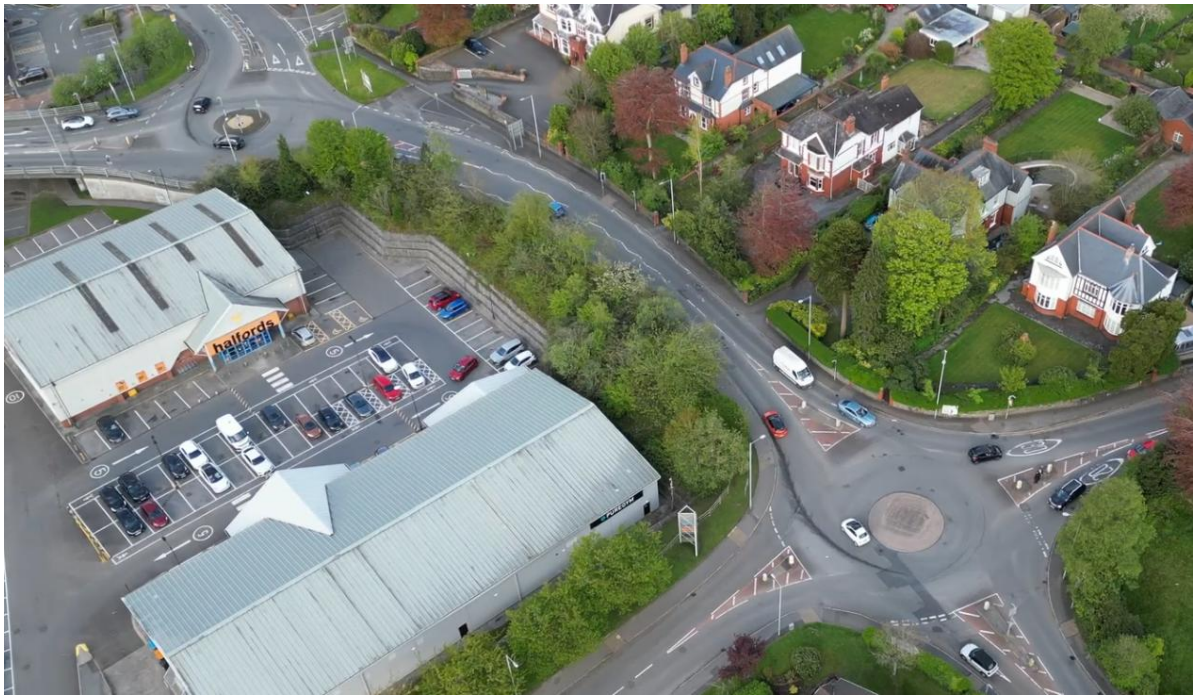
Proposed residential development of up to 250 dwellings at land off Leiros Park, Neath Port Talbot



Transport Assessment

July 2026

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1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Limited have been retained by Codi Group to produce a Transport Assessment (TA) and Travel Plan (TP) to accompany an outline planning application (with all matters reserved except for access) for the construction of up to 250 residential dwellings, public open space, green infrastructure, a small flexible mixed-use/community space, sustainable drainage features, access arrangements, and all associated landscaping and infrastructure works.

1.1.2 The site is located on open land to the north-east of existing residential development, accessed by Daphne Road. The application site is allocated in the Neath Port Talbot Local Development Plan (LDP) as a greenfield site for the development of 200 residential dwellings.

1.1.3 A comprehensive Travel Plan also accompanies the planning submission which details measures, objectives, and targets to ensure that that active and sustainable travel to and from the development is both facilitated and maximised.

1.1.4 The proposed development site has been subject to considerable Transport Assessment studies over a period of 10 years with Asbri Transport Limited first commissioned in 2016. A previous planning application and Transport Assessment was submitted to the Local Planning Authority in 2020. That planning application was withdrawn and was not determined.

1.1.5 There has also been impact testing of the highway network assessed in this Transport Assessment of the Authority's Local Development Plan sites undertaken by WSP on behalf of Neath Port Talbot Local Authority. This is referenced later in the Transport Assessment.

1.1.6 This Transport Assessment seeks to address the comments issued by the Highway Authority on the TA that was submitted as part of the PAC process.

1.2 Scoping of the Report

1.2.1 As detailed several Transport Assessments have been submitted to the Highway Authority previously and the Highway Authority have provided informal comments on these.

1.2.2 A 2025 Scoping Note (ref. T23.128.SN) was submitted to NPT Highway Authority during August 2025 predominantly focusing on methodology and scope of assessment to be adopted for this report.

1.2.3 The scoping note is included at **Appendix A** and all of the highway responses previously received on the project are included at **Appendix B.** This includes the Highway Authority comments received as a consequence of the 2026 PAC process. This Transport Assessment has been progressed with trip generation rates agreed with the local Highway Authority.

1.3 Structure of the Report

1.3.1 Following this introductory chapter, the report is structured as follows:

- Section 2 – Review of applicable planning policy
- Section 3 – Description of the site and surrounding highway
- Section 4 – Summary of the accessibility of the site
- Section 5 – Description of the development proposals
- Section 6 – Quantitative estimate of transport demands arising from the development
- Section 7 – Assessment of impacts from the development
- Section 8 – Summary and Conclusion

2 POLICY REVIEW

2.1 Introduction

2.1.1 This chapter reviews national and local transport related planning policy guidance that is relevant to the proposed development.

2.2 NPTCBC Local Development Plan (2011-2026)

2.2.1 Policy SP7 of the NPTCBC LDP focuses on housing requirement, with the provision of a framework for an additional 8,760 residential units stating that;

"The strategy seeks to deliver population growth to meet the projected level of economic growth over the LDP period having also taken into consideration the objective to increase economic activity and reduce unemployment in line with the Welsh average."

2.2.2 Policy H1 of the NPTCBC LDP has identified Leiros Park Extension for residential development (ref. H1/2).

2.3 Llwybr Newydd: The Wales Transport Strategy 2021

2.3.1 Llwybr Newydd sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society.

2.3.2 The Transport Strategy aims to bring services to people in order to reduce the need to travel and notes that 'if more people can walk and cycle for everyday trips, we will reduce our dependency on cars.'

2.3.3 It sets a long-term direction and three urgent and immediate priorities:

- **Priority 1:** Bring services to people to reduce the need to travel;
- **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure; and,
- **Priority 3:** Encourage people to make the change to more sustainable transport

2.3.4 The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

2.3.5 Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

2.4 Future Wales: the national plan 2040

2.4.1 Future Wales is the national development framework for Wales which sets out the direction for development in Wales up to 2040. Future Wales will aim to promote development that enhances wellbeing and quality of life.

2.4.2 Future Wales pledges to shape growth around sustainable forms of transport and places that make people and the environment healthier. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.

2.4.3 Policy 12: Regional Connectivity of Future Wales outlines the following with regard to car parking at future developments:

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

2.4.4 'In the context of responding to and mitigating the effects of climate change, the Wales Spatial Plan supports the development of spatially targeted responses. These include reducing the need to travel by co-locating jobs, housing and services, for instance, and changing behaviour in favour of 'greener' modes of travel, such as car sharing, public transport, walking and cycling.'

2.5 Planning Policy Wales: Edition 12

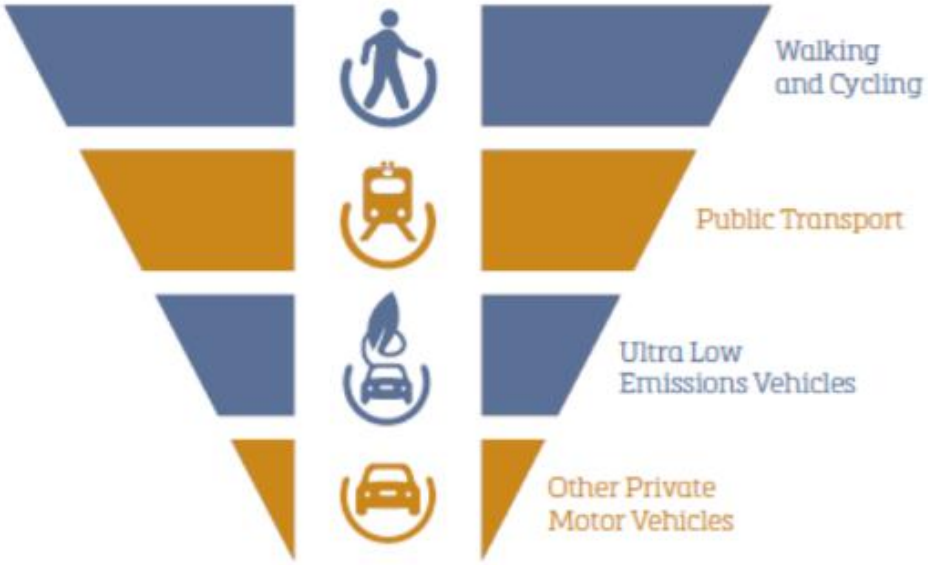
2.5.1 Planning Policy Wales (PPW Edition 12) was published in February 2024. Its transport content is detailed at Section 4 and states:

"The planning system should enable people to access jobs and services through shorter and more efficient journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can extend

choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change and airborne pollution by:

- ***Enabling more Sustainable Travel Choices*** *- measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- ***Network Management*** *- measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- ***Demand Management*** *- the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles"*

2.5.2 The PPW includes the following Transport Hierarchy for Planning:



2.5.3 Paragraph 4.1.12 states the following:

"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. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services."

2.5.4 Paragraph 4.1.23 states:

"Planning authorities must ensure the design of streets contributes to the creation of high-quality places, which will require a multi-disciplinary approach, and should challenge development proposals with standardised, prescriptive, engineering-focussed, risk-adverse street designs."

2.5.5 With reference to car parking, PPW states:

"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

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. The needs of disabled people must be recognised and adequate parking provided for them."

2.6 One Wales: Connecting the Nation

2.6.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.6.2 The goal of One Wales: Connecting the Nation is to:

'Promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.'

2.7 Technical Advice Note (TAN 18)

2.7.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities. To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;

- Promoting walking and cycling;
- Managing parking provision; and,
- Encouraging the location of development near other related uses to encourage multi-purpose trips.

2.7.2 Section 3.4 to 3.6 of TAN 18 references 'Accessible Housing Development', which in summary, seeks to ensure that housing development is sustainable in transport and movement terms including maximising the opportunity for residents to walk and cycle to local facilities and public transport stops.

2.8 Active Travel Act 2013 (Wales)

2.8.1 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use.

- The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:
- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

3 EXISTING SITUATION

3.1 Introduction

3.1.1 To assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

3.1.2 Several site visits have been made to the local area to inform this Transport Assessment and a number made in 2026.

3.2 Site Location

3.3 The proposed development is to be located on a greenfield site approximately 1.8km north of Neath town centre. The site is currently utilised as farmland and is irregular in shape, running in a north-east/south-west axis alignment.

3.4 The site is bounded to the north by farmland and Gilfach Quarry, to the west by Leiros Farm and Gilfach Road - a lane that runs north-south providing access to Gilfach Quarry. Leiros Parc Drive and Daphne Road abuts the sites southern boundary. To the east is dense woodland covering a steep topography, beyond that is Cwmbach Road and residential housing.

3.4.1 The site location and the local highway network are shown in **Figure 3.1.**



Figure 3.1 Site Location

3.5 Highway Network

3.5.1 The local highway network within proximity of the site is shown in **Figure 3.2.**



Figure 3.2 Local highway network

Daphne Road

3.5.2 The southernmost junction of Daphne Road forms the minor arm of a priority junction with the A474 Penywern Road approximately 200m north of the Penywern Road roundabout junction with Cadoxton Road and 310m south of the A474 junction with Leiros Parc Drive, described below.

3.5.3 Daphne Road is a two-way single carriageway road, with an approximate width and length of 7m and 620m respectively. It provides access for eight cul-de-sacs of residential housing via individual junctions that differ in size.

3.5.4 The road forms a staggered priority junction with the A474 and Llewellyn Avenue and there is a ghosted right-turn lane provided on the A474 for both minor roads of the junction.

3.5.5 Parking is permitted along the length of the road with footways for pedestrians on both sides of the carriageway and street lighting is present. Daphne Road accesses Penywern Road via

two different junctions separated by approximately 120m. Both junctions slope down on their approach to Penywern Road.

Leiros Parc Drive

3.5.6 Leiros Parc Drive is a two-way single carriageway road of approximate width and length of 7.3 metres and 515 metres respectively. It is currently used as an access road to six cul-de-sacs of residential housing which access it via individual priority junctions that differ in size.

3.5.7 Parking is permitted along the length of the road with footways for pedestrian movements and street lighting present.

3.5.8 Approximately 36m north of the Penywern Road junction is a signal-controlled pedestrian crossing and 33m south of the junction on the western side of the A474 is a further priority junction that provides access to residential housing.

3.5.9 There is a priority junction at the midpoint of Leiros Parc Road with Herons Way. This acts as a link road between Leiros Parc Road and Daphne Road.

Penywern Road (A474)

3.5.10 Penywern Road classified as the A474 is located to west of the application site and has a north-south alignment. It is the main arterial route providing access to Neath town centre from the nearby residential areas of Rhyddings and Bryncoch. It also provides access to the settlement of Pontardawe to the north.

3.5.11 Penywern Road at its southern end connects with Cadoxton roundabout that joins the A4230, Golwg-Y-Gamlas access road to the Vale of Neath business park and Cadoxton Road which links the two main roundabouts in the vicinity.

3.5.12 To the north, there is a forked junction on Penywern Road providing access to Main Road. Main Road is the minor road on this junction which provides access to the nearby Blaenhonddan Primary School. Penywern then joins Neath Road still classified as the A474.

3.5.13 The road has a 30mph speed limit with footways for pedestrian usage and street lighting either side. This speed limit lowers to 20mph approximately 80m north of the Leiros Parc Road junction in an area by the nearby school.

3.5.14 There is a signal-controlled pedestrian crossing with tactile paving and pedestrian refuge located approximately 45m north of the Leiros Park junction. Footways are present on both sides of the road. For a proportion of the road between Daphne Road and Blaenwern, the eastern footway is separated from the road by a grass verge over a distance of 260m.

3.5.15 Significant highway improvements have been undertaken along Penywern Road by Neath Port Talbot council. The highway improvements consist of traffic calming measures in the form of traffic islands and ghost island right turn lanes into Leiros Parc Drive, Daphne Road and Llewellyn Avenue priority junctions.

Cadoxton Road (A474)

3.5.16 Cadoxton Road is a two-way single carriageway road approximately 8.5m in width with a north east-south west alignment. It connects the two main roundabout junctions which are located approximately 120m apart. The roundabout junctions provide access to the A4230 and B4434 which provides access to Neath town centre.

3.5.17 On the highway link connecting the two roundabout junctions, the road provides access to six large residential dwellings that are all located on its northern side. Four of these are accessed by shared drives. There are 2 retail units located to the south of the road but these are accessed from the roundabout junction of the A474 and A4230.

3.5.18 At the link road's mid-point there is a signal-controlled pedestrian crossing with footways either side of the road for pedestrian use. There is a designated ambulance lay-by on the northern side of Cadoxton Road which is demarcated by carriageway markings and is accompanied by highway signs.

3.5.19 The northernmost roundabout is conventional with the following 4 approach arms Penywern Road, Cadoxton Road (A4230) and Golwg-Y-Gamlas entering it. Each approach arm has a defection island providing a pedestrian refuge with tactile paving.

3.5.20 The southern roundabout is larger in size than the northern one. There are 3 separate arms entering the junction from the B4434, A474 and Cadoxton road with two lane access junctions.

3.5.21 There is provision at the roundabout junctions for pedestrians to cross to the traffic splitter islands where there are dropped kerbs. There are also dropped kerbs located on the adjacent footways.

3.6 Wales 20mph speed limit

3.6.1 On 17 September 2023, the Welsh Government introduced a default 20mph speed limit on restricted roads across Wales. **Figure 3.3** shows that Penywern Road (A474) has retained a 30mph speed limit.

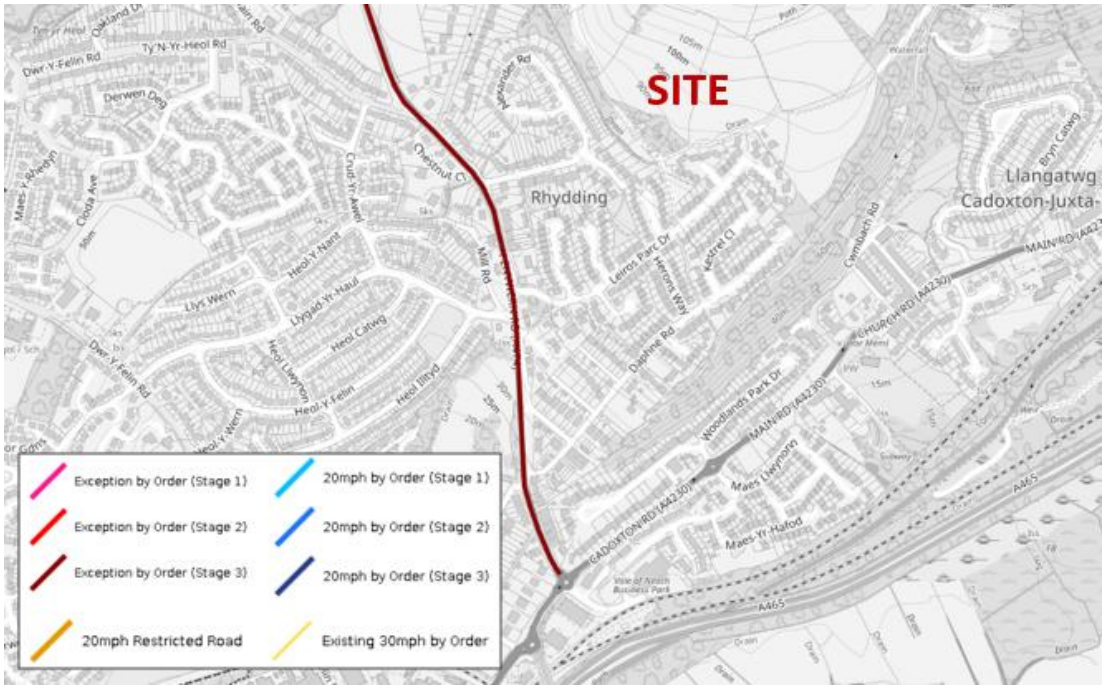


Figure 3.3 Welsh Government 20mph speed reduction

3.6.2 The minor, side roads served off the A474 in the vicinity of the application site are all subject to a 20mph speed limit.

3.7 Highway Safety

3.7.1 Personal Injury Collision (PIC) data was obtained from Welsh Government Open Data for the most recent 5-year period available (2020-2024). This is summarised in **Table 3.1** and shown in **Figure 3.4.**

Year	Severity				Pedestrians	Cyclists	Casualties	Vehicles
	Fatal	Serious	Slight	Total				
2020	0	0	0	0	0	0	0	0
2021	0	0	1	1	0	0	1	3
2022	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0
Total	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**3**

Table 3.1 PIC analysis summary



Figure 3.4 PIC analysis locations

3.7.2 As can be seen from the above, just 1 collision has occurred within the study area of which personal injury was recorded as slight. The collision did not involve any pedestrians or cyclists, resulted in 1 casualty and involved 3 vehicles.

3.7.3 The study area shows that there are no collision clusters of concern within the assessed area which are suggestive of a road safety issue. The highway safety record for the area is noted to have improved significantly when compared with the Draft 2 Transport Assessment which detailed a total of 6 slight collisions within the 2018-2022 period. This reduction in collisions could be in part attributable to the Welsh Government 20mph speed limit reduction.

3.7.4 It is considered that the local highway network including the A474 in the vicinity of the application site has a very good safety record.

3.8 Baseline Traffic Flows

3.8.1 In order to obtain the most recent traffic flows on the local highway network, Automatic Traffic Counts (ATC), classified Junction Turning Counts (JTC) and pedestrian counts were undertaken at locations listed below and shown in **Figure 3.5** which shows all 2023 and 2025 survey count locations.



Figure 3.5 Survey locations

Automatic Traffic Counts (ATC) - 2023

3.8.2 The Automatic Traffic Counts were undertaken over a 7-day period at the following locations

- 1) Penywern Rd between Daphne Rd North
- 2) Leiros Parc Dr east between Curlew Close & Bittern Court
- 3) Daphne Rd east of Kestrel Close
- 4) Cadoxton Road between A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout and Cadoxton Rd/B4434 roundabout

3.8.3 The ATCs were undertaken between 18th October – 24th October 2023. The raw survey data can be found at **Appendix C.**

3.8.4 **Table 3.2** and **Table 3.3** summarises the average weekday traffic flows at all sites, in terms of direction and time of day.

Time Period	Weekday Average traffic flows (vehicles)											
	Site 1			Site 2			Site 3			Site 4		
	NB	SB	2-way	NB	SB	2-way	NB	SB	2-way	NB	SB	2-way
00:00	20	9	29	0	0	0	0	0	0	12	25	37
01:00	6	3	9	0	0	0	0	0	0	5	9	14
02:00	8	5	13	0	0	0	0	0	0	6	9	14
03:00	5	5	10	0	0	0	0	0	0	7	6	13
04:00	11	16	27	0	0	0	0	1	1	19	15	34
05:00	45	92	137	0	2	2	0	0	0	114	44	159
06:00	92	167	259	2	4	6	1	2	3	197	104	301
07:00	284	461	745	3	10	13	1	3	4	540	280	820
08:00	538	694	1232	4	7	11	2	6	8	835	550	1385
09:00	368	488	856	7	9	17	3	4	7	661	500	1160
10:00	391	415	806	6	9	16	3	6	9	612	555	1167
11:00	443	438	881	10	9	19	5	3	9	612	646	1258
12:00	480	418	898	8	8	17	4	4	8	623	678	1301
13:00	504	415	919	9	8	17	4	7	11	576	702	1277
14:00	588	428	1016	11	13	24	3	6	9	592	767	1359
15:00	645	576	1221	12	9	21	6	4	10	659	817	1476
16:00	686	488	1174	11	7	18	7	4	10	624	868	1492
17:00	716	436	1152	12	6	18	4	4	8	573	886	1459
18:00	558	382	940	8	9	17	3	3	7	525	719	1244
19:00	364	252	617	6	4	10	3	1	4	349	478	827
20:00	266	161	427	5	2	7	2	1	2	181	350	531
21:00	175	122	296	3	1	4	1	0	1	140	224	364
22:00	117	64	181	2	0	2	1	0	1	70	150	220
23:00	46	28	74	0	0	1	0	0	0	37	63	99
Daily	**7356**	**6562**	**13918**	**117**	**120**	**240**	**54**	**58**	**112**	**8568**	**9444**	**18013**

Table 3.2 2023 Observed Average Weekday Traffic Flows

Time Period	Weekend Average traffic flows (vehicles)											
	Site 1			Site 2			Site 3			Site 4		
	NB	SB	2-way	NB	SB	2-way	NB	SB	2-way	NB	SB	2-way
00:00	53	36	89	2	1	3	0	0	0	47	76	123
01:00	37	25	62	0	0	0	0	0	0	33	53	86
02:00	20	14	34	0	0	0	0	0	0	13	29	42
03:00	15	11	26	1	1	1	0	0	0	15	23	38
04:00	11	9	19	0	0	0	0	0	0	11	15	26
05:00	14	30	44	1	0	1	0	1	1	34	13	47
06:00	36	50	85	0	2	2	0	0	0	55	36	91
07:00	75	103	178	1	2	3	1	3	3	131	90	221
08:00	134	241	375	3	2	5	1	1	2	299	198	497
09:00	267	311	578	3	6	9	1	3	3	434	340	774
10:00	368	434	802	4	6	10	3	3	6	604	514	1118
11:00	472	437	909	7	9	15	3	2	4	654	675	1329
12:00	485	480	965	10	13	23	3	4	6	695	718	1413
13:00	544	439	983	7	6	13	1	3	4	651	728	1378
14:00	495	402	897	11	12	23	5	6	10	584	690	1274
15:00	494	364	857	7	11	18	3	3	6	502	712	1214
16:00	459	344	803	12	4	16	5	4	8	451	623	1074
17:00	479	335	814	7	5	12	5	3	8	431	576	1007
18:00	368	317	684	13	5	18	2	3	5	372	461	832
19:00	271	214	484	6	5	10	1	1	2	264	338	601
20:00	207	144	350	5	1	6	2	0	2	168	248	415
21:00	129	113	242	3	8	10	2	1	3	124	162	286
22:00	103	72	175	1	2	2	0	0	0	85	133	218
23:00	67	48	115	1	1	1	0	0	0	51	87	138
Daily	**5598**	**4967**	**10564**	**99**	**99**	**198**	**33**	**37**	**70**	**6702**	**7535**	**14237**

Table 3.3 2023 Observed Average Weekend Traffic Flows

3.8.5 It can be observed from the above that during a weekday, the maximum average weekday daily flows are observed at site 4 (located on Cadoxton Road between A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout and Cadoxton Rd/B4434 roundabout), where a total of 18,013 two-way vehicle flows were recorded.

3.8.6 It can be observed from the above that during a weekend, the maximum observed average weekend flows were recorded at site 4 with 14,237 daily two-way vehicle flows.

3.8.7 The data shows a relatively low level of traffic flows along Leiros Park Drive and Daphne Road which reflects the carriageways various cul-de-sacs.

3.8.8 The daily traffic flow profiles for all count sites for the two-way weekday and two-way weekend average flows are shown in **Figure 3.6** and **Figure 3.7.**

3.8.9 **Figure 3.8 - Figure 3.11** details the average weekday and weekend directional average flows for each site.

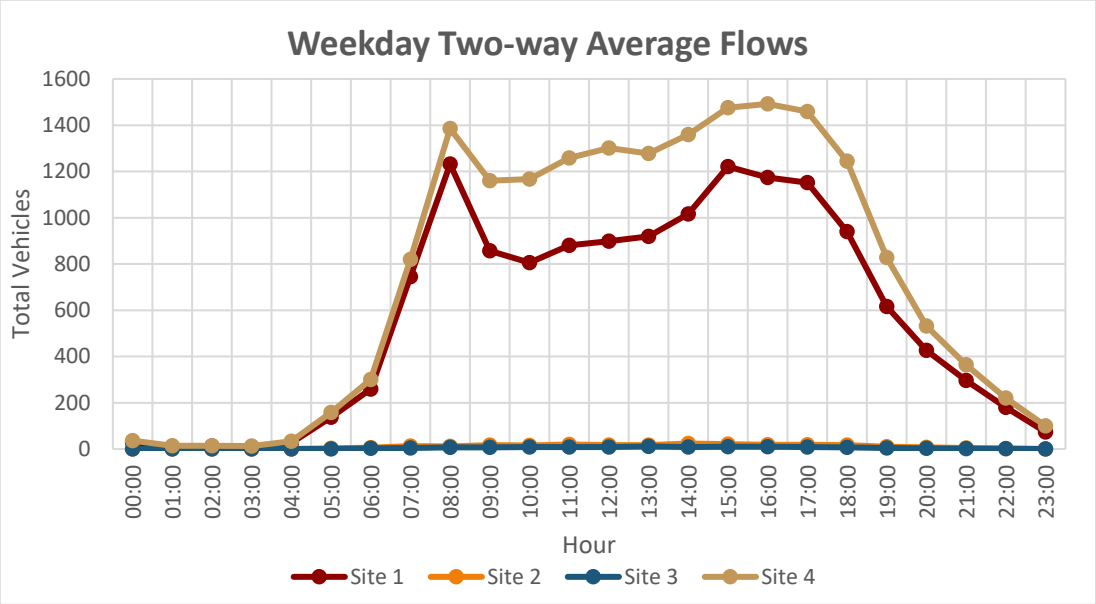


Figure 3.6 Weekday two-way average flows

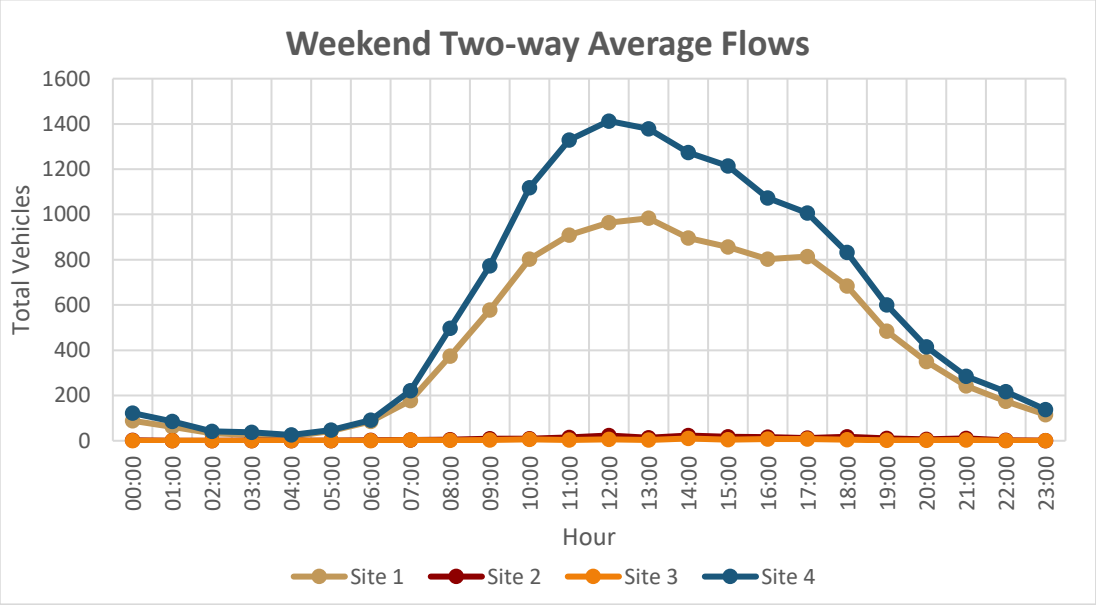


Figure 3.7 Weekend two-way average flows

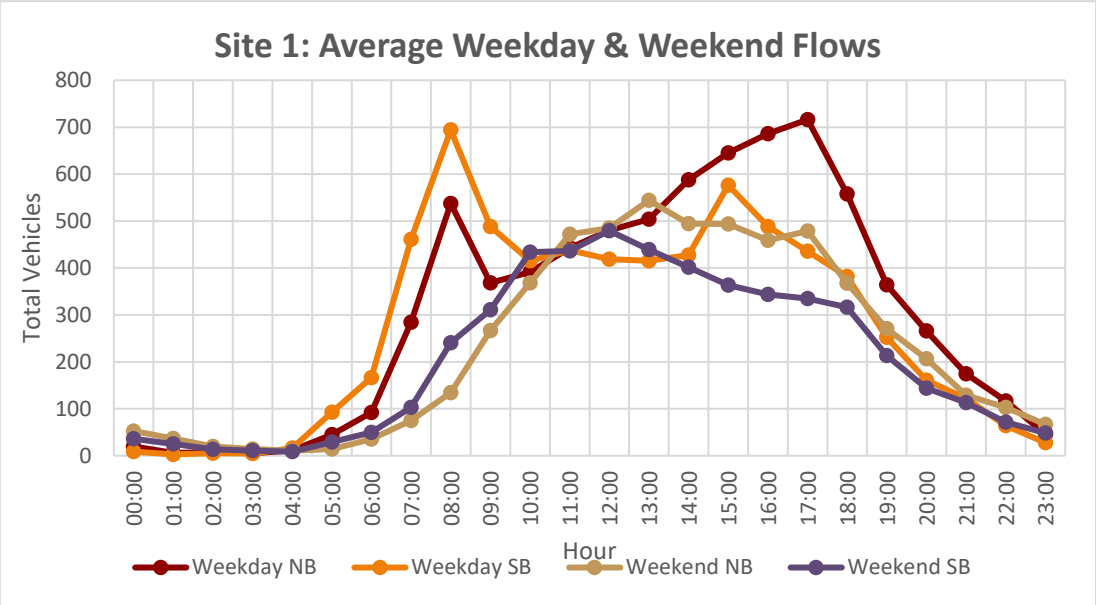


Figure 3.8 2023: Site 1 Average Weekday & Weekend Flows

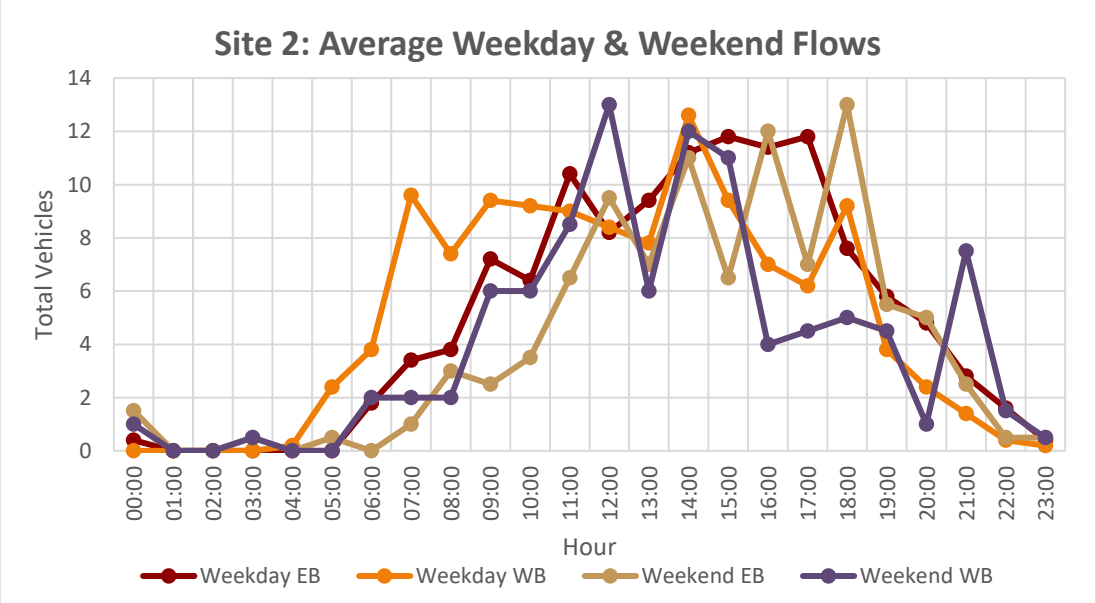


Figure 3.9 2023: Site 2 Average Weekday & Weekend Flows

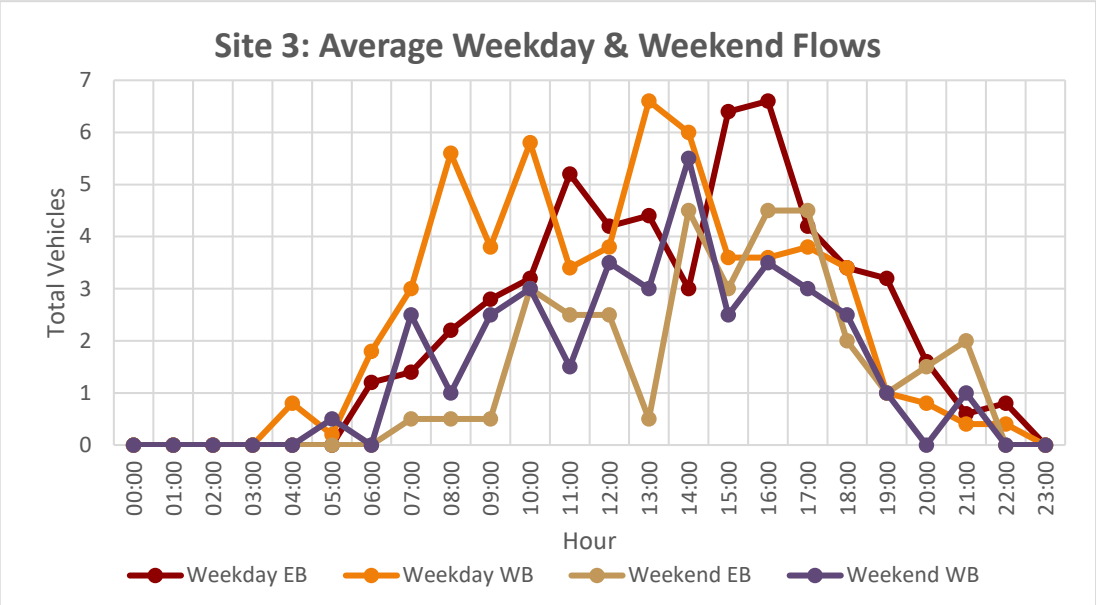


Figure 3.10 2023: Site 3 Average Weekday & Weekend Flows

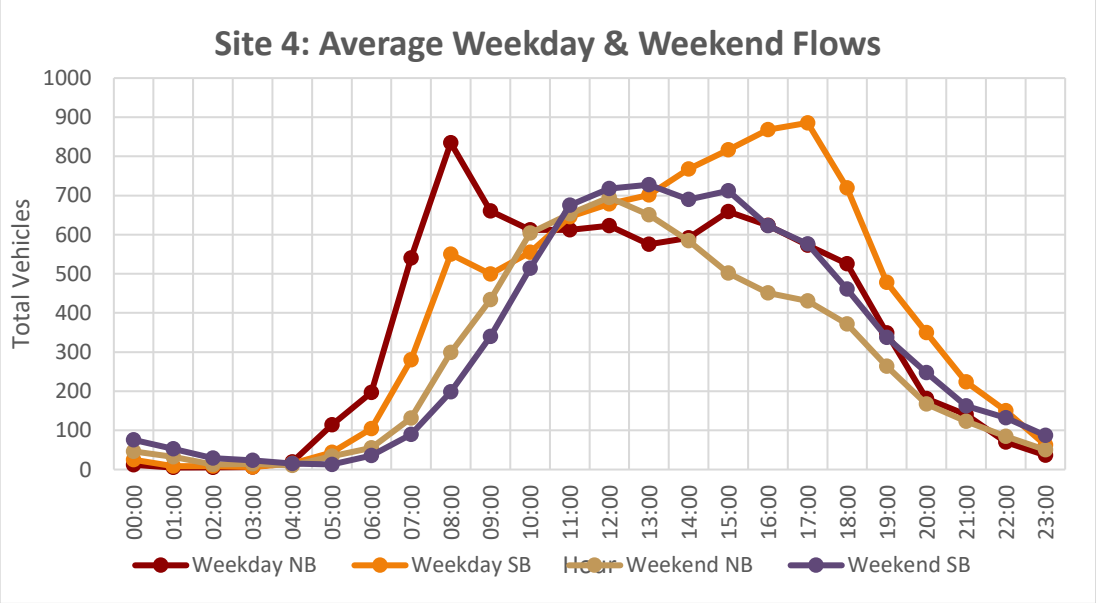


Figure 3.11 2023: Site 4 Average Weekday & Weekend Flows

3.8.10 It can be observed from the above that the 4 ATC sites show a typical flow profile with a pronounced peak during the weekdays AM and PM period and a pronounced peak at approximately midday period during the weekend. The flow profile across the 4 sites coincides with the network peak.

Automatic Traffic Counts (ATC) - 2025

3.8.11 Three further automatic traffic counts were undertaken in October 2025 are:

- 1) Cadoxton Road approximately mid-way between both roundabout junctions.
- 2) The A474 just north of its roundabout junction with Cadoxton Road
- 3) The northern end of Daphne Road, east of Herons Way junction

3.8.12 **Table 3.4** and **Table 3.5** summarises the average weekday traffic flows at all sites, in terms of direction and time of day.

Time Period	Weekday Average traffic flows (vehicles)								
	Site 1			Site 2			Site 3		
	NB	SB	2-way	EB	WB	2-way	EB	WB	2-way
00:00	30	14	45	20	10	30	0	0	0
01:00	16	8	23	8	6	14	0	0	0
02:00	9	5	14	5	3	8	0	0	1
03:00	10	6	16	4	5	9	0	0	0
04:00	27	17	45	13	17	30	0	0	0
05:00	101	90	192	33	92	125	0	0	0
06:00	228	195	423	91	201	292	3	3	6
07:00	525	516	1041	312	515	827	5	11	16
08:00	770	754	1524	584	691	1274	9	13	22
09:00	688	651	1339	419	555	974	12	13	24
10:00	646	581	1227	413	447	860	11	14	25
11:00	731	625	1356	495	477	972	12	12	24
12:00	741	624	1365	509	451	960	15	11	26
13:00	759	587	1345	529	448	976	10	9	19
14:00	832	624	1456	625	502	1127	10	12	22
15:00	804	654	1458	673	602	1275	16	9	24
16:00	814	617	1431	749	514	1263	16	10	26
17:00	879	588	1467	740	477	1218	12	8	20
18:00	741	515	1255	531	414	945	10	7	17
19:00	573	320	893	402	273	676	7	4	11
20:00	407	181	589	279	181	460	6	2	8
21:00	287	121	408	199	117	316	3	2	5
22:00	173	65	238	113	65	178	2	1	2
23:00	89	34	123	62	33	94	1	1	2
Daily	**10879**	**8391**	**19270**	**7810**	**7094**	**14904**	**159**	**142**	**300**

Table 3.4 2025 Observed Average Weekday Traffic Flows

Time Period	Weekend Average traffic flows (vehicles)								
	Site 1			Site 2			Site 3		
	NB	SB	2-way	EB	WB	2-way	EB	WB	2-way
00:00	77	23	100	52	34	86	1	0	1
01:00	50	19	68	32	16	48	0	0	0
02:00	34	14	47	19	17	35	1	1	1
03:00	32	10	42	17	13	30	0	0	0
04:00	16	14	30	11	14	24	0	0	0
05:00	26	24	49	15	26	40	0	1	1
06:00	64	47	111	37	56	93	1	1	1
07:00	149	123	272	91	133	223	2	4	6
08:00	278	261	538	150	261	411	3	4	7
09:00	426	415	841	264	388	652	11	12	23
10:00	641	629	1270	417	487	904	9	11	20
11:00	734	647	1381	505	479	984	9	9	18
12:00	783	647	1430	546	480	1026	14	9	23
13:00	745	651	1395	528	475	1003	5	10	15
14:00	679	552	1231	493	428	921	12	8	19
15:00	704	494	1198	520	370	890	11	8	19
16:00	638	430	1068	518	347	864	13	8	20
17:00	575	396	971	462	316	778	8	5	12
18:00	492	307	799	382	310	692	9	7	16
19:00	377	186	563	268	215	482	8	2	10
20:00	297	132	429	206	148	354	2	1	3
21:00	218	96	314	147	115	261	1	1	2
22:00	154	55	209	103	68	171	1	0	1
23:00	104	35	139	72	42	114	2	2	4
Daily	**8289**	**6201**	**14490**	**5848**	**5232**	**11080**	**118**	**99**	**217**

Table 3.5 2025 Observed Average Weekend Traffic Flows

3.8.13 There have been several historic traffic surveys undertaken within the vicinity of the application site over the last 10 years. A comparison has been undertaken of the comparable sites for the 2023 and 2025 ATC traffic flows which are shown in **Figure 3.12 – Figure 3.14.**

3.8.14 The average flow profile for weekday on Penywern Road and Cadoxton Road is broadly similar across the two years, with a slight increase in flows. In percentage terms, there is a 7% increase in traffic movements from 2023 to 2025 at both sites.

3.8.15 The average flow profile at Daphne Road has increased, though it should be noted that flows are overall considered minimal.

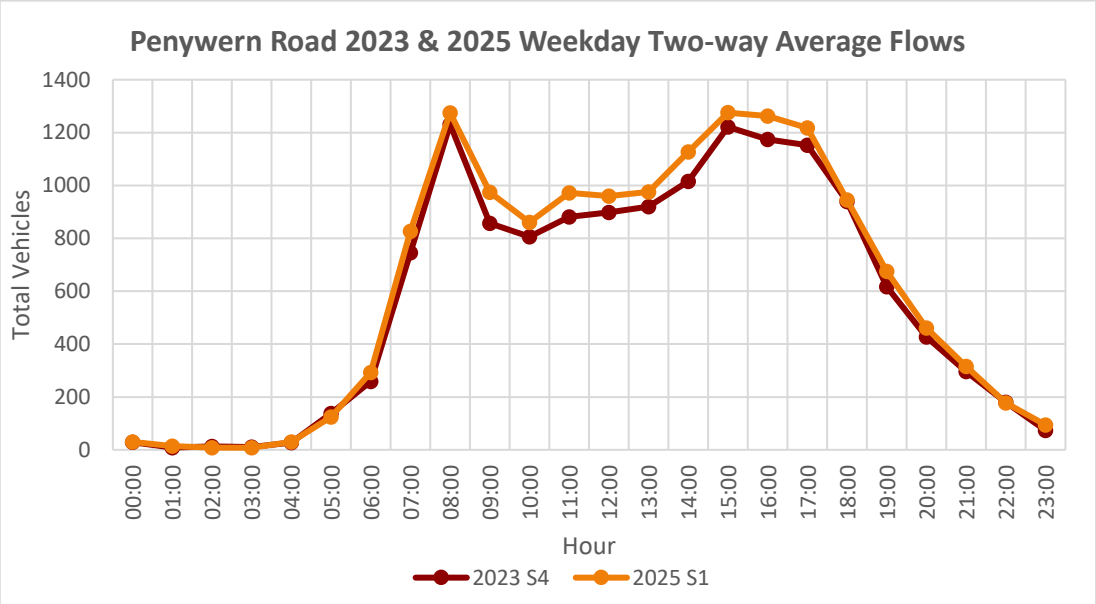


Figure 3.12 Penywern Road ATCs

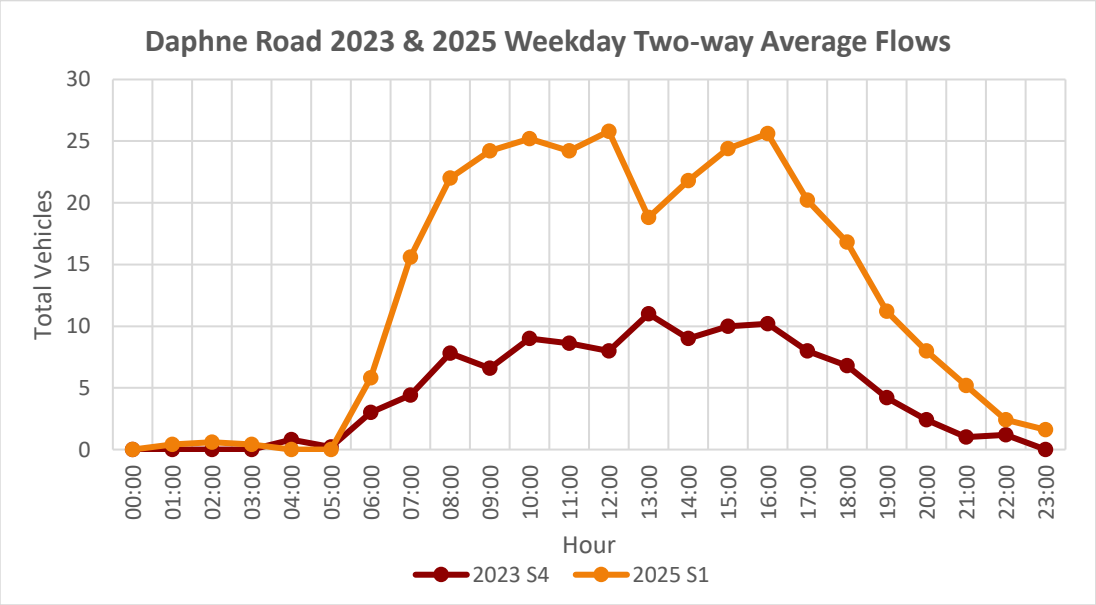


Figure 3.13 Daphne Road ATCs

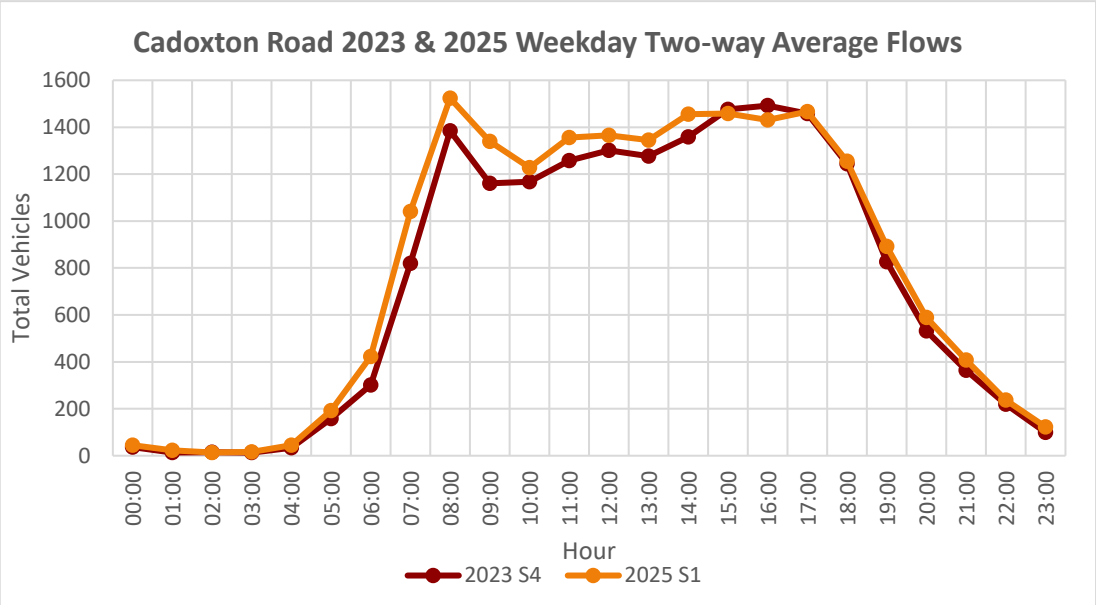


Figure 3.14 Cadoxton Road ATCs

Junction Turning Counts

3.8.16 Classified junction turning counts were undertaken at the following locations between the hours of 0700-1900 on Wednesday 18th October 2023.

- 1) Leiros Park Dr/A474 Penywern Rd/Llygad Yr Haul - Staggered crossroads
- 2) A474 Penywern Rd/Daphne Rd North
- 3) A474 Penywern Rd/Daphne Rd South/Llewellyn Ave - Staggered crossroads
- 4) A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout
- 5) Cadoxton Rd/B4434 Roundabout

3.8.17 The 5 junction turning count surveys determined a peak hour of 08:00-09:00 during the weekday AM and 17:00-18:00 during the weekday PM.

3.8.18 The raw survey data is included in **Appendix D.** The observed peak hour traffic flows in passenger car units (PCUs) for the 2023 surveyed base year are shown in **Appendix E**

3.9 Aerial Drone surveys April 2026

3.9.1 Aerial drone surveys were undertaken of the 2 roundabout junctions on Cadoxton Road in the network am and pm peak periods of 21st April 2026.

3.9.2 The traffic volume data collected in these surveys has been used for the ARCADY modelling of the 2 roundabout junctions. The raw survey data is included in **Appendix F.**

3.9.1 The network flow diagram showing the observed peak hour traffic flows in passenger car units (PCUs) for the 2026 base year shown in **Appendix G.** The surveyed flows have been uplifted from 2023 to 2026 using TEMPro V2 growth factors shown in **Table 3.6.**

Period	NTM growth factors		
	Ward	AM	PM
2023-2026	Average of NPT 006, NPT 007, NPT 008	1.0242	1.0241

Table 3.6 TEMPro growth factors 2023-2026

3.9.2 The highway network was operating normally with no road-works present within the study area on the day of the traffic surveys.

4 SITE ACCESSIBILITY

4.1 Active Travel

4.1.1 Pedestrian and cyclist infrastructure within proximity of the development site is shown in **Figure 4.1.**

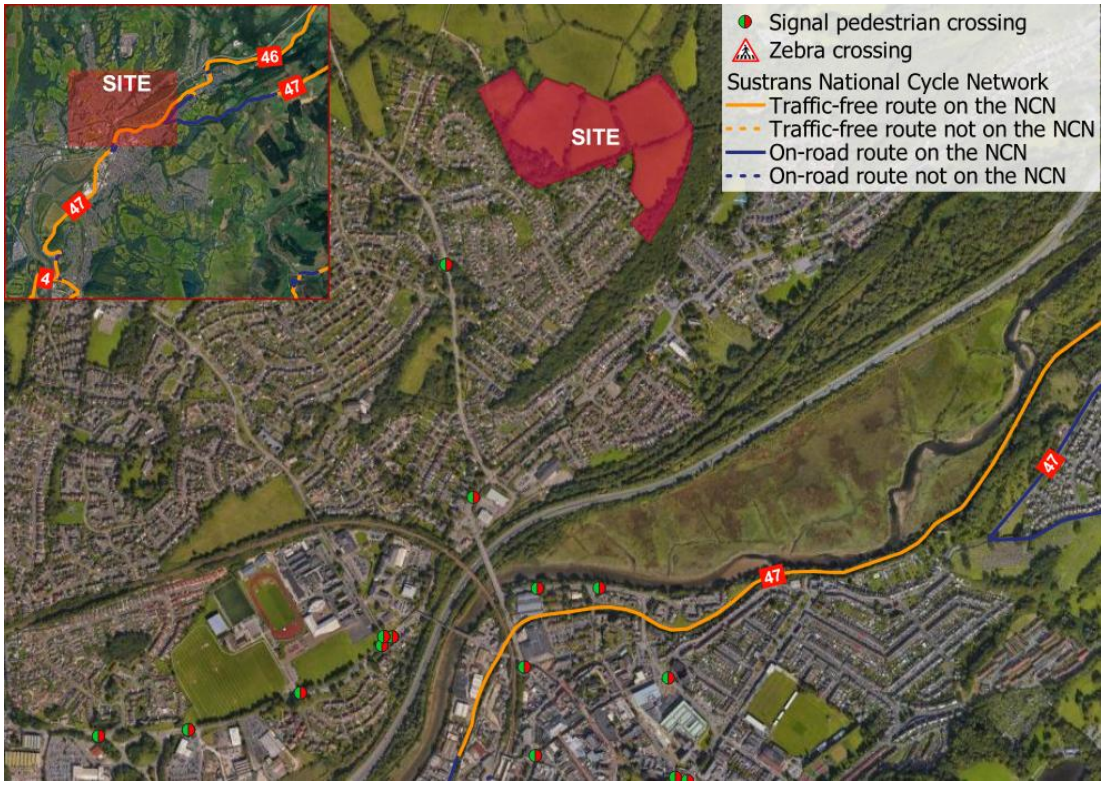


Figure 4.1 Pedestrian & cyclist infrastructure within proximity

Pedestrians

4.1.2 The vicinity of the site benefits from continuous footway provision which connects pedestrians to Neath Town Centre. A signal-controlled pedestrian crossing provides a safe route across Cadoxton Road on the desire line.

4.1.3 Throughout Neath Town Centre itself, there have been significant improvements to the public realm with regeneration of the town centre which has been accompanied by improvements for pedestrians, and areas of the town centre benefiting from pedestrianisation.

Cyclists

4.1.4 Cycling as a mode of travel is a growing trend and is seen as a key travel mode for mode shift away from the car. There are no formal cycle routes running directly past the site. However, there are several local cycle routes, both advisory and signposted, in proximity of the site that facilitate local connectivity as well as leading to national cycle route (NCN) 47.

4.1.5 NCN route 47 is a long-distance route starting at Newport and finishing at Fishguard. Locally the route passes through Neath and Carmarthen for 195km and is mostly traffic-free in this context.

4.1.6 To the southwest, NCN route 47 connects to NCN route 4. Route 4 is a long-distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. David's.

4.1.7 To the northeast, route 47 connects to route 46, a 148.9km route connecting Bromsgrove to Neath.

4.1.8 A review of publicly available data on Strava heatmaps shows that despite the lack of immediate NCN connections, Penywern Road and Cadoxton Road are heavily used by cyclists, shown in **Figure 4.2.**



Figure 4.2 Strava heatmap data

4.1.9 Whilst it is acknowledged that this data is dependent on users capturing and uploading data, and is consequently weighted towards those with a higher-than-average propensity to cycle, this does indicate that the environment is generally suitable for cycling,

4.2 Active Travel Network Map

4.2.1 In accordance with the Active Travel Wales (Wales) Act 2013, an Active Travel Network Map (ATNM) has been produced which contains details of the proposed anew and improvements to existing active travel routes that the Council will seek to deliver over the next 15 years. Proposals are subject to feasibility assessments.

4.2.2 The Active Travel Network Map within the locality of the site is shown in **Figure 4.3.**

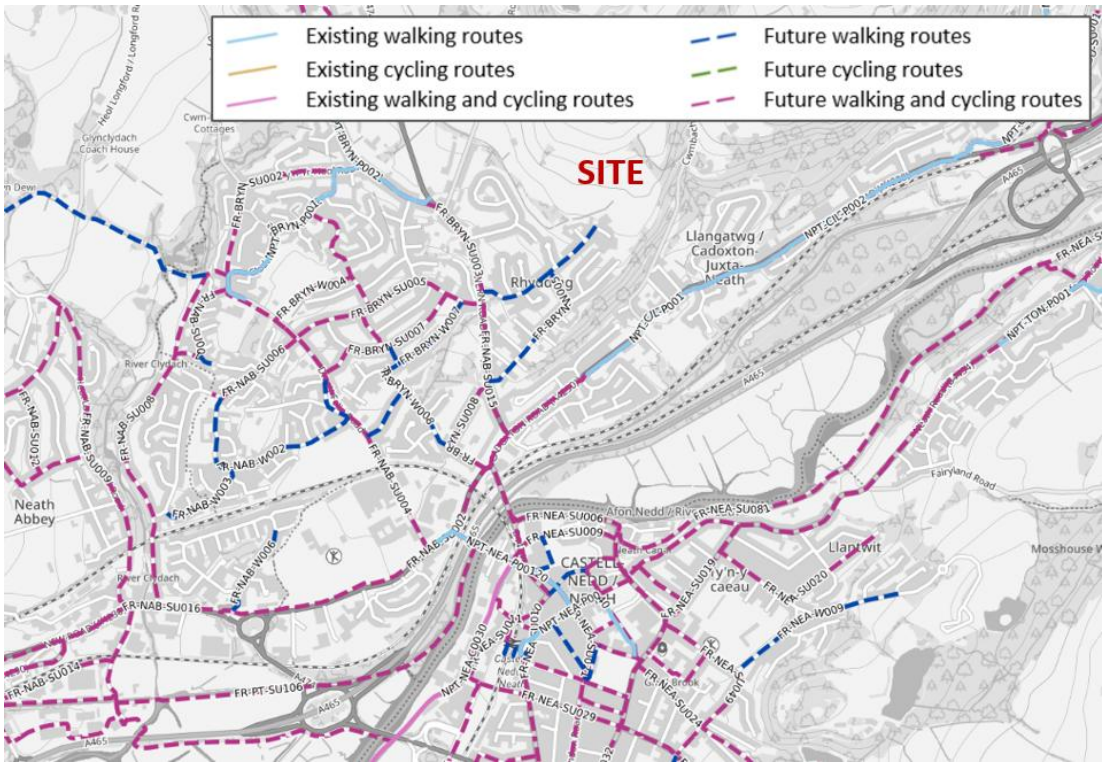


Figure 4.3 Active Travel Network Map

4.3 Public Transport

4.3.1 Public transport within proximity of the development site is shown in **Figure 4.4.**



Figure 4.4 Public transport infrastructure within proximity

Bus

4.3.2 Due to the size of the proposed site, walk distances to the nearest bus stops will vary dependent on where residents are located within the site. The site will benefit from the retention of internal Public Rights of Ways and bridleways. The site proposes accessible recreational footpaths and informal woodland trails.

4.3.3 Walk distances have been calculated from the sites centre.

4.3.4 Then nearest bus stops are located on Herons Way, Penywern Road, Llygad-Yr-Haul Road and Cadoxton Road. Services operating within proximity of the development site as well as approximate walk distances are summarised in **Table 4.1.**

Route No.	Services	Start/End	Wider Connectivity
Chestnut Close			
56	Pontardawe - Neath	**Sun:** 3 services per day from 11:24-17:54	Calls at Neath Bus Station
	Neath - Pontardawe	**Sun:** 3 services per day from 10:45-17:10	
155	Neath - Llandarcy Village	**Tue & Thurs only:** 4 services per day from 10:42-17:12	
		Sat: 4 services per day from 10:42-17:12	
	Llandarcy Village - Neath	**Tue & Thurs only:** 4 services per day from 10:10-16:41	
		Sat: 4 services per day from 10:10-16:41	
256	Pontardawe - Neath	**Mon-Fri:** 12 services per day from 07:24-18:04	
		Sat: 10 services per day from 07:24-18:04	
	Neath - Pontardawe	**Mon-Fri:** 12 services per day from 07:47-18:26	
		Sat: 10 services per day from 07:47-18:26	
905	Cwmtwrch - Neath College	**Mon-Fri:** 1 service per day from 08:35-08:35	-
Pen-y-Wern Hill			
Served by no. 56 & no. 256			
Crown & Sceptre			
58	Neath - Banwen	**Sun:** 3 services per day from 08:53-17:36	Calls at Neath Bus Station
	Banwen - Neath	**Sun:** 3 services per day from 10:11-19:16	
161	Neath - Min yr Awel	**Mon-Fri:** 4 services per day from 08:59-16:19	
	Min yr Awel - Neath	**Mon-Fri:** 3 services per day from 11:16-16:04	
164	Neath Victoria Gardens - Crynant Business Park	**Mon-Fri:** 1 service per day from 11:31-11:31	
	Crynant Business Park - Neath Victoria Gardens	**Mon-Fri:** 2 services per day from 08:43-12:48	
168	Crynant - Neath	**Mon-Fri:** 1 service per day from 19:52-19:52	
		Sat: 1 service per day from 19:52-19:52	
906	Neath - Min yr Awel	**Mon-Fri:** 1 service per day from 16:49-16:49	
	Min yr Awel - Neath	**Mon-Fri:** 1 service per day from 08:40-08:40	
907	Neath - Coelbren	**Mon-Fri:** 1 service per day from 16:42-16:42	-
	Coelbren - Neath	**Mon-Fri:** 1 service per day from 08:19-08:19	
X8	Neath - Coelbren	**Mon-Fri:** 12 services per day from 07:01-18:07	Calls at Neath Bus Station
		Sat: 12 services per day from 07:01-18:07	
	Coelbren - Neath	**Mon-Fri:** 13 services per day from 07:35-19:21	
		Sat: 13 services per day from 07:35-19:21	

Table 4.1 Bus services operating within proximity of site

4.3.5 It is proposed to extend the 155 service into the development site and both bus stops and a bus turning area are shown on the planning application drawings. There has been discussion with South Wales Transport about the proposed route extension and also preliminary contact with Transport for Wales Bus service provision will change in Wales by the time the development is first occupied.

4.3.6 Neath bus station is located a distance of approximately 1.7km to the south of the application site. There are existing pedestrian routes providing safe and continuous footway access to the bus stops and station from the site.

4.3.7 The bus station provides services to local destinations within Neath and destinations further afield such as Port Talbot, Swansea, Maesteg and Bridgend.

4.3.8 There are a good range and frequency of bus services and opportunities within the vicinity of the site that allow for connections to the wider bus network from Neath bus station. The bus services allow for connections to the rail network where Neath Bus Station is located a 300m walk from Neath Railway Station.

Rail

4.3.9 Neath Railway station is located approximately 1.7km to the south of the application site. The station is located on the Swansea to London Paddington line providing frequent inter-city services to Swansea to the west and Port Talbot, Bridgend and Cardiff to the east. Services continue and onwards to London Paddington.

4.3.10 Local services are also provided by Transport for Wales and these provide access to intermediate railway stations that are not served by the inter-city service between Swansea and London Paddington.

4.4 Local Amenities

4.4.1 The Charted Institution of Highways and Transportation (CIHT) guidance '*Providing for Journeys on Foot'* (2000) sets out the desirable, acceptable and preferred maximum walking distances for different trip purposes. These are set out in **Table 4.2** below.

	Town Centre (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 4.2 CIHT suggested acceptable walking distances

4.4.2 **Table 4.3** and **Figure 4.5** detail the distances to a range of local facilities along with their walk and cycle times and their proximity to the site. Walk distances have been calculated from the centre of the site.

Facility	Distance (m)	Walk Time (minutes)	Cycle Time (minutes)
Supermarket/convenience store	1200	14	10
Petrol station	1600	19	13
Post office	1100	13	9
Bank/ATM	1500	18	12
School/education	1100	13	9
Community centre/library	1400	17	11
Sports centre/facility	1500	18	12
GP/medical centre	1800	22	14
Pharmacy	1800	22	14
Café/restaurant	1100	13	9
Bar/pub	900	11	7
Fast food/takeaway	1200	14	10

Table 4.3 Local amenities within proximity

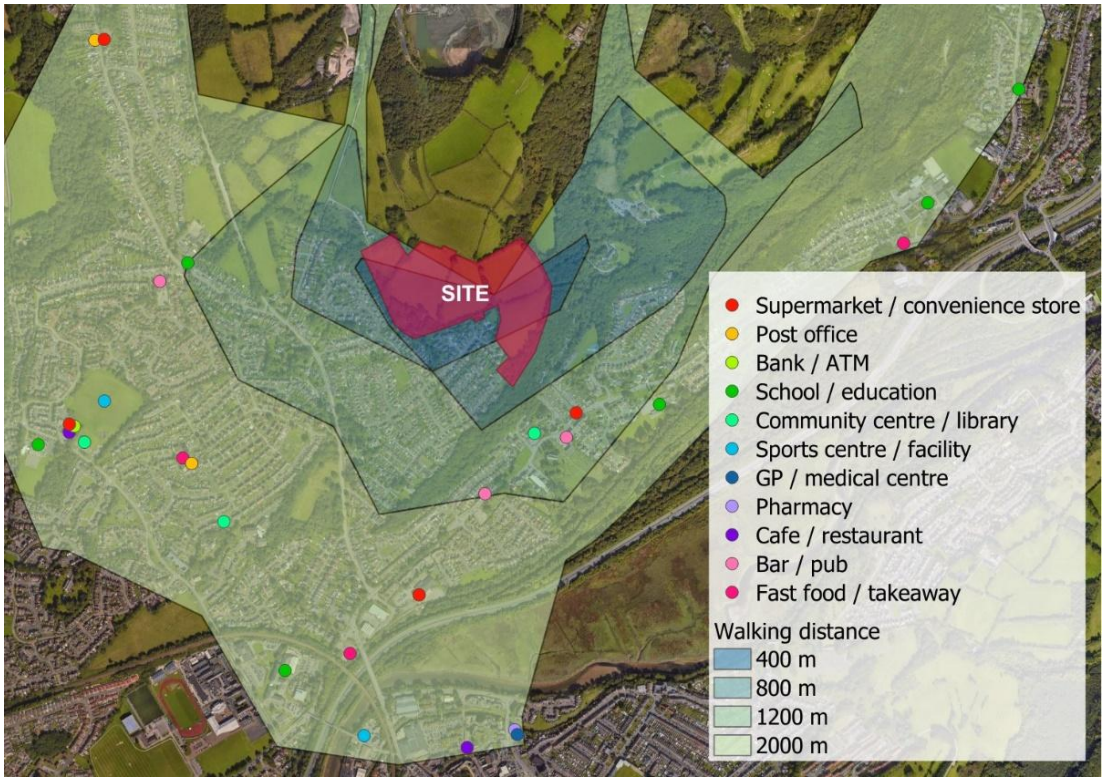


Figure 4.5 Local amenities within proximity

4.4.3 As can be seen from the above, there are several local amenities including retail provision in the vicinity of the site due to its residential location near Neath town centre and other services and amenities that are in the Cadoxton area.

4.4.4 The development masterplan proposes a mixed-use community space for a small-scale kiosk for commercial, community and work hub use which will provide some services within the site boundary.

4.5 Department for Transport (DfT) Connectivity Tool

4.5.1 The Department for Transport (DfT) Connectivity Tool has been designed to see how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport. Services include health services, education, shopping, leisure and workplaces. Areas are split into 100m x 100m squares to determine a score.

4.5.2 The Department for Transport has developed the connectivity metric, which measures an individual's ability to reach employment, services and social engagements. Connectivity evaluates the value of destinations and the opportunity to reach said destinations using various modes of transport, including walking, cycling, driving and public transport. It considers different purposes of travel, like employment, education, shopping, leisure and healthcare. The tool was released for use in December 2025.

4.5.3 The site has scored 56 based on assessment from its proposed vehicular access point, though it should be noted that it is considered that this score will likely improve on the provision of bus permeability into the site and footway links within. The connectivity score for the site access and wider Neath area is shown in **Figure 4.6.**

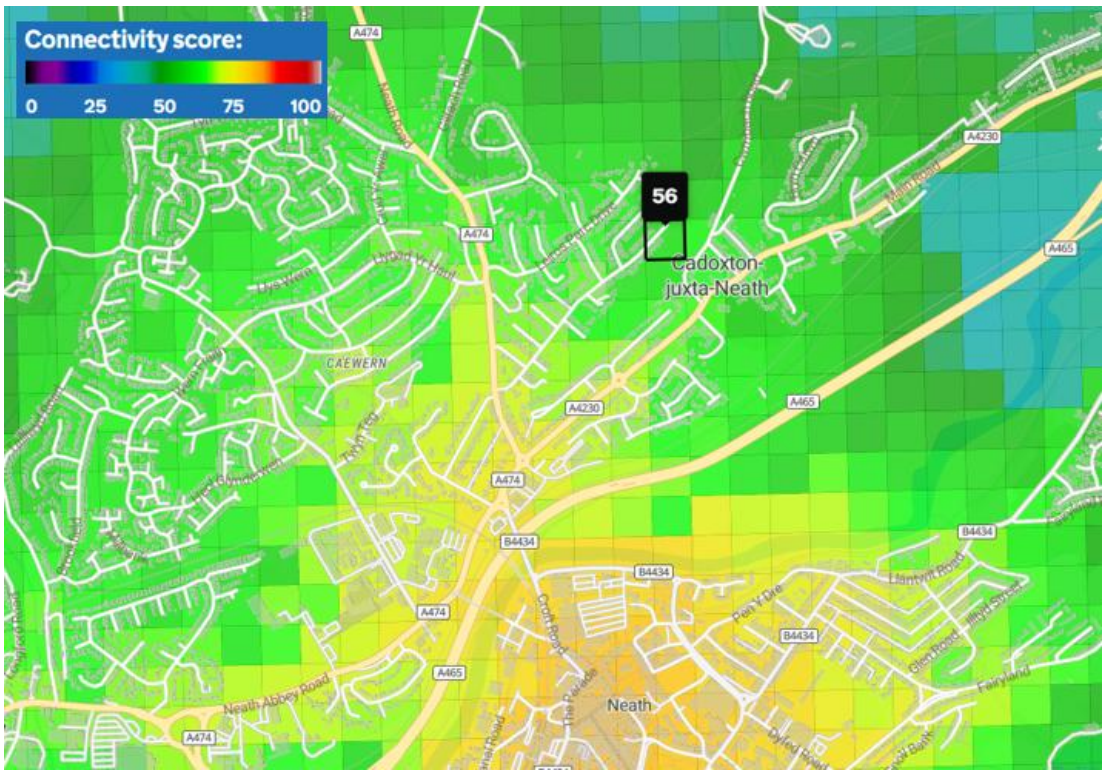


Figure 4.6 DfT Connectivity Tool

4.5.4 The metric defines connectivity as someone's ability to get where they want to go. It measures opportunity to travel to various destinations, weighted by people's overall proclivity to take those options. It aims to capture:

- the most common modes of travel and destination types
- the time required to reach these destinations
- the value presented by the destinations and people's travel preferences

5 DEVELOMENT PROPOSALS

5.1 Land Use

5.1.1 The development proposes a residential development of up to 250 dwellings, of open market and affordable tenure. The proposed site layout can be found at **Appendix H.**

5.2 Access

5.2.1 The following section of the TA describes the proposed access arrangements for the site.

Vehicular

5.3 One point of vehicular access is proposed to be provided from Daphne Road and an additional active travel-only link for pedestrians and cyclists will be provided from Leiros Park Drive. This access will also provide for emergency vehicle access. Daphne Road will effectively continue into the development site with no change in priority.

5.4 The site will consist of several shared private drives, secondary access roads, traffic calming and turning areas.

5.5 The geometric design of the site will be such to permit bus permeability within the site.

Service Vehicle & Bus Access

5.5.1 The internal layout of the proposed development has been designed with sufficient width and geometry to accommodate bus and refuse hgv movement. Two bus stops are proposed within the site, one at its entrance form Daphne Avenue and the other at the bus turning loop.

5.5.2 Swept path analysis of the following vehicles undertaken by the project consulting engineer, CB3 are provided at **Appendix I.**

- 12.5m Standard Rigid Bus
- DB32 Fire Appliance
- Phoenix 2 Duo 11.2m Refuse Collection Vehicle

5.5.3 A single decker bus of **12.5m** in length has been tracked through the site between its entrance on Daphne Road and the bus loop within the site.

5.5.4 As is evident, a refuse collection vehicle may turn within all turning heads within the development.

5.5.5 Emergency access is proposed off Leiros Park Drive and has been included within the swept path analysis drawings. All tracking exercises have been issued to the Highway Authority in AutoCAD format.

5.5.6 An active travel link with emergency access is proposed off Leiros Park Drive, discussed below.

Pedestrian & Cyclist

5.5.7 As shown in the site layout, the proposed vehicular access will also provide the main point of access for pedestrians and cyclists.

5.5.8 The development will provide pedestrian and cyclist infrastructure within the site to encourage residents to walk and cycle. Footways of 2m in width are to be on one or both sides of the carriageway throughout and where appropriate the provision of shared use private drives also included, which prioritise the needs of pedestrians and cyclists over vehicles.

5.5.9 There are existing footpath links routing through the site that are to be maintained, these are situated along the southern boundary of the site, routing north and east.

5.5.10 There is an active travel link to the southeast of the community park/community space proposed which will connect to Leiros Park Drive. This access will have bollards to serve as an access for emergency vehicles only if required and will not be in use for standard vehicles.

5.5.11 An active travel plan is shown along with the proposed masterplan in **Appendix H.**

5.6 Parking

Vehicular

5.6.1 Parking provision for the development is proposed in the context of the parking standards of the Highway Authority and Local Planning Authority, published in the Supplementary Planning Guidance dated July 2016.

5.6.2 The maximum car parking provision is summarised in **Table 5.1,** below.

Type of development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement of 3 spaces)	1 per 5 units
Apartments		

Table 5.1 NPTCBC car parking standards

Bicycle

5.6.3 Cycle parking at the proposed development will be provided in accordance with NPTCBC 'Parking Standards' contained within the Parking Standards Supplementary Planning Guidance (October 2016), within the Local Development Plan.

5.6.4 The NPTCBC SPG (2016) does not give a minimum provision for housing, but for residential apartments, a minimum of 1 long-stay bicycle parking stand is to be provided per 5 bedrooms.

5.6.5 The NPTCBC SPG (2016) policy notes that;

- Cycle parking should be located in a safe, secure and convenient location with care ensure that parking facilities do not obstruct pedestrians, disabled persons and particularly people with sight problems.
- Parking should have appropriate signage.
- For security, cycle parking should be in a visible, well-lit area.
- All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.
- The provision of facilities for cyclists should be specifically considered whenever a Travel Plan is accepted.

6 TRANSPORT CHARACTERISTICS

6.1 Introduction

6.1.1 This section of the report outlines the likely volumes of traffic generated by the proposed residential use and identifies the likely impact of the proposals on the surrounding network.

6.2 Trip Generation

6.2.1 The trip generation for the proposed development has been derived in relation to the anticipated split of private and affordable housing tenure.

6.2.2 There was considerable discussion with officers of the Highway Authority regarding the vehicular trip generation rates to be used in the Transport Assessment during the previous application process and the same principles have been applied, with multi-modal trip rates selected.

6.2.3 NPT Highways derived the following trip rates and these were referenced in their response dated 25th April 2025 on a previously submitted draft Transport Assessment.

TOTAL VEHICLES

Survey Start/End: 07:00-19:00

Trip rate parameter range available: 200 - 286 (units:)

Estimate TRIP rates

State TRP Figure & Extrapolate Results | ON

Estimated TRIP rate value per 1 DWELLS

Estimated TRIP rates shown in shaded column (for 1 DWELLS)

TRIP RATE VALUE PER 1 DWELLS	ARRIVALS Total Rate: 2.535 Peak: 17:00-18:00			Total 2.535	DEPARTURES Total rate: 2.577 Peak: 08:00-09:00			Total 2.577	TOTALS Total rate: 5.112 Peak: 08:00-09:00			Total 5.112
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	244	0.097	0.097	11	244	0.330	0.330	11	244	0.427	0.427
08:00-09:00	11	244	0.189	0.189	11	244	0.417	0.417	11	244	0.606	0.606
09:00-10:00	11	244	0.183	0.183	11	244	0.168	0.168	11	244	0.351	0.351
10:00-11:00	11	244	0.148	0.148	11	244	0.163	0.163	11	244	0.311	0.311
11:00-12:00	11	244	0.147	0.147	11	244	0.159	0.159	11	244	0.306	0.306
12:00-13:00	11	244	0.171	0.171	11	244	0.166	0.166	11	244	0.337	0.337
13:00-14:00	11	244	0.164	0.164	11	244	0.147	0.147	11	244	0.311	0.311
14:00-15:00	11	244	0.166	0.166	11	244	0.216	0.216	11	244	0.382	0.382
15:00-16:00	11	244	0.301	0.301	11	244	0.194	0.194	11	244	0.495	0.495
16:00-17:00	11	244	0.306	0.306	11	244	0.203	0.203	11	244	0.509	0.509
17:00-18:00	11	244	0.346	0.346	11	244	0.213	0.213	11	244	0.559	0.559
18:00-19:00	11	244	0.317	0.317	11	244	0.201	0.201	11	244	0.518	0.518
19:00-20:00												
20:00-21:00												
21:00-22:00												

Table 6.1 Vehicle trip rates from NPT Highways Observations document dated 25th April 2025

6.2.4 The following multi-modal trip generation rates have been obtained from the TRICS version 8.25.11 trip generation database.

Land Use	Residential
Category	Mixed private/non-private housing
No dwellings	9 to 1751 (selected by user), 9 to 1751 (actual range)
Selected locations	Edge of town
Selected location cub-category	No sub category, residential zone
Population within 1 mile	10,001-25,000
Population within 5 miles	25,001-250,000
Survey day	Monday to Friday selected, comparative results for Mon-Thu only

Table 6.2 Trip rate site selection parameters

6.2.5 The peak hour vehicle arrival/departure profiles are set out in **Appendix J** and summarised in **Table 6.3** below.

Multi-Modal Trip Rate	Peak Period	Trip rate per dwelling			Trip rate per 250 dwellings		
		Arrive	Depart	2-way	Arrive	Depart	2-way
Total Vehicles	0800-0900	0.202	0.416	0.618	51	104	155
	1500-1600	0.326	0.222	0.548	82	56	137
	Daily	**2.510**	**2.579**	**5.089**	628	645	1272
Pedestrians	0800-0900	0.052	0.197	0.249	13	49	62
	1500-1600	0.139	0.043	0.182	35	11	46
	Daily	**0.524**	**0.532**	**1.056**	131	133	264
Cyclists	0800-0900	0.002	0.010	0.012	1	3	3
	1500-1600	0.008	0.001	0.009	2	0	2
	Daily	**0.037**	**0.035**	**0.072**	9	9	18
Public Transport	0800-0900	0.001	0.013	0.014	0	3	4
	1500-1600	0.011	0.001	0.012	3	0	3
	Daily	**0.035**	**0.040**	**0.075**	9	10	19

Table 6.3 Summary of multi-modal trip generation

6.2.6 It can be seen from **Table 6.3** that in terms of vehicular movements, the proposed development based on this TRICS analysis is likely to generate up to 155 two-way vehicle movements during the AM peak hour and 137 two-way vehicle movements during the PM peak hour.

6.2.7 The vehicle trip generation rates and forecast trips are very similar to those derived by NPT Highways (as shown in table 6.1). The Transport Assessment has been progressed withese trip rates and corresponding vehcicle trips.

6.2.8 Regarding active travel, pedestrians are likely to generate up to 62 two-way movements during the AM and peak hour and 46 two-way pedestrian movements during the PM peak

hour. Cyclists are likely to generate 3 two-way movements during the AM peak hour and 2 two-way movements during the PM peak hour.

6.2.9 Public transport users are likely to generate 4 two-way movements during the AM peak hour and 3 two-way movements during the PM peak hour. It should be noted that with bus permeability into the site, the propensity for residents to use public transport may likely be higher. Similarly with Active Travel.

7 IMPACT ASSESSMENT

7.1 Introduction

7.1.1 This section of the report identifies the impact of the development proposals on the operational performance of the surrounding highway network, and identifies any mitigation measures which could be implemented to improve the efficiency of the local highway network.

7.1.2 The following junctions have been assessed;

1. Leiros Park Dr/A474 Penywern Rd/Llygad Yr Haul staggered crossroads
2. A474 Penywern Rd/Daphne Rd North
3. A474 Penywern Rd/Daphne Rd South/Llewellyn Ave staggered crossroads
4. A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas roundabout
5. Cadoxton Rd/B4434 Roundabout

7.1.3 The junctions identified have determined a peak period of 08:00-09:00 during the AM and 15:00-16:00 during the PM.

7.2 Committed Development

7.2.1 Asbri Transport corresponded with the Local Planning Authority with regard to any committed development to be included within this Transport Assessment. The LPA advised review of the Transport Statement for development at Llangatwg Comprehensive School.

7.2.2 On reviewing the Transport Statement prepared by Acstro it was noted that the capacity of the new school was reducing by 27% from 1,170 pupils to 850. It was noted that the whilst the school's parking provision was to be increased this was to address an existing off-site parking issue. The Transport Statement does not assign any vehicular trips to the study area adopted for this TA.

7.2.3 NPT Planning also advised of another residential scheme at Land at Bryn Brych Farm, Rhos (Phase 2). This proposed development of 90 units was subject to Publicity and Consultation in February 2024. No Transport Assessment has been located bit it is considered that such traffic will be accounted for in the TEMPro growth factors applied in this TA and reported in the following section.

7.3 Future base traffic flows

7.3.1 The impact of the development has been assessed for an opening year of 2029 and a future year of 2044 (opening year plus 15 years).

7.3.2 To obtain the base traffic flows (i.e., with no development traffic) for 2029 and 2044, the baseline traffic flows have been factored using NTM growth factors. The factors were generated using TEMPro Version 7.2b. The middle layer super output areas covering the site area and assessed junctions were used. These were Neath Port Talbot; 006, 007 and 008.

7.3.3 The factors applied to the 2023 baseline surveyed flows are identified in **Table 7.1** below.

TEMPro Flow Profiles 2026-2029	
AM Weekday Peak (0700-0959)	1.0221
PM Weekday Peak (1600-1859)	1.0225
TEMPro Flow Profiles 2026-2044	
AM Weekday Peak (0700-0959)	1.1368
PM Weekday Peak (1600-1859)	1.1321

Table 7.1 NTM growth factors

7.3.4 The 2029 and 2044 base traffic flows are set out in **Appendix K.**

7.3.5 The TEMPro growth factors will include for traffic from strategic committed development sites which are included in the LDP.

7.4 Trip Distribution & Assignment

7.4.1 The development trips generated have been distributed and assigned to the road network in accordance with the observed existing turning proportions at the surveyed junctions.

7.4.2 The vehicle trip distribution methodology was set out during pre-application scoping discussions and accords with the previously agreed approach with the Highway Authority.

7.4.3 The percentage distribution has been carried out based on the site access locations. The individual percentage distribution figures for the access locations are shown in **Appendix L.** The corresponding development trips assigned to the study network for the houses are shown in **Appendix M.**

7.5 Final future traffic flows

7.5.1 The final future traffic flows have been obtained by combining the development flows with both the 2029 and 2044 base traffic flows. The 2029 and 2044 'with development' traffic flows are set out in **Appendix N.**

7.6 Percentage Impact Assessment

7.6.1 As the first stage in assessment, percentage impact analysis has been undertaken to determine the impact of the proposed development as shown in **Table 7.2** and **Table 7.3.**

2029 AM						
Junction	Base		Base + Development		% increase	
	Junction Total	Arm Total	Junction Total	Arm Total	Junction Total	Arm Total
1. Leiros Park Dr/A474 Penywern Rd/Llygad Yr Haul - Staggered crossroads						
Penywern Rd N	1523	773	1554	782	2%	1%
Leiros Park Dr		33		33		0%
Penywern Rd S		581		601		4%
Llygad-yr-Haul		136		137		1%
2. A474 Penywern Rd/Daphne Rd North						
Penywern Rd N	1375	793	1406	803	2%	1%
Daphne Rd N		7		28		284%
Penywern Rd S		574		574		0%
3. A474 Penywern Rd/Daphne Rd South/Llewellyn Ave - Staggered crossroads						
Penywern Rd N	1408	786	1532	786	9%	0%
Daphne Rd S		33		117		248%
Penywern Rd S		584		624		7%
Llewellyn Av		5		5		0%
4. Cadoxton Road A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout						
Penywern Rd N	1701	324	1818	401	7%	24%
Cadoxton Rd E		72		82		14%
Golwg-y-Gamlas		605		606		0%
Cadoxton Rd W		699		728		4%
5. Cadoxton Rd/B4434 Roundabout						
Cadoxton Rd E	1731	728	1821	788	5%	8%
B4434		638		658		3%
Cadoxton Rd W		365		374		2%

Table 7.2 2029 AM Junction total percentage impact

2029 PM						
Junction	Base		Base + Development		% increase	
	Junction Total	Arm Total	Junction Total	Arm Total	Junction Total	Arm Total
1. Leiros Park Dr/A474 Penywern Rd/Llygad Yr Haul - Staggered crossroads						
Penywern Rd N	1277	401	1303	415	2%	3%
Leiros Park Dr		34		34		0%
Penywern Rd S		725		735		1%
Llygad-yr-Haul		117		120		2%
2. A474 Penywern Rd/Daphne Rd North						
Penywern Rd N	1171	446	1198	463	2%	4%
Daphne Rd N		6		17		163%
Penywern Rd S		719		719		0%
3. A474 Penywern Rd/Daphne Rd South/Llewellyn Ave - Staggered crossroads						
Penywern Rd N	1891	205	1965	216	4%	5%
Daphne Rd S		221		234		6%
Penywern Rd S		947		951		0%
Llewellyn Av		518		566		9%
4. A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout						
Penywern Rd N	1891	205	1965	216	4%	5%
Cadoxton Rd E		221		234		6%
Golwg-y-Gamlas		947		951		0%
Cadoxton Rd W		518		566		9%
5. Cadoxton Rd/B4434 Roundabout						
Cadoxton Rd E	2168	640	2243	667	3%	4%
B4434		970		1000		3%
Cadoxton Rd W		559		575		3%

Table 7.3 2029 PM Junction total percentage impact

7.7 Capacity Analysis

7.7.1 The junctions forecast to experience an overall impact of 5% or greater include;

- Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads
- Cadoxton Road A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout

7.7.2 Despite this all junctions within the study area have been subject to junction capacity modelling using TRL software Junctions 9.

7.7.3 To provide a robust assessment of the network, both of the Cadoxton Road roundabouts have also been assessed in detail, although the greatest impact is 6% on the on the Penywern Road and Cadoxton Road W arm of the Golwg y Gamlas roundabout.

7.8 Software

7.8.1 The capacity assessments of the selected junctions have been carried out using the industry standard TRL software package, 'Junctions 9'.

7.8.2 The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

7.9 Definition of modelling terms – Junctions 9

LOS – Level of Service

7.9.1 In this instance, model outputs show the level of service values for each peak hour, based on the average delay per arriving vehicle.

7.9.2 The LOS system uses the following alphabetised categories:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow
- F = Forced or breakdown flow

Queue Length

7.9.3 The queue lengths stated in the capacity assessment results represent the average maximum queue lengths in Passenger Car Units (PCUs) on each approach arm across the peak hour.

7.9.4 TRL state the following:

During peak periods (when the flow/capacity ratios are high) there is a large daily variation in queue lengths even if the average flow for each time segment does not vary from day to day. To take a typical example, a mean queue of 26 pcu would be derived from queues which varied between 5 pcu and 50 pcu from day to day. In fact, on 1 day in 20 the queue would be outside even this large envelope of possible values. So you can see that many days of queue measurements would have to be taken to obtain a reliable estimate of mean queues.

RFC – Ratio Flow to Capacity

7.9.5 The ratio of flow to capacity provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e., 85% capacity utilised) are considered to be approaching capacity and characteristically have light-to-moderate levels of queued traffic flow. Arms exceeding a ratio of 1.00 (i.e., 100% capacity utilised) are considered to be over capacity and are characterised as having heavy volumes of queued traffic.

7.9.6 Results that exceed RFCs of 1.00 generate queue lengths that are subject to exponential growth. However, the instability of flows through over-capacity approach arms, results in an inherent difficulty in calibrating modelled outputs to observed conditions. For this reason, queue lengths attributed to overcapacity approach arms should be seen as indicative rather than representative

7.10 1. Penywern Road/Leiros Parc Drive/Llygad yr Haul staggered crossroads

7.10.1 Capacity assessments of the Penywern Road/Leiros Parc Drive/ Llygad yr Haul staggered crossroads have been undertaken using Junctions 9 software with the full modelling output included in **Appendix O.**

2026 Base

7.10.2 The results for the 2026 base year scenario are summarised in **Table 7.4,**

Site 1) Penywern Road/Leiros Parc Drive/Llygad yr Haul staggered crossroads				
Arm	2026 Base			
	Q	Delay	RFC	LOS
AM Peak				
A - Penywern Road north	0.1	9.48	0.09	A
B - Leiros Parc Drive	0.2	7.32	0.17	A
C - Penywern Road south	0.7	18.14	0.42	C
D - Llygad yr Haul	0.0	7.32	0.02	A
PM Peak				
A - Penywern Road	0.1	7.84	0.07	A
B - Leiros Parc Drive	0.1	6.96	0.05	A
C - Penywern Road	0.4	12.73	0.31	B
D - Llygad yr Haul	0.1	6.24	0.05	A

Table 7.4 2026 Junction Assessment Results: Penywern Road/Leiros Parc Drive/ Llygad yr Haul staggered crossroads

7.10.3 It can be seen from the results that the analysis of the 2026 base that the junction functions with low levels of congestion and delay. The maximum RFC was 0.42 at the Penywern Road

north arm of the junction during the AM peak and maximum RFC of 0.31 on this arm during the PM peak.

