	0.051	0.42	0.0	0.1	7.648	A
C-A	3.42	51.35	0.00			3.42				
A-B	0.02	0.33	0.00			0.02				
A-C	4.69	70.36	0.00			4.69				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.52	0.034	0.29	0.0	0.0	7.287	A
C-AB	0.42	6.28	0.00	8.26	0.051	0.42	0.1	0.1	7.648	A
C-A	3.42	51.35	0.00			3.42				
A-B	0.02	0.33	0.00			0.02				
A-C	4.69	70.36	0.00			4.69				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.73	0.027	0.23	0.0	0.0	7.062	A
C-AB	0.34	5.08	0.00	8.39	0.040	0.34	0.1	0.0	7.457	A
C-A	2.80	41.98	0.00			2.80				
A-B	0.02	0.27	0.00			0.02				
A-C	3.83	57.44	0.00			3.83				

Queue Variation Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

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

08:45 - 09:00

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

Existing Layout - 2035 | Baseline | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D4 - 2035 | Baseline | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	216	Stream B-AC	1.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D4	2035	Baseline	PM	2034 Baseline PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.68	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.17	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	4.33	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.09	4.59
	B - Serecold Avenue (East)	0.04	0.00	0.13
	C - Crymlyn Rd (East)	3.08	1.25	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.02	8.21	0.0	0.5	A	0.17	10.20
C-AB	0.17	8.42	0.2	0.9	A	1.34	80.48
C-A						2.99	179.32
A-B						0.09	5.40
A-C						4.59	275.40

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.15	2.29	0.00	7.80	0.020	0.15	0.0	0.0	7.845	A
C-AB	1.19	17.80	0.00	8.61	0.138	1.18	0.1	0.2	8.079	A
C-A	2.71	40.59	0.00			2.71				
A-B	0.08	1.21	0.00			0.08				
A-C	4.13	61.89	0.00			4.13				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.19	2.81	0.00	7.49	0.025	0.19	0.0	0.0	8.212	A
C-AB	1.50	22.44	0.00	8.62	0.174	1.49	0.2	0.2	8.411	A
C-A	3.27	49.07	0.00			3.27				
A-B	0.10	1.49	0.00			0.10				
A-C	5.05	75.81	0.00			5.05				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.19	2.81	0.00	7.49	0.025	0.19	0.0	0.0	8.213	A
C-AB	1.50	22.44	0.00	8.62	0.174	1.50	0.2	0.2	8.424	A
C-A	3.27	49.07	0.00			3.27				
A-B	0.10	1.49	0.00			0.10				
A-C	5.05	75.81	0.00			5.05				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.15	2.29	0.00	7.80	0.020	0.15	0.0	0.0	7.848	A
C-AB	1.19	17.80	0.00	8.61	0.138	1.19	0.2	0.2	8.094	A
C-A	2.71	40.59	0.00			2.71				
A-B	0.08	1.21	0.00			0.08				
A-C	4.13	61.89	0.00			4.13				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.22	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.23	0.03	0.27	0.49	0.89			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

Existing Layout - 2035 | + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2035 | + Development | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	398	Stream C-AB	0.62	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D5	2035	+ Development	AM	2034 Baseline + Development AM	ONE HOUR	07:45	09:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	4.84	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.26	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	3.81	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.02	4.82
	B - Serecold Avenue (East)	0.00	0.00	0.26
	C - Crymlyn Rd (East)	3.36	0.45	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.03	7.42	0.0	0.5	A	0.26	15.60
C-AB	0.06	7.82	0.1	0.5	A	0.46	27.86
C-A						3.35	200.74
A-B						0.02	1.20
A-C						4.82	289.20

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.61	0.027	0.23	0.0	0.0	7.164	A
C-AB	0.41	6.22	0.00	8.32	0.050	0.41	0.0	0.1	7.592	A
C-A	3.01	45.16	0.00			3.01				
A-B	0.02	0.27	0.00			0.02				
A-C	4.33	65.00	0.00			4.33				