7.10.4 Overall, the junction has ample spare capacity and as such, it is considered that the baseline junction has been validated as a realistic representation of the operation of the existing roundabout.

2029 & 2044 Future Assessment Years

7.10.5 The future years with the results of the Base and the Base + Development scenarios for 2029 and 2044 are shown in **Table 7.5.**

Site 1) Penywern Road/Leiros Parc Drive/Llygad yr Haul staggered crossroads								
Arm	2029 base				2029 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
A - Penywern Road	0.1	9.68	0.09	A	0.1	9.81	0.09	A
B - Leiros Parc Drive	0.2	7.41	0.17	A	0.2	7.52	0.17	A
C - Penywern Road	0.8	19.12	0.44	C	0.8	20.10	0.46	C
D - Llygad yr Haul	0.0	7.40	0.02	A	0.0	7.44	0.02	A
PM Peak								
A - Penywern Road	0.1	7.94	0.07	A	0.1	8.04	0.08	A
B - Leiros Parc Drive	0.1	7.04	0.05	A	0.1	7.09	0.05	A
C - Penywern Road	0.5	13.13	0.32	B	0.5	13.58	0.33	B
D - Llygad yr Haul	0.1	6.28	0.06	A	0.1	6.33	0.06	A
Arm	2044 base				2044 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
A - Penywern Road	0.1	10.87	0.11	B	0.1	11.05	0.11	B
B - Leiros Parc Drive	0.2	7.94	0.20	A	0.3	8.05	0.20	A
C - Penywern Road	1.2	26.61	0.55	D	1.3	28.55	0.57	D
D - Llygad yr Haul	0.0	7.84	0.02	A	0.0	7.89	0.02	A
PM Peak								
A - Penywern Road	0.1	8.46	0.09	A	0.1	8.58	0.09	A
B - Leiros Parc Drive	0.1	7.45	0.06	A	0.1	7.50	0.06	A
C - Penywern Road	0.6	15.56	0.38	C	0.6	16.19	0.39	C
D - Llygad yr Haul	0.1	6.46	0.06	A	0.1	6.52	0.06	A

Table 7.5 2029 & 2044 Junction Assessment Results: Penywern Road/Leiros Parc Drive/ Llygad yr Haul staggered crossroads

7.10.6 The results show that in both years, the Base + Development scenarios show spare capacity with a maximum RFC in 2029 of 0.46 for the Penywern Road arm. During the PM peak hour, the maximum RFC is 0.33 for the Penywern Road arm. In 2044, the RFC increases to 0.57 and 0.39 for the AM and PM respectively.

7.11 2. A474 Penywern Rd/Daphne Rd North priority junction

7.11.1 Capacity assessments of the A474 Penywern Rd/Daphne Rd priority junction have been undertaken using Junctions 9 software with the full modelling output included in **Appendix P.**

2026 Base

7.11.2 The results for the 2026 base year scenario are summarised in **Table 7.6.**

Site 2) Penywern Rd/Daphne Rd North priority junction				
Arm	2026 Base			
	Q	Delay	RFC	LOS
AM Peak				
Daphne Road Left & Right	0.0	11.43	0.02	B
Penywern Road South Ahead & Right	0.0	7.67	0.00	A
PM Peak				
Daphne Road Left & Right	0.0	10.63	0.02	B
Penywern Road South Ahead & Right	0.0	6.51	0.01	A

Table 7.6 2026 Junction Assessment Results: A474 Penywern Rd/Daphne Rd North priority junction

7.11.3 It can be seen from the results that the analysis of the 2026 base that the junction functions with low levels of congestion and delay. The maximum RFC was 0.02 for Daphne Road left and right movements during the AM and PM peak periods.

7.11.4 Overall, the junction has spare capacity and as such, it is considered that the baseline junction has been validated as a realistic representation of the operation of the existing roundabout.

2029 & 2044 Future Assessment Years

7.11.5 The future years with the results of the Base and the Base + Development scenarios for 2029 and 2044 are shown in **Table 7.7.**

Site 2) Penywern Rd/Daphne Rd North priority junction								
Arm	2029 base				2029 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
Daphne Road Left & Right	0.0	11.67	0.03	B	0.1	15.35	0.12	C
Penywern Road South Ahead & Right	0.0	7.75	0.00	A	0.0	7.79	0.00	A
PM Peak								
Daphne Road Left & Right	0.0	10.79	0.02	B	0.1	11.83	0.06	B
Penywern Road South Ahead & Right	0.0	6.55	0.01	A	0.0	6.60	0.01	A
Arm	2044 base				2044 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
Daphne Road Left & Right	0.0	13.15	0.03	B	0.2	17.82	0.14	C
Penywern Road South Ahead & Right	0.0	8.16	0.01	A	0.0	8.21	0.01	A
PM Peak								
Daphne Road Left & Right	0.0	11.66	0.02	B	0.1	12.85	0.06	B
Penywern Road South Ahead & Right	0.0	6.71	0.02	A	0.0	6.76	0.02	A

Table 7.7 2029 & 2044 Junction Assessment Results: A474 Penywern Rd/Daphne Rd North priority junction

7.11.6 The results show that in both years, the Base + Development scenarios show ample spare capacity with a maximum RFC in 2029 of 0.12 for Daphne Road Left & Right movements. During the PM peak hour, the maximum RFC is 0.06 for Daphne Road Left & Right movements. In 2044, the RFC increases to 0.14 and 0.06 for the AM and PM respectively.

7.12 3. Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads

7.12.1 Capacity assessments of the Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads have been undertaken using Junctions 9 software with the full modelling output included in **Appendix Q.**

2029 Base

7.12.2 The results for the 2026 base year scenario are summarised in **Table 7.8.**

Site 3) Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads				
Arm	2026 Base			
	Q	Delay	RFC	LOS
AM Peak				
A - Penywern Road N	0.1	9.25	0.08	A
B - Daphne S	0.0	6.76	0.03	A
C- Penywern S	0.0	8.31	0.01	A
D - Llewellyn Avenue	0.0	7.32	0.03	A
PM Peak				
A - Penywern N	0.1	6.49	0.05	A
B - Daphne S	0.0	7.24	0.01	A
C- Penywern S	0.0	7.51	0.02	A
D - Llewellyn Avenue	0.1	6.21	0.05	A

Table 7.8 2026 Junction Assessment Results: Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads

7.12.3 It can be seen from the results that the analysis of the 2026 base that the junction functions with low levels of congestion and delay. The maximum RFC was 0.08 for the Penywern Road northern arm during the AM peak. During the PM the maximum RFC is 0.05 at both the Penywern Road N and the Llewellyn Avenue arms.

7.12.4 Overall, the junction has ample spare capacity and as such, it is considered that the baseline junction has been validated as a realistic representation of the operation of the existing roundabout.

2029 & 2044 Future Assessment Years

7.12.5 The future years with the results of the Base and the Base + Development scenarios for 2029 and 2044 are shown in **Table 7.9.**

Site 3) Penywern Road/Daphne Road/Llywellyn Ave								
Arm	2029 base				2029 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
A - Penywern N	0.1	9.44	0.09	A	0.4	10.33	0.27	B
B - Daphne S	0.0	6.81	0.03	A	0.0	7.07	0.05	A
C - Penywern S	0.0	8.42	0.01	A	0.0	8.89	0.01	A
D - Llewellyn Avenue	0.0	7.41	0.03	A	0.1	8.14	0.12	A
PM Peak								
A - Penywern N	0.1	6.55	0.05	A	0.1	6.80	0.12	A
B - Daphne S	0.0	7.31	0.01	A	0.0	7.60	0.01	A
C - Penywern S	0.0	7.59	0.02	A	0.0	7.94	0.02	A
D - Llewellyn Avenue	0.1	6.25	0.05	A	0.2	7.11	0.17	A
Arm	2044 base				2044 base + development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak								
A - Penywern N	0.1	10.61	0.11	B	0.4	11.67	0.30	B
B - Daphne S	0.0	7.10	0.04	A	0.1	7.38	0.05	A
C - Penywern S	0.0	9.08	0.02	A	0.0	9.69	0.02	A
D - Llewellyn Avenue	0.0	7.87	0.03	A	0.1	8.70	0.13	A
PM Peak								
A - Penywern N	0.1	6.83	0.06	A	0.1	7.09	0.13	A
B - Daphne S	0.0	7.69	0.01	A	0.0	8.01	0.01	A
C - Penywern S	0.0	7.98	0.02	A	0.0	8.37	0.03	A
D - Llewellyn Avenue	0.1	6.45	0.06	A	0.2	7.35	0.18	A

Table 7.9 2029 & 2044 Junction Assessment Results: Penywern Road/Daphne Road/Llywellyn Ave staggered crossroads

7.12.6 The results show that in both years, the Base + Development scenarios show ample spare capacity with a maximum RFC in 2029 of 0.27 for the Penywern Road north arm. During the PM peak hour, the maximum RFC is 0.17 for the Llewellyn Avenue arm. In 2044, the RFC increases to 0.30 and 0.18 for the AM and PM respectively.

7.13 S4&5. Cadoxton Road Roundabouts

7.13.1 Capacity assessments of the Cadoxton Road Roundabouts have been undertaken using Junctions 9 software with the full modelling output included in **Appendix R.**

7.13.2 The two roundabouts on Cadoxton Road have been assessed using a single model to account for the interaction between the two and the potential for queuing from one to impact on the operation of the other. The model has included the signal-controlled pedestrian crossing that is operational and located approximately half-way between both roundabouts on Cadoxton Road. Pedestrian demand at the crossing has been set at 20 pedestrians per hour which is consistent with demand flows recorded in the April drone survey.

7.13.3 Each peak has been calibrated separately using intercept corrections. The intercept corrections used in the models are quite large values and demonstrates the throttling effect of exit blocking.

7.13.4 Without these corrections, both roundabouts would work much better, especially in the westbound direction where the exit blocking on A474 Cadoxton Road heading towards Dwr-Y-Felin signals is causing much of the problems. Eastbound, the single lane entry capacity of Cadoxton Road West into the four-arm roundabout is causing an issue.

7.13.5 The geometric parameters informing the ARCADY modelling are within acceptable tolerances and have also been measured on site.

2026 Base

7.13.6 The results for the 2026 base year scenario are summarised in **Table 7.10.**

Site 4 & 5) Cadoxton Roundabouts					
Roundabout	Arm	2026 Base			
		Q	Delay	RFC	LOS
AM Peak					
4) Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd East	31.7	371.81	1.18	F
	Golwg Y Gamlas	2.8	144.36	0.80	F
	Cadoxton Rd West	6.3	37.82	0.88	E
	Penywern Rd	31.9	146.38	1.05	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd North	15.1	79.91	0.98	F
	B4434	13.1	71.78	0.97	F
	Cadoxton Rd South	5.7	55.81	0.87	F
PM Peak					
4) Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd East	5.7	63.70	0.88	F
	Golwg Y Gamlas	4.2	68.92	0.84	F
	Cadoxton Rd West	16.9	61.85	0.98	F
	Penywern Rd	8.7	60.35	0.93	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd North	3.8	21.10	0.80	C
	B4434	16.8	60.13	0.98	F
	Cadoxton Rd South	15.5	94.57	0.99	F

Table 7.10 2026 Junction Assessment Results: Cadoxton Roundabouts

7.13.7 The Golwg Y Gamlas Roundabout, the maximum RFC during the AM was 1.18 for the Cadoxton Road East arm. During the PM, the maximum RFC is 0.98 at the Cadoxton Road West arm.

7.13.8 At the Cadoxton Rd/B4434 Roundabout during the AM, the maximum RFC is 0.98 at the Cadoxton Road West arm. The maximum RFC during the AM is 0.99 at the Cadoxton Road South arm

7.13.9 It is considered that the baseline junction has been validated as a realistic representation of the operation of the existing roundabout.

2029 & 2044 Future Assessment Years with development

7.13.10 The future years with the results of the Base and the Base + Development scenarios for 2029 and 2044 are shown in **Table 7.11.**

Cadoxton Roundabouts									
Roundabout	Arm	2029 Base				2029 base + development			
		Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak									
4) Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd E	16.3	85.95	0.99	F	17.6	93.22	0.99	F
	Golwg Y Gamlas	16.1	84.93	0.99	F	23.2	114.00	1.02	F
	Cadoxton Rd W	6.8	65.48	0.90	E	9.0	83.87	0.94	F
	Penywern Rd	35.7	426.31	1.21	F	48.6	603.08	1.27	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd N	3.0	153.52	0.82	F	3.6	181.27	0.86	F
	B4434	6.9	41.17	0.89	F	8.9	51.18	0.93	F
	Cadoxton Rd S	39.0	172.83	1.08	F	80.3	396.93	1.19	F
PM Peak									
4) Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd E	4.1	22.54	0.82	F	4.5	24.16	0.83	F
	Golwg Y Gamlas	22.6	76.21	1.00	F	34.6	107.32	1.04	F
	Cadoxton Rd W	20.6	118.65	1.03	F	32.0	172.56	1.08	F
	Penywern Rd	7.0	76.05	0.91	F	10.7	108.82	0.97	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd N	5.1	81.79	0.88	C	7.6	117.18	0.95	C
	B4434	19.2	68.75	0.99	F	30.0	110.25	1.02	F
	Cadoxton Rd S	10.6	70.96	0.95	F	18.1	107.31	1.01	F
Cadoxton Roundabouts									
Roundabout	Arm	2044 base				2044 base + development			
		Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak									
4) Cadoxton Rd A474 Penywern Rd/ Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd E	23.6	123.26	1.01	F	24.8	128.00	1.00	F
	Golwg Y Gamlas	45.7	203.29	1.10	F	58.3	278.50	1.14	F
	Cadoxton Rd W	17.7	143.91	1.02	F	22.4	174.86	1.06	F
	Penywern Rd	69.2	829.05	1.35	F	84.2	1035.47	1.40	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd N	4.8	219.79	0.92	F	5.7	253.73	0.96	F
	B4434	9.8	55.40	0.93	F	12.1	68.12	0.95	F
	Cadoxton Rd S	85.3	433.72	1.21	F	149.8	728.50	1.32	F
PM Peak									
4) Cadoxton Rd A474 Penywern Rd/ Cadoxton Rd/Golwg Y Gamlas Roundabout	Cadoxton Rd E	5.4	28.49	0.86	F	5.3	27.88	0.86	F
	Golwg Y Gamlas	72.2	215.75	1.12	F	89.4	284.91	1.15	F
	Cadoxton Rd W	51.8	295.25	1.15	F	65.8	402.48	1.20	F
	Penywern Rd	18.0	163.94	1.04	F	25.1	217.27	1.09	F
5) Cadoxton Rd/B4434 Roundabout	Cadoxton Rd N	14.0	190.98	1.05	D	18.4	243.49	1.10	D
	B4434	31.0	111.94	1.01	F	48.3	170.68	1.03	F
	Cadoxton Rd S	27.7	152.99	1.06	F	41.5	221.64	1.11	F

Table 7.11 2029 & 2044 Junction Assessment Results: Cadoxton Roundabouts

7.13.11 It can be seen from the above that the two roundabout junctions operate over their theoretical capacity in the 2029 and 2044 forecast year assessment scenarios **without** the inclusion of development traffic. As such, it is not the traffic associated with the development that would drive the junction over its theoretical capacity.

7.13.12 It is also demonstrated that the development has a minor impact on the operation of the junction with the inclusion of traffic associated with the development.

7.13.13 Across the two roundabouts, the maximum RFC increase during 2029 is +0.11 from 1.08 to 1.19 at the Cadoxton Road South arm of the Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout during the AM peak.

7.13.14 Across the two roundabouts, the maximum RFC increase during 2044 is +0.11 from 1.21 to 1.32 at the Cadoxton Road South arm of the Cadoxton Rd A474 Penywern Rd/Cadoxton Rd/Golwg Y Gamlas Roundabout during the AM peak.

7.13.15 It is acknowledged that the inclusion of traffic associated with the development, results in a degradation of the junction performance. This is to be expected in line with the difficulty in accurately reflecting queues and delay on junctions at or approaching capacity.

7.13.16 Given the relatively low level of increase in total traffic on the junction as a whole and on any individual junction arm, which are within the level of day-to-day variation in network flows, it is not considered that the proposed development will result in any significant changes in the operation of the local highway network which would justify mitigation through highway capacity improvements.

7.13.17 The development will be accompanied by an effective travel plan and is well located to access goods and services by non-car modes in keeping with local and national policy.

8 CONCLUSION

8.1 Summary

8.1.1 Asbri Transport Limited have been instructed by Codi Group to produce a Transport Assessment (TA) to accompany a planning application proposing the construction of a new residential development on greenfield land in the Rhyddings area of Neath. The proposed development will consist of up to 250 dwellings and the site has been allocated in the extant LDP for residential development.

8.1.2 A comprehensive Travel Plan also accompanies the planning submission which details measures, objectives and targets to ensure that that active and sustainable travel to and from the development is both facilitated and maximised.

8.1.3 A scoping note was submitted to the Local Planning Authority which sets out the proposed method and scope of work to be undertaken in the preparation of a Transport Assessment that was submitted to the LPA in 2023.

8.1.4 This TA has examined the baseline transport situation in proximity of the development and this has entailed review and analysis of active travel provision and public transport services.

8.1.5 A set of traffic surveys comprised of highway link counts and junction turning counts were undertaken in October 2023. October is a DfT neutral month and the surveys did not coincide with local schools' half term holidays.

8.1.6 Further surveys were undertaken in April 2026 by aerial drones and it is this data-set that has been used in the Junctions 9 modelling undertaken for this TA,

8.1.7 The development's multi-modal trip generation has been derived by reference to the TRICS database. Traffic volumes counted within the study area have been factored to the future assessment years of 2029 and 2044 using TEMPro.

8.1.8 Percentage impact assessments of the change in traffic volumes assigning to the junctions in the study area because of the proposed development have been undertaken and show that, beyond those giving direct access to the site, the level of impact is generally low.

8.1.9 Detailed assessment of the local highway network has demonstrated that the traffic associated with the proposed development will not have a severe impact on the operation of the assessed junctions.

8.1.10 Where the local highway network experiences peak hour capacity issues in the baseline (without development) scenarios, the addition of development traffic result in a worsening of performance, though the level of change is unlikely to be accurately reflected in the modelling results due to the inherent instability of modelling junctions which are operating at capacity. It is considered that the degradation of the roundabouts operational capacity is not material.

8.1.11 Both Asbri Transport and the Highway Authority have investigated a highway capacity focused improvement to the highway link connecting the two roundabout junctions. The improvement would require the acquisition of third-party land and entail significant civil engineering costs.

8.1.12 Notwithstanding this the Transport Assessment and in particular the 2026 drone surveys have shown that network constraints to the west of the western roundabout on Neath Abbey Road cause 'blocking' issues. The queuing south-west bound traffic on Cadoxton Road frequently during the AM peak period prevents vehicles from exiting the roundabout in this direction thjis then causes issues on the operational performance of both roundabouts due to their proximity.

8.1.13 Current Welsh Governmment and UK Government policy requireas that developments seek to achieve modal split which favours active travel and public transport above private cars, and it is not the aim of policy to protect the convenience of peak period commuting traffic. In that respect it would not be considered appropriate to attempt to mitigate the small traffic impact of the development or seek to ease the pre-existing problems that have existed for several years. In addition to this the junctions generally perform well outside the peak network periods and during the 'shoulders' of the am and pm peak period.

8.2 Conclusion

8.2.1 The proposed development site is in a sustainable location, with good access to facilities and amenities, and offers the opportunity to provide improved public transport permeability.

8.2.2 It is acknowledged that there are parts of the local highway network that experience occasional and short-lived congestion, predominantly occurring in the peak network hours.

It is considered the traffic associated with the development does not materially alter this existing situation. It is also considered that upstream network performance in the vicinity of NPT College and Dwr y Felin Comprehensive School sites adversely affects the performance of the 2 roundabout junctions.

8.2.3 The development proposal accords with the aims of local and national policy in locating developments where residents have a choice about mode of travel and have easy access to services and employment. It is therefore considered that the minor potential impact on the local highway network operation does not mean that the development proposal is unacceptable and nor should it be the responsibility of the planning applicant to rectify existing capacity issues that have existined for several years..

8.2.4 It is also considered that a 'predict and provide' approach is not compliant with Welsh Government transport and planning policy and this has been documented by Welsh Government.

8.2.5 Therefore, it is considered that the development proposals are acceptable in terms of their accordance with highways and transport policies and present no reasons not to be supported by the highway authority.

Proposed residential development of up to 250 dwellings at land at Leiros Park, Neath Port Talbot

Transport Assessment Appendices

July 2026

Appendix A

Proposed residential development of 250 dwellings

land off Leiros Park,

Neath

TRANSPORT ASSESSMENT SCOPING NOTE

August 2023

Applicant:	Hale Construction Limited & Pobl
Project no:	T16.130
Document ref no:	T16.130 D1
Document issue date:	**31st August 2023**
Project name:	Land off Leiros Park

Offices at:
1st Floor Westview House,
Oak Tree Court, Mulberry Drive,
Cardiff Gate Business Park, Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite 4, J Shed, Kings Road,
Swansea Waterfront,
Swansea, SA1 8PL
Tel: 01792 480535

P O'Connor

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Section 1 Introduction
Section 2 Development proposal
Section 3 Scope of work
Section 4 Site layout, vehicular access and parking provision
Section 5 Committed development and committed highway improvements
Section 6 Trip generation
Section 7 Traffic and junction impact analysis
Section 8 Other technical work to be submitted

Figures

Figure 1 Site location plan
Figure 2

Appendices

Appendix A TRICS output – Mixed houses
Appendix B

1. Introduction

1.1 Asbri Transport has been appointed by Pobl to produce a Transport Assessment (TA) to accompany an outline planning application proposing the construction of a new residential development on greenfield land north of Neath Town Centre, referred to as 'Leiros Park.'

1.2 The application site is allocated in the Neath Port Talbot LDP as a greenfield site for development.

1.3 The location of the proposed development is detailed in **Figure 1.**

Purpose of the Scoping Note

1.4 This Scoping Note sets out the proposed method and scope of work to be undertaken in the preparation of a 2023 Transport Assessment report that will form part of the supporting documentation for the planning application.

1.5 It is intended that the Scoping Note will be agreed by Neath Port Talbot County Borough Council (NPTCBC), to assist in the completion of a robust Transport Assessment.

1.6 A previous planning application and Transport Assessment was submitted to the Local Planning Authority in 2020. That application was withdrawn.

2. Development proposal

2.1 The development proposals include a residential development of up to 250 dwellings, of open market and affordable tenure.

2.2 Two points of access are proposed to be provided, one from Leiros Park Drive, and one from Daphne Road. A potential emergency access from Gilfach Road, routing along a lane through Leiros Farm is shown on the site masterplan.

2.3 The site will consist of several shared private drives, secondary access roads, traffic calming and turning areas. The geometric design of the site will be such to permit bus movement.

2.4 A comprehensive Travel Plan will also accompany the planning submission which details measures, objectives and targets to ensure that that sustainable travel to and from the development is both facilitated and maximised.

3. Scope of assessment

3.1 The Transport Assessment will be undertaken in accordance with guidance set out in TAN18. The following subsections outline the content that will be included within the Transport Assessment.

Policy review

3.2 A review of local and national policy guidance related to the development proposals will be included. The policy review will include the following:

- Wales Spatial Plan – People, Places, Futures (adopted in 2004, and updated in 2008);
- Planning Policy Wales (Edition 11, February 2021);
- TAN18 – forms part of the Supplementary Guidance contained within Planning Policy Wales;
- One Wales: Connecting the Nation;
- The Active Travel (Wales) Act 2013; and,
- NPTCBC Local Development Plan (2011-2026) – adopted in January 2016.

Background and existing conditions

3.3 A description of the area, and its relationship with:

- The existing highway network;
- Pedestrian/cycle infrastructure;
- Location of bus stops and frequency of services;
- Existing rail services

- Local traffic conditions and traffic data review

- A review of highway safety records for the most recent five year period (reports already obtained from NPTCBC);

4. Site layout, vehicular access, and parking provision

4.1 This section of the TA will consider the following matters:

- Proximity to Active Travel Infrastructure

- Car parking standards (in-line with the NPTCBC supplementary planning guidance);

- Cycle parking standards;

- Site layout and vehicular access

4.2 The site access strategy includes access from two points:

- Extension to Leiros Park Drive; and,

- Extension to Daphne Road.

5. Committed Development and committed highway improvements

5.1 The Highway Authority are requested to advise of any committed developments (that benefit from planning permission but are yet to be constructed or that are but not yet operational) that may affect traffic flows in the study area so that these may be accounted for in the TA process.

5.2 The Highway Authority is also requested to advise if there are any programmed improvements to the highway network that is detailed on **Figure 1**.

6. Trip generation

6.1 Trip generation rates and subsequent vehicle trip generation will be derived for the development proposals for the current version 7.10.2 (August 2023) of the TRICS database.

6.2 The Highway Authority are requested to comment on the proposed trip rates that are derived below.

6.3 The vehicle trip generation rates have been obtained from the TRICS 7.3.2 trip generation database. Sites were selected based on the following criteria:

Mixed Private/affordable houses privately owned – 160 dwellings

- Land use: Residential – Houses privately owned;
- Survey days: Monday-Friday;
- Number of units: 125 to 392; and,
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

Peak period	Trip rates			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.154	0.447	0.601	39	112	151
1700-1800	0.347	0.173	0.52	87	43	130

Table 6.1 Vehicle trip generation – 250 mixed tenure dwellings

6.4 It is evident from Table 6.1 that, based on 250 dwellings the development could generate 151 vehicle movements (two-way) in the AM peak period and 130 vehicle movements (two-way) in the PM peak period. The TRICS output is shown in **Appendix A**.

Traffic flows

6.5 Classified Turning Counts will be undertaken in September or October 2023 for the following junctions:

1. Penywern Rd/Leiros Parc Drive/Llygad-yr-Haul staggered crossroads;
2. Penywern Rd/Daphne Rd/Llewellyn Ave staggered crossroads;
3. Penywern Rd/A4230/Golwg-y-Gamlas/Cadoxton Rd roundabout; and,

4. Cadoxton Road/B4434 roundabout.

Distribution and assignment of development traffic

The development traffic will be assigned and distributed to the local highway network on the basis of existing traffic flow turning movements.

Future base traffic flows

6.6 The impact of the development has been assessed for an opening year of 2026 and a future year of 2041 (year of opening plus 15 years).

6.7 In order to obtain future assessment year traffic flows (i.e. with no development traffic) in 2026 and 2041 the surveyed traffic flows (2023) will be factored using TEMPRo Version 8 software.

6.8 The final future traffic flows will be obtained by combining the development flows with both the 2026 and 2041 base traffic flows.

7. Traffic and junction impact analysis

7.1 The TRL software package Junctions 9 will be used to model each of the junctions (as set out in Section 5) operational performance to determine if mitigation is required.

7.2 The roundabout junction models will be validated using queue length data that was undertaken simultaneously to the junction turning counts.

7.3 Google Earth Satellite imagery to be used to determine junction geometrics (scale checked via measurements taken on-site).

Assessment years

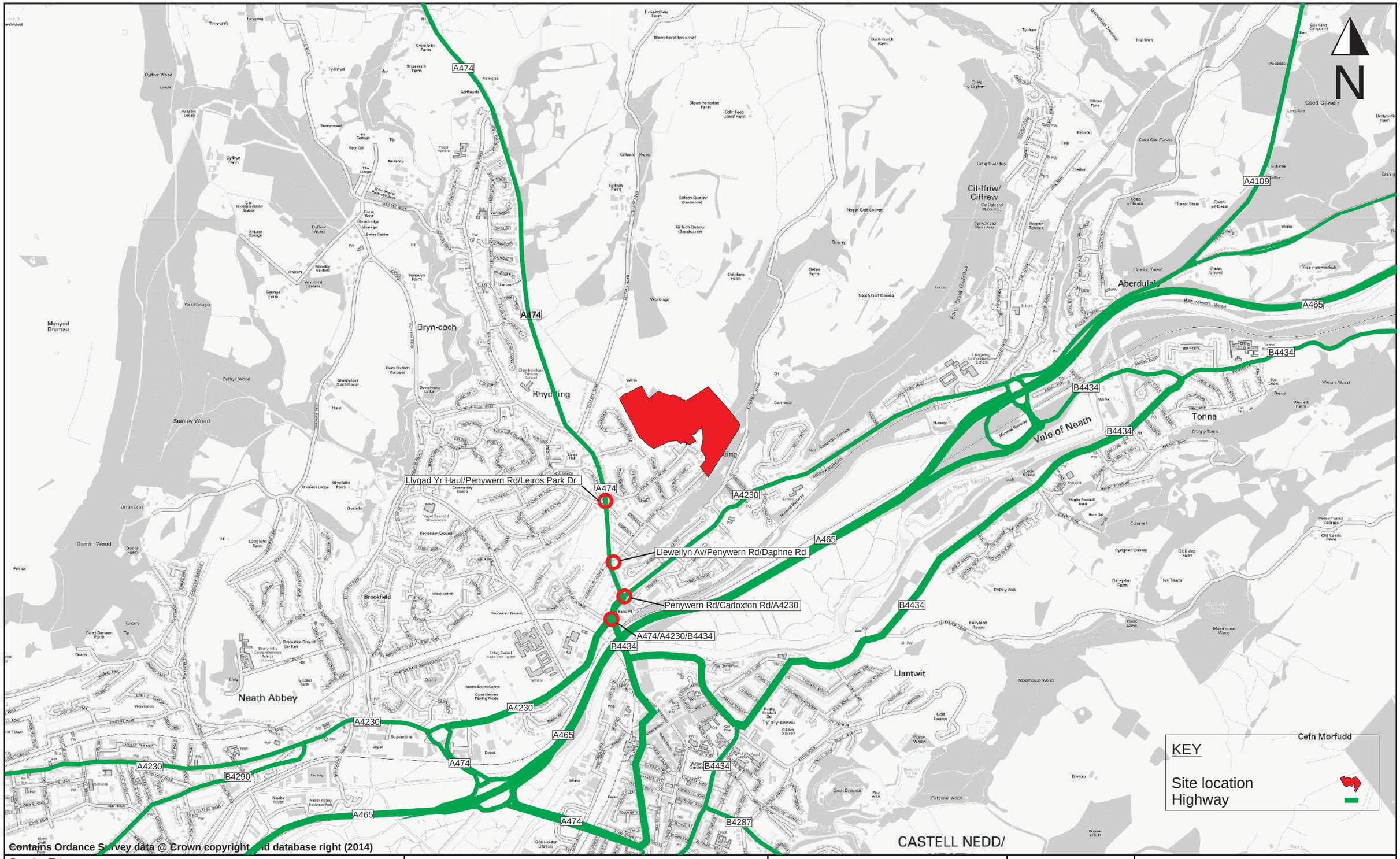
- 2023 baseline assessment;
- 2026 year of opening assessment;
- 2041 future year assessment.
-

8. Other technical work to be submitted

8.1 The following will also be submitted to the highway authority in support of the planning application:

1. A Travel Plan that will include measures to encourage and facilitate active travel and travel by public transport.

2. The TA will include a Transport Implementation Strategy (TIS) as per guidance detailed in TAN 18. This will set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS will set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.



Drawing Title: Site location and Local Highway Network	Client: Hale Construction	asbritransport	Scale: NTS	File Extension:
	Job Title: Leiros Park, Neath	Suite 4 'J' Shed Kings Road Swansea Sa1 8PL T 01792 480535	Designed by: LV Drawn by: LV Ckd/Appd: PO'C 1st Issued: Sept 2017 Job No: T16.130	Drg No: Figure 1

Appendices

Appendix A

Calculation Reference: AUDIT-317901-230807-0835

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	SC	SURREY	1 days
	SP	SOUTHAMPTON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 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: 125 to 392 (units:)
Range Selected by User: 125 to 392 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/03/23

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	6 days
Thursday	2 days

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

Selected survey types:

Manual count	12 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:

Edge of Town	12

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	7
Out of Town	3
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	10 days
1.6 to 2.0	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:

Yes	10 days
No	2 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	12 days

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

LIST OF SITES relevant to selection parameters

1 BH-03-M-01 MIXED HOUSES & FLATS BRIGHTON & HOVE
OVERDOWN RISE
PORTSLADE

Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: THURSDAY *09/03/23* *Survey Type: MANUAL*

2 ES-03-M-11 MIXED HOUSES & FLATS EAST SUSSEX
HEMPSTEAD LANE
HAILSHAM
UPPER HORSEBRIDGE
Edge of Town
Residential Zone
Total No of Dwellings: 354
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

3 ES-03-M-21 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 392
Survey date: MONDAY *28/03/22* *Survey Type: MANUAL*

4 HC-03-M-06 HOUSES & FLATS HAMPSHIRE
HUNTS POND ROAD
NEAR FAREHAM
TITCHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 328
Survey date: WEDNESDAY *04/11/15* *Survey Type: MANUAL*

5 HC-03-M-11 MIXED HOUSES & FLATS HAMPSHIRE
ALDERMASTON ROAD
BASINGSTOKE

Edge of Town
No Sub Category
Total No of Dwellings: 238
Survey date: THURSDAY *07/03/19* *Survey Type: MANUAL*

6 HC-03-M-17 MIXED HOUSES & FLATS HAMPSHIRE
RAWLINGS LANE
ALTON

Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

7 KC-03-M-03 MIXED HOUSES & FLATS KENT
BUNYARD WAY
MAIDSTONE
ALLINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 140
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

8 NF-03-M-02 MIXED HOUSES NORFOLK
CAWSTON ROAD
AYLSHAM

Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *17/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NF-03-M-46 DEREHAM ROAD NORWICH	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	338	
	Survey date: WEDNESDAY	*15/09/21*	*Survey Type: MANUAL*
10	NF-03-M-62 CAWSTON ROAD AYLSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	250	
	Survey date: WEDNESDAY	*21/09/22*	*Survey Type: MANUAL*
11	SC-03-M-13 HOLLAND ROAD OXTED	DETACHED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	168	
	Survey date: TUESDAY	*22/11/22*	*Survey Type: MANUAL*
12	SP-03-M-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:	181	
	Survey date: WEDNESDAY	*23/10/19*	*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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.092	22.192	12	253	0.327	78.578	12	253	0.419	100.770
08:00 - 09:00	12	253	0.154	36.960	12	253	0.447	107.325	12	253	0.601	144.285
09:00 - 10:00	12	253	0.141	33.880	12	253	0.157	37.749	12	253	0.298	71.629
10:00 - 11:00	12	253	0.125	30.089	12	253	0.145	34.748	12	253	0.270	64.837
11:00 - 12:00	12	253	0.130	31.273	12	253	0.131	31.510	12	253	0.261	62.783
12:00 - 13:00	12	253	0.158	37.986	12	253	0.139	33.406	12	253	0.297	71.392
13:00 - 14:00	12	253	0.138	33.169	12	253	0.141	33.959	12	253	0.279	67.128
14:00 - 15:00	12	253	0.141	33.722	12	253	0.190	45.489	12	253	0.331	79.211
15:00 - 16:00	12	253	0.304	73.050	12	253	0.184	44.225	12	253	0.488	117.275
16:00 - 17:00	12	253	0.301	72.340	12	253	0.167	40.039	12	253	0.468	112.379
17:00 - 18:00	12	253	0.347	83.238	12	253	0.173	41.619	12	253	0.520	124.857
18:00 - 19:00	12	253	0.316	75.814	12	253	0.185	44.462	12	253	0.501	120.276
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.347	563.713			2.386	573.109			4.733	1136.822

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:	125 - 392 (units:)
Survey date date range:	01/01/15 - 09/03/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.004	1.027	12	253	0.005	1.106	12	253	0.009	2.133
08:00 - 09:00	12	253	0.007	1.579	12	253	0.007	1.737	12	253	0.014	3.316
09:00 - 10:00	12	253	0.003	0.790	12	253	0.002	0.553	12	253	0.005	1.343
10:00 - 11:00	12	253	0.002	0.553	12	253	0.002	0.553	12	253	0.004	1.106
11:00 - 12:00	12	253	0.003	0.790	12	253	0.003	0.711	12	253	0.006	1.501
12:00 - 13:00	12	253	0.002	0.553	12	253	0.003	0.711	12	253	0.005	1.264
13:00 - 14:00	12	253	0.002	0.474	12	253	0.002	0.474	12	253	0.004	0.948
14:00 - 15:00	12	253	0.002	0.395	12	253	0.002	0.474	12	253	0.004	0.869
15:00 - 16:00	12	253	0.006	1.343	12	253	0.006	1.422	12	253	0.012	2.765
16:00 - 17:00	12	253	0.004	1.027	12	253	0.003	0.790	12	253	0.007	1.817
17:00 - 18:00	12	253	0.002	0.553	12	253	0.002	0.553	12	253	0.004	1.106
18:00 - 19:00	12	253	0.003	0.632	12	253	0.003	0.632	12	253	0.006	1.264
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.040	9.716			0.040	9.716			0.080	19.432

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.001	0.316	12	253	0.001	0.316	12	253	0.002	0.632
08:00 - 09:00	12	253	0.004	0.948	12	253	0.002	0.553	12	253	0.006	1.501
09:00 - 10:00	12	253	0.002	0.474	12	253	0.003	0.790	12	253	0.005	1.264
10:00 - 11:00	12	253	0.002	0.553	12	253	0.002	0.474	12	253	0.004	1.027
11:00 - 12:00	12	253	0.002	0.474	12	253	0.002	0.474	12	253	0.004	0.948
12:00 - 13:00	12	253	0.002	0.474	12	253	0.002	0.474	12	253	0.004	0.948
13:00 - 14:00	12	253	0.000	0.079	12	253	0.001	0.237	12	253	0.001	0.316
14:00 - 15:00	12	253	0.001	0.158	12	253	0.000	0.000	12	253	0.001	0.158
15:00 - 16:00	12	253	0.001	0.158	12	253	0.001	0.237	12	253	0.002	0.395
16:00 - 17:00	12	253	0.000	0.079	12	253	0.001	0.158	12	253	0.001	0.237
17:00 - 18:00	12	253	0.001	0.237	12	253	0.001	0.237	12	253	0.002	0.474
18:00 - 19:00	12	253	0.000	0.079	12	253	0.000	0.079	12	253	0.000	0.158
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.016	4.029			0.016	4.029			0.032	8.058

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.001	0.158	12	253	0.001	0.158	12	253	0.002	0.316
08:00 - 09:00	12	253	0.001	0.237	12	253	0.001	0.237	12	253	0.002	0.474
09:00 - 10:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
10:00 - 11:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
11:00 - 12:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
12:00 - 13:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
13:00 - 14:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
14:00 - 15:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
15:00 - 16:00	12	253	0.002	0.395	12	253	0.001	0.158	12	253	0.003	0.553
16:00 - 17:00	12	253	0.001	0.158	12	253	0.002	0.395	12	253	0.003	0.553
17:00 - 18:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
18:00 - 19:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.005	0.948			0.005	0.948			0.010	1.896

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.001	0.316	12	253	0.007	1.658	12	253	0.008	1.974
08:00 - 09:00	12	253	0.003	0.632	12	253	0.013	3.080	12	253	0.016	3.712
09:00 - 10:00	12	253	0.004	0.948	12	253	0.004	0.869	12	253	0.008	1.817
10:00 - 11:00	12	253	0.002	0.553	12	253	0.002	0.395	12	253	0.004	0.948
11:00 - 12:00	12	253	0.002	0.395	12	253	0.002	0.395	12	253	0.004	0.790
12:00 - 13:00	12	253	0.002	0.474	12	253	0.002	0.395	12	253	0.004	0.869
13:00 - 14:00	12	253	0.001	0.316	12	253	0.003	0.711	12	253	0.004	1.027
14:00 - 15:00	12	253	0.002	0.553	12	253	0.003	0.632	12	253	0.005	1.185
15:00 - 16:00	12	253	0.010	2.448	12	253	0.005	1.106	12	253	0.015	3.554
16:00 - 17:00	12	253	0.004	1.027	12	253	0.003	0.711	12	253	0.007	1.738
17:00 - 18:00	12	253	0.012	2.843	12	253	0.006	1.343	12	253	0.018	4.186
18:00 - 19:00	12	253	0.005	1.264	12	253	0.004	0.948	12	253	0.009	2.212
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.048	11.769			0.054	12.243			0.102	24.012

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.102	24.561	12	253	0.442	106.061	12	253	0.544	130.622
08:00 - 09:00	12	253	0.189	45.331	12	253	0.762	182.902	12	253	0.951	228.233
09:00 - 10:00	12	253	0.173	41.619	12	253	0.216	51.728	12	253	0.389	93.347
10:00 - 11:00	12	253	0.149	35.854	12	253	0.193	46.357	12	253	0.342	82.211
11:00 - 12:00	12	253	0.164	39.250	12	253	0.170	40.750	12	253	0.334	80.000
12:00 - 13:00	12	253	0.201	48.332	12	253	0.184	44.146	12	253	0.385	92.478
13:00 - 14:00	12	253	0.186	44.699	12	253	0.190	45.647	12	253	0.376	90.346
14:00 - 15:00	12	253	0.187	44.778	12	253	0.242	58.124	12	253	0.429	102.902
15:00 - 16:00	12	253	0.540	129.516	12	253	0.253	60.731	12	253	0.793	190.247
16:00 - 17:00	12	253	0.449	107.799	12	253	0.240	57.572	12	253	0.689	165.371
17:00 - 18:00	12	253	0.489	117.354	12	253	0.234	56.071	12	253	0.723	173.425
18:00 - 19:00	12	253	0.449	107.799	12	253	0.252	60.494	12	253	0.701	168.293
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.278	786.892			3.378	810.583			6.656	1597.475

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.025	6.081	12	253	0.045	10.819	12	253	0.070	16.900
08:00 - 09:00	12	253	0.032	7.581	12	253	0.153	36.723	12	253	0.185	44.304
09:00 - 10:00	12	253	0.049	11.767	12	253	0.025	6.081	12	253	0.074	17.848
10:00 - 11:00	12	253	0.017	4.107	12	253	0.021	4.975	12	253	0.038	9.082
11:00 - 12:00	12	253	0.018	4.265	12	253	0.023	5.449	12	253	0.041	9.714
12:00 - 13:00	12	253	0.036	8.687	12	253	0.037	8.924	12	253	0.073	17.611
13:00 - 14:00	12	253	0.028	6.713	12	253	0.030	7.266	12	253	0.058	13.979
14:00 - 15:00	12	253	0.031	7.423	12	253	0.048	11.609	12	253	0.079	19.032
15:00 - 16:00	12	253	0.115	27.641	12	253	0.045	10.898	12	253	0.160	38.539
16:00 - 17:00	12	253	0.054	12.952	12	253	0.026	6.318	12	253	0.080	19.270
17:00 - 18:00	12	253	0.049	11.688	12	253	0.040	9.635	12	253	0.089	21.323
18:00 - 19:00	12	253	0.045	10.898	12	253	0.042	10.030	12	253	0.087	20.928
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.499	119.803			0.535	128.727			1.034	248.530

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.000	0.000	12	253	0.022	5.370	12	253	0.022	5.370
08:00 - 09:00	12	253	0.001	0.158	12	253	0.016	3.870	12	253	0.017	4.028
09:00 - 10:00	12	253	0.001	0.158	12	253	0.001	0.237	12	253	0.002	0.395
10:00 - 11:00	12	253	0.001	0.158	12	253	0.003	0.711	12	253	0.004	0.869
11:00 - 12:00	12	253	0.001	0.237	12	253	0.002	0.395	12	253	0.003	0.632
12:00 - 13:00	12	253	0.003	0.790	12	253	0.004	1.027	12	253	0.007	1.817
13:00 - 14:00	12	253	0.005	1.185	12	253	0.003	0.632	12	253	0.008	1.817
14:00 - 15:00	12	253	0.003	0.711	12	253	0.002	0.395	12	253	0.005	1.106
15:00 - 16:00	12	253	0.015	3.712	12	253	0.002	0.474	12	253	0.017	4.186
16:00 - 17:00	12	253	0.011	2.685	12	253	0.002	0.474	12	253	0.013	3.159
17:00 - 18:00	12	253	0.009	2.053	12	253	0.001	0.316	12	253	0.010	2.369
18:00 - 19:00	12	253	0.005	1.264	12	253	0.000	0.079	12	253	0.005	1.343
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.055	13.111			0.058	13.980			0.113	27.091

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.000	0.000	12	253	0.005	1.185	12	253	0.005	1.185
08:00 - 09:00	12	253	0.000	0.000	12	253	0.002	0.395	12	253	0.002	0.395
09:00 - 10:00	12	253	0.000	0.000	12	253	0.001	0.158	12	253	0.001	0.158
10:00 - 11:00	12	253	0.000	0.000	12	253	0.000	0.079	12	253	0.000	0.079
11:00 - 12:00	12	253	0.000	0.000	12	253	0.000	0.079	12	253	0.000	0.079
12:00 - 13:00	12	253	0.000	0.079	12	253	0.002	0.395	12	253	0.002	0.474
13:00 - 14:00	12	253	0.000	0.079	12	253	0.000	0.079	12	253	0.000	0.158
14:00 - 15:00	12	253	0.000	0.000	12	253	0.001	0.158	12	253	0.001	0.158
15:00 - 16:00	12	253	0.002	0.395	12	253	0.000	0.000	12	253	0.002	0.395
16:00 - 17:00	12	253	0.001	0.316	12	253	0.001	0.158	12	253	0.002	0.474
17:00 - 18:00	12	253	0.002	0.395	12	253	0.000	0.000	12	253	0.002	0.395
18:00 - 19:00	12	253	0.004	1.027	12	253	0.000	0.000	12	253	0.004	1.027
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.009	2.291			0.012	2.686			0.021	4.977

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.000	0.000	12	253	0.001	0.237	12	253	0.001	0.237
08:00 - 09:00	12	253	0.000	0.000	12	253	0.004	0.869	12	253	0.004	0.869
09:00 - 10:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
10:00 - 11:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
11:00 - 12:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
12:00 - 13:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
13:00 - 14:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
14:00 - 15:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
15:00 - 16:00	12	253	0.003	0.790	12	253	0.000	0.000	12	253	0.003	0.790
16:00 - 17:00	12	253	0.001	0.316	12	253	0.000	0.000	12	253	0.001	0.316
17:00 - 18:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
18:00 - 19:00	12	253	0.000	0.000	12	253	0.000	0.000	12	253	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.004	1.106			0.005	1.106			0.009	2.212

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.000	0.000	12	253	0.028	6.792	12	253	0.028	6.792
08:00 - 09:00	12	253	0.001	0.158	12	253	0.021	5.133	12	253	0.022	5.291
09:00 - 10:00	12	253	0.001	0.158	12	253	0.002	0.395	12	253	0.003	0.553
10:00 - 11:00	12	253	0.001	0.158	12	253	0.003	0.790	12	253	0.004	0.948
11:00 - 12:00	12	253	0.001	0.237	12	253	0.002	0.474	12	253	0.003	0.711
12:00 - 13:00	12	253	0.004	0.869	12	253	0.006	1.422	12	253	0.010	2.291
13:00 - 14:00	12	253	0.005	1.264	12	253	0.003	0.711	12	253	0.008	1.975
14:00 - 15:00	12	253	0.003	0.711	12	253	0.002	0.553	12	253	0.005	1.264
15:00 - 16:00	12	253	0.020	4.896	12	253	0.002	0.474	12	253	0.022	5.370
16:00 - 17:00	12	253	0.014	3.317	12	253	0.003	0.632	12	253	0.017	3.949
17:00 - 18:00	12	253	0.010	2.448	12	253	0.001	0.316	12	253	0.011	2.764
18:00 - 19:00	12	253	0.010	2.290	12	253	0.000	0.079	12	253	0.010	2.369
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.070	16.506			0.073	17.771			0.143	34.277

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.129	30.958	12	253	0.522	125.331	12	253	0.651	156.289
08:00 - 09:00	12	253	0.224	53.702	12	253	0.949	227.838	12	253	1.173	281.540
09:00 - 10:00	12	253	0.227	54.492	12	253	0.246	59.072	12	253	0.473	113.564
10:00 - 11:00	12	253	0.169	40.671	12	253	0.219	52.517	12	253	0.388	93.188
11:00 - 12:00	12	253	0.184	44.146	12	253	0.196	47.068	12	253	0.380	91.214
12:00 - 13:00	12	253	0.243	58.361	12	253	0.229	54.886	12	253	0.472	113.247
13:00 - 14:00	12	253	0.221	52.991	12	253	0.226	54.334	12	253	0.447	107.325
14:00 - 15:00	12	253	0.223	53.465	12	253	0.295	70.918	12	253	0.518	124.383
15:00 - 16:00	12	253	0.685	164.501	12	253	0.305	73.208	12	253	0.990	237.709
16:00 - 17:00	12	253	0.521	125.094	12	253	0.272	65.232	12	253	0.793	190.326
17:00 - 18:00	12	253	0.560	134.334	12	253	0.281	67.364	12	253	0.841	201.698
18:00 - 19:00	12	253	0.509	122.251	12	253	0.298	71.550	12	253	0.807	193.801
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.895	934.966			4.038	969.318			7.933	1904.284

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.072	17.216	12	253	0.272	65.311	12	253	0.344	82.527
08:00 - 09:00	12	253	0.126	30.247	12	253	0.404	96.979	12	253	0.530	127.226
09:00 - 10:00	12	253	0.119	28.588	12	253	0.132	31.589	12	253	0.251	60.177
10:00 - 11:00	12	253	0.097	23.297	12	253	0.118	28.430	12	253	0.215	51.727
11:00 - 12:00	12	253	0.102	24.482	12	253	0.105	25.271	12	253	0.207	49.753
12:00 - 13:00	12	253	0.134	32.063	12	253	0.111	26.693	12	253	0.245	58.756
13:00 - 14:00	12	253	0.115	27.720	12	253	0.119	28.667	12	253	0.234	56.387
14:00 - 15:00	12	253	0.117	28.036	12	253	0.167	39.961	12	253	0.284	67.997
15:00 - 16:00	12	253	0.271	64.995	12	253	0.156	37.512	12	253	0.427	102.507
16:00 - 17:00	12	253	0.258	61.915	12	253	0.142	34.195	12	253	0.400	96.110
17:00 - 18:00	12	253	0.299	71.787	12	253	0.154	36.881	12	253	0.453	108.668
18:00 - 19:00	12	253	0.288	69.023	12	253	0.167	39.961	12	253	0.455	108.984
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.998	479.369			2.047	491.450			4.045	970.819

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.013	3.238	12	253	0.045	10.898	12	253	0.058	14.136
08:00 - 09:00	12	253	0.016	3.870	12	253	0.029	7.029	12	253	0.045	10.899
09:00 - 10:00	12	253	0.016	3.949	12	253	0.019	4.580	12	253	0.035	8.529
10:00 - 11:00	12	253	0.023	5.607	12	253	0.021	4.975	12	253	0.044	10.582
11:00 - 12:00	12	253	0.023	5.449	12	253	0.020	4.896	12	253	0.043	10.345
12:00 - 13:00	12	253	0.020	4.896	12	253	0.023	5.449	12	253	0.043	10.345
13:00 - 14:00	12	253	0.020	4.817	12	253	0.019	4.580	12	253	0.039	9.397
14:00 - 15:00	12	253	0.020	4.896	12	253	0.020	4.896	12	253	0.040	9.792
15:00 - 16:00	12	253	0.024	5.765	12	253	0.019	4.659	12	253	0.043	10.424
16:00 - 17:00	12	253	0.036	8.529	12	253	0.017	4.107	12	253	0.053	12.636
17:00 - 18:00	12	253	0.039	9.319	12	253	0.014	3.475	12	253	0.053	12.794
18:00 - 19:00	12	253	0.021	5.133	12	253	0.013	3.238	12	253	0.034	8.371
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.271	65.468			0.259	62.782			0.530	128.250

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 240 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	12	253	0.001	0.237	12	253	0.003	0.790	12	253	0.004	1.027
08:00 - 09:00	12	253	0.000	0.079	12	253	0.003	0.790	12	253	0.003	0.869
09:00 - 10:00	12	253	0.000	0.079	12	253	0.001	0.237	12	253	0.001	0.316
10:00 - 11:00	12	253	0.000	0.079	12	253	0.001	0.316	12	253	0.001	0.395
11:00 - 12:00	12	253	0.000	0.079	12	253	0.001	0.158	12	253	0.001	0.237
12:00 - 13:00	12	253	0.000	0.000	12	253	0.000	0.079	12	253	0.000	0.079
13:00 - 14:00	12	253	0.000	0.079	12	253	0.000	0.000	12	253	0.000	0.079
14:00 - 15:00	12	253	0.001	0.237	12	253	0.001	0.158	12	253	0.002	0.395
15:00 - 16:00	12	253	0.002	0.395	12	253	0.001	0.237	12	253	0.003	0.632
16:00 - 17:00	12	253	0.003	0.632	12	253	0.002	0.395	12	253	0.005	1.027
17:00 - 18:00	12	253	0.006	1.343	12	253	0.002	0.474	12	253	0.008	1.817
18:00 - 19:00	12	253	0.004	0.948	12	253	0.002	0.553	12	253	0.006	1.501
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	4.187			0.017	4.187			0.034	8.374

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

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

Appendix B

From: Claire Hall <c.hall@npt.gov.uk>
Sent: 18 September 2023 11:35
To: Neil Buckman - Asbri Transport Ltd <neil@asbritransport.co.uk>; Patrick O'Connor - Asbri Transport <Patrick@AsbriTransport.co.uk>; Phil Baxter <Phil@asbriplanning.co.uk>
Subject: RE: Leiros Park - TA Scoping Note - Traffic Surveys

Hi Neil, thank you for your email. Justin has said it's fine, subject to ATCs included on Penywern Road and Cadaxton Road for a 7 day period covering the data of the JTCs.

Hope this helps.

Regards

Claire Hall

Senior Planner – Uwch Cynllunydd
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: 01639 686727

Email / E-bost: c.hall@npt.gov.uk

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From: Neil Buckman - Asbri Transport Ltd <neil@asbritransport.co.uk>
Sent: 18 September 2023 10:45
To: Claire Hall <c.hall@npt.gov.uk>; Patrick O'Connor - Asbri Transport <Patrick@AsbriTransport.co.uk>; Phil Baxter <Phil@asbriplanning.co.uk>
Subject: RE: Leiros Park - TA Scoping Note - Traffic Surveys

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Good morning Claire

Further to below, we would be grateful if you could review the suggested methodology with Justin and revert with an agreed approach so that we can provide our clients with appropriate advice.

Industry best practice relating to assessing traffic impact is well established through official guidance (including the DfT guidance on Transport evidence bases in plan making and decision taking), inspectors decisions and previous decisions taken by Local Highway Authorities. In the case of traffic surveys, it is a universally accepted standard that single day junction turning counts (JTCs) are undertaken at junctions of particular interest (e.g. those which may be most impacted by a proposal or are considered likely to be sensitive to change). Where there may be concerns over daily variation occurring due to specific local factors, it is usual for these to be supplemented by a week long Automatic Traffic Count (ATC) on a link or links within the study area. Ultimately the impact of the proposals will be assessed across weekday and morning peak periods (or 15 minute periods within those periods where detailed modelling is undertaken). There is no precedent for requiring multiple days of survey data, which would seemingly serve no purpose other than increasing the processing burden, as the end result would still be an assessment undertaken on peak periods. If there is concern about daily variation, the ATCs allow for validation/variation of the observed traffic.

While there is some evidence that working patterns have altered as a result of post-pandemic social adjustments, the latest data illustrates that overall traffic levels are returning to close to pre-pandemic levels. Work/commuting traffic does not form the majority of peak period traffic, and so changes in this respect would not have the major impact suggested. In any event, the purpose of the proposed survey is to capture data on existing travel patterns, and there is no reason why this cannot be done based on a single day survey, as has always been the case. Indeed, the previous Transport Assessment submitted by Asbri for a development on this site was based on data provided by NPTCBC from a single day survey in agreement with the LHA officers.

It is therefore suggested that in order to provide sufficient comfort to the LHA and subsequently Committee members, ATCs will be included on Penywern Road and Cadoxton Road for a 7 day period covering the data of the JTCs.

I hope this is agreeable, and look forward to hearing from you.

Regards,
Neil

Regards,
Neil

Neil Buckman

Associate Director

Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW
T: 01792 480 535 M: 07769 912 917
Email: neil@asbritransport.co.uk I www.asbritransport.co.uk

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From: Claire Hall <c.hall@npt.gov.uk>
Sent: 15 September 2023 09:17
To: Patrick O'Connor - Asbri Transport <Patrick@AsbriTransport.co.uk>; Phil Baxter <Phil@asbriplanning.co.uk>
Cc: Neil Buckman - Asbri Transport Ltd <neil@asbritransport.co.uk>
Subject: RE: Leiros Park - TA Scoping Note - Traffic Surveys

Hi Patrick, Justin's response:

*"A **1 week-day survey of a 3-hour a.m. and p.m. peak period** is not acceptable and I disagree with his proposal. Since the pandemic the traffic displacement/timings have changed due to people working from home or even work patters changing. In addition, to justify a 1 week day survey being undertaken for this development of circa 250 dwellings irrespective of pre-planning survey date in Planning Committee would be challenging.*

I would therefore recommend a 5 day week (24 hour) survey (Monday through to Friday) within a neutral month."

Given that the planning pre-application advice was to agree the scope of the TA with our highways prior to be undertaken I trust you will positively take on board the comments raised so that your subsequent results have validity on submission.

I trust this information is of assistance.

Kind regards

Claire Hall

Senior Planner – Uwch Cynllunydd
Neath Port Talbot County Borough Council/ Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot Tel/Ffôn: 01639 686727

Email / E-bost: c.hall@npt.gov.uk

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---

From: Patrick O'Connor - Asbri Transport <Patrick@AsbriTransport.co.uk>
Sent: 13 September 2023 12:10
To: Claire Hall <c.hall@npt.gov.uk>; Phil Baxter <Phil@asbriplanning.co.uk>
Cc: Neil Buckman - Asbri Transport Ltd <neil@asbritransport.co.uk>
Subject: RE: Leiros Park - TA Scoping Note - Traffic Surveys

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Claire,

Thank you for Justin's comments.

We will only be undertaking **1 week-day survey of a 3-hour a.m. and p.m. peak period** as is conventional for Transport Assessments for residential development proposals. We do have a significant amount of historic traffic data collected in the TA study area for previous instructions/work on this site.

I think the confusion may have arisen from paragraph 6.3 of the TA scoping note. The '*Monday-Friday*' refers to the site selection criteria used in the TRICS analysis to derive the trip generation rates, i.e., we have used week-day TRICS surveys only (i.e. not the intention to undertake 5 days' worth of surveys.)

Could you relay this to Justin please or we are happy to discuss directly with him? Subject to our client's instruction we intend to undertake the traffic surveys in the next 2 -3 weeks.

Regards,

Patrick O'Connor BSc (Hons) MSc CMILT MCIHT
Managing Director

asbritransport

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure) (Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS OBSERVATIONS

PLANNING APPLICATION NO:	P/3/25/0009/00 – Q2025/0040
APPLICANT:	POBL GROUP
LOCATION:	LAND AT LEIROS PARC, BRYNCOCH, NEATH
PROPOSAL:	258 HOUSES AT LEIROS PARC, BRYNCOCH, NEATH

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant	☒
Objection – on the grounds set out below	☐

MY HIGHWAYS OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-

No Highway objection in principle to the intention of development at this location, however, the following concerns have been identified and need to be addressed during any subsequent application.

These observations are based upon the following documents/drawings only that have been submitted as part of this consultation:

TC24249 LA1 GI Strategy 250204v3
TC24249 LA2 Play Strategy 1 250204v3
TC24249 LA3 Play Strategy 2 250204v3
TC24249 LA4 Play Strategy 3 250204v3
Location Plan
Pre-application Letter dated 31st January 2025

Highway Comments

1. All internal estate roads to be designed in accordance with Manual for Streets, the Authority's Design Guide and parking provision to be in accordance with the approved Parking Guidelines.

2. A Transport Impact Assessment in accordance with the requirements of TAN18 needs to be provided. All scoping locations to be agreed in advance with Highway Development Control.

3. All shared drives (serving a maximum of 5 dwellings) to have a gradient not exceeding 1 in 9, to be 4.5m wide, have pedestrian vision splays of 2.4m by 2.4m (behind footway) which should be hard surfaced, and a turning facility provided with a traverse length of 8.65m so all vehicles can enter and leave in a forward gear. Shared drives should not exceed 30m in length (carrying distance for bins) and there will be a need to widen the footway or provide a bin parking area where bins/sacks can be placed on collection day without obstructing the footway.

4. Parking allocation shall be in accordance with NPT 'Parking Standards which are at a rate of 1 space per bedroom per dwelling (including apartments) up to a maximum of 3 spaces. The parking requirements may be reduced if the developer can provide evidence that the criteria set out in the Sustainability section of our SPG Parking Standards (Oct 2016) document is met.

5. Driveways dimensions are as follows:
    a. Single driveway shall be 3.6m wide and 6m in length,
    b. Parallel parking, the first space shall be 3.6m wide with the additional space or spaces thereafter being 2.6m (for example; parallel parking for two vehicle, the dimensions should be 6.2m wide (3.6m plus 2.6m) by 6m in length). For a third space you would add on an additional 2.6m wide.
    c. Parking in tandem for a single driveway width would require a width of 3.6m wide, together with the first space being 6m in length and then other length(s) being 4.8 metres in addition (for example; two car parking in tandem would require a width of 3.6m and a length of 10.8m (6m plus 4.8m). For a third space you would add on an additional 4.8m.

   Some of the driveway areas that are currently shown are in excess of the dimensions above. This is not desirable as this could lead to additional vehicles parking in these areas and overhanging onto the footway.

6. All driveways shall be hard surfaced in porous asphalt or permeable block paving or a provision must be made to direct run-off water from the hard standing to a permeable or porous area within the curtilage of the dwelling house to a maximum gradient of no greater than 1 in 9 and no less than 1 in 150. The driveway shall be drained so that no surface water (including roof and yard) flows out onto the public highway or vice versa and must be maintained to ensure it complies with the above requirements. The surface water shall not drain directly or indirectly into the highway drainage network without the written approval of the SAB.

7. Electric Vehicle Charging Points - The site shall be provided with Electrical Vehicle Parking Spaces, as per Planning Policy Wales (11).

8. Please show each vehicular dropped crossing point for each driveway

9. Swept path analysis drawings are required in CAD format for all routes likely to facilitate a bus service and for refuse vehicles within the development. Swept path analysis is to be carried out if/once any changes to the junction layout arise as a result of applying Active Travel criteria.

10. No drive shall be closer than 2.5 metres to any boundary and pedestrian vision splays of 2.4 metres by 2.4 metres (measured back from back of footway) shall be provided and maintained each side of each access within which nothing over 600mm in height shall be erected or allowed to grow.

11. Each driveway should have a maximum gradient of no greater than 1 in 9 and no less than 1 in 150.

12. A visitor parking scheme is required at a rate of one space per five dwellings which shall be clearly shown on the submitted site layouts

13. All works to be constructed on the public highway shall be subject to Road safety Audits, stages 1 to 4 in accordance with Design Manual for Roads and Bridges. Road Safety Audits Stage 1 and 2 need to be submitted within the planning application. Each stage of the Road safety Audit shall be submitted for approval in writing by the Local planning Authority. All issues highlighted at each stage, being addressed to the written approval of the Local Planning Authority within 3 months of that stage of that Road safety Audit has been approved.

14. All roads should be designed for a 20mph or less speed limited with bends having a centre line radius not less than 20 metres and any necessary bend sight line shown as being within the proposed footway.

15. The internal highways shall be design with any unrestrained lengths no greater than 60 metres.

16. Prior to work commencing on the construction of any dwelling a Traffic Regulation Order scheme shall be submitted to and for the written approval of the Authority.

17. Location of recycling and waste bin storage areas are to be shown on plan. The council refuse and recycling vehicles will only pick up on kerb side collection points only. Waste collection vehicles should be able to get within 25 meters of the storage point. Maximum reversing distance of 12 meters, reversing routes should be straight and free from any obstacles.

18. A schematic street lighting design is required and to be submitted to and approved in writing by the LPA.

19. No trees shall be planted within the footway, nor shall any trees be planted within 2m of the back of footway unless a suitable root barrier is placed along the back of footway.

20. No development shall commence (including any site clearance), until a Construction Environmental Management Plan has been submitted to and

approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:

a. **Construction methods:** details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development
b. **Drainage:** Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.
c. **General Site Management:** details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.
d. **Control of Nuisances:** Wheel washing facilities and measures to control light spill.
e. **Traffic Management**: details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings, no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions; Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;
f. **Hours of working on site**, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works (including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.
g. **Responsible Persons:** details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, the CEMP must also be signed by the responsible person.

21. Any gates shall be of a type which open inwards only, can be seen through and shall be maintained as such thereafter.

22. Active Travel must be considered and integrated into the design of the development.

23. Prior to work commencing on development a scheme shall be submitted to and approved in writing by the Local Planning Authority for the construction of the internal estate roads, which shall include the following:
    a. Longitudinal sections showing a gradient of not more than 1 in 12 or less than 1 in 150

b. Cross sections every 20 metres, and/or where any culvert outfalls, headwalls are located
c. Highway Drainage (including gullies, gully leaders, manholes, pipe sizes and gradients)
d. Highway Construction details
e. A schematic street lighting design
f. Highway Retaining Walls (if any), along with full structural and design calculations

24. Any alterations to the public highway shall be made under the remit of a Section 278 Agreement of the Highways Act.

Drainage Comments

25. Prior to any works commencing on site SAB approval will be required. To commence work is a breach of SAB approval required under Paragraph 7 (1) Schedule 3 of the Flood and Water Management Act 2010 whereby legal action will be taken by the Authority under The Sustainable Drainage (Enforcement) (Wales) Order 2018. Guidance and applications can be found on https://www.npt.gov.uk/sab

26. Should any springs or ground water seepage be encountered the on site works in that area shall cease until a scheme for collection and disposal of the water has been submitted to and approved in writing by the Local Planning Authority. No ground water shall ever be discharged into the proposed drainage scheme.

27. There must be no interference, alteration or diversion of any ditch, watercourse, stream or culvert or bordering the site, without prior consultation and agreement with the Authority.

28. Unless otherwise agreed in writing by the Local Planning Authority, foul water and surface water discharges shall be drained separately from the site.

29. No surface water or Land drainage run-off shall be allowed to connect, either directly or indirectly, to the public sewerage system unless otherwise approved in writing by the Local Planning Authority.

30. Adequate provision shall be made for the drainage of the site, to ensure that the drainage of any adjoining land is not interrupted or otherwise adversely effected by the development during the lifetime of construction.

NOTES TO APPLICANT

SAB

Please note that from 7th January 2019, all new developments of more than 1 house, or where a construction area is of 100m^2 or more, plus if the SAB authority believe that any redevelopment of land has significant surface water drainage implications. This will require sustainable drainage - built in accordance with mandatory standards for sustainable drainage published by Welsh Ministers - to manage on-site surface water. More information is available in Schedule 3 of the Flood & Water Management Act 2010.

These systems must be approved by the Council's Highway Development Control service acting in its SuDS Approving Body (SAB) role before construction work begins. In this respect it is essential that a developer of any such project gain SAB approval of its surface water drainage alongside any relevant planning permission. **You will not be allowed to start construction until both permissions have been approved.**

If you have not done so already, and your development would not fall into any of the relevant exceptions, you are therefore strongly encouraged to request further advice from the SAB. Involving the SAB Officers in pre-application discussions will allow for SuDS drainage matters (to ensure suitability of proposed SuDs design in line with national standards and adequate site layout) to be considered alongside the assessment of planning merits. There is an additional charge for this service. This can be as part of any agreed further pre-application submissions with the Planning Authority (recommended) or independently/ direct with the SAB. You are advised, however, that failing to engage in joint pre-application discussions has the potential to lead to delays and, most notably, the potential need to obtain further planning permission should any agreed SuDS design not be compliant with any relevant planning permission. Further details are available at www.npt.gov.uk/sab .

ORDINARY WATERCOURSE CONSENT

Prior to commencement of any works within a watercourse, hereby approved permanent and temporary under Section 23 of the Land Drainage Act 1991 must be obtained from the Authority. You are therefore advised to contact the Development Management Senior Engineer, Mrs Delyth Thomas at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG (Tel.No.01639 686404 e-mail d.a.thomas@npt.gov.uk Please note such consents can take up to 8 weeks to be processed after registration and early application is advised.

Notwithstanding the necessary consent required under section 23 of the Land Drainage Act 1991. The applicant must note that any culverts/ditches/open watercourses that conveys water through their land are to remain free from obstruction at all times. All tributary watercourses (culverted or not) located within the applicants land would be riparian responsibilities whereby the responsibility to sustain the flow of watercourse would remain with the land owner and subsequently passed on to the respective landowners thereafter should the land be sold. For further information on riparian responsibilities please contact Mrs Delyth Thomas, Team Manger (West) – (Tel: 01639 686404 or email d.a.thomas@npt.gov.uk), alternatively you could access the riparian booklet online using the following web-link https://www.npt.gov.uk/2867

WORKS TO THE EXISTING HIGHWAY

Developers' attention is drawn to the provisions of Section 278 of the Highways Act, 1980 in cases where a development would require access or other works to be carried out within the existing highway. Where highway works to benefit a development require land adjacent to an existing highway to be constructed upon together with works on the existing public maintained highway, a hybrid S38/278 shall be used. Works that are to be undertaken within the existing public maintained highway only will require a S278 agreement. No Work shall be undertaken on the existing public maintained highway until the appropriate legal agreement has been entered into.

Any works undertaken on the public highway without the appropriate legal agreement with the Highway Authority, the Highway Authority has the right to request the developer to remove and/or reinstate that part of the highway back to its original condition to the satisfaction of the Highway Authority.

A plan detailing the differences between the existing and proposed highway shall be submitted to form part of the legal agreement, this should be made up of two colours, green for the proposed area to be adopted and brown for the existing highway.

Developers are reminded that consent under the Town and Country Planning Act, 1990/91, conveys no approval for works to be undertaken affecting any part of the public highway, including verges and footways. The Developer must:-

(i) Obtain the approval of Neath Port Talbot County Borough Council as Highway Authority for the details of any works to be undertaken in the Public Highway.

(ii) Indemnify the Authority against all claims arising from such works, including claims under the Land Compensation Act.

(iii) Give not less than 10 working days notice in writing of the date of commencement of the works.

As part of this process you are advised that only certain contractors are permitted to undertake the works on the public highway, a list of these contractors are available from the Highway Authority's Highway Development Control Section

ACTIVE TRAVEL

Development proposals must seek to maximise walking and cycling accessibility by prioritising the provision of appropriate on-site infrastructure and where necessary off-site infrastructure. Walking and cycling infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established, as per Planning Policy Wales, Edition 11 and Future Wales – the National Plan 2040. All new walking and cycling infrastructure should be built to standards set out in Welsh Government's Active Travel Guidance and off-site infrastructure should link to (where possible) routes on Neath Port Talbot Council's Active Travel Network Map. This shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes) in built up areas. Further information on the Active Travel Guidance and Neath Port Talbot's Active Travel Network Map can be found here: www.npt.gov.uk/activetravel.

TRAFFIC REGULATION ORDERS

For the implementation of any Traffic Regulation Orders you should contact the Project Manager – Engineering of Neath Port Talbot County Borough Council at The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG. f.a.o Martin Brumby tel: 01639 686013 or email: m.brumby@npt.gov.uk who will advise you of the procedure for the implementation of the required Traffic Regulations Orders. **** Please note this process can take up to 6 months – subject to the consultation process outcome.***

These observations provided are without prejudice and based upon the information provided at the preliminary stage. However, should further or additional information be submitted thereafter, our observations may change to reflect this information.

SIGNED: ……BA Thomas…… DATE: ……03.03.25……..
pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: P/3/25/0009/00 – Q2025.0040

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure) (Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS OBSERVATIONS

PLANNING APPLICATION NO:	P/3/25/0009/00 – Q2025/0040
APPLICANT:	POBL GROUP
LOCATION:	LAND AT LEIROS PARC, BRYNCOCH, NEATH
PROPOSAL:	258 HOUSES AT LEIROS PARC, BRYNCOCH, NEATH

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant	☒
Objection – on the grounds set out below	☐

MY HIGHWAYS OBSERVATIONS ON THIS PROPOSAL ARE AS FOLLOWS:-

No Highway objection in principle to the intention of development at this location, these comments are in addition to my observations provided on 03.03.25 and are in relation to the following Transport documents:

T23.148.TA Draft 2
Appendices-merged A-F
Appendices G-M
T23.14 Access Strategy Traffic Flows TN Final with Appendices (Technical Note)

Highway Comments

T23.148.TA Draft 2
Section 4.1 & 5.2.7 refers to Active Travel, however no Active Travel proposals have been proposed within this document;.

Section 5.2.3 You state that you have undertaken an auto tracking exercise to confirm a ‘12m bus can enter the site via Daphne Road and successfully navigate the estate road’ however the minimum size of a bus required to demonstrate suitability would be for a 12.5m single decker bus as per NPTCBC Design Guide.

Section 5.2.5 Please provide a CAD file for the Auto-tracking referred to in Appendix G.

Section 5.2.6 As the swept path analysis drawings have not been included under Appendix G I cannot see that the appropriate size refuse vehicle is able to traverse the development, and it has already been confirmed that the incorrect bus size has been utilised.

Section 5.2.7 Please review as you are proposing a 1m footway at the point of access into the development from Leiros Parc.

Section 7.2.5 Please provide details of the committed development included as part of this assessment.

Trip Generation
Having undertaken a TRICS assessment our results are showing higher trip rates on arrival and departures for a development of both private and affordable housing estate. As shown below:

TOTAL VEHICLES

Survey Start/End: 07:00-19:00
Trip rate parameter range available: 200 - 286 (units:)

Estimate TRIP rates

State TRP Figure & Extrapolate Results | ON

Estimated TRIP rate value per 1 DWELLS
Estimated TRIP rates shown in shaded column (for 1 DWELLS)

TRIP RATE VALUE PER 1 DWELLS	ARRIVALS Total Rate: 2.535 Peak: 17:00-18:00			Total 2.535	DEPARTURES Total rate: 2.577 Peak: 08:00-09:00			Total 2.577	TOTALS Total rate: 5.112 Peak: 08:00-09:00			Total 5.112
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	11	244	0.097	0.097	11	244	0.330	0.330	11	244	0.427	0.427
08:00-09:00	11	244	0.189	0.189	11	244	0.417	0.417	11	244	0.606	0.606
09:00-10:00	11	244	0.183	0.183	11	244	0.168	0.168	11	244	0.351	0.351
10:00-11:00	11	244	0.148	0.148	11	244	0.163	0.163	11	244	0.311	0.311
11:00-12:00	11	244	0.147	0.147	11	244	0.159	0.159	11	244	0.306	0.306
12:00-13:00	11	244	0.171	0.171	11	244	0.166	0.166	11	244	0.337	0.337
13:00-14:00	11	244	0.164	0.164	11	244	0.147	0.147	11	244	0.311	0.311
14:00-15:00	11	244	0.166	0.166	11	244	0.216	0.216	11	244	0.382	0.382
15:00-16:00	11	244	0.301	0.301	11	244	0.194	0.194	11	244	0.495	0.495
16:00-17:00	11	244	0.306	0.306	11	244	0.203	0.203	11	244	0.509	0.509
17:00-18:00	11	244	0.346	0.346	11	244	0.213	0.213	11	244	0.559	0.559
18:00-19:00	11	244	0.317	0.317	11	244	0.201	0.201	11	244	0.518	0.518
19:00-20:00												
20:00-21:00												
21:00-22:00												

The above results echo the pre-application advice provided to the LDP team when a TA had been submitted as part of the LDP process, an assessment was undertaken by NPTCBC back in 2023.

Based upon our own review/assessment of the traffic trips for am peak are showing the site to generate trips of 152 two-way vehicle movement during am (08:00 – 09:00) peak time, and pm peak time to be 140 two-way vehicle movement during pm (17:00

– 18:00). This is significantly more than what is shown within the TIA report and therefore these needs to re-modelled to show this increase.

Notwithstanding the request to re-model the figures due to discrepancies within the TRICS, we have also noted that in section 7.9 of Assessment Summary that arm C - Cadoxton Road W at 2041 + baseline + development will have a RFC saturation of **0.97** and a LOS of category F which over 50 seconds for un-signalled junctions this is significantly over capacity and therefore would be deemed unacceptable without any mitigation measure being undertaken (i.e any off site works/improvements). This is the same for D - Penywern Road N with a RFC of **1.02** and again a LOS category F which is again unacceptable without any mitigation measure being undertaken (i.e any off site works/improvements). We await the revised modelling due to the TRICs anomalies, as there maybe additional arms that are close to or over capacity as well?

Item 7.5 Percentage Impact Assessment 2026 + Base + Development: Junction turning counts have been provided A474/Penywern Road/Daphne Road North at am shows a flow increase of 462 vehicle trips showing a percentage increase of 6466%, whereas the pm shows 0% increase?

C0589-C SK28 Leiros Park Access Options

There are concerns over the access arrangements proposed under Option 1. There is a reduction in width of the footway at the main access point to the development. This is not in compliance with NPTCBC Standards and will need to be reviewed, furthermore the Active Travel department may also have concerns at this location.

The road narrowing arrangement also does not comply with NPTCBC Design Guide Standards which require a minimum carriageway width of the narrowing to be 3.8m and its length no longer that 6m. Therefore, this will need to be addressed.

These observations provided are without prejudice and based upon the information provided at the preliminary stage. However, should further or additional information be submitted thereafter, our observations may change to reflect this information.

SIGNED: …… B A Thomas ……ATE: …….25.04.25……..

pp HEAD OF ENGINEERING & TRANSPORT

HIGHWAYS REF: P/3/25/0009/00 – Q2025.0040 REV A (TA Response)

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

ENGINEERING & TRANSPORT

ACTIVE TRAVEL OBSERVATIONS

PLANNING APPLICATION NO:	**Q2025 0040**
APPLICANT:	**Pobl Group, Pobl House, Phoenix Way, Llansamlet, Swansea SA7 9EQ**
LOCATION:	**Leiros Parc, Bryncoch, Neath**
PROPOSAL:	**258 houses at Leiros Parc, Bryncoch, Neath**
PLANNING OFFICER:	**Claire Hall** **c.hall@npt.gov.uk**
DATE REQUIRED BY:	**24th Feb 2025**

The **Active Travel Team** in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☐
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☒
Objection – on the grounds set out below	☐

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

THE ACTIVE TRAVEL TEAM OBSERVATIONS ON THIS PROPOSAL ARE:-

1 Policy Requirements.

All walking, wheeling and cycling infrastructure must be designed to comply with the Welsh Governments Active Travel Act Guidance (ATAG).

Tactile paving should follow the Guidance of the Use of Tactile Paving Surfaces: https://assets.publishing.service.gov.uk/media/61df0c91e90e07037794fe90/guidance-on-the-use-of-tactile-paving-surfaces.pdf

2 Active Travel Links in the area

2.1 Permeable Network & Direct Routes to Key Destinations:

To maximise the sustainable travel opportunities of this site, the developer is required to provide a direct walking and cycling connection to key destinations, including **Neath Town Centre, Neath College, and Dwr Y Felin Comprehensive School.** As per section '2.2 Active Travel Network Map Route Audit Results', these links from the proposed site are currently not meeting Active Travel Standards and therefore improvements need to be made.

It is also essential that the movement and access arrangements within the proposed development are permeable and well-integrated with the existing and future network of routes surrounding the site.

Design Considerations:

- **High-quality:** smooth surfaces, sufficient **widths** to accommodate all users, clear **signage** and wayfinding, and safe crossings will make routes within the site more attractive and usable. Refer to relevant section(s) within the ATAG.
- **Accessibility**: Routes should be designed for all users, including those with disabilities. This will include **dropped kerbs and tactiles** throughout the site. **Traffic volume and speed data** will be required to inform the route design development process. Refer to relevant section(s) within the ATAG.
- **Safety**: Incorporate adequate lighting, surveillance, and road safety measures. A road safety audit may be required for proposed active travel interventions in accordance with GG119 Standards for Highways.
- **Amenities**: Providing amenities like benches and cycle racks will enhance the user experience. Refer to relevant section(s) within the ATAG.

By prioritising these elements, the development can contribute to a more sustainable and connected community which encourages walking, wheeling and cycling.

2.2 Active Travel Network Map Route Audit Results:

The Councils Active Travel Network Map (ATNM) indicates both existing (solid lines) and future routes (dashed lines) in proximity to the proposed development site**.**

The future routes show where routes need improvement and/or a new link is required, and

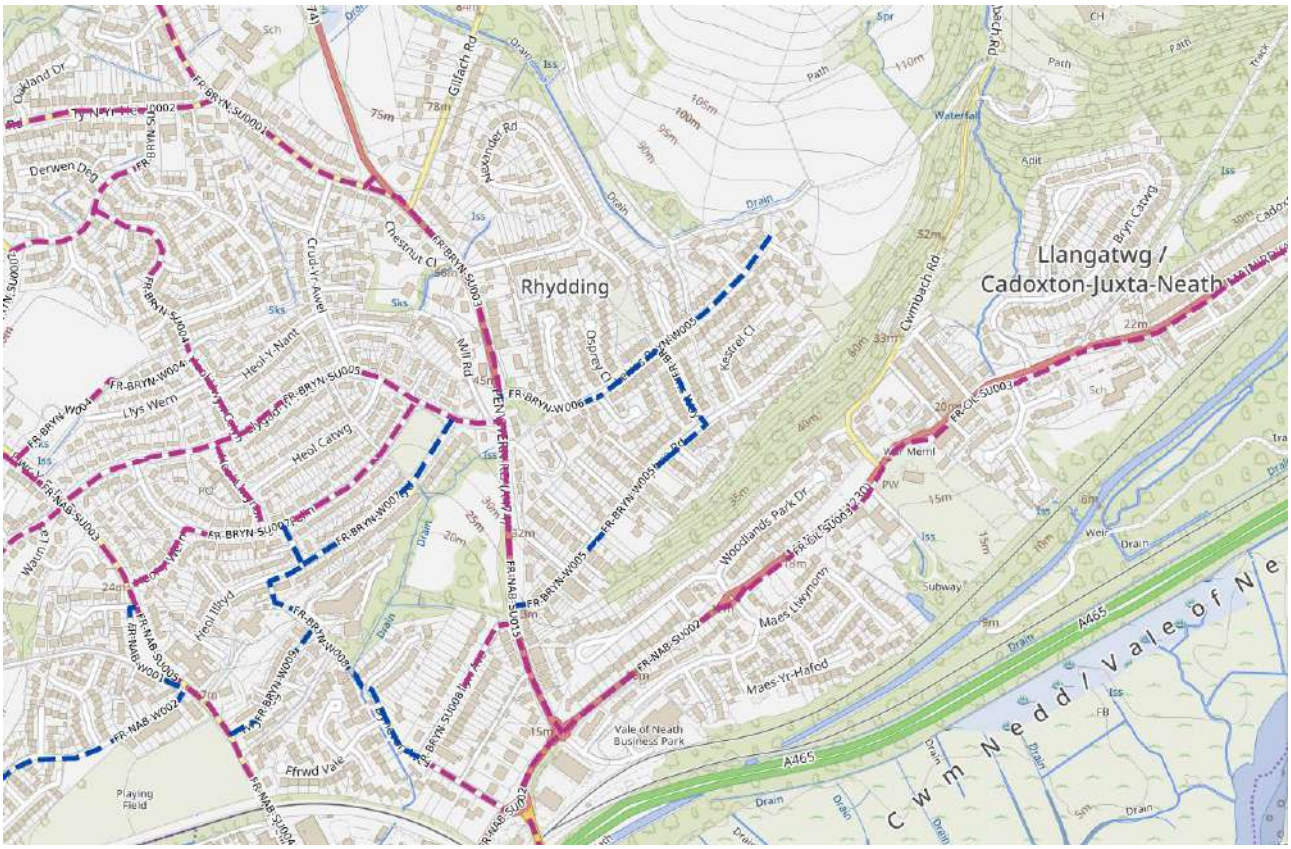
existing routes represent a route that has passed an audit and therefore meets active travel requirements. In order to 'pass' an audit, a score of 70% and above is required with no 'critical fail'. The majority of future routes in the area have been audited and some of the results are provided below:

FR-BRYN-SU005 (Daphne Road): Walking. 76%. **Critical Fail** recorded due to missing dropped kerbs and/or tactiles.

FR-BRYN-W006 (Leiros Parc Drive): Walking score is 76%. **Critical Fail** recorded due to missing dropped kerbs and/or tactiles.

FR-NAB-SU003 (Neath Road) / **FR-NAB-SU002 (Neath Abbey Road) / FR-NAB-SU015 (Penywern Road):** Each route failed an audit for cycling. There are no designated cycle facilities on these heavily trafficked routes. Cycling is on road with high risk of conflict with other road users. These all score poorly for cycling.

Extract of NPT 's ATNM: View map | DataMapWales



2.4 **Neath Town Centre Active Travel Masterplan- For Information**
Active travel improvements in Neath Town Centre are currently being developed as part of the Neath Town Centre Active Travel Masterplan project. A public consultation exercise is being undertaken in March 2025. The plans will be able to be viewed on our Active Travel website under route development after approx 12th March 2025 for four weeks.

3 Widths and Accessibility- Clarification

3.1 Please confirm that path/road widths throughout the site meet ATAG standards.
3.2 Please confirm the proposed locations of all dropped kerbs and tactiles throughout the site.

4 Cycle Parking

4.1 The amount, type and spacing of cycle storage needs to comply with the Active Travel Act Guidance (see page 241 of the ATAG and extract below on the required number).

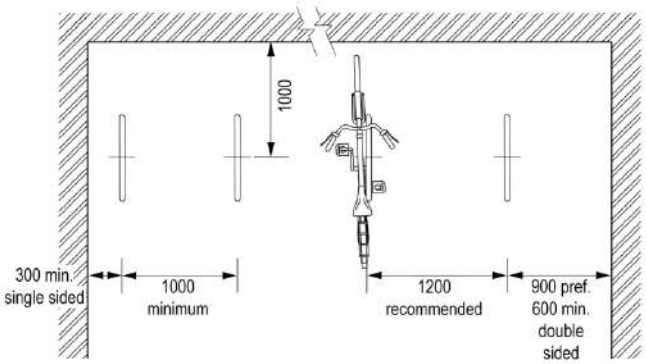
Table 14.4 – Cycle parking quantities for new development

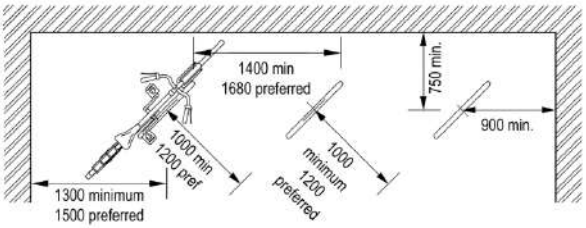
Land use type	Sub category	Short stay requirement (obvious, easily accessed and close to destination)	Long stay requirement (secure and ideally covered)
All	Parking for adapted cycles for disabled people	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking	1 space minimum. 10% (up to 50 spaces) 5% of total capacity (over 50 spaces) co-located with disabled car parking
Retail	Small (<200m²) Medium (200-1,000m²)	1 per 100m² 1 per 200m²	1 per 100m² 1 per 200m²
	>1,000m²	1 per 250m²	1 per 500m²
Employment	Office/finance (A2/B1)	1 per 1000m²	1 per 200m²
	Industrial/ warehousing (B2/B8)	1 per 1000m²	1 per 500m²
Leisure and institutions	Leisure centres, assembly halls, hospitals and	Greatest of 1 per 50m² or 1 per 30 seats/capacity	1 per 5 employees
	Educational institutions		Separate provision for staff and students. Based on travel plan mode share targets, minimum: Staff: 1 per 20 staff Students: 1 per 10 students
Residential	All except sheltered/ elderly housing or nursing homes		1 per bedroom
	Sheltered/elderly housing/nursing homes	0.05 per residential unit	0.05 per bedroom
Public transport interchange	Standard stop	Upon own merit	
	Major interchange	1 per 200 daily users	

Table 14.6 – Space required for cycle parking

Situation	Dimensions	Area per cycle
Stands on street	1.8m x 0.5m	1m²
Within building – minimum	1.8m x 0.5m spaces plus 1.8m aisle	1.35m²
Within building – desirable	2.0m x 0.75m spaces plus 3.0m aisle	2-3m²

Figure 14.25 – Recommended layouts and dimensions for Sheffield stands – perpendicular and echelon





Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NOTES TO PLANNER

We would welcome the opportunity to comment further once more detailed plans become available.

DATE COMMENTS SUBMITTED:

28/02/2024

Appendix C

Severnside Transportation Data Collection
Severnside Traffic Management

Job Number & Title: SS1243 Neath

Site Location: Site 1 Penywern Rd between Daphne Rd North & Penywern Rd

Survey Date: 18/10/2023

Site Location Plan



SS1243 Neath

OCTOBER 2023

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) >PSL	>PSL%	110%(PSL) + 2 (SL1) >SL1	>SL1%	DfT PSL+15 (SL2) >SL2	>SL2%	Mean Speed	85%ile Speed
1	Penywern Rd between Daphne Rd North & Penywern Rd	51.671792, -3.809042	Northbound	18 October 2023	24 October 2023	30	47974	7356	6853	3471	7.2	615	1.3	35	0.1	24.9	28.1
			Southbound	18 October 2023	24 October 2023		42745	6562	6106	28375	66.4	8391	19.6	496	1.2	31.7	35.9
			Two-Way	18 October 2023	24 October 2023		90719	13918	12960	31846	35	9006	10	531	1	28	34

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

SS1243 Neath — Site 1 — Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	**13**	1	11	0	0	0	0	0	0	0	0	1	0	0
0500	**45**	1	37	2	0	1	0	0	2	0	0	2	0	0
0600	**99**	0	85	6	0	3	1	0	3	0	0	1	0	0
0700	**311**	1	267	29	1	3	1	1	6	0	1	1	0	0
0800	**522**	5	460	42	0	0	1	0	12	1	1	0	0	0
0900	**374**	2	335	23	1	2	2	0	7	0	0	1	0	1
1000	**408**	4	360	36	0	3	2	0	2	0	1	0	0	0
1100	**435**	0	397	28	0	2	1	0	4	0	2	1	0	0
1200	**474**	2	424	38	0	1	3	0	5	0	0	1	0	0
1300	**479**	3	432	31	0	3	2	0	7	0	0	1	0	0
1400	**553**	1	495	47	0	1	2	0	3	0	1	2	0	1
1500	**630**	1	588	30	0	1	2	0	7	0	0	1	0	0
1600	**638**	1	604	27	0	1	2	0	3	0	0	0	0	0
1700	**676**	0	646	19	0	1	3	0	6	0	1	0	0	0
1800	**528**	2	504	17	0	0	1	0	4	0	0	0	0	0
1900	**366**	0	353	10	0	0	0	0	3	0	0	0	0	0
2000	**261**	0	253	5	0	0	2	0	1	0	0	0	0	0
2100	**179**	0	174	4	0	0	0	0	1	0	0	0	0	0
2200	**113**	1	109	3	0	0	0	0	0	0	0	0	0	0
2300	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
07-19	**6028**	**22**	**5512**	**367**	**2**	**18**	**22**	**1**	**66**	**1**	**7**	**8**	**0**	**2**
06-22	**6933**	**22**	**6377**	**392**	**2**	**21**	**25**	**1**	**74**	**1**	**7**	**9**	**0**	**2**
06-00	**7080**	**23**	**6519**	**396**	**2**	**21**	**25**	**1**	**74**	**1**	**7**	**9**	**0**	**2**
00-00	**7170**	**25**	**6597**	**400**	**2**	**22**	**25**	**1**	**76**	**1**	**7**	**12**	**0**	**2**

SS1243 Neath — Site 1 — Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**9**	0	7	1	0	0	0	0	0	0	0	1	0	0
0500	**48**	0	42	2	0	0	1	0	1	0	0	1	0	1
0600	**94**	0	84	8	0	0	0	0	2	0	0	0	0	0
0700	**295**	2	260	24	2	0	3	0	3	0	0	1	0	0
0800	**518**	0	467	34	2	3	3	0	8	0	1	0	0	0
0900	**375**	2	327	37	0	1	0	0	6	0	0	1	0	1
1000	**369**	2	337	25	0	1	1	0	2	0	0	1	0	0
1100	**436**	0	391	39	0	1	2	0	1	0	1	1	0	0
1200	**434**	2	401	22	0	1	2	0	4	1	0	1	0	0
1300	**468**	1	432	27	0	1	3	0	3	0	0	1	0	0
1400	**596**	0	536	50	1	4	0	0	2	0	0	3	0	0
1500	**639**	2	592	28	1	0	2	0	13	1	0	0	0	0
1600	**701**	1	663	24	1	2	3	1	6	0	0	0	0	0
1700	**715**	2	675	26	0	1	1	1	8	0	0	1	0	0
1800	**526**	2	501	14	0	1	3	0	5	0	0	0	0	0
1900	**374**	0	367	4	0	1	0	0	2	0	0	0	0	0
2000	**300**	0	294	6	0	0	0	0	0	0	0	0	0	0
2100	**181**	0	181	0	0	0	0	0	0	0	0	0	0	0
2200	**138**	1	136	1	0	0	0	0	0	0	0	0	0	0
2300	**47**	0	46	1	0	0	0	0	0	0	0	0	0	0
07-19	**6072**	**16**	**5582**	**350**	**7**	**16**	**23**	**2**	**61**	**2**	**2**	**10**	**0**	**1**
06-22	**7021**	**16**	**6508**	**368**	**7**	**17**	**23**	**2**	**65**	**2**	**2**	**10**	**0**	**1**
06-00	**7206**	**17**	**6690**	**370**	**7**	**17**	**23**	**2**	**65**	**2**	**2**	**10**	**0**	**1**
00-00	**7301**	**17**	**6776**	**374**	**7**	**17**	**24**	**2**	**66**	**2**	**2**	**12**	**0**	**2**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0400	**10**	1	6	1	0	0	0	0	1	0	0	1	0	0
0500	**49**	0	47	2	0	0	0	0	0	0	0	0	0	0
0600	**87**	0	67	11	0	2	1	0	4	0	1	1	0	0
0700	**272**	5	237	19	2	0	1	0	7	0	0	0	0	1
0800	**528**	0	479	37	0	1	5	0	5	0	0	1	0	0
0900	**383**	1	342	31	0	0	4	0	3	0	0	2	0	0
1000	**400**	0	362	33	0	2	0	0	3	0	0	0	0	0
1100	**466**	1	429	31	0	1	0	0	4	0	0	0	0	0
1200	**530**	1	494	26	0	0	2	0	5	0	1	1	0	0
1300	**542**	2	506	22	1	1	2	0	7	0	0	1	0	0
1400	**616**	2	561	40	0	4	2	0	7	0	0	0	0	0
1500	**655**	1	623	22	0	0	2	0	7	0	0	0	0	0
1600	**767**	2	715	35	1	1	1	0	11	0	0	1	0	0
1700	**772**	0	735	24	0	2	5	0	5	0	1	0	0	0
1800	**675**	2	641	24	0	1	2	0	5	0	0	0	0	0
1900	**401**	0	389	11	0	0	0	0	1	0	0	0	0	0
2000	**246**	1	243	1	0	0	1	0	0	0	0	0	0	0
2100	**161**	0	157	2	0	0	0	0	2	0	0	0	0	0
2200	**163**	1	161	1	0	0	0	0	0	0	0	0	0	0
2300	**91**	0	89	1	0	0	1	0	0	0	0	0	0	0
07-19	**6606**	17	6124	344	4	13	26	0	69	0	2	6	0	1
06-22	**7501**	18	6980	369	4	15	28	0	76	0	3	7	0	1
06-00	**7755**	19	7230	371	4	15	29	0	76	0	3	7	0	1
00-00	**7858**	20	7326	375	4	15	29	0	77	0	3	8	0	1

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**50**	0	50	0	0	0	0	0	0	0	0	0	0	0
0100	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
0200	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0300	**10**	0	6	4	0	0	0	0	0	0	0	0	0	0
0400	**11**	1	10	0	0	0	0	0	0	0	0	0	0	0
0500	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
0600	**42**	0	36	5	0	1	0	0	0	0	0	0	0	0
0700	**84**	2	73	7	0	1	0	0	1	0	0	0	0	0
0800	**167**	0	154	7	0	3	1	0	2	0	0	0	0	0
0900	**318**	0	297	12	0	3	4	0	2	0	0	0	0	0
1000	**411**	0	391	17	0	1	0	0	2	0	0	0	0	0
1100	**546**	2	524	15	0	1	1	0	3	0	0	0	0	0
1200	**488**	1	474	9	0	0	0	0	4	0	0	0	0	0
1300	**603**	5	574	15	0	1	3	0	4	0	1	0	0	0
1400	**525**	1	515	6	0	0	1	0	2	0	0	0	0	0
1500	**506**	3	491	7	0	0	1	0	4	0	0	0	0	0
1600	**482**	2	463	11	0	1	2	0	2	0	0	1	0	0
1700	**533**	0	518	12	0	0	0	1	2	0	0	0	0	0
1800	**416**	0	409	5	0	0	1	0	0	0	0	1	0	0
1900	**286**	2	274	8	0	0	0	0	2	0	0	0	0	0
2000	**218**	0	213	5	0	0	0	0	0	0	0	0	0	0
2100	**141**	1	135	1	0	0	1	0	3	0	0	0	0	0
2200	**141**	0	137	1	0	0	2	0	1	0	0	0	0	0
2300	**98**	0	95	2	0	1	0	0	0	0	0	0	0	0
07-19	**5079**	16	4883	123	0	11	14	1	28	0	1	2	0	0
06-22	**5766**	19	5541	142	0	12	15	1	33	0	1	2	0	0
06-00	**6005**	19	5773	145	0	13	17	1	34	0	1	2	0	0
00-00	**6130**	20	5893	149	0	13	17	1	34	0	1	2	0	0

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**55**	0	54	1	0	0	0	0	0	0	0	0	0	0
0100	**49**	0	48	1	0	0	0	0	0	0	0	0	0	0
0200	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
0300	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	**10**	0	9	0	0	1	0	0	0	0	0	0	0	0
0600	**29**	0	26	3	0	0	0	0	0	0	0	0	0	0
0700	**66**	1	62	3	0	0	0	0	0	0	0	0	0	0
0800	**101**	1	94	5	0	1	0	0	0	0	0	0	0	0
0900	**215**	2	206	6	0	0	0	0	1	0	0	0	0	0
1000	**325**	1	304	12	0	1	4	0	2	0	1	0	0	0
1100	**398**	1	381	7	0	1	3	0	4	0	0	1	0	0
1200	**482**	0	463	12	0	0	2	0	5	0	0	0	0	0
1300	**485**	2	469	8	0	0	1	0	5	0	0	0	0	0
1400	**464**	0	451	8	0	0	1	0	2	1	0	1	0	0
1500	**481**	5	459	13	0	1	1	0	1	0	0	1	0	0
1600	**436**	1	423	8	0	0	2	0	2	0	0	0	0	0
1700	**424**	0	414	6	0	0	2	0	2	0	0	0	0	0
1800	**319**	2	309	3	0	0	0	0	5	0	0	0	0	0
1900	**255**	0	246	6	0	0	2	0	1	0	0	0	0	0
2000	**195**	1	188	5	0	0	1	0	0	0	0	0	0	0
2100	**117**	0	115	2	0	0	0	0	0	0	0	0	0	0
2200	**65**	0	63	1	0	1	0	0	0	0	0	0	0	0
2300	**36**	0	35	1	0	0	0	0	0	0	0	0	0	0
07-19	**4196**	16	4035	91	0	4	16	0	29	1	1	3	0	0
06-22	**4792**	17	4610	107	0	4	19	0	30	1	1	3	0	0
06-00	**4893**	17	4708	109	0	5	19	0	30	1	1	3	0	0
00-00	**5065**	17	4877	111	0	6	19	0	30	1	1	3	0	0

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0400	**12**	0	10	1	0	0	0	0	1	0	0	0	0	0
0500	**41**	0	33	2	0	0	1	0	3	0	0	1	0	1
0600	**87**	0	78	4	0	0	0	0	4	0	0	1	0	0
0700	**266**	1	240	14	1	1	4	0	3	0	2	0	0	0
0800	**561**	0	519	35	2	0	3	0	1	0	0	1	0	0
0900	**360**	1	322	26	0	1	1	0	7	0	0	0	0	2
1000	**378**	1	351	18	0	3	1	0	4	0	0	0	0	0
1100	**442**	0	404	21	0	1	8	0	8	0	0	0	0	0
1200	**500**	4	447	39	0	1	2	0	7	0	0	0	0	0
1300	**521**	4	482	26	0	0	0	0	6	0	2	1	0	0
1400	**582**	3	535	35	0	1	2	0	4	0	1	0	0	1
1500	**648**	2	597	35	0	2	2	0	8	0	0	2	0	0
1600	**629**	1	584	31	0	1	4	0	6	0	1	1	0	0
1700	**680**	2	653	16	1	0	2	0	6	0	0	0	0	0
1800	**533**	5	511	14	0	0	1	0	2	0	0	0	0	0
1900	**328**	0	320	6	0	0	1	0	1	0	0	0	0	0
2000	**279**	2	272	4	0	0	0	0	1	0	0	0	0	0
2100	**189**	2	186	0	0	0	0	0	0	0	0	1	0	0
2200	**64**	0	63	1	0	0	0	0	0	0	0	0	0	0
2300	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
07-19	**6100**	24	5645	310	4	11	30	0	62	0	6	5	0	3
06-22	**6983**	28	6501	324	4	11	31	0	68	0	6	7	0	3
06-00	**7073**	28	6589	326	4	11	31	0	68	0	6	7	0	3
00-00	**7164**	28	6666	333	4	11	32	0	72	0	6	8	0	4

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**12**	1	9	1	0	0	0	0	1	0	0	0	0	0
0500	**41**	0	36	1	0	1	0	0	2	0	0	1	0	0
0600	**94**	0	81	7	0	1	1	0	3	0	0	1	0	0
0700	**277**	1	249	18	1	1	2	0	4	1	0	0	0	0
0800	**559**	1	503	47	1	0	3	0	3	0	0	1	0	0
0900	**348**	0	301	36	0	3	3	0	3	1	1	0	0	0
1000	**401**	6	362	26	0	1	1	0	4	0	0	1	0	0
1100	**434**	2	407	19	0	0	2	0	3	0	0	1	0	0
1200	**461**	7	425	27	0	0	1	0	1	0	0	0	0	0
1300	**510**	2	470	32	0	0	1	0	5	0	0	0	0	0
1400	**593**	5	539	40	0	2	2	0	5	0	0	0	0	0
1500	**655**	1	608	33	1	0	3	0	8	0	0	1	0	0
1600	**696**	1	668	18	0	1	1	0	6	1	0	0	0	0
1700	**738**	2	709	15	1	0	5	0	5	0	0	1	0	0
1800	**529**	1	508	14	0	0	1	0	5	0	0	0	0	0
1900	**352**	0	344	7	0	0	1	0	0	0	0	0	0	0
2000	**245**	1	240	2	0	0	1	0	1	0	0	0	0	0
2100	**163**	2	157	3	0	0	1	0	0	0	0	0	0	0
2200	**106**	0	106	0	0	0	0	0	0	0	0	0	0	0
2300	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
07-19	**6201**	**29**	**5749**	**325**	**4**	**8**	**25**	**0**	**52**	**3**	**1**	**5**	**0**	**0**
06-22	**7055**	**32**	**6571**	**344**	**4**	**9**	**29**	**0**	**56**	**3**	**1**	**6**	**0**	**0**
06-00	**7194**	**32**	**6707**	**347**	**4**	**9**	**29**	**0**	**56**	**3**	**1**	**6**	**0**	**0**
00-00	**7286**	**33**	**6788**	**352**	**4**	**10**	**29**	**0**	**59**	**3**	**1**	**7**	**0**	**0**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

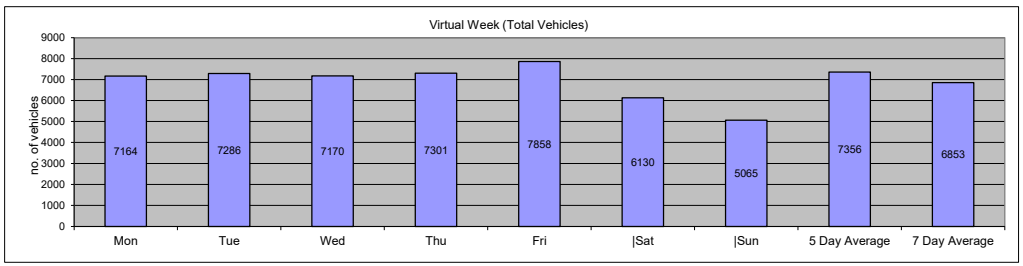
18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
0100	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
0200	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0400	**11**	1	9	1	0	0	0	0	0	0	0	0	0	0
0500	**36**	0	32	1	0	0	0	0	1	0	0	1	0	0
0600	**76**	0	65	6	0	1	0	0	2	0	0	1	0	0
0700	**224**	2	198	16	1	1	2	0	3	0	0	0	0	0
0800	**422**	1	382	30	1	1	2	0	4	0	0	0	0	0
0900	**339**	1	304	24	0	1	2	0	4	0	0	1	0	1
1000	**385**	2	352	24	0	2	1	0	3	0	0	0	0	0
1100	**451**	1	419	23	0	1	2	0	4	0	0	1	0	0
1200	**481**	2	447	25	0	0	2	0	4	0	0	0	0	0
1300	**515**	3	481	23	0	1	2	0	5	0	0	1	0	0
1400	**561**	2	519	32	0	2	1	0	4	0	0	1	0	0
1500	**602**	2	565	24	0	1	2	0	7	0	0	1	0	0
1600	**621**	1	589	22	0	1	2	0	5	0	0	0	0	0
1700	**648**	1	621	17	0	1	3	0	5	0	0	0	0	0
1800	**504**	2	483	13	0	0	1	0	4	0	0	0	0	0
1900	**337**	0	328	7	0	0	1	0	1	0	0	0	0	0
2000	**249**	1	243	4	0	0	1	0	0	0	0	0	0	0
2100	**162**	1	158	2	0	0	0	0	1	0	0	0	0	0
2200	**113**	0	111	1	0	0	0	0	0	0	0	0	0	0
2300	**52**	0	50	1	0	0	0	0	0	0	0	0	0	0
07-19	**5755**	**20**	**5361**	**273**	**3**	**12**	**22**	**1**	**52**	**1**	**3**	**6**	**0**	**1**
06-22	**6579**	**22**	**6155**	**292**	**3**	**13**	**24**	**1**	**57**	**1**	**3**	**6**	**0**	**1**
06-00	**6744**	**22**	**6317**	**295**	**3**	**13**	**25**	**1**	**58**	**1**	**3**	**6**	**0**	**1**
00-00	**6853**	**23**	**6418**	**299**	**3**	**13**	**25**	**1**	**59**	**1**	**3**	**7**	**0**	**1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**7164**	28	6666	333	4	11	32	0	72	0	6	8	0	4
Tue	**7286**	33	6788	352	4	10	29	0	59	3	1	7	0	0
Wed	**7170**	25	6597	400	2	22	25	1	76	1	7	12	0	2
Thu	**7301**	17	6776	374	7	17	24	2	66	2	2	12	0	2
Fri	**7858**	20	7326	375	4	15	29	0	77	0	3	8	0	1
|Sat	**6130**	20	5893	149	0	13	17	1	34	0	1	2	0	0
|Sun	**5065**	17	4877	111	0	6	19	0	30	1	1	3	0	0
5 Day Average														
[--]	**7356**	25	6831	367	4	15	28	1	70	1	4	9	0	2
7 Day Average														
[--]	**6853**	23	6418	299	3	13	25	1	59	1	3	7	0	1
Total Vehicles														
[--]	**47974**	160	44923	2094	21	94	175	4	414	7	21	52	0	9



SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC

SS1243 Neath — Site 1 — Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2023																						
0000	**13**	0	0	1	3	3	4	1	1	0	0	0	0	0	6	46.15	2	15.38	0	0	29.1	35.2
0100	**7**	0	0	0	0	5	2	0	0	0	0	0	0	0	2	28.57	0	0	0	0	29.2	-
0200	**5**	0	0	0	1	3	1	0	0	0	0	0	0	0	1	20	0	0	0	0	26.5	-
0300	**7**	0	0	0	0	4	2	1	0	0	0	0	0	0	3	42.86	1	14.29	0	0	30.5	-
0400	**13**	0	0	0	0	6	6	1	0	0	0	0	0	0	7	53.85	1	7.692	0	0	30.4	34.6
0500	**45**	0	0	0	7	17	15	5	1	0	0	0	0	0	21	46.67	6	13.33	0	0	29.4	34.9
0600	**99**	0	0	4	33	36	21	4	1	0	0	0	0	0	26	26.26	5	5.051	0	0	27.4	32.8
0700	**311**	1	4	39	135	106	22	3	1	0	0	0	0	0	26	8.36	4	1.286	0	0	24.3	28.4
0800	**522**	0	10	67	273	153	17	2	0	0	0	0	0	0	19	3.64	2	0.383	0	0	23.5	26.8
0900	**374**	0	0	22	175	159	17	1	0	0	0	0	0	0	18	4.813	1	0.267	0	0	24.8	27.7
1000	**408**	1	4	33	205	146	17	2	0	0	0	0	0	0	19	4.657	2	0.49	0	0	24.2	27.3
1100	**435**	0	0	45	230	137	20	2	1	0	0	0	0	0	23	5.287	3	0.69	0	0	24.2	27.2
1200	**474**	0	4	54	238	162	14	2	0	0	0	0	0	0	16	3.376	2	0.422	0	0	23.9	27
1300	**479**	1	7	35	274	133	26	1	1	0	0	0	1	0	29	6.054	3	0.626	1	0.209	24.1	27.3
1400	**553**	0	7	35	261	216	30	4	0	0	0	0	0	0	34	6.148	4	0.723	0	0	24.5	27.7
1500	**630**	0	4	64	336	200	22	2	1	0	0	0	0	1	26	4.127	4	0.635	1	0.159	24	27
1600	**638**	1	8	37	328	232	27	5	0	0	0	0	0	0	32	5.016	5	0.784	0	0	24.4	27.2
1700	**676**	0	3	58	364	228	20	2	1	0	0	0	0	0	23	3.402	3	0.444	0	0	24.2	27
1800	**528**	0	6	15	328	155	22	2	0	0	0	0	0	0	24	4.545	2	0.379	0	0	24.2	27.1
1900	**366**	0	0	11	204	131	17	3	0	0	0	0	0	0	20	5.464	3	0.82	0	0	24.7	27.3
2000	**261**	0	0	12	126	99	19	5	0	0	0	0	0	0	24	9.195	5	1.916	0	0	25.1	28.2
2100	**179**	0	0	9	71	78	16	5	0	0	0	0	0	0	21	11.73	5	2.793	0	0	25.7	29.3
2200	**113**	0	0	3	37	53	14	4	1	1	0	0	0	0	20	17.7	6	5.31	1	0.885	26.8	30.4
2300	**34**	0	0	1	5	14	8	5	1	0	0	0	0	0	14	41.18	6	17.65	0	0	29.5	37.5
07-19	**6028**	4	57	504	3147	2027	254	28	5	0	0	0	1	1	289	4.794	35	0.581	2	0.033	24.2	27.3
06-22	**6933**	4	57	540	3581	2371	327	45	6	0	0	0	1	1	380	5.481	53	0.764	2	0.029	24.3	27.4
06-00	**7080**	4	57	544	3623	2438	349	54	8	1	0	0	1	1	414	5.847	65	0.918	3	0.042	24.4	27.5
00-00	**7170**	4	57	545	3634	2476	379	62	10	1	0	0	1	1	454	6.332	75	1.046	3	0.042	24.5	27.6

SS1243 Neath — Site 1 — Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2023																						
0000	**22**	0	0	2	3	11	5	1	0	0	0	0	0	0	6	27.27	1	4.545	0	0	27.7	33
0100	**7**	0	0	0	0	5	2	0	0	0	0	0	0	0	2	28.57	0	0	0	0	28.6	-
0200	**7**	0	0	0	1	3	2	1	0	0	0	0	0	0	3	42.86	1	14.29	0	0	30	-
0300	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	1	50	1	50	0	0	32.8	-
0400	**9**	0	0	1	1	1	5	1	0	0	0	0	0	0	6	66.67	1	11.11	0	0	30	-
0500	**48**	0	0	1	8	17	14	6	2	0	0	0	0	0	22	45.83	8	16.67	0	0	30	36.5
0600	**94**	0	0	1	25	48	14	5	1	0	0	0	0	0	20	21.28	6	6.383	0	0	27.5	32.2
0700	**295**	3	11	23	109	119	23	5	2	0	0	0	0	0	30	10.17	7	2.373	0	0	24.8	28.7
0800	**518**	0	4	49	256	183	25	1	0	0	0	0	0	0	26	5.019	1	0.193	0	0	24.2	27.4
0900	**375**	0	0	11	187	143	29	4	1	0	0	0	0	0	34	9.067	5	1.333	0	0	25.4	28.6
1000	**369**	1	0	19	180	143	23	3	0	0	0	0	0	0	26	7.046	3	0.813	0	0	24.8	28.1
1100	**436**	0	0	28	204	186	17	1	0	0	0	0	0	0	18	4.128	1	0.229	0	0	24.9	27.8
1200	**434**	0	0	24	179	211	20	0	0	0	0	0	0	0	20	4.608	0	0	0	0	25.2	28
1300	**468**	0	0	20	247	181	17	3	0	0	0	0	0	0	20	4.274	3	0.641	0	0	24.6	27.4
1400	**596**	0	1	42	330	206	13	3	1	0	0	0	0	0	17	2.852	4	0.671	0	0	24.1	26.8
1500	**639**	6	20	68	322	184	33	6	0	0	0	0	0	0	39	6.103	6	0.939	0	0	23.5	27.4
1600	**701**	0	2	48	342	278	25	5	0	1	0	0	0	0	31	4.422	6	0.856	1	0.143	24.5	27.3
1700	**715**	0	0	27	384	268	32	1	2	0	0	1	0	0	36	5.035	4	0.559	1	0.14	24.8	27.2
1800	**526**	0	4	43	255	194	23	7	0	0	0	0	0	0	30	5.703	7	1.331	0	0	24.5	27.4
1900	**374**	0	0	20	188	138	23	5	0	0	0	0	0	0	28	7.487	5	1.337	0	0	24.9	28
2000	**300**	0	0	10	132	129	26	3	0	0	0	0	0	0	29	9.667	3	1	0	0	25.6	29.2
2100	**181**	0	0	12	80	70	15	3	1	0	0	0	0	0	19	10.5	4	2.21	0	0	25.3	28.9
2200	**138**	0	0	4	74	49	9	0	1	1	0	0	0	0	11	7.971	2	1.449	1	0.725	25.2	28.6
2300	**47**	0	0	1	13	21	6	2	1	1	1	1	0	0	12	25.53	6	12.77	3	6.383	29	34.5
07-19	**6072**	10	42	402	2995	2296	280	39	6	1	0	1	0	0	327	5.385	47	0.774	2	0.033	24.5	27.5
06-22	**7021**	10	42	445	3420	2681	358	55	8	1	0	1	0	0	423	6.025	65	0.926	2	0.028	24.7	27.7
06-00	**7206**	10	42	450	3507	2751	373	57	10	3	1	2	0	0	446	6.189	73	1.013	6	0.083	24.7	27.7
00-00	**7301**	10	42	454	3520	2789	401	67	12	3	1	2	0	0	486	6.657	85	1.164	6	0.082	24.8	27.8

SS1243 Neath — Site 1 — Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2023																						
0000	**23**	0	0	1	8	6	6	1	1	0	0	0	0	0	8	34.78	2	8.696	0	0	27.6	33.9
0100	**4**	0	0	0	0	2	2	0	0	0	0	0	0	0	2	50	0	0	0	0	30	-
0200	**11**	0	0	1	0	5	1	3	1	0	0	0	0	0	5	45.45	4	36.36	0	0	31.5	38.9
0300	**6**	0	0	0	0	2	3	1	0	0	0	0	0	0	4	66.67	1	16.67	0	0	31.5	-
0400	**10**	0	0	0	2	3	5	0	0	0	0	0	0	0	5	50	0	0	0	0	29	-
0500	**49**	0	0	1	10	19	11	4	2	0	2	0	0	0	19	38.78	8	16.33	2	4.082	30.1	36
0600	**87**	0	0	3	23	30	25	6	0	0	0	0	0	0	31	35.63	6	6.897	0	0	28	33.4
0700	**272**	0	1	23	124	95	28	1	0	0	0	0	0	0	29	10.66	1	0.368	0	0	24.9	28.6
0800	**528**	5	9	50	311	133	17	3	0	0	0	0	0	0	20	3.788	3	0.568	0	0	23.5	26.8
0900	**383**	0	0	26	195	136	24	2	0	0	0	0	0	0	26	6.789	2	0.522	0	0	24.7	28.1
1000	**400**	0	3	11	216	151	18	1	0	0	0	0	0	0	19	4.75	1	0.25	0	0	24.7	27.3
1100	**466**	0	0	16	250	181	19	0	0	0	0	0	0	0	19	4.077	0	0	0	0	24.7	27.2
1200	**530**	0	0	35	292	185	16	2	0	0	0	0	0	0	18	3.396	2	0.377	0	0	24.3	27
1300	**542**	1	11	51	275	180	20	4	0	0	0	0	0	0	24	4.428	4	0.738	0	0	24.1	27.4
1400	**616**	0	1	51	311	219	27	1	0	2	0	0	0	4	34	5.519	7	1.136	6	0.974	24.9	27.3
1500	**655**	0	9	61	342	219	24	0	0	0	0	0	0	0	24	3.664	0	0	0	0	24	27.1
1600	**767**	1	3	56	432	250	18	5	0	0	0	0	0	2	25	3.259	7	0.913	2	0.261	24.2	26.8
1700	**772**	0	4	39	417	286	19	7	0	0	0	0	0	0	26	3.368	7	0.907	0	0	24.5	27.3
1800	**675**	0	0	23	364	259	26	2	0	0	0	0	0	1	29	4.296	3	0.444	1	0.148	24.8	27.3
1900	**401**	0	0	16	188	173	18	5	1	0	0	0	0	0	24	5.985	6	1.496	0	0	25.2	28
2000	**246**	0	1	13	93	102	33	3	1	0	0	0	0	0	37	15.04	4	1.626	0	0	26	30
2100	**161**	0	0	0	72	65	18	5	1	0	0	0	0	0	24	14.91	6	3.727	0	0	26.3	30.4
2200	**163**	0	0	2	49	78	28	5	1	0	0	0	0	0	34	20.86	6	3.681	0	0	26.9	30.8
2300	**91**	0	1	1	26	53	8	2	0	0	0	0	0	0	10	10.99	2	2.198	0	0	26.3	28.7
07-19	**6606**	7	41	442	3529	2294	256	28	0	2	0	0	0	7	293	4.435	37	0.56	9	0.136	24.4	27.3
06-22	**7501**	7	42	474	3905	2664	350	47	3	2	0	0	0	7	409	5.453	59	0.787	9	0.12	24.6	27.5
06-00	**7755**	7	43	477	3980	2795	386	54	4	2	0	0	0	7	453	5.841	67	0.864	9	0.116	24.6	27.6
00-00	**7858**	7	43	480	4000	2832	414	63	8	2	2	0	0	7	496	6.312	82	1.044	11	0.14	24.7	27.7

SS1243 Neath — Site 1 — Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 — Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**50**	0	0	0	11	23	10	5	1	0	0	0	0	0	16	32	6	12	0	0	28.2	33.4
0100	**25**	0	2	1	6	10	2	3	1	0	0	0	0	0	6	24	4	16	0	0	27	35.7
0200	**11**	0	0	0	2	5	2	0	2	0	0	0	0	0	4	36.36	2	18.18	0	0	30.1	41.4
0300	**10**	0	0	0	3	2	4	1	0	0	0	0	0	0	5	50	1	10	0	0	28.7	-
0400	**11**	0	0	0	3	4	3	1	0	0	0	0	0	0	4	36.36	1	9.091	0	0	28.8	35
0500	**18**	0	0	0	1	5	8	3	1	0	0	0	0	0	12	66.67	4	22.22	0	0	31.4	36.4
0600	**42**	0	0	1	8	23	6	4	0	0	0	0	0	0	10	23.81	4	9.524	0	0	27.9	32.9
0700	**84**	0	0	1	45	29	5	2	2	0	0	0	0	0	9	10.71	4	4.762	0	0	25.7	29.2
0800	**167**	0	1	5	69	73	14	3	2	0	0	0	0	0	19	11.38	5	2.994	0	0	25.9	29.3
0900	**318**	0	3	19	157	115	22	2	0	0	0	0	0	0	24	7.547	2	0.629	0	0	24.8	28.1
1000	**411**	0	2	8	181	172	39	5	3	1	0	0	0	0	48	11.68	9	2.19	1	0.243	25.7	28.9
1100	**546**	1	1	37	267	216	20	4	0	0	0	0	0	0	24	4.396	4	0.733	0	0	24.5	27.3
1200	**488**	0	0	21	221	213	29	4	0	0	0	0	0	0	33	6.762	4	0.82	0	0	25.2	28.5
1300	**603**	3	6	28	312	217	36	0	1	0	0	0	0	0	37	6.136	1	0.166	0	0	24.5	27.4
1400	**525**	0	0	25	243	229	24	4	0	0	0	0	0	0	28	5.333	4	0.762	0	0	24.9	28
1500	**506**	9	15	23	212	209	32	5	0	0	0	0	0	1	38	7.51	6	1.186	1	0.198	24.6	28.1
1600	**482**	2	2	27	229	175	42	5	0	0	0	0	0	0	47	9.751	5	1.037	0	0	25	28.8
1700	**533**	0	1	25	233	237	33	3	1	0	0	0	0	0	37	6.942	4	0.75	0	0	25.2	28.1
1800	**416**	0	6	25	184	163	32	6	0	0	0	0	0	0	38	9.135	6	1.442	0	0	25	28.4
1900	**286**	0	0	13	128	116	21	7	1	0	0	0	0	0	29	10.14	8	2.797	0	0	25.5	28.9
2000	**218**	0	0	4	83	102	24	4	1	0	0	0	0	0	29	13.3	5	2.294	0	0	26.1	29.7
2100	**141**	0	0	2	57	66	11	2	1	1	1	0	0	0	16	11.35	5	3.546	2	1.418	26.2	29.4
2200	**141**	0	0	4	52	61	19	3	2	0	0	0	0	0	24	17.02	5	3.546	0	0	26.5	30.3
2300	**98**	0	0	1	33	45	17	1	1	0	0	0	0	0	19	19.39	2	2.041	0	0	26.8	30.7
07-19	**5079**	15	37	244	2353	2048	328	43	9	1	0	0	0	1	382	7.521	54	1.063	2	0.039	25	28.2
06-22	**5766**	15	37	264	2629	2355	390	60	12	2	1	0	0	1	466	8.082	76	1.318	4	0.069	25.1	28.3
06-00	**6005**	15	37	269	2714	2461	426	64	15	2	1	0	0	1	509	8.476	83	1.382	4	0.067	25.1	28.4
00-00	**6130**	15	39	270	2740	2510	455	77	20	2	1	0	0	1	556	9.07	101	1.648	4	0.065	25.2	28.5

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**55**	0	0	1	9	30	11	4	0	0	0	0	0	0	15	27.27	4	7.273	0	0	28.1	32.7
0100	**49**	0	0	0	11	22	12	4	0	0	0	0	0	0	16	32.65	4	8.163	0	0	28.4	33.4
0200	**29**	0	0	2	3	14	5	5	0	0	0	0	0	0	10	34.48	5	17.24	0	0	29.2	35.4
0300	**19**	0	0	0	4	4	8	2	1	0	0	0	0	0	11	57.89	3	15.79	0	0	29.9	35.8
0400	**10**	0	0	0	4	3	1	2	0	0	0	0	0	0	3	30	2	20	0	0	28	-
0500	**10**	0	0	0	1	5	3	1	0	0	0	0	0	0	4	40	1	10	0	0	29.7	-
0600	**29**	0	0	1	9	9	4	4	2	0	0	0	0	0	10	34.48	6	20.69	0	0	28.9	37.7
0700	**66**	0	0	4	15	31	12	2	2	0	0	0	0	0	16	24.24	4	6.061	0	0	27.4	31.3
0800	**101**	0	0	3	34	39	18	7	0	0	0	0	0	0	25	24.75	7	6.931	0	0	27.4	31.8
0900	**215**	0	0	17	89	83	23	3	0	0	0	0	0	0	26	12.09	3	1.395	0	0	25.2	29.1
1000	**325**	0	0	12	137	151	24	1	0	0	0	0	0	0	25	7.692	1	0.308	0	0	25.4	28.1
1100	**398**	2	2	12	192	159	28	3	0	0	0	0	0	0	31	7.789	3	0.754	0	0	25	27.5
1200	**482**	0	1	9	214	226	27	5	0	0	0	0	0	0	32	6.639	5	1.037	0	0	25.4	28.1
1300	**485**	0	0	16	207	239	20	2	1	0	0	0	0	0	23	4.742	3	0.619	0	0	25.3	27.8
1400	**464**	0	0	9	216	205	30	4	0	0	0	0	0	0	34	7.328	4	0.862	0	0	25.4	28.3
1500	**481**	0	7	22	204	209	35	3	1	0	0	0	0	0	39	8.108	4	0.832	0	0	25.2	28.4
1600	**436**	0	0	6	178	220	28	3	1	0	0	0	0	0	32	7.339	4	0.917	0	0	25.6	28.2
1700	**424**	0	0	12	165	213	28	5	0	1	0	0	0	0	34	8.019	6	1.415	1	0.236	25.7	28.4
1800	**319**	0	3	24	144	112	32	2	2	0	0	0	0	0	36	11.29	4	1.254	0	0	25	29.1
1900	**255**	0	0	3	101	125	24	1	1	0	0	0	0	0	26	10.2	2	0.784	0	0	26	29.3
2000	**195**	0	0	8	78	84	19	5	1	0	0	0	0	0	25	12.82	6	3.077	0	0	26	29.3
2100	**117**	0	0	4	41	54	11	6	1	0	0	0	0	0	18	15.38	7	5.983	0	0	26.5	30.2
2200	**65**	0	0	0	20	32	9	3	1	0	0	0	0	0	13	20	4	6.154	0	0	27.2	30.7
2300	**36**	0	0	2	12	7	8	3	3	0	1	0	0	0	15	41.67	7	19.44	1	2.778	29.4	36.9
07-19	**4196**	**2**	**13**	**146**	**1795**	**1887**	**305**	**40**	**7**	**1**	**0**	**0**	**0**	**0**	**353**	**8.413**	**48**	**1.144**	**1**	**0.024**	**25.4**	**28.4**
06-22	**4792**	**2**	**13**	**162**	**2024**	**2159**	**363**	**56**	**12**	**1**	**0**	**0**	**0**	**0**	**432**	**9.015**	**69**	**1.44**	**1**	**0.021**	**25.5**	**28.6**
06-00	**4893**	**2**	**13**	**164**	**2056**	**2198**	**380**	**62**	**16**	**1**	**1**	**0**	**0**	**0**	**460**	**9.401**	**80**	**1.635**	**2**	**0.041**	**25.6**	**28.6**
00-00	**5065**	**2**	**13**	**167**	**2088**	**2276**	**420**	**80**	**17**	**1**	**1**	**0**	**0**	**0**	**519**	**10.25**	**99**	**1.955**	**2**	**0.039**	**25.7**	**28.9**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**21**	0	0	0	7	6	6	2	0	0	0	0	0	0	8	38.1	2	9.524	0	0	28.9	34.4
0100	**4**	0	0	0	1	2	0	0	1	0	0	0	0	0	1	25	1	25	0	0	30	-
0200	**5**	0	0	0	2	2	1	0	0	0	0	0	0	0	1	20	0	0	0	0	27.4	-
0300	**8**	0	0	0	2	2	1	1	2	0	0	0	0	0	4	50	3	37.5	0	0	31.4	-
0400	**12**	0	0	1	3	4	1	3	0	0	0	0	0	0	4	33.33	3	25	0	0	27.9	36.6
0500	**41**	0	0	1	10	8	10	10	1	1	0	0	0	0	22	53.66	12	29.27	1	2.439	30.4	36.3
0600	**87**	0	0	1	26	41	16	3	0	0	0	0	0	0	19	21.84	3	3.448	0	0	27.1	31.4
0700	**266**	0	1	15	131	103	15	1	0	0	0	0	0	0	16	6.015	1	0.376	0	0	24.7	27.4
0800	**561**	0	6	53	307	169	24	2	0	0	0	0	0	0	26	4.635	2	0.357	0	0	24.1	27.3
0900	**360**	0	1	25	181	137	15	1	0	0	0	0	0	0	16	4.444	1	0.278	0	0	24.6	27.6
1000	**378**	0	1	26	205	118	25	3	0	0	0	0	0	0	28	7.407	3	0.794	0	0	24.6	27.8
1100	**442**	1	6	17	218	177	17	5	1	0	0	0	0	0	23	5.204	6	1.357	0	0	24.8	27.7
1200	**500**	0	0	19	256	192	28	4	1	0	0	0	0	0	33	6.6	5	1	0	0	25.1	28.1
1300	**521**	0	0	9	246	233	28	4	1	0	0	0	0	0	33	6.334	5	0.96	0	0	25.3	27.9
1400	**582**	0	0	29	303	220	25	3	1	1	0	0	0	0	30	5.155	5	0.859	1	0.172	24.7	28.1
1500	**648**	11	11	50	342	207	24	3	0	0	0	0	0	0	27	4.167	3	0.463	0	0	23.7	27.1
1600	**629**	0	10	44	301	247	21	6	0	0	0	0	0	0	27	4.293	6	0.954	0	0	24.5	27.6
1700	**680**	3	4	26	311	309	21	3	3	0	0	0	0	0	27	3.971	6	0.882	0	0	24.9	27.6
1800	**533**	1	4	56	299	151	17	4	0	0	1	0	0	0	22	4.128	5	0.938	1	0.188	23.9	26.6
1900	**328**	0	0	8	150	145	23	1	1	0	0	0	0	0	25	7.622	2	0.61	0	0	25.5	28.5
2000	**279**	0	0	16	118	121	23	1	0	0	0	0	0	0	24	8.602	1	0.358	0	0	25.2	28.6
2100	**189**	0	1	3	72	86	23	4	0	0	0	0	0	0	27	14.29	4	2.116	0	0	26.2	29.8
2200	**64**	0	0	2	18	37	5	2	0	0	0	0	0	0	7	10.94	2	3.125	0	0	26.5	29.8
2300	**26**	0	0	2	8	9	5	2	0	0	0	0	0	0	7	26.92	2	7.692	0	0	26.8	32.4
07-19	**6100**	**16**	**44**	**369**	**3100**	**2263**	**260**	**39**	**7**	**1**	**1**	**0**	**0**	**0**	**308**	**5.049**	**48**	**0.787**	**2**	**0.033**	**24.5**	**27.5**
06-22	**6983**	**16**	**45**	**397**	**3466**	**2656**	**345**	**48**	**8**	**1**	**1**	**0**	**0**	**0**	**403**	**5.771**	**58**	**0.831**	**2**	**0.029**	**24.7**	**27.7**
06-00	**7073**	**16**	**45**	**401**	**3492**	**2702**	**355**	**52**	**8**	**1**	**1**	**0**	**0**	**0**	**417**	**5.896**	**62**	**0.877**	**2**	**0.028**	**24.7**	**27.8**
00-00	**7164**	**16**	**45**	**403**	**3517**	**2726**	**374**	**68**	**12**	**2**	**1**	**0**	**0**	**0**	**457**	**6.379**	**83**	**1.159**	**3**	**0.042**	**24.8**	**27.8**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**19**	0	0	0	8	10	1	0	0	0	0	0	0	0	1	5.263	0	0	0	0	25.2	28.4
0100	**7**	0	0	0	2	3	1	1	0	0	0	0	0	0	2	28.57	1	14.29	0	0	28.2	-
0200	**10**	0	0	0	3	2	3	1	1	0	0	0	0	0	5	50	2	20	0	0	28.8	-
0300	**3**	0	0	0	0	1	0	0	1	0	0	1	0	0	2	66.67	2	66.67	1	33.33	41	-
0400	**12**	0	0	1	2	3	5	1	0	0	0	0	0	0	6	50	1	8.333	0	0	29.1	34.3
0500	**41**	0	0	0	9	10	14	5	2	1	0	0	0	0	22	53.66	8	19.51	1	2.439	30.4	35.8
0600	**94**	0	0	2	30	40	18	1	1	1	1	0	0	0	22	23.4	4	4.255	2	2.128	27.4	31.9
0700	**277**	0	0	18	112	126	19	1	1	0	0	0	0	0	21	7.581	2	0.722	0	0	25.1	28.2
0800	**559**	0	1	53	306	177	19	2	0	0	0	0	1	0	22	3.936	3	0.537	1	0.179	24.1	27.1
0900	**348**	0	5	17	137	165	19	5	0	0	0	0	0	0	24	6.897	5	1.437	0	0	25.2	28.7
1000	**401**	5	5	47	149	172	22	0	1	0	0	0	0	0	23	5.736	1	0.249	0	0	24.3	27.8
1100	**434**	0	5	20	220	161	24	4	0	0	0	0	0	0	28	6.452	4	0.922	0	0	24.7	27.5
1200	**461**	0	7	27	225	171	25	6	0	0	0	0	0	0	31	6.725	6	1.302	0	0	24.7	28
1300	**510**	0	0	29	242	216	21	2	0	0	0	0	0	0	23	4.51	2	0.392	0	0	24.9	27.7
1400	**593**	1	2	28	306	225	27	4	0	0	0	0	0	0	31	5.228	4	0.675	0	0	24.7	27.6
1500	**655**	3	8	38	348	225	32	1	0	0	0	0	0	0	33	5.038	1	0.153	0	0	24.2	27.1
1600	**696**	0	3	20	351	281	35	6	0	0	0	0	0	0	41	5.891	6	0.862	0	0	24.9	27.6
1700	**738**	0	4	27	407	274	19	4	3	0	0	0	0	0	26	3.523	7	0.949	0	0	24.6	26.7
1800	**529**	0	1	45	265	189	24	1	3	0	1	0	0	0	29	5.482	5	0.945	1	0.189	24.4	27.5
1900	**352**	0	6	21	153	152	13	6	1	0	0	0	0	0	20	5.682	7	1.989	0	0	24.9	28.4
2000	**245**	0	0	1	104	113	21	4	2	0	0	0	0	0	27	11.02	6	2.449	0	0	26	28.9
2100	**163**	0	0	7	60	61	31	2	2	0	0	0	0	0	35	21.47	4	2.454	0	0	26.5	30.8
2200	**106**	0	0	2	32	54	12	5	1	0	0	0	0	0	18	16.98	6	5.66	0	0	26.6	30.5
2300	**33**	0	0	0	10	12	8	3	0	0	0	0	0	0	11	33.33	3	9.091	0	0	27.9	32.1
07-19	**6201**	**9**	**41**	**369**	**3068**	**2382**	**286**	**36**	**8**	**0**	**1**	**0**	**1**	**0**	**332**	**5.354**	**46**	**0.742**	**2**	**0.032**	**24.6**	**27.5**
06-22	**7055**	**9**	**47**	**400**	**3415**	**2748**	**369**	**49**	**14**	**1**	**2**	**0**	**1**	**0**	**436**	**6.18**	**67**	**0.95**	**4**	**0.057**	**24.8**	**27.7**
06-00	**7194**	**9**	**47**	**402**	**3457**	**2814**	**389**	**57**	**15**	**1**	**2**	**0**	**1**	**0**	**465**	**6.464**	**76**	**1.056**	**4**	**0.056**	**24.8**	**27.8**
00-00	**7286**	**9**	**47**	**403**	**3481**	**2843**	**413**	**65**	**19**	**2**	**2**	**1**	**1**	**0**	**503**	**6.904**	**90**	**1.235**	**6**	**0.082**	**24.9**	**27.8**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

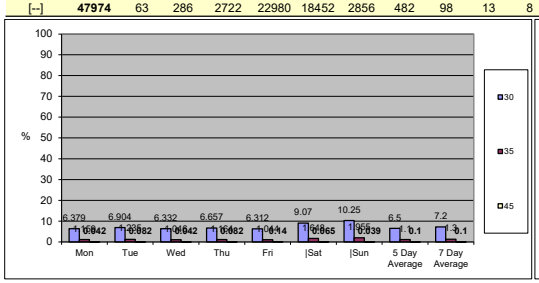
18 October 2023 to 24 October 2023 | Direction: Northbound

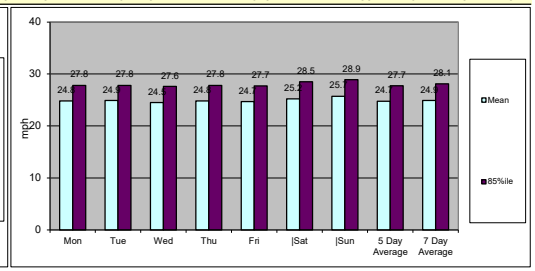
Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**29**	0	0	1	7	13	6	2	0	0	0	0	0	0	9	29.56	2	8.374	0	0	27.9	33.3
0100	**15**	0	0	0	3	7	3	1	0	0	0	0	0	0	4	30.1	1	9.709	0	0	28.2	33.1
0200	**11**	0	0	0	2	5	2	1	1	0	0	0	0	0	4	37.18	2	17.95	0	0	29.4	36.1
0300	**8**	0	0	0	1	2	3	1	1	0	0	0	0	0	4	54.55	2	21.82	0	1.818	30.9	-
0400	**11**	0	0	0	2	3	4	1	0	0	0	0	0	0	5	45.45	1	11.69	0	0	29	34.7
0500	**36**	0	0	0	7	12	11	5	1	0	0	0	0	0	17	48.41	7	18.65	1	1.587	30.1	35.8
0600	**76**	0	0	2	22	32	15	4	1	0	0	0	0	0	20	25.94	5	6.391	0	0.376	27.6	32.1
0700	**224**	1	2	18	96	87	18	2	1	0	0	0	0	0	21	9.357	3	1.464	0	0	24.9	28.5
0800	**422**	1	4	40	222	132	19	3	0	0	0	0	0	0	22	5.311	3	0.778	0	0.034	24.1	27.5
0900	**339**	0	1	20	160	134	21	3	0	0	0	0	0	0	24	7.08	3	0.801	0	0	24.9	28.2
1000	**385**	1	2	22	182	150	24	2	1	0	0	0	0	0	27	6.984	3	0.743	0	0.037	24.8	27.8
1100	**451**	1	2	25	226	174	21	3	0	0	0	0	0	0	24	5.258	3	0.665	0	0	24.7	27.5
1200	**481**	0	2	27	232	194	23	3	0	0	0	0	0	0	26	5.432	3	0.712	0	0	24.8	27.8
1300	**515**	1	3	27	258	200	24	2	1	0	0	0	0	0	27	5.238	3	0.582	0	0.028	24.7	27.5
1400	**561**	0	2	31	281	217	25	3	0	0	0	0	0	1	30	5.294	5	0.814	1	0.178	24.7	27.6
1500	**602**	4	11	47	301	208	29	3	0	0	0	0	0	0	32	5.363	3	0.57	0	0.047	24.1	27.3
1600	**621**	1	4	34	309	240	28	5	0	0	0	0	0	0	34	5.404	6	0.897	0	0.069	24.7	27.6
1700	**648**	0	2	31	326	259	25	4	1	0	0	0	0	0	30	4.606	5	0.815	0	0.044	24.8	27.5
1800	**504**	0	3	33	263	175	25	3	1	0	0	0	0	0	30	5.899	5	0.908	0	0.085	24.5	27.5
1900	**337**	0	1	13	159	140	20	4	1	0	0	0	0	0	25	7.282	5	1.397	0	0	25.2	28.3
2000	**249**	0	0	9	105	107	24	4	1	0	0	0	0	0	28	11.18	4	1.72	0	0	25.7	29.2
2100	**162**	0	0	5	65	69	18	4	1	0	0	0	0	0	23	14.15	5	3.095	0	0.177	26.1	29.8
2200	**113**	0	0	2	40	52	14	3	1	0	0	0	0	0	18	16.08	4	3.924	0	0.253	26.5	30.2
2300	**52**	0	0	1	15	23	9	3	1	0	0	0	0	0	13	24.11	4	7.671	1	1.096	27.6	32.1
07-19	**5755**	**9**	**39**	**354**	**2855**	**2171**	**281**	**36**	**6**	**1**	**0**	**0**	**0**	**1**	**326**	**5.67**	**45**	**0.782**	**3**	**0.05**	**24.6**	**27.6**
06-22	**6579**	**9**	**40**	**383**	**3206**	**2519**	**357**	**51**	**9**	**1**	**1**	**0**	**0**	**1**	**421**	**6.404**	**64**	**0.971**	**3**	**0.052**	**24.8**	**27.8**
06-00	**6744**	**9**	**41**	**387**	**3261**	**2594**	**380**	**57**	**11**	**2**	**1**	**0**	**0**	**1**	**452**	**6.703**	**72**	**1.072**	**4**	**0.064**	**24.8**	**27.8**
00-00	**6853**	**9**	**41**	**389**	**3283**	**2636**	**408**	**69**	**14**	**2**	**1**	**0**	**0**	**1**	**496**	**7.235**	**88**	**1.282**	**5**	**0.073**	**24.9**	**28.1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	ACPO (SL1) 30	35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**7164**	16	45	403	3517	2726	374	68	12	2	1	0	0	0	457	6.379	83	1.159	3	0.042	24.8	27.8
Tue	**7286**	9	47	403	3481	2843	413	65	19	2	2	1	1	0	503	6.904	90	1.235	6	0.082	24.9	27.8
Wed	**7170**	4	57	545	3634	2476	379	62	10	1	0	0	1	1	454	6.332	75	1.046	3	0.042	24.5	27.6
Thu	**7301**	10	42	454	3520	2789	401	67	12	3	1	2	0	0	486	6.657	85	1.164	6	0.082	24.8	27.8
Fri	**7858**	7	43	480	4000	2832	414	63	8	2	2	0	0	7	496	6.312	82	1.044	11	0.14	24.7	27.7
|Sat	**6130**	15	39	270	2740	2510	455	77	20	2	1	0	0	1	556	9.07	101	1.648	4	0.065	25.2	28.5
|Sun	**5065**	2	13	167	2088	2276	420	80	17	1	1	0	0	0	519	10.25	99	1.955	2	0.039	25.7	28.9
5 Day Average																						
[--]	**7356**	9	47	457	3630	2733	396	65	12	2	1	1	0	2	479	6.5	83	1.1	6	0.1	24.7	27.7
7 Day Average																						
[--]	**6853**	9	41	389	3283	2636	408	69	14	2	1	0	0	1	496	7.2	88	1.3	5	0.1	24.9	28.1
Total Vehicles																						
[--]	**47974**	63	286	2722	22980	18452	2856	482	98	13	8	3	2	9	3471	7	615	1	35	0	25	28





SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**9**	0	4	5	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	2	3	0	1	0	0	0	0	0	0	0	0
0300	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	**14**	0	6	8	0	0	0	0	0	0	0	0	0	0
0500	**90**	0	48	41	0	0	0	0	0	0	0	1	0	0
0600	**158**	0	88	65	1	2	0	0	1	0	1	0	0	0
0700	**481**	6	314	140	0	6	3	0	5	0	7	0	0	0
0800	**704**	2	501	184	2	6	3	1	5	0	0	0	0	0
0900	**509**	3	341	146	0	9	1	0	5	0	4	0	0	0
1000	**401**	2	280	106	1	6	0	0	4	2	0	0	0	0
1100	**412**	2	273	122	1	11	0	0	1	0	2	0	0	0
1200	**394**	2	268	113	0	3	4	0	3	0	0	1	0	0
1300	**393**	4	277	103	0	4	1	0	1	0	3	0	0	0
1400	**402**	0	291	104	1	4	0	0	2	0	0	0	0	0
1500	**580**	4	400	155	3	12	0	0	1	0	4	1	0	0
1600	**484**	2	371	105	0	5	0	1	0	0	0	0	0	0
1700	**414**	0	330	80	0	4	0	0	0	0	0	0	0	0
1800	**356**	0	283	71	0	1	0	0	1	0	0	0	0	0
1900	**283**	0	226	57	0	0	0	0	0	0	0	0	0	0
2000	**166**	0	139	27	0	0	0	0	0	0	0	0	0	0
2100	**125**	0	101	24	0	0	0	0	0	0	0	0	0	0
2200	**64**	0	48	16	0	0	0	0	0	0	0	0	0	0
2300	**20**	0	12	7	0	1	0	0	0	0	0	0	0	0
07-19	**5530**	**27**	**3929**	**1429**	**8**	**71**	**12**	**2**	**28**	**2**	**20**	**2**	**0**	**0**
06-22	**6262**	**27**	**4483**	**1602**	**9**	**73**	**12**	**2**	**29**	**2**	**21**	**2**	**0**	**0**
06-00	**6346**	**27**	**4543**	**1625**	**9**	**74**	**12**	**2**	**29**	**2**	**21**	**2**	**0**	**0**
00-00	**6469**	**27**	**4606**	**1683**	**9**	**75**	**12**	**2**	**29**	**2**	**21**	**3**	**0**	**0**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	**16**	0	7	8	0	1	0	0	0	0	0	0	0	0
0500	**96**	1	51	40	0	2	1	0	0	0	1	0	0	0
0600	**181**	1	103	73	0	3	0	0	1	0	0	0	0	0
0700	**466**	5	303	142	2	2	0	0	7	0	5	0	0	0
0800	**679**	2	477	182	6	8	2	0	1	0	0	1	0	0
0900	**462**	2	333	114	0	6	0	0	4	0	3	0	0	0
1000	**399**	0	278	107	2	5	0	0	5	0	2	0	0	0
1100	**432**	4	311	107	0	8	0	0	0	0	1	1	0	0
1200	**390**	1	279	101	1	3	1	1	3	0	0	0	0	0
1300	**392**	3	289	90	1	7	1	0	1	0	0	0	0	0
1400	**385**	2	269	106	2	4	1	0	1	0	0	0	0	0
1500	**580**	6	436	121	1	9	1	0	1	0	4	0	0	1
1600	**481**	0	369	103	3	2	0	0	2	0	0	2	0	0
1700	**462**	2	346	107	0	3	0	1	2	0	1	0	0	0
1800	**402**	1	306	94	0	1	0	0	0	0	0	0	0	0
1900	**270**	0	220	49	0	1	0	0	0	0	0	0	0	0
2000	**153**	1	116	33	0	2	0	1	0	0	0	0	0	0
2100	**146**	1	111	33	0	0	0	0	1	0	0	0	0	0
2200	**56**	0	48	8	0	0	0	0	0	0	0	0	0	0
2300	**39**	2	21	16	0	0	0	0	0	0	0	0	0	0
07-19	**5530**	**28**	**3996**	**1374**	**18**	**58**	**6**	**2**	**27**	**0**	**16**	**4**	**0**	**1**
06-22	**6280**	**31**	**4546**	**1562**	**18**	**64**	**6**	**3**	**29**	**0**	**16**	**4**	**0**	**1**
06-00	**6375**	**33**	**4615**	**1586**	**18**	**64**	**6**	**3**	**29**	**0**	**16**	**4**	**0**	**1**
00-00	**6508**	**34**	**4690**	**1638**	**18**	**67**	**7**	**3**	**29**	**0**	**17**	**4**	**0**	**1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	2	4	0	0	0	0	0	0	0	0	0	0
0300	**7**	0	3	4	0	0	0	0	0	0	0	0	0	0
0400	**21**	0	11	10	0	0	0	0	0	0	0	0	0	0
0500	**84**	1	49	33	0	1	0	0	0	0	0	0	0	0
0600	**151**	2	84	59	0	3	0	0	2	0	1	0	0	0
0700	**414**	4	270	127	0	3	0	0	5	0	5	0	0	0
0800	**703**	0	505	172	8	6	1	0	4	0	4	1	0	2
0900	**474**	0	339	126	3	2	1	0	3	0	0	0	0	0
1000	**451**	0	346	91	0	7	0	0	3	0	3	1	0	0
1100	**482**	0	346	118	1	14	0	0	2	0	0	1	0	0
1200	**451**	2	333	105	0	7	0	1	1	0	2	0	0	0
1300	**428**	1	307	107	1	5	1	0	3	1	1	0	0	1
1400	**456**	0	328	122	0	5	1	0	0	0	0	0	0	0
1500	**577**	1	406	154	1	10	0	0	5	0	0	0	0	0
1600	**487**	1	387	93	1	3	0	1	1	0	0	0	0	0
1700	**442**	5	357	77	0	2	0	1	0	0	0	0	0	0
1800	**397**	0	316	78	0	2	0	0	1	0	0	0	0	0
1900	**249**	0	209	39	0	0	0	0	1	0	0	0	0	0
2000	**158**	1	129	25	0	2	0	0	1	0	0	0	0	0
2100	**119**	0	95	24	0	0	0	0	0	0	0	0	0	0
2200	**86**	0	74	12	0	0	0	0	0	0	0	0	0	0
2300	**42**	0	30	12	0	0	0	0	0	0	0	0	0	0
07-19	**5762**	**14**	**4240**	**1370**	**15**	**66**	**4**	**3**	**28**	**1**	**15**	**3**	**0**	**3**
06-22	**6439**	**17**	**4757**	**1517**	**15**	**71**	**4**	**3**	**32**	**1**	**16**	**3**	**0**	**3**
06-00	**6567**	**17**	**4861**	**1541**	**15**	**71**	**4**	**3**	**32**	**1**	**16**	**3**	**0**	**3**
00-00	**6700**	**18**	**4937**	**1596**	**15**	**72**	**4**	**3**	**32**	**1**	**16**	**3**	**0**	**3**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**34**	0	23	11	0	0	0	0	0	0	0	0	0	0
0100	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
0200	**10**	0	5	5	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	5	3	0	2	0	0	0	0	0	0	0	0
0500	**38**	0	10	28	0	0	0	0	0	0	0	0	0	0
0600	**64**	0	43	21	0	0	0	0	0	0	0	0	0	0
0700	**132**	1	94	32	0	4	0	0	0	0	0	1	0	0
0800	**327**	5	222	96	0	3	0	0	1	0	0	0	0	0
0900	**369**	1	264	100	2	2	0	0	0	0	0	0	0	0
1000	**486**	1	355	125	2	2	0	0	1	0	0	0	0	0
1100	**468**	1	354	110	0	1	0	0	1	0	1	0	0	0
1200	**529**	2	408	111	0	6	1	0	1	0	0	0	0	0
1300	**442**	6	335	99	0	1	1	0	0	0	0	0	0	0
1400	**417**	4	312	97	1	1	1	0	1	0	0	0	0	0
1500	**329**	3	243	83	0	0	0	0	0	0	0	0	0	0
1600	**381**	6	303	67	0	1	0	0	2	0	1	1	0	0
1700	**365**	4	270	86	1	2	0	0	0	0	0	1	0	1
1800	**355**	1	262	91	0	1	0	0	0	0	0	0	0	0
1900	**239**	1	182	55	0	0	0	0	1	0	0	0	0	0
2000	**159**	0	121	36	0	0	0	0	2	0	0	0	0	0
2100	**117**	0	89	28	0	0	0	0	0	0	0	0	0	0
2200	**98**	0	74	24	0	0	0	0	0	0	0	0	0	0
2300	**70**	0	48	22	0	0	0	0	0	0	0	0	0	0
07-19	**4600**	**35**	**3422**	**1097**	**6**	**24**	**3**	**0**	**7**	**0**	**2**	**3**	**0**	**1**
06-22	**5179**	**36**	**3857**	**1237**	**6**	**24**	**3**	**0**	**10**	**0**	**2**	**3**	**0**	**1**
06-00	**5347**	**36**	**3979**	**1283**	**6**	**24**	**3**	**0**	**10**	**0**	**2**	**3**	**0**	**1**
00-00	**5456**	**36**	**4034**	**1335**	**6**	**26**	**3**	**0**	**10**	**0**	**2**	**3**	**0**	**1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**38**	0	27	11	0	0	0	0	0	0	0	0	0	0
0100	**37**	0	20	17	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	12	5	0	0	0	0	0	0	0	0	0	0
0300	**18**	0	11	7	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	2	5	0	0	0	0	0	0	0	0	0	0
0500	**21**	0	9	12	0	0	0	0	0	0	0	0	0	0
0600	**35**	0	24	8	1	2	0	0	0	0	0	0	0	0
0700	**74**	0	58	16	0	0	0	0	0	0	0	0	0	0
0800	**154**	0	110	42	0	1	0	0	1	0	0	0	0	0
0900	**253**	1	188	63	0	0	0	0	0	0	0	1	0	0
1000	**382**	1	272	103	1	2	0	1	2	0	0	0	0	0
1100	**405**	1	298	103	0	2	0	0	1	0	0	0	0	0
1200	**430**	2	329	93	1	2	2	0	0	0	0	1	0	0
1300	**436**	4	326	104	0	0	1	0	0	0	0	1	0	0
1400	**387**	1	298	83	0	3	1	0	0	0	0	1	0	0
1500	**398**	2	295	99	0	2	0	0	0	0	0	0	0	0
1600	**306**	1	242	61	0	1	0	1	0	0	0	0	0	0
1700	**305**	2	232	69	0	1	1	0	0	0	0	0	0	0
1800	**278**	0	212	66	0	0	0	0	0	0	0	0	0	0
1900	**188**	1	145	41	0	1	0	0	0	0	0	0	0	0
2000	**128**	0	92	34	0	1	0	0	1	0	0	0	0	0
2100	**109**	0	82	27	0	0	0	0	0	0	0	0	0	0
2200	**45**	0	32	12	0	1	0	0	0	0	0	0	0	0
2300	**26**	0	18	8	0	0	0	0	0	0	0	0	0	0
07-19	**3808**	**15**	**2860**	**902**	**2**	**14**	**5**	**2**	**4**	**0**	**1**	**3**	**0**	**0**
06-22	**4268**	**16**	**3203**	**1012**	**3**	**18**	**5**	**2**	**5**	**0**	**1**	**3**	**0**	**0**
06-00	**4339**	**16**	**3253**	**1032**	**3**	**19**	**5**	**2**	**5**	**0**	**1**	**3**	**0**	**0**
00-00	**4477**	**16**	**3334**	**1089**	**3**	**19**	**5**	**2**	**5**	**0**	**1**	**3**	**0**	**0**

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18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	5	2	0	1	0	0	0	0	0	0	0	0
0300	**6**	0	2	4	0	0	0	0	0	0	0	0	0	0
0400	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
0500	**89**	3	44	39	1	1	1	0	0	0	0	0	0	0
0600	**167**	3	95	64	0	1	0	0	1	0	1	2	0	0
0700	**444**	4	321	107	0	3	1	0	1	0	6	1	0	0
0800	**673**	2	488	156	5	6	2	0	4	1	6	2	0	1
0900	**472**	1	346	116	2	2	1	0	2	0	1	1	0	0
1000	**404**	2	294	92	3	6	0	0	2	0	5	0	0	0
1100	**419**	0	291	119	0	3	0	0	4	0	1	1	0	0
1200	**437**	3	315	107	1	4	0	1	3	0	2	0	0	1
1300	**443**	3	318	112	0	4	2	0	3	0	1	0	0	0
1400	**464**	2	330	115	1	11	0	0	3	0	1	1	0	0
1500	**554**	2	414	119	3	12	1	0	0	1	1	1	0	0
1600	**519**	3	407	103	0	5	0	0	0	0	0	0	0	1
1700	**386**	0	285	95	0	5	0	0	0	0	0	1	0	0
1800	**355**	1	276	76	0	1	0	0	1	0	0	0	0	0
1900	**227**	2	164	60	0	1	0	0	0	0	0	0	0	0
2000	**182**	1	129	49	0	3	0	0	0	0	0	0	0	0
2100	**120**	0	93	27	0	0	0	0	0	0	0	0	0	0
2200	**48**	0	37	11	0	0	0	0	0	0	0	0	0	0
2300	**21**	0	13	8	0	0	0	0	0	0	0	0	0	0
07-19	**5570**	**23**	**4085**	**1317**	**15**	**62**	**7**	**1**	**23**	**2**	**24**	**8**	**0**	**3**
06-22	**6266**	**29**	**4566**	**1517**	**15**	**67**	**7**	**1**	**24**	**2**	**25**	**10**	**0**	**3**
06-00	**6335**	**29**	**4616**	**1536**	**15**	**67**	**7**	**1**	**24**	**2**	**25**	**10**	**0**	**3**
00-00	**6462**	**32**	**4684**	**1588**	**16**	**69**	**8**	**1**	**24**	**2**	**25**	**10**	**0**	**3**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**8**	0	2	6	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	**16**	0	9	6	0	1	0	0	0	0	0	0	0	0
0500	**103**	2	55	44	1	1	0	0	0	0	0	0	0	0
0600	**176**	1	111	58	0	3	0	0	0	0	2	1	0	0
0700	**500**	1	343	136	2	8	0	0	4	0	5	0	0	1
0800	**711**	3	521	169	6	5	1	0	2	0	0	3	1	0
0900	**525**	5	363	144	0	7	1	0	2	0	2	0	1	0
1000	**420**	3	308	96	0	10	1	0	2	0	0	0	0	0
1100	**445**	1	333	99	1	6	1	0	4	0	0	0	0	0
1200	**420**	4	308	96	1	9	0	0	2	0	0	0	0	0
1300	**421**	3	310	99	0	7	0	0	2	0	0	0	0	0
1400	**431**	6	311	106	0	7	0	0	1	0	0	0	0	0
1500	**589**	3	430	139	3	10	0	0	3	0	1	0	0	0
1600	**469**	6	344	111	1	5	0	0	1	0	0	1	0	0
1700	**475**	1	335	137	0	2	0	0	0	0	0	0	0	0
1800	**398**	0	307	87	0	0	0	0	0	0	3	0	0	1	0	0
1900	**233**	1	179	52	0	0	1	0	0	0	0	0	0	0
2000	**144**	0	104	38	0	1	0	0	1	0	0	0	0	0
2100	**99**	0	75	23	0	1	0	0	0	0	0	0	0	0
2200	**65**	1	52	12	0	0	0	0	0	0	0	0	0	0
2300	**17**	1	11	5	0	0	0	0	0	0	0	0	0	0
07-19	**5804**	**36**	**4213**	**1419**	**14**	**76**	**4**	**0**	**26**	**0**	**8**	**5**	**2**	**1**
06-22	**6456**	**38**	**4682**	**1590**	**14**	**81**	**5**	**0**	**27**	**0**	**10**	**6**	**2**	**1**
06-00	**6538**	**40**	**4745**	**1607**	**14**	**81**	**5**	**0**	**27**	**0**	**10**	**6**	**2**	**1**
00-00	**6673**	**42**	**4815**	**1667**	**15**	**83**	**5**	**0**	**27**	**0**	**10**	**6**	**2**	**1**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

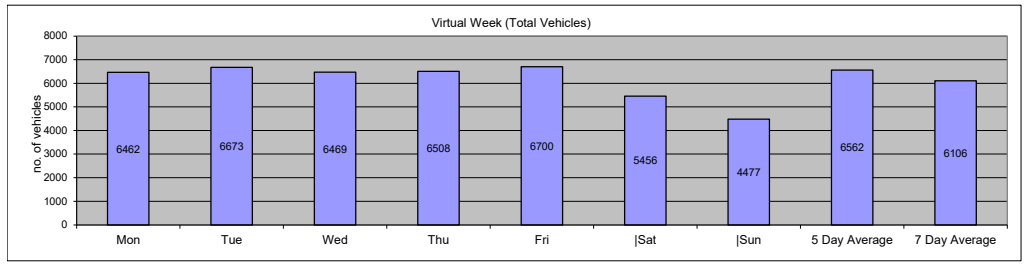
18 October 2023 | to | 24 October 2023 | Direction | Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**17**	0	11	6	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	4	3	0	0	0	0	0	0	0	0	0	0
0300	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
0400	**14**	0	7	6	0	1	0	0	0	0	0	0	0	0
0500	**74**	1	38	34	0	1	0	0	0	0	0	0	0	0
0600	**133**	1	78	50	0	2	0	0	1	0	1	0	0	0
0700	**359**	3	243	100	1	4	1	0	3	0	4	0	0	0
0800	**564**	2	403	143	4	5	1	0	3	0	1	1	0	0
0900	**438**	2	311	116	1	4	1	0	2	0	2	0	0	0
1000	**420**	1	305	103	1	5	0	0	3	0	1	0	0	0
1100	**438**	1	315	111	0	6	0	0	2	0	1	0	0	0
1200	**436**	2	320	104	1	5	1	0	2	0	1	0	0	0
1300	**422**	3	309	102	0	4	1	0	1	0	1	0	0	0
1400	**420**	2	306	105	1	5	1	0	1	0	0	0	0	0
1500	**515**	3	375	124	2	8	0	0	1	0	1	0	0	0
1600	**447**	3	346	92	1	3	0	0	1	0	0	1	0	0
1700	**407**	2	308	93	0	3	0	0	0	0	0	0	0	0
1800	**363**	0	280	80	0	1	0	0	1	0	0	0	0	0
1900	**241**	1	189	50	0	0	0	0	0	0	0	0	0	0
2000	**156**	0	119	35	0	1	0	0	1	0	0	0	0	0
2100	**119**	0	92	27	0	0	0	0	0	0	0	0	0	0
2200	**66**	0	52	14	0	0	0	0	0	0	0	0	0	0
2300	**34**	0	22	11	0	0	0	0	0	0	0	0	0	0
07-19	**5229**	25	3821	1273	11	53	6	1	20	1	12	4	0	1
06-22	**5879**	28	4299	1434	11	57	6	2	22	1	13	4	0	1
06-00	**5978**	28	4373	1459	11	57	6	2	22	1	13	4	0	1
00-00	**6106**	29	4443	1514	12	59	6	2	22	1	13	5	0	1

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 | to | 24 October 2023 | Direction | Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**6462**	32	4684	1588	16	69	8	1	24	2	25	10	0	3
Tue	**6673**	42	4815	1667	15	83	5	0	27	0	10	6	2	1
Wed	**6469**	27	4606	1683	9	75	12	2	29	2	21	3	0	0
Thu	**6508**	34	4690	1638	18	67	7	3	29	0	17	4	0	1
Fri	**6700**	18	4937	1596	15	72	4	3	32	1	16	3	0	3
|Sat	**5456**	36	4034	1335	6	26	3	0	10	0	2	3	0	1
|Sun	**4477**	16	3334	1089	3	19	5	2	5	0	1	3	0	0
5 Day Average														
[--]	**6562**	31	4746	1634	15	73	7	2	28	1	18	5	0	2
7 Day Average														
[--]	**6106**	29	4443	1514	12	59	6	2	22	1	13	5	0	1
Total Vehicles														
[--]	**42745**	205	31100	10596	82	411	44	11	156	5	92	32	2	9



SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 | to | 24 October 2023 | Direction | Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 | to | 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2023																						
0000	**9**	0	0	0	0	1	2	1	5	0	0	0	0	0	8	88.89	6	66.67	0	0	37.7	-
0100	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100	1	100	0	0	43.1	-
0200	**6**	0	0	0	2	1	1	1	0	1	0	0	0	0	3	50	2	33.33	1	16.67	32.1	-
0300	**3**	0	0	0	0	0	2	0	0	1	0	0	0	0	3	100	1	33.33	1	33.33	37.4	-
0400	**14**	0	0	0	0	0	3	3	4	1	2	0	0	1	14	100	11	78.57	4	28.57	43.1	52.3
0500	**90**	0	0	0	2	6	17	32	14	14	4	1	0	0	82	91.11	65	72.22	19	21.11	38.6	46.2
0600	**158**	0	0	1	6	17	66	40	13	6	5	3	1	0	134	84.81	68	43.04	15	9.494	35.5	41
0700	**481**	1	0	3	42	91	244	81	18	0	0	1	0	0	344	71.52	100	20.79	1	0.208	31.7	36
0800	**704**	10	17	16	52	215	326	63	5	0	0	0	0	0	394	55.97	68	9.659	0	0	29.5	33.9
0900	**509**	0	0	5	33	181	225	57	8	0	0	0	0	0	290	56.97	65	12.77	0	0	30.6	34.6
1000	**401**	0	0	4	26	147	180	41	3	0	0	0	0	0	224	55.86	44	10.97	0	0	30.6	34
1100	**412**	1	0	8	49	132	183	34	5	0	0	0	0	0	222	53.88	39	9.466	0	0	30.1	34.2
1200	**394**	0	0	5	32	131	169	51	4	2	0	0	0	0	226	57.36	57	14.47	2	0.508	30.6	35
1300	**393**	1	0	2	26	122	173	63	4	1	0	0	1	0	242	61.58	69	17.56	2	0.509	31.1	35.3
1400	**402**	0	1	4	23	117	204	48	4	1	0	0	0	0	257	63.93	53	13.18	1	0.249	31.2	34.8
1500	**580**	2	0	1	33	185	297	56	5	1	0	0	0	0	359	61.9	62	10.69	1	0.172	30.8	34.2
1600	**484**	2	0	3	33	146	216	75	9	0	0	0	0	0	300	61.98	84	17.36	0	0	31.1	35.6
1700	**414**	0	1	0	24	128	201	54	3	2	1	0	0	0	261	63.04	60	14.49	3	0.725	31.1	34.8
1800	**356**	0	0	1	16	95	180	56	7	1	0	0	0	0	244	68.54	64	17.98	1	0.281	31.4	35.5
1900	**283**	0	0	0	19	86	119	47	9	3	0	0	0	0	178	62.9	59	20.85	3	1.06	31.6	35.9
2000	**166**	0	0	1	7	43	86	23	5	0	1	0	0	0	115	69.28	29	17.47	1	0.602	31.8	35.8
2100	**125**	0	0	2	5	13	65	30	8	2	0	0	0	0	105	84	40	32	2	1.6	33.6	38.7
2200	**64**	0	0	1	0	12	24	19	4	4	0	0	0	0	51	79.69	27	42.19	4	6.25	34.7	39.8
2300	**20**	0	0	0	0	3	12	2	1	1	0	0	0	1	17	85	5	25	2	10	35.4	43.3
07-19	**5530**	17	19	52	389	1690	2598	679	75	8	1	1	1	0	3363	60.81	765	13.83	11	0.199	30.8	34.8
06-22	**6262**	17	19	56	426	1849	2934	819	110	19	7	4	2	0	3895	62.2	961	15.35	32	0.511	31	35.1
06-00	**6346**	17	19	57	426	1864	2970	840	115	24	7	4	2	1	3963	62.45	993	15.65	38	0.599	31.1	35.1
00-00	**6469**	17	19	57	430	1872	2995	877	139	41	13	5	2	2	4074	62.98	1079	16.68	63	0.974	31.2	35.3

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2023																						
0000	**8**	0	0	0	0	0	3	2	2	1	0	0	0	0	8	100	5	62.5	1	12.5	37.2	-
0100	**5**	0	0	0	0	2	3	0	0	0	0	0	0	0	3	60	0	0	0	0	30.6	-
0200	**3**	0	0	0	0	0	1	0	0	2	0	0	0	0	3	100	2	66.67	2	66.67	41.4	-
0300	**5**	0	0	0	0	1	3	0	0	1	0	0	0	0	4	80	1	20	1	20	33.8	-
0400	**16**	0	0	0	0	2	4	3	3	1	2	0	1	0	14	87.5	10	62.5	4	25	40.1	52
0500	**96**	0	0	0	0	10	34	32	14	4	2	0	0	0	86	89.58	52	54.17	6	6.25	36.3	40.8
0600	**181**	0	0	2	3	30	72	50	14	8	1	1	0	0	146	80.66	74	40.88	10	5.525	34.6	39.6
0700	**466**	1	0	3	11	100	237	93	15	5	1	0	0	0	351	75.32	114	24.46	6	1.288	32.6	36.6
0800	**679**	15	10	10	43	210	315	68	7	1	0	0	0	0	391	57.58	76	11.19	1	0.147	29.8	34.3
0900	**462**	1	0	3	20	112	240	72	12	2	0	0	0	0	326	70.56	86	18.61	2	0.433	31.8	35.7
1000	**399**	1	0	2	19	112	203	57	5	0	0	0	0	0	265	66.42	62	15.54	0	0	31.4	35
1100	**432**	1	0	2	20	132	198	70	9	0	0	0	0	0	277	64.12	79	18.29	0	0	31.4	35.7
1200	**390**	0	0	3	22	109	188	55	12	1	0	0	0	0	256	65.64	68	17.44	1	0.256	31.4	35.3
1300	**392**	0	0	0	27	110	181	63	8	2	1	0	0	0	255	65.05	74	18.88	3	0.765	31.7	35.8
1400	**385**	2	0	0	22	122	181	54	3	1	0	0	0	0	239	62.08	58	15.06	1	0.26	31	35
1500	**580**	4	3	8	47	208	255	49	4	1	1	0	0	0	310	53.45	55	9.483	2	0.345	30	34.1
1600	**481**	0	0	0	20	140	239	63	9	10	0	0	0	0	321	66.74	82	17.05	10	2.079	31.9	35.2
1700	**462**	0	0	7	19	111	234	79	11	1	0	0	0	0	325	70.35	91	19.7	1	0.216	31.7	35.7
1800	**402**	0	0	3	14	129	195	56	5	0	0	0	0	0	256	63.68	61	15.17	0	0	31.2	35.1
1900	**270**	0	0	0	9	89	132	30	8	2	0	0	0	0	172	63.7	40	14.81	2	0.741	31.6	35
2000	**153**	0	0	0	7	33	59	37	13	2	2	0	0	0	113	73.86	54	35.29	4	2.614	33.4	38.6
2100	**146**	0	1	1	11	45	41	29	12	5	1	0	0	0	88	60.27	47	32.19	6	4.11	32.6	39
2200	**56**	0	0	0	1	19	18	13	4	1	0	0	0	0	36	64.29	18	32.14	1	1.786	33.1	38.3
2300	**39**	0	1	1	3	3	13	12	4	1	0	1	0	0	31	79.49	18	46.15	2	5.128	34.2	40.3
07-19	**5530**	**25**	**13**	**41**	**284**	**1595**	**2666**	**779**	**100**	**24**	**3**	**0**	**0**	**0**	**3572**	**64.59**	**906**	**16.38**	**27**	**0.488**	**31.2**	**35.2**
06-22	**6280**	**25**	**14**	**44**	**314**	**1792**	**2970**	**925**	**147**	**41**	**7**	**1**	**0**	**0**	**4091**	**65.14**	**1121**	**17.85**	**49**	**0.78**	**31.4**	**35.6**
06-00	**6375**	**25**	**15**	**45**	**318**	**1814**	**3001**	**950**	**155**	**43**	**7**	**2**	**0**	**0**	**4158**	**65.22**	**1157**	**18.15**	**52**	**0.816**	**31.5**	**35.6**
00-00	**6508**	**25**	**15**	**45**	**318**	**1829**	**3049**	**987**	**174**	**52**	**11**	**2**	**1**	**0**	**4276**	**65.7**	**1227**	**18.85**	**66**	**1.014**	**31.6**	**35.7**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2023																						
0000	**13**	0	0	0	0	3	5	0	2	3	0	0	0	0	10	76.92	5	38.46	3	23.08	36	45.6
0100	**2**	0	0	0	1	0	0	0	0	0	0	1	0	0	1	50	1	50	1	50	39.9	-
0200	**6**	0	0	0	0	1	2	0	1	1	1	0	0	0	5	83.33	3	50	2	33.33	39	-
0300	**7**	0	0	0	1	0	1	2	1	1	0	0	0	1	6	85.71	5	71.43	2	28.57	42.9	-
0400	**21**	0	0	0	2	1	6	5	2	2	1	0	2	0	18	85.71	12	57.14	5	23.81	38.4	49.7
0500	**84**	0	0	0	0	6	19	29	13	8	7	2	0	0	78	92.86	59	70.24	17	20.24	39	48.3
0600	**151**	0	0	1	1	22	57	37	22	3	7	1	0	0	127	84.11	70	46.36	11	7.285	35.7	41.6
0700	**414**	0	0	1	19	101	204	71	14	3	1	0	0	0	293	70.77	89	21.5	4	0.966	32.1	36.1
0800	**703**	0	0	4	54	279	293	70	2	1	0	0	0	0	366	52.06	73	10.38	1	0.142	30.1	33.9
0900	**474**	0	0	1	54	133	227	57	1	1	0	0	0	0	286	60.34	59	12.45	1	0.211	30.6	34.6
1000	**451**	0	0	2	23	158	226	33	9	0	0	0	0	0	268	59.42	42	9.313	0	0	30.8	34
1100	**482**	0	0	0	31	154	229	55	12	1	0	0	0	0	297	61.62	68	14.11	1	0.207	31	34.8
1200	**451**	2	0	4	31	127	208	66	13	0	0	0	0	0	287	63.64	79	17.52	0	0	31.1	35.3
1300	**428**	0	0	4	22	137	197	59	6	2	1	0	0	0	265	61.92	68	15.89	3	0.701	31.2	35.2
1400	**456**	0	0	2	32	145	213	58	4	0	0	0	0	2	277	60.75	64	14.04	2	0.439	31.2	34.8
1500	**577**	1	0	2	25	205	277	63	3	0	0	1	0	0	344	59.62	67	11.61	1	0.173	30.9	34.6
1600	**487**	2	0	2	28	145	233	61	14	2	0	0	0	0	310	63.66	77	15.81	2	0.411	31.3	35.3
1700	**442**	2	1	0	11	112	237	70	6	2	1	0	0	0	316	71.49	79	17.87	3	0.679	31.9	35.4
1800	**397**	0	0	5	16	86	185	91	13	1	0	0	0	0	290	73.05	105	26.45	1	0.252	32.3	36.8
1900	**249**	0	0	0	16	63	117	36	17	0	0	0	0	0	170	68.27	53	21.29	0	0	32.2	36.9
2000	**158**	0	1	0	9	46	58	30	8	3	2	1	0	0	102	64.56	44	27.85	6	3.797	32.4	37.9
2100	**119**	0	0	0	9	24	37	32	12	3	2	0	0	0	86	72.27	49	41.18	5	4.202	34	39.3
2200	**86**	0	0	0	5	16	36	19	5	3	0	1	0	1	65	75.58	29	33.72	5	5.814	33.8	38
2300	**42**	0	0	1	2	8	18	4	6	2	1	0	0	0	31	73.81	13	30.95	3	7.143	34.2	42.7
07-19	**5762**	**7**	**1**	**27**	**346**	**1782**	**2729**	**754**	**97**	**13**	**3**	**1**	**0**	**2**	**3599**	**62.46**	**870**	**15.1**	**19**	**0.33**	**31.1**	**35**
06-22	**6439**	**7**	**2**	**28**	**381**	**1937**	**2998**	**889**	**156**	**22**	**14**	**3**	**0**	**2**	**4084**	**63.43**	**1086**	**16.87**	**41**	**0.637**	**31.4**	**35.3**
06-00	**6567**	**7**	**2**	**29**	**388**	**1961**	**3052**	**912**	**167**	**27**	**15**	**4**	**0**	**3**	**4180**	**63.65**	**1128**	**17.18**	**49**	**0.746**	**31.4**	**35.5**
00-00	**6700**	**7**	**2**	**29**	**392**	**1972**	**3085**	**948**	**186**	**42**	**24**	**7**	**2**	**4**	**4298**	**64.15**	**1213**	**18.1**	**79**	**1.179**	**31.6**	**35.6**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**34**	0	0	0	1	1	13	9	5	0	2	1	0	2	32	94.12	19	55.88	5	14.71	39.4	49
0100	**13**	0	0	0	0	3	7	1	1	1	0	0	0	0	10	76.92	3	23.08	1	7.692	33.4	41.1
0200	**10**	0	0	0	0	2	2	2	2	1	1	0	0	0	8	80	6	60	2	20	38.5	-
0300	**4**	0	0	0	0	0	2	0	2	0	0	0	0	0	4	100	2	50	0	0	37.4	-
0400	**10**	0	0	0	0	1	1	2	1	2	1	1	1	0	9	90	8	80	5	50	43.9	-
0500	**38**	0	0	0	1	3	5	10	10	4	4	0	0	1	34	89.47	29	76.32	9	23.68	40.6	50.1
0600	**64**	0	0	0	1	9	19	19	9	4	3	0	0	0	54	84.38	35	54.69	7	10.94	36.2	43.7
0700	**132**	0	0	0	7	27	59	34	4	0	1	0	0	0	98	74.24	39	29.55	1	0.758	32.8	36.5
0800	**327**	1	0	1	11	59	179	61	15	0	0	0	0	0	255	77.98	76	23.24	0	0	32.5	36.2
0900	**369**	0	0	0	22	103	166	65	11	2	0	0	0	0	244	66.12	78	21.14	2	0.542	31.8	35.8
1000	**486**	0	0	0	24	152	225	70	13	1	1	0	0	0	310	63.79	85	17.49	2	0.412	31.5	35.6
1100	**468**	0	0	5	31	110	233	75	12	2	0	0	0	0	322	68.8	89	19.02	2	0.427	31.7	35.6
1200	**529**	0	0	1	26	157	269	68	8	0	0	0	0	0	345	65.22	76	14.37	0	0	31.2	34.9
1300	**442**	1	0	3	28	107	208	82	12	1	0	0	0	0	303	68.55	95	21.49	1	0.226	31.8	36.1
1400	**417**	1	0	0	18	94	210	84	8	2	0	0	0	0	304	72.9	94	22.54	2	0.48	32.1	36.1
1500	**329**	0	0	2	20	66	161	68	9	2	0	0	0	1	241	73.25	80	24.32	3	0.912	32.3	36.3
1600	**381**	0	0	1	26	91	182	64	14	2	1	0	0	0	263	69.03	81	21.26	3	0.787	31.9	36.3
1700	**365**	2	1	2	29	76	159	77	14	3	1	1	0	0	255	69.86	96	26.3	5	1.37	32.1	36.9
1800	**355**	0	0	0	13	85	172	68	14	2	1	0	0	0	257	72.39	85	23.94	3	0.845	32.4	36.4
1900	**239**	0	0	0	14	59	95	43	20	7	0	0	0	1	166	69.46	71	29.71	8	3.347	33.1	38.4
2000	**159**	0	0	0	10	49	54	25	14	6	1	0	0	0	100	62.89	46	28.93	7	4.403	32.7	39
2100	**117**	0	0	0	8	24	45	28	8	3	0	1	0	0	85	72.65	40	34.19	4	3.419	33	38
2200	**98**	0	0	0	5	19	40	23	10	1	0	0	0	0	74	75.51	34	34.69	1	1.02	33.7	39.3
2300	**70**	0	0	1	2	16	23	17	8	0	1	2	0	0	51	72.86	28	40	3	4.286	34.2	41.2
07-19	**4600**	**5**	**1**	**15**	**255**	**1127**	**2223**	**816**	**134**	**17**	**5**	**1**	**0**	**1**	**3197**	**69.5**	**974**	**21.17**	**24**	**0.522**	**31.9**	**36**
06-22	**5179**	**5**	**1**	**15**	**288**	**1268**	**2436**	**931**	**185**	**37**	**9**	**2**	**0**	**2**	**3602**	**69.55**	**1166**	**22.51**	**50**	**0.965**	**32.1**	**36.2**
06-00	**5347**	**5**	**1**	**16**	**295**	**1303**	**2499**	**971**	**203**	**38**	**10**	**4**	**0**	**2**	**3727**	**69.7**	**1228**	**22.97**	**54**	**1.01**	**32.1**	**36.4**
00-00	**5456**	**5**	**1**	**16**	**297**	**1313**	**2529**	**995**	**224**	**46**	**18**	**6**	**1**	**5**	**3824**	**70.09**	**1295**	**23.74**	**76**	**1.393**	**32.3**	**36.6**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**38**	0	0	0	2	7	10	6	9	2	2	0	0	0	29	76.32	19	50	4	10.53	36.1	44.6
0100	**37**	0	1	0	1	2	13	11	4	5	0	0	0	0	33	89.19	20	54.05	5	13.51	36.2	44
0200	**17**	0	0	0	0	6	6	2	1	1	1	0	0	0	11	64.71	5	29.41	2	11.76	34.2	42.2
0300	**18**	0	0	0	0	2	6	5	4	1	0	0	0	0	16	88.89	10	55.56	1	5.556	37	43.7
0400	**7**	0	0	0	0	1	2	1	1	1	1	0	0	0	6	85.71	4	57.14	2	28.57	38.6	-
0500	**21**	0	0	1	1	3	5	5	2	2	0	0	1	1	16	76.19	11	52.38	4	19.05	37.1	47.4
0600	**35**	0	0	0	0	7	10	11	4	1	1	0	1	0	28	80	18	51.43	3	8.571	36.1	42.3
0700	**74**	0	0	1	2	16	23	20	8	3	1	0	0	0	55	74.32	32	43.24	4	5.405	34	40.4
0800	**154**	0	0	0	9	22	61	42	13	6	1	0	0	0	123	79.87	62	40.26	7	4.545	34.1	39.3
0900	**253**	0	0	2	13	58	123	48	7	1	1	0	0	0	180	71.15	57	22.53	2	0.791	31.9	35.9
1000	**382**	1	0	1	18	88	203	52	17	1	1	0	0	0	274	71.73	71	18.59	2	0.524	31.9	35.7
1100	**405**	0	0	0	18	115	216	49	6	1	0	0	0	0	272	67.16	56	13.83	1	0.247	31.5	34.9
1200	**430**	0	0	1	24	90	234	73	6	0	0	0	0	2	315	73.26	81	18.84	2	0.465	32	35.7
1300	**436**	1	1	4	18	113	217	71	10	1	0	0	0	0	299	68.58	82	18.81	1	0.229	31.5	35.8
1400	**387**	0	0	0	12	70	192	94	16	3	0	0	0	0	305	78.81	113	29.2	3	0.775	32.9	36.7
1500	**398**	0	0	0	15	81	186	103	10	2	1	0	0	0	302	75.88	116	29.15	3	0.754	32.7	36.7
1600	**306**	0	0	0	10	81	129	72	10	3	0	1	0	0	215	70.26	86	28.1	4	1.307	32.6	37.2
1700	**305**	0	0	1	15	60	158	59	10	2	0	0	0	0	229	75.08	71	23.28	2	0.656	32.3	36.5
1800	**278**	0	0	1	17	67	127	48	16	2	0	0	0	0	193	69.42	66	23.74	2	0.719	32.1	36.7
1900	**188**	0	0	0	10	45	80	41	8	3	1	0	0	0	133	70.74	53	28.19	4	2.128	32.5	37.1
2000	**128**	0	0	0	7	21	60	28	11	0	0	1	0	0	100	78.13	40	31.25	1	0.781	33.5	38.3
2100	**109**	0	0	2	10	28	36	19	9	2	2	0	1	0	69	63.3	33	30.28	5	4.587	32.5	38.8
2200	**45**	0	0	0	2	9	15	9	5	4	1	0	0	0	34	75.56	19	42.22	5	11.11	34.7	43.8
2300	**26**	0	0	0	3	5	9	3	4	1	0	1	0	0	18	69.23	9	34.62	2	7.692	34	43
07-19	**3808**	**2**	**1**	**11**	**171**	**861**	**1869**	**731**	**129**	**25**	**5**	**1**	**0**	**2**	**2762**	**72.53**	**893**	**23.45**	**33**	**0.867**	**32.3**	**36.4**
06-22	**4268**	**2**	**1**	**13**	**198**	**962**	**2055**	**830**	**161**	**31**	**9**	**2**	**2**	**2**	**3092**	**72.45**	**1037**	**24.3**	**46**	**1.078**	**32.3**	**36.5**
06-00	**4339**	**2**	**1**	**13**	**203**	**976**	**2079**	**842**	**170**	**36**	**10**	**3**	**2**	**2**	**3144**	**72.46**	**1065**	**24.54**	**53**	**1.221**	**32.4**	**36.5**
00-00	**4477**	**2**	**2**	**14**	**207**	**997**	**2121**	**872**	**191**	**48**	**14**	**3**	**3**	**3**	**3255**	**72.7**	**1134**	**25.33**	**71**	**1.586**	**32.5**	**36.7**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**7**	0	0	0	0	1	0	1	3	0	1	0	0	1	6	85.71	6	85.71	2	28.57	48.4	-
0100	**4**	0	0	0	0	0	4	0	0	0	0	0	0	0	4	100	0	0	0	0	33.5	-
0200	**8**	0	0	0	0	2	3	1	1	1	0	0	0	0	6	75	3	37.5	1	12.5	35.5	-
0300	**6**	0	0	1	0	0	1	1	1	1	0	0	0	0	5	83.33	4	66.67	2	33.33	38.6	-
0400	**13**	0	0	0	0	1	2	4	0	4	1	1	0	0	12	92.31	10	76.92	6	46.15	41.5	49.9
0500	**89**	0	0	0	0	10	13	31	18	11	5	1	0	0	79	88.76	66	74.16	17	19.1	38.9	46.9
0600	**167**	0	0	0	3	30	61	51	17	4	1	0	0	0	134	80.24	73	43.71	5	2.994	34.5	39.6
0700	**444**	1	0	1	14	118	242	57	8	2	1	0	0	0	310	69.82	68	15.32	3	0.676	31.6	35.1
0800	**673**	2	0	0	21	242	356	48	4	0	0	0	0	0	408	60.62	52	7.727	0	0	30.8	33.9
0900	**472**	0	0	4	29	157	229	49	4	0	0	0	0	0	282	59.75	53	11.23	0	0	30.7	34.4
1000	**404**	1	0	2	27	117	194	49	12	2	0	0	0	0	257	63.61	63	15.59	2	0.495	31.2	35.1
1100	**419**	0	0	0	13	102	195	93	15	1	0	0	0	0	304	72.55	109	26.01	1	0.239	32.4	36.4
1200	**437**	1	0	1	20	147	205	57	5	1	0	0	0	0	268	61.33	63	14.42	1	0.229	31.1	34.9
1300	**443**	1	0	2	22	106	241	59	9	3	0	0	0	0	312	70.43	71	16.03	3	0.677	31.6	35.2
1400	**464**	0	0	2	36	141	203	68	13	1	0	0	0	0	285	61.42	82	17.67	1	0.216	31.2	35.7
1500	**554**	2	0	2	44	165	267	63	9	0	0	0	0	2	341	61.55	74	13.36	2	0.361	31	34.9
1600	**519**	0	0	7	37	163	233	70	7	2	0	0	0	0	312	60.12	79	15.22	2	0.385	30.9	35.1
1700	**386**	0	0	2	7	95	202	63	13	3	1	0	0	0	282	73.06	80	20.73	4	1.036	32.3	36
1800	**355**	0	0	2	23	90	174	52	11	2	1	0	0	0	240	67.61	66	18.59	3	0.845	31.8	35.9
1900	**227**	0	0	0	7	72	96	42	9	0	1	0	0	0	148	65.2	52	22.91	1	0.441	32	36.2
2000	**182**	0	0	2	9	33	72	38	22	5	0	0	1	0	138	75.82	66	36.26	6	3.297	33.7	40.4
2100	**120**	0	0	0	7	25	49	27	7	1	2	2	0	0	88	73.33	39	32.5	5	4.167	33.1	37.4
2200	**48**	0	0	1	1	8	15	10	9	3	0	0	0	1	38	79.17	23	47.92	4	8.333	35.8	43.1
2300	**21**	0	0	1	1	6	6	5	1	0	1	0	0	0	13	61.9	7	33.33	1	4.762	32.8	39.5
07-19	**5570**	8	0	25	293	1643	2741	728	110	17	3	0	0	2	3601	64.65	860	15.44	22	0.395	31.3	35.1
06-22	**6266**	8	0	27	319	1803	3019	886	165	27	7	2	1	2	4109	65.58	1090	17.4	39	0.622	31.5	35.5
06-00	**6335**	8	0	29	321	1817	3040	901	175	30	8	2	1	3	4160	65.67	1120	17.68	44	0.695	31.6	35.6
00-00	**6462**	8	0	30	321	1831	3063	939	198	47	16	4	1	4	4272	66.11	1209	18.71	72	1.114	31.7	35.7