08:15 - 08:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.37	0.034	0.29	0.0	0.0	7.425	A
C-AB	0.51	7.71	0.00	8.19	0.063	0.51	0.1	0.1	7.815	A
C-A	3.68	55.21	0.00			3.68				
A-B	0.02	0.33	0.00			0.02				
A-C	5.31	79.60	0.00			5.31				

08:30 - 08:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.29	4.29	0.00	8.37	0.034	0.29	0.0	0.0	7.425	A
C-AB	0.51	7.71	0.00	8.19	0.063	0.51	0.1	0.1	7.817	A
C-A	3.68	55.21	0.00			3.68				
A-B	0.02	0.33	0.00			0.02				
A-C	5.31	79.60	0.00			5.31				

08:45 - 09:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.23	3.51	0.00	8.61	0.027	0.23	0.0	0.0	7.168	A
C-AB	0.41	6.22	0.00	8.32	0.050	0.42	0.1	0.1	7.597	A
C-A	3.01	45.16	0.00			3.01				
A-B	0.02	0.27	0.00			0.02				
A-C	4.33	65.00	0.00			4.33				

Queue Variation Results for each time segment

08:00 - 08:15

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

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

08:45 - 09:00

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

Existing Layout - 2035 | + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2035 | + Development | PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	186	Stream B-AC	1.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2035	+ Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (West)		ONE HOUR	✓	5.11	100.000
B - Serecold Avenue (East)		ONE HOUR	✓	0.17	100.000
C - Crymlyn Rd (East)		ONE HOUR	✓	4.90	100.000

Origin-Destination Data

Demand (Veh/min)

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	0.00	0.09	5.02
	B - Serecold Avenue (East)	0.04	0.00	0.13
	C - Crymlyn Rd (East)	3.50	1.40	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - Crymlyn Rd (West)	B - Serecold Avenue (East)	C - Crymlyn Rd (East)
From	A - Crymlyn Rd (West)	10	10	10
	B - Serecold Avenue (East)	10	10	10
	C - Crymlyn Rd (East)	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.03	8.41	0.0	0.5	A	0.17	10.20
C-AB	0.20	8.59	0.3	1.2	A	1.53	91.93
C-A						3.37	202.07
A-B						0.09	5.40
A-C						5.02	301.20

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.15	2.29	0.00	7.66	0.020	0.15	0.0	0.0	7.989	A
C-AB	1.35	20.24	0.00	8.64	0.156	1.35	0.2	0.2	8.220	A
C-A	3.06	45.83	0.00			3.06				
A-B	0.08	1.21	0.00			0.08				
A-C	4.51	67.69	0.00			4.51				

17:15 - 17:30

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.19	2.81	0.00	7.32	0.026	0.19	0.0	0.0	8.412	A
C-AB	1.71	25.72	0.00	8.70	0.197	1.71	0.2	0.3	8.581	A
C-A	3.68	55.20	0.00			3.68				
A-B	0.10	1.49	0.00			0.10				
A-C	5.53	82.91	0.00			5.53				

17:30 - 17:45

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.19	2.81	0.00	7.32	0.026	0.19	0.0	0.0	8.413	A
C-AB	1.71	25.72	0.00	8.70	0.197	1.71	0.3	0.3	8.593	A
C-A	3.68	55.20	0.00			3.68				
A-B	0.10	1.49	0.00			0.10				
A-C	5.53	82.91	0.00			5.53				

17:45 - 18:00

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Pedestrian demand (Ped/min)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.15	2.29	0.00	7.66	0.020	0.15	0.0	0.0	7.991	A
C-AB	1.35	20.24	0.00	8.64	0.156	1.35	0.3	0.2	8.238	A
C-A	3.06	45.83	0.00			3.06				
A-B	0.08	1.21	0.00			0.08				
A-C	4.51	67.69	0.00			4.51				

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.02	0.25	0.45	0.48			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.27	0.03	0.26	0.46	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.27	0.03	0.30	0.88	1.21			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021
www.acstro.com