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**8**	0	0	0	0	2	2	2	1	0	1	0	0	0	6	75	4	50	1	12.5	37.1	-
0100	**2**	0	0	0	0	0	1	0	0	1	0	0	0	0	2	100	1	50	1	50	39.3	-
0200	**3**	0	0	0	0	0	0	0	1	2	0	0	0	0	3	100	3	100	2	66.67	45.3	-
0300	**3**	0	0	0	0	0	1	0	0	1	1	0	0	0	3	100	2	66.67	2	66.67	43.8	-
0400	**16**	0	0	0	1	0	1	5	5	3	1	0	0	0	15	93.75	14	87.5	4	25	40.7	48.6
0500	**103**	0	0	0	0	12	28	32	19	9	2	1	0	0	91	88.35	63	61.17	12	11.65	37.3	43.6
0600	**176**	0	0	0	3	23	84	43	14	4	2	2	1	0	150	85.23	66	37.5	9	5.114	34.8	39.2
0700	**500**	1	0	2	17	154	243	71	10	1	1	0	0	0	326	65.2	83	16.6	2	0.4	31.5	35.3
0800	**711**	3	1	12	76	277	263	69	8	1	1	0	0	0	342	48.1	79	11.11	2	0.281	29.7	33.9
0900	**525**	1	0	8	28	142	268	74	4	0	0	0	0	0	346	65.9	78	14.86	0	0	31.1	35
1000	**420**	0	0	4	30	130	209	42	5	0	0	0	0	0	256	60.95	47	11.19	0	0	30.7	34.5
1100	**445**	0	0	4	36	146	183	70	5	1	0	0	0	0	259	58.2	76	17.08	1	0.225	30.9	35.3
1200	**420**	1	0	0	21	96	215	78	9	0	0	0	0	0	302	71.9	87	20.71	0	0	31.9	36
1300	**421**	0	0	1	15	129	213	56	6	1	0	0	0	0	276	65.56	63	14.96	1	0.238	31.6	35.1
1400	**431**	1	0	2	21	123	215	62	3	3	0	1	0	0	284	65.89	69	16.01	4	0.928	31.4	35.1
1500	**589**	0	0	2	22	171	323	62	7	2	0	0	0	0	394	66.89	71	12.05	2	0.34	31.2	34.3
1600	**469**	1	0	0	23	127	227	75	12	4	0	0	0	0	318	67.8	91	19.4	4	0.853	31.8	35.9
1700	**475**	1	0	7	28	115	213	93	15	2	1	0	0	0	324	68.21	111	23.37	3	0.632	31.8	36.5
1800	**398**	0	1	0	14	101	209	59	11	2	1	0	0	0	282	70.85	73	18.34	3	0.754	32	35.5
1900	**233**	1	0	1	5	65	113	39	6	3	0	0	0	0	161	69.1	48	20.6	3	1.288	32	36.3
2000	**144**	0	0	0	12	28	54	32	13	3	2	0	0	0	104	72.22	50	34.72	5	3.472	33	39
2100	**99**	0	0	0	10	20	41	19	6	2	0	1	0	0	69	69.7	28	28.28	3	3.03	32.6	37.1
2200	**65**	0	0	0	1	13	31	11	5	3	0	1	0	0	51	78.46	20	30.77	4	6.154	33.8	37.8
2300	**17**	0	0	0	2	3	5	1	5	0	0	0	1	0	12	70.59	7	41.18	1	5.882	36.2	44.3
07-19	**5804**	9	2	42	331	1711	2781	811	95	17	4	1	0	0	3709	63.9	928	15.99	22	0.379	31.2	35.2
06-22	**6456**	10	2	43	361	1847	3073	944	134	29	8	4	1	0	4193	64.95	1120	17.35	42	0.651	31.4	35.5
06-00	**6538**	10	2	43	364	1863	3109	956	144	32	8	5	2	0	4256	65.1	1147	17.54	47	0.719	31.4	35.5
00-00	**6673**	10	2	43	365	1877	3142	995	170	48	13	6	2	0	4376	65.58	1234	18.49	69	1.034	31.6	35.7

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

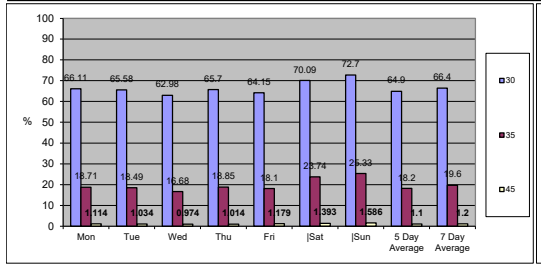
18 October 2023 to 24 October 2023 | Direction | Southbound

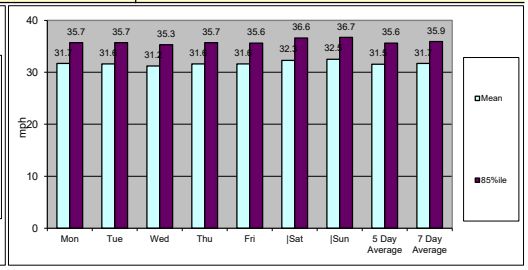
Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**17**	0	0	0	0	2	5	3	4	1	1	0	0	0	14	84.62	9	54.7	2	13.68	38	44.7
0100	**9**	0	0	0	0	1	4	2	1	1	0	0	0	0	8	84.38	4	40.63	1	12.5	35.4	-
0200	**8**	0	0	0	0	2	2	1	1	1	0	0	0	0	6	73.58	3	45.28	2	22.64	36.6	-
0300	**7**	0	0	0	0	0	2	1	1	1	0	0	0	0	6	89.13	4	54.35	1	19.57	38.3	-
0400	**14**	0	0	0	0	1	3	3	2	2	1	0	1	0	13	90.72	10	71.13	4	30.93	40.7	50.8
0500	**74**	0	0	0	1	7	17	24	13	7	3	1	0	0	67	89.44	49	66.22	12	16.12	38.1	45.7
0600	**133**	0	0	1	2	20	53	36	13	4	3	1	0	0	110	82.94	58	43.35	9	6.438	35.1	40.4
0700	**359**	1	0	2	16	87	179	61	11	2	1	0	0	0	254	70.77	75	20.91	3	0.836	32	35.9
0800	**564**	4	4	6	38	186	256	60	8	1	0	0	0	0	326	57.68	69	12.3	2	0.278	30.4	34.4
0900	**438**	0	0	3	28	127	211	60	7	1	0	0	0	0	279	63.77	68	15.54	1	0.228	31.2	35.1
1000	**420**	0	0	2	24	129	206	49	9	1	0	0	0	0	265	63	59	14.07	1	0.204	31.1	34.9
1100	**438**	0	0	3	28	127	205	64	9	1	0	0	0	0	279	63.76	74	16.85	1	0.196	31.3	35.3
1200	**436**	1	0	2	25	122	213	64	8	1	0	0	0	0	286	65.52	73	16.75	1	0.197	31.3	35.2
1300	**422**	1	0	2	23	118	204	65	8	2	0	0	0	0	279	66.06	75	17.66	2	0.474	31.5	35.5
1400	**420**	1	0	1	23	116	203	67	7	2	0	0	0	0	279	66.32	76	18.12	2	0.476	31.6	35.6
1500	**515**	1	0	2	29	154	252	66	7	1	0	0	0	0	327	63.52	75	14.56	2	0.388	31.1	34.9
1600	**447**	1	0	2	25	128	208	69	11	3	0	0	0	0	291	65.21	83	18.55	4	0.799	31.6	35.7
1700	**407**	1	0	3	19	100	201	71	10	2	1	0	0	0	285	69.92	84	20.64	3	0.737	31.9	35.9
1800	**363**	0	0	2	16	93	177	61	11	1	0	0	0	0	252	69.34	74	20.46	2	0.512	31.9	35.9
1900	**241**	0	0	0	11	68	107	40	11	3	0	0	0	0	161	66.79	54	22.26	3	1.243	32.1	36.4
2000	**156**	0	0	0	9	36	63	30	12	3	1	0	0	0	110	70.83	47	30.18	4	2.752	32.9	38.5
2100	**119**	0	0	1	9	26	45	26	9	3	1	1	0	0	84	70.66	39	33.05	4	3.593	33.1	38.4
2200	**66**	0	0	0	2	14	26	15	6	3	0	0	0	0	50	75.54	24	36.8	3	5.195	34.1	39.8
2300	**34**	0	0	1	2	6	12	6	4	1	0	1	0	0	25	73.62	12	37.02	2	5.957	34.3	41.7
07-19	**5229**	10	5	30	296	1487	2515	757	106	17	3	1	0	1	3400	65.03	885	16.93	23	0.432	31.4	35.3
06-22	**5879**	11	6	32	327	1637	2784	889	151	29	9	3	1	1	3867	65.77	1083	18.42	43	0.727	31.5	35.7
06-00	**5978**	11	6	33	331	1657	2821	910	161	33	9	3	1	2	3941	65.93	1120	18.73	48	0.805	31.6	35.7
00-00	**6106**	11	6	33	333	1670	2855	945	183	46	16	5	2	3	4054	66.38	1199	19.63	71	1.16	31.7	35.9

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**6462**	8	0	30	321	1831	3063	939	198	47	16	4	1	4	4272	66.11	1209	18.71	72	1.114	31.7	35.7
Tue	**6673**	10	2	43	365	1877	3142	995	170	48	13	6	2	0	4376	65.58	1234	18.49	69	1.034	31.6	35.7
Wed	**6469**	17	19	57	430	1872	2995	877	139	41	13	5	2	2	4074	62.98	1079	16.68	63	0.974	31.2	35.3
Thu	**6508**	25	15	45	318	1829	3049	987	174	52	11	2	1	0	4276	65.7	1227	18.85	66	1.014	31.6	35.7
Fri	**6700**	7	2	29	392	1972	3085	948	186	42	24	7	2	4	4298	64.15	1213	18.1	79	1.179	31.6	35.6
|Sat	**5456**	5	1	16	297	1313	2529	995	224	46	18	6	1	5	3824	70.09	1295	23.74	76	1.393	32.3	36.6
|Sun	**4477**	2	2	14	207	997	2121	872	191	48	14	3	3	3	3255	72.7	1134	25.33	71	1.586	32.5	36.7
5 Day Average																						
[--]	**6562**	13	8	41	365	1876	3067	949	173	46	15	5	2	2	4259	64.9	1192	18.2	70	1.1	31.5	35.6
7 Day Average																						
[--]	**6106**	11	6	33	333	1670	2855	945	183	46	16	5	2	3	4054	66.4	1199	19.6	71	1.2	31.7	35.9
Total Vehicles																						
[--]	**42745**	74	41	234	2330	11691	19984	6613	1282	324	109	33	12	18	28375	66.4	8391	19.6	496	1.2	31.7	35.9





SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**22**	0	17	5	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	**11**	0	6	4	0	1	0	0	0	0	0	0	0	0
0300	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	**27**	1	17	8	0	0	0	0	0	0	0	1	0	0
0500	**135**	1	85	43	0	1	0	0	2	0	0	3	0	0
0600	**257**	0	173	71	1	5	1	0	4	0	1	1	0	0
0700	**792**	7	581	169	1	9	4	1	11	0	8	1	0	0
0800	**1226**	7	961	226	2	6	4	1	17	1	1	0	0	0
0900	**883**	5	676	169	1	11	3	0	12	0	4	1	0	1
1000	**809**	6	640	142	1	9	2	0	6	2	1	0	0	0
1100	**847**	2	670	150	1	13	1	0	5	0	4	1	0	0
1200	**868**	4	692	151	0	4	7	0	8	0	0	2	0	0
1300	**872**	7	709	134	0	7	3	0	8	0	3	1	0	0
1400	**955**	1	786	151	1	5	2	0	5	0	1	2	0	1
1500	**1210**	5	988	185	3	13	2	0	8	0	4	2	0	0
1600	**1122**	3	975	132	0	6	2	1	3	0	0	0	0	0
1700	**1090**	0	976	99	0	5	3	0	6	0	1	0	0	0
1800	**884**	2	787	88	0	1	1	0	5	0	0	0	0	0
1900	**649**	0	579	67	0	0	0	0	3	0	0	0	0	0
2000	**427**	0	392	32	0	0	2	0	1	0	0	0	0	0
2100	**304**	0	275	28	0	0	0	0	1	0	0	0	0	0
2200	**177**	1	157	19	0	0	0	0	0	0	0	0	0	0
2300	**54**	0	45	8	0	1	0	0	0	0	0	0	0	0
07-19	**11558**	**49**	**9441**	**1796**	**10**	**89**	**34**	**3**	**94**	**3**	**27**	**10**	**0**	**2**
06-22	**13195**	**49**	**10860**	**1994**	**11**	**94**	**37**	**3**	**103**	**3**	**28**	**11**	**0**	**2**
06-00	**13426**	**50**	**11062**	**2021**	**11**	**95**	**37**	**3**	**103**	**3**	**28**	**11**	**0**	**2**
00-00	**13639**	**52**	**11203**	**2083**	**11**	**97**	**37**	**3**	**105**	**3**	**28**	**15**	**0**	**2**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
0100	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0200	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0300	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0400	**25**	0	14	9	0	1	0	0	0	0	0	0	1	0
0500	**144**	1	93	42	0	2	2	0	1	0	1	1	0	1
0600	**275**	1	187	81	0	3	0	0	3	0	0	0	0	0
0700	**761**	7	563	166	4	2	3	0	10	0	5	1	0	0
0800	**1197**	2	944	216	8	11	5	0	9	0	1	1	0	0
0900	**837**	4	660	151	0	7	0	0	10	0	3	1	0	1
1000	**768**	2	615	132	2	6	1	0	7	0	2	1	0	0
1100	**868**	4	702	146	0	9	2	0	1	0	2	2	0	0
1200	**824**	3	680	123	1	4	3	1	7	1	0	1	0	0
1300	**860**	4	721	117	1	8	4	0	4	0	0	1	0	0
1400	**981**	2	805	156	3	8	1	0	3	0	0	3	0	0
1500	**1219**	8	1028	149	2	9	3	0	14	1	4	0	0	1
1600	**1182**	1	1032	127	4	4	3	1	8	0	0	2	0	0
1700	**1177**	4	1021	133	0	4	1	2	10	0	1	1	0	0
1800	**928**	3	807	108	0	2	3	0	5	0	0	0	0	0
1900	**644**	0	587	53	0	2	0	0	2	0	0	0	0	0
2000	**453**	1	410	39	0	2	0	1	0	0	0	0	0	0
2100	**327**	1	292	33	0	0	0	0	1	0	0	0	0	0
2200	**194**	1	184	9	0	0	0	0	0	0	0	0	0	0
2300	**86**	2	67	17	0	0	0	0	0	0	0	0	0	0
07-19	**11602**	**44**	**9578**	**1724**	**25**	**74**	**29**	**4**	**88**	**2**	**18**	**14**	**0**	**2**
06-22	**13301**	**47**	**11054**	**1930**	**25**	**81**	**29**	**5**	**94**	**2**	**18**	**14**	**0**	**2**
06-00	**13581**	**50**	**11305**	**1956**	**25**	**81**	**29**	**5**	**94**	**2**	**18**	**14**	**0**	**2**
00-00	**13809**	**51**	**11466**	**2012**	**25**	**84**	**31**	**5**	**95**	**2**	**19**	**16**	**0**	**3**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**36**	0	32	4	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	13	4	0	0	0	0	0	0	0	0	0	0
0300	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
0400	**31**	1	17	11	0	0	0	0	1	0	0	1	0	0
0500	**133**	1	96	35	0	1	0	0	0	0	0	0	0	0
0600	**238**	2	151	70	0	5	1	0	6	0	2	1	0	0
0700	**686**	9	507	146	2	3	1	0	12	0	5	0	0	1
0800	**1231**	0	984	209	8	7	6	0	9	0	4	2	0	2
0900	**857**	1	681	157	3	2	5	0	6	0	0	2	0	0
1000	**851**	0	708	124	0	9	0	0	6	0	3	1	0	0
1100	**948**	1	775	149	1	15	0	0	6	0	0	1	0	0
1200	**981**	3	827	131	0	7	2	1	6	0	3	1	0	0
1300	**970**	3	813	129	2	6	3	0	10	1	1	1	0	1
1400	**1072**	2	889	162	0	9	3	0	7	0	0	0	0	0
1500	**1232**	2	1029	176	1	10	2	0	12	0	0	0	0	0
1600	**1254**	3	1102	128	2	4	1	1	12	0	0	1	0	0
1700	**1214**	5	1092	101	0	4	5	1	5	0	1	0	0	0
1800	**1072**	2	957	102	0	3	2	0	6	0	0	0	0	0
1900	**650**	0	598	50	0	0	0	0	2	0	0	0	0	0
2000	**404**	2	372	26	0	2	1	0	1	0	0	0	0	0
2100	**280**	0	252	26	0	0	0	0	2	0	0	0	0	0
2200	**249**	1	235	13	0	0	0	0	0	0	0	0	0	0
2300	**133**	0	119	13	0	0	1	0	0	0	0	0	0	0
07-19	**12368**	**31**	**10364**	**1714**	**19**	**79**	**30**	**3**	**97**	**1**	**17**	**9**	**0**	**4**
06-22	**13940**	**35**	**11737**	**1886**	**19**	**86**	**32**	**3**	**108**	**1**	**19**	**10**	**0**	**4**
06-00	**14322**	**36**	**12091**	**1912**	**19**	**86**	**33**	**3**	**108**	**1**	**19**	**10**	**0**	**4**
00-00	**14558**	**38**	**12263**	**1971**	**19**	**87**	**33**	**3**	**109**	**1**	**19**	**11**	**0**	**4**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**84**	0	73	11	0	0	0	0	0	0	0	0	0	0
0100	**38**	0	35	3	0	0	0	0	0	0	0	0	0	0
0200	**21**	0	16	5	0	0	0	0	0	0	0	0	0	0
0300	**14**	0	8	6	0	0	0	0	0	0	0	0	0	0
0400	**21**	1	15	3	0	2	0	0	0	0	0	0	0	0
0500	**56**	0	28	28	0	0	0	0	0	0	0	0	0	0
0600	**106**	0	79	26	0	1	0	0	0	0	0	0	0	0
0700	**216**	3	167	39	0	5	0	0	1	0	0	1	0	0
0800	**494**	5	376	103	0	6	1	0	3	0	0	0	0	0
0900	**687**	1	561	112	2	5	4	0	2	0	0	0	0	0
1000	**897**	1	746	142	2	3	0	0	3	0	0	0	0	0
1100	**1014**	3	878	125	0	2	1	0	4	0	1	0	0	0
1200	**1017**	3	882	120	0	6	1	0	5	0	0	0	0	0
1300	**1045**	11	909	114	0	2	4	0	4	0	1	0	0	0
1400	**942**	5	827	103	1	1	2	0	3	0	0	0	0	0
1500	**835**	6	734	90	0	0	1	0	4	0	0	0	0	0
1600	**863**	8	766	78	0	2	2	0	4	0	1	2	0	0
1700	**898**	4	788	98	1	2	0	1	2	0	0	1	0	1
1800	**771**	1	671	96	0	1	1	0	0	0	0	1	0	0
1900	**525**	3	456	63	0	0	0	0	3	0	0	0	0	0
2000	**377**	0	334	41	0	0	0	0	2	0	0	0	0	0
2100	**258**	1	224	29	0	0	1	0	3	0	0	0	0	0
2200	**239**	0	211	25	0	0	2	0	1	0	0	0	0	0
2300	**168**	0	143	24	0	1	0	0	0	0	0	0	0	0
07-19	**9679**	**51**	**8305**	**1220**	**6**	**35**	**17**	**1**	**35**	**0**	**3**	**5**	**0**	**1**
06-22	**10945**	**55**	**9398**	**1379**	**6**	**36**	**18**	**1**	**43**	**0**	**3**	**5**	**0**	**1**
06-00	**11352**	**55**	**9752**	**1428**	**6**	**37**	**20**	**1**	**44**	**0**	**3**	**5**	**0**	**1**
00-00	**11586**	**56**	**9927**	**1484**	**6**	**39**	**20**	**1**	**44**	**0**	**3**	**5**	**0**	**1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**93**	0	81	12	0	0	0	0	0	0	0	0	0	0
0100	**86**	0	68	18	0	0	0	0	0	0	0	0	0	0
0200	**46**	0	41	5	0	0	0	0	0	0	0	0	0	0
0300	**37**	0	30	7	0	0	0	0	0	0	0	0	0	0
0400	**17**	0	12	5	0	0	0	0	0	0	0	0	0	0
0500	**31**	0	18	12	0	1	0	0	0	0	0	0	0	0
0600	**64**	0	50	11	1	2	0	0	0	0	0	0	0	0
0700	**140**	1	120	19	0	0	0	0	0	0	0	0	0	0
0800	**255**	1	204	47	0	2	0	0	1	0	0	0	0	0
0900	**468**	3	394	69	0	0	0	0	1	0	1	0	0	0
1000	**707**	2	576	115	1	3	4	1	4	0	1	0	0	0
1100	**803**	2	679	110	0	3	3	0	5	0	0	1	0	0
1200	**912**	2	792	105	1	2	4	0	5	0	0	1	0	0
1300	**921**	6	795	112	0	0	2	0	5	0	0	1	0	0
1400	**851**	1	749	91	0	3	2	0	2	1	0	2	0	0
1500	**879**	7	754	112	0	3	1	0	1	0	0	1	0	0
1600	**742**	2	665	69	0	1	2	1	2	0	0	0	0	0
1700	**729**	2	646	75	0	1	3	0	2	0	0	0	0	0
1800	**597**	2	521	69	0	0	0	0	5	0	0	0	0	0
1900	**443**	1	391	47	0	1	2	0	1	0	0	0	0	0
2000	**323**	1	280	39	0	1	1	0	1	0	0	0	0	0
2100	**226**	0	197	29	0	0	0	0	0	0	0	0	0	0
2200	**110**	0	95	13	0	2	0	0	0	0	0	0	0	0
2300	**62**	0	53	9	0	0	0	0	0	0	0	0	0	0
07-19	**8004**	**31**	**6895**	**993**	**2**	**18**	**21**	**2**	**33**	**1**	**2**	**6**	**0**	**0**
06-22	**9060**	**33**	**7813**	**1119**	**3**	**22**	**24**	**2**	**35**	**1**	**2**	**6**	**0**	**0**
06-00	**9232**	**33**	**7961**	**1141**	**3**	**24**	**24**	**2**	**35**	**1**	**2**	**6**	**0**	**0**
00-00	**9542**	**33**	**8211**	**1200**	**3**	**25**	**24**	**2**	**35**	**1**	**2**	**6**	**0**	**0**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	**13**	0	8	4	0	1	0	0	0	0	0	0	0	0
0300	**14**	0	8	6	0	0	0	0	0	0	0	0	0	0
0400	**25**	0	19	5	0	0	0	0	1	0	0	0	0	0
0500	**130**	3	77	41	1	1	2	0	3	0	0	1	0	1
0600	**254**	3	173	68	0	1	0	0	5	0	1	3	0	0
0700	**710**	5	561	121	1	4	5	0	4	0	8	1	0	0
0800	**1234**	2	1007	191	7	6	5	0	5	1	6	3	0	1
0900	**832**	2	668	142	2	3	2	0	9	0	1	1	0	2
1000	**782**	3	645	110	3	9	1	0	6	0	5	0	0	0
1100	**861**	0	695	140	0	4	8	0	12	0	1	1	0	0
1200	**937**	7	762	146	1	5	2	1	10	0	2	0	0	1
1300	**964**	7	800	138	0	4	2	0	9	0	3	1	0	0
1400	**1046**	5	865	150	1	12	2	0	7	0	2	1	0	1
1500	**1202**	4	1011	154	3	14	3	0	8	1	1	3	0	0
1600	**1148**	4	991	134	0	6	4	0	6	0	1	1	0	1
1700	**1066**	2	938	111	1	5	2	0	6	0	0	1	0	0
1800	**888**	6	787	90	0	1	1	0	3	0	0	0	0	0
1900	**555**	2	484	66	0	1	1	0	1	0	0	0	0	0
2000	**461**	3	401	53	0	3	0	0	1	0	0	0	0	0
2100	**309**	2	279	27	0	0	0	0	0	0	0	1	0	0
2200	**112**	0	100	12	0	0	0	0	0	0	0	0	0	0
2300	**47**	0	38	9	0	0	0	0	0	0	0	0	0	0
07-19	**11670**	**47**	**9730**	**1627**	**19**	**73**	**37**	**1**	**85**	**2**	**30**	**13**	**0**	**6**
06-22	**13249**	**57**	**11067**	**1841**	**19**	**78**	**38**	**1**	**92**	**2**	**31**	**17**	**0**	**6**
06-00	**13408**	**57**	**11205**	**1862**	**19**	**78**	**38**	**1**	**92**	**2**	**31**	**17**	**0**	**6**
00-00	**13626**	**60**	**11350**	**1921**	**20**	**80**	**40**	**1**	**96**	**2**	**31**	**18**	**0**	**7**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**27**	0	21	6	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	**13**	0	8	5	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	**28**	1	18	7	0	1	0	0	1	0	0	0	0	0
0500	**144**	2	91	45	1	2	0	0	2	0	0	1	0	0
0600	**270**	1	192	65	0	4	1	0	3	0	2	2	0	0
0700	**777**	2	592	154	3	9	2	0	8	1	5	0	0	1
0800	**1270**	4	1024	216	7	5	4	0	5	0	0	4	1	0
0900	**873**	5	664	180	0	10	4	0	5	1	3	0	1	0
1000	**821**	9	670	122	0	11	2	0	6	0	0	1	0	0
1100	**879**	3	740	118	1	6	3	0	7	0	0	1	0	0
1200	**881**	11	733	123	1	9	1	0	3	0	0	0	0	0
1300	**931**	5	780	131	0	7	1	0	7	0	0	0	0	0
1400	**1024**	11	850	146	0	9	2	0	6	0	0	0	0	0
1500	**1244**	4	1038	172	4	10	3	0	11	0	1	1	0	0
1600	**1165**	7	1012	129	1	6	1	0	7	1	0	1	0	0
1700	**1213**	3	1044	152	1	2	5	0	5	0	0	1	0	0
1800	**927**	1	815	101	0	0	1	0	8	0	0	1	0	0
1900	**585**	1	523	59	0	0	2	0	0	0	0	0	0	0
2000	**389**	1	344	40	0	1	1	0	2	0	0	0	0	0
2100	**262**	2	232	26	0	1	1	0	0	0	0	0	0	0
2200	**171**	1	158	12	0	0	0	0	0	0	0	0	0	0
2300	**50**	1	41	8	0	0	0	0	0	0	0	0	0	0
07-19	**12005**	**65**	**9962**	**1744**	**18**	**84**	**29**	**0**	**78**	**3**	**9**	**10**	**2**	**1**
06-22	**13511**	**70**	**11253**	**1934**	**18**	**90**	**34**	**0**	**83**	**3**	**11**	**12**	**2**	**1**
06-00	**13732**	**72**	**11452**	**1954**	**18**	**90**	**34**	**0**	**83**	**3**	**11**	**12**	**2**	**1**
00-00	**13959**	**75**	**11603**	**2019**	**19**	**93**	**34**	**0**	**86**	**3**	**11**	**13**	**2**	**1**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

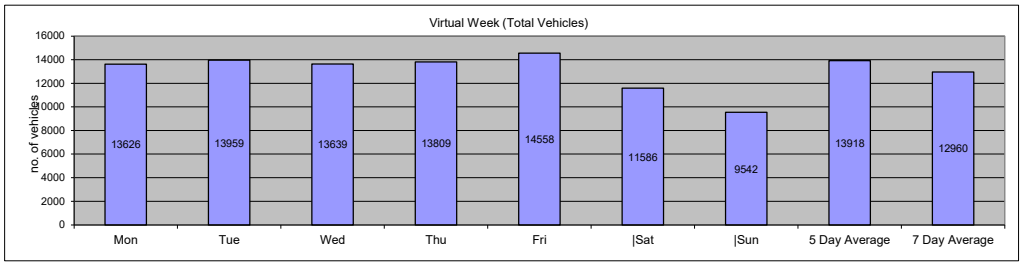
18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**46**	0	40	6	0	0	0	0	0	0	0	0	0	0
0100	**24**	0	20	3	0	0	0	0	0	0	0	0	0	0
0200	**19**	0	14	4	0	0	0	0	0	0	0	0	0	0
0300	**14**	0	11	4	0	0	0	0	0	0	0	0	0	0
0400	**25**	1	16	7	0	1	0	0	0	0	0	0	0	0
0500	**110**	1	70	35	0	1	1	0	1	0	0	1	0	0
0600	**209**	1	144	56	0	3	0	0	3	0	1	1	0	0
0700	**583**	5	442	116	2	5	2	0	7	0	4	1	0	0
0800	**987**	3	786	173	5	6	4	0	7	0	2	1	0	0
0900	**777**	3	615	140	1	5	3	0	6	0	2	1	0	1
1000	**805**	3	657	127	1	7	1	0	5	0	2	0	0	0
1100	**889**	2	734	134	0	7	3	0	6	0	1	1	0	0
1200	**917**	5	767	128	1	5	3	0	6	0	1	1	0	0
1300	**938**	6	790	125	0	5	3	0	7	0	1	1	0	0
1400	**982**	4	824	137	1	7	2	0	5	0	0	1	0	0
1500	**1117**	5	940	148	2	8	2	0	8	0	1	1	0	0
1600	**1068**	4	935	114	1	4	2	1	6	0	0	1	0	0
1700	**1055**	3	929	110	0	3	3	1	5	0	0	1	0	0
1800	**867**	2	764	93	0	1	1	0	5	0	0	0	0	0
1900	**579**	1	517	58	0	1	1	0	2	0	0	0	0	0
2000	**405**	1	362	39	0	1	1	0	1	0	0	0	0	0
2100	**281**	1	250	28	0	0	0	0	1	0	0	0	0	0
2200	**179**	1	163	15	0	0	0	0	0	0	0	0	0	0
2300	**86**	0	72	13	0	0	0	0	0	0	0	0	0	0
07-19	**10984**	**45**	**9182**	**1545**	**14**	**65**	**28**	**2**	**73**	**2**	**15**	**10**	**0**	**2**
06-22	**12457**	**49**	**10455**	**1726**	**14**	**70**	**30**	**2**	**80**	**2**	**16**	**11**	**0**	**2**
06-00	**12722**	**50**	**10690**	**1753**	**14**	**70**	**31**	**2**	**80**	**2**	**16**	**11**	**0**	**2**
00-00	**12960**	**52**	**10860**	**1813**	**15**	**72**	**31**	**2**	**81**	**2**	**16**	**12**	**0**	**3**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**13626**	60	11350	1921	20	80	40	1	96	2	31	18	0	7
Tue	**13959**	75	11603	2019	19	93	34	0	86	3	11	13	2	1
Wed	**13639**	52	11203	2083	11	97	37	3	105	3	28	15	0	2
Thu	**13809**	51	11466	2012	25	84	31	5	95	2	19	16	0	3
Fri	**14558**	38	12263	1971	19	87	33	3	109	1	19	11	0	4
|Sat	**11586**	56	9927	1484	6	39	20	1	44	0	3	5	0	1
|Sun	**9542**	33	8211	1200	3	25	24	2	35	1	2	6	0	0
5 Day Average														
[--]	**13918**	55	11577	2001	19	88	35	2	98	2	22	15	0	3
7 Day Average														
[--]	**12960**	52	10860	1813	15	72	31	2	81	2	16	12	0	3
Total Vehicles														
[--]	**90719**	365	76023	12690	103	505	219	15	570	12	113	84	2	18



SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2023																						
0000	**22**	0	0	1	3	4	6	2	6	0	0	0	0	0	14	63.64	8	36.36	0	0	32.6	42.1
0100	**8**	0	0	0	0	5	2	0	1	0	0	0	0	0	3	37.5	1	12.5	0	0	31	-
0200	**11**	0	0	0	3	4	2	1	0	1	0	0	0	0	4	36.36	2	18.18	1	9.091	29.6	41.4
0300	**10**	0	0	0	0	4	4	1	0	1	0	0	0	0	6	60	2	20	1	10	32.6	-
0400	**27**	0	0	0	0	6	9	4	4	1	2	0	0	1	21	77.78	12	44.44	4	14.81	37	46.1
0500	**135**	0	0	0	9	23	32	37	15	14	4	1	0	0	103	76.3	71	52.59	19	14.07	35.6	43.6
0600	**257**	0	0	5	39	53	87	44	14	6	5	3	1	0	160	62.26	73	28.4	15	5.837	32.4	38.1
0700	**792**	2	4	42	177	197	266	84	19	0	0	1	0	0	370	46.72	104	13.13	1	0.126	28.8	34.6
0800	**1226**	10	27	83	325	368	343	65	5	0	0	0	0	0	413	33.69	70	5.71	0	0	27	32.7
0900	**883**	0	0	27	208	340	242	58	8	0	0	0	0	0	308	34.88	66	7.475	0	0	28.2	33
1000	**809**	1	4	37	231	293	197	43	3	0	0	0	0	0	243	30.04	46	5.686	0	0	27.4	32.4
1100	**847**	1	0	53	279	269	203	36	6	0	0	0	0	0	245	28.93	42	4.959	0	0	27	32.4
1200	**868**	0	4	59	270	293	183	53	4	2	0	0	0	0	242	27.88	59	6.797	2	0.23	27	32.7
1300	**872**	2	7	37	300	255	199	64	5	1	0	0	2	0	271	31.08	72	8.257	3	0.344	27.3	32.9
1400	**955**	0	8	39	284	333	234	52	4	1	0	0	0	0	291	30.47	57	5.969	1	0.105	27.3	33
1500	**1210**	2	4	65	369	385	319	58	6	1	0	0	0	1	385	31.82	66	5.455	2	0.165	27.3	32.5
1600	**1122**	3	8	40	361	378	243	80	9	0	0	0	0	0	332	29.59	89	7.932	0	0	27.3	32.9
1700	**1090**	0	4	58	388	356	221	56	4	2	1	0	0	0	284	26.06	63	5.78	3	0.275	26.8	32.1
1800	**884**	0	6	16	344	250	202	58	7	1	0	0	0	0	268	30.32	66	7.466	1	0.113	27.1	32.5
1900	**649**	0	0	11	223	217	136	50	9	3	0	0	0	0	198	30.51	62	9.553	3	0.462	27.7	33.2
2000	**427**	0	0	13	133	142	105	28	5	0	1	0	0	0	139	32.55	34	7.963	1	0.234	27.7	33
2100	**304**	0	0	11	76	91	81	35	8	2	0	0	0	0	126	41.45	45	14.8	2	0.658	29	34.8
2200	**177**	0	0	4	37	65	38	23	5	5	0	0	0	0	71	40.11	33	18.64	5	2.825	29.7	36.6
2300	**54**	0	0	1	5	17	20	7	2	1	0	0	0	1	31	57.41	11	20.37	2	3.704	31.7	38.1
07-19	**11558**	**21**	**76**	**556**	**3536**	**3717**	**2852**	**707**	**80**	**8**	**1**	**1**	**2**	**1**	**3652**	**31.6**	**800**	**6.922**	**13**	**0.112**	**27.3**	**32.9**
06-22	**13195**	**21**	**76**	**596**	**4007**	**4220**	**3261**	**864**	**116**	**19**	**7**	**4**	**3**	**1**	**4275**	**32.4**	**1014**	**7.685**	**34**	**0.258**	**27.5**	**33**
06-00	**13426**	**21**	**76**	**601**	**4049**	**4302**	**3319**	**894**	**123**	**25**	**7**	**4**	**3**	**2**	**4377**	**32.6**	**1058**	**7.88**	**41**	**0.305**	**27.5**	**33.1**
00-00	**13639**	**21**	**76**	**602**	**4064**	**4348**	**3374**	**939**	**149**	**42**	**13**	**5**	**3**	**3**	**4528**	**33.2**	**1154**	**8.461**	**66**	**0.484**	**27.7**	**33.2**

SS1243 Neath | Site 1 | Location Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2023																						
0000	**30**	0	0	2	3	11	8	3	2	1	0	0	0	0	14	46.67	6	20	1	3.333	30.2	36.8
0100	**12**	0	0	0	0	7	5	0	0	0	0	0	0	0	5	41.67	0	0	0	0	29.4	32.3
0200	**10**	0	0	0	1	3	3	1	0	2	0	0	0	0	6	60	3	30	2	20	33.4	-
0300	**7**	0	0	0	0	2	3	1	0	1	0	0	0	0	5	71.43	2	28.57	1	14.29	33.5	-
0400	**25**	0	0	1	1	3	9	4	3	1	2	0	1	0	20	80	11	44	4	16	36.5	49
0500	**144**	0	0	1	8	27	48	38	16	4	2	0	0	0	108	75	60	41.67	6	4.167	34.2	40
0600	**275**	0	0	3	28	78	86	55	15	8	1	1	0	0	166	60.36	80	29.09	10	3.636	32.2	38
0700	**761**	4	11	26	120	219	260	98	17	5	1	0	0	0	381	50.07	121	15.9	6	0.788	29.6	35.3
0800	**1197**	15	14	59	299	393	340	69	7	1	0	0	0	0	417	34.84	77	6.433	1	0.084	27.4	32.9
0900	**837**	1	0	14	207	255	269	76	13	2	0	0	0	0	360	43.01	91	10.87	2	0.239	28.9	34.1
1000	**768**	2	0	21	199	255	226	60	5	0	0	0	0	0	291	37.89	65	8.464	0	0	28.2	33.6
1100	**868**	1	0	30	224	318	215	71	9	0	0	0	0	0	295	33.99	80	9.217	0	0	28.1	33.7
1200	**824**	0	0	27	201	320	208	55	12	1	0	0	0	0	276	33.5	68	8.252	1	0.121	28.1	33.2
1300	**860**	0	0	20	274	291	198	66	8	2	1	0	0	0	275	31.98	77	8.953	3	0.349	27.9	33.6
1400	**981**	2	1	42	352	328	194	57	4	1	0	0	0	0	256	26.1	62	6.32	1	0.102	26.8	32.3
1500	**1219**	10	23	76	369	392	288	55	4	1	1	0	0	0	349	28.63	61	5.004	2	0.164	26.6	32.3
1600	**1182**	0	2	48	362	418	264	68	9	11	0	0	0	0	352	29.78	88	7.445	11	0.931	27.5	33
1700	**1177**	0	0	34	403	379	266	80	13	1	0	1	0	0	361	30.67	95	8.071	2	0.17	27.5	33
1800	**928**	0	4	46	269	323	218	63	5	0	0	0	0	0	286	30.82	68	7.328	0	0	27.4	33
1900	**644**	0	0	20	197	227	155	35	8	2	0	0	0	0	200	31.06	45	6.988	2	0.311	27.7	33.2
2000	**453**	0	0	10	139	162	85	40	13	2	2	0	0	0	142	31.35	57	12.58	4	0.883	28.2	34.2
2100	**327**	0	1	13	91	115	56	32	13	5	1	0	0	0	107	32.72	51	15.6	6	1.835	28.5	35.3
2200	**194**	0	0	4	75	68	27	13	5	2	0	0	0	0	47	24.23	20	10.31	2	1.031	27.5	33.4
2300	**86**	0	1	2	16	24	19	14	5	2	1	2	0	0	43	50	24	27.91	5	5.814	31.4	37.4
07-19	**11602**	**35**	**55**	**443**	**3279**	**3891**	**2946**	**818**	**106**	**25**	**3**	**1**	**0**	**0**	**3899**	**33.61**	**953**	**8.214**	**29**	**0.25**	**27.7**	**33.3**
06-22	**13301**	**35**	**56**	**489**	**3734**	**4473**	**3328**	**980**	**155**	**42**	**7**	**2**	**0**	**0**	**4514**	**33.94**	**1186**	**8.917**	**51**	**0.383**	**27.9**	**33.4**
06-00	**13581**	**35**	**57**	**495**	**3825**	**4565**	**3374**	**1007**	**165**	**46**	**8**	**4**	**0**	**0**	**4604**	**33.9**	**1230**	**9.057**	**58**	**0.427**	**27.9**	**33.4**
00-00	**13809**	**35**	**57**	**499**	**3838**	**4618**	**3450**	**1054**	**186**	**55**	**12**	**4**	**1**	**0**	**4762**	**34.48**	**1312**	**9.501**	**72**	**0.521**	**28**	**33.6**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	ACPO (SL1) 30	ACPO (SL1) 35 ACPO	DfT (SL2) 35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2023																						
0000	**36**	0	0	1	8	9	11	1	3	3	0	0	0	0	18	50	7	19.44	3	8.333	30.6	40.6
0100	**6**	0	0	0	1	2	2	0	0	0	0	1	0	0	3	50	1	16.67	1	16.67	33.3	-
0200	**17**	0	0	1	0	6	3	3	2	1	1	0	0	0	10	58.82	7	41.18	2	11.76	34.2	43.8
0300	**13**	0	0	0	1	2	4	3	1	1	0	0	0	1	10	76.92	6	46.15	2	15.38	37.6	47.6
0400	**31**	0	0	0	4	4	11	5	2	2	1	0	2	0	23	74.19	12	38.71	5	16.13	35.4	46.3
0500	**133**	0	0	1	10	25	30	33	15	8	9	2	0	0	97	72.93	67	50.38	19	14.29	35.7	44.9
0600	**238**	0	0	4	24	52	82	43	22	3	7	1	0	0	158	66.39	76	31.93	11	4.622	32.9	39.2
0700	**686**	0	1	24	143	196	232	72	14	3	1	0	0	0	322	46.94	90	13.12	4	0.583	29.3	34.8
0800	**1231**	5	9	54	365	412	310	73	2	1	0	0	0	0	386	31.36	76	6.174	1	0.081	27.3	32.3
0900	**857**	0	0	27	249	269	251	59	1	1	0	0	0	0	312	36.41	61	7.118	1	0.117	28	33.7
1000	**851**	0	3	13	239	309	244	34	9	0	0	0	0	0	287	33.73	43	5.053	0	0	27.9	32.7
1100	**948**	0	0	16	281	335	248	55	12	1	0	0	0	0	316	33.33	68	7.173	1	0.105	27.9	33
1200	**981**	2	0	39	323	312	224	68	13	0	0	0	0	0	305	31.09	81	8.257	0	0	27.4	32.9
1300	**970**	1	11	55	297	317	217	63	6	2	1	0	0	0	289	29.79	72	7.423	3	0.309	27.2	33
1400	**1072**	0	1	53	343	364	240	59	4	2	0	0	0	6	311	29.01	71	6.623	8	0.746	27.6	32.8
1500	**1232**	1	9	63	367	424	301	63	3	0	0	1	0	0	368	29.87	67	5.438	1	0.081	27.2	32.5
1600	**1254**	3	3	58	460	395	251	66	14	2	0	0	0	2	335	26.71	84	6.699	4	0.319	27	32.5
1700	**1214**	2	5	39	428	398	256	77	6	2	1	0	0	0	342	28.17	86	7.084	3	0.247	27.2	32.9
1800	**1072**	0	0	28	380	345	211	93	13	1	0	0	0	1	319	29.76	108	10.07	2	0.187	27.6	33.6
1900	**650**	0	0	16	204	236	135	41	18	0	0	0	0	0	194	29.85	59	9.077	0	0	27.9	33.4
2000	**404**	0	2	13	102	148	91	33	9	3	2	1	0	0	139	34.41	48	11.88	6	1.485	28.5	34
2100	**280**	0	0	0	81	89	55	37	13	3	2	0	0	0	110	39.29	55	19.64	5	1.786	29.6	36.4
2200	**249**	0	0	2	54	94	64	24	6	3	0	1	0	1	99	39.76	35	14.06	5	2.008	29.3	34.8
2300	**133**	0	1	2	28	61	26	6	6	2	1	0	0	0	41	30.83	15	11.28	3	2.256	28.8	34
07-19	**12368**	**14**	**42**	**469**	**3875**	**4076**	**2985**	**782**	**97**	**15**	**3**	**1**	**0**	**9**	**3892**	**31.47**	**907**	**7.333**	**28**	**0.226**	**27.5**	**33**
06-22	**13940**	**14**	**44**	**502**	**4286**	**4601**	**3348**	**936**	**159**	**24**	**14**	**3**	**0**	**9**	**4493**	**32.23**	**1145**	**8.214**	**50**	**0.359**	**27.7**	**33.2**
06-00	**14322**	**14**	**45**	**506**	**4368**	**4756**	**3438**	**966**	**171**	**29**	**15**	**4**	**0**	**10**	**4633**	**32.35**	**1195**	**8.344**	**58**	**0.405**	**27.8**	**33.2**
00-00	**14558**	**14**	**45**	**509**	**4392**	**4804**	**3499**	**1011**	**194**	**44**	**26**	**7**	**2**	**11**	**4794**	**32.93**	**1295**	**8.895**	**90**	**0.618**	**27.9**	**33.3**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	ACPO (SL1) 30	ACPO (SL1) 35 ACPO	DfT (SL2) 35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**84**	0	0	0	12	24	23	14	6	0	2	1	0	2	48	57.14	25	29.76	5	5.952	32.7	39.5
0100	**38**	0	2	1	6	13	9	4	2	1	0	0	0	0	16	42.11	7	18.42	1	2.632	29.2	36.5
0200	**21**	0	0	0	2	7	4	2	4	1	1	0	0	0	12	57.14	8	38.1	2	9.524	34.1	42.8
0300	**14**	0	0	0	3	2	6	1	2	0	0	0	0	0	9	64.29	3	21.43	0	0	31.1	39.3
0400	**21**	0	0	0	3	5	4	3	1	2	1	1	1	0	13	61.9	9	42.86	5	23.81	36	51.1
0500	**56**	0	0	0	2	8	13	13	11	4	4	0	0	1	46	82.14	33	58.93	9	16.07	37.6	45.6
0600	**106**	0	0	1	9	32	25	23	9	4	3	0	0	0	64	60.38	39	36.79	7	6.604	32.9	40.6
0700	**216**	0	0	1	52	56	64	36	6	0	1	0	0	0	107	49.54	43	19.91	1	0.463	30.1	35.8
0800	**494**	1	1	6	80	132	193	64	17	0	0	0	0	0	274	55.47	81	16.4	0	0	30.3	35.2
0900	**687**	0	3	19	179	218	188	67	11	2	0	0	0	0	268	39.01	80	11.64	2	0.291	28.6	34.2
1000	**897**	0	2	8	205	324	264	75	16	2	1	0	0	0	358	39.91	94	10.48	3	0.334	28.8	33.7
1100	**1014**	1	1	42	298	326	253	79	12	2	0	0	0	0	346	34.12	93	9.172	2	0.197	27.9	33.7
1200	**1017**	0	0	22	247	370	298	72	8	0	0	0	0	0	378	37.17	80	7.866	0	0	28.3	33.3
1300	**1045**	4	6	31	340	324	244	82	13	1	0	0	0	0	340	32.54	96	9.187	1	0.096	27.6	33.4
1400	**942**	1	0	25	261	323	234	88	8	2	0	0	0	0	332	35.24	98	10.4	2	0.212	28.1	33.8
1500	**835**	9	15	25	232	275	193	73	9	2	0	0	0	2	279	33.41	86	10.3	4	0.479	27.6	33.7
1600	**863**	2	2	28	255	266	224	69	14	2	1	0	0	0	310	35.92	86	9.965	3	0.348	28.1	33.9
1700	**898**	2	2	27	262	313	192	80	15	3	1	1	0	0	292	32.52	100	11.14	5	0.557	28	33.7
1800	**771**	0	6	25	197	248	204	74	14	2	1	0	0	0	295	38.26	91	11.8	3	0.389	28.4	34.4
1900	**525**	0	0	13	142	175	116	50	21	7	0	0	0	1	195	37.14	79	15.05	8	1.524	28.9	35.1
2000	**377**	0	0	4	93	151	78	29	15	6	1	0	0	0	129	34.22	51	13.53	7	1.857	28.9	34.4
2100	**258**	0	0	2	65	90	56	30	9	4	1	1	0	0	101	39.15	45	17.44	6	2.326	29.3	35.8
2200	**239**	0	0	4	57	80	59	26	12	1	0	0	0	0	98	41	39	16.32	1	0.418	29.4	36.6
2300	**168**	0	0	2	35	61	40	18	9	0	1	2	0	0	70	41.67	30	17.86	3	1.786	29.9	36
07-19	**9679**	**20**	**38**	**259**	**2608**	**3175**	**2551**	**859**	**143**	**18**	**5**	**1**	**0**	**2**	**3579**	**36.98**	**1028**	**10.62**	**26**	**0.269**	**28.3**	**33.9**
06-22	**10945**	**20**	**38**	**279**	**2917**	**3623**	**2826**	**991**	**197**	**39**	**10**	**2**	**0**	**3**	**4068**	**37.17**	**1242**	**11.35**	**54**	**0.493**	**28.4**	**34.1**
06-00	**11352**	**20**	**38**	**285**	**3009**	**3764**	**2925**	**1035**	**218**	**40**	**11**	**4**	**0**	**3**	**4236**	**37.32**	**1311**	**11.55**	**58**	**0.511**	**28.4**	**34.1**
00-00	**11586**	**20**	**40**	**286**	**3037**	**3823**	**2984**	**1072**	**244**	**48**	**19**	**6**	**1**	**6**	**4380**	**37.8**	**1396**	**12.05**	**80**	**0.69**	**28.5**	**34.2**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	ACPO (SL1) 30	ACPO (SL1) 35 ACPO	DfT (SL2) 35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**93**	0	0	1	11	37	21	10	9	2	2	0	0	0	44	47.31	23	24.73	4	4.301	31.3	38.5
0100	**86**	0	1	0	12	24	25	15	4	5	0	0	0	0	49	56.98	24	27.91	5	5.814	31.8	38.3
0200	**46**	0	0	2	3	20	11	7	1	1	1	0	0	0	21	45.65	10	21.74	2	4.348	31	35.9
0300	**37**	0	0	0	4	6	14	7	5	1	0	0	0	0	27	72.97	13	35.14	1	2.703	33.4	41.2
0400	**17**	0	0	0	4	4	3	3	1	1	1	0	0	0	9	52.94	6	35.29	2	11.76	32.4	45
0500	**31**	0	0	1	2	8	8	6	2	2	0	0	1	1	20	64.52	12	38.71	4	12.9	34.7	43.7
0600	**64**	0	0	1	9	16	14	15	6	1	1	0	1	0	38	59.38	24	37.5	3	4.688	32.8	40
0700	**140**	0	0	5	17	47	35	22	10	3	1	0	0	0	71	50.71	36	25.71	4	2.857	30.9	37.7
0800	**255**	0	0	3	43	61	79	49	13	6	1	0	0	0	148	58.04	69	27.06	7	2.745	31.4	37.3
0900	**468**	0	0	19	102	141	146	51	7	1	1	0	0	0	206	44.02	60	12.82	2	0.427	28.8	34.3
1000	**707**	1	0	13	155	239	227	53	17	1	1	0	0	0	299	42.29	72	10.18	2	0.283	28.9	33.8
1100	**803**	2	2	12	210	274	244	52	6	1	0	0	0	0	303	37.73	59	7.347	1	0.125	28.3	33.3
1200	**912**	0	1	10	238	316	261	78	6	0	0	0	0	2	347	38.05	86	9.43	2	0.219	28.5	33.4
1300	**921**	1	1	20	225	352	237	73	11	1	0	0	0	0	322	34.96	85	9.229	1	0.109	28.3	33.3
1400	**851**	0	0	9	228	275	222	98	16	3	0	0	0	0	339	39.84	117	13.75	3	0.353	28.8	34.6
1500	**879**	0	7	22	219	290	221	106	11	2	1	0	0	0	341	38.79	120	13.65	3	0.341	28.6	34.6
1600	**742**	0	0	6	188	301	157	75	11	3	0	1	0	0	247	33.29	90	12.13	4	0.539	28.5	34.2
1700	**729**	0	0	13	180	273	186	64	10	3	0	0	0	0	263	36.08	77	10.56	3	0.412	28.5	33.8
1800	**597**	0	3	25	161	179	159	50	18	2	0	0	0	0	229	38.36	70	11.73	2	0.335	28.3	33.8
1900	**443**	0	0	3	111	170	104	42	9	3	1	0	0	0	159	35.89	55	12.42	4	0.903	28.8	34
2000	**323**	0	0	8	85	105	79	33	12	0	0	1	0	0	125	38.7	46	14.24	1	0.31	29	34.8
2100	**226**	0	0	6	51	82	47	25	10	2	2	0	1	0	87	38.5	40	17.7	5	2.212	29.4	35.6
2200	**110**	0	0	0	22	41	24	12	6	4	1	0	0	0	47	42.73	23	20.91	5	4.545	30.3	36.3
2300	**62**	0	0	2	15	12	17	6	7	1	1	1	0	0	33	53.23	16	25.81	3	4.839	31.4	40.6
07-19	**8004**	**4**	**14**	**157**	**1966**	**2748**	**2174**	**771**	**136**	**26**	**5**	**1**	**0**	**2**	**3115**	**38.92**	**941**	**11.76**	**34**	**0.425**	**28.7**	**34.1**
06-22	**9060**	**4**	**14**	**175**	**2222**	**3121**	**2418**	**886**	**173**	**32**	**9**	**2**	**2**	**2**	**3524**	**38.9**	**1106**	**12.21**	**47**	**0.519**	**28.7**	**34.2**
06-00	**9232**	**4**	**14**	**177**	**2259**	**3174**	**2459**	**904**	**186**	**37**	**11**	**3**	**2**	**2**	**3604**	**39.04**	**1145**	**12.4**	**55**	**0.596**	**28.8**	**34.2**
00-00	**9542**	**4**	**15**	**181**	**2295**	**3273**	**2541**	**952**	**208**	**49**	**15**	**3**	**3**	**3**	**3774**	**39.55**	**1233**	**12.92**	**73**	**0.765**	**28.9**	**34.3**

SS1243 Neath | Site 1 | Location: Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction: Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	ACPO (SL1) 30	ACPO (SL1) 35 ACPO	DfT (SL2) 35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**28**	0	0	0	7	7	6	3	3	0	1	0	0	1	14	50	8	28.57	2	7.143	33.8	40.9
0100	**8**	0	0	0	1	2	4	0	1	0	0	0	0	0	5	62.5	1	12.5	0	0	31.7	-
0200	**13**	0	0	0	2	4	4	1	1	1	1	0	0	0	7	53.85	3	23.08	1	7.692	32.4	43.1
0300	**14**	0	0	1	2	2	2	2	3	1	1	0	0	0	9	64.29	7	50	2	14.29	34.5	46.9
0400	**25**	0	0	1	3	5	3	7	0	4	1	1	0	0	16	64	13	52	6	24	35	48.1
0500	**130**	0	0	1	10	18	23	41	19	12	5	1	0	0	101	77.69	78	60	18	13.85	36.2	44.5
0600	**254**	0	0	1	29	71	77	54	17	4	1	0	0	0	153	60.24	76	29.92	5	1.969	32	38
0700	**710**	1	1	16	145	221	257	58	8	2	1	0	0	0	326	45.92	69	9.718	3	0.423	29	33.9
0800	**1234**	2	6	53	328	411	380	50	4	0	0	0	0	0	434	35.17	54	4.376	0	0	27.7	32.7
0900	**832**	0	1	29	210	294	244	50	4	0	0	0	0	0	298	35.82	54	6.49	0	0	28.1	33.2
1000	**782**	1	1	28	232	235	219	52	12	2	0	0	0	0	285	36.45	66	8.44	2	0.256	28	33.2
1100	**861**	1	6	17	231	279	212	98	16	1	0	0	0	0	327	37.98	115	13.36	1	0.116	28.5	34.4
1200	**937**	1	0	20	276	339	233	61	6	1	0	0	0	0	301	32.12	68	7.257	1	0.107	27.9	33
1300	**964**	1	0	11	268	339	269	63	10	3	0	0	0	0	345	35.79	76	7.884	3	0.311	28.2	33.6
1400	**1046**	0	0	31	339	361	228	71	14	2	0	0	0	0	315	30.11	87	8.317	2	0.191	27.6	32.9
1500	**1202**	13	11	52	386	372	291	66	9	0	0	0	0	2	368	30.62	77	6.406	2	0.166	27.1	32.8
1600	**1148**	0	10	51	338	410	254	76	7	2	0	0	0	0	339	29.53	85	7.404	2	0.174	27.4	32.6
1700	**1066**	3	4	28	318	404	223	66	16	3	1	0	0	0	309	28.99	86	8.068	4	0.375	27.6	33.2
1800	**888**	1	4	58	322	241	191	56	11	2	2	0	0	0	262	29.5	71	7.995	4	0.45	27	33.1
1900	**555**	0	0	8	157	217	119	43	10	0	1	0	0	0	173	31.17	54	9.73	1	0.18	28.2	33.6
2000	**461**	0	0	18	127	154	95	39	22	5	0	0	1	0	162	35.14	67	14.53	6	1.302	28.6	34.9
2100	**309**	0	1	3	79	111	72	31	7	1	2	2	0	0	115	37.22	43	13.92	5	1.618	28.9	34.6
2200	**112**	0	0	3	19	45	20	12	9	3	0	0	0	1	45	40.18	25	22.32	4	3.571	30.5	38.2
2300	**47**	0	0	3	9	15	11	7	1	0	1	0	0	0	20	42.55	9	19.15	1	2.128	29.5	35.3
07-19	**11670**	**24**	**44**	**394**	**3393**	**3906**	**3001**	**767**	**117**	**18**	**4**	**0**	**0**	**2**	**3909**	**33.5**	**908**	**7.781**	**24**	**0.206**	**27.8**	**33.2**
06-22	**13249**	**24**	**45**	**424**	**3785**	**4459**	**3364**	**934**	**173**	**28**	**8**	**2**	**1**	**2**	**4512**	**34.06**	**1148**	**8.665**	**41**	**0.309**	**27.9**	**33.4**
06-00	**13408**	**24**	**45**	**430**	**3813**	**4519**	**3395**	**953**	**183**	**31**	**9**	**2**	**1**	**3**	**4577**	**34.14**	**1182**	**8.816**	**46**	**0.343**	**28**	**33.4**
00-00	**13626**	**24**	**45**	**433**	**3838**	**4557**	**3437**	**1007**	**210**	**49**	**17**	**4**	**1**	**4**	**4729**	**34.71**	**1292**	**9.482**	**75**	**0.55**	**28.1**	**33.6**

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**27**	0	0	0	8	12	3	2	1	0	1	0	0	0	7	25.93	4	14.81	1	3.704	28.7	37.2
0100	**9**	0	0	0	2	3	2	1	0	1	0	0	0	0	4	44.44	2	22.22	1	11.11	30.7	-
0200	**13**	0	0	0	3	2	3	1	2	2	0	0	0	0	8	61.54	5	38.46	2	15.38	32.6	46.9
0300	**6**	0	0	0	0	1	1	0	1	1	1	1	0	0	5	83.33	4	66.67	3	50	42.4	-
0400	**28**	0	0	1	3	3	6	6	5	3	1	0	0	0	21	75	15	53.57	4	14.29	35.7	46
0500	**144**	0	0	0	9	22	42	37	21	10	2	1	0	0	113	78.47	71	49.31	13	9.028	35.3	42.4
0600	**270**	0	0	2	33	63	102	44	15	5	3	2	1	0	172	63.7	70	25.93	11	4.074	32.2	38.4
0700	**777**	1	0	20	129	280	262	72	11	1	1	0	0	0	347	44.66	85	10.94	2	0.257	29.2	34
0800	**1270**	3	2	65	382	454	282	71	8	1	1	0	1	0	364	28.66	82	6.457	3	0.236	27.2	32.2
0900	**873**	1	5	25	165	307	287	79	4	0	0	0	0	0	370	42.38	83	9.507	0	0	28.8	33.7
1000	**821**	5	5	51	179	302	231	42	6	0	0	0	0	0	279	33.98	48	5.847	0	0	27.6	32.9
1100	**879**	0	5	24	256	307	207	74	5	1	0	0	0	0	287	32.65	80	9.101	1	0.114	27.8	33.2
1200	**881**	1	7	27	246	267	240	84	9	0	0	0	0	0	333	37.8	93	10.56	0	0	28.2	34
1300	**931**	0	0	30	257	345	234	58	6	1	0	0	0	0	299	32.12	65	6.982	1	0.107	27.9	33.3
1400	**1024**	2	2	30	327	348	242	66	3	3	0	1	0	0	315	30.76	73	7.129	4	0.391	27.5	33.1
1500	**1244**	3	8	40	370	396	355	63	7	2	0	0	0	0	427	34.32	72	5.788	2	0.161	27.5	32.7
1600	**1165**	1	3	20	374	408	262	81	12	4	0	0	0	0	359	30.82	97	8.326	4	0.343	27.7	33.4
1700	**1213**	1	4	34	435	389	232	97	18	2	1	0	0	0	350	28.85	118	9.728	3	0.247	27.4	33.1
1800	**927**	0	2	45	279	290	233	60	14	2	2	0	0	0	311	33.55	78	8.414	4	0.431	27.7	33.1
1900	**585**	1	6	22	158	217	126	45	7	3	0	0	0	0	181	30.94	55	9.402	3	0.513	27.7	33.6
2000	**389**	0	0	1	116	141	75	36	15	3	2	0	0	0	131	33.68	56	14.4	5	1.285	28.6	34.8
2100	**262**	0	0	7	70	81	72	21	8	2	0	1	0	0	104	39.69	32	12.21	3	1.145	28.8	34.1
2200	**171**	0	0	2	33	67	43	16	6	3	0	1	0	0	69	40.35	26	15.2	4	2.339	29.4	35.1
2300	**50**	0	0	0	12	15	13	4	5	0	0	0	1	0	23	46	10	20	1	2	30.7	37
07-19	**12005**	18	43	411	3399	4093	3067	847	103	17	5	1	1	0	4041	33.66	974	8.113	24	0.2	27.8	33.2
06-22	**13511**	19	49	443	3776	4595	3442	993	148	30	10	4	2	0	4629	34.26	1187	8.785	46	0.34	27.9	33.3
06-00	**13732**	19	49	445	3821	4677	3498	1013	159	33	10	5	3	0	4721	34.38	1223	8.906	51	0.371	28	33.4
00-00	**13959**	19	49	446	3846	4720	3555	1060	189	50	15	7	3	0	4879	34.95	1324	9.485	75	0.537	28.1	33.6

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

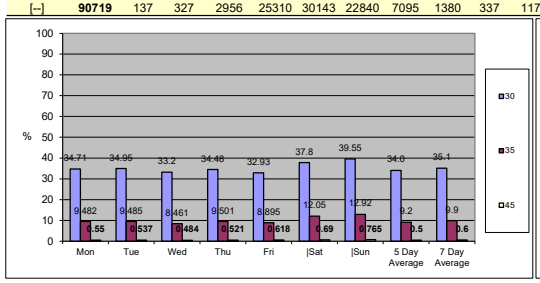
18 October 2023 to 24 October 2023 | Direction | Two-Way

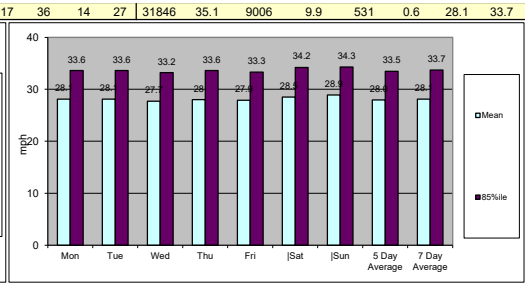
Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**46**	0	0	1	7	15	11	5	4	1	1	0	0	0	23	49.69	12	25.31	2	5	31.6	39.4
0100	**24**	0	0	0	3	8	7	3	1	1	0	0	0	0	12	50.9	5	21.56	1	4.79	31	37.2
0200	**19**	0	0	0	2	7	4	2	1	1	0	0	0	0	10	51.91	5	29.01	2	9.16	32.3	40.3
0300	**14**	0	0	0	1	3	5	2	2	1	0	0	0	0	10	70.3	5	36.63	1	9.901	34.2	42.2
0400	**25**	0	0	0	3	4	6	5	2	2	1	0	1	0	18	70.69	11	44.83	4	17.24	35.6	46.5
0500	**110**	0	0	1	7	19	28	29	14	8	4	1	0	0	84	76.07	56	50.71	13	11.38	35.5	43.1
0600	**209**	0	0	2	24	52	68	40	14	4	3	1	0	0	130	62.23	63	29.92	9	4.235	32.4	38.5
0700	**583**	1	2	19	112	174	197	63	12	2	1	0	0	0	275	47.13	78	13.42	3	0.514	29.3	34.7
0800	**987**	5	8	46	260	319	275	63	8	1	0	0	0	0	348	35.27	73	7.369	2	0.174	27.7	33
0900	**777**	0	1	23	189	261	232	63	7	1	0	0	0	0	303	39.03	71	9.104	1	0.129	28.4	33.7
1000	**805**	1	2	24	206	280	230	51	10	1	0	0	0	0	292	36.24	62	7.702	1	0.124	28.1	33.1
1100	**889**	1	2	28	254	301	226	66	9	1	0	0	0	0	303	34.07	77	8.633	1	0.096	27.9	33.4
1200	**917**	1	2	29	257	317	235	67	8	1	0	0	0	0	312	33.99	76	8.333	1	0.093	27.9	33.2
1300	**938**	1	4	29	280	318	228	67	8	2	0	0	0	0	306	32.62	78	8.274	2	0.229	27.7	33.3
1400	**982**	1	2	33	305	333	228	70	8	2	0	0	0	1	308	31.42	81	8.223	3	0.306	27.7	33.2
1500	**1117**	5	11	49	330	362	281	69	7	1	0	0	0	1	360	32.18	78	7.02	2	0.205	27.4	32.9
1600	**1068**	1	4	36	334	368	236	74	11	3	0	0	0	0	325	30.42	88	8.28	4	0.375	27.6	33.1
1700	**1055**	1	3	33	345	359	225	74	12	2	1	0	0	0	314	29.8	89	8.461	3	0.311	27.5	33.1
1800	**867**	0	4	35	279	268	203	65	12	1	1	0	0	0	281	32.47	79	9.098	2	0.264	27.6	33.4
1900	**579**	0	1	13	170	208	127	44	12	3	0	0	0	0	186	32.09	58	10.1	3	0.518	28.1	33.7
2000	**405**	0	0	10	114	143	87	34	13	3	1	0	0	0	138	34.12	51	12.67	4	1.059	28.5	34.2
2100	**281**	0	0	6	73	94	63	30	10	3	1	1	0	0	107	38.15	44	15.82	5	1.628	29	35.2
2200	**179**	0	0	3	42	66	39	18	7	3	0	0	0	0	68	38.02	29	16.05	4	2.077	29.3	35.6
2300	**86**	0	0	2	17	29	21	9	5	1	1	1	0	0	37	43.5	16	19.17	3	3	30.2	36.6
07-19	**10984**	19	45	384	3151	3658	2797	793	112	18	4	1	0	2	3727	33.93	930	8.468	25	0.232	27.8	33.3
06-22	**12457**	20	46	415	3532	4156	3141	941	160	31	9	3	1	2	4288	34.42	1147	9.206	46	0.37	28	33.4
06-00	**12722**	20	46	420	3592	4251	3201	967	172	34	10	4	1	3	4393	34.53	1192	9.37	52	0.412	28	33.6
00-00	**12960**	20	47	422	3616	4306	3263	1014	197	48	17	5	2	4	4549	35.1	1287	9.927	76	0.585	28.1	33.7

SS1243 Neath | Site | 1 | Location | Penywern Rd between Daphne Rd North & Penywern Rd (51.671792, -3.809042)

18 October 2023 to 24 October 2023 | Direction | Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**13626**	24	45	433	3838	4557	3437	1007	210	49	17	4	1	4	4729	34.71	1292	9.482	75	0.55	28.1	33.6
Tue	**13959**	19	49	446	3846	4720	3555	1060	189	50	15	7	3	0	4879	34.95	1324	9.485	75	0.537	28.1	33.6
Wed	**13639**	21	76	602	4064	4348	3374	939	149	42	13	5	3	3	4528	33.2	1154	8.461	66	0.484	27.7	33.2
Thu	**13809**	35	57	499	3838	4618	3450	1054	186	55	12	4	1	0	4762	34.48	1312	9.501	72	0.521	28	33.6
Fri	**14558**	14	45	509	4392	4804	3499	1011	194	44	26	7	2	11	4794	32.93	1295	8.895	90	0.618	27.9	33.3
|Sat	**11586**	20	40	286	3037	3823	2984	1072	244	48	19	6	1	6	4380	37.8	1396	12.05	80	0.69	28.5	34.2
|Sun	**9542**	4	15	181	2295	3273	2541	952	208	49	15	3	3	3	3774	39.55	1233	12.92	73	0.765	28.9	34.3
5 Day Average																						
[--]	**13918**	23	54	498	3996	4609	3463	1014	186	48	17	5	2	4	4738	34.0	1275	9.2	76	0.5	28.0	33.5
7 Day Average																						
[--]	**12960**	20	47	422	3616	4306	3263	1014	197	48	17	5	2	4	4549	35.1	1287	9.9	76	0.6	28.1	33.7
Total Vehicles																						
[--]	**90719**	137	327	2956	25310	30143	22840	7095	1380	337	117	36	14	27	31846	35.1	9006	9.9	531	0.6	28.1	33.7





Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

Job Number & Title: SS1243 Neath

Site Location: Site 2 Leiros Parc Dr east between Curlew Close & Bittern Court

Survey Date: 18/10/2023

Site Location Plan



SS1243 Neath

OCTOBER 2023

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) >PSL	>PSL%	110%(PSL) + 2 (SL1) >SL1	>SL1%	DfT PSL+15 (SL2) >SL2	>SL2%	Mean Speed	85%ile Speed
2	Leiros Parc Dr east between Curlew Close & Bittern Court	51.674257, -3.804917	Northbound	18 October 2023	24 October 2023	20	799	120	114	464	58.1	173	21.7	0	0.0	20.6	25.3
			Southbound	18 October 2023	24 October 2023		796	120	114	409	51.4	180	22.6	0	0.0	20.1	25.3
			Two-Way	18 October 2023	24 October 2023		1595	240	228	873	55	353	22	0	0	20	25

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

SS1243 Neath — Site 2 — Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 — Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0
0700	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
0800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	2	0	0	1	0	0	0	0	0	0	0	0
1100	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
1200	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1300	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
1400	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1700	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**90**	0	81	8	0	1	0	0	0	0	0	0	0	0
06-22	**107**	0	96	9	0	1	1	0	0	0	0	0	0	0
06-00	**109**	0	98	9	0	1	1	0	0	0	0	0	0	0
00-00	**109**	0	98	9	0	1	1	0	0	0	0	0	0	0

SS1243 Neath — Site 2 — Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 — Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0900	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1100	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
1200	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1300	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
1400	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1600	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1700	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
1900	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**105**	0	91	14	0	0	0	0	0	0	0	0	0	0
06-22	**119**	0	104	15	0	0	0	0	0	0	0	0	0	0
06-00	**122**	0	107	15	0	0	0	0	0	0	0	0	0	0
00-00	**122**	0	107	15	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
1000	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1200	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1300	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1400	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1500	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
1600	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1900	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**98**	0	89	9	0	0	0	0	0	0	0	0	0	0
06-22	**111**	0	100	11	0	0	0	0	0	0	0	0	0	0
06-00	**113**	0	102	11	0	0	0	0	0	0	0	0	0	0
00-00	**113**	0	102	11	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
1000	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1400	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1600	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1700	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1900	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
2000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**77**	0	70	7	0	0	0	0	0	0	0	0	0	0
06-22	**95**	0	88	7	0	0	0	0	0	0	0	0	0	0
06-00	**97**	0	90	7	0	0	0	0	0	0	0	0	0	0
00-00	**102**	0	95	7	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
1500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1600	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
1700	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1800	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**88**	0	84	4	0	0	0	0	0	0	0	0	0	0
06-22	**96**	0	92	4	0	0	0	0	0	0	0	0	0	0
06-00	**96**	0	92	4	0	0	0	0	0	0	0	0	0	0
00-00	**96**	0	92	4	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
1300	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
1400	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
1500	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
1600	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
1700	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
1800	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1900	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
2000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**111**	0	90	21	0	0	0	0	0	0	0	0	0	0
06-22	**126**	0	104	22	0	0	0	0	0	0	0	0	0	0
06-00	**127**	0	105	22	0	0	0	0	0	0	0	0	0	0
00-00	**128**	0	106	22	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1000	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1100	**12**	0	8	4	0	0	0	0	0	0	0	0	0	0
1200	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	**13**	0	12	0	0	0	1	0	0	0	0	0	0	0
1600	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
1700	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1800	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**109**	0	93	15	0	0	1	0	0	0	0	0	0	0
06-22	**126**	0	110	15	0	0	1	0	0	0	0	0	0	0
06-00	**128**	0	112	15	0	0	1	0	0	0	0	0	0	0
00-00	**129**	0	113	15	0	0	1	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

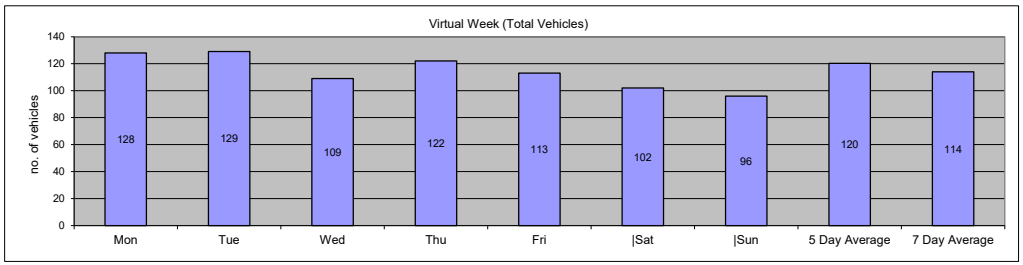
18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0900	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	4	1	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	7	1	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	7	1	0	0	0	0	0	0	0	0	0	0
1400	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
1500	**10**	0	10	1	0	0	0	0	0	0	0	0	0	0
1600	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1700	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1800	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1900	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0
2000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**97**	0	85	11	0	0	0	0	0	0	0	0	0	0
06-22	**111**	0	99	12	0	0	0	0	0	0	0	0	0	0
06-00	**113**	0	101	12	0	0	0	0	0	0	0	0	0	0
00-00	**114**	0	102	12	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**128**	0	106	22	0	0	0	0	0	0	0	0	0	0
Tue	**129**	0	113	15	0	0	1	0	0	0	0	0	0	0
Wed	**109**	0	98	9	0	1	1	0	0	0	0	0	0	0
Thu	**122**	0	107	15	0	0	0	0	0	0	0	0	0	0
Fri	**113**	0	102	11	0	0	0	0	0	0	0	0	0	0
|Sat	**102**	0	95	7	0	0	0	0	0	0	0	0	0	0
|Sun	**96**	0	92	4	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**120**	0	105	14	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**114**	0	102	12	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**799**	0	713	83	0	1	2	0	0	0	0	0	0	0



SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0	5	10	15	20	25	30	35	40	45	50	55	60	Speed Limit (PSL) 20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130							
18 October 2023																					
0000	**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	-	-
0200	**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	-	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	21.7	-
0700	**5**	0	0	0	3	1	1	0	0	0	0	0	0	0	2	40	1	20	0	20.6	-
0800	**3**	0	0	1	0	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	19.6	-
0900	**8**	0	0	0	3	5	0	0	0	0	0	0	0	0	5	62.5	1	12.5	0	21	-
1000	**3**	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-
1100	**13**	0	0	3	5	4	1	0	0	0	0	0	0	0	5	38.46	1	7.692	0	18.7	23
1200	**5**	0	0	1	3	1	0	0	0	0	0	0	0	0	1	20	0	0	0	18.4	-
1300	**11**	0	1	1	1	8	0	0	0	0	0	0	0	0	8	72.73	1	9.091	0	19.2	23.2
1400	**10**	0	0	2	3	2	3	0	0	0	0	0	0	0	5	50	4	40	0	19.6	-
1500	**10**	0	0	2	0	5	3	0	0	0	0	0	0	0	8	80	4	40	0	22.3	-
1600	**9**	0	0	0	2	5	2	0	0	0	0	0	0	0	7	77.78	2	22.22	0	22.6	-
1700	**10**	0	0	0	3	3	4	0	0	0	0	0	0	0	7	70	4	40	0	22	-
1800	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	18.5	-
1900	**10**	0	1	1	3	4	1	0	0	0	0	0	0	0	5	50	1	10	0	19.7	-
2000	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	0	17.8	-
2100	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	19.5	-
2200	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	1	50	0	23.6	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**90**	1	1	11	26	37	14	0	0	0	0	0	0	0	51	56.67	18	20	0	20.1	25.3
06-22	**107**	1	2	13	32	44	15	0	0	0	0	0	0	0	59	55.14	20	18.69	0	20	24.9
06-00	**109**	1	2	13	32	46	15	0	0	0	0	0	0	0	61	55.96	21	19.27	0	20.1	24.9
00-00	**109**	1	2	13	32	46	15	0	0	0	0	0	0	0	61	55.96	21	19.27	0	20.1	24.9

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | 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
19 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	1	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	23.4	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0800	**4**	0	0	0	2	1	0	1	0	0	0	0	0	0	2	50	1	25	0	0	23.2	-
0900	**10**	0	1	0	2	6	1	0	0	0	0	0	0	0	7	70	2	20	0	0	20.5	-
1000	**7**	0	0	1	3	2	1	0	0	0	0	0	0	0	3	42.86	2	28.57	0	0	19.8	-
1100	**13**	0	0	1	5	6	1	0	0	0	0	0	0	0	7	53.85	1	7.692	0	0	19.9	23.8
1200	**5**	0	0	1	0	2	2	0	0	0	0	0	0	0	4	80	2	40	0	0	22	-
1300	**10**	0	0	1	8	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	17.9	-
1400	**15**	0	0	2	5	6	1	1	0	0	0	0	0	0	8	53.33	2	13.33	0	0	20.1	25.1
1500	**7**	0	0	0	2	4	1	0	0	0	0	0	0	0	5	71.43	1	14.29	0	0	21.6	-
1600	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	19.1	-
1700	**14**	0	0	2	3	7	2	0	0	0	0	0	0	0	9	64.29	3	21.43	0	0	21.3	27.5
1800	**13**	0	0	2	5	2	4	0	0	0	0	0	0	0	6	46.15	4	30.77	0	0	20.8	26.3
1900	**5**	0	0	0	2	1	2	0	0	0	0	0	0	0	3	60	2	40	0	0	22.2	-
2000	**6**	0	0	0	2	4	0	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	21	-
2100	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.7	-
2200	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.1	-
2300	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-
07-19	**105**	**0**	**1**	**11**	**38**	**39**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**52.38**	**19**	**18.1**	**0**	**0**	**20.4**	**25.7**
06-22	**119**	**0**	**1**	**11**	**43**	**45**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**53.78**	**23**	**19.33**	**0**	**0**	**20.5**	**25.7**
06-00	**122**	**0**	**1**	**12**	**44**	**46**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**53.28**	**23**	**18.85**	**0**	**0**	**20.5**	**25.6**
00-00	**122**	**0**	**1**	**12**	**44**	**46**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**53.28**	**23**	**18.85**	**0**	**0**	**20.5**	**25.6**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | 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
20 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
0700	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	26	-
0800	**4**	0	0	0	1	3	0	0	0	0	0	0	0	0	3	75	2	50	0	0	22.5	-
0900	**8**	0	1	0	4	3	0	0	0	0	0	0	0	0	3	37.5	0	0	0	0	18.2	-
1000	**9**	0	1	0	4	3	0	1	0	0	0	0	0	0	4	44.44	1	11.11	0	0	19.2	-
1100	**7**	0	0	0	5	1	0	1	0	0	0	0	0	0	2	28.57	1	14.29	0	0	20.4	-
1200	**10**	0	0	0	4	5	1	0	0	0	0	0	0	0	6	60	1	10	0	0	20.8	-
1300	**8**	0	0	1	2	5	0	0	0	0	0	0	0	0	5	62.5	0	0	0	0	20.7	-
1400	**8**	0	1	0	3	2	2	0	0	0	0	0	0	0	4	50	2	25	0	0	20.3	-
1500	**14**	0	0	2	5	5	1	1	0	0	0	0	0	0	7	50	2	14.29	0	0	19.9	25.9
1600	**14**	0	1	1	2	8	2	0	0	0	0	0	0	0	10	71.43	3	21.43	0	0	21.2	26.3
1700	**9**	0	0	0	1	3	4	1	0	0	0	0	0	0	8	88.89	5	55.56	0	0	24.1	-
1800	**5**	0	0	1	1	3	0	0	0	0	0	0	0	0	3	60	1	20	0	0	20.4	-
1900	**5**	0	0	0	1	3	1	0	0	0	0	0	0	0	4	80	1	20	0	0	22.6	-
2000	**5**	0	0	2	0	2	1	0	0	0	0	0	0	0	3	60	1	20	0	0	18.9	-
2100	**2**	0	0	0	1	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	25.1	-
2200	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21	-
2300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
07-19	**98**	**0**	**4**	**5**	**32**	**42**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**58.16**	**19**	**19.39**	**0**	**0**	**20.8**	**25.1**
06-22	**111**	**0**	**4**	**7**	**34**	**48**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**59.46**	**22**	**19.82**	**0**	**0**	**20.9**	**25.3**
06-00	**113**	**0**	**4**	**7**	**34**	**50**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**60.18**	**22**	**19.47**	**0**	**0**	**20.9**	**25.3**
00-00	**113**	**0**	**4**	**7**	**34**	**50**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**68**	**60.18**	**22**	**19.47**	**0**	**0**	**20.9**	**25.3**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | 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
21 October 2023																						
0000	**3**	0	0	0	0	3	0	0	0	0	0	0	0	0	3	100	1	33.33	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	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	33.9	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.5	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	30.6	-
0800	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	2	50	0	0	23	-
0900	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.6	-
1000	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	21.4	-
1100	**9**	0	0	0	3	4	2	0	0	0	0	0	0	0	6	66.67	4	44.44	0	0	22.1	-
1200	**10**	0	1	3	1	4	1	0	0	0	0	0	0	0	5	50	1	10	0	0	17.7	-
1300	**8**	0	0	0	1	4	2	1	0	0	0	0	0	0	7	87.5	6	75	0	0	24.3	-
1400	**10**	0	0	0	1	7	1	1	0	0	0	0	0	0	9	90	3	30	0	0	22.7	-
1500	**9**	0	0	0	3	4	1	1	0	0	0	0	0	0	6	66.67	3	33.33	0	0	22.5	-
1600	**10**	0	0	2	5	2	1	0	0	0	0	0	0	0	3	30	2	20	0	0	18.7	-
1700	**6**	0	0	1	1	2	2	0	0	0	0	0	0	0	4	66.67	2	33.33	0	0	22.2	-
1800	**5**	0	0	0	2	3	0	0	0	0	0	0	0	0	3	60	0	0	0	0	20	-
1900	**9**	0	0	2	3	3	1	0	0	0	0	0	0	0	4	44.44	2	22.22	0	0	20.2	-
2000	**6**	0	0	0	1	4	0	1	0	0	0	0	0	0	5	83.33	1	16.67	0	0	22.2	-
2100	**3**	0	0	0	0	1	2	0	0	0	0	0	0	0	3	100	3	100	0	0	27.4	-
2200	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
2300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.3	-
07-19	**77**	**0**	**1**	**6**	**19**	**34**	**13**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**66.23**	**26**	**33.77**	**0**	**0**	**21.5**	**26.7**
06-22	**95**	**0**	**1**	**8**	**23**	**42**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**66.32**	**32**	**33.68**	**0**	**0**	**21.6**	**26.9**
06-00	**97**	**0**	**1**	**9**	**23**	**43**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**65.98**	**32**	**32.99**	**0**	**0**	**21.5**	**26.8**
00-00	**102**	**0**	**1**	**9**	**23**	**46**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**67.65**	**35**	**34.31**	**0**	**0**	**21.7**	**27**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | 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
22 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0800	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	22.7	-
0900	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0	2	50	1	25	0	0	21.1	-
1000	**3**	0	0	1	0	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	18.6	-
1100	**4**	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.3	-
1200	**9**	0	0	2	1	6	0	0	0	0	0	0	0	0	6	66.67	0	0	0	0	20	-
1300	**6**	0	0	0	1	5	0	0	0	0	0	0	0	0	5	83.33	0	0	0	0	20.8	-
1400	**12**	0	0	2	1	6	3	0	0	0	0	0	0	0	9	75	5	41.67	0	0	21.4	26.1
1500	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	18.7	-
1600	**14**	0	0	1	5	8	0	0	0	0	0	0	0	0	8	57.14	2	14.29	0	0	20.4	24
1700	**8**	0	0	1	2	4	1	0	0	0	0	0	0	0	5	62.5	2	25	0	0	20.8	-
1800	**21**	0	0	5	9	7	0	0	0	0	0	0	0	0	7	33.33	2	9.524	0	0	18.5	23.5
1900	**2**	0	0	0	0	0	1	1	0	0	0	0	0	0	2	100	2	100	0	0	28.8	-
2000	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	2	50	0	0	24	-
2100	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.5	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**88**	**0**	**1**	**14**	**27**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**52.27**	**13**	**14.77**	**0**	**0**	**19.7**	**24**
06-22	**96**	**0**	**1**	**14**	**28**	**42**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**55.21**	**18**	**18.75**	**0**	**0**	**20.2**	**24.5**
06-00	**96**	**0**	**1**	**14**	**28**	**42**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**55.21**	**18**	**18.75**	**0**	**0**	**20.2**	**24.5**
00-00	**96**	**0**	**1**	**14**	**28**	**42**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**55.21**	**18**	**18.75**	**0**	**0**	**20.2**	**24.5**

SS1243 Neath | 18 October 2023 to 24 October 2023 | Site 2 | Direction Northbound | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

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
23 October 2023																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.1	-
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**5**	0	0	1	2	1	0	1	0	0	0	0	0	0	2	40	1	20	0	0	21.6	-
0800	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.8	-
0900	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	19.4	-
1000	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	20.8	-
1100	**7**	0	1	0	2	2	1	1	0	0	0	0	0	0	4	57.14	2	28.57	0	0	20.4	-
1200	**9**	0	0	1	5	2	1	0	0	0	0	0	0	0	3	33.33	2	22.22	0	0	19.7	-
1300	**13**	0	1	0	3	6	3	0	0	0	0	0	0	0	9	69.23	3	23.08	0	0	20.8	25.4
1400	**11**	0	2	0	4	5	0	0	0	0	0	0	0	0	5	45.45	0	0	0	0	17.8	21.7
1500	**15**	0	0	1	3	7	4	0	0	0	0	0	0	0	11	73.33	5	33.33	0	0	22.1	28.3
1600	**15**	0	0	2	4	8	1	0	0	0	0	0	0	0	9	60	4	26.67	0	0	20.5	24.7
1700	**14**	0	0	0	6	6	1	1	0	0	0	0	0	0	8	57.14	2	14.29	0	0	21.4	24.7
1800	**9**	0	0	2	1	6	0	0	0	0	0	0	0	0	6	66.67	3	33.33	0	0	20.3	-
1900	**5**	0	0	2	1	2	0	0	0	0	0	0	0	0	2	40	1	20	0	0	18.5	-
2000	**7**	0	0	1	2	3	1	0	0	0	0	0	0	0	4	57.14	1	14.29	0	0	20.1	-
2100	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	20.7	-
2200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**111**	0	4	9	35	47	13	3	0	0	0	0	0	0	63	56.76	24	21.62	0	0	20.5	25
06-22	**126**	0	4	12	39	54	14	3	0	0	0	0	0	0	71	56.35	26	20.63	0	0	20.4	24.8
06-00	**127**	0	4	12	40	54	14	3	0	0	0	0	0	0	71	55.91	26	20.47	0	0	20.4	24.8
00-00	**128**	0	4	12	40	55	14	3	0	0	0	0	0	0	72	56.25	26	20.31	0	0	20.4	24.8

SS1243 Neath | 18 October 2023 to 24 October 2023 | Site 2 | Direction Northbound | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

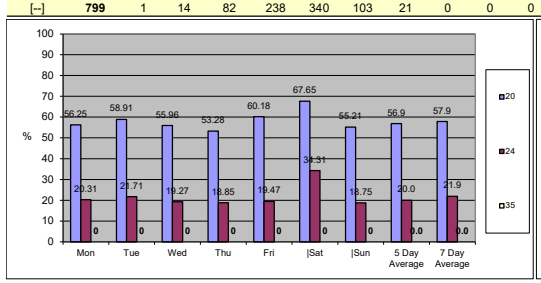
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**4**	0	0	0	1	1	1	1	0	0	0	0	0	0	3	75	2	50	0	0	25	-
0700	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	22.7	-
0800	**6**	0	0	1	1	3	1	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	20.5	-
0900	**5**	0	0	0	2	2	1	0	0	0	0	0	0	0	3	60	1	20	0	0	20.7	-
1000	**7**	0	0	1	2	3	1	0	0	0	0	0	0	0	4	57.14	2	28.57	0	0	19.4	-
1100	**12**	0	0	3	4	5	0	0	0	0	0	0	0	0	5	41.67	2	16.67	0	0	19	24.4
1200	**12**	0	0	1	2	7	2	0	0	0	0	0	0	0	9	75	2	16.67	0	0	21.6	26.7
1300	**5**	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
1400	**12**	0	0	2	1	6	2	1	0	0	0	0	0	0	9	75	3	25	0	0	21.8	27.6
1500	**13**	0	1	3	5	2	2	0	0	0	0	0	0	0	4	30.77	2	15.38	0	0	18.4	27.4
1600	**13**	0	0	1	6	4	2	0	0	0	0	0	0	0	6	46.15	2	15.38	0	0	19.5	25.3
1700	**12**	0	0	0	2	7	3	0	0	0	0	0	0	0	10	83.33	3	25	0	0	22.4	26.7
1800	**8**	0	0	1	1	6	0	0	0	0	0	0	0	0	6	75	3	37.5	0	0	21.3	-
1900	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0	2	50	1	25	0	0	21	-
2000	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	21.7	-
2100	**5**	0	0	0	0	4	0	1	0	0	0	0	0	0	5	100	2	40	0	0	24.8	-
2200	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**109**	0	1	14	31	47	15	1	0	0	0	0	0	0	63	57.8	22	20.18	0	0	20.3	25.1
06-22	**126**	0	1	14	35	55	18	3	0	0	0	0	0	0	76	60.32	28	22.22	0	0	20.7	25.3
06-00	**128**	0	1	15	36	55	18	3	0	0	0	0	0	0	76	59.38	28	21.88	0	0	20.7	25.3
00-00	**129**	0	1	15	37	55	18	3	0	0	0	0	0	0	76	58.91	28	21.71	0	0	20.7	25.3

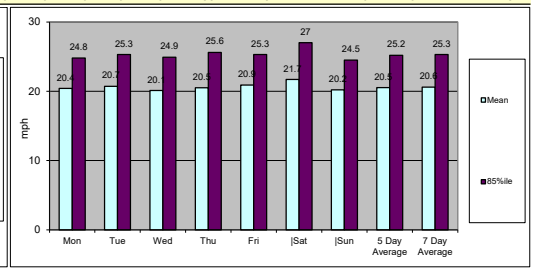
SS1243 Neath | 18 October 2023 to 24 October 2023 | Site 2 | Direction Northbound | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

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
Average Day																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	80	0	20	0	0	22	-
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	100	0	100	0	0	33.9	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	28.5	-
0600	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	66.67	0	33.33	0	0	23.7	-
0700	**3**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	52.63	1	26.32	0	0	22.2	-
0800	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	2	64	1	28	0	0	21.7	-
0900	**6**	0	0	0	2	3	1	0	0	0	0	0	0	0	3	56.1	1	17.07	0	0	20.2	-
1000	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	48.72	1	17.95	0	0	19.2	-
1100	**9**	0	0	1	4	3	1	0	0	0	0	0	0	0	4	44.62	2	16.92	0	0	19.5	-
1200	**9**	0	0	1	2	4	1	0	0	0	0	0	0	0	5	56.67	1	13.33	0	0	20.1	-
1300	**9**	0	0	1	3	4	1	0	0	0	0	0	0	0	5	57.38	1	16.39	0	0	20.2	-
1400	**11**	0	0	1	3	5	2	0	0	0	0	0	0	0	7	62.82	3	24.36	0	0	20.5	25.9
1500	**10**	0	0	1	3	4	2	0	0	0	0	0	0	0	6	58.33	2	23.61	0	0	20.8	27.1
1600	**12**	0	0	1	4	5	1	0	0	0	0	0	0	0	7	56.79	2	19.75	0	0	20.4	24.3
1700	**10**	0	0	1	3	5	2	0	0	0	0	0	0	0	7	69.86	3	28.77	0	0	22	26.6
1800	**9**	0	0	2	3	4	1	0	0	0	0	0	0	0	5	50	2	20.31	0	0	19.8	-
1900	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	55	1	25	0	0	20.9	-
2000	**5**	0	0	1	1	2	1	0	0	0	0	0	0	0	3	67.65	1	23.53	0	0	21	-
2100	**3**	0	0	0	1	1	0	0	0	0	0	0	0	0	2	78.95	1	36.84	0	0	23.6	-
2200	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	44.44	0	11.11	0	0	18.5	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.67	0	0	0	0	20.2	-
07-19	**97**	0	2	10	30	41	12	2	0	0	0	0	0	0	55	56.93	20	20.8	0	0	20.5	24.9
06-22	**111**	0	2	11	33	47	15	3	0	0	0	0	0	0	65	57.95	24	21.67	0	0	20.6	25.3
06-00	**113**	0	2	12	34	48	15	3	0	0	0	0	0	0	65	57.83	24	21.46	0	0	20.6	25.2
00-00	**114**	0	2	12	34	49	15	3	0	0	0	0	0	0	66	58.07	25	21.65	0	0	20.6	25.3

SS1243 Neath | 18 October 2023 to 24 October 2023 | Site 2 | Direction Northbound | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

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	**128**	0	4	12	40	55	14	3	0	0	0	0	0	0	72	56.25	26	20.31	0	0	20.4	24.8
Tue	**129**	0	1	15	37	55	18	3	0	0	0	0	0	0	76	58.91	28	21.71	0	0	20.7	25.3
Wed	**109**	1	2	13	32	46	15	0	0	0	0	0	0	0	61	55.96	21	19.27	0	0	20.1	24.9
Thu	**122**	0	1	12	44	46	16	3	0	0	0	0	0	0	65	53.28	23	18.85	0	0	20.5	25.6
Fri	**113**	0	4	7	34	50	13	5	0	0	0	0	0	0	68	60.18	22	19.47	0	0	20.9	25.3
|Sat	**102**	0	1	9	23	46	17	6	0	0	0	0	0	0	69	67.65	35	34.31	0	0	21.7	27
|Sun	**96**	0	1	14	28	42	10	1	0	0	0	0	0	0	53	55.21	18	18.75	0	0	20.2	24.5
5 Day Average																						
[--]	**120**	0	2	12	37	50	15	3	0	0	0	0	0	0	68	56.9	24	20.0	0	0.0	20.5	25.2
7 Day Average																						
[--]	**114**	0	2	12	34	49	15	3	0	0	0	0	0	0	66	57.9	25	21.9	0	0.0	20.6	25.3
Total Vehicles																						
[--]	**799**	1	14	82	238	340	103	21	0	0	0	0	0	0	464	58	173	22	0	0	21	25





SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
0900	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
1000	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
1100	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1400	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**93**	1	75	17	0	0	0	0	0	0	0	0	0	0
06-22	**104**	1	85	18	0	0	0	0	0	0	0	0	0	0
06-00	**104**	1	85	18	0	0	0	0	0	0	0	0	0	0
00-00	**107**	1	88	18	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0700	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0800	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1000	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
1100	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
1200	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1300	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
1400	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1600	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1800	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**105**	0	84	21	0	0	0	0	0	0	0	0	0	0
06-22	**118**	0	96	22	0	0	0	0	0	0	0	0	0	0
06-00	**119**	0	97	22	0	0	0	0	0	0	0	0	0	0
00-00	**121**	0	99	22	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	**7**	0	2	5	0	0	0	0	0	0	0	0	0	0
1000	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
1600	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
1700	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**97**	1	77	19	0	0	0	0	0	0	0	0	0	0
06-22	**109**	1	87	21	0	0	0	0	0	0	0	0	0	0
06-00	**110**	1	88	21	0	0	0	0	0	0	0	0	0	0
00-00	**112**	1	90	21	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1100	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
1200	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1400	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1500	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1800	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1900	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**86**	0	74	12	0	0	0	0	0	0	0	0	0	0
06-22	**98**	0	86	12	0	0	0	0	0	0	0	0	0	0
06-00	**100**	0	88	12	0	0	0	0	0	0	0	0	0	0
00-00	**103**	0	91	12	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1200	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1300	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1400	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
1500	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1700	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**74**	0	69	5	0	0	0	0	0	0	0	0	0	0
06-22	**92**	0	87	5	0	0	0	0	0	0	0	0	0	0
06-00	**94**	0	89	5	0	0	0	0	0	0	0	0	0	0
00-00	**94**	0	89	5	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0900	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1000	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1100	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1200	**7**	0	3	4	0	0	0	0	0	0	0	0	0	0
1300	**14**	0	10	4	0	0	0	0	0	0	0	0	0	0
1400	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
1500	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1600	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
1900	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**112**	0	91	21	0	0	0	0	0	0	0	0	0	0
06-22	**124**	0	101	23	0	0	0	0	0	0	0	0	0	0
06-00	**124**	0	101	23	0	0	0	0	0	0	0	0	0	0
00-00	**128**	0	105	23	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
0800	**10**	0	7	2	0	0	0	0	1	0	0	0	0	0
0900	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
1000	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
1100	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
1300	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1800	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**119**	0	100	18	0	0	0	0	1	0	0	0	0	0
06-22	**128**	0	109	18	0	0	0	0	1	0	0	0	0	0
06-00	**129**	0	110	18	0	0	0	0	1	0	0	0	0	0
00-00	**131**	0	112	18	0	0	0	0	1	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

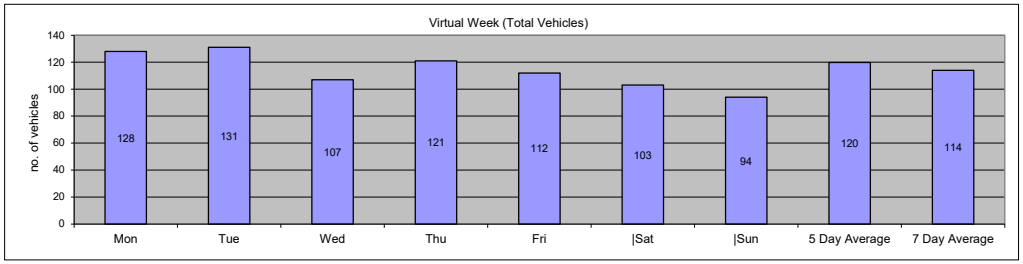
18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	7	2	0	0	0	0	0	0	0	0	0	0
1000	**8**	0	7	2	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1200	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
1300	**7**	0	6	2	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1500	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
1600	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1700	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1800	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**98**	0	81	16	0	0	0	0	0	0	0	0	0	0
06-22	**110**	0	93	17	0	0	0	0	0	0	0	0	0	0
06-00	**111**	0	94	17	0	0	0	0	0	0	0	0	0	0
00-00	**114**	0	96	17	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**128**	0	105	23	0	0	0	0	0	0	0	0	0	0
Tue	**131**	0	112	18	0	0	0	0	1	0	0	0	0	0
Wed	**107**	1	88	18	0	0	0	0	0	0	0	0	0	0
Thu	**121**	0	99	22	0	0	0	0	0	0	0	0	0	0
Fri	**112**	1	90	21	0	0	0	0	0	0	0	0	0	0
|Sat	**103**	0	91	12	0	0	0	0	0	0	0	0	0	0
|Sun	**94**	0	89	5	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**120**	0	99	20	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**114**	0	96	17	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**796**	2	674	119	0	0	0	0	1	0	0	0	0	0



SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

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
18 October 2023																						
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	**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	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	17.2	-
0600	**4**	1	1	0	0	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	14.2	-
0700	**10**	0	0	1	1	7	0	1	0	0	0	0	0	0	8	80	3	30	0	0	22.3	-
0800	**5**	0	0	0	1	4	0	0	0	0	0	0	0	0	4	80	1	20	0	0	21.9	-
0900	**14**	0	0	1	8	4	1	0	0	0	0	0	0	0	5	35.71	1	7.143	0	0	19.5	23.5
1000	**6**	1	0	0	2	2	1	0	0	0	0	0	0	0	3	50	2	33.33	0	0	18	-
1100	**10**	0	0	2	5	2	1	0	0	0	0	0	0	0	3	30	2	20	0	0	19.1	-
1200	**9**	0	2	0	4	3	0	0	0	0	0	0	0	0	3	33.33	0	0	0	0	17.3	-
1300	**5**	0	1	1	0	3	0	0	0	0	0	0	0	0	3	60	0	0	0	0	16.4	-
1400	**8**	0	0	0	5	1	1	1	0	0	0	0	0	0	3	37.5	2	25	0	0	21.3	-
1500	**7**	0	0	0	4	3	0	0	0	0	0	0	0	0	3	42.86	0	0	0	0	19.2	-
1600	**5**	0	0	1	1	3	0	0	0	0	0	0	0	0	3	60	1	20	0	0	19.7	-
1700	**9**	0	0	1	3	2	3	0	0	0	0	0	0	0	5	55.56	4	44.44	0	0	22.2	-
1800	**5**	0	0	0	0	1	4	0	0	0	0	0	0	0	5	100	4	80	0	0	25.8	-
1900	**3**	0	1	0	1	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	15.8	-
2000	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.7	-
2100	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	2	100	0	0	25.1	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**93**	1	3	7	34	35	11	2	0	0	0	0	0	0	48	51.61	20	21.51	0	0	20.2	24.9
06-22	**104**	2	5	7	35	40	13	2	0	0	0	0	0	0	55	52.88	23	22.12	0	0	20	25
06-00	**104**	2	5	7	35	40	13	2	0	0	0	0	0	0	55	52.88	23	22.12	0	0	20	25
00-00	**107**	2	5	8	36	41	13	2	0	0	0	0	0	0	56	52.34	23	21.5	0	0	19.9	24.9

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

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
19 October 2023																						
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	**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	**2**	0	0	1	0	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	21	-
0600	**4**	0	0	1	1	2	0	0	0	0	0	0	0	0	2	50	1	25	0	0	19	-
0700	**8**	0	0	0	3	3	2	0	0	0	0	0	0	0	5	62.5	2	25	0	0	22.4	-
0800	**9**	0	0	1	1	4	2	1	0	0	0	0	0	0	7	77.78	3	33.33	0	0	23	-
0900	**8**	0	1	2	1	3	0	1	0	0	0	0	0	0	4	50	2	25	0	0	18.9	-
1000	**12**	0	0	1	4	3	3	1	0	0	0	0	0	0	7	58.33	6	50	0	0	21.9	26.8
1100	**10**	0	1	0	6	2	1	0	0	0	0	0	0	0	3	30	1	10	0	0	18.5	-
1200	**8**	1	0	0	3	3	1	0	0	0	0	0	0	0	4	50	1	12.5	0	0	17.6	-
1300	**8**	0	0	1	2	2	3	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	22.2	-
1400	**14**	0	1	1	6	4	2	0	0	0	0	0	0	0	6	42.86	2	14.29	0	0	19.7	26.8
1500	**5**	0	0	0	2	3	0	0	0	0	0	0	0	0	3	60	0	0	0	0	19.6	-
1600	**6**	0	0	1	3	2	0	0	0	0	0	0	0	0	2	33.33	0	0	0	0	18.7	-
1700	**3**	0	0	2	0	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	16	-
1800	**14**	0	0	3	4	4	3	0	0	0	0	0	0	0	7	50	3	21.43	0	0	19.6	27.6
1900	**3**	0	0	1	0	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	19.8	-
2000	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	20.3	-
2100	**3**	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.1	-
07-19	**105**	1	3	12	35	34	17	3	0	0	0	0	0	0	54	51.43	23	21.9	0	0	20.1	25.8
06-22	**118**	1	3	14	41	38	18	3	0	0	0	0	0	0	59	50	25	21.19	0	0	20	25.4
06-00	**119**	1	3	14	41	39	18	3	0	0	0	0	0	0	60	50.42	25	21.01	0	0	20	25.4
00-00	**121**	1	3	15	41	39	18	4	0	0	0	0	0	0	61	50.41	26	21.49	0	0	20	25.5

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Southbound

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
20 October 2023																						
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	**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	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
0600	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	19.2	-
0700	**9**	0	0	2	1	3	2	1	0	0	0	0	0	0	6	66.67	4	44.44	0	0	22	-
0800	**6**	0	0	0	1	4	1	0	0	0	0	0	0	0	5	83.33	1	16.67	0	0	22.3	-
0900	**7**	0	1	0	2	3	0	1	0	0	0	0	0	0	4	57.14	1	14.29	0	0	21	-
1000	**9**	0	0	1	5	2	0	1	0	0	0	0	0	0	3	33.33	2	22.22	0	0	19.7	-
1100	**9**	0	0	0	3	2	4	0	0	0	0	0	0	0	6	66.67	4	44.44	0	0	22.9	-
1200	**9**	0	2	3	2	2	0	0	0	0	0	0	0	0	2	22.22	0	0	0	0	15	-
1300	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	20.6	-
1400	**12**	0	1	0	3	5	2	1	0	0	0	0	0	0	8	66.67	5	41.67	0	0	22	28.3
1500	**16**	0	1	3	5	5	2	0	0	0	0	0	0	0	7	43.75	2	12.5	0	0	18.5	24.4
1600	**8**	1	0	1	1	3	2	0	0	0	0	0	0	0	5	62.5	2	25	0	0	18.5	-
1700	**6**	0	0	0	3	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	21.2	-
1800	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	20.1	-
1900	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	20.4	-
2000	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	19.5	-
2100	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	22	-
2200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.4	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**97**	1	5	10	29	34	14	4	0	0	0	0	0	0	52	53.61	22	22.68	0	0	20.1	25.9
06-22	**109**	1	5	12	33	38	16	4	0	0	0	0	0	0	58	53.21	24	22.02	0	0	20.1	25.9
06-00	**110**	1	5	12	33	38	17	4	0	0	0	0	0	0	59	53.64	25	22.73	0	0	20.2	25.9
00-00	**112**	1	5	12	35	38	17	4	0	0	0	0	0	0	59	52.68	25	22.32	0	0	20.1	25.8

SS1243 Neath																	Site	2	Location	Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)								
18 October 2023		to		24 October 2023													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						
21 October 2023																												
0000	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.2	-						
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	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.6	-						
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0600	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-						
0700	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	26.4	-						
0800	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	21.5	-						
0900	**6**	0	0	0	3	3	0	0	0	0	0	0	0	0	3	50	0	0	0	0	19.2	-						
1000	**6**	0	0	1	1	2	2	0	0	0	0	0	0	0	4	66.67	2	33.33	0	0	21.2	-						
1100	**10**	0	1	0	4	5	0	0	0	0	0	0	0	0	5	50	1	10	0	0	19.3	-						
1200	**19**	0	3	2	4	6	4	0	0	0	0	0	0	0	10	52.63	6	31.58	0	0	19.1	27						
1300	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	18.8	-						
1400	**8**	0	0	0	3	2	3	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	22.2	-						
1500	**11**	0	0	0	1	3	6	1	0	0	0	0	0	0	10	90.91	7	63.64	0	0	25	27.9						
1600	**5**	0	1	0	1	1	2	0	0	0	0	0	0	0	3	60	2	40	0	0	21	-						
1700	**3**	0	0	0	0	2	1	0	0	0	0	0	0	0	3	100	1	33.33	0	0	23.1	-						
1800	**7**	0	0	1	4	1	1	0	0	0	0	0	0	0	2	28.57	1	14.29	0	0	19	-						
1900	**7**	0	0	1	2	2	1	1	0	0	0	0	0	0	4	57.14	2	28.57	0	0	21.7	-						
2000	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	17.5	-						
2100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-						
2200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-						
2300	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.7	-						
07-19	**86**	**0**	**5**	**5**	**24**	**29**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**60.47**	**26**	**30.23**	**0**	**0**	**20.8**	**26.5**						
06-22	**98**	**0**	**5**	**8**	**28**	**32**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**58.16**	**28**	**28.57**	**0**	**0**	**20.7**	**26.5**						
06-00	**100**	**0**	**5**	**8**	**29**	**32**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**58**	**29**	**29**	**0**	**0**	**20.7**	**26.5**						
00-00	**103**	**0**	**5**	**9**	**29**	**34**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**58.25**	**30**	**29.13**	**0**	**0**	**20.7**	**26.4**						

SS1243 Neath																	Site	2	Location	Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)								
18 October 2023		to		24 October 2023													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						
22 October 2023																												
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0600	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	20.1	-						
0700	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	2	100	0	0	27	-						
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0900	**6**	0	0	1	3	1	1	0	0	0	0	0	0	0	2	33.33	1	16.67	0	0	19.4	-						
1000	**6**	0	1	0	1	3	1	0	0	0	0	0	0	0	4	66.67	3	50	0	0	21	-						
1100	**7**	1	0	1	3	2	0	0	0	0	0	0	0	0	2	28.57	0	0	0	0	15.7	-						
1200	**7**	0	0	1	4	1	1	0	0	0	0	0	0	0	2	28.57	1	14.29	0	0	19.5	-						
1300	**7**	0	0	1	5	1	0	0	0	0	0	0	0	0	1	14.29	0	0	0	0	18.2	-						
1400	**16**	0	0	1	4	5	5	1	0	0	0	0	0	0	11	68.75	7	43.75	0	0	22.5	28.3						
1500	**11**	0	0	1	3	5	2	0	0	0	0	0	0	0	7	63.64	3	27.27	0	0	20.7	25.4						
1600	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.1	-						
1700	**6**	0	0	1	0	3	2	0	0	0	0	0	0	0	5	83.33	2	33.33	0	0	21.4	-						
1800	**3**	0	0	2	0	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	15.8	-						
1900	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-						
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
2100	**14**	0	0	3	7	3	1	0	0	0	0	0	0	0	4	28.57	1	7.143	0	0	18.8	23.2						
2200	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	27	-						
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
07-19	**74**	**1**	**1**	**9**	**24**	**24**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**52.7**	**20**	**27.03**	**0**	**0**	**20.2**	**26.1**						
06-22	**92**	**1**	**1**	**13**	**33**	**28**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**47.83**	**21**	**22.83**	**0**	**0**	**19.9**	**25.4**						
06-00	**94**	**1**	**1**	**13**	**33**	**29**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**48.94**	**22**	**23.4**	**0**	**0**	**20.1**	**25.7**						
00-00	**94**	**1**	**1**	**13**	**33**	**29**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**48.94**	**22**	**23.4**	**0**	**0**	**20.1**	**25.7**						

SS1243 Neath																	Site	2	Location	Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)								
18 October 2023		to		24 October 2023													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						
23 October 2023																												
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-						
0500	**3**	0	0	1	0	2	0	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	19.6	-						
0600	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-						
0700	**7**	0	0	0	1	3	2	1	0	0	0	0	0	0	6	85.71	3	42.86	0	0	24.5	-						
0800	**7**	0	0	1	3	3	0	0	0	0	0	0	0	0	3	42.86	0	0	0	0	19.5	-						
0900	**7**	0	0	2	1	2	2	0	0	0	0	0	0	0	4	57.14	2	28.57	0	0	19.8	-						
1000	**10**	0	0	3	2	5	0	0	0	0	0	0	0	0	5	50	2	20	0	0	19.1	-						
1100	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	19.9	-						
1200	**7**	0	0	0	2	2	3	0	0	0	0	0	0	0	5	71.43	4	57.14	0	0	23.2	-						
1300	**14**	0	0	1	7	4	2	0	0	0	0	0	0	0	6	42.86	3	21.43	0	0	20.3	25.1						
1400	**17**	0	0	2	12	3	0	0	0	0	0	0	0	0	3	17.65	1	5.882	0	0	17.7	22.4						
1500	**12**	0	1	1	3	6	1	0	0	0	0	0	0	0	7	58.33	3	25	0	0	19.9	24.8						
1600	**11**	0	0	1	6	4	0	0	0	0	0	0	0	0	4	36.36	0	0	0	0	19.3	23.4						
1700	**4**	0	0	0	1	0	3	0	0	0	0	0	0	0	3	75	3	75	0	0	23.5	-						
1800	**11**	0	0	1	5	3	2	0	0	0	0	0	0	0	5	45.45	4	36.36	0	0	20.7	26						
1900	**7**	0	0	0	4	3	0	0	0	0	0	0	0	0	3	42.86	0	0	0	0	19.3	-						
2000	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.2	-						
2100	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.1	-						
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
07-19	**112**	**0**	**1**	**13**	**45**	**36**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**47.32**	**26**	**23.21**	**0**	**0**	**20.2**	**25.1**						
06-22	**124**	**0**	**1**	**14**	**51**	**41**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**46.77**	**27**	**21.77**	**0**	**0**	**20.1**	**24.8**						
06-00	**124**	**0**	**1**	**14**	**51**	**41**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**46.77**	**27**	**21.77**	**0**	**0**	**20.1**	**24.8**						
00-00	**128**	**0**	**1**	**15**	**52**	**43**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**46.88**	**28**	**21.88**	**0**	**0**	**20**	**24.9**						

SS1243 Neath																	Site	2	Location	Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)								
18 October 2023		to		24 October 2023													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						
24 October 2023																												
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	**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	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.9	-						
0600	**4**	0	0	1	1	0	1	1	0	0	0	0	0	0	2	50	2	50	0	0	21.8	-						
0700	**14**	0	0	2	4	4	4	0	0	0	0	0	0	0	8	57.14	6	42.86	0	0	21.9	27.1						
0800	**10**	0	0	1	3	6	0	0	0	0	0	0	0	0	6	60	1	10	0	0	19.5	-						
0900	**11**	0	0	2	3	4	1	1	0	0	0	0	0	0	6	54.55	3	27.27	0	0	20.5	28.6						
1000	**9**	0	0	2	3	2	2	0	0	0	0	0	0	0	4	44.44	2	22.22	0	0	19.4	-						
1100	**11**	0	0	2	4	5	0	0	0	0	0	0	0	0	5	45.45	0	0	0	0	18.3	21.7						
1200	**9**	0	0	2	3	4	0	0	0	0	0	0	0	0	4	44.44	1	11.11	0	0	19.3	-						
1300	**10**	0	0	1	3	5	1	0	0	0	0	0	0	0	6	60	2	20	0	0	21.4	-						
1400	**12**	0	1	2	5	3	1	0	0	0	0	0	0	0	4	33.33	1	8.333	0	0	17.7	23						
1500	**7**	0	1	0	4	1	0	1	0	0	0	0	0	0	2	28.57	2	28.57	0	0	18.8	-						
1600	**5**	0	0	2	2	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	17.5	-						
1700	**9**	0	0	2	2	5	0	0	0	0	0	0	0	0	5	55.56	1	11.11	0	0	19.5	-						
1800	**12**	0	0	1	0	8	3	0	0	0	0	0	0	0	11	91.67	5	41.67	0	0	22.4	26.1						
1900	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-						
2000	**3**	0	1	0	1	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	16.7	-						
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
2200	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.7	-						
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
07-19	**119**	**0**	**2**	**19**	**36**	**48**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**52.1**	**24**	**20.17**	**0**	**0**	**19.9**	**24.4**						
06-22	**128**	**0**	**3**	**20**	**40**	**49**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**50.78**	**26**	**20.31**	**0**	**0**	**19.8**	**24.4**						
06-00	**129**	**0**	**3**	**20**	**40**	**50**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**51.16**	**26**	**20.16**	**0**	**0**	**19.8**	**24.4**						
00-00	**131**	**0**	**3**	**20**	**41**	**51**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**67**	**51.15**	**26**	**19.85**	**0**	**0**	**19.8**	**24.4**						

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

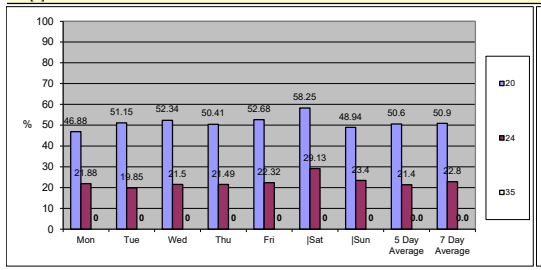
18 October 2023 to 24 October 2023 | Direction | Southbound

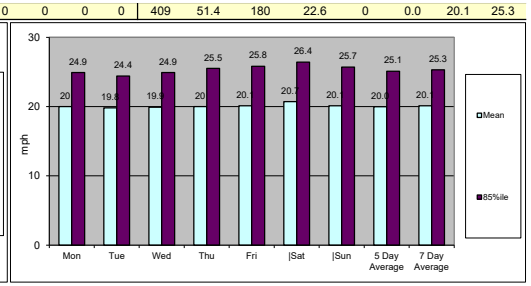
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	18.2	-
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	100	0	100	0	0	24.6	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0500	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	41.67	0	16.67	0	0	19.2	-
0600	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	39.13	1	17.39	0	0	18.3	-
0700	**7**	0	0	1	1	3	2	1	0	0	0	0	0	0	5	71.15	3	40.38	0	0	22.8	-
0800	**6**	0	0	0	1	3	1	0	0	0	0	0	0	0	4	68.29	1	17.07	0	0	21.2	-
0900	**8**	0	0	1	3	3	1	0	0	0	0	0	0	0	4	47.46	1	16.95	0	0	19.8	-
1000	**8**	0	0	1	3	3	1	0	0	0	0	0	0	0	4	51.72	3	32.76	0	0	20.1	-
1100	**9**	0	0	1	4	3	1	0	0	0	0	0	0	0	4	41.94	1	14.52	0	0	19.1	-
1200	**10**	0	1	1	3	3	1	0	0	0	0	0	0	0	4	44.12	2	19.12	0	0	18.6	-
1300	**7**	0	0	1	3	2	1	0	0	0	0	0	0	0	3	47.06	1	17.65	0	0	20	-
1400	**12**	0	0	1	5	3	2	0	0	0	0	0	0	0	6	45.98	3	24.14	0	0	20.3	26.2
1500	**10**	0	0	1	3	4	2	0	0	0	0	0	0	0	6	56.52	2	24.64	0	0	20.3	-
1600	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	46.51	1	13.95	0	0	19.2	-
1700	**6**	0	0	1	1	2	1	0	0	0	0	0	0	0	4	62.5	2	30	0	0	21	-
1800	**8**	0	0	1	2	3	2	0	0	0	0	0	0	0	5	58.93	2	30.36	0	0	20.7	-
1900	**4**	0	0	0	2	1	0	0	0	0	0	0	0	0	2	42.86	0	10.71	0	0	19.2	-
2000	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	14.29	0	0	19.5	-
2100	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	36.36	1	18.18	0	0	19.4	-
2200	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	80	0	40	0	0	23.6	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	50	0	0	23.4	-
07-19	**98**	**1**	**3**	**11**	**32**	**34**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**51**	**52.48**	**23**	**23.47**	**0**	**0**	**20.2**	**25.4**
06-22	**110**	**1**	**3**	**13**	**37**	**38**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**51.23**	**25**	**22.51**	**0**	**0**	**20.1**	**25.3**
06-00	**111**	**1**	**3**	**13**	**37**	**38**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**51.54**	**25**	**22.69**	**0**	**0**	**20.1**	**25.4**
00-00	**114**	**1**	**3**	**13**	**38**	**39**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**51.38**	**26**	**22.61**	**0**	**0**	**20.1**	**25.3**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Southbound

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	**128**	0	1	15	52	43	16	1	0	0	0	0	0	0	60	46.88	28	21.88	0	0	20	24.9
Tue	**131**	0	3	20	41	51	13	3	0	0	0	0	0	0	67	51.15	26	19.85	0	0	19.8	24.4
Wed	**107**	2	5	8	36	41	13	2	0	0	0	0	0	0	56	52.34	23	21.5	0	0	19.9	24.9
Thu	**121**	1	3	15	41	39	18	4	0	0	0	0	0	0	61	50.41	26	21.49	0	0	20	25.5
Fri	**112**	1	5	12	35	38	17	4	0	0	0	0	0	0	59	52.68	25	22.32	0	0	20.1	25.8
|Sat	**103**	0	5	9	29	34	23	3	0	0	0	0	0	0	60	58.25	30	29.13	0	0	20.7	26.4
|Sun	**94**	1	1	13	33	29	15	2	0	0	0	0	0	0	46	48.94	22	23.4	0	0	20.1	25.7
5 Day Average																						
[--]	**120**	1	3	14	41	42	15	3	0	0	0	0	0	0	61	50.6	26	21.4	0	0.0	20.0	25.1
7 Day Average																						
[--]	**114**	1	3	13	38	39	16	3	0	0	0	0	0	0	58	50.9	26	22.8	0	0.0	20.1	25.3
Total Vehicles																						
[--]	**796**	5	23	92	267	275	115	19	0	0	0	0	0	0	409	51.4	180	22.6	0	0.0	20.1	25.3





SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	4	1	0	0	1	0	0	0	0	0	0	0
0700	**15**	0	11	4	0	0	0	0	0	0	0	0	0	0
0800	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0900	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
1000	**9**	1	6	1	0	1	0	0	0	0	0	0	0	0
1100	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
1200	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
1300	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
1400	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
1500	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
1600	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
1700	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
1800	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1900	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
2000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**183**	**1**	**156**	**25**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**211**	**1**	**181**	**27**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**213**	**1**	**183**	**27**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**216**	**1**	**186**	**27**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0800	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
0900	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
1000	**19**	0	15	4	0	0	0	0	0	0	0	0	0	0
1100	**23**	0	19	4	0	0	0	0	0	0	0	0	0	0
1200	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
1300	**18**	0	12	6	0	0	0	0	0	0	0	0	0	0
1400	**29**	0	24	5	0	0	0	0	0	0	0	0	0	0
1500	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1600	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
1700	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
1800	**27**	0	25	2	0	0	0	0	0	0	0	0	0	0
1900	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
2000	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**210**	**0**	**175**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**237**	**0**	**200**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**241**	**0**	**204**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**243**	**0**	**206**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
0800	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	**15**	0	7	8	0	0	0	0	0	0	0	0	0	0
1000	**18**	0	14	4	0	0	0	0	0	0	0	0	0	0
1100	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1200	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
1300	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1400	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
1500	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
1600	**22**	1	20	1	0	0	0	0	0	0	0	0	0	0
1700	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
1800	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1900	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
2000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**195**	1	166	28	0	0	0	0	0	0	0	0	0	0
06-22	**220**	1	187	32	0	0	0	0	0	0	0	0	0	0
06-00	**223**	1	190	32	0	0	0	0	0	0	0	0	0	0
00-00	**225**	1	192	32	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1000	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1100	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
1200	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
1300	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
1400	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
1500	**20**	0	15	5	0	0	0	0	0	0	0	0	0	0
1600	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1800	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1900	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
2000	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
2100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**163**	0	144	19	0	0	0	0	0	0	0	0	0	0
06-22	**193**	0	174	19	0	0	0	0	0	0	0	0	0	0
06-00	**197**	0	178	19	0	0	0	0	0	0	0	0	0	0
00-00	**205**	0	186	19	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1000	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1100	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
1200	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1300	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
1400	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
1500	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
1600	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
1700	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
1800	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2100	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**162**	0	153	9	0	0	0	0	0	0	0	0	0	0
06-22	**188**	0	179	9	0	0	0	0	0	0	0	0	0	0
06-00	**190**	0	181	9	0	0	0	0	0	0	0	0	0	0
00-00	**190**	0	181	9	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0800	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0900	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
1000	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
1100	**12**	0	8	4	0	0	0	0	0	0	0	0	0	0
1200	**16**	0	9	7	0	0	0	0	0	0	0	0	0	0
1300	**27**	0	19	8	0	0	0	0	0	0	0	0	0	0
1400	**28**	0	23	5	0	0	0	0	0	0	0	0	0	0
1500	**27**	0	25	2	0	0	0	0	0	0	0	0	0	0
1600	**26**	0	21	5	0	0	0	0	0	0	0	0	0	0
1700	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
1800	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
1900	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
2000	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
2100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**223**	0	181	42	0	0	0	0	0	0	0	0	0	0
06-22	**250**	0	205	45	0	0	0	0	0	0	0	0	0	0
06-00	**251**	0	206	45	0	0	0	0	0	0	0	0	0	0
00-00	**256**	0	211	45	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0700	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
0800	**16**	0	11	4	0	0	0	0	1	0	0	0	0	0
0900	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1000	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
1100	**23**	0	16	7	0	0	0	0	0	0	0	0	0	0
1200	**21**	0	15	6	0	0	0	0	0	0	0	0	0	0
1300	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
1400	**24**	0	22	2	0	0	0	0	0	0	0	0	0	0
1500	**20**	0	18	1	0	0	1	0	0	0	0	0	0	0
1600	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
1700	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
1800	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
1900	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
2000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**228**	**0**	**193**	**33**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**254**	**0**	**219**	**33**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**257**	**0**	**222**	**33**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**260**	**0**	**225**	**33**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

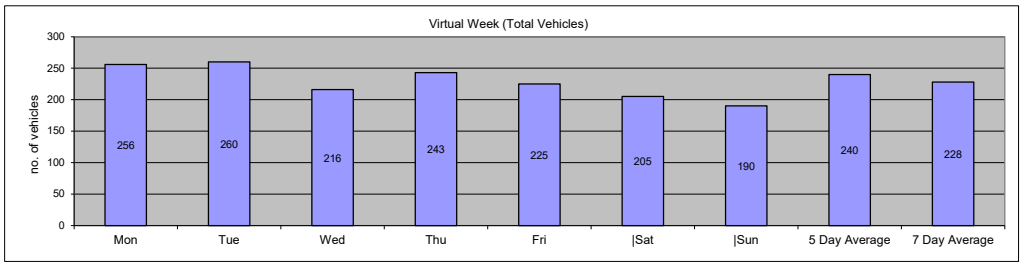
18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	**9**	0	8	2	0	0	0	0	0	0	0	0	0	0
0900	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
1000	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
1100	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
1200	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
1300	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
1400	**24**	0	21	2	0	0	0	0	0	0	0	0	0	0
1500	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
1600	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
1700	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1800	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
1900	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2100	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**195**	**0**	**167**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**222**	**0**	**192**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**225**	**0**	**195**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**228**	**0**	**198**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**256**	0	211	45	0	0	0	0	0	0	0	0	0	0
Tue	**260**	0	225	33	0	0	1	0	1	0	0	0	0	0
Wed	**216**	1	186	27	0	1	1	0	0	0	0	0	0	0
Thu	**243**	0	206	37	0	0	0	0	0	0	0	0	0	0
Fri	**225**	1	192	32	0	0	0	0	0	0	0	0	0	0
|Sat	**205**	0	186	19	0	0	0	0	0	0	0	0	0	0
|Sun	**190**	0	181	9	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**240**	0	204	35	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**228**	0	198	29	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**1595**	2	1387	202	0	1	2	0	1	0	0	0	0	0



SS1243 Neath | Site 2 | Location Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0	5	10	15	20	25	30	35	40	45	50	55	60	130	Speed Limit (PSL) 20	ACPO (SL1) 20	24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130									
18 October 2023																							
0000	**0**	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	0	-	-
0200	**0**	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	0	-	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	17.2	-
0600	**6**	1	1	0	1	3	0	0	0	0	0	0	0	0	0	3	50	0	0	0	0	16.7	-
0700	**15**	0	0	1	4	8	1	1	0	0	0	0	0	0	0	10	66.67	4	26.67	0	0	21.8	27.6
0800	**8**	0	0	1	1	6	0	0	0	0	0	0	0	0	0	6	75	1	12.5	0	0	21.1	-
0900	**22**	0	0	1	11	9	1	0	0	0	0	0	0	0	0	10	45.45	2	9.091	0	0	20	23.8
1000	**9**	2	0	1	3	2	1	0	0	0	0	0	0	0	0	3	33.33	2	22.22	0	0	15.9	-
1100	**23**	0	0	5	10	6	2	0	0	0	0	0	0	0	0	8	34.78	3	13.04	0	0	18.9	23.7
1200	**14**	0	2	1	7	4	0	0	0	0	0	0	0	0	0	4	28.57	0	0	0	0	17.7	22.5
1300	**16**	0	2	2	1	11	0	0	0	0	0	0	0	0	0	11	68.75	1	6.25	0	0	18.3	22.9
1400	**18**	0	0	2	8	3	4	1	0	0	0	0	0	0	0	8	44.44	6	33.33	0	0	20.4	26.2
1500	**17**	0	0	2	4	8	3	0	0	0	0	0	0	0	0	11	64.71	4	23.53	0	0	21	27.2
1600	**14**	0	0	1	3	8	2	0	0	0	0	0	0	0	0	10	71.43	3	21.43	0	0	21.6	25.2
1700	**19**	0	0	1	6	5	7	0	0	0	0	0	0	0	0	12	63.16	8	42.11	0	0	22.1	27.5
1800	**8**	0	0	0	2	2	4	0	0	0	0	0	0	0	0	6	75	4	50	0	0	23	-
1900	**13**	0	2	1	4	5	1	0	0	0	0	0	0	0	0	6	46.15	1	7.692	0	0	18.8	23.6
2000	**4**	0	0	1	0	2	1	0	0	0	0	0	0	0	0	3	75	2	50	0	0	21.3	-
2100	**5**	0	0	0	2	2	1	0	0	0	0	0	0	0	0	3	60	2	40	0	0	21.8	-
2200	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	100	1	50	0	0	23.6	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**183**	**2**	**4**	**18**	**60**	**72**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**54.1**	**38**	**20.77**	**0**	**0**	**20.1**	**25**
06-22	**211**	**3**	**7**	**20**	**67**	**84**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**	**54.03**	**43**	**20.38**	**0**	**0**	**20**	**24.9**
06-00	**213**	**3**	**7**	**20**	**67**	**86**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**54.46**	**44**	**20.66**	**0**	**0**	**20**	**24.9**
00-00	**216**	**3**	**7**	**21**	**68**	**87**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**117**	**54.17**	**44**	**20.37**	**0**	**0**	**20**	**24.9**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
19 October 2023																						
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	**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	**2**	0	0	1	0	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	21	-
0600	**6**	0	0	1	2	2	0	1	0	0	0	0	0	0	3	50	2	33.33	0	0	20.5	-
0700	**9**	0	0	0	4	3	2	0	0	0	0	0	0	0	5	55.56	2	22.22	0	0	21.9	-
0800	**13**	0	0	1	3	5	2	2	0	0	0	0	0	0	9	69.23	4	30.77	0	0	23	29.8
0900	**18**	0	2	2	3	9	1	1	0	0	0	0	0	0	11	61.11	4	22.22	0	0	19.8	25.5
1000	**19**	0	0	2	7	5	4	1	0	0	0	0	0	0	10	52.63	8	42.11	0	0	21.2	26.5
1100	**23**	0	1	1	11	8	2	0	0	0	0	0	0	0	10	43.48	2	8.696	0	0	19.3	23.8
1200	**13**	1	0	1	3	5	3	0	0	0	0	0	0	0	8	61.54	3	23.08	0	0	19.3	26.8
1300	**18**	0	0	2	10	3	3	0	0	0	0	0	0	0	6	33.33	3	16.67	0	0	19.8	25.8
1400	**29**	0	1	3	11	10	3	1	0	0	0	0	0	0	14	48.28	4	13.79	0	0	19.9	24.8
1500	**12**	0	0	0	4	7	1	0	0	0	0	0	0	0	8	66.67	1	8.333	0	0	20.8	23.7
1600	**12**	0	0	2	5	4	1	0	0	0	0	0	0	0	5	41.67	1	8.333	0	0	18.9	24.1
1700	**17**	0	0	4	3	8	2	0	0	0	0	0	0	0	10	58.82	3	17.65	0	0	20.4	25.5
1800	**27**	0	0	5	9	6	7	0	0	0	0	0	0	0	13	48.15	7	25.93	0	0	20.2	26.2
1900	**8**	0	0	1	2	2	3	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	21.3	-
2000	**9**	0	0	0	4	5	0	0	0	0	0	0	0	0	5	55.56	1	11.11	0	0	20.7	-
2100	**4**	0	0	0	3	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	17.8	-
2200	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.1	-
2300	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.8	-
07-19	**210**	**1**	**4**	**23**	**73**	**73**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**109**	**51.9**	**42**	**20**	**0**	**0**	**20.2**	**25.7**
06-22	**237**	**1**	**4**	**25**	**84**	**83**	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**51.9**	**48**	**20.25**	**0**	**0**	**20.3**	**25.5**
06-00	**241**	**1**	**4**	**26**	**85**	**85**	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**125**	**51.87**	**48**	**19.92**	**0**	**0**	**20.2**	**25.5**
00-00	**243**	**1**	**4**	**27**	**85**	**85**	**34**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**51.85**	**49**	**20.16**	**0**	**0**	**20.2**	**25.5**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
20 October 2023																						
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	**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	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-
0600	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	19.8	-
0700	**11**	0	0	2	1	4	3	1	0	0	0	0	0	0	8	72.73	5	45.45	0	0	22.7	29.9
0800	**10**	0	0	0	2	7	1	0	0	0	0	0	0	0	8	80	3	30	0	0	22.4	-
0900	**15**	0	2	0	6	6	0	1	0	0	0	0	0	0	7	46.67	1	6.667	0	0	19.5	23.4
1000	**18**	0	1	1	9	5	0	2	0	0	0	0	0	0	7	38.89	3	16.67	0	0	19.4	25
1100	**16**	0	0	0	8	3	4	1	0	0	0	0	0	0	8	50	5	31.25	0	0	21.8	28.2
1200	**19**	0	2	3	6	7	1	0	0	0	0	0	0	0	8	42.11	1	5.263	0	0	18.1	22.8
1300	**10**	0	0	1	3	6	0	0	0	0	0	0	0	0	6	60	0	0	0	0	20.7	-
1400	**20**	0	2	0	6	7	4	1	0	0	0	0	0	0	12	60	7	35	0	0	21.3	27.8
1500	**30**	0	1	5	10	10	3	1	0	0	0	0	0	0	14	46.67	4	13.33	0	0	19.2	24.7
1600	**22**	1	1	2	3	11	4	0	0	0	0	0	0	0	15	68.18	5	22.73	0	0	20.3	26.4
1700	**15**	0	0	0	4	5	5	1	0	0	0	0	0	0	11	73.33	6	40	0	0	22.9	28
1800	**9**	0	0	1	3	5	0	0	0	0	0	0	0	0	5	55.56	1	11.11	0	0	20.3	-
1900	**9**	0	0	0	3	5	1	0	0	0	0	0	0	0	6	66.67	1	11.11	0	0	21.6	-
2000	**7**	0	0	3	0	2	2	0	0	0	0	0	0	0	4	57.14	2	28.57	0	0	19.1	-
2100	**3**	0	0	0	1	1	0	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	24.1	-
2200	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	23.2	-
2300	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
07-19	**195**	**1**	**9**	**15**	**61**	**76**	**25**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**109**	**55.9**	**41**	**21.03**	**0**	**0**	**20.5**	**25.5**
06-22	**220**	**1**	**9**	**19**	**67**	**86**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**124**	**56.36**	**46**	**20.91**	**0**	**0**	**20.5**	**25.7**
06-00	**223**	**1**	**9**	**19**	**67**	**88**	**30**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**56.95**	**47**	**21.08**	**0**	**0**	**20.5**	**25.7**
00-00	**225**	**1**	**9**	**19**	**69**	**88**	**30**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**56.44**	**47**	**20.89**	**0**	**0**	**20.5**	**25.6**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
21 October 2023																						
0000	**5**	0	0	1	0	4	0	0	0	0	0	0	0	0	4	80	1	20	0	0	21.1	-
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	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	2	100	0	0	29.3	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.5	-
0600	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
0700	**3**	0	0	0	0	1	0	2	0	0	0	0	0	0	3	100	2	66.67	0	0	27.8	-
0800	**8**	0	0	0	2	3	3	0	0	0	0	0	0	0	6	75	3	37.5	0	0	22.3	-
0900	**7**	0	0	0	3	4	0	0	0	0	0	0	0	0	4	57.14	1	14.29	0	0	19.9	-
1000	**10**	0	0	1	2	4	3	0	0	0	0	0	0	0	7	70	3	30	0	0	21.2	-
1100	**19**	0	1	0	7	9	2	0	0	0	0	0	0	0	11	57.89	5	26.32	0	0	20.6	24.6
1200	**29**	0	4	5	5	10	5	0	0	0	0	0	0	0	15	51.72	7	24.14	0	0	18.7	26.2
1300	**13**	0	0	1	3	5	3	1	0	0	0	0	0	0	9	69.23	7	53.85	0	0	22.2	26.6
1400	**18**	0	0	0	4	9	4	1	0	0	0	0	0	0	14	77.78	6	33.33	0	0	22.5	26.8
1500	**20**	0	0	0	4	7	7	2	0	0	0	0	0	0	16	80	10	50	0	0	23.9	27.3
1600	**15**	0	1	2	6	3	3	0	0	0	0	0	0	0	6	40	4	26.67	0	0	19.5	27.8
1700	**9**	0	0	1	1	4	3	0	0	0	0	0	0	0	7	77.78	3	33.33	0	0	22.5	-
1800	**12**	0	0	1	6	4	1	0	0	0	0	0	0	0	5	41.67	1	8.333	0	0	19.4	22.2
1900	**16**	0	0	3	5	5	2	1	0	0	0	0	0	0	8	50	4	25	0	0	20.9	27.1
2000	**8**	0	0	1	1	5	0	1	0	0	0	0	0	0	6	75	1	12.5	0	0	21.1	-
2100	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	3	75	0	0	25.3	-
2200	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-
2300	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	23.5	-
07-19	**163**	**0**	**6**	**11**	**43**	**63**	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**103**	**63.19**	**52**	**31.9**	**0**	**0**	**21.1**	**26.6**
06-22	**193**	**0**	**6**	**16**	**51**	**74**	**38**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**120**	**62.18**	**60**	**31.09**	**0**	**0**	**21.1**	**26.7**
06-00	**197**	**0**	**6**	**17**	**52**	**75**	**39**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	**61.93**	**61**	**30.96**	**0**	**0**	**21.1**	**26.7**
00-00	**205**	**0**	**6**	**18**	**52**	**80**	**40**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**62.93**	**65**	**31.71**	**0**	**0**	**21.2**	**26.7**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
22 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	20.1	-
0700	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	24.5	-
0800	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	22.7	-
0900	**10**	0	0	1	5	2	2	0	0	0	0	0	0	0	4	40	2	20	0	0	20.1	-
1000	**9**	0	1	1	1	5	1	0	0	0	0	0	0	0	6	66.67	3	33.33	0	0	20.2	-
1100	**11**	1	1	2	5	2	0	0	0	0	0	0	0	0	2	18.18	0	0	0	0	14.8	20.8
1200	**16**	0	0	3	5	7	1	0	0	0	0	0	0	0	8	50	1	6.25	0	0	19.8	23.4
1300	**13**	0	0	1	6	6	0	0	0	0	0	0	0	0	6	46.15	0	0	0	0	19.4	22.7
1400	**28**	0	0	3	5	11	8	1	0	0	0	0	0	0	20	71.43	12	42.86	0	0	22	27
1500	**15**	0	0	2	5	6	2	0	0	0	0	0	0	0	8	53.33	3	20	0	0	20.2	24.9
1600	**17**	0	0	1	6	9	1	0	0	0	0	0	0	0	10	58.82	3	17.65	0	0	20.5	24.1
1700	**14**	0	0	2	2	7	3	0	0	0	0	0	0	0	10	71.43	4	28.57	0	0	21.1	26
1800	**24**	0	0	7	9	8	0	0	0	0	0	0	0	0	8	33.33	2	8.333	0	0	18.2	22.8
1900	**4**	0	0	1	1	0	1	1	0	0	0	0	0	0	2	50	2	50	0	0	22.1	-
2000	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	2	50	0	0	24	-
2100	**16**	0	0	3	7	4	2	0	0	0	0	0	0	0	6	37.5	2	12.5	0	0	19.5	24.5
2200	**2**	0	0	0	0	1	0	1	0	0	0	0	0	0	2	100	1	50	0	0	27	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**162**	**1**	**2**	**23**	**51**	**64**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**85**	**52.47**	**33**	**20.37**	**0**	**0**	**20**	**24.7**
06-22	**188**	**1**	**2**	**27**	**61**	**70**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**51.6**	**39**	**20.74**	**0**	**0**	**20.1**	**24.8**
06-00	**190**	**1**	**2**	**27**	**61**	**71**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**52.11**	**40**	**21.05**	**0**	**0**	**20.1**	**24.9**
00-00	**190**	**1**	**2**	**27**	**61**	**71**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**99**	**52.11**	**40**	**21.05**	**0**	**0**	**20.1**	**24.9**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
23 October 2023																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.1	-
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	**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	**3**	0	0	1	0	2	0	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	19.6	-
0600	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
0700	**12**	0	0	1	3	4	2	2	0	0	0	0	0	0	8	66.67	4	33.33	0	0	23.3	30.7
0800	**9**	0	0	1	4	4	0	0	0	0	0	0	0	0	4	44.44	0	0	0	0	19.6	-
0900	**12**	0	0	3	3	3	3	0	0	0	0	0	0	0	6	50	3	25	0	0	19.6	27
1000	**16**	0	0	4	4	7	1	0	0	0	0	0	0	0	8	50	3	18.75	0	0	19.7	24.8
1100	**12**	0	1	1	4	3	2	1	0	0	0	0	0	0	6	50	3	25	0	0	20.2	30
1200	**16**	0	0	1	7	4	4	0	0	0	0	0	0	0	8	50	6	37.5	0	0	21.2	28.4
1300	**27**	0	1	1	10	10	5	0	0	0	0	0	0	0	15	55.56	6	22.22	0	0	20.6	25.3
1400	**28**	0	2	2	16	8	0	0	0	0	0	0	0	0	8	28.57	1	3.571	0	0	17.8	21.7
1500	**27**	0	1	2	6	13	5	0	0	0	0	0	0	0	18	66.67	8	29.63	0	0	21.1	26.8
1600	**26**	0	0	3	10	12	1	0	0	0	0	0	0	0	13	50	4	15.38	0	0	20	24.2
1700	**18**	0	0	0	7	6	4	1	0	0	0	0	0	0	11	61.11	5	27.78	0	0	21.9	25.6
1800	**20**	0	0	3	6	9	2	0	0	0	0	0	0	0	11	55	7	35	0	0	20.5	24.8
1900	**12**	0	0	2	5	5	0	0	0	0	0	0	0	0	5	41.67	1	8.333	0	0	19	22.1
2000	**9**	0	0	1	3	4	1	0	0	0	0	0	0	0	5	55.56	1	11.11	0	0	19.9	-
2100	**4**	0	0	0	1	3	0	0	0	0	0	0	0	0	3	75	1	25	0	0	21.5	-
2200	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**223**	**0**	**5**	**22**	**80**	**83**	**29**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**52.02**	**50**	**22.42**	**0**	**0**	**20.3**	**25**
06-22	**250**	**0**	**5**	**26**	**90**	**95**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**51.6**	**53**	**21.2**	**0**	**0**	**20.2**	**24.8**
06-00	**251**	**0**	**5**	**26**	**91**	**95**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**51.39**	**53**	**21.12**	**0**	**0**	**20.2**	**24.8**
00-00	**256**	**0**	**5**	**27**	**92**	**98**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**51.56**	**54**	**21.09**	**0**	**0**	**20.2**	**24.8**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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
24 October 2023																						
0000	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
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	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.9	-
0600	**8**	0	0	1	2	1	2	2	0	0	0	0	0	0	5	62.5	4	50	0	0	23.4	-
0700	**18**	0	0	2	5	6	5	0	0	0	0	0	0	0	11	61.11	7	38.89	0	0	22.1	27.4
0800	**16**	0	0	2	4	9	1	0	0	0	0	0	0	0	10	62.5	2	12.5	0	0	19.9	23.8
0900	**16**	0	0	2	5	6	2	1	0	0	0	0	0	0	9	56.25	4	25	0	0	20.6	26.5
1000	**16**	0	0	3	5	5	3	0	0	0	0	0	0	0	8	50	4	25	0	0	19.4	25.3
1100	**23**	0	0	5	8	10	0	0	0	0	0	0	0	0	10	43.48	2	8.696	0	0	18.7	23.9
1200	**21**	0	0	3	5	11	2	0	0	0	0	0	0	0	13	61.9	3	14.29	0	0	20.6	24.2
1300	**15**	0	0	2	7	5	1	0	0	0	0	0	0	0	6	40	2	13.33	0	0	19.9	24.1
1400	**24**	0	1	4	6	9	3	1	0	0	0	0	0	0	13	54.17	4	16.67	0	0	19.7	26.2
1500	**20**	0	2	3	9	3	2	1	0	0	0	0	0	0	6	30	4	20	0	0	18.5	27.4
1600	**18**	0	0	3	8	5	2	0	0	0	0	0	0	0	7	38.89	2	11.11	0	0	19	23.8
1700	**21**	0	0	2	4	12	3	0	0	0	0	0	0	0	15	71.43	4	19.05	0	0	21.2	24.9
1800	**20**	0	0	2	1	14	3	0	0	0	0	0	0	0	17	85	8	40	0	0	22	25.6
1900	**6**	0	0	0	4	1	1	0	0	0	0	0	0	0	2	33.33	1	16.67	0	0	19.4	-
2000	**7**	0	1	0	2	3	1	0	0	0	0	0	0	0	4	57.14	1	14.29	0	0	19.6	-
2100	**5**	0	0	0	0	4	0	1	0	0	0	0	0	0	5	100	2	40	0	0	24.8	-
2200	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	17.5	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**228**	**0**	**3**	**33**	**67**	**95**	**27**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**125**	**54.82**	**46**	**20.18**	**0**	**0**	**20.1**	**24.6**
06-22	**254**	**0**	**4**	**34**	**75**	**104**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**55.51**	**54**	**21.26**	**0**	**0**	**20.3**	**24.9**
06-00	**257**	**0**	**4**	**35**	**76**	**105**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**55.25**	**54**	**21.01**	**0**	**0**	**20.2**	**24.9**
00-00	**260**	**0**	**4**	**35**	**78**	**106**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**143**	**55**	**54**	**20.77**	**0**	**0**	**20.2**	**24.9**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

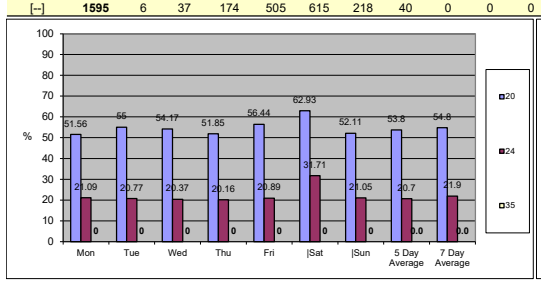
18 October 2023 to 24 October 2023 | Direction | Two-Way

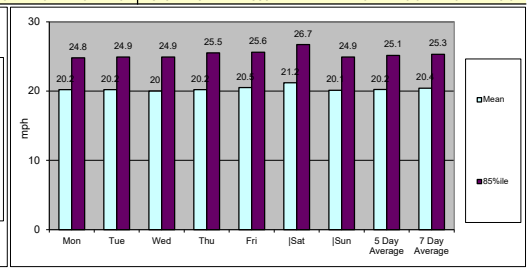
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	71.43	0	14.29	0	0	20.9	-
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	100	0	100	0	0	29.3	-
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
0500	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	46.15	0	23.08	0	0	19.9	-
0600	**5**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	46.88	1	21.88	0	0	19.8	-
0700	**10**	0	0	1	3	4	2	1	0	0	0	0	0	0	7	66.2	4	36.62	0	0	22.6	29.1
0800	**9**	0	0	1	2	5	1	0	0	0	0	0	0	0	6	66.67	2	21.21	0	0	21.4	-
0900	**14**	0	1	1	5	6	1	0	0	0	0	0	0	0	7	51	2	17	0	0	19.9	24.8
1000	**14**	0	0	2	4	5	2	0	0	0	0	0	0	0	7	50.52	4	26.8	0	0	19.8	25.3
1100	**18**	0	1	2	8	6	2	0	0	0	0	0	0	0	8	43.31	3	15.75	0	0	19.3	24.2
1200	**18**	0	1	2	5	7	2	0	0	0	0	0	0	0	9	50	3	16.41	0	0	19.3	24.2
1300	**16**	0	0	1	6	7	2	0	0	0	0	0	0	0	8	52.68	3	16.96	0	0	20.1	24.2
1400	**24**	0	1	2	8	8	4	1	0	0	0	0	0	0	13	53.94	6	24.24	0	0	20.4	26
1500	**20**	0	1	2	6	8	3	1	0	0	0	0	0	0	12	57.45	5	24.11	0	0	20.6	26.4
1600	**18**	0	0	2	6	7	2	0	0	0	0	0	0	0	9	53.23	3	17.74	0	0	20	24.3
1700	**16**	0	0	1	4	7	4	0	0	0	0	0	0	0	11	67.26	5	29.2	0	0	21.6	26.6
1800	**17**	0	0	3	5	7	2	0	0	0	0	0	0	0	9	54.17	4	25	0	0	20.3	24.9
1900	**10**	0	0	1	3	3	1	0	0	0	0	0	0	0	5	50	2	19.12	0	0	20.2	-
2000	**7**	0	0	1	2	3	1	0	0	0	0	0	0	0	4	62.5	1	20.83	0	0	20.5	-
2100	**6**	0	0	0	2	2	1	0	0	0	0	0	0	0	3	56.1	2	26.83	0	0	21.4	-
2200	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	57.14	0	21.43	0	0	20.3	-
2300	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	80	0	20	0	0	21.5	-
07-19	**195**	**1**	**5**	**21**	**62**	**75**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	**54.69**	**43**	**22.14**	**0**	**0**	**20.3**	**25.2**
06-22	**222**	**1**	**5**	**24**	**71**	**85**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**121**	**54.6**	**49**	**22.09**	**0**	**0**	**20.3**	**25.3**
06-00	**225**	**1**	**5**	**24**	**71**	**86**	**31**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**54.71**	**50**	**22.07**	**0**	**0**	**20.3**	**25.3**
00-00	**228**	**1**	**5**	**25**	**72**	**88**	**31**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**125**	**54.73**	**50**	**22.13**	**0**	**0**	**20.4**	**25.3**

SS1243 Neath | Site | 2 | Location | Leiros Parc Dr east between Curlew Close & Bittern Court (51.674257, -3.804917)

18 October 2023 to 24 October 2023 | Direction | Two-Way

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	**256**	0	5	27	92	98	30	4	0	0	0	0	0	0	132	51.56	54	21.09	0	0	20.2	24.8
Tue	**260**	0	4	35	78	106	31	6	0	0	0	0	0	0	143	55	54	20.77	0	0	20.2	24.9
Wed	**216**	3	7	21	68	87	28	2	0	0	0	0	0	0	117	54.17	44	20.37	0	0	20	24.9
Thu	**243**	1	4	27	85	85	34	7	0	0	0	0	0	0	126	51.85	49	20.16	0	0	20.2	25.5
Fri	**225**	1	9	19	69	88	30	9	0	0	0	0	0	0	127	56.44	47	20.89	0	0	20.5	25.6
|Sat	**205**	0	6	18	52	80	40	9	0	0	0	0	0	0	129	62.93	65	31.71	0	0	21.2	26.7
|Sun	**190**	1	2	27	61	71	25	3	0	0	0	0	0	0	99	52.11	40	21.05	0	0	20.1	24.9
5 Day Average																						
[--]	**240**	1	6	26	78	93	31	6	0	0	0	0	0	0	129	53.8	50	20.7	0	0.0	20.2	25.1
7 Day Average																						
[--]	**228**	1	5	25	72	88	31	6	0	0	0	0	0	0	125	54.8	50	21.9	0	0.0	20.4	25.3
Total Vehicles																						
[--]	**1595**	6	37	174	505	615	218	40	0	0	0	0	0	0	873	54.7	353	22.1	0	0.0	20.4	25.3





Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

Severnside
Transportation Data Collection
Severnside
Traffic Management

Job Number & Title: SS1243 Neath

Site Location: Site 3 Daphne Rd east of Kestrel Close

Survey Date: 18/10/2023

Site Location Plan



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) >PSL	>PSL%	110%(PSL) + 2 (SL1) >SL1	>SL1%	DfT PSL+15 (SL2) >SL2	>SL2%	Mean Speed	85%ile Speed
SS1243 Neath OCTOBER 2023																	
3	Daphne Rd east of Kestrel Close	51.673153, -3.804021	Northbound	18 October 2023	24 October 2023	20	338	54	48	171	50.6	93	27.5	1	0.3	20.3	26.4
			Southbound	18 October 2023	24 October 2023		362	58	52	142	39.2	63	17.4	1	0.3	18.8	24.3
			Two-Way	18 October 2023	24 October 2023		700	112	100	313	45	156	22	2	0	20	25

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Severnside
Traffic Management

SS1243 Neath — Site 3 — Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 — Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	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
0200	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
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	2	0	0	0	1	0	0	0	0	0	0	0
0800	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	3	0	1	2	0	0	0	0	0	0	0	0	0	0
1000	5	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
1400	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1500	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1600	8	0	6	2	0	0	0	0	0	0	0	0	0	0
1700	4	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	3	1	2	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	54	1	42	10	0	0	1	0	0	0	0	0	0	0
06-22	63	1	51	10	0	0	1	0	0	0	0	0	0	0
06-00	63	1	51	10	0	0	1	0	0	0	0	0	0	0
00-00	63	1	51	10	0	0	1	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	2	1	0	0	1	0	0	0	0	0	0	0
1500	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**45**	0	39	5	0	0	1	0	0	0	0	0	0	0
06-22	**51**	0	43	7	0	0	1	0	0	0	0	0	0	0
06-00	**52**	0	44	7	0	0	1	0	0	0	0	0	0	0
00-00	**52**	0	44	7	0	0	1	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1000	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1100	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
1200	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1400	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1500	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1700	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**55**	1	49	5	0	0	0	0	0	0	0	0	0	0
06-22	**61**	1	55	5	0	0	0	0	0	0	0	0	0	0
06-00	**62**	1	56	5	0	0	0	0	0	0	0	0	0	0
00-00	**62**	1	56	5	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
06-22	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0
06-00	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0
00-00	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**27**	0	24	3	0	0	0	0	0	0	0	0	0	0
06-22	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
06-00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
00-00	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
1400	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1600	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**46**	0	40	6	0	0	0	0	0	0	0	0	0	0
06-22	**54**	0	47	7	0	0	0	0	0	0	0	0	0	0
06-00	**54**	0	47	7	0	0	0	0	0	0	0	0	0	0
00-00	**54**	0	47	7	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1600	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
06-22	**39**	0	36	3	0	0	0	0	0	0	0	0	0	0
06-00	**41**	0	38	3	0	0	0	0	0	0	0	0	0	0
00-00	**41**	0	38	3	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

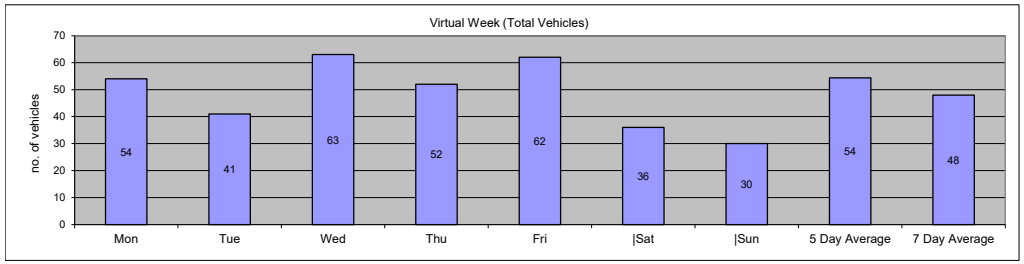
18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1300	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1400	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	5	1	0	0	0	0	0	0	0	0	0	0
1600	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**42**	0	36	5	0	0	0	0	0	0	0	0	0	0
06-22	**48**	0	42	5	0	0	0	0	0	0	0	0	0	0
06-00	**48**	0	42	5	0	0	0	0	0	0	0	0	0	0
00-00	**48**	0	42	5	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**54**	0	47	7	0	0	0	0	0	0	0	0	0	0
Tue	**41**	0	38	3	0	0	0	0	0	0	0	0	0	0
Wed	**63**	1	51	10	0	0	1	0	0	0	0	0	0	0
Thu	**52**	0	44	7	0	0	1	0	0	0	0	0	0	0
Fri	**62**	1	56	5	0	0	0	0	0	0	0	0	0	0
|Sat	**36**	0	34	2	0	0	0	0	0	0	0	0	0	0
|Sun	**30**	0	26	4	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**54**	0	47	6	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**48**	0	42	5	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**338**	2	296	38	0	0	2	0	0	0	0	0	0	0



SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
18 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.3	-
0700	**3**	0	0	0	0	2	1	0	0	0	0	0	0	0	3	100	2	66.67	0	0	23.2	-
0800	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	1	100	1	100	0	0	30.8	-
0900	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.6	-
1000	**5**	0	0	2	0	2	1	0	0	0	0	0	0	0	3	60	1	20	0	0	18.6	-
1100	**7**	0	0	0	5	1	1	0	0	0	0	0	0	0	2	28.57	1	14.29	0	0	18.3	-
1200	**5**	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1300	**6**	0	0	1	1	0	4	0	0	0	0	0	0	0	4	66.67	4	66.67	0	0	22.9	-
1400	**5**	0	0	0	4	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	18.4	-
1500	**4**	0	0	1	1	1	0	1	0	0	0	0	0	0	2	50	1	25	0	0	20.5	-
1600	**8**	0	0	0	1	1	4	2	0	0	0	0	0	0	7	87.5	6	75	0	0	26.1	-
1700	**4**	0	0	0	0	1	3	0	0	0	0	0	0	0	4	100	3	75	0	0	26.2	-
1800	**3**	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
1900	**4**	0	0	0	3	0	0	1	0	0	0	0	0	0	1	25	1	25	0	0	21.9	-
2000	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	25.8	-
2100	**2**	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**54**	**0**	**1**	**6**	**18**	**10**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**53.7**	**20**	**37.04**	**0**	**0**	**20.9**	**27.6**
06-22	**63**	**0**	**2**	**6**	**22**	**11**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**52.38**	**23**	**36.51**	**0**	**0**	**21**	**27.8**
06-00	**63**	**0**	**2**	**6**	**22**	**11**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**52.38**	**23**	**36.51**	**0**	**0**	**21**	**27.8**
00-00	**63**	**0**	**2**	**6**	**22**	**11**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**52.38**	**23**	**36.51**	**0**	**0**	**21**	**27.8**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
19 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0800	**2**	0	0	0	1	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	24.7	-
0900	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	22.7	-
1000	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23.7	-
1100	**5**	0	0	0	1	2	2	0	0	0	0	0	0	0	4	80	2	40	0	0	23.7	-
1200	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
1300	**7**	0	0	2	1	2	1	1	0	0	0	0	0	0	4	57.14	2	28.57	0	0	20.9	-
1400	**4**	1	0	0	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	15.4	-
1500	**8**	0	0	2	2	4	0	0	0	0	0	0	0	0	4	50	2	25	0	0	19.8	-
1600	**5**	0	0	1	0	1	2	1	0	0	0	0	0	0	4	80	3	60	0	0	24.2	-
1700	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	1	50	0	0	24	-
1800	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	22.1	-
1900	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	26.4	-
2000	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	22.1	-
2100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.1	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**45**	**1**	**0**	**6**	**12**	**16**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**57.78**	**13**	**28.89**	**0**	**0**	**21**	**27.2**
06-22	**51**	**1**	**0**	**7**	**14**	**17**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**56.86**	**15**	**29.41**	**0**	**0**	**21.1**	**27.4**
06-00	**52**	**1**	**0**	**7**	**14**	**17**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**57.69**	**16**	**30.77**	**0**	**0**	**21.3**	**28.2**
00-00	**52**	**1**	**0**	**7**	**14**	**17**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**57.69**	**16**	**30.77**	**0**	**0**	**21.3**	**28.2**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
20 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.4	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-
0800	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.8	-
0900	**4**	0	0	1	0	3	0	0	0	0	0	0	0	0	3	75	0	0	0	0	20.3	-
1000	**7**	0	0	2	2	2	1	0	0	0	0	0	0	0	3	42.86	1	14.29	0	0	18	-
1100	**8**	1	0	2	4	1	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	15.2	-
1200	**5**	0	0	2	1	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	18.7	-
1300	**4**	0	0	1	1	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	18.5	-
1400	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1500	**8**	0	1	0	4	3	0	0	0	0	0	0	0	0	3	37.5	0	0	0	0	17.7	-
1600	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	18.9	-
1700	**8**	0	0	0	0	2	4	2	0	0	0	0	0	0	8	100	6	75	0	0	27.7	-
1800	**3**	0	0	0	0	2	0	1	0	0	0	0	0	0	3	100	1	33.33	0	0	25	-
1900	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	18.8	-
2000	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.6	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23.9	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**55**	**1**	**1**	**9**	**16**	**18**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**50.91**	**10**	**18.18**	**0**	**0**	**19.8**	**26.2**
06-22	**61**	**1**	**1**	**9**	**18**	**21**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**52.46**	**13**	**21.31**	**0**	**0**	**20**	**26.3**
06-00	**62**	**1**	**1**	**9**	**18**	**22**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**53.23**	**13**	**20.97**	**0**	**0**	**20**	**26.2**
00-00	**62**	**1**	**1**	**9**	**18**	**22**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**53.23**	**13**	**20.97**	**0**	**0**	**20**	**26.2**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
21 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23.2	-
0900	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
1000	**3**	0	0	0	0	3	0	0	0	0	0	0	0	0	3	100	1	33.33	0	0	22.8	-
1100	**2**	0	0	0	1	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	23.2	-
1200	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	19	-
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	**4**	0	0	0	3	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	18.4	-
1500	**3**	0	0	0	1	1	0	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	24.9	-
1600	**5**	0	1	0	1	2	0	1	0	0	0	0	0	0	3	60	2	40	0	0	21.1	-
1700	**5**	0	0	0	2	2	1	0	0	0	0	0	0	0	3	60	3	60	0	0	22.4	-
1800	**3**	0	0	1	0	0	2	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	23	-
1900	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	26.7	-
2000	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	16.4	-
2100	**3**	0	0	0	0	1	2	0	0	0	0	0	0	0	3	100	2	66.67	0	0	24.9	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**30**	**0**	**1**	**1**	**10**	**12**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**60**	**10**	**33.33**	**0**	**0**	**21.8**	**26.9**
06-22	**36**	**0**	**2**	**1**	**10**	**13**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**63.89**	**14**	**38.89**	**0**	**0**	**21.9**	**27.1**
06-00	**36**	**0**	**2**	**1**	**10**	**13**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**63.89**	**14**	**38.89**	**0**	**0**	**21.9**	**27.1**
00-00	**36**	**0**	**2**	**1**	**10**	**13**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**63.89**	**14**	**38.89**	**0**	**0**	**21.9**	**27.1**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
22 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23	-
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	22.2	-
1100	**3**	0	1	0	0	1	0	1	0	0	0	0	0	0	2	66.67	2	66.67	0	0	20.4	-
1200	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	2	100	0	0	26.3	-
1300	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.1	-
1400	**5**	0	1	0	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	18	-
1500	**3**	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
1600	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	18.7	-
1700	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0	2	50	1	25	0	0	20.1	-
1800	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.3	-
1900	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100	1	100	1	100	35.3	-
2000	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.1	-
2100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**27**	0	2	1	10	8	5	1	0	0	0	0	0	0	14	51.85	8	29.63	0	0	20.4	28
06-22	**30**	0	2	1	11	8	6	1	1	0	0	0	0	0	16	53.33	10	33.33	1	3.333	21	28.1
06-00	**30**	0	2	1	11	8	6	1	1	0	0	0	0	0	16	53.33	10	33.33	1	3.333	21	28.1
00-00	**30**	0	2	1	11	8	6	1	1	0	0	0	0	0	16	53.33	10	33.33	1	3.333	21	28.1

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
23 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-
0800	**2**	0	0	0	0	0	2	0	0	0	0	0	0	0	2	100	2	100	0	0	27.1	-
0900	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	17.4	-
1000	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-
1100	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	19.3	-
1200	**5**	0	1	0	0	3	1	0	0	0	0	0	0	0	4	80	2	40	0	0	20.8	-
1300	**5**	0	1	0	2	1	0	1	0	0	0	0	0	0	2	40	1	20	0	0	20	-
1400	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.5	-
1500	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	19.5	-
1600	**10**	0	1	2	4	2	1	0	0	0	0	0	0	0	3	30	2	20	0	0	17.1	-
1700	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	19.1	-
1800	**4**	0	0	0	1	1	2	0	0	0	0	0	0	0	3	75	2	50	0	0	23.7	-
1900	**4**	0	0	1	1	1	0	1	0	0	0	0	0	0	2	50	1	25	0	0	19.9	-
2000	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	17.4	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**46**	0	3	5	17	13	7	1	0	0	0	0	0	0	21	45.65	10	21.74	0	0	19.5	26
06-22	**54**	0	4	7	19	14	8	2	0	0	0	0	0	0	24	44.44	12	22.22	0	0	19.3	26
06-00	**54**	0	4	7	19	14	8	2	0	0	0	0	0	0	24	44.44	12	22.22	0	0	19.3	26
00-00	**54**	0	4	7	19	14	8	2	0	0	0	0	0	0	24	44.44	12	22.22	0	0	19.3	26

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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
24 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-
0700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.3	-
0800	**4**	0	0	2	1	0	1	0	0	0	0	0	0	0	1	25	1	25	0	0	17	-
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.7	-
1100	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
1200	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	**2**	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.5	-
1500	**7**	0	0	1	5	1	0	0	0	0	0	0	0	0	1	14.29	0	0	0	0	18	-
1600	**7**	0	0	1	2	3	1	0	0	0	0	0	0	0	4	57.14	1	14.29	0	0	20.1	-
1700	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0	2	50	2	50	0	0	22.7	-
1800	**3**	0	0	1	1	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	17.9	-
1900	**3**	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.3	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**35**	0	1	7	16	7	4	0	0	0	0	0	0	0	11	31.43	5	14.29	0	0	18.3	24.1
06-22	**39**	0	1	9	18	7	4	0	0	0	0	0	0	0	11	28.21	5	12.82	0	0	18	23.8
06-00	**41**	0	1	9	19	8	4	0	0	0	0	0	0	0	12	29.27	5	12.2	0	0	18.1	23.5
00-00	**41**	0	1	9	19	8	4	0	0	0	0	0	0	0	12	29.27	5	12.2	0	0	18.1	23.5

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

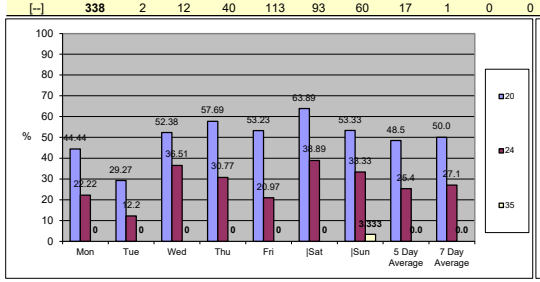
18 October 2023 to 24 October 2023 | Direction Northbound

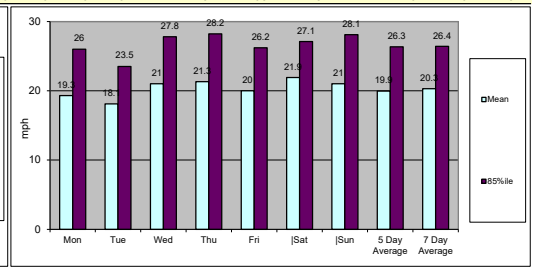
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.33	0	33.33	0	0	18.9	-
0700	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	62.5	0	25	0	0	20.3	-
0800	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	66.67	1	50	0	0	22.9	-
0900	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	60	0	13.33	0	0	20.5	-
1000	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	59.09	1	18.18	0	0	19.5	-
1100	**4**	0	0	0	2	1	0	0	0	0	0	0	0	0	2	38.71	1	19.35	0	0	18.9	-
1200	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	34.62	1	19.23	0	0	18.6	-
1300	**3**	0	0	1	1	1	1	0	0	0	0	0	0	0	2	56.52	1	34.78	0	0	21.1	-
1400	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	25	0	4.167	0	0	17.2	-
1500	**5**	0	0	1	3	2	0	0	0	0	0	0	0	0	2	36.84	1	13.16	0	0	19.3	-
1600	**6**	0	0	1	2	2	1	1	0	0	0	0	0	0	3	54.76	2	33.33	0	0	20.9	-
1700	**4**	0	0	0	1	1	1	0	0	0	0	0	0	0	3	73.33	2	53.33	0	0	23.8	-
1800	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	61.9	1	33.33	0	0	20.9	-
1900	**3**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	44.44	1	33.33	0	5.556	21.3	-
2000	**2**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	72.73	1	54.55	0	0	21.6	-
2100	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.86	0	28.57	0	0	20	-
2200	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	0	25	0	0	22.7	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**42**	0	1	5	14	12	7	2	0	0	0	0	0	0	21	50.34	11	26.03	0	0	20.2	26.1
06-22	**48**	0	2	6	16	13	8	2	0	0	0	0	0	0	24	50.3	13	27.54	0	0.299	20.3	26.3
06-00	**48**	0	2	6	16	13	9	2	0	0	0	0	0	0	24	50.59	13	27.51	0	0.296	20.3	26.4
00-00	**48**	0	2	6	16	13	9	2	0	0	0	0	0	0	24	50.59	13	27.51	0	0.296	20.3	26.4

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | 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)	ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
																20	24	35	35		
Virtual Week																ACPO	ACPO	DfT	DfT		
Mon	**54**	0	4	7	19	14	8	2	0	0	0	0	0	0	24	44.44	12	22.22	0	0	19.3	26
Tue	**41**	0	1	9	19	8	4	0	0	0	0	0	0	0	12	29.27	5	12.2	0	0	18.1	23.5
Wed	**63**	0	2	6	22	11	17	5	0	0	0	0	0	0	33	52.38	23	36.51	0	0	21	27.8
Thu	**52**	1	0	7	14	17	10	3	0	0	0	0	0	0	30	57.69	16	30.77	0	0	21.3	28.2
Fri	**62**	1	1	9	18	22	8	3	0	0	0	0	0	0	33	53.23	13	20.97	0	0	20	26.2
|Sat	**36**	0	2	1	10	13	7	3	0	0	0	0	0	0	23	63.89	14	38.89	0	0	21.9	27.1
|Sun	**30**	0	2	1	11	8	6	1	1	0	0	0	0	0	16	53.33	10	33.33	1	3.333	21	28.1
5 Day Average																					
[--]	**54**	0	2	8	18	14	9	3	0	0	0	0	0	0	26	48.5	14	25.4	0	0.0	19.9	26.3
7 Day Average																					
[--]	**48**	0	2	6	16	13	9	2	0	0	0	0	0	0	24	50.0	13	27.1	0	0.0	20.3	26.4
Total Vehicles																					
[--]	**338**	2	12	40	113	93	60	17	1	0	0	0	0	0	171	51	93	28	1	0	20	26





SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1000	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1700	**6**	1	4	0	0	0	1	0	0	0	0	0	0	0
1800	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**61**	1	56	3	0	0	1	0	0	0	0	0	0	0
06-22	**64**	1	59	3	0	0	1	0	0	0	0	0	0	0
06-00	**64**	1	59	3	0	0	1	0	0	0	0	0	0	0
00-00	**65**	1	60	3	0	0	1	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1400	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**42**	0	37	5	0	0	0	0	0	0	0	0	0	0
06-22	**47**	0	41	6	0	0	0	0	0	0	0	0	0	0
06-00	**47**	0	41	6	0	0	0	0	0	0	0	0	0	0
00-00	**48**	0	42	6	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1100	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1700	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**57**	1	47	9	0	0	0	0	0	0	0	0	0	0
06-22	**60**	1	48	11	0	0	0	0	0	0	0	0	0	0
06-00	**61**	1	49	11	0	0	0	0	0	0	0	0	0	0
00-00	**62**	1	50	11	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**38**	1	32	5	0	0	0	0	0	0	0	0	0	0
06-22	**42**	1	36	5	0	0	0	0	0	0	0	0	0	0
06-00	**42**	1	36	5	0	0	0	0	0	0	0	0	0	0
00-00	**42**	1	36	5	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**30**	0	22	8	0	0	0	0	0	0	0	0	0	0
06-22	**30**	0	22	8	0	0	0	0	0	0	0	0	0	0
06-00	**30**	0	22	8	0	0	0	0	0	0	0	0	0	0
00-00	**31**	0	23	8	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0900	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1300	**7**	0	4	2	0	1	0	0	0	0	0	0	0	0
1400	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1700	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**52**	0	46	5	0	1	0	0	0	0	0	0	0	0
06-22	**56**	0	50	5	0	1	0	0	0	0	0	0	0	0
06-00	**56**	0	50	5	0	1	0	0	0	0	0	0	0	0
00-00	**56**	0	50	5	0	1	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**7**	0	2	4	0	0	0	0	0	1	0	0	0	0
0900	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	3	2	0	1	0	0	0	0	0	0	0	0
1100	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
1200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1400	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1700	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**50**	0	35	13	0	1	0	0	1	0	0	0	0	0
06-22	**55**	0	37	16	0	1	0	0	1	0	0	0	0	0
06-00	**56**	0	38	16	0	1	0	0	1	0	0	0	0	0
00-00	**58**	0	40	16	0	1	0	0	1	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

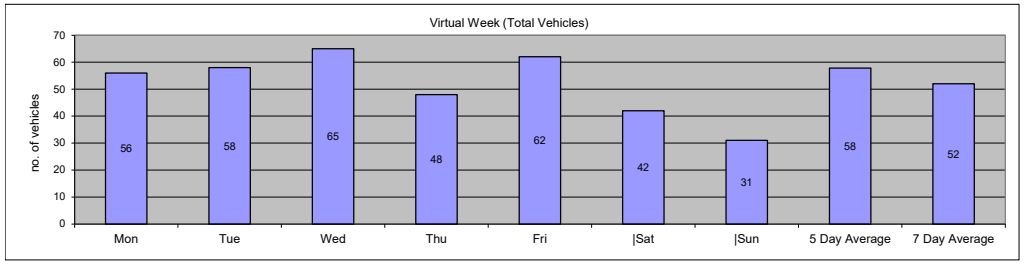
18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0
1100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**47**	**0**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**51**	**0**	**42**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**51**	**0**	**42**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**52**	**0**	**43**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**56**	0	50	5	0	1	0	0	0	0	0	0	0	0
Tue	**58**	0	40	16	0	1	0	0	1	0	0	0	0	0
Wed	**65**	1	60	3	0	0	1	0	0	0	0	0	0	0
Thu	**48**	0	42	6	0	0	0	0	0	0	0	0	0	0
Fri	**62**	1	50	11	0	0	0	0	0	0	0	0	0	0
|Sat	**42**	1	36	5	0	0	0	0	0	0	0	0	0	0
|Sun	**31**	0	23	8	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**58**	0	48	8	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**52**	0	43	8	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**362**	3	301	54	0	2	1	0	1	0	0	0	0	0



SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0	5	10	15	20	25	30	35	40	45	50	55	60	130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130									
18 October 2023																							
0000	**0**	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	0	-	-
0200	**0**	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	0	-	-
0400	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	1	0	0	1	0	0	0	0	0	0	1	50	1	50	0	0	23.6	-	
0700	**5**	0	1	2	1	1	0	0	0	0	0	0	0	0	1	20	1	20	0	0	15.5	-	
0800	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	1	25	0	0	19.2	-	
0900	**5**	0	0	1	1	2	1	0	0	0	0	0	0	0	3	60	2	40	0	0	20.6	-	
1000	**9**	1	1	2	4	1	0	0	0	0	0	0	0	0	1	11.11	0	0	0	0	14	-	
1100	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	20.5	-	
1200	**5**	0	0	3	1	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	14.9	-	
1300	**5**	0	0	2	1	2	0	0	0	0	0	0	0	0	2	40	0	0	0	0	17.6	-	
1400	**7**	0	0	2	4	1	0	0	0	0	0	0	0	0	1	14.29	0	0	0	0	16.7	-	
1500	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	
1600	**6**	0	0	0	1	5	0	0	0	0	0	0	0	0	5	83.33	2	33.33	0	0	21.9	-	
1700	**6**	0	0	4	1	1	0	0	0	0	0	0	0	0	1	16.67	0	0	0	0	15.3	-	
1800	**4**	0	0	2	1	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	15.9	-	
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**61**	**1**	**2**	**20**	**20**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**29.51**	**7**	**11.48**	**0**	**0**	**17**	**22.6**	
06-22	**64**	**1**	**2**	**20**	**22**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**29.69**	**8**	**12.5**	**0**	**0**	**17.2**	**23**	
06-00	**64**	**1**	**2**	**20**	**22**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**29.69**	**8**	**12.5**	**0**	**0**	**17.2**	**23**	
00-00	**65**	**1**	**2**	**20**	**23**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**29.23**	**8**	**12.31**	**0**	**0**	**17.2**	**22.9**	

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0	5	10	15	20	25	30	35	40	45	50	55	60	130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
		5	10	15	20	25	30	35	40	45	50	55	60	130									
19 October 2023																							
0000	**0**	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	0	-	-
0200	**0**	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	0	-	-
0400	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	100	1	50	0	0	24.6	-
0700	**2**	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	22.2	-
0800	**6**	0	0	1	0	5	0	0	0	0	0	0	0	0	0	5	83.33	1	16.67	0	0	21.2	-
0900	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
1000	**3**	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	15.6	-
1100	**3**	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
1200	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
1300	**9**	0	0	3	2	4	0	0	0	0	0	0	0	0	0	4	44.44	0	0	0	0	18.5	-
1400	**5**	0	1	0	3	1	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	17.1	-
1500	**5**	0	0	2	2	0	1	0	0	0	0	0	0	0	0	1	20	1	20	0	0	16.9	-
1600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1800	**4**	0	0	0	3	1	0	0	0	0	0	0	0	0	0	1	25	1	25	0	0	18.4	-
1900	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.7	-
2000	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**42**	**0**	**2**	**8**	**18**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**33.33**	**4**	**9.524**	**0**	**0**	**18.4**	**23.7**	
06-22	**47**	**0**	**2**	**9**	**19**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**36.17**	**5**	**10.64**	**0**	**0**	**18.6**	**23.7**	
06-00	**47**	**0**	**2**	**9**	**19**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**36.17**	**5**	**10.64**	**0**	**0**	**18.6**	**23.7**	
00-00	**48**	**0**	**2**	**9**	**20**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**35.42**	**5**	**10.42**	**0**	**0**	**18.6**	**23.7**	

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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
20 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	23.3	-
0700	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	0	0	0	0	21.7	-
0800	**5**	0	0	3	1	0	0	1	0	0	0	0	0	0	1	20	1	20	0	0	18.3	-
0900	**4**	0	0	0	2	0	2	0	0	0	0	0	0	0	2	50	2	50	0	0	21.3	-
1000	**6**	0	0	2	2	2	0	0	0	0	0	0	0	0	2	33.33	0	0	0	0	16.9	-
1100	**10**	0	0	3	6	0	1	0	0	0	0	0	0	0	1	10	1	10	0	0	17.3	-
1200	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	19.9	-
1300	**6**	0	0	0	4	2	0	0	0	0	0	0	0	0	2	33.33	0	0	0	0	19.6	-
1400	**4**	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-
1500	**5**	0	0	2	1	2	0	0	0	0	0	0	0	0	2	40	0	0	0	0	17	-
1600	**5**	0	0	2	2	1	0	0	0	0	0	0	0	0	1	20	1	20	0	0	17.8	-
1700	**5**	0	1	0	3	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	18.2	-
1800	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	21.7	-
1900	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.2	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**57**	**0**	**1**	**13**	**26**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**29.82**	**7**	**12.28**	**0**	**0**	**18.3**	**22.8**
06-22	**60**	**0**	**1**	**13**	**27**	**14**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**31.67**	**8**	**13.33**	**0**	**0**	**18.4**	**23.7**
06-00	**61**	**0**	**1**	**13**	**27**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32.79**	**9**	**14.75**	**0**	**0**	**18.5**	**24.1**
00-00	**62**	**0**	**1**	**13**	**28**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32.26**	**9**	**14.52**	**0**	**0**	**18.6**	**24.1**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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
21 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**3**	0	0	0	1	0	2	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	23.2	-
0800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1	-
0900	**3**	0	0	1	0	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	19.9	-
1000	**3**	0	0	1	1	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	20	-
1100	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-
1200	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.5	-
1300	**6**	0	0	0	3	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	20.3	-
1400	**6**	0	0	1	2	1	2	0	0	0	0	0	0	0	3	50	3	50	0	0	21.2	-
1500	**3**	0	0	1	0	0	1	0	1	0	0	0	0	0	2	66.67	2	66.67	1	33.33	26.3	-
1600	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	20.7	-
1700	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	21	-
1800	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	17.4	-
1900	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.7	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**38**	**0**	**1**	**7**	**12**	**9**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**47.37**	**10**	**26.32**	**1**	**2.632**	**20**	**26.8**
06-22	**42**	**0**	**1**	**8**	**14**	**10**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**45.24**	**10**	**23.81**	**1**	**2.381**	**19.6**	**26.3**
06-00	**42**	**0**	**1**	**8**	**14**	**10**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**45.24**	**10**	**23.81**	**1**	**2.381**	**19.6**	**26.3**
00-00	**42**	**0**	**1**	**8**	**14**	**10**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**45.24**	**10**	**23.81**	**1**	**2.381**	**19.6**	**26.3**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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
22 October 2023																						
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	**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	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**2**	0	0	0	0	2	0	0	0	0	0	0	0	0	2	100	0	0	0	0	22	-
0800	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.7	-
0900	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1000	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	21.6	-
1100	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
1200	**6**	0	1	0	2	0	3	0	0	0	0	0	0	0	3	50	3	50	0	0	20.1	-
1300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	**5**	0	0	2	2	1	0	0	0	0	0	0	0	0	1	20	0	0	0	0	17.2	-
1500	**2**	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1600	**4**	0	0	1	1	2	0	0	0	0	0	0	0	0	2	50	1	25	0	0	19	-
1700	**3**	0	0	0	0	2	0	1	0	0	0	0	0	0	3	100	2	66.67	0	0	25.8	-
1800	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.5	-
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**30**	**0**	**1**	**6**	**8**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**50**	**9**	**30**	**0**	**0**	**19.9**	**25.2**
06-22	**30**	**0**	**1**	**6**	**8**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**50**	**9**	**30**	**0**	**0**	**19.9**	**25.2**
06-00	**30**	**0**	**1**	**6**	**8**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**50**	**9**	**30**	**0**	**0**	**19.9**	**25.2**
00-00	**31**	**0**	**1**	**6**	**9**	**10**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**48.39**	**9**	**29.03**	**0**	**0**	**19.8**	**25.2**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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
23 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	1	100	0	0	24.7	-
0700	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	21.6	-
0800	**6**	0	0	2	1	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	18.6	-
0900	**6**	0	0	1	2	1	2	0	0	0	0	0	0	0	3	50	3	50	0	0	21.1	-
1000	**5**	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-
1100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-
1200	**7**	0	0	4	0	3	0	0	0	0	0	0	0	0	3	42.86	0	0	0	0	16.7	-
1300	**7**	0	1	1	3	2	0	0	0	0	0	0	0	0	2	28.57	0	0	0	0	16.3	-
1400	**7**	0	0	1	4	2	0	0	0	0	0	0	0	0	2	28.57	0	0	0	0	18.3	-
1500	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	20	-
1600	**4**	0	0	2	0	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	18.1	-
1700	**2**	0	0	1	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	20.9	-
1800	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	18.4	-
1900	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.4	-
2000	**2**	0	0	1	0	1	0	0	0	0	0	0	0	0	1	50	1	50	0	0	18.9	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**52**	**0**	**2**	**15**	**15**	**15**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**38.46**	**6**	**11.54**	**0**	**0**	**18.1**	**23.7**
06-22	**56**	**0**	**2**	**17**	**15**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**39.29**	**8**	**14.29**	**0**	**0**	**18.1**	**24.1**
06-00	**56**	**0**	**2**	**17**	**15**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**39.29**	**8**	**14.29**	**0**	**0**	**18.1**	**24.1**
00-00	**56**	**0**	**2**	**17**	**15**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**39.29**	**8**	**14.29**	**0**	**0**	**18.1**	**24.1**

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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
24 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0500	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.6	-
0600	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	19.9	-
0700	**3**	0	0	0	0	1	2	0	0	0	0	0	0	0	3	100	2	66.67	0	0	24.1	-
0800	**7**	0	0	0	6	1	0	0	0	0	0	0	0	0	1	14.29	0	0	0	0	17.9	-
0900	**3**	0	0	0	2	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	19.4	-
1000	**6**	0	0	2	3	0	1	0	0	0	0	0	0	0	1	16.67	1	16.67	0	0	18.1	-
1100	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	23.5	-
1200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.6	-
1300	**6**	0	0	1	1	3	1	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	20.5	-
1400	**7**	0	0	1	3	2	1	0	0	0	0	0	0	0	3	42.86	1	14.29	0	0	19.6	-
1500	**3**	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-
1600	**3**	0	0	1	0	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	22.2	-
1700	**5**	0	0	1	1	2	1	0	0	0	0	0	0	0	3	60	1	20	0	0	20.5	-
1800	**5**	0	0	1	0	2	2	0	0	0	0	0	0	0	4	80	3	60	0	0	22.3	-
1900	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.2	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	25.5	-
2200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.1	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**50**	0	0	7	19	13	11	0	0	0	0	0	0	0	24	48	12	24	0	0	20.2	25.4
06-22	**55**	0	0	7	20	16	12	0	0	0	0	0	0	0	28	50.91	13	23.64	0	0	20.4	25.4
06-00	**56**	0	0	7	20	16	13	0	0	0	0	0	0	0	29	51.79	14	25	0	0	20.4	25.4
00-00	**58**	0	0	7	21	17	13	0	0	0	0	0	0	0	30	51.72	14	24.14	0	0	20.4	25.3

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

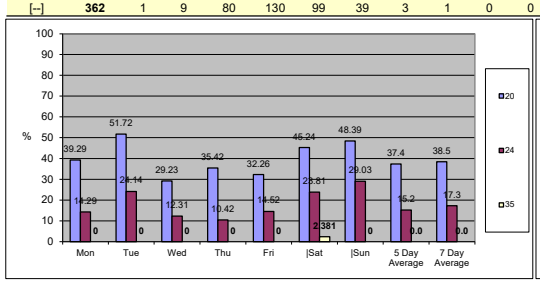
18 October 2023 to 24 October 2023 | Direction Southbound

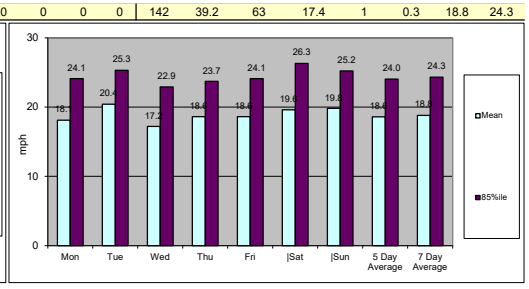
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	19.1	-
0600	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	77.78	1	44.44	0	0	23.1	-
0700	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	65	1	30	0	0	20.8	-
0800	**4**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	40	1	13.33	0	0	18.7	-
0900	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	45.83	1	37.5	0	0	20	-
1000	**5**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	22.86	1	11.43	0	0	16.6	-
1100	**3**	0	0	1	2	0	0	0	0	0	0	0	0	0	0	15	0	10	0	0	17.7	-
1200	**4**	0	0	1	1	1	1	0	0	0	0	0	0	0	1	38.46	1	19.23	0	0	17.6	-
1300	**6**	0	0	1	2	2	0	0	0	0	0	0	0	0	2	43.59	0	5.128	0	0	18.7	-
1400	**6**	0	0	1	3	1	0	0	0	0	0	0	0	0	2	26.83	1	9.756	0	0	18.1	-
1500	**3**	0	0	1	1	0	0	0	0	0	0	0	0	0	1	26.09	1	17.39	0	4.348	18.4	-
1600	**4**	0	0	1	1	2	0	0	0	0	0	0	0	0	2	56	1	20	0	0	19.9	-
1700	**4**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	44	1	16	0	0	19.4	-
1800	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	45.45	1	27.27	0	0	19.3	-
1900	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.86	0	0	0	0	17.8	-
2000	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	0	17.4	-
2100	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	25	0	0	20	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	25.1	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**47**	0	1	11	17	13	5	0	0	0	0	0	0	0	18	38.18	8	16.67	0	0.303	18.6	24.2
06-22	**51**	0	1	11	18	14	5	0	0	0	0	0	0	0	20	39.27	9	17.23	0	0.282	18.7	24.3
06-00	**51**	0	1	11	18	14	6	0	0	0	0	0	0	0	20	39.61	9	17.7	0	0.281	18.8	24.3
00-00	**52**	0	1	11	19	14	6	0	0	0	0	0	0	0	20	39.23	9	17.4	0	0.276	18.8	24.3

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Southbound

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	**56**	0	2	17	15	17	5	0	0	0	0	0	0	0	22	39.29	8	14.29	0	0	18.1	24.1
Tue	**58**	0	0	7	21	17	13	0	0	0	0	0	0	0	30	51.72	14	24.14	0	0	20.4	25.3
Wed	**65**	1	2	20	23	17	1	1	0	0	0	0	0	0	19	29.23	8	12.31	0	0	17.2	22.9
Thu	**48**	0	2	9	20	14	3	0	0	0	0	0	0	0	17	35.42	5	10.42	0	0	18.6	23.7
Fri	**62**	0	1	13	28	14	5	1	0	0	0	0	0	0	20	32.26	9	14.52	0	0	18.6	24.1
|Sat	**42**	0	1	8	14	10	8	0	1	0	0	0	0	0	19	45.24	10	23.81	1	2.381	19.6	26.3
|Sun	**31**	0	1	6	9	10	4	1	0	0	0	0	0	0	15	48.39	9	29.03	0	0	19.8	25.2
5 Day Average																						
[--]	**58**	0	1	13	21	16	5	0	0	0	0	0	0	0	22	37.4	9	15.2	0	0.0	18.6	24.0
7 Day Average																						
[--]	**52**	0	1	11	19	14	6	0	0	0	0	0	0	0	20	38.5	9	17.3	0	0.0	18.8	24.3
Total Vehicles																						
[--]	**362**	1	9	80	130	99	39	3	1	0	0	0	0	0	142	39.2	63	17.4	1	0.3	18.8	24.3





SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
0800	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
1000	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1200	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1300	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
1400	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1600	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
1700	**10**	1	7	1	0	0	1	0	0	0	0	0	0	0
1800	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**115**	2	98	13	0	0	2	0	0	0	0	0	0	0
06-22	**127**	2	110	13	0	0	2	0	0	0	0	0	0	0
06-00	**127**	2	110	13	0	0	2	0	0	0	0	0	0	0
00-00	**128**	2	111	13	0	0	2	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1100	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
1400	**9**	0	6	2	0	0	1	0	0	0	0	0	0	0
1500	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
1600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1800	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
2000	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**87**	0	76	10	0	0	1	0	0	0	0	0	0	0
06-22	**98**	0	84	13	0	0	1	0	0	0	0	0	0	0
06-00	**99**	0	85	13	0	0	1	0	0	0	0	0	0	0
00-00	**100**	0	86	13	0	0	1	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0900	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1000	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
1100	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
1200	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1300	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1500	**13**	0	8	5	0	0	0	0	0	0	0	0	0	0
1600	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1700	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**112**	2	96	14	0	0	0	0	0	0	0	0	0	0
06-22	**121**	2	103	16	0	0	0	0	0	0	0	0	0	0
06-00	**123**	2	105	16	0	0	0	0	0	0	0	0	0	0
00-00	**124**	2	106	16	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1000	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1400	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1500	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
1600	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1700	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1800	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**68**	1	60	7	0	0	0	0	0	0	0	0	0	0
06-22	**78**	1	70	7	0	0	0	0	0	0	0	0	0	0
06-00	**78**	1	70	7	0	0	0	0	0	0	0	0	0	0
00-00	**78**	1	70	7	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
1200	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1600	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1700	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**57**	0	46	11	0	0	0	0	0	0	0	0	0	0
06-22	**60**	0	48	12	0	0	0	0	0	0	0	0	0	0
06-00	**60**	0	48	12	0	0	0	0	0	0	0	0	0	0
00-00	**61**	0	49	12	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**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
0200	**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
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0800	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0900	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1200	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
1300	**12**	0	6	5	0	1	0	0	0	0	0	0	0	0
1400	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1500	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1600	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
1700	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
1800	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1900	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2000	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**98**	0	86	11	0	1	0	0	0	0	0	0	0	0
06-22	**110**	0	97	12	0	1	0	0	0	0	0	0	0	0
06-00	**110**	0	97	12	0	1	0	0	0	0	0	0	0	0
00-00	**110**	0	97	12	0	1	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0800	**11**	0	4	6	0	0	0	0	0	1	0	0	0	0
0900	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1000	**8**	0	4	3	0	1	0	0	0	0	0	0	0	0
1100	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1400	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
1500	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1600	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1800	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
2200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**85**	0	67	16	0	1	0	0	0	1	0	0	0	0
06-22	**94**	0	73	19	0	1	0	0	0	1	0	0	0	0
06-00	**97**	0	76	19	0	1	0	0	0	1	0	0	0	0
00-00	**99**	0	78	19	0	1	0	0	0	1	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

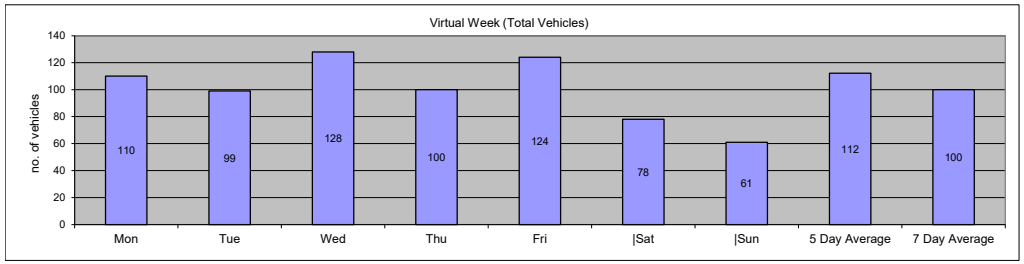
18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**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
0200	**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
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0900	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1000	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	**7**	0	7	1	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1400	**9**	0	8	2	0	0	0	0	0	0	0	0	0	0
1500	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
1600	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
1700	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1800	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**89**	1	76	12	0	0	0	0	0	0	0	0	0	0
06-22	**98**	1	84	13	0	0	0	0	0	0	0	0	0	0
06-00	**99**	1	84	13	0	0	0	0	0	0	0	0	0	0
00-00	**100**	1	85	13	0	0	0	0	0	0	0	0	0	0

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**110**	0	97	12	0	1	0	0	0	0	0	0	0	0
Tue	**99**	0	78	19	0	1	0	0	1	0	0	0	0	0
Wed	**128**	2	111	13	0	0	2	0	0	0	0	0	0	0
Thu	**100**	0	86	13	0	0	1	0	0	0	0	0	0	0
Fri	**124**	2	106	16	0	0	0	0	0	0	0	0	0	0
|Sat	**78**	1	70	7	0	0	0	0	0	0	0	0	0	0
|Sun	**61**	0	49	12	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**112**	1	96	15	0	0	1	0	0	0	0	0	0	0
7 Day Average														
[--]	**100**	1	85	13	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**700**	5	597	92	0	2	3	0	1	0	0	0	0	0



SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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	ACPO (SL1) 20	24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
18 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**3**	0	0	0	1	0	1	1	0	0	0	0	0	0	2	66.67	2	66.67	0	0	24.1	-
0700	**8**	0	1	2	1	3	1	0	0	0	0	0	0	0	4	50	3	37.5	0	0	18.4	-
0800	**5**	0	0	1	2	1	0	1	0	0	0	0	0	0	2	40	2	40	0	0	21.5	-
0900	**8**	0	0	1	2	3	2	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	21	-
1000	**14**	1	1	4	4	3	1	0	0	0	0	0	0	0	4	28.57	1	7.143	0	0	15.6	22.2
1100	**9**	0	0	0	6	2	1	0	0	0	0	0	0	0	3	33.33	2	22.22	0	0	18.8	-
1200	**10**	0	0	4	5	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	15.6	-
1300	**11**	0	0	3	2	2	4	0	0	0	0	0	0	0	6	54.55	4	36.36	0	0	20.5	28.2
1400	**12**	0	0	2	8	2	0	0	0	0	0	0	0	0	2	16.67	0	0	0	0	17.4	20.2
1500	**7**	0	0	2	3	1	0	1	0	0	0	0	0	0	2	28.57	1	14.29	0	0	18.3	-
1600	**14**	0	0	0	2	6	4	2	0	0	0	0	0	0	12	85.71	8	57.14	0	0	24.3	29.9
1700	**10**	0	0	4	1	2	3	0	0	0	0	0	0	0	5	50	3	30	0	0	19.7	-
1800	**7**	0	1	3	2	1	0	0	0	0	0	0	0	0	1	14.29	0	0	0	0	14.5	-
1900	**4**	0	0	0	3	0	0	1	0	0	0	0	0	0	1	25	1	25	0	0	21.9	-
2000	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	23	-
2100	**2**	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**115**	1	3	26	38	27	16	4	0	0	0	0	0	0	47	40.87	27	23.48	0	0	18.8	25.1
06-22	**127**	1	4	26	44	28	18	6	0	0	0	0	0	0	52	40.94	31	24.41	0	0	19.1	25.3
06-00	**127**	1	4	26	44	28	18	6	0	0	0	0	0	0	52	40.94	31	24.41	0	0	19.1	25.3
00-00	**128**	1	4	26	45	28	18	6	0	0	0	0	0	0	52	40.63	31	24.22	0	0	19.1	25.3

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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	ACPO (SL1) 20	24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
19 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**3**	0	0	1	0	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.2	-
0700	**3**	0	0	0	2	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	20.3	-
0800	**8**	0	0	1	1	5	0	1	0	0	0	0	0	0	6	75	2	25	0	0	22.1	-
0900	**4**	0	0	0	2	1	1	0	0	0	0	0	0	0	2	50	1	25	0	0	21.5	-
1000	**4**	0	1	1	0	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	17.6	-
1100	**8**	0	0	0	4	2	2	0	0	0	0	0	0	0	4	50	2	25	0	0	22.1	-
1200	**6**	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
1300	**16**	0	0	5	3	6	1	1	0	0	0	0	0	0	8	50	2	12.5	0	0	19.6	25.3
1400	**9**	1	1	0	5	2	0	0	0	0	0	0	0	0	2	22.22	0	0	0	0	16.3	-
1500	**13**	0	0	4	4	4	1	0	0	0	0	0	0	0	5	38.46	3	23.08	0	0	18.7	24.8
1600	**5**	0	0	1	0	1	2	1	0	0	0	0	0	0	4	80	3	60	0	0	24.2	-
1700	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.5	-
1800	**8**	0	0	0	4	3	1	0	0	0	0	0	0	0	4	50	2	25	0	0	20.2	-
1900	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	23	-
2000	**3**	0	0	1	1	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	19.6	-
2100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-
2200	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.1	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**87**	1	2	14	30	28	9	3	0	0	0	0	0	0	40	45.98	17	19.54	0	0	19.7	24.8
06-22	**98**	1	2	16	33	31	12	3	0	0	0	0	0	0	46	46.94	20	20.41	0	0	19.9	25.1
06-00	**99**	1	2	16	33	31	13	3	0	0	0	0	0	0	47	47.47	21	21.21	0	0	20	25.1
00-00	**100**	1	2	16	34	31	13	3	0	0	0	0	0	0	47	47	21	21	0	0	20	25.1

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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	ACPO (SL1) 20	24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
20 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**3**	0	0	0	0	2	1	0	0	0	0	0	0	0	3	100	2	66.67	0	0	23.7	-
0700	**3**	0	0	0	1	2	0	0	0	0	0	0	0	0	2	66.67	0	0	0	0	19.6	-
0800	**7**	0	0	3	1	1	1	1	0	0	0	0	0	0	3	42.86	2	28.57	0	0	20.1	-
0900	**8**	0	0	1	2	3	2	0	0	0	0	0	0	0	5	62.5	2	25	0	0	20.8	-
1000	**13**	0	0	4	4	4	1	0	0	0	0	0	0	0	5	38.46	1	7.692	0	0	17.5	22.6
1100	**18**	1	0	5	10	1	1	0	0	0	0	0	0	0	2	11.11	1	5.556	0	0	16.4	19.5
1200	**8**	0	0	2	2	3	1	0	0	0	0	0	0	0	4	50	2	25	0	0	19.1	-
1300	**10**	0	0	1	5	4	0	0	0	0	0	0	0	0	4	40	0	0	0	0	19.1	-
1400	**6**	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-
1500	**13**	0	1	2	5	5	0	0	0	0	0	0	0	0	5	38.46	0	0	0	0	17.4	22.5
1600	**8**	0	0	2	4	2	0	0	0	0	0	0	0	0	2	25	1	12.5	0	0	18.2	-
1700	**13**	0	1	0	3	3	4	2	0	0	0	0	0	0	9	69.23	6	46.15	0	0	24.1	32.4
1800	**5**	0	0	0	1	3	0	1	0	0	0	0	0	0	4	80	2	40	0	0	23.7	-
1900	**4**	0	0	0	3	1	0	0	0	0	0	0	0	0	1	25	1	25	0	0	18.4	-
2000	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.6	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	24.5	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**112**	1	2	22	42	31	10	4	0	0	0	0	0	0	45	40.18	17	15.18	0	0	19	24.2
06-22	**121**	1	2	22	45	35	12	4	0	0	0	0	0	0	51	42.15	21	17.36	0	0	19.2	24.3
06-00	**123**	1	2	22	45	36	13	4	0	0	0	0	0	0	53	43.09	22	17.89	0	0	19.3	24.3
00-00	**124**	1	2	22	46	36	13	4	0	0	0	0	0	0	53	42.74	22	17.74	0	0	19.3	24.3

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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	ACPO (SL1) 20	24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
21 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**3**	0	0	0	1	0	2	0	0	0	0	0	0	0	2	66.67	2	66.67	0	0	23.2	-
0800	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	15.6	-
0900	**4**	0	0	1	0	2	1	0	0	0	0	0	0	0	3	75	1	25	0	0	20.7	-
1000	**6**	0	0	1	1	3	1	0	0	0	0	0	0	0	4	66.67	2	33.33	0	0	21.4	-
1100	**4**	0	0	1	2	0	0	1	0	0	0	0	0	0	1	25	1	25	0	0	18.7	-
1200	**4**	0	0	1	2	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	16.9	-
1300	**6**	0	0	0	3	2	1	0	0	0	0	0	0	0	3	50	1	16.67	0	0	20.3	-
1400	**10**	0	0	1	5	2	2	0	0	0	0	0	0	0	4	40	3	30	0	0	20.1	-
1500	**6**	0	0	1	1	1	1	1	0	0	0	0	0	0	4	66.67	3	50	1	16.67	25.6	-
1600	**8**	0	1	0	2	4	0	1	0	0	0	0	0	0	5	62.5	2	25	0	0	21	-
1700	**8**	0	0	0	3	4	1	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	21.9	-
1800	**7**	0	0	2	2	1	2	0	0	0	0	0	0	0	3	42.86	2	28.57	0	0	19.8	-
1900	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.4	-
2000	**2**	0	1	0	0	0	1	0	0	0	0	0	0	0	1	50	1	50	0	0	16.4	-
2100	**5**	0	0	1	1	1	2	0	0	0	0	0	0	0	3	60	2	40	0	0	20.8	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**68**	0	2	8	22	21	11	3	1	0	0	0	0	0	36	52.94	20	29.41	1	1.471	20.8	26.7
06-22	**78**	0	3	9	24	23	15	3	1	0	0	0	0	0	42	53.85	24	30.77	1	1.282	20.7	26.7
06-00	**78**	0	3	9	24	23	15	3	1	0	0	0	0	0	42	53.85	24	30.77	1	1.282	20.7	26.7
00-00	**78**	0	3	9	24	23	15	3	1	0	0	0	0	0	42	53.85	24	30.77	1	1.282	20.7	26.7

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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
22 October 2023																						
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	**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	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	**3**	0	0	0	0	3	0	0	0	0	0	0	0	0	3	100	0	0	0	0	22.4	-
0800	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	21.7	-
0900	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-
1000	**6**	0	0	0	2	3	1	0	0	0	0	0	0	0	4	66.67	3	50	0	0	21.9	-
1100	**4**	0	1	1	0	1	0	1	0	0	0	0	0	0	2	50	2	50	0	0	18.9	-
1200	**8**	0	1	0	2	1	4	0	0	0	0	0	0	0	5	62.5	5	62.5	0	0	21.7	-
1300	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	28.1	-
1400	**10**	0	1	2	4	2	1	0	0	0	0	0	0	0	3	30	1	10	0	0	17.6	-
1500	**5**	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
1600	**8**	0	0	2	3	3	0	0	0	0	0	0	0	0	3	37.5	1	12.5	0	0	18.9	-
1700	**7**	0	0	0	2	3	1	1	0	0	0	0	0	0	5	71.43	3	42.86	0	0	22.6	-
1800	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	23.4	-
1900	**1**	0	0	0	0	0	0	0	1	0	0	0	0	0	1	100	1	100	1	100	35.3	-
2000	**1**	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	1	100	0	0	25.1	-
2100	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**57**	0	3	7	18	18	9	2	0	0	0	0	0	0	29	50.88	17	29.82	0	0	20.1	25.4
06-22	**60**	0	3	7	19	18	10	2	1	0	0	0	0	0	31	51.67	19	31.67	1	1.667	20.4	25.5
06-00	**60**	0	3	7	19	18	10	2	1	0	0	0	0	0	31	51.67	19	31.67	1	1.667	20.4	25.5
00-00	**61**	0	3	7	20	18	10	2	1	0	0	0	0	0	31	50.82	19	31.15	1	1.639	20.4	25.5

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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
23 October 2023																						
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	**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	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	19.3	-
0700	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	2	50	0	0	0	0	20.7	-
0800	**8**	0	0	2	1	2	3	0	0	0	0	0	0	0	5	62.5	3	37.5	0	0	20.7	-
0900	**10**	0	0	2	4	2	2	0	0	0	0	0	0	0	4	40	3	30	0	0	19.6	-
1000	**6**	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-
1100	**5**	0	0	0	3	2	0	0	0	0	0	0	0	0	2	40	0	0	0	0	18.7	-
1200	**12**	0	1	4	0	6	1	0	0	0	0	0	0	0	7	58.33	2	16.67	0	0	18.4	24.5
1300	**12**	0	2	1	5	3	0	1	0	0	0	0	0	0	4	33.33	1	8.333	0	0	17.8	24.3
1400	**9**	0	0	1	5	3	0	0	0	0	0	0	0	0	3	33.33	0	0	0	0	18.5	-
1500	**7**	0	0	2	2	1	2	0	0	0	0	0	0	0	3	42.86	2	28.57	0	0	19.7	-
1600	**14**	0	1	4	4	4	1	0	0	0	0	0	0	0	5	35.71	2	14.29	0	0	17.4	24
1700	**5**	0	0	1	2	1	1	0	0	0	0	0	0	0	2	40	1	20	0	0	19.8	-
1800	**6**	0	0	0	2	2	2	0	0	0	0	0	0	0	4	66.67	2	33.33	0	0	21.9	-
1900	**5**	0	0	2	1	1	0	1	0	0	0	0	0	0	2	40	1	20	0	0	18	-
2000	**4**	0	1	1	0	1	1	0	0	0	0	0	0	0	2	50	2	50	0	0	18.2	-
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**98**	0	5	20	32	28	12	1	0	0	0	0	0	0	41	41.84	16	16.33	0	0	18.7	24.5
06-22	**110**	0	6	24	34	31	13	2	0	0	0	0	0	0	46	41.82	20	18.18	0	0	18.7	24.8
06-00	**110**	0	6	24	34	31	13	2	0	0	0	0	0	0	46	41.82	20	18.18	0	0	18.7	24.8
00-00	**110**	0	6	24	34	31	13	2	0	0	0	0	0	0	46	41.82	20	18.18	0	0	18.7	24.8

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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
24 October 2023																						
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	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-
0500	**1**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	20.6	-
0600	**3**	0	0	0	2	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	18.6	-
0700	**4**	0	0	0	0	2	2	0	0	0	0	0	0	0	4	100	2	50	0	0	23.1	-
0800	**11**	0	0	2	7	1	1	0	0	0	0	0	0	0	2	18.18	1	9.091	0	0	17.6	21.2
0900	**3**	0	0	0	2	0	1	0	0	0	0	0	0	0	1	33.33	1	33.33	0	0	19.4	-
1000	**8**	0	0	2	4	1	1	0	0	0	0	0	0	0	2	25	1	12.5	0	0	18.5	-
1100	**3**	0	0	1	1	1	0	0	0	0	0	0	0	0	1	33.33	0	0	0	0	18.5	-
1200	**4**	0	0	1	2	0	1	0	0	0	0	0	0	0	1	25	1	25	0	0	18	-
1300	**6**	0	0	1	1	3	1	0	0	0	0	0	0	0	4	66.67	1	16.67	0	0	20.5	-
1400	**9**	0	1	1	4	2	1	0	0	0	0	0	0	0	3	33.33	1	11.11	0	0	17.8	-
1500	**10**	0	0	1	8	1	0	0	0	0	0	0	0	0	1	10	0	0	0	0	18	-
1600	**10**	0	0	2	2	4	2	0	0	0	0	0	0	0	6	60	2	20	0	0	20.7	-
1700	**9**	0	0	1	3	3	2	0	0	0	0	0	0	0	5	55.56	3	33.33	0	0	21.5	-
1800	**8**	0	0	2	1	2	3	0	0	0	0	0	0	0	5	62.5	4	50	0	0	20.7	-
1900	**4**	0	0	2	1	1	0	0	0	0	0	0	0	0	1	25	0	0	0	0	16.4	-
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	**2**	0	0	0	0	1	1	0	0	0	0	0	0	0	2	100	1	50	0	0	25.5	-
2200	**3**	0	0	0	1	1	1	0	0	0	0	0	0	0	2	66.67	1	33.33	0	0	21.2	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**85**	0	1	14	35	20	15	0	0	0	0	0	0	0	35	41.18	17	20	0	0	19.4	25.3
06-22	**94**	0	1	16	38	23	16	0	0	0	0	0	0	0	39	41.49	18	19.15	0	0	19.4	25.2
06-00	**97**	0	1	16	39	24	17	0	0	0	0	0	0	0	41	42.27	19	19.59	0	0	19.4	25.2
00-00	**99**	0	1	16	40	25	17	0	0	0	0	0	0	0	42	42.42	19	19.19	0	0	19.4	25.2

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

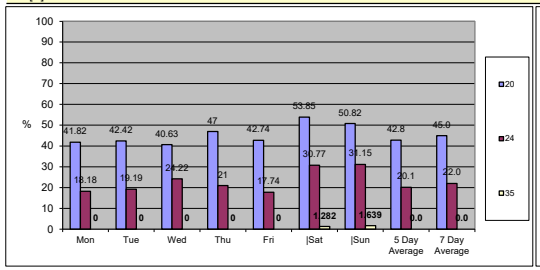
18 October 2023 to 24 October 2023 | Direction Two-Way

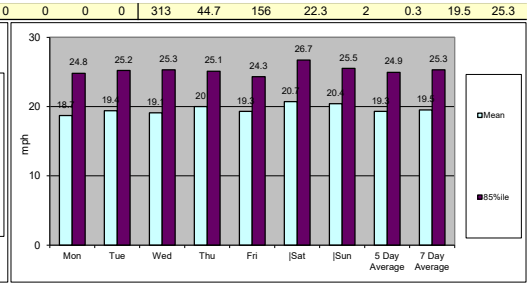
Time Period	Total Vehicles	Speed Bins 0 5	5 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 130	Speed Limit (PSL) 20	20	ACPO (SL1) 24 ACPO	24 ACPO	DfT (SL2) 35 DFT	35 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	**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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	19.1	-
0600	**2**	0	0	0	1	1	0	0	0	0	0	0	0	0	1	60	1	40	0	0	21.4	-
0700	**4**	0	0	0	1	2	1	0	0	0	0	0	0	0	3	64.29	1	28.57	0	0	20.7	-
0800	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	47.62	1	23.81	0	0	19.9	-
0900	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	51.28	2	28.21	0	0	20.2	-
1000	**8**	0	0	2	2	2	1	0	0	0	0	0	0	0	3	36.84	1	14.04	0	0	17.7	-
1100	**7**	0	0	1	4	1	1	0	0	0	0	0	0	0	2	29.41	1	15.69	0	0	18.4	-
1200	**7**	0	0	2	2	2	1	0	0	0	0	0	0	0	3	36.54	1	19.23	0	0	18.1	-
1300	**9**	0	0	2	3	3	1	0	0	0	0	0	0	0	4	48.39	1	16.13	0	0	19.6	-
1400	**9**	0	0	1	5	2	1	0	0	0	0	0	0	0	2	26.15	1	7.692	0	0	17.8	-
1500	**9**	0	0	2	4	2	1	0	0	0	0	0	0	0	3	32.79	1	14.75	0	1.639	19	-
1600	**10**	0	0	2	2	3	1	1	0	0	0	0	0	0	5	55.22	3	28.36	0	0	20.5	-
1700	**8**	0	0	1	2	3	2	0	0	0	0	0	0	0	5	60	3	36.36	0	0	21.8	-
1800	**6**	0	0	1	2	2	1	0	0	0	0	0	0	0	3	53.49	2	30.23	0	0	20.1	-
1900	**4**	0	0	1	1	1	0	0	0	0	0	0	0	0	2	44	1	24	0	4	20.3	-
2000	**2**	0	0	0	0	1	0	0	0	0	0	0	0	0	1	60	1	46.67	0	0	20.5	-
2100	**2**	0	0	0	1	0	0	0	0	0	0	0	0	0	1	45.45	0	27.27	0	0	20	-
2200	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	83.33	0	50	0	0	23.5	-
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**89**	0	3	16	31	25	12	2	0	0	0	0	0	0	39	43.89	19	21.06	0	0.161	19.4	25.2
06-22	**98**	0	3	17	34	27	14	3	0	0	0	0	0	0	44	44.62	22	22.24	0	0.291	19.5	25.3
06-00	**99**	0	3	17	34	27	14	3	0	0	0	0	0	0	45	44.96	22	22.48	0	0.288	19.5	25.3
00-00	**100**	0	3	17	35	27	14	3	0	0	0	0	0	0	45	44.71	22	22.29	0	0.286	19.5	25.3

SS1243 Neath | Site 3 | Location Daphne Rd east of Kestrel Close (51.673153, -3.804021)

18 October 2023 to 24 October 2023 | Direction Two-Way

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	**110**	0	6	24	34	31	13	2	0	0	0	0	0	0	46	41.82	20	18.18	0	0	18.7	24.8
Tue	**99**	0	1	16	40	25	17	0	0	0	0	0	0	0	42	42.42	19	19.19	0	0	19.4	25.2
Wed	**128**	1	4	26	45	28	18	6	0	0	0	0	0	0	52	40.63	31	24.22	0	0	19.1	25.3
Thu	**100**	1	2	16	34	31	13	3	0	0	0	0	0	0	47	47	21	21	0	0	20	25.1
Fri	**124**	1	2	22	46	36	13	4	0	0	0	0	0	0	53	42.74	22	17.74	0	0	19.3	24.3
|Sat	**78**	0	3	9	24	23	15	3	1	0	0	0	0	0	42	53.85	24	30.77	1	1.282	20.7	26.7
|Sun	**61**	0	3	7	20	18	10	2	1	0	0	0	0	0	31	50.82	19	31.15	1	1.639	20.4	25.5
5 Day Average																						
[--]	**112**	1	3	21	40	30	15	3	0	0	0	0	0	0	48	42.8	23	20.1	0	0.0	19.3	24.9
7 Day Average																						
[--]	**100**	0	3	17	35	27	14	3	0	0	0	0	0	0	45	45.0	22	22.0	0	0.0	19.5	25.3
Total Vehicles																						
[--]	**700**	3	21	120	243	192	99	20	2	0	0	0	0	0	313	44.7	156	22.3	2	0.3	19.5	25.3





Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

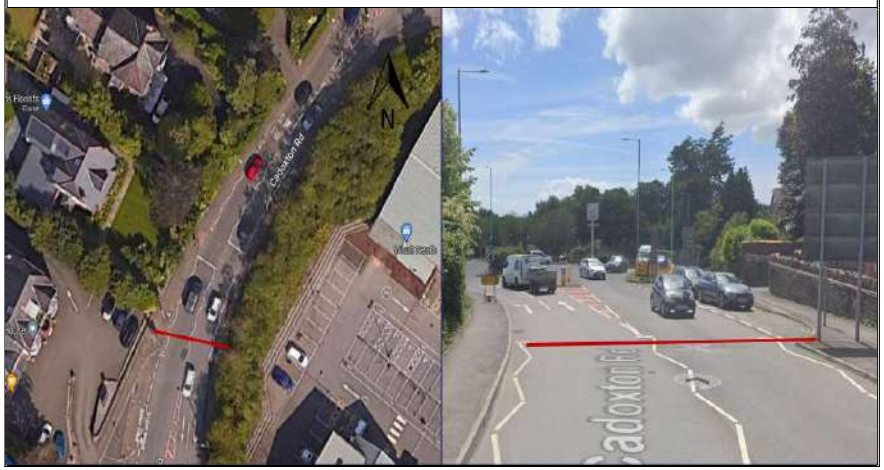
Severnside Transportation Data Collection
Severnside Traffic Management

Job Number & Title: SS1243 Neath

Site Location: Site 4 Cadoxton Rd

Survey Date: 18/10/2023

Site Location Plan



SS1243 Neath — OCTOBER 2023

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) >PSL	>PSL%	110%(PSL) + 2 (SL1) >SL1	>SL1%	DfT PSL+15 (SL2) >SL2	>SL2%	Mean Speed	85%ile Speed
4	Cadoxton Rd	51.668261, -3.808327	Northbound	18 October 2023	24 October 2023	30	56245	8568	8035	143	0.3	54	0.1	26	0.0	18.1	21.6
			Southbound	18 October 2023	24 October 2023		62291	9444	8899	206	0.3	50	0.1	27	0.0	17.5	21.8
			Two-Way	18 October 2023	24 October 2023		118536	18013	16934	349	0	104	0	53	0	18	22

Severnside
Transportation Data Collection
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Severnside
Traffic Management

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	**7**	0	4	2	0	1	0	0	0	0	0	0	0	0
0300	**5**	0	2	1	0	0	0	0	0	0	0	2	0	0
0400	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
0500	**115**	0	96	16	0	2	0	0	0	0	0	1	0	0
0600	**188**	1	146	37	1	1	0	0	1	0	1	0	0	0
0700	**548**	4	434	86	1	4	6	0	4	0	8	1	0	0
0800	**814**	3	717	63	7	2	6	0	13	1	1	1	0	0
0900	**661**	2	553	78	2	6	13	0	6	0	1	0	0	0
1000	**621**	6	546	46	1	2	7	0	10	1	0	0	0	2
1100	**579**	0	499	63	1	6	3	0	6	1	0	0	0	0
1200	**583**	3	512	44	1	3	6	1	10	0	1	2	0	0
1300	**526**	3	459	51	1	2	6	0	3	0	1	0	0	0
1400	**562**	1	489	53	1	4	6	0	5	0	0	3	0	0
1500	**684**	4	613	48	0	5	8	0	4	0	0	1	1	0
1600	**649**	2	597	38	2	1	2	0	5	0	0	1	1	0
1700	**541**	0	479	48	1	0	5	1	5	0	0	2	0	0
1800	**494**	2	439	39	1	0	7	0	6	0	0	0	0	0
1900	**341**	2	303	30	1	1	1	0	3	0	0	0	0	0
2000	**179**	0	166	11	0	0	1	0	0	0	0	1	0	0
2100	**143**	0	138	5	0	0	0	0	0	0	0	0	0	0
2200	**62**	0	59	3	0	0	0	0	0	0	0	0	0	0
2300	**31**	1	25	4	0	1	0	0	0	0	0	0	0	0
07-19	**7262**	**30**	**6337**	**657**	**19**	**35**	**75**	**2**	**77**	**3**	**12**	**11**	**2**	**2**
06-22	**8113**	**33**	**7090**	**740**	**21**	**37**	**77**	**2**	**81**	**3**	**13**	**12**	**2**	**2**
06-00	**8206**	**34**	**7174**	**747**	**21**	**38**	**77**	**2**	**81**	**3**	**13**	**12**	**2**	**2**
00-00	**8366**	**34**	**7307**	**768**	**21**	**41**	**77**	**2**	**81**	**3**	**13**	**15**	**2**	**2**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	**5**	0	3	1	0	0	0	0	0	0	0	1	0	0
0300	**8**	0	6	1	0	0	0	0	0	0	0	1	0	0
0400	**19**	0	16	1	0	2	0	0	0	0	0	0	0	0
0500	**127**	1	105	17	0	2	1	0	0	0	0	0	0	1
0600	**210**	2	167	38	0	2	0	0	1	0	0	0	0	0
0700	**552**	6	436	94	2	2	3	0	7	0	2	0	0	0
0800	**815**	1	737	57	1	3	4	1	8	1	0	1	0	1
0900	**643**	3	550	72	1	1	6	0	9	0	1	0	0	0
1000	**616**	3	532	54	6	6	5	0	4	1	3	1	1	0
1100	**614**	2	543	57	2	2	2	0	3	0	2	1	0	0
1200	**589**	1	513	55	2	2	5	1	8	0	1	1	0	0
1300	**551**	2	495	41	2	2	7	0	2	0	0	0	0	0
1400	**529**	2	466	44	2	2	8	0	2	0	1	0	2	0
1500	**664**	2	590	54	1	2	10	0	3	0	1	1	0	0
1600	**581**	1	538	26	3	1	6	0	3	0	1	1	0	1
1700	**586**	0	542	33	0	1	6	0	3	0	0	1	0	0
1800	**545**	2	503	30	0	0	4	0	3	0	1	2	0	0
1900	**396**	2	359	23	1	0	5	0	6	0	0	0	0	0
2000	**178**	2	163	10	0	1	1	0	1	0	0	0	0	0
2100	**147**	1	136	9	0	0	0	0	1	0	0	0	0	0
2200	**69**	0	63	4	0	0	2	0	0	0	0	0	0	0
2300	**46**	0	36	10	0	0	0	0	0	0	0	0	0	0
07-19	**7285**	**25**	**6445**	**617**	**22**	**24**	**66**	**2**	**55**	**2**	**13**	**9**	**3**	**2**
06-22	**8216**	**32**	**7270**	**697**	**23**	**27**	**72**	**2**	**64**	**2**	**13**	**9**	**3**	**2**
06-00	**8331**	**32**	**7369**	**711**	**23**	**27**	**74**	**2**	**64**	**2**	**13**	**9**	**3**	**2**
00-00	**8507**	**33**	**7513**	**734**	**23**	**31**	**75**	**2**	**64**	**2**	**13**	**11**	**3**	**3**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	**12**	0	7	2	0	2	0	0	0	0	0	1	0	0
0400	**22**	0	19	2	0	0	0	0	0	0	0	1	0	0
0500	**104**	0	91	13	0	0	0	0	0	0	0	0	0	0
0600	**180**	5	137	35	0	0	1	0	1	0	1	0	0	0
0700	**494**	5	402	71	2	0	9	0	4	0	0	0	0	1
0800	**857**	1	751	66	7	4	13	2	6	0	3	2	0	2
0900	**653**	1	554	79	4	3	3	0	7	0	0	2	0	0
1000	**652**	0	579	52	2	3	5	1	7	0	1	1	0	1
1100	**691**	1	594	61	3	10	7	0	11	0	4	0	0	0
1200	**683**	4	612	56	1	1	4	0	5	0	0	0	0	0
1300	**639**	0	572	47	0	2	9	0	8	0	1	0	0	0
1400	**627**	1	556	47	2	1	7	0	11	0	0	1	1	0
1500	**678**	2	627	38	2	1	4	1	3	0	0	0	0	0
1600	**630**	2	592	24	0	0	8	0	1	0	0	3	0	0
1700	**588**	2	542	31	1	0	4	1	5	0	1	1	0	0
1800	**525**	0	478	32	1	0	8	0	4	0	0	0	1	1
1900	**340**	1	310	20	0	1	2	1	5	0	0	0	0	0
2000	**195**	0	182	12	0	1	0	0	0	0	0	0	0	0
2100	**155**	0	145	7	0	0	1	0	2	0	0	0	0	0
2200	**95**	0	90	4	0	0	0	0	0	0	0	1	0	0
2300	**61**	0	53	7	0	0	1	0	0	0	0	0	0	0
07-19	**7717**	**19**	**6859**	**604**	**25**	**25**	**81**	**5**	**72**	**0**	**10**	**10**	**2**	**5**
06-22	**8587**	**25**	**7633**	**678**	**25**	**27**	**85**	**6**	**80**	**0**	**11**	**10**	**2**	**5**
06-00	**8743**	**25**	**7776**	**689**	**25**	**27**	**86**	**6**	**80**	**0**	**11**	**11**	**2**	**5**
00-00	**8906**	**25**	**7915**	**709**	**25**	**29**	**86**	**6**	**80**	**0**	**11**	**13**	**2**	**5**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**41**	0	40	1	0	0	0	0	0	0	0	0	0	0
0100	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
0200	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	7	0	0	1	0	0	0	0	0	0	0	0
0400	**13**	0	10	2	0	1	0	0	0	0	0	0	0	0
0500	**40**	0	29	9	0	0	1	0	0	0	0	1	0	0
0600	**68**	0	61	7	0	0	0	0	0	0	0	0	0	0
0700	**182**	1	155	23	1	2	0	0	0	0	0	0	0	0
0800	**427**	3	359	55	1	2	5	0	2	0	0	0	0	0
0900	**536**	1	467	50	1	4	5	0	8	0	0	0	0	0
1000	**663**	3	587	56	2	2	4	0	7	0	1	0	0	1
1100	**724**	3	657	44	0	0	6	0	12	0	1	1	0	0
1200	**772**	1	690	44	3	2	11	1	16	0	1	2	0	1
1300	**686**	0	631	31	0	1	7	1	13	0	0	2	0	0
1400	**606**	4	546	33	2	2	7	0	9	0	3	0	0	0
1500	**476**	4	430	30	0	0	4	0	8	0	0	0	0	0
1600	**529**	3	481	31	0	0	8	0	6	0	0	0	0	0
1700	**500**	2	451	37	0	0	3	0	6	0	0	1	0	0
1800	**437**	1	405	26	1	0	1	0	3	0	0	0	0	0
1900	**299**	2	266	26	1	1	2	0	1	0	0	0	0	0
2000	**180**	0	165	12	0	0	2	0	1	0	0	0	0	0
2100	**141**	1	127	13	0	0	0	0	0	0	0	0	0	0
2200	**116**	0	106	9	0	0	0	0	1	0	0	0	0	0
2300	**75**	0	69	6	0	0	0	0	0	0	0	0	0	0
07-19	**6538**	**26**	**5859**	**460**	**11**	**15**	**61**	**2**	**90**	**0**	**6**	**6**	**0**	**2**
06-22	**7226**	**29**	**6478**	**518**	**12**	**16**	**65**	**2**	**92**	**0**	**6**	**6**	**0**	**2**
06-00	**7417**	**29**	**6653**	**533**	**12**	**16**	**65**	**2**	**93**	**0**	**6**	**6**	**0**	**2**
00-00	**7547**	**29**	**6762**	**550**	**12**	**18**	**66**	**2**	**93**	**0**	**6**	**7**	**0**	**2**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**52**	0	44	5	0	0	2	0	0	0	0	1	0	0
0100	**46**	0	37	9	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
0300	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0500	**28**	1	21	6	0	0	0	0	0	0	0	0	0	0
0600	**42**	0	34	7	0	1	0	0	0	0	0	0	0	0
0700	**80**	1	73	6	0	0	0	0	0	0	0	0	0	0
0800	**171**	0	142	24	0	1	1	0	3	0	0	0	0	0
0900	**332**	3	286	35	0	0	2	0	4	0	0	2	0	0
1000	**545**	1	481	49	0	1	3	0	9	0	1	0	0	0
1100	**583**	2	526	44	0	1	5	0	5	0	0	0	0	0
1200	**618**	5	545	53	2	0	8	0	2	0	0	1	2	0
1300	**615**	0	558	44	0	0	0	1	11	1	0	0	0	0
1400	**562**	5	508	38	0	0	6	0	5	0	0	0	0	0
1500	**528**	9	476	37	0	0	2	0	3	0	0	0	1	0
1600	**373**	5	340	26	0	1	1	0	0	0	0	0	0	0
1700	**361**	0	329	31	0	0	0	0	1	0	0	0	0	0
1800	**306**	1	271	30	0	0	1	0	2	0	0	1	0	0
1900	**228**	0	207	21	0	0	0	0	0	0	0	0	0	0
2000	**155**	0	138	15	0	0	1	0	0	0	0	1	0	0
2100	**106**	1	95	10	0	0	0	0	0	0	0	0	0	0
2200	**54**	0	53	1	0	0	0	0	0	0	0	0	0	0
2300	**26**	2	22	2	0	0	0	0	0	0	0	0	0	0
07-19	**5074**	**32**	**4535**	**417**	**2**	**4**	**29**	**1**	**45**	**1**	**1**	**4**	**3**	**0**
06-22	**5605**	**33**	**5009**	**470**	**2**	**5**	**30**	**1**	**45**	**1**	**1**	**5**	**3**	**0**
06-00	**5685**	**35**	**5084**	**473**	**2**	**5**	**30**	**1**	**45**	**1**	**1**	**5**	**3**	**0**
00-00	**5857**	**36**	**5228**	**497**	**2**	**5**	**32**	**1**	**45**	**1**	**1**	**6**	**3**	**0**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	4	1	0	0	0	0	0	0	0	1	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
0500	**108**	5	81	19	1	0	1	0	1	0	0	0	0	0
0600	**191**	4	143	37	0	1	3	0	2	0	0	1	0	0
0700	**507**	4	403	77	2	1	11	0	3	0	2	2	0	2
0800	**827**	3	731	67	2	0	8	0	10	0	3	1	0	2
0900	**664**	3	569	71	2	5	4	0	9	0	0	1	0	0
1000	**577**	4	510	51	0	0	2	0	6	0	4	0	0	0
1100	**578**	0	507	54	0	2	3	0	8	1	0	1	1	1
1200	**651**	3	564	53	0	4	7	0	10	0	2	6	1	1
1300	**590**	2	525	48	0	1	10	0	2	0	0	2	0	0
1400	**655**	3	565	65	1	3	7	0	9	0	0	1	1	0
1500	**619**	2	566	41	1	3	3	0	2	0	0	1	0	0
1600	**644**	2	586	37	0	3	8	0	8	0	0	0	0	0
1700	**546**	4	504	29	1	1	5	1	0	0	0	0	1	0
1800	**512**	2	471	31	0	0	5	1	0	0	1	1	0	0
1900	**360**	1	323	34	0	0	1	0	1	0	0	0	0	0
2000	**191**	1	165	24	0	1	0	0	0	0	0	0	0	0
2100	**143**	0	130	13	0	0	0	0	0	0	0	0	0	0
2200	**47**	0	44	3	0	0	0	0	0	0	0	0	0	0
2300	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
07-19	**7370**	**32**	**6501**	**624**	**9**	**23**	**73**	**2**	**67**	**1**	**12**	**16**	**4**	**6**
06-22	**8255**	**38**	**7262**	**732**	**9**	**25**	**77**	**2**	**70**	**1**	**12**	**17**	**4**	**6**
06-00	**8332**	**38**	**7333**	**738**	**9**	**25**	**77**	**2**	**70**	**1**	**12**	**17**	**4**	**6**
00-00	**8485**	**43**	**7451**	**764**	**10**	**25**	**78**	**2**	**71**	**1**	**12**	**18**	**4**	**6**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	2	0	0	1	0	0	0	0	0	2	0	0
0400	**20**	0	16	4	0	0	0	0	0	0	0	0	0	0
0500	**118**	2	95	20	1	0	0	0	0	0	0	0	0	0
0600	**216**	2	185	23	0	2	1	0	1	0	1	1	0	0
0700	**601**	2	490	88	3	4	5	0	2	0	5	0	1	1
0800	**860**	6	768	61	6	1	4	0	11	0	1	2	0	0
0900	**683**	3	584	71	3	3	4	0	11	0	2	2	0	0
1000	**596**	5	526	48	4	2	3	0	6	0	0	1	0	1
1100	**598**	3	535	45	2	3	4	0	5	0	1	0	0	0
1200	**610**	3	542	51	2	1	7	1	2	0	0	0	1	0
1300	**573**	3	508	49	1	3	0	1	6	0	1	1	0	0
1400	**586**	1	523	49	2	1	3	0	5	0	1	1	0	0
1500	**648**	2	586	45	1	3	8	0	2	0	1	0	0	0
1600	**614**	3	557	37	1	2	5	0	5	0	4	0	0	0
1700	**604**	0	567	29	0	0	4	0	0	0	1	2	1	0
1800	**550**	1	495	43	0	0	2	0	5	0	1	2	1	0
1900	**308**	3	273	24	0	0	2	0	5	0	1	0	0	0
2000	**163**	1	149	11	0	0	1	0	1	0	0	0	0	0
2100	**113**	0	101	10	0	1	1	0	0	0	0	0	0	0
2200	**77**	1	66	9	0	0	1	0	0	0	0	0	0	0
2300	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
07-19	**7523**	**32**	**6681**	**616**	**25**	**23**	**49**	**2**	**60**	**0**	**18**	**11**	**4**	**2**
06-22	**8323**	**38**	**7389**	**684**	**25**	**26**	**54**	**2**	**67**	**0**	**20**	**12**	**4**	**2**
06-00	**8416**	**40**	**7469**	**694**	**25**	**26**	**55**	**2**	**67**	**0**	**20**	**12**	**4**	**2**
00-00	**8577**	**42**	**7595**	**723**	**26**	**27**	**55**	**2**	**67**	**0**	**20**	**14**	**4**	**2**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

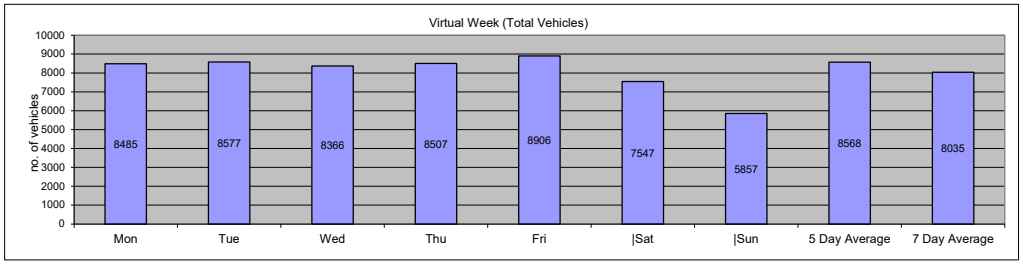
18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**22**	0	19	2	0	0	0	0	0	0	0	0	0	0
0100	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	6	1	0	0	0	0	0	0	0	0	0	0
0300	**9**	0	6	1	0	1	0	0	0	0	0	0	1	0
0400	**17**	0	14	2	0	0	0	0	0	0	0	0	0	0
0500	**91**	1	74	14	0	1	0	0	0	0	0	0	0	0
0600	**156**	2	125	26	0	1	1	0	1	0	0	0	0	0
0700	**423**	3	342	64	2	2	5	0	3	0	2	0	0	1
0800	**682**	2	601	56	3	2	6	0	8	0	1	1	0	1
0900	**596**	2	509	65	2	3	5	0	8	0	1	1	0	0
1000	**610**	3	537	51	2	2	4	0	7	0	1	0	0	1
1100	**624**	2	552	53	1	3	4	0	7	0	1	0	0	0
1200	**644**	3	568	51	2	2	7	1	8	0	1	2	1	0
1300	**597**	1	535	44	1	2	6	0	6	0	0	1	0	0
1400	**590**	2	522	47	1	2	6	0	7	0	1	1	1	0
1500	**614**	4	555	42	1	2	6	0	4	0	0	0	0	0
1600	**574**	3	527	31	1	1	5	0	4	0	1	1	0	0
1700	**532**	1	488	34	0	0	4	0	3	0	0	1	0	0
1800	**481**	1	437	33	0	0	4	0	3	0	0	1	0	0
1900	**325**	2	292	25	0	0	2	0	3	0	0	0	0	0
2000	**177**	1	161	14	0	0	1	0	0	0	0	0	0	0
2100	**135**	0	125	10	0	0	0	0	0	0	0	0	0	0
2200	**74**	0	69	5	0	0	0	0	0	0	0	0	0	0
2300	**41**	1	35	5	0	0	0	0	0	0	0	0	0	0
07-19	**6967**	**28**	**6174**	**571**	**16**	**21**	**62**	**2**	**67**	**1**	**10**	**10**	**3**	**3**
06-22	**7761**	**33**	**6876**	**646**	**17**	**23**	**66**	**2**	**71**	**1**	**11**	**10**	**3**	**3**
06-00	**7876**	**33**	**6980**	**655**	**17**	**23**	**66**	**2**	**71**	**1**	**11**	**10**	**3**	**3**
00-00	**8035**	**35**	**7110**	**678**	**17**	**25**	**67**	**2**	**72**	**1**	**11**	**12**	**3**	**3**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**8485**	43	7451	764	10	25	78	2	71	1	12	18	4	6
Tue	**8577**	42	7595	723	26	27	55	2	67	0	20	14	4	2
Wed	**8366**	34	7307	768	21	41	77	2	81	3	13	15	2	2
Thu	**8507**	33	7513	734	23	31	75	2	64	2	13	11	3	3
Fri	**8906**	25	7915	709	25	29	86	6	80	0	11	13	2	5
|Sat	**7547**	29	6762	550	12	18	66	2	93	0	6	7	0	2
|Sun	**5857**	36	5228	497	2	5	32	1	45	1	1	6	3	0
5 Day Average														
[--]	**8568**	35	7556	740	21	31	74	3	73	1	14	14	3	4
7 Day Average														
[--]	**8035**	35	7110	678	17	25	67	2	72	1	11	12	3	3
Total Vehicles														
[--]	**56245**	242	49771	4745	119	176	469	17	501	7	76	84	18	20



SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
18 October 2023																						
0000	**12**	0	0	1	8	2	1	0	0	0	0	0	0	0	1	8.333	0	0	0	0	23.1	25.9
0100	**4**	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0200	**7**	0	0	1	4	1	1	0	0	0	0	0	0	0	1	14.29	0	0	0	0	23.4	-
0300	**5**	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
0400	**17**	0	0	3	9	4	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	23.5	27.6
0500	**115**	0	2	19	64	28	2	0	0	0	0	0	0	0	2	1.739	0	0	0	0	22.9	26.7
0600	**188**	0	1	41	122	23	1	0	0	0	0	0	0	0	1	0.532	0	0	0	0	22.1	24.8
0700	**548**	4	26	219	285	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.8
0800	**814**	88	255	384	83	2	2	0	0	0	0	0	0	0	2	0.246	0	0	0	0	15.4	19.2
0900	**661**	22	101	367	163	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	21.1
1000	**621**	17	102	400	96	4	0	0	0	2	0	0	0	0	2	0.322	2	0.322	2	0.322	17.3	20.1
1100	**579**	11	95	359	110	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.5
1200	**583**	13	75	386	102	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.4
1300	**526**	11	81	318	110	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.8
1400	**562**	14	70	323	148	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20.9
1500	**684**	20	129	453	76	5	1	0	0	0	0	0	0	0	1	0.146	0	0	0	0	16.9	19.7
1600	**649**	5	117	417	107	1	0	1	0	0	0	1	0	0	2	0.308	2	0.308	1	0.154	17.5	20.1
1700	**541**	9	58	329	139	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.3
1800	**494**	15	54	263	153	7	0	0	0	0	0	0	0	2	2	0.405	2	0.405	2	0.405	18.5	21.4
1900	**341**	3	19	153	147	18	0	0	1	0	0	0	0	0	1	0.293	1	0.293	0	0	19.9	22.9
2000	**179**	2	6	62	92	16	1	0	0	0	0	0	0	0	1	0.559	0	0	0	0	20.6	23.9
2100	**143**	0	1	56	74	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.2
2200	**62**	0	0	11	41	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.2
2300	**31**	0	0	7	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.6
07-19	**7262**	229	1163	4218	1572	71	3	1	0	2	0	1	0	2	9	0.124	6	0.083	5	0.069	17.6	20.9
06-22	**8113**	234	1190	4530	2007	140	5	1	1	2	0	1	0	2	12	0.148	7	0.086	5	0.062	17.9	21.3
06-00	**8206**	234	1190	4548	2066	156	5	1	1	2	0	1	0	2	12	0.146	7	0.085	5	0.061	18	21.4
00-00	**8366**	234	1192	4577	2155	191	10	1	1	2	0	1	0	2	17	0.203	7	0.084	5	0.06	18.1	21.5

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2023																						
0000	**10**	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0100	**7**	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0200	**5**	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	-
0300	**8**	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0400	**19**	0	0	4	7	7	1	0	0	0	0	0	0	0	1	5.263	0	0	0	0	24.3	28.2
0500	**127**	0	1	24	76	22	3	1	0	0	0	0	0	0	4	3.15	1	0.787	0	0	22.8	26.1
0600	**210**	0	3	64	116	26	0	1	0	0	0	0	0	0	1	0.476	1	0.476	0	0	21.5	24.8
0700	**552**	3	21	275	242	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	22.4
0800	**815**	107	332	333	41	1	0	0	0	0	0	0	0	1	1	0.123	1	0.123	1	0.123	14.5	18.2
0900	**643**	23	121	353	143	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.7
1000	**616**	11	102	394	107	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.4
1100	**614**	10	83	366	150	2	0	0	1	0	0	0	0	2	3	0.489	3	0.489	2	0.326	18.3	20.9
1200	**589**	15	85	352	132	4	1	0	0	0	0	0	0	0	1	0.17	0	0	0	0	17.7	20.9
1300	**551**	12	71	363	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.5
1400	**529**	14	80	328	105	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.6
1500	**664**	17	121	426	95	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20
1600	**581**	30	109	349	89	2	0	1	0	0	0	0	0	1	2	0.344	2	0.344	1	0.172	17.1	20.2
1700	**586**	19	65	381	115	5	0	0	0	1	0	0	0	0	1	0.171	1	0.171	1	0.171	17.8	20.6
1800	**545**	3	51	355	127	6	3	0	0	0	0	0	0	0	3	0.55	0	0	0	0	18.4	21.1
1900	**396**	5	24	212	143	9	2	0	0	0	0	0	0	1	3	0.758	1	0.253	1	0.253	19.4	21.9
2000	**178**	1	5	74	81	15	2	0	0	0	0	0	0	0	2	1.124	0	0	0	0	20.7	23.8
2100	**147**	1	2	64	72	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.5
2200	**69**	1	1	29	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.9
2300	**46**	0	0	15	23	7	1	0	0	0	0	0	0	0	1	2.174	0	0	0	0	22.1	25.5
07-19	**7285**	264	1241	4275	1451	43	4	1	1	1	0	0	0	4	11	0.151	7	0.096	5	0.069	17.4	20.7
06-22	**8216**	271	1275	4689	1863	101	8	2	1	1	0	0	0	5	17	0.207	9	0.11	6	0.073	17.7	21
06-00	**8331**	272	1276	4733	1918	114	9	2	1	1	0	0	0	5	18	0.216	9	0.108	6	0.072	17.8	21
00-00	**8507**	272	1279	4766	2020	147	13	3	1	1	0	0	0	5	23	0.27	10	0.118	6	0.071	17.9	21.3

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Northbound

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2023																						
0000	**15**	0	1	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	26.2
0100	**4**	0	0	1	1	1	1	0	0	0	0	0	0	0	1	25	0	0	0	0	24.6	-
0200	**6**	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0300	**12**	0	0	0	5	5	1	1	0	0	0	0	0	0	2	16.67	1	8.333	0	0	26.1	31.5
0400	**22**	0	0	5	10	6	1	0	0	0	0	0	0	0	1	4.545	0	0	0	0	23.5	27.2
0500	**104**	1	0	9	64	29	1	0	0	0	0	0	0	0	1	0.962	0	0	0	0	23.2	26.2
0600	**180**	1	6	40	96	36	1	0	0	0	0	0	0	0	1	0.556	0	0	0	0	22	25.7
0700	**494**	2	16	259	197	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
0800	**857**	104	300	395	55	1	0	2	0	0	0	0	0	0	2	0.233	2	0.233	0	0	14.9	18.6
0900	**653**	10	106	381	152	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21
1000	**652**	15	110	411	115	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.5
1100	**691**	42	136	379	129	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20.4
1200	**683**	19	174	387	101	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20
1300	**639**	23	126	362	121	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.5
1400	**627**	26	135	363	94	7	0	2	0	0	0	0	0	0	2	0.319	2	0.319	0	0	17.1	20.1
1500	**678**	85	187	341	63	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	19.1
1600	**630**	59	182	314	70	4	1	0	0	0	0	0	0	0	1	0.159	0	0	0	0	15.8	19.5
1700	**588**	26	99	332	121	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.9
1800	**525**	16	51	290	152	11	0	0	3	0	0	0	2	0	5	0.952	5	0.952	2	0.381	18.7	21.6
1900	**340**	3	21	155	146	14	1	0	0	0	0	0	0	0	1	0.294	0	0	0	0	19.6	22.7
2000	**195**	0	2	61	110	21	1	0	0	0	0	0	0	0	1	0.513	0	0	0	0	21.2	23.9
2100	**155**	1	8	51	80	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	24.2
2200	**95**	0	0	32	54	6	3	0	0	0	0	0	0	0	3	3.158	0	0	0	0	21.5	24.4
2300	**61**	1	2	19	31	5	2	1	0	0	0	0	0	0	3	4.918	1	1.639	0	0	21.6	24.8
07-19	**7717**	427	1622	4214	1370	74	1	4	3	0	0	0	2	0	10	0.13	9	0.117	2	0.026	16.9	20.5
06-22	**8587**	432	1659	4521	1802	160	4	4	3	0	0	0	2	0	13	0.151	9	0.105	2	0.023	17.3	20.9
06-00	**8743**	433	1661	4572	1887	171	9	5	3	0	0	0	2	0	19	0.217	10	0.114	2	0.023	17.4	21
00-00	**8906**	434	1662	4590	1977	219	13	6	3	0	0	0	2	0	24	0.269	11	0.124	2	0.022	17.5	21.3

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**41**	0	1	6	20	10	3	1	0	0	0	0	0	0	4	9.756	1	2.439	0	0	24	28.7
0100	**19**	0	0	5	10	3	1	0	0	0	0	0	0	0	1	5.263	0	0	0	0	22.6	25.9
0200	**9**	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0300	**8**	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0400	**13**	0	0	1	8	2	2	0	0	0	0	0	0	0	2	15.38	0	0	0	0	24.4	30.3
0500	**40**	1	1	6	19	11	1	0	1	0	0	0	0	0	2	5	1	2.5	0	0	22.8	26.4
0600	**68**	0	0	17	40	10	1	0	0	0	0	0	0	0	1	1.471	0	0	0	0	22.3	25.3
0700	**182**	1	3	71	95	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.5
0800	**427**	4	28	214	172	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	22.3
0900	**536**	14	48	309	149	12	1	0	0	0	1	0	0	2	4	0.746	3	0.56	3	0.56	18.7	21.6
1000	**663**	21	94	437	107	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.2
1100	**724**	17	128	440	133	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.4
1200	**772**	59	201	416	93	2	0	1	0	0	0	0	0	0	1	0.13	1	0.13	0	0	16.2	19.8
1300	**686**	39	185	374	85	2	1	0	0	0	0	0	0	0	1	0.146	0	0	0	0	16.2	19.7
1400	**606**	11	117	332	140	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.9
1500	**476**	7	41	275	144	6	1	0	1	0	0	0	0	1	3	0.63	2	0.42	1	0.21	18.8	21.5
1600	**529**	9	37	288	185	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	21.5
1700	**500**	5	48	293	144	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.6
1800	**437**	1	18	244	155	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	22
1900	**299**	2	6	116	155	19	1	0	0	0	0	0	0	0	1	0.334	0	0	0	0	20.7	23.6
2000	**180**	1	3	60	99	16	1	0	0	0	0	0	0	0	1	0.556	0	0	0	0	21.2	24.3
2100	**141**	0	2	33	90	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.6
2200	**116**	0	0	44	61	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.5
2300	**75**	0	1	20	41	12	0	1	0	0	0	0	0	0	1	1.333	1	1.333	0	0	22.1	25.4
07-19	**6538**	**188**	**948**	**3693**	**1602**	**98**	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**3**	**9**	**0.138**	**6**	**0.092**	**4**	**0.061**	**17.9**	**21.1**
06-22	**7226**	**191**	**959**	**3919**	**1986**	**159**	**6**	**1**	**1**	**0**	**1**	**0**	**0**	**3**	**12**	**0.166**	**6**	**0.083**	**4**	**0.055**	**18.2**	**21.6**
06-00	**7417**	**191**	**960**	**3983**	**2088**	**182**	**6**	**2**	**1**	**0**	**1**	**0**	**0**	**3**	**13**	**0.175**	**7**	**0.094**	**4**	**0.054**	**18.3**	**21.7**
00-00	**7547**	**192**	**962**	**4004**	**2153**	**214**	**13**	**3**	**2**	**0**	**1**	**0**	**0**	**3**	**22**	**0.292**	**9**	**0.119**	**4**	**0.053**	**18.4**	**21.8**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**52**	2	0	10	27	11	2	0	0	0	0	0	0	0	2	3.846	0	0	0	0	22	26.2
0100	**46**	0	1	7	22	13	3	0	0	0	0	0	0	0	3	6.522	0	0	0	0	23.6	27.1
0200	**17**	0	0	5	7	4	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	22.8	28.6
0300	**21**	0	0	0	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25.9
0400	**8**	0	0	0	5	2	1	0	0	0	0	0	0	0	1	12.5	0	0	0	0	24.6	-
0500	**28**	1	1	10	11	3	2	0	0	0	0	0	0	0	2	7.143	0	0	0	0	21	26.7
0600	**42**	0	0	11	23	7	1	0	0	0	0	0	0	0	1	2.381	0	0	0	0	22.3	25.4
0700	**80**	0	2	26	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.2
0800	**171**	0	6	56	86	21	2	0	0	0	0	0	0	0	2	1.17	0	0	0	0	21.3	24.7
0900	**332**	3	23	135	165	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	22.7
1000	**545**	5	47	334	152	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.6
1100	**583**	11	59	338	170	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.3
1200	**618**	20	41	351	197	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21.6
1300	**615**	2	59	349	194	7	0	0	0	2	0	0	0	2	4	0.65	4	0.65	4	0.65	19	21.5
1400	**562**	11	53	268	212	16	0	2	0	0	0	0	0	0	2	0.356	2	0.356	0	0	18.9	22.2
1500	**528**	3	25	297	194	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	21.9
1600	**373**	2	10	157	187	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	22.9
1700	**361**	0	5	176	173	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	22.7
1800	**306**	0	8	129	150	17	1	1	0	0	0	0	0	0	2	0.654	1	0.327	0	0	20.5	23.4
1900	**228**	0	3	89	116	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	24.2
2000	**155**	1	2	54	80	17	1	0	0	0	0	0	0	0	1	0.645	0	0	0	0	21.1	24.1
2100	**106**	0	4	42	45	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	24.8
2200	**54**	0	2	12	27	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	26.3
2300	**26**	0	0	4	17	3	2	0	0	0	0	0	0	0	2	7.692	0	0	0	0	23.2	25.1
07-19	**5074**	**57**	**338**	**2616**	**1926**	**127**	**3**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**10**	**0.197**	**7**	**0.138**	**4**	**0.079**	**19.2**	**22.3**
06-22	**5605**	**58**	**347**	**2812**	**2190**	**186**	**5**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**12**	**0.214**	**7**	**0.125**	**4**	**0.071**	**19.4**	**22.5**
06-00	**5685**	**58**	**349**	**2828**	**2234**	**202**	**7**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**14**	**0.246**	**7**	**0.123**	**4**	**0.07**	**19.5**	**22.6**
00-00	**5857**	**61**	**351**	**2860**	**2321**	**241**	**16**	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**23**	**0.393**	**7**	**0.12**	**4**	**0.068**	**19.6**	**22.7**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**12**	0	0	1	8	2	0	1	0	0	0	0	0	0	1	8.333	1	8.333	0	0	24.5	28.8
0100	**6**	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0200	**6**	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	-
0300	**3**	0	0	1	1	0	1	0	0	0	0	0	0	0	1	33.33	0	0	0	0	25	-
0400	**18**	0	0	3	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	25.5
0500	**108**	0	0	20	64	23	1	0	0	0	0	0	0	0	1	0.926	0	0	0	0	22.9	25.7
0600	**191**	0	8	55	107	19	2	0	0	0	0	0	0	0	2	1.047	0	0	0	0	21.3	24.4
0700	**507**	4	33	213	242	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
0800	**827**	60	259	397	107	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	19.8
0900	**664**	21	128	365	146	3	1	0	0	0	0	0	0	0	1	0.151	0	0	0	0	17.4	20.6
1000	**577**	14	93	345	120	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	20.6
1100	**578**	4	75	355	141	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20.9
1200	**651**	13	80	407	148	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	20.8
1300	**590**	8	98	382	98	2	2	0	0	0	0	0	0	0	2	0.339	0	0	0	0	17.5	20.2
1400	**655**	16	98	391	141	8	1	0	0	0	0	0	0	0	1	0.153	0	0	0	0	17.8	20.8
1500	**619**	24	125	348	120	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.6
1600	**644**	15	124	375	125	4	1	0	0	0	0	0	0	0	1	0.155	0	0	0	0	17.4	20.7
1700	**546**	8	40	341	152	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.1
1800	**512**	5	52	301	145	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21.4
1900	**360**	4	16	166	160	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
2000	**191**	0	3	72	91	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24.6
2100	**143**	0	1	56	66	18	2	0	0	0	0	0	0	0	2	1.399	0	0	0	0	21.2	24.7
2200	**47**	0	1	9	24	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.9
2300	**30**	0	0	13	15	1	1	0	0	0	0	0	0	0	1	3.333	0	0	0	0	21.1	23.5
07-19	**7370**	**192**	**1205**	**4220**	**1685**	**63**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0.068**	**0**	**0**	**0**	**0**	**17.7**	**20.9**
06-22	**8255**	**196**	**1233**	**4569**	**2109**	**139**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0.109**	**0**	**0**	**0**	**0**	**18**	**21.3**
06-00	**8332**	**196**	**1234**	**4591**	**2148**	**153**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0.12**	**0**	**0**	**0**	**0**	**18**	**21.3**
00-00	**8485**	**196**	**1234**	**4620**	**2238**	**184**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0.153**	**1**	**0.012**	**0**	**0**	**18.1**	**21.5**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Northbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**10**	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0100	**4**	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0200	**4**	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0300	**5**	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0400	**20**	0	0	3	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.8
0500	**118**	0	0	25	72	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.4
0600	**216**	1	8	52	122	32	1	0	0	0	0	0	0	0	1	0.463	0	0	0	0	21.7	25.1
0700	**601**	10	38	288	248	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	22.4
0800	**860**	80	224	449	104	2	1	0	0	0	0	0	0	0	1	0.116	0	0	0	0	15.9	19.7
0900	**683**	15	114	405	145	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.9
1000	**596**	14	96	387	98	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	20.1
1100	**598**	11	104	379	98	5	0	0	0	0	0	0	0	1	1	0.167	1	0.167	1	0.167	17.5	20.4
1200	**610**	17	86	373	129	4	0	1	0	0	0	0	0	0	1	0.164	1	0.164	0	0	17.7	20.7
1300	**573**	8	82	372	107	3	0	0	0	0	0	0	0	1	1	0.175	1	0.175	1	0.175	17.9	20.5
1400	**586**	13	90	342	137	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	21
1500	**648**	17	88	401	139	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.7
1600	**614**	21	92	400	97	1	2	0	0	0	1	0	0	0	3	0.489	1	0.163	1	0.163	17.4	20.1
1700	**604**	42	109	357	88	4	0	2	0	0	2	0	0	0	4	0.662	4	0.662	2	0.331	16.9	20.2
1800	**550**	13	61	332	138	5	1	0	0	0	0	0	0	0	1	0.182	0	0	0	0	18.1	21.3
1900	**308**	1	27	157	104	18	1	0	0	0	0	0	0	0	1	0.325	0	0	0	0	19.4	22.5
2000	**163**	0	4	53	91	10	4	1	0	0	0	0	0	0	5	3.067	1	0.613	0	0	21.3	24.2
2100	**113**	1	3	37	58	13	1	0	0	0	0	0	0	0	1	0.885	0	0	0	0	21.1	24.7
2200	**77**	0	0	20	51	5	1	0	0	0	0	0	0	0	1	1.299	0	0	0	0	21.6	24.2
2300	**16**	0	1	3	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	27.1
07-19	**7523**	**261**	**1184**	**4485**	**1528**	**53**	**4**	**3**	**0**	**0**	**3**	**0**	**0**	**2**	**12**	**0.16**	**8**	**0.106**	**5**	**0.066**	**17.5**	**20.7**
06-22	**8323**	**264**	**1226**	**4784**	**1903**	**126**	**11**	**4**	**0**	**0**	**3**	**0**	**0**	**2**	**20**	**0.24**	**9**	**0.108**	**5**	**0.06**	**17.8**	**21.1**
06-00	**8416**	**264**	**1227**	**4807**	**1963**	**134**	**12**	**4**	**0**	**0**	**3**	**0**	**0**	**2**	**21**	**0.25**	**9**	**0.107**	**5**	**0.059**	**17.9**	**21.1**
00-00	**8577**	**264**	**1227**	**4838**	**2058**	**169**	**12**	**4**	**0**	**0**	**3**	**0**	**0**	**2**	**21**	**0.245**	**9**	**0.105**	**5**	**0.058**	**18**	**21.3**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

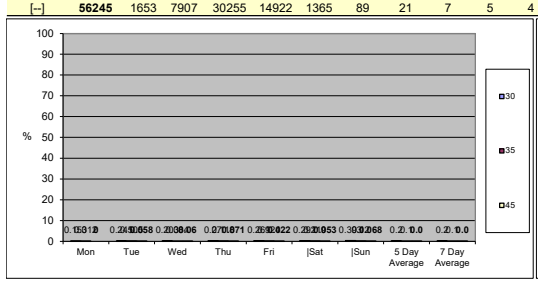
18 October 2023 to 24 October 2023 — Direction Northbound

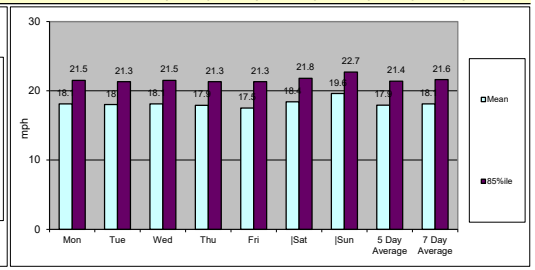
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**22**	0	0	3	12	5	1	0	0	0	0	0	0	0	1	5.263	0	1.316	0	0	23	26.4
0100	**13**	0	0	3	6	3	1	0	0	0	0	0	0	0	1	5.556	0	0	0	0	23.1	27.1
0200	**8**	0	0	2	4	2	0	0	0	0	0	0	0	0	0	3.704	0	0	0	0	23.4	-
0300	**9**	0	0	1	5	2	0	0	0	0	0	0	0	0	0	4.839	0	1.613	0	0	23.6	-
0400	**17**	0	0	3	9	4	1	0	0	0	0	0	0	0	1	5.128	0	0	0	0	23.5	27.2
0500	**91**	0	1	16	53	20	1	0	0	0	0	0	0	0	2	1.875	0	0.313	0	0	22.8	26
0600	**156**	0	4	40	89	22	1	0	0	0	0	0	0	0	1	0.731	0	0.091	0	0	21.8	24.9
0700	**423**	3	20	193	194	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	22.7
0800	**682**	63	201	318	93	6	1	0	0	0	0	0	0	0	1	0.168	0	0.063	0	0.021	15.9	19.9
0900	**596**	15	92	331	152	6	0	0	0	0	0	0	0	0	1	0.12	0	0.072	0	0.072	17.9	21.3
1000	**610**	14	92	387	114	3	0	0	0	0	0	0	0	0	0	0.047	0	0.047	0	0.047	17.5	20.5
1100	**624**	15	97	374	133	4	0	0	0	0	0	0	0	0	1	0.092	1	0.092	0	0.069	17.7	20.7
1200	**644**	22	106	382	129	4	0	0	0	0	0	0	0	0	0	0.067	0	0.044	0	0	17.4	20.6
1300	**597**	15	100	360	117	4	0	0	0	0	0	0	0	0	1	0.191	1	0.12	1	0.12	17.6	20.6
1400	**590**	15	92	335	140	7	0	1	0	0	0	0	0	0	1	0.121	1	0.097	0	0	17.8	21
1500	**614**	25	102	363	119	5	0	0	0	0	0	0	0	0	1	0.093	0	0.047	0	0.023	17.4	20.6
1600	**574**	20	96	329	123	6	1	0	0	0	0	0	0	0	1	0.224	1	0.124	0	0.075	17.6	20.9
1700	**532**	16	61	316	133	7	0	0	0	0	0	0	0	0	1	0.134	1	0.134	0	0.081	18.1	21.1
1800	**481**	8	42	273	146	11	1	0	0	0	0	0	0	0	2	0.386	1	0.237	1	0.119	18.7	21.6
1900	**325**	3	17	150	139	16	1	0	0	0	0	0	0	0	1	0.308	0	0.088	0	0.044	19.9	23
2000	**177**	1	4	62	92	17	1	0	0	0	0	0	0	0	2	0.886	0	0.081	0	0	21	24.2
2100	**135**	0	3	48	69	14	0	0	0	0	0	0	0	0	0	0.316	0	0	0	0	21	24.4
2200	**74**	0	1	22	41	9	1	0	0	0	0	0	0	0	1	0.769	0	0	0	0	21.6	24.8
2300	**41**	0	1	12	22	5	1	0	0	0	0	0	0	0	1	2.807	0	0.702	0	0	22	25.1
07-19	**6967**	**231**	**1100**	**3960**	**1591**	**76**	**3**	**2**	**1**	**1**	**1**	**0**	**0**	**2**	**9**	**0.135**	**6**	**0.088**	**4**	**0.051**	**17.7**	**20.9**
06-22	**7761**	**235**	**1127**	**4261**	**1980**	**144**	**7**	**2**	**1**	**1**	**1**	**0**	**0**	**2**	**14**	**0.175**	**7**	**0.087**	**4**	**0.048**	**18**	**21.4**
06-00	**7876**	**235**	**1128**	**4295**	**2043**	**159**	**8**	**2**	**1**	**1**	**1**	**0**	**0**	**2**	**15**	**0.194**	**7**	**0.089**	**4**	**0.047**	**18**	**21.5**
00-00	**8035**	**236**	**1130**	**4322**	**2132**	**195**	**13**	**3**	**1**	**1**	**1**	**0**	**0**	**2**	**20**	**0.254**	**8**	**0.096**	**4**	**0.046**	**18.1**	**21.6**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Northbound

Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**8485**	196	1234	4620	2238	184	12	1	0	0	0	0	0	0	13	0.153	1	0.012	0	0	18.1	21.5
Tue	**8577**	264	1227	4838	2058	169	12	4	0	0	3	0	0	2	21	0.245	9	0.105	5	0.058	18	21.3
Wed	**8366**	234	1192	4577	2155	191	10	1	1	2	0	1	0	2	17	0.203	7	0.084	5	0.06	18.1	21.5
Thu	**8507**	272	1279	4766	2020	147	13	3	1	1	1	0	0	5	23	0.27	10	0.118	6	0.071	17.9	21.3
Fri	**8906**	434	1662	4590	1977	219	13	6	3	0	0	0	2	0	24	0.269	11	0.124	2	0.022	17.5	21.3
|Sat	**7547**	192	962	4004	2153	214	13	3	2	0	1	0	0	3	22	0.292	9	0.119	4	0.053	18.4	21.8
|Sun	**5857**	61	351	2860	2321	241	16	3	0	2	0	0	0	2	23	0.393	7	0.12	4	0.068	19.6	22.7
5 Day Average																						
[--]	**8568**	280	1319	4678	2090	182	12	3	1	1	1	0	0	2	20	0.2	8	0.1	4	0.0	17.9	21.4
7 Day Average																						
[--]	**8035**	236	1130	4322	2132	195	13	3	1	1	1	0	0	2	20	0.2	8	0.1	4	0.0	18.1	21.6
Total Vehicles																						
[--]	**56245**	1653	7907	30255	14922	1365	89	21	7	5	4	1	2	14	143	0	54	0	26	0	18	22





SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**19**	1	17	1	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	5	2	0	0	0	0	0	0	1	0	0	0
0300	**9**	0	6	2	0	0	0	0	0	0	0	1	0	0
0400	**14**	1	11	0	0	0	1	0	0	0	0	1	0	0
0500	**45**	2	34	5	0	1	0	0	1	1	0	1	0	0
0600	**110**	2	89	12	0	2	2	0	2	0	0	1	0	0
0700	**294**	2	248	33	2	5	0	0	3	0	0	1	0	0
0800	**514**	5	462	36	1	1	4	1	1	1	1	1	0	0
0900	**529**	0	485	35	1	2	0	1	2	0	1	2	0	0
1000	**539**	5	497	28	1	1	4	0	1	0	0	2	0	0
1100	**642**	8	577	39	3	0	7	0	2	0	2	3	0	1
1200	**641**	5	584	42	1	0	1	0	2	1	0	4	0	1
1300	**714**	4	643	52	1	1	3	4	0	1	2	3	0	0
1400	**732**	6	643	59	3	1	8	1	2	0	5	4	0	0
1500	**795**	1	738	32	4	1	5	5	2	0	2	2	0	3
1600	**791**	6	723	46	3	1	4	1	5	0	0	2	0	0
1700	**821**	2	755	45	5	0	3	1	2	0	2	5	0	1
1800	**686**	4	637	30	5	0	2	2	1	0	1	4	0	0
1900	**459**	4	430	21	0	0	1	0	0	0	1	2	0	0
2000	**346**	1	335	9	0	0	1	0	0	0	0	0	0	0
2100	**235**	0	225	9	0	0	0	1	0	0	0	0	0	0
2200	**132**	2	129	1	0	0	0	0	0	0	0	0	0	0
2300	**43**	0	39	4	0	0	0	0	0	0	0	0	0	0
07-19	**7698**	**48**	**6992**	**477**	**30**	**13**	**41**	**16**	**23**	**3**	**16**	**33**	**0**	**6**
06-22	**8848**	**55**	**8071**	**528**	**30**	**15**	**45**	**17**	**25**	**3**	**17**	**36**	**0**	**6**
06-00	**9023**	**57**	**8239**	**533**	**30**	**15**	**45**	**17**	**25**	**3**	**17**	**36**	**0**	**6**
00-00	**9125**	**61**	**8318**	**544**	**30**	**16**	**46**	**17**	**26**	**4**	**18**	**39**	**0**	**6**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
0200	**9**	0	7	0	0	0	0	0	0	0	1	1	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**16**	1	11	3	0	0	0	0	0	0	0	1	0	0
0500	**55**	1	46	4	0	0	1	0	1	0	0	2	0	0
0600	**99**	2	82	11	0	1	1	0	2	0	0	0	0	0
0700	**300**	1	266	25	2	2	2	0	1	0	0	1	0	0
0800	**538**	4	497	24	4	2	1	3	1	0	1	1	0	0
0900	**479**	1	428	40	1	0	1	0	4	1	0	1	1	1
1000	**557**	7	509	35	2	2	0	1	0	0	0	1	0	0
1100	**630**	3	580	39	2	2	2	1	0	0	0	1	0	0
1200	**627**	1	590	29	0	1	0	3	1	0	0	2	0	0
1300	**652**	3	594	45	2	1	0	1	3	0	3	0	0	0
1400	**780**	3	698	55	7	4	3	2	3	1	2	2	0	0
1500	**835**	7	761	41	5	1	4	4	5	1	1	5	0	0
1600	**884**	8	813	33	3	1	10	5	5	1	3	2	0	0
1700	**900**	2	826	28	6	2	14	9	2	1	0	7	0	3
1800	**669**	4	632	22	1	0	3	5	0	0	1	1	0	0
1900	**509**	4	489	13	0	2	1	0	0	0	0	0	0	0
2000	**393**	2	378	11	0	0	1	0	0	0	1	0	0	0
2100	**222**	0	217	5	0	0	0	0	0	0	0	0	0	0
2200	**185**	1	179	5	0	0	0	0	0	0	0	0	0	0
2300	**61**	0	60	1	0	0	0	0	0	0	0	0	0	0
07-19	**7851**	**44**	**7194**	**416**	**35**	**18**	**40**	**34**	**25**	**5**	**11**	**24**	**1**	**4**
06-22	**9074**	**52**	**8360**	**456**	**35**	**21**	**43**	**34**	**27**	**5**	**12**	**24**	**1**	**4**
06-00	**9320**	**53**	**8599**	**462**	**35**	**21**	**43**	**34**	**27**	**5**	**12**	**24**	**1**	**4**
00-00	**9437**	**55**	**8695**	**474**	**35**	**21**	**44**	**34**	**28**	**5**	**13**	**28**	**1**	**4**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
0200	**11**	0	9	1	0	0	0	0	0	0	1	0	0	0
0300	**10**	0	8	1	0	0	0	0	0	0	0	1	0	0
0400	**12**	1	7	2	0	0	0	0	1	0	0	1	0	0
0500	**50**	1	42	5	0	1	1	0	0	0	0	0	0	0
0600	**97**	2	74	9	1	4	1	1	3	0	0	1	0	1
0700	**268**	4	232	21	2	3	3	0	2	0	0	1	0	0
0800	**572**	1	513	50	2	0	1	1	2	0	0	2	0	0
0900	**516**	0	467	43	2	0	0	0	1	0	1	2	0	0
1000	**578**	3	524	38	3	2	1	0	2	1	1	2	0	1
1100	**675**	2	634	27	3	3	2	2	1	0	1	0	0	0
1200	**764**	5	709	32	4	0	4	4	3	0	2	1	0	0
1300	**756**	5	704	35	0	0	2	3	3	0	1	2	0	1
1400	**819**	6	745	46	3	1	6	3	2	1	0	4	0	2
1500	**802**	7	745	27	5	0	7	6	2	0	0	3	0	0
1600	**932**	6	845	43	12	3	9	7	2	1	1	3	0	0
1700	**894**	1	818	29	12	1	7	11	1	0	5	9	0	0
1800	**853**	2	791	31	7	2	4	3	7	0	1	4	0	1
1900	**479**	2	458	18	0	0	1	0	0	0	0	0	0	0
2000	**319**	2	307	10	0	0	0	0	0	0	0	0	0	0
2100	**220**	2	208	8	0	0	2	0	0	0	0	0	0	0
2200	**204**	1	193	7	0	0	1	0	1	0	0	1	0	0
2300	**129**	0	124	5	0	0	0	0	0	0	0	0	0	0
07-19	**8429**	**42**	**7727**	**422**	**55**	**15**	**46**	**40**	**28**	**3**	**13**	**33**	**0**	**5**
06-22	**9544**	**50**	**8774**	**467**	**56**	**19**	**50**	**41**	**31**	**3**	**13**	**34**	**0**	**6**
06-00	**9877**	**51**	**9091**	**479**	**56**	**19**	**51**	**41**	**32**	**3**	**13**	**35**	**0**	**6**
00-00	**9992**	**53**	**9185**	**492**	**56**	**20**	**52**	**41**	**33**	**3**	**14**	**37**	**0**	**6**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**70**	0	64	6	0	0	0	0	0	0	0	0	0	0
0100	**37**	0	35	2	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
0300	**14**	0	11	3	0	0	0	0	0	0	0	0	0	0
0400	**14**	0	13	0	0	0	0	0	0	0	0	1	0	0
0500	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
0600	**47**	1	40	5	0	1	0	0	0	0	0	0	0	0
0700	**109**	1	96	8	1	1	0	0	1	0	0	0	0	1
0800	**260**	0	234	21	2	2	0	1	0	0	0	0	0	0
0900	**424**	2	394	24	0	0	1	0	0	0	2	0	0	1
1000	**583**	0	558	22	1	0	0	0	0	0	1	1	0	0
1100	**764**	3	712	34	1	0	3	3	3	0	0	4	0	1
1200	**700**	3	670	14	0	0	4	2	5	0	0	1	0	1
1300	**814**	8	779	17	0	1	5	1	1	0	2	0	0	0
1400	**723**	9	673	27	0	0	0	3	6	0	3	2	0	0
1500	**756**	4	709	26	2	1	6	2	4	0	1	1	0	0
1600	**722**	1	689	20	1	0	4	3	2	0	1	1	0	0
1700	**686**	2	651	25	0	1	2	1	0	0	1	3	0	0
1800	**553**	0	527	23	0	0	3	0	0	0	0	0	0	0
1900	**379**	3	359	15	0	0	1	0	1	0	0	0	0	0
2000	**277**	2	263	11	0	0	1	0	0	0	0	0	0	0
2100	**194**	3	184	7	0	0	0	0	0	0	0	0	0	0
2200	**182**	0	178	3	0	0	1	0	0	0	0	0	0	0
2300	**131**	0	125	4	0	1	1	0	0	0	0	0	0	0
07-19	**7094**	**33**	**6692**	**261**	**8**	**6**	**28**	**16**	**22**	**0**	**11**	**13**	**0**	**4**
06-22	**7991**	**42**	**7538**	**299**	**8**	**7**	**30**	**16**	**23**	**0**	**11**	**13**	**0**	**4**
06-00	**8304**	**42**	**7841**	**306**	**8**	**8**	**32**	**16**	**23**	**0**	**11**	**13**	**0**	**4**
00-00	**8471**	**42**	**7996**	**317**	**8**	**8**	**32**	**16**	**23**	**0**	**11**	**14**	**0**	**4**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**82**	1	75	6	0	0	0	0	0	0	0	0	0	0
0100	**69**	0	65	3	0	0	1	0	0	0	0	0	0	0
0200	**41**	0	37	4	0	0	0	0	0	0	0	0	0	0
0300	**32**	0	30	1	0	0	1	0	0	0	0	0	0	0
0400	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	10	0	0	1	0	0	0	0	0	0	0	0
0600	**25**	0	22	2	0	0	0	0	1	0	0	0	0	0
0700	**71**	0	65	5	0	0	1	0	0	0	0	0	0	0
0800	**136**	2	121	11	0	1	0	0	0	0	0	1	0	0
0900	**255**	5	240	9	0	0	0	0	0	0	0	1	0	0
1000	**445**	2	418	19	0	1	3	0	0	0	0	1	0	1
1100	**586**	0	552	24	0	0	6	0	2	0	0	2	0	0
1200	**736**	4	690	34	1	0	2	1	2	0	0	2	0	0
1300	**641**	0	619	15	0	0	2	1	2	0	1	1	0	0
1400	**657**	5	625	21	0	0	0	0	0	1	2	3	0	0
1500	**668**	4	630	22	1	1	3	2	2	0	2	1	0	0
1600	**523**	3	492	23	0	0	3	0	1	0	0	1	0	0
1700	**466**	5	441	17	1	0	0	2	0	0	0	0	0	0
1800	**368**	2	348	15	0	0	2	0	0	0	0	1	0	0
1900	**296**	0	287	9	0	0	0	0	0	0	0	0	0	0
2000	**218**	0	206	11	0	0	0	1	0	0	0	0	0	0
2100	**130**	0	127	3	0	0	0	0	0	0	0	0	0	0
2200	**83**	0	79	2	0	1	1	0	0	0	0	0	0	0
2300	**43**	0	41	2	0	0	0	0	0	0	0	0	0	0
07-19	**5552**	**32**	**5241**	**215**	**3**	**3**	**22**	**6**	**9**	**1**	**5**	**14**	**0**	**1**
06-22	**6221**	**32**	**5883**	**240**	**3**	**3**	**22**	**7**	**10**	**1**	**5**	**14**	**0**	**1**
06-00	**6347**	**32**	**6003**	**244**	**3**	**4**	**23**	**7**	**10**	**1**	**5**	**14**	**0**	**1**
00-00	**6598**	**33**	**6235**	**259**	**3**	**5**	**25**	**7**	**10**	**1**	**5**	**14**	**0**	**1**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**33**	0	33	0	0	0	0	0	0	0	0	0	0	0
0100	**12**	0	10	1	0	0	0	0	0	0	0	1	0	0
0200	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
0400	**17**	0	13	2	0	0	0	0	1	0	0	1	0	0
0500	**41**	2	33	2	0	0	1	0	3	0	0	0	0	0
0600	**100**	3	85	7	0	0	1	0	3	0	0	1	0	0
0700	**257**	2	223	21	3	3	3	0	2	0	0	0	0	0
0800	**579**	2	527	40	3	0	3	0	1	1	1	1	0	0
0900	**489**	3	447	32	0	0	1	0	4	0	2	0	0	0
1000	**538**	3	500	27	0	1	1	1	4	0	1	0	0	0
1100	**624**	2	578	29	0	0	4	3	6	1	1	0	0	0
1200	**700**	2	643	47	0	1	2	0	3	1	0	1	0	0
1300	**685**	4	629	34	2	1	5	3	3	0	2	2	0	0
1400	**756**	6	691	45	0	3	4	1	2	0	2	1	0	1
1500	**838**	6	751	46	6	5	7	4	5	0	5	3	0	0
1600	**837**	7	763	34	5	2	7	5	7	0	4	3	0	0
1700	**874**	0	810	35	4	1	9	3	5	0	3	4	0	0
1800	**724**	6	683	21	0	0	2	3	4	0	2	3	0	0
1900	**462**	3	449	8	0	0	1	0	0	0	0	1	0	0
2000	**361**	2	345	11	0	0	2	0	0	0	0	1	0	0
2100	**225**	2	216	5	0	0	1	0	1	0	0	0	0	0
2200	**78**	1	70	6	0	0	1	0	0	0	0	0	0	0
2300	**43**	0	40	3	0	0	0	0	0	0	0	0	0	0
07-19	**7901**	**43**	**7245**	**411**	**23**	**17**	**48**	**23**	**46**	**3**	**23**	**18**	**0**	**1**
06-22	**9049**	**53**	**8340**	**442**	**23**	**17**	**53**	**23**	**50**	**3**	**23**	**21**	**0**	**1**
06-00	**9170**	**54**	**8450**	**451**	**23**	**17**	**54**	**23**	**50**	**3**	**23**	**21**	**0**	**1**
00-00	**9282**	**56**	**8544**	**460**	**23**	**17**	**55**	**23**	**54**	**3**	**23**	**23**	**0**	**1**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**21**	0	18	3	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	**12**	0	8	2	0	0	0	0	0	0	1	1	0	0
0300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0400	**15**	0	12	2	0	0	0	0	1	0	0	0	0	0
0500	**30**	0	24	2	0	1	1	0	2	0	0	0	0	0
0600	**115**	3	96	9	0	2	2	0	2	0	0	1	0	0
0700	**280**	3	248	20	3	0	0	0	4	0	1	1	0	0
0800	**549**	2	500	36	3	0	4	3	0	0	1	0	0	0
0900	**485**	3	435	41	1	2	1	0	1	0	0	1	0	0
1000	**561**	6	514	32	0	3	2	1	0	1	0	2	0	0
1100	**659**	1	610	35	1	0	7	1	1	0	0	2	0	1
1200	**659**	4	595	35	1	2	6	3	4	2	3	4	0	0
1300	**701**	3	644	40	1	1	3	0	2	0	2	5	0	0
1400	**750**	7	681	42	1	1	6	2	5	0	1	3	0	1
1500	**815**	6	749	31	2	0	10	6	5	1	1	4	0	0
1600	**898**	10	826	37	2	0	9	5	2	0	4	3	0	0
1700	**939**	4	872	26	8	3	9	7	6	0	3	1	0	0
1800	**664**	1	636	20	1	2	2	0	1	0	0	0	1	0
1900	**482**	3	465	9	0	0	2	0	0	0	1	2	0	0
2000	**331**	0	318	12	0	0	0	0	0	0	0	1	0	0
2100	**218**	0	211	3	0	0	2	0	0	0	0	2	0	0
2200	**151**	1	148	1	0	0	1	0	0	0	0	0	0	0
2300	**37**	0	31	6	0	0	0	0	0	0	0	0	0	0
07-19	**7960**	50	7310	395	24	14	59	28	31	4	16	26	1	2
06-22	**9106**	56	8400	428	24	16	65	28	33	4	17	32	1	2
06-00	**9294**	57	8579	435	24	16	66	28	33	4	17	32	1	2
00-00	**9386**	57	8654	445	24	17	67	28	36	4	18	33	1	2

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

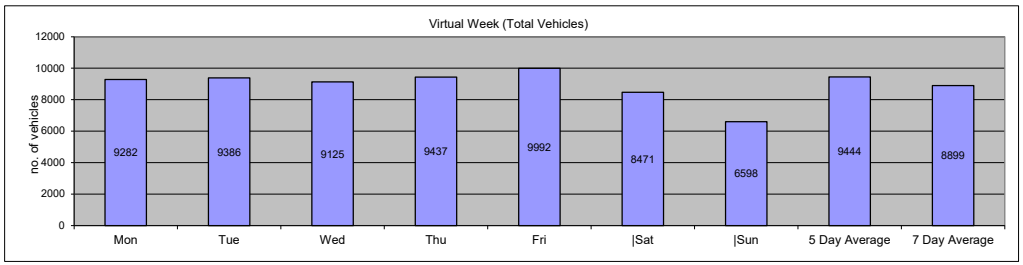
18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**39**	0	36	3	0	0	0	0	0	0	0	0	0	0
0100	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
0200	**15**	0	12	2	0	0	0	0	0	0	0	1	0	0
0300	**11**	0	9	1	0	0	0	0	0	0	0	0	0	0
0400	**15**	0	12	1	0	0	0	0	0	0	0	0	1	0
0500	**35**	1	29	3	0	1	1	0	1	0	0	0	0	0
0600	**85**	2	70	8	0	1	1	0	2	0	0	1	0	0
0700	**226**	2	197	19	2	2	1	0	2	0	0	1	0	0
0800	**450**	2	408	31	2	1	2	1	1	0	1	1	0	0
0900	**454**	2	414	32	1	1	1	0	2	0	1	1	0	0
1000	**543**	4	503	29	1	1	2	0	1	0	0	1	0	0
1100	**654**	3	606	32	1	1	4	1	2	0	1	2	0	0
1200	**690**	3	640	33	1	1	3	2	3	1	1	2	0	0
1300	**709**	4	659	34	1	1	3	2	2	0	2	2	0	0
1400	**745**	6	679	42	2	1	4	2	3	0	2	3	0	1
1500	**787**	5	726	32	4	1	6	4	4	0	2	3	0	0
1600	**798**	6	736	34	4	1	7	4	3	0	2	2	0	0
1700	**797**	2	739	29	5	1	6	5	2	0	2	4	0	1
1800	**645**	3	608	23	2	1	3	2	2	0	1	2	0	0
1900	**438**	3	420	13	0	0	1	0	0	0	0	1	0	0
2000	**321**	1	307	11	0	0	1	0	0	0	0	0	0	0
2100	**206**	1	198	6	0	0	1	0	0	0	0	0	0	0
2200	**145**	1	139	4	0	0	1	0	0	0	0	0	0	0
2300	**70**	0	66	4	0	0	0	0	0	0	0	0	0	0
07-19	**7498**	42	6914	371	25	12	41	23	26	3	14	23	0	3
06-22	**8548**	49	7909	409	26	14	44	24	28	3	14	25	0	3
06-00	**8762**	49	8115	416	26	14	45	24	29	3	14	25	0	3
00-00	**8899**	51	8232	427	26	15	46	24	30	3	15	27	0	3

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**9282**	56	8544	460	23	17	55	23	54	3	23	23	0	1
Tue	**9386**	57	8654	445	24	17	67	28	36	4	18	33	1	2
Wed	**9125**	61	8318	544	30	16	46	17	26	4	18	39	0	6
Thu	**9437**	55	8695	474	35	21	44	34	28	5	13	28	1	4
Fri	**9992**	53	9185	492	56	20	52	41	33	3	14	37	0	6
|Sat	**8471**	42	7996	317	8	8	32	16	23	0	11	14	0	4
|Sun	**6598**	33	6235	259	3	5	25	7	10	1	5	14	0	1
5 Day Average														
[--]	**9444**	56	8679	483	34	18	53	29	35	4	17	32	0	4
7 Day Average														
[--]	**8899**	51	8232	427	26	15	46	24	30	3	15	27	0	3
Total Vehicles														
[--]	**62291**	357	57627	2991	179	104	321	166	210	20	102	188	2	24



SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0	10	15	20	25	30	35	40	45	50	55	60	65	Speed Limit (PSL) 130	ACPO (SL1) 30	35	DfT (SL2) 35	45	45	Mean Speed	85%ile Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		
18 October 2023																						
0000	**19**	0	1	2	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	27.5
0100	**7**	0	0	0	4	2	1	0	0	0	0	0	0	0	1	14.29	0	0	0	0	24.2	-
0200	**8**	0	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0300	**9**	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.7	-
0400	**14**	1	0	2	5	5	0	1	0	0	0	0	0	0	1	7.143	1	7.143	0	0	24	29.1
0500	**45**	0	0	8	26	8	3	0	0	0	0	0	0	0	3	6.667	0	0	0	0	22.9	25.4
0600	**110**	0	1	25	62	19	3	0	0	0	0	0	0	0	3	2.727	0	0	0	0	22.4	26.3
0700	**294**	1	7	128	146	11	1	0	0	0	0	0	0	0	1	0.34	0	0	0	0	20.3	23.2
0800	**514**	26	112	237	133	4	2	0	0	0	0	0	0	0	2	0.389	0	0	0	0	17.2	21.4
0900	**529**	4	42	302	171	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	21.9
1000	**539**	5	73	330	126	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20.8
1100	**642**	48	118	358	111	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.4
1200	**641**	19	112	367	138	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.8
1300	**714**	48	143	356	163	3	0	0	0	0	0	1	0	0	1	0.14	1	0.14	1	0.14	17	20.9
1400	**732**	78	128	402	118	5	0	1	0	0	0	0	0	0	1	0.137	1	0.137	0	0	16.5	20.1
1500	**795**	150	291	282	67	3	2	0	0	0	0	0	0	0	2	0.252	0	0	0	0	14.1	18.9
1600	**791**	142	215	300	127	6	0	0	0	0	0	1	0	0	1	0.126	1	0.126	1	0.126	15.4	20.4
1700	**821**	98	239	335	144	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	20.5
1800	**686**	85	111	269	214	5	0	0	1	0	0	0	0	1	2	0.292	2	0.292	1	0.146	17.2	21.6
1900	**459**	3	12	209	215	18	0	1	1	0	0	0	0	0	2	0.436	2	0.436	0	0	20.1	22.9
2000	**346**	3	9	122	181	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23.9
2100	**235**	0	4	79	126	24	2	0	0	0	0	0	0	0	2	0.851	0	0	0	0	21.2	23.9
2200	**132**	0	1	27	75	26	3	0	0	0	0	0	0	0	3	2.273	0	0	0	0	22.6	25.8
2300	**43**	0	0	7	21	14	1	0	0	0	0	0	0	0	1	2.326	0	0	0	0	23.4	26.7
07-19	**7698**	704	1591	3666	1658	69	5	1	1	0	0	2	0	1	10	0.13	5	0.065	3	0.039	16.8	20.9
06-22	**8848**	710	1617	4101	2242	161	10	2	2	0	0	2	0	1	17	0.192	7	0.079	3	0.034	17.3	21.4
06-00	**9023**	710	1618	4135	2338	201	14	2	2	0	0	2	0	1	21	0.233	7	0.078	3	0.033	17.4	21.5
00-00	**9125**	711	1619	4150	2393	226	18	3	2	0	0	2	0	1	26	0.285	8	0.088	3	0.033	17.5	21.6

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
19 October 2023																						
0000	**26**	0	0	1	17	7	1	0	0	0	0	0	0	0	1	3.846	0	0	0	0	24	26.6
0100	**9**	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
0200	**9**	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0300	**2**	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	-
0400	**16**	0	0	2	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	26.7
0500	**55**	0	1	7	30	12	5	0	0	0	0	0	0	0	5	9.091	0	0	0	0	23.7	27.9
0600	**99**	0	0	22	57	18	1	1	0	0	0	0	0	0	2	2.02	1	1.01	0	0	22.5	25.6
0700	**300**	0	4	102	180	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	23
0800	**538**	47	133	230	119	7	0	0	0	1	0	0	0	1	2	0.372	2	0.372	2	0.372	16.8	21.1
0900	**479**	4	38	289	144	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	21.6
1000	**557**	8	74	343	128	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20.8
1100	**630**	5	77	364	176	7	0	0	0	0	0	0	0	1	1	0.159	1	0.159	1	0.159	18.4	21.1
1200	**627**	17	73	384	146	5	2	0	0	0	0	0	0	0	2	0.319	0	0	0	0	18	21
1300	**652**	24	119	339	163	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	21
1400	**780**	128	164	374	106	7	0	0	1	0	0	0	0	0	1	0.128	1	0.128	0	0	15.7	19.9
1500	**835**	263	260	244	66	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	18.5
1600	**884**	346	310	169	49	7	0	1	0	0	0	0	0	2	3	0.339	3	0.339	2	0.226	12.3	17.7
1700	**900**	448	222	149	77	2	1	0	0	1	0	0	0	0	2	0.222	1	0.111	1	0.111	11.7	18.3
1800	**669**	50	104	332	175	5	2	0	0	0	0	0	0	1	3	0.448	1	0.149	1	0.149	17.5	21.3
1900	**509**	5	22	261	199	19	2	0	0	0	0	0	0	1	3	0.589	1	0.196	1	0.196	19.7	22.9
2000	**393**	1	5	153	202	30	2	0	0	0	0	0	0	0	2	0.509	0	0	0	0	20.7	23.7
2100	**222**	0	3	65	137	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	23.9
2200	**185**	0	3	57	96	24	4	0	1	0	0	0	0	0	5	2.703	1	0.541	0	0	21.9	25.3
2300	**61**	0	0	17	26	15	3	0	0	0	0	0	0	0	3	4.918	0	0	0	0	22.7	26.9
07-19	**7851**	**1340**	**1578**	**3319**	**1529**	**71**	**5**	**1**	**1**	**2**	**0**	**0**	**0**	**5**	**14**	**0.178**	**9**	**0.115**	**7**	**0.089**	**15.9**	**20.7**
06-22	**9074**	**1346**	**1608**	**3820**	**2124**	**155**	**10**	**2**	**1**	**2**	**0**	**0**	**0**	**6**	**21**	**0.231**	**11**	**0.121**	**8**	**0.088**	**16.5**	**21.3**
06-00	**9320**	**1346**	**1611**	**3894**	**2246**	**194**	**17**	**2**	**2**	**2**	**0**	**0**	**0**	**6**	**29**	**0.311**	**12**	**0.129**	**8**	**0.086**	**16.7**	**21.4**
00-00	**9437**	**1346**	**1612**	**3906**	**2312**	**226**	**23**	**2**	**2**	**2**	**0**	**0**	**0**	**6**	**35**	**0.371**	**12**	**0.127**	**8**	**0.085**	**16.8**	**21.5**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
20 October 2023																						
0000	**25**	0	0	7	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	26.4
0100	**7**	0	0	0	3	3	1	0	0	0	0	0	0	0	1	14.29	0	0	0	0	26.4	-
0200	**11**	0	0	2	6	2	1	0	0	0	0	0	0	0	1	9.091	0	0	0	0	23.1	29
0300	**10**	0	0	2	5	2	1	0	0	0	0	0	0	0	1	10	0	0	0	0	23.5	-
0400	**12**	0	0	3	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.2
0500	**50**	1	1	8	23	15	2	0	0	0	0	0	0	0	2	4	0	0	0	0	22.9	26.8
0600	**97**	0	4	17	52	21	3	0	0	0	0	0	0	0	3	3.093	0	0	0	0	22.7	26.2
0700	**268**	2	4	100	152	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	23.2
0800	**572**	29	135	286	114	5	1	1	0	0	0	0	0	1	3	0.524	2	0.35	1	0.175	17.1	20.7
0900	**516**	3	44	283	178	7	1	0	0	0	0	0	0	0	1	0.194	0	0	0	0	18.9	21.4
1000	**578**	28	42	325	179	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.5
1100	**675**	33	110	401	123	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.4
1200	**764**	129	189	333	106	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	19.9
1300	**756**	70	176	380	127	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	20.2
1400	**819**	114	237	345	119	3	0	1	0	0	0	0	0	0	1	0.122	1	0.122	0	0	15.5	20
1500	**802**	247	318	158	71	7	0	0	1	0	0	0	0	0	1	0.125	1	0.125	0	0	12.7	18.6
1600	**932**	486	279	145	19	2	1	0	0	0	0	0	0	0	1	0.107	0	0	0	0	10.8	15.9
1700	**894**	346	207	225	108	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	19.7
1800	**853**	187	204	307	138	15	0	0	0	0	0	0	0	2	0	2	0.234	2	0.234	2	0.234	15.1	20.5
1900	**479**	2	14	178	257	24	4	0	0	0	0	0	0	0	4	0.835	0	0	0	0	20.6	23.4
2000	**319**	2	6	96	181	33	1	0	0	0	0	0	0	0	1	0.313	0	0	0	0	21.3	24.6
2100	**220**	2	4	68	113	27	6	0	0	0	0	0	0	0	6	2.727	0	0	0	0	21.4	25
2200	**204**	0	2	66	112	23	1	0	0	0	0	0	0	0	1	0.49	0	0	0	0	21.5	24.4
2300	**129**	0	3	26	87	12	1	0	0	0	0	0	0	0	1	0.775	0	0	0	0	21.7	24.4
07-19	**8429**	**1674**	**1945**	**3288**	**1434**	**79**	**3**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**9**	**0.107**	**6**	**0.071**	**3**	**0.036**	**15.3**	**20.4**
06-22	**9544**	**1680**	**1973**	**3647**	**2037**	**184**	**17**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**23**	**0.241**	**6**	**0.063**	**3**	**0.031**	**16**	**21**
06-00	**9877**	**1680**	**1978**	**3739**	**2236**	**219**	**19**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**25**	**0.253**	**6**	**0.061**	**3**	**0.03**	**16.2**	**21.3**
00-00	**9992**	**1681**	**1979**	**3761**	**2288**	**253**	**24**	**2**	**1**	**0**	**0**	**0**	**2**	**1**	**30**	**0.3**	**6**	**0.06**	**3**	**0.03**	**16.2**	**21.5**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**70**	0	0	10	38	19	3	0	0	0	0	0	0	0	3	4.286	0	0	0	0	23.6	27.3
0100	**37**	0	2	7	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	25.2
0200	**17**	0	0	1	9	5	2	0	0	0	0	0	0	0	2	11.76	0	0	0	0	24.6	28.2
0300	**14**	0	0	0	9	4	1	0	0	0	0	0	0	0	1	7.143	0	0	0	0	24.2	28.4
0400	**14**	0	0	3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	28.6
0500	**15**	0	0	1	8	5	1	0	0	0	0	0	0	0	1	6.667	0	0	0	0	24.7	27.7
0600	**47**	0	1	6	27	12	1	0	0	0	0	0	0	0	1	2.128	0	0	0	0	22.8	26.7
0700	**109**	1	0	34	65	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	24
0800	**260**	2	5	105	142	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	22.8
0900	**424**	5	22	205	179	12	0	0	0	0	0	0	0	1	1	0.236	1	0.236	1	0.236	19.7	22.5
1000	**583**	11	57	346	157	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.4
1100	**764**	75	140	387	151	9	2	0	0	0	0	0	0	0	2	0.262	0	0	0	0	16.8	20.6
1200	**700**	34	143	357	157	7	0	2	0	0	0	0	0	0	2	0.286	2	0.286	0	0	17.2	20.9
1300	**814**	149	237	345	81	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	19.4
1400	**723**	67	138	340	168	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.1
1500	**756**	61	86	417	188	3	0	0	0	0	0	0	0	1	1	0.132	1	0.132	1	0.132	17.4	20.8
1600	**722**	10	99	407	187	18	0	0	0	0	0	0	0	1	1	0.139	1	0.139	1	0.139	18.4	21.3
1700	**686**	19	101	312	238	15	1	0	0	0	0	0	0	0	1	0.146	0	0	0	0	18.4	21.8
1800	**553**	1	29	286	221	15	1	0	0	0	0	0	0	0	1	0.181	0	0	0	0	19.5	22
1900	**379**	0	13	164	184	17	1	0	0	0	0	0	0	0	1	0.264	0	0	0	0	20.3	23.4
2000	**277**	1	1	83	154	33	5	0	0	0	0	0	0	0	5	1.805	0	0	0	0	21.7	24.9
2100	**194**	1	4	49	107	27	5	1	0	0	0	0	0	0	6	3.093	1	0.515	0	0	21.9	25.2
2200	**182**	0	2	35	112	28	4	1	0	0	0	0	0	0	5	2.747	1	0.549	0	0	22.2	25.6
2300	**131**	0	0	36	68	26	1	0	0	0	0	0	0	0	1	0.763	0	0	0	0	22.2	25.8
07-19	**7094**	**435**	**1057**	**3541**	**1934**	**118**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**0.127**	**5**	**0.07**	**3**	**0.042**	**17.7**	**21.4**
06-22	**7991**	**437**	**1076**	**3843**	**2406**	**207**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**22**	**0.275**	**6**	**0.075**	**3**	**0.038**	**18.1**	**21.8**
06-00	**8304**	**437**	**1078**	**3914**	**2586**	**261**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**28**	**0.337**	**7**	**0.084**	**3**	**0.036**	**18.3**	**21.9**
00-00	**8471**	**437**	**1080**	**3936**	**2679**	**304**	**28**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**35**	**0.413**	**7**	**0.083**	**3**	**0.035**	**18.4**	**22.1**

SS1243 Neath — Site 4 — Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 — Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**82**	0	0	11	49	19	3	0	0	0	0	0	0	0	3	3.659	0	0	0	0	23.1	26.2
0100	**69**	1	0	12	42	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.6
0200	**41**	0	0	3	26	9	3	0	0	0	0	0	0	0	3	7.317	0	0	0	0	23.8	27.9
0300	**32**	0	0	6	11	14	1	0	0	0	0	0	0	0	1	3.125	0	0	0	0	24.2	28.5
0400	**16**	0	0	3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	29
0500	**11**	1	0	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.1	26.6
0600	**25**	0	0	6	11	6	2	0	0	0	0	0	0	0	2	8	0	0	0	0	23.3	26.2
0700	**71**	0	0	14	43	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.8
0800	**136**	0	2	33	84	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.7
0900	**255**	2	5	86	143	17	2	0	0	0	0	0	0	0	2	0.784	0	0	0	0	20.8	23.7
1000	**445**	4	23	196	209	11	2	0	0	0	0	0	0	0	2	0.449	0	0	0	0	19.8	22.9
1100	**586**	26	54	272	219	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	21.8
1200	**736**	18	82	413	215	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.4
1300	**641**	13	46	345	220	16	0	0	0	0	0	0	0	1	1	0.156	1	0.156	1	0.156	19	21.7
1400	**657**	11	43	310	281	11	0	1	0	0	0	0	0	0	1	0.152	1	0.152	0	0	19.2	22.1
1500	**668**	24	86	316	227	14	1	0	0	0	0	0	0	0	1	0.15	0	0	0	0	18.5	21.8
1600	**523**	3	28	251	215	25	1	0	0	0	0	0	0	0	1	0.191	0	0	0	0	19.7	22.6
1700	**466**	2	13	166	271	13	1	0	0	0	0	0	0	0	1	0.215	0	0	0	0	20.3	22.8
1800	**368**	1	3	122	210	29	2	1	0	0	0	0	0	0	3	0.815	1	0.272	0	0	21	23.8
1900	**296**	0	1	100	168	26	1	0	0	0	0	0	0	0	1	0.338	0	0	0	0	21.3	24
2000	**218**	0	3	51	133	30	1	0	0	0	0	0	0	0	1	0.459	0	0	0	0	21.8	24.9
2100	**130**	0	2	28	77	22	1	0	0	0	0	0	0	0	1	0.769	0	0	0	0	22.2	25.4
2200	**83**	1	0	10	50	18	3	1	0	0	0	0	0	0	4	4.819	1	1.205	0	0	23.1	26.8
2300	**43**	0	0	4	21	13	5	0	0	0	0	0	0	0	5	11.63	0	0	0	0	24.6	28.8
07-19	**5552**	**104**	**385**	**2524**	**2337**	**190**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**0.216**	**3**	**0.054**	**1**	**0.018**	**19.4**	**22.5**
06-22	**6221**	**104**	**391**	**2709**	**2726**	**274**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**0.273**	**3**	**0.048**	**1**	**0.016**	**19.6**	**22.8**
06-00	**6347**	**105**	**391**	**2723**	**2797**	**305**	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**0.41**	**4**	**0.063**	**1**	**0.016**	**19.7**	**22.8**
00-00	**6598**	**107**	**391**	**2761**	**2937**	**369**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**33**	**0.5**	**4**	**0.061**	**1**	**0.015**	**19.8**	**23**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**33**	0	0	3	22	6	2	0	0	0	0	0	0	0	2	6.061	0	0	0	0	23.1	25.9
0100	**12**	0	0	1	9	1	1	0	0	0	0	0	0	0	1	8.333	0	0	0	0	23	25.3
0200	**4**	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0300	**5**	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0400	**17**	0	0	4	7	5	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	23.4	28.6
0500	**41**	0	0	9	20	10	1	1	0	0	0	0	0	0	2	4.878	1	2.439	0	0	23.4	27.9
0600	**100**	1	2	17	61	16	3	0	0	0	0	0	0	0	3	3	0	0	0	0	22.4	25.2
0700	**257**	2	5	102	136	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.3
0800	**579**	45	122	273	130	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	21.3
0900	**489**	4	30	238	210	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	22.1
1000	**538**	20	61	319	134	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21
1100	**624**	33	87	328	171	4	1	0	0	0	0	0	0	0	1	0.16	0	0	0	0	17.7	21
1200	**700**	13	100	379	205	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	21.3
1300	**685**	36	110	398	134	6	1	0	0	0	0	0	0	0	1	0.146	0	0	0	0	17.3	20.6
1400	**756**	29	149	388	179	8	3	0	0	0	0	0	0	0	3	0.397	0	0	0	0	17.5	20.9
1500	**838**	154	296	289	96	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	19.5
1600	**837**	117	260	339	116	3	2	0	0	0	0	0	0	0	2	0.239	0	0	0	0	15.2	19.9
1700	**874**	141	212	368	149	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	20.4
1800	**724**	43	121	357	194	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.1
1900	**462**	5	23	171	237	24	2	0	0	0	0	0	0	0	2	0.433	0	0	0	0	20.5	23.7
2000	**361**	2	6	154	177	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	23.4
2100	**225**	1	8	40	144	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	24.7
2200	**78**	0	0	22	42	11	3	0	0	0	0	0	0	0	3	3.846	0	0	0	0	22.2	25.4
2300	**43**	0	1	9	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.4
07-19	**7901**	**637**	**1553**	**3778**	**1854**	**72**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0.089**	**0**	**0**	**0**	**0**	**17**	**21**
06-22	**9049**	**646**	**1592**	**4160**	**2473**	**166**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0.133**	**0**	**0**	**0**	**0**	**17.5**	**21.6**
06-00	**9170**	**646**	**1593**	**4191**	**2539**	**186**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0.164**	**0**	**0**	**0**	**0**	**17.5**	**21.6**
00-00	**9282**	**646**	**1593**	**4210**	**2602**	**210**	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0.226**	**1**	**0.011**	**0**	**0**	**17.6**	**21.7**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**21**	0	0	3	12	3	3	0	0	0	0	0	0	0	3	14.29	0	0	0	0	23.9	29.6
0100	**8**	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0200	**12**	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	24.5
0300	**6**	0	0	0	2	2	1	1	0	0	0	0	0	0	2	33.33	1	16.67	0	0	26.8	-
0400	**15**	0	0	2	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.3	25.9
0500	**30**	0	0	7	18	4	1	0	0	0	0	0	0	0	1	3.333	0	0	0	0	22.4	25.7
0600	**115**	0	0	21	72	21	1	0	0	0	0	0	0	0	1	0.87	0	0	0	0	22.6	25.9
0700	**280**	1	8	114	147	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	23.3
0800	**549**	22	136	266	118	6	1	0	0	0	0	0	0	0	1	0.182	0	0	0	0	17.2	20.6
0900	**485**	2	29	241	206	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	21.7
1000	**561**	8	78	308	161	5	0	1	0	0	0	0	0	0	1	0.178	1	0.178	0	0	18.3	21.6
1100	**659**	22	127	366	135	3	0	0	0	5	0	0	0	1	6	0.91	6	0.91	6	0.91	17.7	20.6
1200	**659**	34	150	338	131	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20.9
1300	**701**	33	118	364	178	7	0	0	0	0	0	0	0	1	1	0.143	1	0.143	1	0.143	17.8	21.1
1400	**750**	102	183	350	107	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	20.1
1500	**815**	151	263	278	121	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	20
1600	**898**	311	276	257	53	0	0	0	0	0	0	0	0	1	1	0.111	1	0.111	1	0.111	12.7	18
1700	**939**	390	347	153	45	3	0	0	0	0	1	0	0	0	1	0.106	1	0.106	1	0.106	11.8	17.3
1800	**664**	42	95	364	156	6	1	0	0	0	0	0	0	0	1	0.151	0	0	0	0	17.5	21.2
1900	**482**	3	26	232	206	12	3	0	0	0	0	0	0	0	3	0.622	0	0	0	0	19.6	22.8
2000	**331**	0	3	139	168	20	1	0	0	0	0	0	0	0	1	0.302	0	0	0	0	20.7	23.5
2100	**218**	0	3	72	120	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	24.6
2200	**151**	0	0	43	84	23	1	0	0	0	0	0	0	0	1	0.662	0	0	0	0	22	25.1
2300	**37**	0	1	7	20	7	1	1	0	0	0	0	0	0	2	5.405	1	2.703	0	0	23.3	27.5
07-19	**7960**	**1118**	**1810**	**3399**	**1558**	**63**	**2**	**1**	**0**	**5**	**1**	**0**	**0**	**3**	**12**	**0.151**	**10**	**0.126**	**9**	**0.113**	**16.1**	**20.7**
06-22	**9106**	**1121**	**1842**	**3863**	**2124**	**139**	**7**	**1**	**0**	**5**	**1**	**0**	**0**	**3**	**17**	**0.187**	**10**	**0.11**	**9**	**0.099**	**16.6**	**21.1**
06-00	**9294**	**1121**	**1843**	**3913**	**2228**	**169**	**9**	**2**	**0**	**5**	**1**	**0**	**0**	**3**	**20**	**0.215**	**11**	**0.118**	**9**	**0.097**	**16.8**	**21.3**
00-00	**9386**	**1121**	**1843**	**3930**	**2281**	**185**	**14**	**3**	**0**	**5**	**1**	**0**	**0**	**3**	**26**	**0.277**	**12**	**0.128**	**9**	**0.096**	**16.8**	**21.4**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

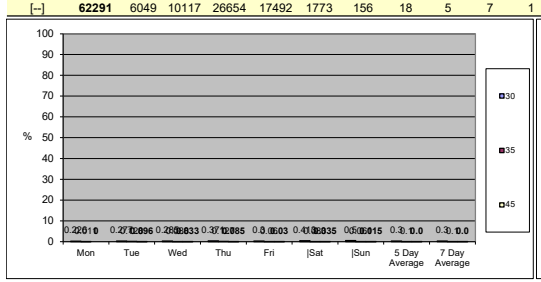
18 October 2023 to 24 October 2023 | Direction Southbound

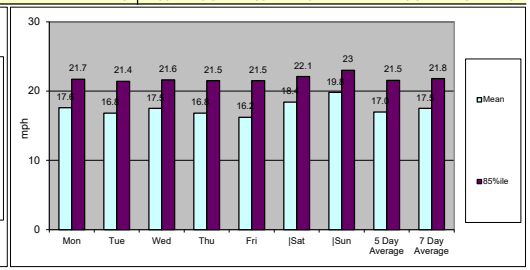
Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**39**	0	0	5	22	10	2	0	0	0	0	0	0	0	2	4.348	0	0	0	0	23.4	26.6
0100	**21**	0	0	3	13	5	0	0	0	0	0	0	0	0	0	2.013	0	0	0	0	22.7	25.5
0200	**15**	0	0	2	9	3	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	23.5	27.2
0300	**11**	0	0	2	5	4	1	0	0	0	0	0	0	0	1	6.41	0	1.282	0	0	24.2	28.5
0400	**15**	0	0	3	7	4	0	0	0	0	0	0	0	0	0	1.923	0	0.962	0	0	23.3	26.9
0500	**35**	0	0	6	18	8	2	0	0	0	0	0	0	0	2	5.668	0	0.405	0	0	23.1	26.5
0600	**85**	0	1	16	49	16	2	0	0	0	0	0	0	0	2	2.53	0	0.169	0	0	22.6	25.8
0700	**226**	1	4	85	124	11	0	0	0	0	0	0	0	0	0	0.063	0	0	0	0	20.6	23.4
0800	**450**	24	92	204	120	8	1	0	0	0	0	0	0	0	1	0.254	1	0.127	0	0.095	17.5	21.4
0900	**454**	3	30	235	176	9	0	0	0	0	0	0	0	0	1	0.126	0	0.031	0	0.031	19.2	22
1000	**543**	12	58	310	156	6	0	0	0	0	0	0	0	0	0	0.079	0	0.026	0	0	18.4	21.5
1100	**654**	35	102	354	155	8	0	0	0	1	0	0	0	0	1	0.218	1	0.153	1	0.153	17.6	20.9
1200	**690**	38	121	367	157	6	0	0	0	0	0	0	0	0	1	0.083	0	0.041	0	0	17.4	20.9
1300	**709**	53	136	361	152	6	0	0	0	0	0	0	0	0	1	0.081	0	0.06	0	0.06	17	20.8
1400	**745**	76	149	358	154	7	0	0	0	0	0	0	0	0	1	0.134	1	0.077	0	0	16.7	20.8
1500	**787**	150	229	283	119	5	0	0	0	0	0	0	0	0	1	0.091	0	0.036	0	0.018	14.9	20.1
1600	**798**	202	210	267	109	9	1	0	0	0	0	0	0	1	1	0.179	1	0.107	1	0.089	14.5	20
1700	**797**	206	192	244	147	7	0	0	0	0	0	0	0	0	1	0.09	0	0.036	0	0.036	14.7	20.6
1800	**645**	58	95	291	187	12	1	0	0	0	0	0	0	0	2	0.266	1	0.133	1	0.089	17.5	21.6
1900	**438**	3	16	188	209	20	2	0	0	0	0	0	0	0	2	0.522	0	0.098	0	0.033	20.2	23.3
2000	**321**	1	5	114	171	28	1	0	0	0	0	0	0	0	1	0.445	0	0	0	0	21	24
2100	**206**	1	4	57	118	25	2	0	0	0	0	0	0	0	2	1.039	0	0.069	0	0	21.5	24.6
2200	**145**	0	1	37	82	22	3	0	0	0	0	0	0	0	3	2.167	0	0.296	0	0	22.1	25.3
2300	**70**	0	1	15	38	14	2	0	0	0	0	0	0	0	2	2.669	0	0.205	0	0	22.5	26
07-19	**7498**	**859**	**1417**	**3359**	**1758**	**95**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**10**	**0.139**	**5**	**0.072**	**4**	**0.05**	**16.7**	**21**
06-22	**8548**	**863**	**1443**	**3735**	**2305**	**184**	**12**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**18**	**0.216**	**6**	**0.072**	**4**	**0.045**	**17.2**	**21.6**
06-00	**8762**	**864**	**1445**	**3787**	**2424**	**219**	**17**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**23**	**0.267**	**7**	**0.077**	**4**	**0.044**	**17.4**	**21.7**
00-00	**8899**	**864**	**1445**	**3808**	**2499**	**253**	**22**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**29**	**0.331**	**7**	**0.08**	**4**	**0.043**	**17.5**	**21.8**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Southbound

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**9282**	646	1593	4210	2602	210	20	1	0	0	0	0	0	0	21	0.226	1	0.011	0	0	17.6	21.7
Tue	**9386**	1121	1843	3930	2281	185	14	3	0	5	1	0	0	3	26	0.277	12	0.128	9	0.096	16.8	21.4
Wed	**9125**	711	1619	4150	2393	226	18	3	2	0	0	2	0	1	26	0.285	8	0.088	3	0.033	17.5	21.6
Thu	**9437**	1346	1612	3906	2312	226	23	2	2	2	0	0	0	6	35	0.371	12	0.127	8	0.085	16.8	21.5
Fri	**9992**	1681	1979	3761	2288	253	24	2	1	0	0	0	2	1	30	0.3	6	0.06	3	0.03	16.2	21.5
|Sat	**8471**	437	1080	3936	2679	304	28	4	0	0	0	0	0	3	35	0.413	7	0.083	3	0.035	18.4	22.1
|Sun	**6598**	107	391	2761	2937	369	29	3	0	0	0	0	0	1	33	0.5	4	0.061	1	0.015	19.8	23
5 Day Average																						
[--]	**9444**	1101	1729	3991	2375	220	20	2	1	1	0	0	0	2	28	0.3	8	0.1	5	0.0	17.0	21.5
7 Day Average																						
[--]	**8899**	864	1445	3808	2499	253	22	3	1	1	0	0	0	2	29	0.3	7	0.1	4	0.0	17.5	21.8
Total Vehicles																						
[--]	**62291**	6049	10117	26654	17492	1773	156	18	5	7	1	2	2	15	206	0.3	50	0.1	27	0.0	17.5	21.8





SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
18 October 2023														
0000	**31**	1	29	1	0	0	0	0	0	0	0	0	0	0
0100	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	**15**	0	9	4	0	1	0	0	0	0	1	0	0	0
0300	**14**	0	8	3	0	0	0	0	0	0	0	3	0	0
0400	**31**	1	27	1	0	0	1	0	0	0	0	1	0	0
0500	**160**	2	130	21	0	3	0	0	1	1	0	2	0	0
0600	**298**	3	235	49	1	3	2	0	3	0	1	1	0	0
0700	**842**	6	682	119	3	9	6	0	7	0	8	2	0	0
0800	**1328**	8	1179	99	8	3	10	1	14	2	2	2	0	0
0900	**1190**	2	1038	113	3	8	13	1	8	0	2	2	0	0
1000	**1160**	11	1043	74	2	3	11	0	11	1	0	2	0	2
1100	**1221**	8	1076	102	4	6	10	0	8	1	2	3	0	1
1200	**1224**	8	1096	86	2	3	7	1	12	1	1	6	0	1
1300	**1240**	7	1102	103	2	3	9	4	3	1	3	3	0	0
1400	**1294**	7	1132	112	4	5	14	1	7	0	5	7	0	0
1500	**1479**	5	1351	80	4	6	13	5	6	0	2	3	1	3
1600	**1440**	8	1320	84	5	2	6	1	10	0	0	3	1	0
1700	**1362**	2	1234	93	6	0	8	2	7	0	2	7	0	1
1800	**1180**	6	1076	69	6	0	9	2	7	0	1	4	0	0
1900	**800**	6	733	51	1	1	2	0	3	0	1	2	0	0
2000	**525**	1	501	20	0	0	2	0	0	0	0	1	0	0
2100	**378**	0	363	14	0	0	0	1	0	0	0	0	0	0
2200	**194**	2	188	4	0	0	0	0	0	0	0	0	0	0
2300	**74**	1	64	8	0	1	0	0	0	0	0	0	0	0
07-19	**14960**	78	13329	1134	49	48	116	18	100	6	28	44	2	8
06-22	**16961**	88	15161	1268	51	52	122	19	106	6	30	48	2	8
06-00	**17229**	91	15413	1280	51	53	122	19	106	6	30	48	2	8
00-00	**17491**	95	15625	1312	51	57	123	19	107	7	31	54	2	8

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
19 October 2023														
0000	**36**	0	33	3	0	0	0	0	0	0	0	0	0	0
0100	**16**	0	12	4	0	0	0	0	0	0	0	0	0	0
0200	**14**	0	10	1	0	0	0	0	0	0	0	1	2	0
0300	**10**	0	7	2	0	0	0	0	0	0	0	0	1	0
0400	**35**	1	27	4	0	2	0	0	0	0	0	0	1	0
0500	**182**	2	151	21	0	2	2	0	1	0	0	2	0	1
0600	**309**	4	249	49	0	3	1	0	3	0	0	0	0	0
0700	**852**	7	702	119	4	4	5	0	8	0	2	1	0	0
0800	**1353**	5	1234	81	5	5	5	4	9	1	1	2	0	1
0900	**1122**	4	978	112	2	1	7	0	13	1	1	1	1	1
1000	**1173**	10	1041	89	8	8	5	1	4	1	3	2	1	0
1100	**1244**	5	1123	96	4	4	4	1	3	0	2	2	0	0
1200	**1216**	2	1103	84	2	3	5	4	9	0	1	3	0	0
1300	**1203**	5	1089	86	4	3	7	1	5	0	3	0	0	0
1400	**1309**	5	1164	99	9	6	11	2	5	1	3	2	2	0
1500	**1499**	9	1351	95	6	3	14	4	8	1	2	6	0	0
1600	**1465**	9	1351	59	6	2	16	5	8	1	4	3	0	1
1700	**1486**	2	1368	61	6	3	20	9	5	1	0	8	0	3
1800	**1214**	6	1135	52	1	0	7	5	3	0	2	3	0	0
1900	**905**	6	848	36	1	2	6	0	6	0	0	0	0	0
2000	**571**	4	541	21	0	1	2	0	1	0	1	0	0	0
2100	**369**	1	353	14	0	0	0	0	1	0	0	0	0	0
2200	**254**	1	242	9	0	0	2	0	0	0	0	0	0	0
2300	**107**	0	96	11	0	0	0	0	0	0	0	0	0	0
07-19	**15136**	69	13639	1033	57	42	106	36	80	7	24	33	4	6
06-22	**17290**	84	15630	1153	58	48	115	36	91	7	25	33	4	6
06-00	**17651**	85	15968	1173	58	48	117	36	91	7	25	33	4	6
00-00	**17944**	88	16208	1208	58	52	119	36	92	7	26	39	4	7

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 October 2023														
0000	**40**	0	37	3	0	0	0	0	0	0	0	0	0	0
0100	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	14	2	0	0	0	0	0	0	1	0	0	0
0300	**22**	0	15	3	0	2	0	0	0	0	0	2	0	0
0400	**34**	1	26	4	0	0	0	0	1	0	0	2	0	0
0500	**154**	1	133	18	0	1	1	0	0	0	0	0	0	0
0600	**277**	7	211	44	1	4	2	1	4	0	1	1	0	1
0700	**762**	9	634	92	4	3	12	0	6	0	0	1	0	1
0800	**1429**	2	1264	116	9	4	14	3	8	0	3	4	0	2
0900	**1169**	1	1021	122	6	3	3	0	8	0	1	4	0	0
1000	**1230**	3	1103	90	5	5	6	1	9	1	2	3	0	2
1100	**1366**	3	1228	88	6	13	9	2	12	0	5	0	0	0
1200	**1447**	9	1321	88	5	1	8	4	8	0	2	1	0	0
1300	**1395**	5	1276	82	0	2	11	3	11	0	2	2	0	1
1400	**1446**	7	1301	93	5	2	13	3	13	1	0	5	1	2
1500	**1480**	9	1372	65	7	1	11	7	5	0	0	3	0	0
1600	**1562**	8	1437	67	12	3	17	7	3	1	1	6	0	0
1700	**1482**	3	1360	60	13	1	11	12	6	0	6	10	0	0
1800	**1378**	2	1269	63	8	2	12	3	11	0	1	4	1	2
1900	**819**	3	768	38	0	1	3	1	5	0	0	0	0	0
2000	**514**	2	489	22	0	1	0	0	0	0	0	0	0	0
2100	**375**	2	353	15	0	0	3	0	2	0	0	0	0	0
2200	**299**	1	283	11	0	0	1	0	1	0	0	2	0	0
2300	**190**	0	177	12	0	0	1	0	0	0	0	0	0	0
07-19	**16146**	61	14586	1026	80	40	127	45	100	3	23	43	2	10
06-22	**18131**	75	16407	1145	81	46	135	47	111	3	24	44	2	11
06-00	**18620**	76	16867	1168	81	46	137	47	112	3	24	46	2	11
00-00	**18898**	78	17100	1201	81	49	138	47	113	3	25	50	2	11

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 October 2023														
0000	**111**	0	104	7	0	0	0	0	0	0	0	0	0	0
0100	**56**	0	51	5	0	0	0	0	0	0	0	0	0	0
0200	**26**	0	24	2	0	0	0	0	0	0	0	0	0	0
0300	**22**	0	18	3	0	1	0	0	0	0	0	0	0	0
0400	**27**	0	23	2	0	1	0	0	0	0	0	1	0	0
0500	**55**	0	44	9	0	0	1	0	0	0	0	1	0	0
0600	**115**	1	101	12	0	1	0	0	0	0	0	0	0	0
0700	**291**	2	251	31	2	3	0	0	1	0	0	0	0	1
0800	**687**	3	593	76	3	4	5	1	2	0	0	0	0	0
0900	**960**	3	861	74	1	4	6	0	8	0	2	0	0	1
1000	**1246**	3	1145	78	3	2	4	0	7	0	2	1	0	1
1100	**1488**	6	1369	78	1	0	9	3	15	0	1	5	0	1
1200	**1472**	4	1360	58	3	2	15	3	21	0	1	3	0	2
1300	**1500**	8	1410	48	0	2	12	2	14	0	2	2	0	0
1400	**1329**	13	1219	60	2	2	7	3	15	0	6	2	0	0
1500	**1232**	8	1139	56	2	1	10	2	12	0	1	1	0	0
1600	**1251**	4	1170	51	1	0	12	3	8	0	1	1	0	0
1700	**1186**	4	1102	62	0	1	5	1	6	0	1	4	0	0
1800	**990**	1	932	49	1	0	4	0	3	0	0	0	0	0
1900	**678**	5	625	41	1	1	3	0	2	0	0	0	0	0
2000	**457**	2	428	23	0	0	3	0	1	0	0	0	0	0
2100	**335**	4	311	20	0	0	0	0	0	0	0	0	0	0
2200	**298**	0	284	12	0	0	1	0	1	0	0	0	0	0
2300	**206**	0	194	10	0	1	1	0	0	0	0	0	0	0
07-19	**13632**	59	12551	721	19	21	89	18	112	0	17	19	0	6
06-22	**15217**	71	14016	817	20	23	95	18	115	0	17	19	0	6
06-00	**15721**	71	14494	839	20	24	97	18	116	0	17	19	0	6
00-00	**16018**	71	14758	867	20	26	98	18	116	0	17	21	0	6

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 October 2023														
0000	**134**	1	119	11	0	0	2	0	0	0	0	1	0	0
0100	**115**	0	102	12	0	0	1	0	0	0	0	0	0	0
0200	**58**	0	54	4	0	0	0	0	0	0	0	0	0	0
0300	**53**	0	47	5	0	0	1	0	0	0	0	0	0	0
0400	**24**	0	23	1	0	0	0	0	0	0	0	0	0	0
0500	**39**	1	31	6	0	1	0	0	0	0	0	0	0	0
0600	**67**	0	56	9	0	1	0	0	1	0	0	0	0	0
0700	**151**	1	138	11	0	0	1	0	0	0	0	0	0	0
0800	**307**	2	263	35	0	2	1	0	3	0	0	1	0	0
0900	**587**	8	526	44	0	0	2	0	4	0	0	3	0	0
1000	**990**	3	899	68	0	2	6	0	9	0	1	1	0	1
1100	**1169**	2	1078	68	0	1	11	0	7	0	0	2	0	0
1200	**1354**	9	1235	87	3	0	10	1	4	0	0	3	2	0
1300	**1256**	0	1177	59	0	0	2	2	13	1	1	1	0	0
1400	**1219**	10	1133	59	0	0	6	0	5	1	2	3	0	0
1500	**1196**	13	1106	59	1	1	5	2	5	0	2	1	1	0
1600	**896**	8	832	49	0	1	4	0	1	0	0	1	0	0
1700	**827**	5	770	48	1	0	0	2	1	0	0	0	0	0
1800	**674**	3	619	45	0	0	3	0	2	0	0	2	0	0
1900	**524**	0	494	30	0	0	0	0	0	0	0	0	0	0
2000	**373**	0	344	26	0	0	1	1	0	0	0	1	0	0
2100	**236**	1	222	13	0	0	0	0	0	0	0	0	0	0
2200	**137**	0	132	3	0	1	1	0	0	0	0	0	0	0
2300	**69**	2	63	4	0	0	0	0	0	0	0	0	0	0
07-19	**10626**	**64**	**9776**	**632**	**5**	**7**	**51**	**7**	**54**	**2**	**6**	**18**	**3**	**1**
06-22	**11826**	**65**	**10892**	**710**	**5**	**8**	**52**	**8**	**55**	**2**	**6**	**19**	**3**	**1**
06-00	**12032**	**67**	**11087**	**717**	**5**	**9**	**53**	**8**	**55**	**2**	**6**	**19**	**3**	**1**
00-00	**12455**	**69**	**11463**	**756**	**5**	**10**	**57**	**8**	**55**	**2**	**6**	**20**	**3**	**1**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 October 2023														
0000	**45**	0	43	2	0	0	0	0	0	0	0	0	0	0
0100	**18**	0	15	2	0	0	0	0	0	0	0	1	0	0
0200	**10**	0	6	3	0	0	0	0	0	0	0	1	0	0
0300	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0400	**35**	0	28	5	0	0	0	0	1	0	0	1	0	0
0500	**149**	7	114	21	1	0	2	0	4	0	0	0	0	0
0600	**291**	7	228	44	0	1	4	0	5	0	0	2	0	0
0700	**764**	6	626	98	5	4	14	0	5	0	2	2	0	2
0800	**1406**	5	1258	107	5	0	11	0	11	1	4	2	0	2
0900	**1153**	6	1016	103	2	5	5	0	13	0	2	1	0	0
1000	**1115**	7	1010	78	0	1	3	1	10	0	5	0	0	0
1100	**1202**	2	1085	83	0	2	7	3	14	2	1	1	1	1
1200	**1351**	5	1207	100	0	5	9	0	13	1	2	7	1	1
1300	**1275**	6	1154	82	2	2	15	3	5	0	2	4	0	0
1400	**1411**	9	1256	110	1	6	11	1	11	0	2	2	1	1
1500	**1457**	8	1317	87	7	8	10	4	7	0	5	4	0	0
1600	**1481**	9	1349	71	5	5	15	5	15	0	4	3	0	0
1700	**1420**	4	1314	64	5	2	14	4	5	0	3	4	1	0
1800	**1236**	8	1154	52	0	0	7	4	4	0	3	4	0	0
1900	**822**	4	772	42	0	0	2	0	1	0	0	1	0	0
2000	**552**	3	510	35	0	1	2	0	0	0	0	1	0	0
2100	**368**	2	346	18	0	0	1	0	1	0	0	0	0	0
2200	**125**	1	114	9	0	0	1	0	0	0	0	0	0	0
2300	**73**	0	67	6	0	0	0	0	0	0	0	0	0	0
07-19	**15271**	**75**	**13746**	**1035**	**32**	**40**	**121**	**25**	**113**	**4**	**35**	**34**	**4**	**7**
06-22	**17304**	**91**	**15602**	**1174**	**32**	**42**	**130**	**25**	**120**	**4**	**35**	**38**	**4**	**7**
06-00	**17502**	**92**	**15783**	**1189**	**32**	**42**	**131**	**25**	**120**	**4**	**35**	**38**	**4**	**7**
00-00	**17767**	**99**	**15995**	**1224**	**33**	**42**	**133**	**25**	**125**	**4**	**35**	**41**	**4**	**7**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 October 2023														
0000	**31**	0	26	5	0	0	0	0	0	0	0	0	0	0
0100	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
0200	**16**	0	11	3	0	0	0	0	0	0	1	1	0	0
0300	**11**	0	8	0	0	1	0	0	0	0	0	2	0	0
0400	**35**	0	28	6	0	0	0	0	1	0	0	0	0	0
0500	**148**	2	119	22	1	1	1	0	2	0	0	0	0	0
0600	**331**	5	281	32	0	4	3	0	3	0	1	2	0	0
0700	**881**	5	738	108	6	4	5	0	6	0	6	1	1	1
0800	**1409**	8	1268	97	9	1	8	3	11	0	2	2	0	0
0900	**1168**	6	1019	112	4	5	5	0	12	0	2	3	0	0
1000	**1157**	11	1040	80	4	5	5	1	6	1	0	3	0	1
1100	**1257**	4	1145	80	3	3	11	1	6	0	1	2	0	1
1200	**1269**	7	1137	86	3	3	13	4	6	2	3	4	1	0
1300	**1274**	6	1152	89	2	4	3	1	8	0	3	6	0	0
1400	**1336**	8	1204	91	3	2	9	2	10	0	2	4	0	1
1500	**1463**	8	1335	76	3	3	18	6	7	1	2	4	0	0
1600	**1512**	13	1383	74	3	2	14	5	7	0	8	3	0	0
1700	**1543**	4	1439	55	8	3	13	7	6	0	4	3	1	0
1800	**1214**	2	1131	63	1	2	4	0	6	0	1	2	2	0
1900	**790**	6	738	33	0	0	4	0	5	0	2	2	0	0
2000	**494**	1	467	23	0	0	1	0	1	0	0	1	0	0
2100	**331**	0	312	13	0	1	3	0	0	0	0	2	0	0
2200	**228**	2	214	10	0	0	2	0	0	0	0	0	0	0
2300	**53**	1	45	7	0	0	0	0	0	0	0	0	0	0
07-19	**15483**	**82**	**13991**	**1011**	**49**	**37**	**108**	**30**	**91**	**4**	**34**	**37**	**5**	**4**
06-22	**17429**	**94**	**15789**	**1112**	**49**	**42**	**119**	**30**	**100**	**4**	**37**	**44**	**5**	**4**
06-00	**17710**	**97**	**16048**	**1129**	**49**	**42**	**121**	**30**	**100**	**4**	**37**	**44**	**5**	**4**
00-00	**17963**	**99**	**16249**	**1168**	**50**	**44**	**122**	**30**	**103**	**4**	**38**	**47**	**5**	**4**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

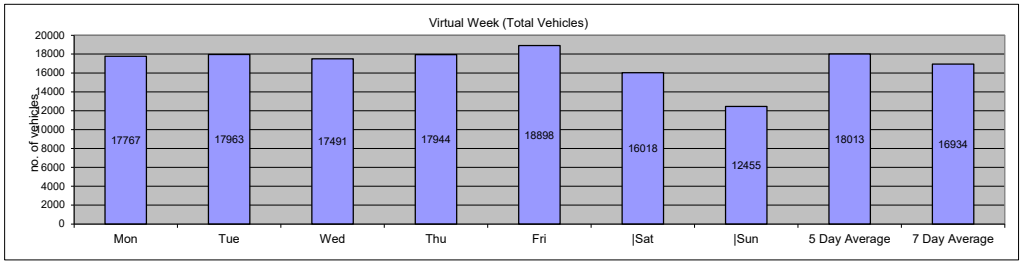
18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**61**	0	56	5	0	0	0	0	0	0	0	0	0	0
0100	**34**	0	29	4	0	0	0	0	0	0	0	0	0	0
0200	**22**	0	18	3	0	0	0	0	0	0	1	1	0	0
0300	**20**	0	16	3	0	1	0	0	0	0	0	1	0	0
0400	**32**	0	26	3	0	0	0	0	0	0	0	1	0	0
0500	**127**	2	103	17	0	1	1	0	1	0	0	1	0	0
0600	**241**	4	194	34	0	2	2	0	3	0	0	1	0	0
0700	**649**	5	539	83	3	4	6	0	5	0	3	1	0	1
0800	**1131**	5	1008	87	6	3	8	2	8	1	2	2	0	1
0900	**1050**	4	923	97	3	4	6	0	9	0	1	2	0	0
1000	**1153**	7	1040	80	3	4	6	1	8	1	2	2	0	1
1100	**1278**	4	1158	85	3	4	9	1	9	0	2	2	0	1
1200	**1333**	6	1208	84	3	2	10	2	10	1	1	4	1	1
1300	**1306**	5	1194	78	1	2	8	2	8	0	2	3	0	0
1400	**1335**	8	1201	89	3	3	10	2	9	0	3	4	1	1
1500	**1401**	9	1282	74	4	3	12	4	7	0	2	3	0	0
1600	**1372**	8	1263	65	5	2	12	4	7	0	3	3	0	0
1700	**1329**	3	1227	63	6	1	10	5	5	0	2	5	0	1
1800	**1127**	4	1045	56	2	1	7	2	5	0	1	3	0	0
1900	**763**	4	711	39	0	1	3	0	3	0	0	1	0	0
2000	**498**	2	469	24	0	0	2	0	0	0	0	1	0	0
2100	**342**	1	323	15	0	0	1	0	1	0	0	0	0	0
2200	**219**	1	208	8	0	0	1	0	0	0	0	0	0	0
2300	**110**	1	101	8	0	0	0	0	0	0	0	0	0	0
07-19	**14465**	**70**	**13088**	**942**	**42**	**34**	**103**	**26**	**93**	**4**	**24**	**33**	**3**	**6**
06-22	**16308**	**81**	**14785**	**1054**	**42**	**37**	**110**	**26**	**100**	**4**	**25**	**35**	**3**	**6**
06-00	**16638**	**83**	**15094**	**1071**	**42**	**38**	**111**	**26**	**100**	**4**	**25**	**35**	**3**	**6**
00-00	**16934**	**86**	**15343**	**1105**	**43**	**40**	**113**	**26**	**102**	**4**	**25**	**39**	**3**	**6**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**17767**	99	15995	1224	33	42	133	25	125	4	35	41	4	7
Tue	**17963**	99	16249	1168	50	44	122	30	103	4	38	47	5	4
Wed	**17491**	95	15625	1312	51	57	123	19	107	7	31	54	2	8
Thu	**17944**	88	16208	1208	58	52	119	36	92	7	26	39	4	7
Fri	**18898**	78	17100	1201	81	49	138	47	113	3	25	50	2	11
|Sat	**16018**	71	14758	867	20	26	98	18	116	0	17	21	0	6
|Sun	**12455**	69	11463	756	5	10	57	8	55	2	6	20	3	1
5 Day Average														
[--]	**18013**	92	16235	1223	55	49	127	31	108	5	31	46	3	7
7 Day Average														
[--]	**16934**	86	15343	1105	43	40	113	26	102	4	25	39	3	6
Total Vehicles														
[--]	**118536**	599	107398	7736	298	280	790	183	711	27	178	272	20	44



SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
															30	30	35 ACPO	35 ACPO	45 DFT	45 DFT		
18 October 2023																						
0000	**31**	0	1	3	19	7	1	0	0	0	0	0	0	0	1	3.226	0	0	0	0	23.3	27
0100	**11**	0	0	3	5	2	1	0	0	0	0	0	0	0	1	9.091	0	0	0	0	22.2	26.4
0200	**15**	0	0	2	9	3	1	0	0	0	0	0	0	0	1	6.667	0	0	0	0	23.3	26.6
0300	**14**	0	0	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	26.9
0400	**31**	1	0	5	14	9	1	1	0	0	0	0	0	0	2	6.452	1	3.226	0	0	23.7	28
0500	**160**	0	2	27	90	36	5	0	0	0	0	0	0	0	5	3.125	0	0	0	0	22.9	26.4
0600	**298**	0	2	66	184	42	4	0	0	0	0	0	0	0	4	1.342	0	0	0	0	22.2	25.1
0700	**842**	5	33	347	431	25	1	0	0	0	0	0	0	0	1	0.119	0	0	0	0	20.1	22.9
0800	**1328**	114	367	621	216	6	4	0	0	0	0	0	0	0	4	0.301	0	0	0	0	16.1	20.2
0900	**1190**	26	143	669	334	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.5
1000	**1160**	22	175	730	222	9	0	0	0	2	0	0	0	0	2	0.172	2	0.172	2	0.172	17.6	20.6
1100	**1221**	59	213	717	221	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.5
1200	**1224**	32	187	753	240	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.6
1300	**1240**	59	224	674	273	9	0	0	0	0	0	1	0	0	1	0.081	1	0.081	1	0.081	17.3	20.9
1400	**1294**	92	198	725	266	12	0	1	0	0	0	0	0	0	1	0.077	1	0.077	0	0	17.1	20.6
1500	**1479**	170	420	735	143	8	3	0	0	0	0	0	0	0	3	0.203	0	0	0	0	15.4	19.2
1600	**1440**	147	332	717	234	7	0	1	0	0	0	2	0	0	3	0.208	3	0.208	2	0.139	16.3	20.2
1700	**1362**	107	297	664	283	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.9
1800	**1180**	100	165	532	367	12	0	0	1	0	0	0	0	3	4	0.339	4	0.339	3	0.254	17.7	21.6
1900	**800**	6	31	362	362	36	0	1	2	0	0	0	0	0	3	0.375	3	0.375	0	0	20	22.9
2000	**525**	5	15	184	273	47	1	0	0	0	0	0	0	0	1	0.19	0	0	0	0	20.8	23.9
2100	**378**	0	5	135	200	36	2	0	0	0	0	0	0	0	2	0.529	0	0	0	0	21.1	24
2200	**194**	0	1	38	116	36	3	0	0	0	0	0	0	0	3	1.546	0	0	0	0	22.5	25.6
2300	**74**	0	0	14	39	20	1	0	0	0	0	0	0	0	1	1.351	0	0	0	0	22.9	26.5
07-19	**14960**	933	2754	7884	3230	140	8	2	1	2	0	3	0	3	19	0.127	11	0.074	8	0.053	17.2	20.9
06-22	**16961**	944	2807	8631	4249	301	15	3	3	2	0	3	0	3	29	0.171	14	0.083	8	0.047	17.6	21.4
06-00	**17229**	944	2808	8683	4404	357	19	3	3	2	0	3	0	3	33	0.192	14	0.081	8	0.046	17.7	21.5
00-00	**17491**	945	2811	8727	4548	417	28	4	3	2	0	3	0	3	43	0.246	15	0.086	8	0.046	17.7	21.5

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
															30	30	35 ACPO	35 ACPO	45 DFT	45 DFT		
19 October 2023																						
0000	**36**	0	0	3	24	8	1	0	0	0	0	0	0	0	1	2.778	0	0	0	0	23.7	26.5
0100	**16**	0	0	2	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	25.6
0200	**14**	0	0	2	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	27.7
0300	**10**	0	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0400	**35**	0	0	6	15	13	1	0	0	0	0	0	0	0	1	2.857	0	0	0	0	23.8	27.4
0500	**182**	0	2	31	106	34	8	1	0	0	0	0	0	0	9	4.945	1	0.549	0	0	23.1	26.5
0600	**309**	0	3	86	173	44	1	2	0	0	0	0	0	0	3	0.971	2	0.647	0	0	21.8	25.1
0700	**852**	3	25	377	422	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.6
0800	**1353**	154	465	563	160	8	0	0	0	1	0	0	0	2	3	0.222	3	0.222	3	0.222	15.4	19.7
0900	**1122**	27	159	642	287	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	21.3
1000	**1173**	19	176	737	235	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20.6
1100	**1244**	15	160	730	326	9	0	0	1	0	0	0	0	3	4	0.322	4	0.322	3	0.241	18.3	21
1200	**1216**	32	158	736	278	9	3	0	0	0	0	0	0	0	3	0.247	0	0	0	0	17.9	20.9
1300	**1203**	36	190	702	268	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	20.8
1400	**1309**	142	244	702	211	9	0	0	1	0	0	0	0	0	1	0.076	1	0.076	0	0	16.4	20.2
1500	**1499**	280	381	670	161	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	19.6
1600	**1465**	376	419	518	138	9	0	2	0	0	0	0	0	3	5	0.341	5	0.341	3	0.205	14.2	19.3
1700	**1486**	467	287	530	192	7	1	0	0	2	0	0	0	0	3	0.202	2	0.135	2	0.135	14.1	19.8
1800	**1214**	53	155	687	302	11	5	0	0	0	0	0	0	1	6	0.494	1	0.082	1	0.082	17.9	21.1
1900	**905**	10	46	473	342	28	4	0	0	0	0	0	0	2	6	0.663	2	0.221	2	0.221	19.6	22.5
2000	**571**	2	10	227	283	45	4	0	0	0	0	0	0	0	4	0.701	0	0	0	0	20.7	23.7
2100	**369**	1	5	129	209	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.9	23.7
2200	**254**	1	4	86	128	30	4	0	1	0	0	0	0	0	5	1.969	1	0.394	0	0	21.5	24.8
2300	**107**	0	0	32	49	22	4	0	0	0	0	0	0	0	4	3.738	0	0	0	0	22.5	26.3
07-19	**15136**	1604	2819	7594	2980	114	9	2	2	3	0	0	0	9	25	0.165	16	0.106	12	0.079	16.6	20.7
06-22	**17290**	1617	2883	8509	3987	256	18	4	2	3	0	0	0	11	38	0.22	20	0.116	14	0.081	17.1	21.1
06-00	**17651**	1618	2887	8627	4164	308	26	4	3	3	0	0	0	11	47	0.266	21	0.119	14	0.079	17.2	21.3
00-00	**17944**	1618	2891	8672	4332	373	36	5	3	3	0	0	0	11	58	0.323	22	0.123	14	0.078	17.3	21.4

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-130	Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
															30	30	35 ACPO	35 ACPO	45 DFT	45 DFT		
20 October 2023																						
0000	**40**	0	1	10	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	26.3
0100	**11**	0	0	1	4	4	2	0	0	0	0	0	0	0	2	18.18	0	0	0	0	25.7	31.1
0200	**17**	0	0	2	9	5	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	23.6	27.7
0300	**22**	0	0	2	10	7	2	1	0	0	0	0	0	0	3	13.64	1	4.545	0	0	24.9	30
0400	**34**	0	0	8	17	8	1	0	0	0	0	0	0	0	1	2.941	0	0	0	0	23.1	25.8
0500	**154**	2	1	17	87	44	3	0	0	0	0	0	0	0	3	1.948	0	0	0	0	23.1	26.3
0600	**277**	1	10	57	148	57	4	0	0	0	0	0	0	0	4	1.444	0	0	0	0	22.2	25.7
0700	**762**	4	20	359	349	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.9
0800	**1429**	133	435	681	169	6	1	3	0	0	0	0	0	1	5	0.35	4	0.28	1	0.07	15.8	19.6
0900	**1169**	13	150	664	330	11	1	0	0	0	0	0	0	0	1	0.086	0	0	0	0	18.2	21.3
1000	**1230**	43	152	736	294	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	20.9
1100	**1366**	75	246	780	252	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	20.4
1200	**1447**	148	363	720	207	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	20
1300	**1395**	93	302	742	248	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.4
1400	**1446**	140	372	708	213	10	0	3	0	0	0	0	0	0	3	0.207	3	0.207	0	0	16.2	20
1500	**1480**	332	505	499	134	9	0	1	0	0	0	0	0	0	1	0.068	1	0.068	0	0	13.9	19
1600	**1562**	545	461	459	89	6	2	0	0	0	0	0	0	0	2	0.128	0	0	0	0	12.8	18.1
1700	**1482**	372	306	557	229	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	20.2
1800	**1378**	203	255	597	290	26	0	0	3	0	0	0	0	0	7	0.508	7	0.508	4	0.29	16.5	21
1900	**819**	5	35	333	403	38	5	0	0	0	0	0	0	0	5	0.611	0	0	0	0	20.2	23
2000	**514**	2	8	157	291	54	2	0	0	0	0	0	0	0	2	0.389	0	0	0	0	21.3	24.5
2100	**375**	3	12	119	193	42	6	0	0	0	0	0	0	0	6	1.6	0	0	0	0	21.1	24.5
2200	**299**	0	2	98	166	29	4	0	0	0	0	0	0	0	4	1.338	0	0	0	0	21.5	24.4
2300	**190**	1	5	45	118	17	3	1	0	0	0	0	0	0	4	2.105	1	0.526	0	0	21.7	24.4
07-19	**16146**	2101	3567	7502	2804	153	4	6	4	0	0	0	4	1	19	0.118	15	0.093	5	0.031	16.1	20.5
06-22	**18131**	2112	3632	8168	3839	344	21	6	4	0	0	0	4	1	36	0.199	15	0.083	5	0.028	16.6	21
06-00	**18620**	2113	3639	8311	4123	390	28	7	4	0	0	0	4	1	44	0.236	16	0.086	5	0.027	16.7	21.1
00-00	**18898**	2115	3641	8351	4265	472	37	8	4	0	0	0	4	1	54	0.286	17	0.09	5	0.026	16.8	21.4

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2023																						
0000	**111**	0	1	16	58	29	6	1	0	0	0	0	0	0	7	6.306	1	0.901	0	0	23.7	28
0100	**56**	0	2	12	32	9	1	0	0	0	0	0	0	0	1	1.786	0	0	0	0	22.1	25.4
0200	**26**	0	0	3	13	8	2	0	0	0	0	0	0	0	2	7.692	0	0	0	0	24.2	28.2
0300	**22**	0	0	1	13	7	1	0	0	0	0	0	0	0	1	4.545	0	0	0	0	24.4	28.1
0400	**27**	0	0	4	15	6	2	0	0	0	0	0	0	0	2	7.407	0	0	0	0	24	28.9
0500	**55**	1	1	7	27	16	2	0	1	0	0	0	0	0	3	5.455	1	1.818	0	0	23.3	26.8
0600	**115**	0	1	23	67	22	2	0	0	0	0	0	0	0	2	1.739	0	0	0	0	22.5	25.8
0700	**291**	2	3	105	160	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	23.6
0800	**687**	6	33	319	314	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	22.5
0900	**960**	19	70	514	328	24	1	0	0	0	1	0	0	3	5	0.521	4	0.417	4	0.417	19.1	22
1000	**1246**	32	151	783	264	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20.7
1100	**1488**	92	268	827	284	15	2	0	0	0	0	0	0	0	2	0.134	0	0	0	0	17.1	20.5
1200	**1472**	93	344	773	250	9	0	3	0	0	0	0	0	0	3	0.204	3	0.204	0	0	16.7	20.2
1300	**1500**	188	422	719	166	4	1	0	0	0	0	0	0	0	1	0.067	0	0	0	0	15.5	19.6
1400	**1329**	78	255	672	308	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21
1500	**1232**	68	127	692	332	9	1	0	1	0	0	0	0	2	4	0.325	3	0.244	2	0.162	17.9	21
1600	**1251**	19	136	695	372	28	0	0	0	0	0	0	0	1	1	0.08	1	0.08	1	0.08	18.6	21.4
1700	**1186**	24	149	605	382	25	1	0	0	0	0	0	0	0	1	0.084	0	0	0	0	18.5	21.7
1800	**990**	2	47	530	376	34	1	0	0	0	0	0	0	0	1	0.101	0	0	0	0	19.5	22
1900	**678**	2	19	280	339	36	2	0	0	0	0	0	0	0	2	0.295	0	0	0	0	20.5	23.5
2000	**457**	2	4	143	253	49	6	0	0	0	0	0	0	0	6	1.313	0	0	0	0	21.5	24.7
2100	**335**	1	6	82	197	43	5	1	0	0	0	0	0	0	6	1.791	1	0.299	0	0	21.8	24.9
2200	**298**	0	2	79	173	39	4	1	0	0	0	0	0	0	5	1.678	1	0.336	0	0	21.9	25
2300	**206**	0	1	56	109	38	1	1	0	0	0	0	0	0	2	0.971	1	0.485	0	0	22.2	25.8
07-19	**13632**	**623**	**2005**	**7234**	**3536**	**216**	**7**	**3**	**1**	**0**	**1**	**0**	**0**	**6**	**18**	**0.132**	**11**	**0.081**	**7**	**0.051**	**17.8**	**21.3**
06-22	**15217**	**628**	**2035**	**7762**	**4392**	**366**	**22**	**4**	**1**	**0**	**1**	**0**	**0**	**6**	**34**	**0.223**	**12**	**0.079**	**7**	**0.046**	**18.2**	**21.7**
06-00	**15721**	**628**	**2038**	**7897**	**4674**	**443**	**27**	**6**	**1**	**0**	**1**	**0**	**0**	**6**	**41**	**0.261**	**14**	**0.089**	**7**	**0.045**	**18.3**	**21.8**
00-00	**16018**	**629**	**2042**	**7940**	**4832**	**518**	**41**	**7**	**2**	**0**	**1**	**0**	**0**	**6**	**57**	**0.356**	**16**	**0.1**	**7**	**0.044**	**18.4**	**21.9**

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18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
22 October 2023																						
0000	**134**	2	0	21	76	30	5	0	0	0	0	0	0	0	5	3.731	0	0	0	0	22.7	26.2
0100	**115**	1	1	19	64	27	3	0	0	0	0	0	0	0	3	2.609	0	0	0	0	22.9	26.7
0200	**58**	0	0	8	33	13	4	0	0	0	0	0	0	0	4	6.897	0	0	0	0	23.5	28.5
0300	**53**	0	0	6	26	20	1	0	0	0	0	0	0	0	1	1.887	0	0	0	0	24.1	26.8
0400	**24**	0	0	3	13	7	1	0	0	0	0	0	0	0	1	4.167	0	0	0	0	23.6	29
0500	**39**	2	1	13	15	6	2	0	0	0	0	0	0	0	2	5.128	0	0	0	0	21	26.1
0600	**67**	0	0	17	34	13	3	0	0	0	0	0	0	0	3	4.478	0	0	0	0	22.7	25.9
0700	**151**	0	2	40	89	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	24.7
0800	**307**	0	8	89	170	38	2	0	0	0	0	0	0	0	2	0.651	0	0	0	0	21.5	24.7
0900	**587**	5	28	221	308	23	2	0	0	0	0	0	0	0	2	0.341	0	0	0	0	20.2	23.2
1000	**990**	9	70	530	361	18	2	0	0	0	0	0	0	0	2	0.202	0	0	0	0	19.2	22.3
1100	**1169**	37	113	610	389	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	21.4
1200	**1354**	38	123	764	412	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.5
1300	**1256**	15	105	694	414	23	0	0	0	2	0	0	0	3	5	0.398	5	0.398	5	0.398	19	21.6
1400	**1219**	22	96	578	493	27	0	3	0	0	0	0	0	0	3	0.246	3	0.246	0	0	19.1	22.1
1500	**1196**	27	111	613	421	23	1	0	0	0	0	0	0	0	1	0.084	0	0	0	0	18.8	21.9
1600	**896**	5	38	408	402	42	1	0	0	0	0	0	0	0	1	0.112	0	0	0	0	20	22.7
1700	**827**	2	18	342	444	20	1	0	0	0	0	0	0	0	1	0.121	0	0	0	0	20.2	22.7
1800	**674**	1	11	251	360	46	3	2	0	0	0	0	0	0	5	0.742	2	0.297	0	0	20.8	23.6
1900	**524**	0	4	189	284	46	1	0	0	0	0	0	0	0	1	0.191	0	0	0	0	21.1	24
2000	**373**	1	5	105	213	47	2	0	0	0	0	0	0	0	2	0.536	0	0	0	0	21.5	24.6
2100	**236**	0	6	70	122	37	1	0	0	0	0	0	0	0	1	0.424	0	0	0	0	21.7	25.4
2200	**137**	1	2	22	77	31	3	1	0	0	0	0	0	0	4	2.92	1	0.73	0	0	22.7	26.4
2300	**69**	0	0	8	38	16	7	0	0	0	0	0	0	0	7	10.14	0	0	0	0	24.1	27.4
07-19	**10626**	**161**	**723**	**5140**	**4263**	**317**	**12**	**5**	**0**	**2**	**0**	**0**	**0**	**3**	**22**	**0.207**	**10**	**0.094**	**5**	**0.047**	**19.3**	**22.4**
06-22	**11826**	**162**	**738**	**5521**	**4916**	**460**	**19**	**5**	**0**	**2**	**0**	**0**	**0**	**3**	**29**	**0.245**	**10**	**0.085**	**5**	**0.042**	**19.5**	**22.7**
06-00	**12032**	**163**	**740**	**5551**	**5031**	**507**	**29**	**6**	**0**	**2**	**0**	**0**	**0**	**3**	**40**	**0.332**	**11**	**0.091**	**5**	**0.042**	**19.6**	**22.7**
00-00	**12455**	**168**	**742**	**5621**	**5258**	**610**	**45**	**6**	**0**	**2**	**0**	**0**	**0**	**3**	**56**	**0.45**	**11**	**0.088**	**5**	**0.04**	**19.7**	**22.9**

SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
23 October 2023																						
0000	**45**	0	0	4	30	8	2	1	0	0	0	0	0	0	3	6.667	1	2.222	0	0	23.5	26
0100	**18**	0	0	3	11	3	1	0	0	0	0	0	0	0	1	5.556	0	0	0	0	22.8	27.2
0200	**10**	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0300	**8**	0	0	2	3	2	1	0	0	0	0	0	0	0	1	12.5	0	0	0	0	24.3	-
0400	**35**	0	0	7	19	8	1	0	0	0	0	0	0	0	1	2.857	0	0	0	0	23.2	27
0500	**149**	0	0	29	84	33	2	1	0	0	0	0	0	0	3	2.013	1	0.671	0	0	23	26.1
0600	**291**	1	10	72	168	35	5	0	0	0	0	0	0	0	5	1.718	0	0	0	0	21.7	24.7
0700	**764**	6	38	315	378	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22.9
0800	**1406**	105	381	670	237	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	20.4
0900	**1153**	25	158	603	356	10	1	0	0	0	0	0	0	0	1	0.087	0	0	0	0	18.2	21.5
1000	**1115**	34	154	664	254	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	20.9
1100	**1202**	37	162	683	312	7	1	0	0	0	0	0	0	0	1	0.083	0	0	0	0	17.8	20.9
1200	**1351**	26	180	786	353	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21
1300	**1275**	44	208	780	232	8	3	0	0	0	0	0	0	0	3	0.235	0	0	0	0	17.4	20.5
1400	**1411**	45	247	779	320	16	4	0	0	0	0	0	0	0	4	0.283	0	0	0	0	17.6	20.9
1500	**1457**	178	421	637	216	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	20
1600	**1481**	132	384	714	241	7	3	0	0	0	0	0	0	0	3	0.203	0	0	0	0	16.2	20.2
1700	**1420**	149	252	709	301	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.7
1800	**1236**	48	173	658	339	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	21.3
1900	**822**	9	39	337	397	38	2	0	0	0	0	0	0	0	2	0.243	0	0	0	0	20.2	23.3
2000	**552**	2	9	226	268	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	23.8
2100	**368**	1	9	96	210	50	2	0	0	0	0	0	0	0	2	0.543	0	0	0	0	21.5	24.7
2200	**125**	0	1	31	66	24	3	0	0	0	0	0	0	0	3	2.4	0	0	0	0	22.2	25.9
2300	**73**	0	1	22	39	10	1	0	0	0	0	0	0	0	1	1.37	0	0	0	0	21.7	25
07-19	**15271**	**829**	**2758**	**7998**	**3539**	**135**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0.079**	**0**	**0**	**0**	**0**	**17.3**	**20.9**
06-22	**17304**	**842**	**2825**	**8729**	**4582**	**305**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0.121**	**0**	**0**	**0**	**0**	**17.7**	**21.4**
06-00	**17502**	**842**	**2827**	**8782**	**4687**	**339**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**0.143**	**0**	**0**	**0**	**0**	**17.8**	**21.5**
00-00	**17767**	**842**	**2827**	**8830**	**4840**	**394**	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0.191**	**2**	**0.011**	**0**	**0**	**17.9**	**21.6**

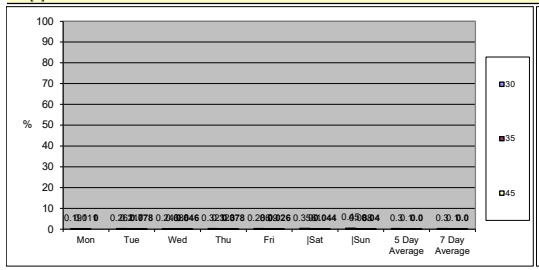
SS1243 Neath | Site 4 | Location Cadoxton Rd (51.668261, -3.808327)

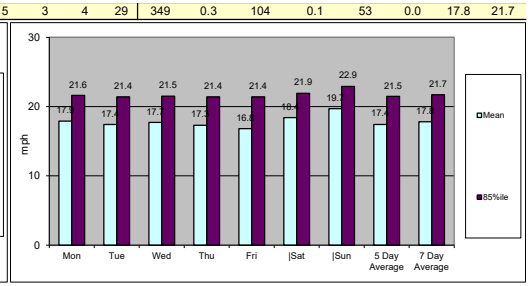
18 October 2023 to 24 October 2023 | Direction Two-Way

Time Period	Total Vehicles	Speed Bins 0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	Speed Limit (PSL) 30	30	ACPO (SL1) 35 ACPO	35 ACPO	DfT (SL2) 45 DFT	45 DFT	Mean Speed	85%ile Speed
24 October 2023																						
0000	**31**	0	0	4	17	7	3	0	0	0	0	0	0	0	3	9.677	0	0	0	0	23.7	28.5
0100	**12**	0	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	27.2
0200	**16**	0	0	3	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	27.3
0300	**11**	0	0	2	3	4	1	1	0	0	0	0	0	0	2	18.18	1	9.091	0	0	24.7	32.1
0400	**35**	0	0	5	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	25.7
0500	**148**	0	0	32	90	25	1	0	0	0	0	0	0	0	1	0.676	0	0	0	0	22.4	25.4
0600	**331**	1	8	73	194	53	2	0	0	0	0	0	0	0	2	0.604	0	0	0	0	22	25.3
0700	**881**	11	46	402	395	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	22.7
0800	**1409**	102	360	715	222	8	2	0	0	0	0	0	0	0	2	0.142	0	0	0	0	16.4	20.1
0900	**1168**	17	143	646	351	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3
1000	**1157**	22	174	695	259	6	0	1	0	0	0	0	0	0	1	0.086	1	0.086	0	0	17.8	20.8
1100	**1257**	33	231	745	233	8	0	0	0	5	0	0	0	2	7	0.557	7	0.557	7	0.557	17.6	20.5
1200	**1269**	51	236	711	260	10	0	1	0	0	0	0	0	0	1	0.079	1	0.079	0	0	17.3	20.9
1300	**1274**	41	200	736	285	10	0	0	0	0	0	0	0	2	2	0.157	2	0.157	2	0.157	17.8	20.7
1400	**1336**	115	273	692	244	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.5
1500	**1463**	168	351	679	260	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	20.4
1600	**1512**	332	368	657	150	1	2	0	0	0	1	0	0	1	4	0.265	2	0.132	2	0.132	14.6	19.3
1700	**1543**	432	456	510	133	7	0	2	0	0	3	0	0	0	5	0.324	5	0.324	3	0.194	13.8	19
1800	**1214**	55	156	696	294	11	2	0	0	0	0	0	0	0	2	0.165	0	0	0	0	17.8	21.3
1900	**790**	4	53	389	310	30	4	0	0	0	0	0	0	0	4	0.506	0	0	0	0	19.5	22.7
2000	**494**	0	7	192	259	30	5	1	0	0	0	0	0	0	6	1.215	1	0.202	0	0	20.9	23.7
2100	**331**	1	6	109	178	36	1	0	0	0	0	0	0	0	1	0.302	0	0	0	0	21.2	24.6
2200	**228**	0	0	63	135	28	2	0	0	0	0	0	0	0	2	0.877	0	0	0	0	21.9	24.8
2300	**53**	0	2	10	29	10	1	1	0	0	0	0	0	0	2	3.774	1	1.887	0	0	22.9	27.3
07-19	**15483**	**1379**	**2994**	**7884**	**3086**	**116**	**6**	**4**	**0**	**5**	**4**	**0**	**0**	**5**	**24**	**0.155**	**18**	**0.116**	**14**	**0.09**	**16.8**	**20.7**
06-22	**17429**	**1385**	**3068**	**8647**	**4027**	**265**	**18**	**5**	**0**	**5**	**4**	**0**	**0**	**5**	**37**	**0.212**	**19**	**0.109**	**14**	**0.08**	**17.2**	**21.1**
06-00	**17710**	**1385**	**3070**	**8720**	**4191**	**303**	**21**	**6**	**0**	**5**	**4**	**0**	**0**	**5**	**41**	**0.232**	**20**	**0.113**	**14**	**0.079**	**17.3**	**21.3**
00-00	**17963**	**1385**	**3070**	**8768**	**4339**	**354**	**26**	**7**	**0**	**5**	**4**	**0**	**0**	**5**	**47**	**0.262**	**21**	**0.117**	**14**	**0.078**	**17.4**	**21.4**

SS1243 Neath										Site	4				Location	Cadoxton Rd (51.668261, -3.808327)							
18 October 2023			to		24 October 2023					Direction	Two-Way												
							Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
Average Day																						
0000	**61**	0	0	9	34	15	3	0	0	0	0	0	0	0	3	4.673	0	0.467	0	0	23.3	26.5
0100	**34**	0	0	6	19	8	1	0	0	0	0	0	0	0	1	3.347	0	0	0	0	22.9	26.1
0200	**22**	0	0	3	12	5	1	0	0	0	0	0	0	0	1	5.128	0	0	0	0	23.5	27.3
0300	**20**	0	0	3	10	6	1	0	0	0	0	0	0	0	1	5.714	0	1.429	0	0	23.9	27.3
0400	**32**	0	0	5	16	9	1	0	0	0	0	0	0	0	1	3.62	0	0.452	0	0	23.4	27.2
0500	**127**	1	1	22	71	28	3	0	0	0	0	0	0	0	4	2.931	0	0.338	0	0	22.9	26.2
0600	**241**	0	5	56	138	38	3	0	0	0	0	0	0	0	3	1.363	0	0.118	0	0	22	25.3
0700	**649**	4	24	278	318	25	0	0	0	0	0	0	0	0	0	0.022	0	0	0	0	20.1	22.9
0800	**1131**	88	293	523	213	13	1	0	0	0	0	0	0	0	2	0.202	1	0.088	1	0.051	16.5	20.7
0900	**1050**	19	122	566	328	15	1	0	0	0	0	0	0	0	1	0.122	1	0.054	1	0.054	18.5	21.6
1000	**1153**	26	150	696	270	10	0	0	0	0	0	0	0	0	1	0.062	0	0.037	0	0.025	17.9	20.9
1100	**1278**	50	199	727	288	12	0	0	0	1	0	0	0	1	2	0.156	2	0.123	1	0.112	17.6	20.8
1200	**1333**	60	227	749	286	10	0	1	0	0	0	0	0	0	1	0.075	1	0.043	0	0	17.4	20.8
1300	**1306**	68	236	721	269	10	1	0	0	0	0	0	0	1	2	0.131	1	0.087	1	0.087	17.3	20.7
1400	**1335**	91	241	694	294	15	1	1	0	0	0	0	0	0	2	0.128	1	0.086	0	0	17.2	20.9
1500	**1401**	175	331	646	238	9	1	0	0	0	0	0	0	0	1	0.092	1	0.041	0	0.02	16	20.4
1600	**1372**	222	305	595	232	14	1	0	0	0	0	0	0	1	3	0.198	2	0.114	1	0.083	15.8	20.5
1700	**1329**	222	252	560	281	14	0	0	0	0	0	0	0	0	1	0.107	1	0.075	1	0.054	16.1	20.9
1800	**1127**	66	137	564	333	23	2	0	1	0	0	0	1	1	4	0.317	2	0.178	1	0.101	18.1	21.6
1900	**763**	5	32	338	348	36	3	0	0	0	0	0	0	0	3	0.431	1	0.094	0	0.037	20.1	23.2
2000	**498**	2	8	176	263	46	3	0	0	0	0	0	0	0	3	0.602	0	0.029	0	0	21	24
2100	**342**	1	7	106	187	38	2	0	0	0	0	0	0	0	3	0.753	0	0.042	0	0	21.3	24.5
2200	**219**	0	2	60	123	31	3	0	0	0	0	0	0	0	4	1.694	0	0.195	0	0	21.9	25.2
2300	**110**	0	1	27	60	19	3	0	0	0	0	0	0	0	3	2.72	0	0.389	0	0	22.3	25.7
07-19	**14465**	**1090**	**2517**	**7319**	**3348**	**170**	**8**	**3**	**1**	**2**	**1**	**0**	**1**	**4**	**20**	**0.137**	**12**	**0.08**	**7**	**0.05**	**17.2**	**21**
06-22	**16308**	**1099**	**2570**	**7995**	**4285**	**328**	**19**	**4**	**1**	**2**	**1**	**0**	**1**	**4**	**32**	**0.196**	**13**	**0.079**	**8**	**0.046**	**17.6**	**21.5**
06-00	**16638**	**1099**	**2573**	**8082**	**4468**	**378**	**25**	**5**	**2**	**2**	**1**	**0**	**1**	**4**	**39**	**0.233**	**14**	**0.082**	**8**	**0.046**	**17.7**	**21.6**
00-00	**16934**	**1100**	**2575**	**8130**	**4631**	**448**	**35**	**6**	**2**	**2**	**1**	**0**	**1**	**4**	**50**	**0.294**	**15**	**0.088**	**8**	**0.045**	**17.8**	**21.7**

SS1243 Neath										Site	4				Location	Cadoxton Rd (51.668261, -3.808327)							
18 October 2023			to		24 October 2023					Direction	Two-Way												
							Speed Bins								Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)				
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
Virtual Week																						
Mon	**17767**	842	2827	8830	4840	394	32	2	0	0	0	0	0	0	34	0.191	2	0.011	0	0	17.9	21.6
Tue	**17963**	1385	3070	8768	4339	354	26	7	0	5	4	0	0	5	47	0.262	21	0.117	14	0.078	17.4	21.4
Wed	**17491**	945	2811	8727	4548	417	28	4	3	2	0	3	0	3	43	0.246	15	0.086	8	0.046	17.7	21.5
Thu	**17944**	1618	2891	8672	4332	373	36	5	3	3	3	0	0	11	58	0.323	22	0.123	14	0.078	17.3	21.4
Fri	**18898**	2115	3641	8351	4265	472	37	8	4	0	0	0	4	1	54	0.286	17	0.09	5	0.026	16.8	21.4
|Sat	**16018**	629	2042	7940	4832	518	41	7	2	0	1	0	0	6	57	0.356	16	0.1	7	0.044	18.4	21.9
|Sun	**12455**	168	742	5621	5258	610	45	6	0	2	0	0	0	3	56	0.45	11	0.088	5	0.04	19.7	22.9
5 Day Average																						
[--]	**18013**	1381	3048	8670	4465	402	32	5	2	2	1	1	1	4	47	0.3	15	0.1	8	0.0	17.4	21.5
7 Day Average																						
[--]	**16934**	1100	2575	8130	4631	448	35	6	2	2	1	0	1	4	50	0.3	15	0.1	8	0.0	17.8	21.7
Total Vehicles																						
[--]	**118536**	7702	18024	56909	32414	3138	245	39	12	12	5	3	4	29	349	0.3	104	0.1	53	0.0	17.8	21.7



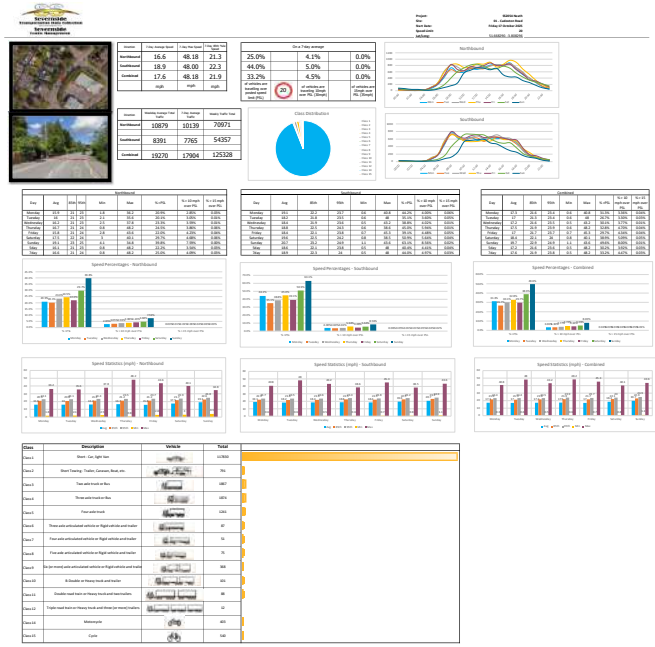


Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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



Severnside Transportation Data Collection

Severnside Traffic Management

Project: SS2054 Neath
Site: 01 - Cadoxton Road
Start Date: 17/10/2025

Time	Total Volume																							
	Mon 20-Oct			Tue 21-Oct			Wed 22-Oct			Thu 23-Oct			Fri 17-Oct			Sat 18-Oct			Sun 19-Oct			5 Day Avg			7 Day Avg		
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	31	16	47	17	7	24	36	20	56	24	10	34	43	19	62	70	21	91	84	25	109	30	14	44	44	17	61
01:00	16	10	26	13	9	22	10	4	14	20	9	29	19	6	25	33	13	46	66	24	90	16	8	24	25	11	36
02:00	7	3	10	9	8	17	9	1	10	11	5	16	9	6	15	25	9	34	42	18	60	9	5	14	16	7	23
03:00	11	10	21	9	8	17	4	4	8	11	4	15	13	4	17	24	9	33	40	10	50	10	6	16	16	7	23
04:00	30	16	46	31	20	51	26	16	42	26	16	42	24	18	42	17	14	31	15	13	28	27	17	44	24	16	40
05:00	76	71	147	106	87	193	116	113	229	108	100	208	101	80	181	35	32	67	16	15	31	101	90	191	80	71	151
06:00	199	184	383	215	189	404	254	203	457	253	208	461	217	192	409	76	66	142	52	27	79	228	195	423	181	153	334
07:00	432	467	899	471	491	962	623	572	1195	598	545	1143	499	506	1005	195	165	360	103	81	184	525	516	1041	417	404	821
08:00	723	794	1517	667	723	1390	806	753	1559	819	713	1532	833	797	1630	399	401	800	156	120	276	770	754	1524	629	613	1242
09:00	589	624	1213	586	646	1232	740	651	1400	842	653	1495	673	683	1356	608	571	1179	244	258	502	688	651	1339	613	584	1197
10:00	590	587	1177	640	588	1228	634	558	1192	734	547	1281	634	623	1257	722	722	1444	560	536	1096	646	581	1227	645	594	1239
11:00	700	643	1343	702	625	1327	736	640	1376	753	531	1284	762	687	1449	818	730	1548	650	583	1233	731	625	1356	732	631	1363
12:00	673	565	1238	713	626	1339	732	678	1410	848	539	1387	739	711	1450	840	715	1555	726	579	1305	741	624	1365	753	630	1383
13:00	733	579	1312	694	538	1232	727	613	1340	844	562	1406	796	641	1437	773	706	1479	716	595	1311	759	587	1346	755	605	1360
14:00	810	626	1436	789	634	1423	782	656	1438	902	548	1450	877	656	1533	693	608	1301	665	495	1160	832	624	1456	788	603	1391
15:00	832	611	1443	807	652	1459	833	712	1545	749	645	1394	798	643	1441	700	521	1221	707	467	1174	804	654	1458	775	608	1383
16:00	807	626	1433	813	617	1430	807	633	1440	839	586	1425	805	623	1428	775	488	1263	501	372	873	814	617	1431	764	564	1328
17:00	881	581	1462	860	575	1435	854	620	1474	965	583	1548	835	579	1414	714	499	1213	436	293	729	879	588	1467	792	533	1325
18:00	684	507	1191	724	464	1188	733	490	1223	897	541	1438	666	571	1237	552	365	917	431	249	680	741	515	1256	670	455	1125
19:00	507	300	807	564	316	880	588	284	872	680	347	1027	524	353	877	434	213	647	320	159	479	573	320	893	517	282	799
20:00	400	173	573	395	166	561	384	143	527	517	239	756	340	186	526	335	150	485	259	114	373	407	181	588	376	167	543
21:00	253	109	362	271	110	381	285	102	387	324	128	452	303	156	459	270	106	376	166	86	252	287	121	408	267	114	381
22:00	127	56	183	139	58	197	197	48	245	190	73	263	213	88	301	215	74	289	92	36	128	173	65	238	168	62	230
23:00	45	17	62	80	27	107	90	23	113	107	51	158	123	51	174	152	50	202	56	19	75	89	34	123	93	34	127
07-19	8454	7200	15654	8466	7186	15652	9016	7576	16592	9790	6993	16783	8917	7720	16637	7789	6491	14280	5895	4608	10503	8929	7335	16264	8332	6825	15157
06-22	9813	7966	17779	9911	7967	17878	10527	8308	18835	11564	7915	19479	10301	8607	18908	8904	7026	15930	6692	4994	11686	10423	8153	18576	9673	7540	17213
06-00	9985	8039	18024	10130	8052	18182	10814	8379	19193	11861	8039	19900	10637	8746	19383	9271	7150	16421	6840	5049	11889	10685	8251	18936	9934	7636	17570
00-00	10156	8165	18321	10315	8191	18506	11015	8537	19552	12061	8183	20244	10846	8879	19725	9475	7248	16723	7103	5154	12257	10879	8391	19270	10139	7765	17904



Direction	1 Day Average Speed	1 Day 85th %ile Speed	1 Day Mean Traffic Flow
Northbound	24.9	47.65	28.2
Southbound	22.1	49.62	27.9
Combined	23.6	49.62	28.0
	mph	mph	mph

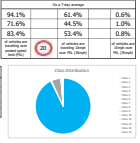
94.1%	61.4%	0.6%
71.6%	44.5%	1.0%
83.4%	53.4%	0.8%

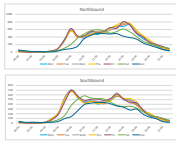
20 of vehicles are travelling over the posted speed limit (PSL)

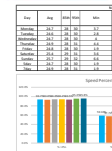
20 of vehicles are travelling over the PSL (Average)

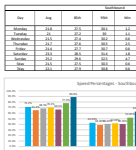
20 of vehicles are travelling over the PSL (Group)

Direction	Weekday Average Total Traffic Flow	7 Day Average Total Traffic Flow	Heavy Traffic Total
Northbound	7810	7249	50745
Southbound	7094	6562	45936
Combined	14904	13812	96681

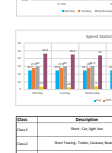


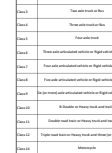


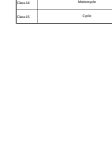
















Class	Description	Vehicle	Total
Class 1	Short - Car, light Van		39813
Class 2	Short Towing - Trailer, Caravan, Boat, etc.		479
Class 3	Two axle truck or Bus		1271
Class 4	Three axle truck or Bus		185
Class 5	Four axle truck		166
Class 6	Three axle articulated vehicle or Rigid vehicle and trailer		42
Class 7	Four axle articulated vehicle or Rigid vehicle and trailer		96
Class 8	Five axle articulated vehicle or Rigid vehicle and trailer		40
Class 9	Six (or more) axle articulated vehicle or Rigid vehicle and trailer		110
Class 10	6 Double or Heavy truck and trailer		4
Class 11	Double road train or Heavy truck and two trailers		4
Class 12	Triple road train or Heavy truck and three (or more) trailers		1
Class 14	Motorcycle		512
Class 15	Cycle		177

Severnside Transportation Data Collection

Severnside Traffic Management

Project: SS2054 Neath
Site: 02 - Penywern Road
Start Date: 17/10/2025

Time	Total Volume																							
	Mon 20-Oct			Tue 21-Oct			Wed 22-Oct			Thu 23-Oct			Fri 17-Oct			Sat 18-Oct			Sun 19-Oct			5 Day Avg			7 Day Avg		
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	25	10	35	15	8	23	16	9	25	13	8	21	30	15	45	46	35	81	58	32	90	20	10	30	29	17	46
01:00	12	10	22	5	7	12	6	3	9	9	5	14	9	5	14	25	14	39	39	17	56	8	6	14	15	9	24
02:00	5	6	11	4	5	9	5	2	7	7	2	9	5	0	5	18	15	33	19	18	37	5	3	8	9	7	16
03:00	4	5	9	3	8	11	1	4	5	5	2	7	7	4	11	13	11	24	21	15	36	4	5	9	8	7	15
04:00	15	24	39	15	17	32	12	13	25	15	13	28	8	20	28	10	13	23	11	14	25	13	17	30	12	16	28
05:00	36	86	122	32	97	129	31	105	136	34	100	134	32	70	102	21	32	53	8	19	27	33	92	125	28	73	101
06:00	85	208	293	96	216	312	91	186	277	90	207	297	95	188	283	43	75	118	30	37	67	91	201	292	76	160	236
07:00	335	508	843	313	542	855	288	555	843	305	514	819	321	454	775	107	166	273	74	99	173	312	515	827	249	405	654
08:00	583	705	1288	584	640	1224	571	703	1274	554	668	1222	626	697	1323	207	379	586	93	143	236	564	691	1255	460	568	1028
09:00	426	532	958	395	561	956	427	578	1005	415	536	951	431	569	1000	369	507	876	158	269	427	419	555	974	374	507	881
10:00	381	455	836	438	444	882	389	428	817	428	423	851	430	486	916	480	580	1060	353	394	747	413	447	860	414	459	873
11:00	507	477	984	449	458	907	508	491	999	468	453	921	543	508	1051	586	533	1119	443	429	872	495	477	972	498	478	976
12:00	466	407	873	518	457	975	498	466	964	531	416	947	532	509	1041	592	522	1114	500	437	937	509	451	960	520	459	979
13:00	531	441	972	526	410	936	513	460	973	524	441	965	549	486	1035	562	511	1073	494	438	932	529	448	977	528	455	983
14:00	627	482	1109	639	511	1150	581	522	1103	627	475	1102	652	518	1170	504	446	950	481	410	891	625	502	1127	587	481	1068
15:00	683	572	1255	682	576	1258	643	641	1284	725	604	1329	632	619	1251	547	377	924	492	363	855	673	602	1275	629	536	1165
16:00	682	523	1205	721	513	1234	756	493	1249	780	525	1305	807	515	1322	513	354	866	423	339	762	760	514	1263	711	466	1149
17:00	724	484	1208	746	456	1202	758	495	1253	761	521	1282	713	430	1143	539	356	895	384	276	660	740	477	1217	661	431	1092
18:00	503	394	897	517	378	895	555	415	970	587	451	1038	495	430	925	416	322	738	348	298	646	531	414	945	489	384	873
19:00	356	281	637	409	270	679	404	290	694	440	256	696	402	270	672	280	240	520	245	189	434	402	273	675	364	257	621
20:00	283	158	441	279	181	460	262	194	456	324	212	536	249	160	409	226	168	394	186	127	313	279	181	460	258	171	429
21:00	175	113	288	206	121	327	203	93	296	204	119	323	207	138	345	162	135	297	131	94	225	199	117	316	184	116	300
22:00	76	49	125	92	67	159	128	50	178	118	67	185	151	91	242	132	104	236	74	32	106	113	65	178	110	66	176
23:00	33	15	48	50	21	71	68	29	97	64	41	105	94	57	151	100	61	161	44	23	67	62	33	95	65	35	100
07-19	6448	5980	12428	6528	5986	12514	6487	6247	12734	6705	6027	12732	6731	6221	12952	5501	5053	10554	4243	3891	8134	6580	6092	12672	6092	5629	11721
06-22	7347	6740	14087	7518	6774	14292	7447	7010	14457	7763	6821	14584	7684	6977	14661	6222	5671	11893	4835	4338	9173	7552	6864	14416	6974	6333	13307
06-00	7456	6804	14260	7660	6862	14522	7643	7089	14732	7945	6920	14874	7929	7125	15054	6454	5836	12290	4953	4393	9346	7727	6962	14689	7149	6434	13583
00-00	7553	6945	14498	7734	7004	14738	7714	7225	14939	8028	7059	15087	8020	7239	15259	6587	5956	12543	5109	4508	9617	7810	7094	14904	7249	6562	13811

Direction	1 Day Average Speed	1 Day 85th %ile Speed	1 Day Mean Traffic Flow
Northbound	19.6	40.05	24.6
Southbound	18.8	35.77	22.3
Combined	19.3	40.05	23.6
	mph	mph	mph

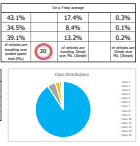
43.1%	17.4%	0.3%
34.5%	8.4%	0.1%
39.1%	13.2%	0.2%

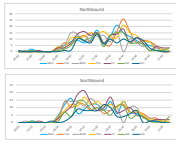
20 of vehicles are travelling over the posted speed limit (PSL)

20 of vehicles are travelling over the PSL (Average)

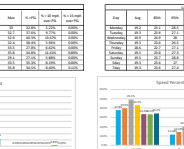
20 of vehicles are travelling over the PSL (Group)

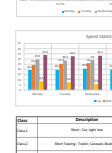
Direction	Weekday Average Total Traffic Flow	7 Day Average Total Traffic Flow	Heavy Traffic Total
Northbound	159	147	1029
Southbound	142	129	905
Combined	300	276	1934

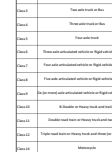














Class	Description	Vehicle	Total
Class 1	Short - Car, light Van		1761
Class 2	Short Towing - Trailer, Caravan, Boat, etc.		1
Class 3	Two axle truck or Bus		88
Class 4	Three axle truck or Bus		51
Class 5	Four axle truck		20
Class 6	Three axle articulated vehicle or Rigid vehicle and trailer		0
Class 7	Four axle articulated vehicle or Rigid vehicle and trailer		0
Class 8	Five axle articulated vehicle or Rigid vehicle and trailer		0
Class 9	Six (or more) axle articulated vehicle or Rigid vehicle and trailer		0
Class 10	6 Double or Heavy truck and trailer		0
Class 11	Double road train or Heavy truck and two trailers		0
Class 12	Triple road train or Heavy truck and three (or more) trailers		0
Class 14	Motorcycle		12
Class 15	Cycle		4

Project: SS2054 Neath
Site: 03 - Daphne Road
Start Date: 17/10/2025

Time	Total Volume																								
	Mon 20-Oct			Tue 21-Oct			Wed 22-Oct			Thu 23-Oct			Fri 17-Oct			Sat 18-Oct			Sun 19-Oct			5 Day Avg			7 Day Avg		
	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both	NB	SB	Both
00:00	0	0	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
01:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:00	3	5	8	2	3	5	1	1	2	4	4	8	3	3	6	1	1	2	0	0	0	3	3	6	2	2	4
07:00	5	12	17	7	14	21	5	14	19	3	8	11	3	7	10	2	7	9	1	1	2	5	11	16	4	9	13
08:00	8	16	24	6	10	16	15	14	29	11	12	23	7	11	18	5	4	9	1	4	5	9	13	22	8	10	18
09:00	8	6	15	10	13	23	14	14	28	11	11	22	14	19	33	12	14	26	10	9	19	11	13	24	11	12	23
10:00	7	9	16	13	12	25	8	11	19	12	17	29	16	21	37	9	14	23	9	8	17	11	14	25	11	13	24
11:00	9	12	21	8	8	16	15	14	29	15	12	27	13	13	26	11	9	20	7	8	15	12	12	24	11	11	22
12:00	17	12	29	15	10	25	12	12	24	14	14	28	15	8	23	14	10	24	14	8	22	15	11	26	14	11	25
13:00	7	8	15	7	6	13	13	9	22	16	11	27	7	10	17	4	8	12	6	12	18	10	9	19	9	9	18
14:00	12	14	26	5	8	13	8	8	16	12	12	24	13	17	30	13	5	18	10	10	20	10	13	22	10	11	21
15:00	21	6	27	16	11	27	16	10	26	11	10	21	14	7	21	15	11	26	7	4	11	16	9	25	14	8	22
16:00	15	12	27	15	12	27	0	0	0	21	13	34	13	8	21	15	11	26	8	4	14	16	10	26	13	9	24
17:00	12	7	19	16	7	23	10	10	20	15	7	22	7	10	17	7	3	10	8	6	14	12	8	20	11	7	18
18:00	9	6	15	7	7	14	8	10	18	13	8	21	11	5	16	7	5	12	11	8	19	10	7	17	9	7	16
19:00	6	4	10	9	6	15	4	3	7	8	5	13	7	4	11	6	4	10	9	0	9	7	4	11	7	4	11
20:00	5	1	6	8	3	11	8	3	11	8	2	10	1	1	2	1	1	2	3	1	4	6	2	8	5	2	7
21:00	3	1	4	5	3	8	3	2	5	1	2	3	4	2	6	1	0	1	1	1	2	3	2	5	3	2	5
22:00	1	0	1	0	0	0	2	1	3	2	1	3	3	2	5	1	0	1	0	0	0	2	1	3	1	1	2
23:00	0	0	0	0	0	0	1	0	1	1	1	2	3	2	5	3	4	7	0	0	0	1	1	2	1	1	2
07:19	131	122	253	136	118	254	124	128	252	154	136	290	138	136	274	114	101	215	94	82	176	137	128	265	127	118	245
06:22	148	133	281	160	133	293	140	137	277	175	149	324	153	146	299	123	107	230	107	84	191	155	140	295	144	127	271
06:00	149	133	282	160	133	293	143	138	281	178	151	329	159	150	309	127	111	238	107	84	191	158	141	299	146	129	275
00:00	151	134	285	160	133	293	144	139	283	178	151	329	160	151	311	128	112	240	108	85	193	159	142	301	147	129	276

Appendix D

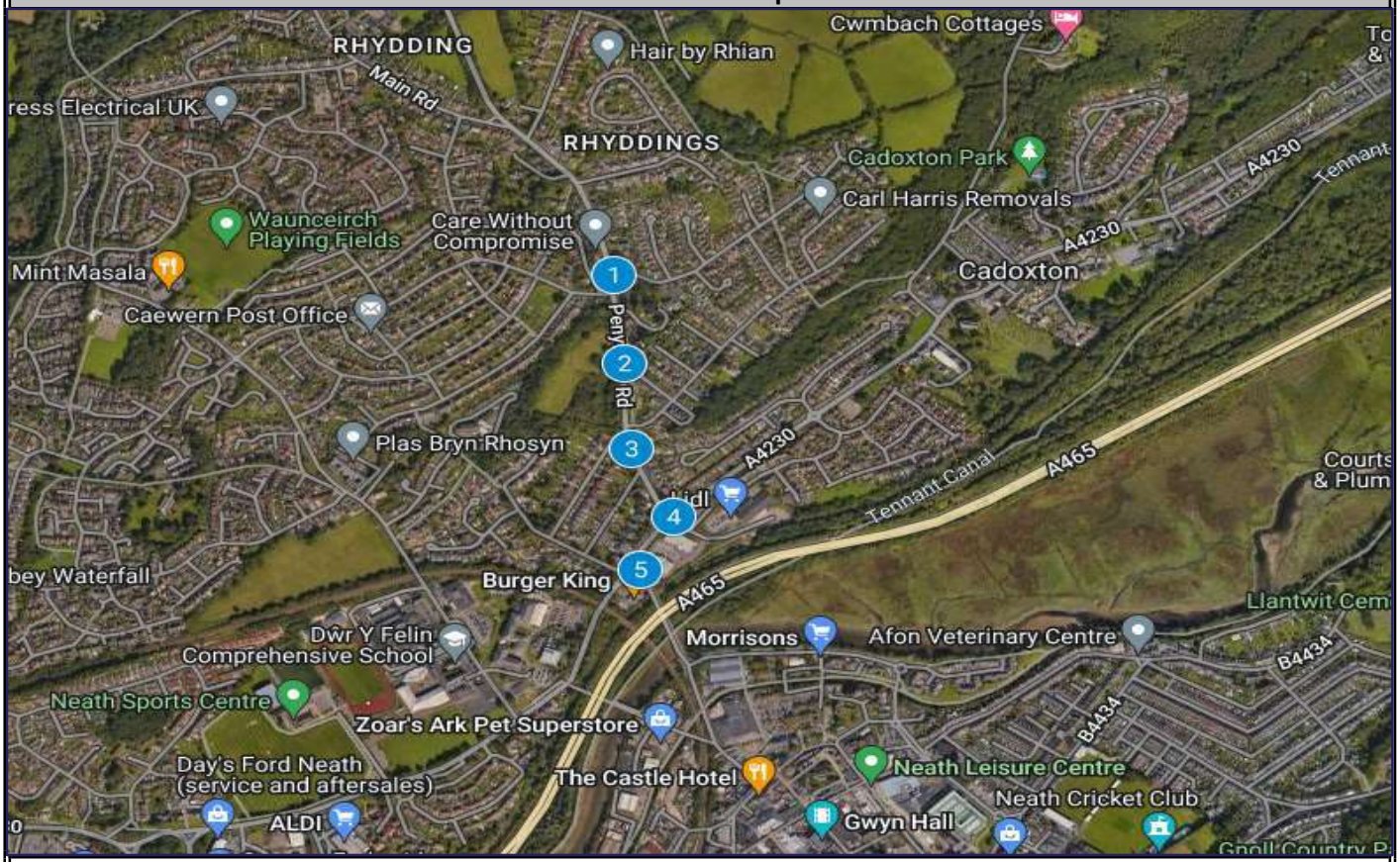
THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1243 Neath
Date	Wednesday 18th October 2023
Time	12hrs
Survey Type	JTC & Queue Lenths
Weather Conditions	

Overview Map



Comments

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

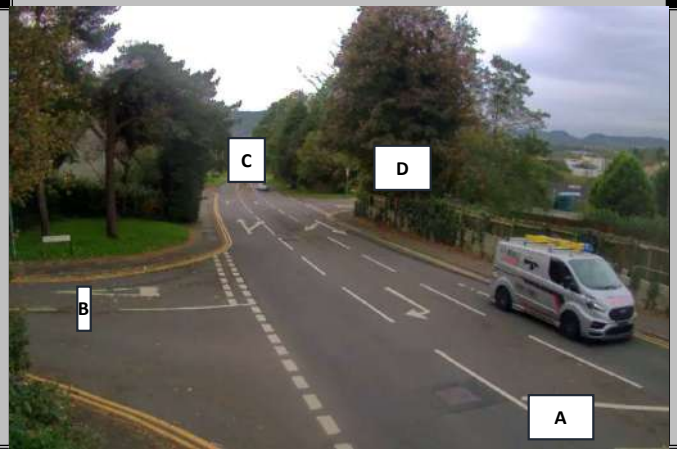
SS1243 Neath
Wednesday 18th October 2023
12hrs

Site 1 Cam 1

Overview



Streetview



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

SS1243 Neath
Wednesday 18th October 2023
12hrs

Site 2 Cam 1

Overview



Streetview



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

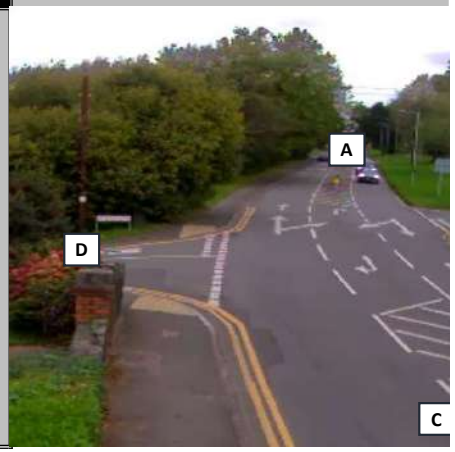
Wednesc

Site 3 Cam 1

Overview



Streetview



SS1243 Neath
ıay 18th October 2023
12hrs

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

SS1243 Neath
Wednesday 18th October 2023
12hrs

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

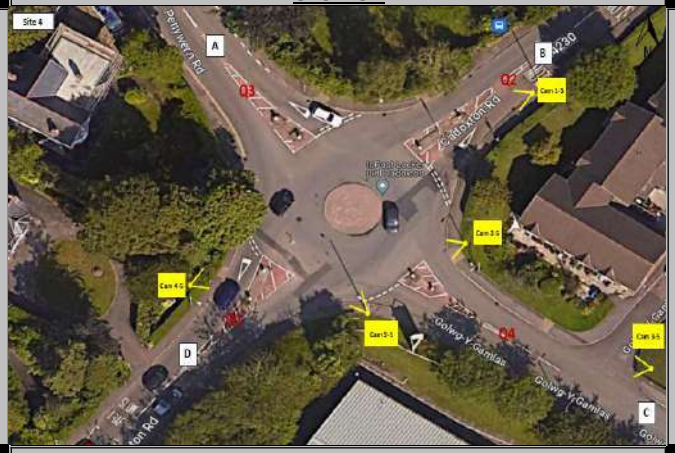
SS1243 Neath
Wednesday 18th October 2023
12hrs

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

Site 4 Cam 1

Overview





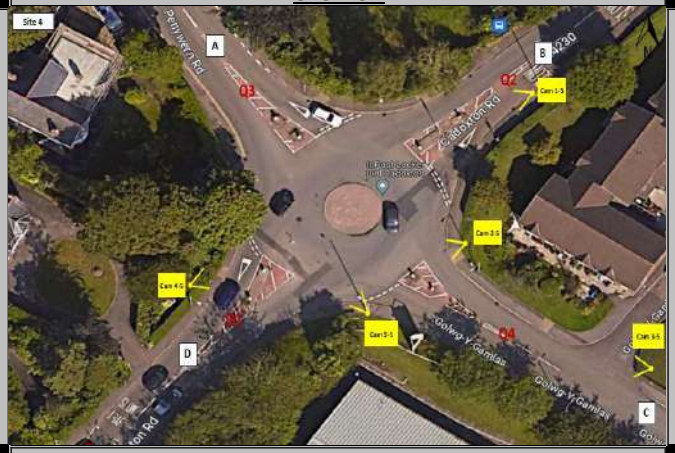
Streetview





Site 4 Cam 2

Overview





Streetview





SS1243 Neath
Wednesday 18th October 2023
12hrs

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Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

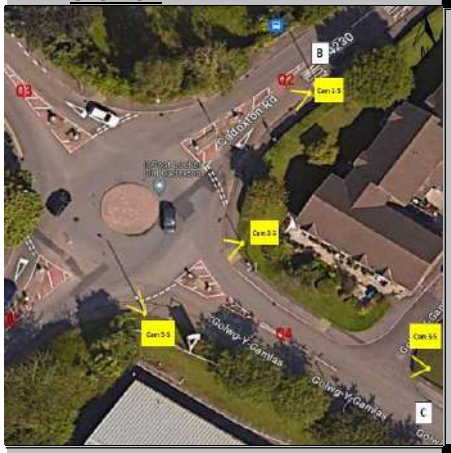
SS1243 Neath
Wednesday 18th October 2023
12hrs

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Fabrication

SS1243 Neath
Wednesday 18th October 2023
12hrs

Site 4 Cam 3

Overview

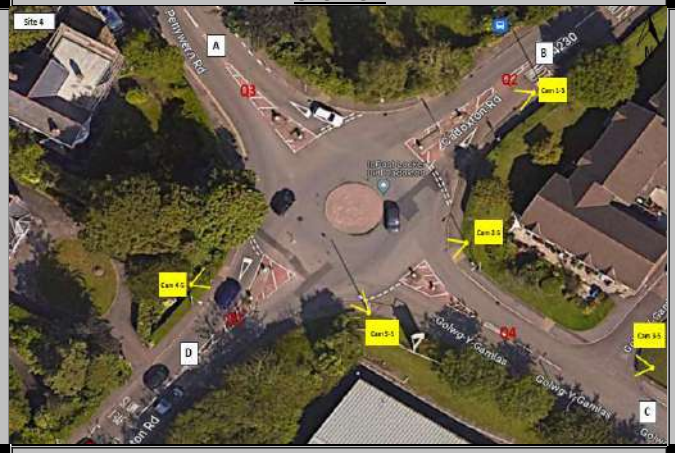


Streetview



Site 4 Cam 4

Overview

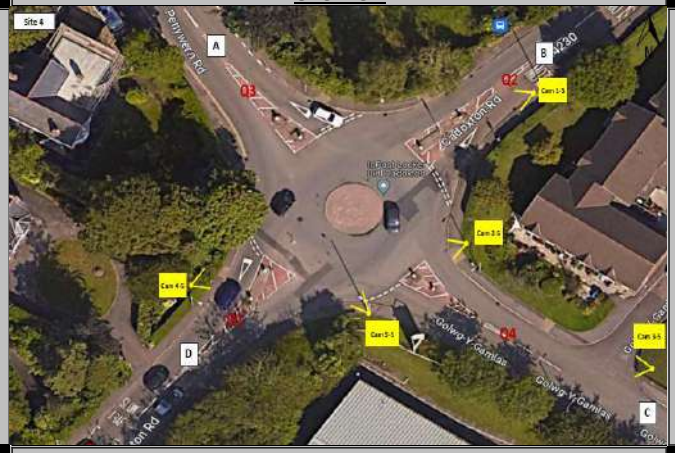


Streetview



Site 4 Cam 5

Overview



Streetview

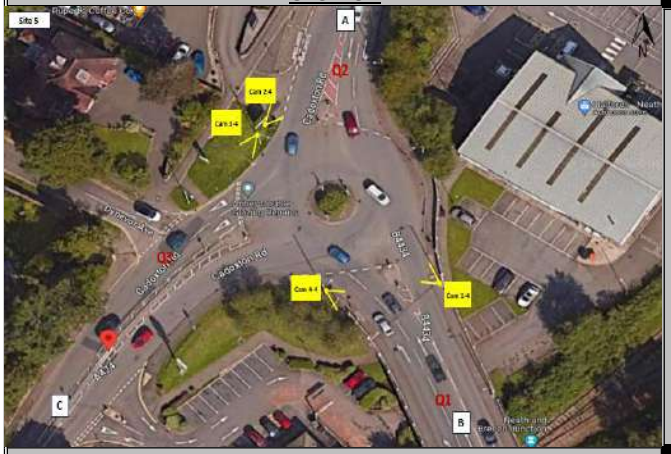


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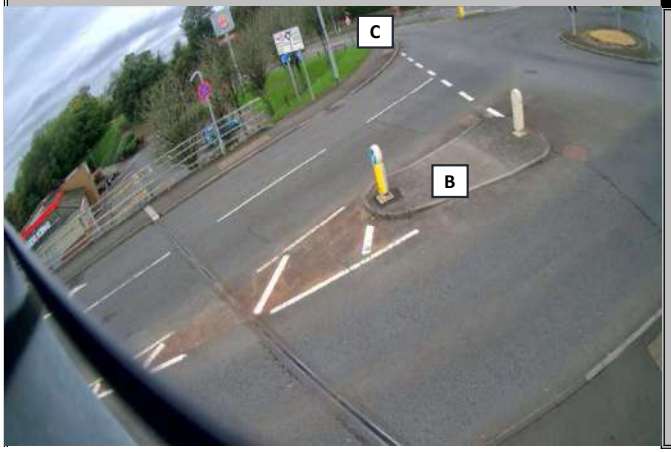
SS1243 Neath
Wednesday 18th October 2023
12hrs

Site 5 Cam 1

Overview



Streetview

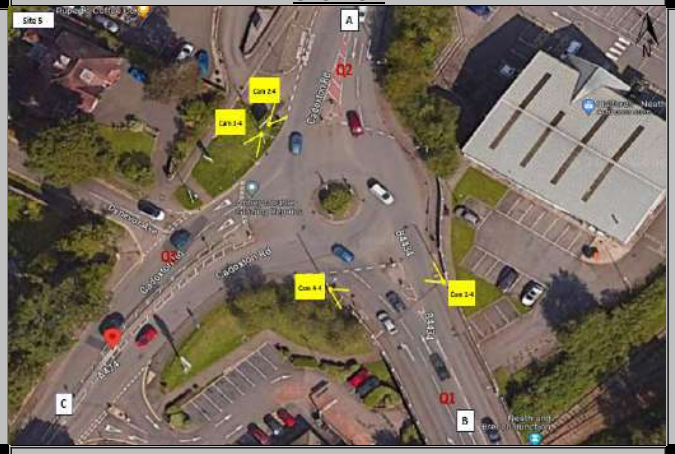


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Wednesday 18th October 2023
12hrs

Site 5 Cam 2

Overview



Streetview

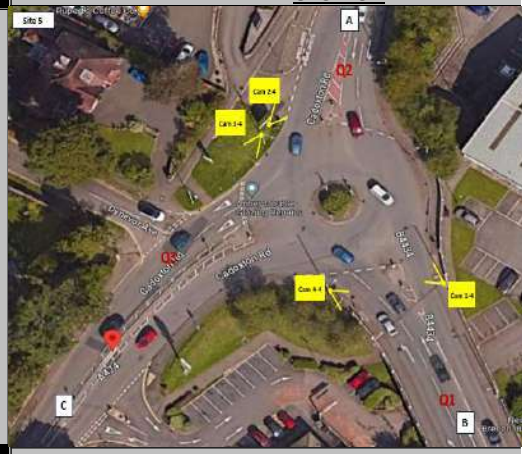


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Wednesday 18th

Site 5 Cam 3

Overview



Streetview



SS1243 Neath
October 2023
12hrs

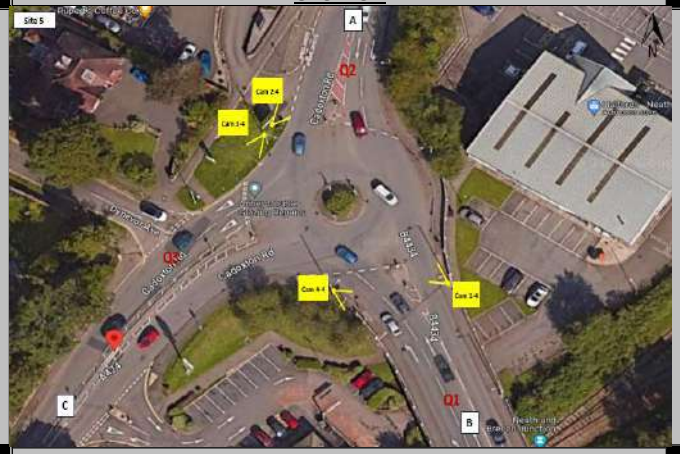
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Traffic Management
Inductive Loop Cutting
Fabrication

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Wednesday 18th October 2023
12hrs

Site 5 Cam 4

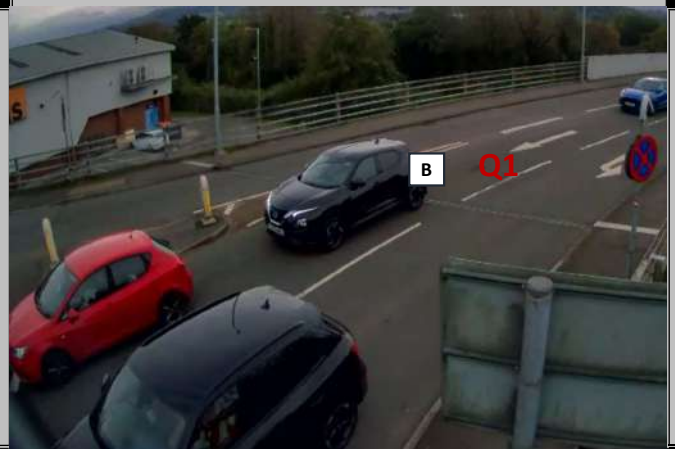
Overview





Streetview





SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 1

Severnside Transportation Data Collection

Arm A - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	1	0	0	0	0	0	0	1
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	1	0	0	0	0	0	0	1
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	0	0	3

Arm A - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	1	0	0	0	0	0	2
0715-0730	1	0	0	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0
0745-0800	1	0	0	0	0	0	0	1
Hourly Total	3	1	0	0	0	0	0	4
0800-0815	1	0	0	0	0	0	0	1
0815-0830	2	0	0	0	0	0	0	2
0830-0845	0	0	0	0	1	0	0	1
0845-0900	1	1	0	0	0	0	0	2
Hourly Total	4	1	0	0	1	0	0	6
0900-0915	1	1	0	0	0	0	0	2
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2
1000-1015	0	1	0	0	0	0	0	1
1015-1030	1	0	0	0	0	0	0	1
1030-1045	0	0	0	0	0	0	0	0
1045-1100	1	0	0	0	0	0	0	1
Hourly Total	2	1	0	0	0	0	0	3
1100-1115	1	0	0	0	0	0	0	1
1115-1130	2	0	0	0	0	0	0	2
1130-1145	0	2	0	0	0	0	0	2
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	3	2	0	0	0	0	0	5
1200-1215	0	1	0	0	0	0	0	1
1215-1230	3	2	0	0	0	0	0	5
1230-1245	0	2	0	0	0	0	0	2
1245-1300	1	1	0	0	0	0	0	2
Hourly Total	4	6	0	0	0	0	0	10
1300-1315	2	0	0	0	0	0	0	2
1315-1330	3	0	0	0	0	0	0	3
1330-1345	2	0	0	0	0	0	0	2
1345-1400	1	0	0	0	0	0	0	1
Hourly Total	8	0	0	0	0	0	0	8
1400-1415	2	0	0	0	0	0	0	2
1415-1430	0	0	0	0	0	0	0	0
1430-1445	2	0	0	0	0	0	0	2
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	0	0	0	0	4
1500-1515	1	2	0	0	0	0	0	3
1515-1530	3	0	0	0	0	0	0	3
1530-1545	2	0	0	0	0	0	0	2
1545-1600	3	0	0	0	0	0	0	3
Hourly Total	9	2	0	0	0	0	0	11
1600-1615	2	0	0	0	0	0	0	2
1615-1630	2	0	0	0	0	0	0	2
1630-1645	0	1	0	0	0	0	0	1
1645-1700	3	0	0	0	0	0	0	3
Hourly Total	7	1	0	0	0	0	0	8
1700-1715	3	0	0	0	0	0	0	3
1715-1730	2	0	0	0	0	0	0	2
1730-1745	3	0	0	0	0	0	0	3
1745-1800	6	0	0	0	0	0	0	6
Hourly Total	14	0	0	0	0	0	0	14
1800-1815	3	1	0	0	0	0	0	4
1815-1830	1	0	0	0	0	0	0	1
1830-1845	1	0	0	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	5	1	0	0	0	0	0	6
Total	64	16	0	0	1	0	0	81

Arm A - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	61	10	1	3	0	1	0	76
0715-0730	75	12	1	3	0	0	0	91
0730-0745	95	15	3	4	1	1	1	120
0745-0800	123	16	3	2	0	1	0	145
Hourly Total	354	53	8	12	1	3	1	432
0800-0815	149	15	4	1	2	0	0	171
0815-0830	132	10	2	0	0	0	0	144
0830-0845	127	10	2	3	9	0	1	152
0845-0900	134	10	4	1	2	0	0	151
Hourly Total	542	45	12	5	13	0	1	618
0900-0915	118	16	0	1	1	0	0	136
0915-0930	93	10	2	3	1	0	0	109
0930-0945	82	12	3	2	1	1	0	101
0945-1000	62	15	2	4	0	0	0	83
Hourly Total	355	53	7	10	3	1	0	429
1000-1015	77	5	4	1	0	0	1	88
1015-1030	62	5	2	1	1	0	0	71
1030-1045	71	12	1	2	0	0	0	86
1045-1100	75	8	2	2	0	0	0	87
Hourly Total	285	30	9	6	1	0	1	332
1100-1115	58	12	3	0	0	1	0	74
1115-1130	60	8	3	3	1	0	0	75
1130-1145	79	16	2	1	0	0	0	98
1145-1200	78	7	5	0	0	0	0	90
Hourly Total	275	43	13	4	1	1	0	337
1200-1215	68	9	2	1	0	0	0	80
1215-1230	81	16	2	0	0	0	0	99
1230-1245	77	10	1	0	0	0	0	88
1245-1300	52	10	4	2	0	2	0	70
Hourly Total	278	45	9	3	0	2	0	337
1300-1315	70	8	1	2	0	0	0	81
1315-1330	73	13	0	2	1	1	0	90
1330-1345	59	8	2	1	0	0	0	70
1345-1400	70	5	0	1	0	0	0	76
Hourly Total	272	34	3	6	1	1	0	317
1400-1415	79	9	2	2	0	0	0	92
1415-1430	60	5	3	0	0	0	0	68
1430-1445	80	8	0	0	0	0	0	88
1445-1500	80	9	1	0	1	0	0	91
Hourly Total	299	31	6	2	1	0	0	339
1500-1515	92	10	1	0	4	1	0	108
1515-1530	110	10	1	2	0	0	0	123
1530-1545	138	12	2	2	0	1	0	155
1545-1600	81	19	1	0	5	0	0	106
Hourly Total	421	51	5	4	9	2	0	492
1600-1615	88	9	1	0	1	0	0	99
1615-1630	82	16	1	0	2	0	0	101
1630-1645	87	10	1	0	1	0	0	99
1645-1700	104	7	0	0	1	0	0	112
Hourly Total	361	42	3	0	5	0	0	411
1700-1715	75	10	0	0	0	0	0	85
1715-1730	89	4	0	0	0	0	0	93
1730-1745	77	7	0	0	0	0	0	84
1745-1800	84	5	0	0	0	0	0	89
Hourly Total	325	26	0	0	0	0	0	351
1800-1815	72	3	0	0	0	0	0	75
1815-1830	73	3	0	0	0	0	0	76
1830-1845	78	4	0	0	0	0	0	82
1845-1900	70	6	0	0	0	0	0	76
Hourly Total	293	16	0	0	0	0	0	309
Total	4060	469	75	52	35	10	3	4704

Arm A - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	1	0	0	0	0	0	1	79
0715-0730	2	0	0	0	1	0	0	3	95
0730-0745	4	0	0	0	1	1	0	6	126
0745-0800	3	2	0	0	1	0	0	6	152
Hourly Total	9	3	0	0	3	1	0	16	452
0800-0815	7	2	0	0	1	0	0	10	182
0815-0830	16	1	0	0	0	0	0	17	163
0830-0845	23	0	0	0	0	0	0	23	176
0845-0900	26	4	0	0	1	0	0	31	184
Hourly Total	72	7	0	0	2	0	0	81	705
0900-0915	3	1	0	0	0	0	0	4	142
0915-0930	5	0	0	0	1	0	0	6	115
0930-0945	1	0	0	0	0	0	0	1	102
0945-1000	3	1	1	0	1	0	0	6	89
Hourly Total	12	2	1	0	2	0	0	17	448
1000-1015	4	2	0	0	1	0	0	7	96
1015-1030	3	0	0	0	0	0	0	3	75
1030-1045	3	0	0	0	0	0	0	3	89
1045-1100	6	2	0	0	1	0	0	9	97
Hourly Total	16	4	0	0	2	0	0	22	357
1100-1115	4	0	0	0	1	0	0	5	80
1115-1130	5	0	0	0	0	0	1	6	83
1130-1145	4	0	0	0	0	0	0	4	104
1145-1200	0	0	0	0	1	0	0	1	91
Hourly Total	13	0	0	0	2	0	1	16	358
1200-1215	8	0	1	0	1	0	0	10	91
1215-1230	4	1	0	0	0	1	0	6	110
1230-1245	2	0	0	0	0	0	0	2	92
1245-1300	5	1	0	0	0	0	0	6	78
Hourly Total	19	2	1	0	1	1	0	24	371
1300-1315	6	0	0	0	1	0	0	7	90
1315-1330	6	0	0	0	0	0	0	6	99
1330-1345	7	0	0	0	1	0	0	8	80
1345-1400	3	0	0	0	0	0	0	3	80
Hourly Total	22	0	0	0	2	0	0	24	349
1400-1415	1	1	0	0	0	0	0	2	96
1415-1430	8	0	0	0	1	0	0	9	77
1430-1445	3	1	0	0	1	0	0	5	95
1445-1500	6	0	0	0	0	0	0	6	98
Hourly Total	18	2	0	0	2	0	0	22	366
1500-1515	5	1	0	0	1	0	0	7	118
1515-1530	9	0	0	0	0	0	0	9	135
1530-1545	12	1	0	0	0	0	0	13	171
1545-1600	4	0	0	0	1	0	0	5	114
Hourly Total	30	2	0	0	2	0	0	34	538
1600-1615	6	0	0	0	1	0	0	7	108
1615-1630	4	1	0	0	1	0	0	6	109
1630-1645	4	0	0	0	0	0	0	4	104
1645-1700	4	1	0	0	0	0	0	5	120
Hourly Total	18	2	0	0	2	0	0	22	441
1700-1715	2	1	0	0	1	0	0	4	93
1715-1730	3	0	0	0	2	0	0	5	100
1730-1745	4	0	0	0	0	0	0	4	91
1745-1800	2	0	0	0	0	0	0	2	97
Hourly Total	11	1	0	0	3	0	0	15	381
1800-1815	7	1	0	0	0	0	0	8	87
1815-1830	4	0	0	0	1	0	0	5	82
1830-1845	2	0	0	0	0	0	0	2	85
1845-1900	1	1	0	0	0	0	0	2	78
Hourly Total	14	2	0	0	1	0	0	17	332
Total	254	27	2	0	24	2	1	310	5098

Arm B - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1
0745-0800	3	0	0	0	0	0	0	3
Hourly Total	4	0	0	0	0	0	0	4
0800-0815	2	0	0	0	0	0	0	2
0815-0830	4	0	0	0	0	0	0	4
0830-0845	1	0	0	0	0	0	0	1
0845-0900	2	0	0	0	0	0	0	2
Hourly Total	9	0	0	0	0	0	0	9
0900-0915	2	0	0	0	0	0	0	2
0915-0930	0	0	0	0	0	0	0	0
0930-0945	1	3	0	0	0	0	0	4
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	3	3	0	0	0	0	0	6
1000-1015	0	1	0	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	0
1030-1045	1	0	0	0	0	0	0	1
1045-1100	1	0	0	0	0	0	0	1
Hourly Total	2	1	0	0	0	0	0	3
1100-1115	3	0	0	0	0	0	0	3
1115-1130	0	0	0	0	0	0	0	0
1130-1145	2	0	0	0	0	0	0	2
1145-1200	1	0	0	0	0	0	0	1
Hourly Total	6	0	0	0	0	0	0	6
1200-1215	1	2	0	0	0	0	0	3
1215-1230	1	1	0	0	0	0	0	2
1230-1245	1	0	0	0	0	0	0	1
1245-1300	2	0	0	0	0	0	0	2
Hourly Total	5	3	0	0	0	0	0	8
1300-1315	1	0	0	0	0	0	0	1
1315-1330	3	1	0	0	0	0	0	4
1330-1345	1	0	0	0	0	0	0	1
1345-1400	1	2	0	0	0	0	0	3
Hourly Total	6	3	0	0	0	0	0	9
1400-1415	1	0	0	0	0	0	0	1
1415-1430	2	0	0	0	0	0	0	2
1430-1445	1	0	0	0	0	0	0	1
1445-1500	1	1	0	0	1	0	0	3
Hourly Total	5	1	0	0	1	0	0	7
1500-1515	4	0	0	0	0	0	0	4
1515-1530	2	0	0	0	0	0	0	2
1530-1545	0	0	1	0	0	0	0	1
1545-1600	3	1	0	0	0	0	0	4
Hourly Total	9	1	1	0	0	0	0	11
1600-1615	2	0	0	0	0	0	0	2
1615-1630	1	0	0	0	0	0	0	1
1630-1645	4	0	0	0	0	0	0	4
1645-1700	3	0	0	0	0	0	0	3
Hourly Total	10	0	0	0	0	0	0	10
1700-1715	2	1	0	0	0	0	0	3
1715-1730	3	1	0	0	0	0	0	4
1730-1745	2	0	0	0	0	0	0	2
1745-1800	2	0	0	0	0	0	0	2
Hourly Total	9	2	0	0	0	0	0	11
1800-1815	3	0	0	0	0	0	0	3
1815-1830	2	0	0	0	0	0	0	2
1830-1845	2	0	0	0	0	0	0	2
1845-1900	2	0	0	0	0	0	0	2
Hourly Total	9	0	0	0	0	0	0	9

Arm B - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

Arm B - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	4	1	0	0	0	0	0	5
0715-0730	2	0	0	0	0	0	0	2
0730-0745	4	0	1	0	0	0	0	5
0745-0800	4	0	0	0	0	0	0	4
Hourly Total	14	1	1	0	0	0	0	16
0800-0815	5	0	0	0	0	0	0	5
0815-0830	3	0	0	0	0	0	0	3
0830-0845	4	0	0	0	0	0	0	4
0845-0900	6	0	0	0	0	0	0	6
Hourly Total	18	0	0	0	0	0	0	18
0900-0915	10	0	0	0	0	0	0	10
0915-0930	4	0	0	0	0	0	0	4
0930-0945	3	0	0	0	0	0	0	3
0945-1000	1	0	0	0	0	0	0	1
Hourly Total	18	0	0	0	0	0	0	18
1000-1015	1	0	0	0	0	0	0	1
1015-1030	3	0	0	0	0	0	0	3
1030-1045	8	0	0	0	0	0	0	8
1045-1100	2	0	0	0	0	0	0	2
Hourly Total	14	0	0	0	0	0	0	14
1100-1115	6	1	0	0	0	0	0	7
1115-1130	4	1	0	0	0	0	0	5
1130-1145	2	0	0	0	0	0	0	2
1145-1200	5	1	0	0	0	0	0	6
Hourly Total	17	3	0	0	0	0	0	20
1200-1215	2	1	0	0	0	0	0	3
1215-1230	5	1	0	0	0	0	0	6
1230-1245	2	4	0	0	0	0	0	6
1245-1300	1	2	0	0	0	0	0	3
Hourly Total	10	8	0	0	0	0	0	18
1300-1315	1	2	0	0	0	0	0	3
1315-1330	9	0	0	0	0	0	0	9
1330-1345	4	1	0	0	0	0	0	5
1345-1400	7	0	0	0	0	0	0	7
Hourly Total	21	3	0	0	0	0	0	24
1400-1415	3	0	0	0	0	0	0	3
1415-1430	5	0	0	0	0	0	0	5
1430-1445	3	0	0	0	0	0	0	3
1445-1500	2	2	0	0	0	0	0	4
Hourly Total	13	2	0	0	0	0	0	15
1500-1515	1	2	0	0	0	0	0	3
1515-1530	2	2	0	0	0	0	0	4
1530-1545	5	0	0	0	0	0	0	5
1545-1600	3	0	0	0	0	0	0	3
Hourly Total	11	4	0	0	0	0	0	15
1600-1615	3	0	0	0	0	0	0	3
1615-1630	3	0	0	0	0	0	0	3
1630-1645	3	2	0	0	0	0	0	5
1645-1700	3	0	0	0	0	0	0	3
Hourly Total	12	2	0	0	0	0	0	14
1700-1715	5	0	0	0	0	0	0	5
1715-1730	2	1	0	0	0	0	0	3
1730-1745	2	0	0	0	0	0	0	2
1745-1800	5	0	0	0	0	0	0	5
Hourly Total	14	1	0	0	0	0	0	15
1800-1815	3	1	0	0	0	0	0	4
1815-1830	0	0	0	0	0	0	0	0
1830-1845	6	0	0	0	0	0	0	6
1845-1900	4	0	0	0	0	0	0	4
Hourly Total	13	1	0	0	0	0	0	14

Arm B - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	5
0715-0730	1	1	0	0	0	0	0	2	4
0730-0745	0	0	0	0	0	0	0	0	6
0745-0800	4	1	0	0	0	0	0	5	12
Hourly Total	5	2	0	0	0	0	0	7	27
0800-0815	2	0	0	0	0	0	0	2	9
0815-0830	1	0	0	0	0	0	0	1	8
0830-0845	2	0	0	0	0	0	0	2	7
0845-0900	0	0	0	0	0	0	0	0	8
Hourly Total	5	0	0	0	0	0	0	5	32
0900-0915	1	0	0	0	0	0	0	1	13
0915-0930	3	0	0	0	0	0	0	3	7
0930-0945	0	0	0	0	0	0	0	0	7
0945-1000	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	0	0	0	0	4	28
1000-1015	1	0	0	0	0	0	0	1	3
1015-1030	1	1	0	0	0	0	0	2	5
1030-1045	0	0	0	0	0	0	0	0	9
1045-1100	1	0	0	0	0	0	0	1	4
Hourly Total	3	1	0	0	0	0	0	4	21
1100-1115	1	0	0	0	0	0	0	1	11
1115-1130	3	0	0	0	0	0	0	3	8
1130-1145	3	0	0	0	0	0	0	3	7
1145-1200	0	0	0	0	0	0	0	0	7
Hourly Total	7	0	0	0	0	0	0	7	33
1200-1215	0	1	0	0	0	0	0	1	7
1215-1230	0	0	0	0	0	0	0	0	8
1230-1245	3	0	0	0	0	0	0	3	10
1245-1300	3	0	0	0	0	0	0	3	8
Hourly Total	6	1	0	0	0	0	0	7	33
1300-1315	1	0	0	0	0	0	0	1	5
1315-1330	1	0	0	0	0	0	0	1	14
1330-1345	3	1	0	0	0	0	0	4	10
1345-1400	0	0	0	0	0	0	0	0	10
Hourly Total	5	1	0	0	0	0	0	6	39
1400-1415	0	0	0	0	0	0	0	0	4
1415-1430	2	0	0	0	0	0	0	2	9
1430-1445	0	0	0	0	0	0	0	0	4
1445-1500	2	0	0	0	0	0	0	2	9
Hourly Total	4	0	0	0	0	0	0	4	26
1500-1515	2	0	0	0	0	0	0	2	9
1515-1530	0	0	0	0	0	0	0	0	6
1530-1545	0	0	0	0	0	0	0	0	6
1545-1600	0	0	0	0	0	0	0	0	7
Hourly Total	2	0	0	0	0	0	0	2	28
1600-1615	0	0	0	0	0	0	0	0	5
1615-1630	1	0	0	0	0	0	0	1	5
1630-1645	0	0	0	0	0	0	0	0	9
1645-1700	0	0	0	0	0	0	0	0	6
Hourly Total	1	0	0	0	0	0	0	1	25
1700-1715	2	0	0	0	0	0	0	2	10
1715-1730	0	0	0	0	0	0	0	0	7
1730-1745	1	0	0	0	0	0	0	1	5
1745-1800	3	0	0	0	0	0	0	3	10
Hourly Total	6	0	0	0	0	0	0	6	32
1800-1815	0	0	0	0	0	0	0	0	7
1815-1830	0	0	0	0	0	0	0	0	2
1830-1845	0	0	0	0	0	0	0	0	8
1845-1900	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	23

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
Total (Arm B - Arm A)	77	14	1	0	1	0	0	93
Total (Arm B - Arm B)	0	0	0	0	0	0	0	0
Total (Arm B - Arm C)	175	25	1	0	0	0	0	201
Total (Arm B - Arm D)	48	5	0	0	0	0	0	53
Arm Total								347

Arm C - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	24	4	0	2	0	0	0	30
0715-0730	37	9	3	1	1	0	0	51
0730-0745	63	12	1	0	5	0	0	81
0745-0800	82	17	3	1	3	0	0	106
Hourly Total	**206**	**42**	**7**	**4**	**9**	**0**	**0**	**268**
0800-0815	98	6	1	0	1	0	0	106
0815-0830	111	17	1	1	5	1	0	136
0830-0845	82	7	2	2	2	1	0	96
0845-0900	73	9	2	3	2	0	0	89
Hourly Total	**364**	**39**	**6**	**6**	**10**	**2**	**0**	**427**
0900-0915	74	11	2	1	1	0	0	89
0915-0930	72	10	1	3	0	0	1	87
0930-0945	48	9	2	2	0	0	0	61
0945-1000	38	12	2	0	0	1	0	53
Hourly Total	**232**	**42**	**7**	**6**	**1**	**1**	**1**	**290**
1000-1015	55	8	5	1	0	0	0	69
1015-1030	63	18	3	4	0	1	0	89
1030-1045	70	11	4	1	0	0	0	86
1045-1100	78	10	5	0	1	1	1	96
Hourly Total	**266**	**47**	**17**	**6**	**1**	**2**	**1**	**340**
1100-1115	56	9	2	3	0	0	0	70
1115-1130	63	16	2	1	1	1	0	84
1130-1145	77	2	3	0	1	0	0	83
1145-1200	70	12	3	2	0	0	0	87
Hourly Total	**266**	**39**	**10**	**6**	**2**	**1**	**0**	**324**
1200-1215	67	14	2	0	0	0	0	83
1215-1230	79	9	4	1	1	0	0	94
1230-1245	83	8	3	1	0	0	0	95
1245-1300	89	19	1	0	0	0	0	109
Hourly Total	**318**	**50**	**10**	**2**	**1**	**0**	**0**	**381**
1300-1315	77	12	7	2	0	0	0	98
1315-1330	81	11	0	2	0	1	0	95
1330-1345	73	9	2	1	0	0	0	85
1345-1400	82	14	1	1	1	0	0	99
Hourly Total	**313**	**46**	**10**	**6**	**1**	**1**	**0**	**377**
1400-1415	74	9	1	0	1	0	0	85
1415-1430	94	7	2	0	2	0	0	105
1430-1445	98	12	3	3	4	0	0	120
1445-1500	132	14	5	3	2	1	0	157
Hourly Total	**398**	**42**	**11**	**6**	**9**	**1**	**0**	**467**
1500-1515	134	8	2	1	2	0	0	147
1515-1530	107	17	1	2	0	0	0	127
1530-1545	106	11	1	0	0	0	0	118
1545-1600	85	13	0	0	2	0	0	100
Hourly Total	**432**	**49**	**4**	**3**	**4**	**0**	**0**	**492**
1600-1615	100	9	1	1	0	0	0	111
1615-1630	107	15	0	0	1	0	0	123
1630-1645	121	11	1	0	1	1	0	135
1645-1700	101	16	0	0	1	1	0	119
Hourly Total	**429**	**51**	**2**	**1**	**3**	**2**	**0**	**488**
1700-1715	143	9	0	0	0	0	0	152
1715-1730	127	18	0	0	1	0	0	146
1730-1745	134	15	1	0	0	0	0	150
1745-1800	112	8	0	1	0	0	0	121
Hourly Total	**516**	**50**	**1**	**1**	**1**	**0**	**0**	**569**
1800-1815	131	14	0	0	0	0	0	145
1815-1830	106	7	0	0	0	0	0	113
1830-1845	97	6	1	0	0	0	0	104
1845-1900	74	6	0	0	1	0	0	81
Hourly Total	**408**	**33**	**1**	**0**	**1**	**0**	**0**	**443**
Total	4148	530	86	47	43	10	2	**4866**

Arm C - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	0	1
0730-0745	0	1	0	0	0	0	0	1
0745-0800	2	2	0	0	0	0	0	4
Hourly Total	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**6**
0800-0815	1	0	0	0	0	0	0	1
0815-0830	1	0	0	0	0	0	0	1
0830-0845	3	0	0	0	0	0	0	3
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
0900-0915	5	0	0	0	0	0	0	5
0915-0930	3	0	0	0	0	0	0	3
0930-0945	4	0	0	0	0	0	0	4
0945-1000	1	0	0	0	0	0	0	1
Hourly Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
1000-1015	2	1	1	0	0	0	0	4
1015-1030	0	1	0	0	0	0	0	1
1030-1045	6	0	0	0	0	0	0	6
1045-1100	1	0	0	0	0	0	0	1
Hourly Total	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**12**
1100-1115	4	0	0	0	0	0	0	4
1115-1130	5	1	0	0	0	0	0	6
1130-1145	6	1	0	0	0	0	0	7
1145-1200	8	0	0	0	0	0	0	8
Hourly Total	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**
1200-1215	3	3	0	0	0	0	0	6
1215-1230	5	1	0	0	0	0	0	6
1230-1245	2	1	0	0	0	0	0	3
1245-1300	4	1	0	0	0	0	0	5
Hourly Total	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**20**
1300-1315	6	3	0	0	0	0	0	9
1315-1330	8	1	0	0	0	0	0	9
1330-1345	7	2	0	0	0	0	0	9
1345-1400	4	0	0	0	0	0	0	4
Hourly Total	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**31**
1400-1415	1	1	0	0	0	0	0	2
1415-1430	3	0	0	0	0	0	0	3
1430-1445	2	2	0	0	0	0	0	4
1445-1500	5	1	0	0	0	0	0	6
Hourly Total	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**15**
1500-1515	6	0	0	0	0	0	0	6
1515-1530	5	2	1	0	0	0	0	8
1530-1545	6	0	0	0	0	0	0	6
1545-1600	9	1	0	0	0	0	0	10
Hourly Total	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**30**
1600-1615	6	0	0	0	0	0	0	6
1615-1630	6	1	0	0	0	0	0	7
1630-1645	6	0	0	0	0	0	0	6
1645-1700	4	0	0	0	0	0	0	4
Hourly Total	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**23**
1700-1715	5	0	0	0	0	0	0	5
1715-1730	6	1	0	0	0	0	0	7
1730-1745	3	0	0	0	0	0	0	3
1745-1800	8	0	0	0	0	0	0	8
Hourly Total	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**23**
1800-1815	3	0	0	0	0	0	0	3
1815-1830	6	0	0	0	0	0	0	6
1830-1845	2	0	0	0	0	0	0	2
1845-1900	4	0	0	0	0	0	0	4
Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
Total	188	28	2	0	0	0	0	**218**

Arm C - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	**0**

Arm C - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	4	1	0	0	0	0	0	5	35
0715-0730	4	0	0	0	2	0	0	6	58
0730-0745	10	2	0	0	0	0	0	12	94
0745-0800	16	0	0	0	0	0	0	16	126
Hourly Total	**34**	**3**	**0**	**0**	**2**	**0**	**0**	**39**	**313**
0800-0815	16	1	0	0	0	0	0	17	124
0815-0830	36	4	1	0	0	0	0	41	178
0830-0845	18	2	0	0	1	0	0	21	120
0845-0900	17	2	0	0	0	0	0	19	108
Hourly Total	**87**	**9**	**1**	**0**	**1**	**0**	**0**	**98**	**530**
0900-0915	23	1	0	0	1	0	0	25	119
0915-0930	11	2	0	0	1	1	0	15	105
0930-0945	16	2	0	0	0	0	0	18	83
0945-1000	11	2	0	0	0	0	0	13	67
Hourly Total	**61**	**7**	**0**	**0**	**2**	**1**	**0**	**71**	**374**
1000-1015	13	2	0	0	0	0	0	15	88
1015-1030	8	2	1	0	0	0	0	11	101
1030-1045	11	1	0	0	0	0	0	12	104
1045-1100	19	0	0	0	0	0	0	19	116
Hourly Total	**51**	**5**	**1**	**0**	**0**	**0**	**0**	**57**	**409**
1100-1115	18	1	0	0	0	0	0	19	93
1115-1130	22	2	1	0	0	0	0	25	115
1130-1145	19	2	1	0	0	0	0	22	112
1145-1200	12	1	1	0	0	0	0	14	109
Hourly Total	**71**	**6**	**3**	**0**	**0**	**0**	**0**	**80**	**429**
1200-1215	17	3	2	0	0	1	0	23	112
1215-1230	22	1	0	0	0	0	0	23	123
1230-1245	10	2	0	0	0	0	0	12	110
1245-1300	13	3	1	0	0	0	0	17	131
Hourly Total	**62**	**9**	**3**	**0**	**0**	**1**	**0**	**75**	**476**
1300-1315	17	1	0	0	0	0	0	18	125
1315-1330	25	1	0	0	0	0	0	26	130
1330-1345	20	1	0	0	0	0	0	21	115
1345-1400	11	1	1	0	0	0	0	13	116
Hourly Total	**73**	**4**	**1**	**0**	**0**	**0**	**0**	**78**	**486**
1400-1415	16	0	0	0	0	0	0	16	103
1415-1430	15	2	0	0	0	0	0	17	125
1430-1445	16	0	0	0	0	0	0	16	140
1445-1500	18	1	0	0	0	0	0	19	182
Hourly Total	**65**	**3**	**0**	**0**	**0**	**0**	**0**	**68**	**550**
1500-1515	25	3	0	0	0	0	0	28	181
1515-1530	25	3	0	0	1	0	0	29	164
1530-1545	32	3	0	0	0	0	0	35	159
1545-1600	21	2	1	0	0	0	0	24	134
Hourly Total	**103**	**11**	**1**	**0**	**1**	**0**	**0**	**116**	**638**
1600-1615	18	2	0	0	0	0	0	20	137
1615-1630	31	2	0	0	1	0	0	34	164
1630-1645	42	4	0	0	0	0	0	46	187
1645-1700	25	4	0	0	0	0	0	29	152
Hourly Total	**116**	**12**	**0**	**0**	**1**	**0**	**0**	**129**	**640**
1700-1715	28	5	0	0	0	0	0	33	190
1715-1730	26	2	0	0	0	0	0	28	181
1730-1745	20	0	0	0	0	0	0	20	173
1745-1800	14	2	0	0	0	0	0	16	145
Hourly Total	**88**	**9**	**0**	**0**	**0**	**0**	**0**	**97**	**689**
1800-1815	27	1	0	0	0	0	0	28	176
1815-1830	13	0	0	0	0	0	0	13	132
1830-1845	8	0	0	0	0	0	0	8	114
1845-1900	6	1	0	0	0	0	0	7	92
Hourly Total	**54**	**2**	**0**	**0**	**0**	**0**	**0**	**56**	**514**
Total	865	80	10	0	7	2	0	**964**	**6048**

Arm D - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	1	0	0	1	0	0	4
0715-0730	1	0	0	0	0	0	0	1
0730-0745	4	0	0	0	0	0	0	4
0745-0800	4	0	0	0	0	0	0	4
Hourly Total	**11**	**1**	**0**	**0**	**1**	**0**	**0**	**13**
0800-0815	7	0	0	0	0	0	0	7
0815-0830	12	0	0	0	0	0	0	12
0830-0845	9	0	0	0	1	0	0	10
0845-0900	7	1	0	0	0	0	0	8
Hourly Total	**35**	**1**	**0**	**0**	**1**	**0**	**0**	**37**
0900-0915	6	1	0	0	0	0	0	7
0915-0930	3	0	0	0	1	0	0	4
0930-0945	3	0	1	0	1	0	0	5
0945-1000	3	1	0	0	0	0	0	4
Hourly Total	**15**	**2**	**1**	**0**	**2**	**0**	**0**	**20**
1000-1015	6	1	1	0	1	0	0	9
1015-1030	2	0	0	0	0	0	0	2
1030-1045	4	0	1	0	1	0	0	6
1045-1100	5	1	0	0	0	0	0	6
Hourly Total	**17**	**2**	**2**	**0**	**2**	**0**	**0**	**23**
1100-1115	2	0	0	0	1	0	0	3
1115-1130	6	0	0	0	0	0	0	6
1130-1145	5	0	0	0	1	0	0	6
1145-1200	8	1	0	0	0	0	0	9
Hourly Total	**21**	**1**	**0**	**0**	**2**	**0**	**0**	**24**
1200-1215	5	0	0	0	1	0	0	6
1215-1230	7	0	2	0	0	0	0	9
1230-1245	4	0	0	0	1	0	0	5
1245-1300	4	0	0	0	0	0	0	4
Hourly Total	**20**	**0**	**2**	**0**	**2**	**0**	**0**	**24**
1300-1315	6	1	0	0	0	0	0	7
1315-1330	7	0	0	0	1	1	0	9
1330-1345	7	1	0	0	1	0	0	9
1345-1400	1	2	0	0	0	0	0	3
Hourly Total	**21**	**4**	**0**	**0**	**2**	**1**	**0**	**28**
1400-1415	0	0	0	0	1	0	0	1
1415-1430	7	0	0	0	0	0	0	7
1430-1445	10	0	0	0	2	0	0	12
1445-1500	7	0	0	0	0	0	0	7
Hourly Total	**24**	**0**	**0**	**0**	**3**	**0**	**0**	**27**
1500-1515	12	1	0	0	1	1	0	15
1515-1530	4	1	0	0	1	0	0	6
1530-1545	13	0	0	0	1	0	0	14
1545-1600	6	2	0	0	1	0	0	9
Hourly Total	**35**	**4**	**0**	**0**	**4**	**1**	**0**	**44**
1600-1615	10	1	0	0	0	0	0	11
1615-1630	7	1	0	0	0	0	0	8
1630-1645	9	0	1	0	2	0	0	12
1645-1700	7	0	0	0	1	0	0	8
Hourly Total	**33**	**2**	**1**	**0**	**3**	**0**	**0**	**39**
1700-1715	11	0	0	0	1	0	0	12
1715-1730	10	1	0	0	1	0	0	12
1730-1745	14	0	0	0	0	0	0	14
1745-1800	3	2	0	0	1	0	0	6
Hourly Total	**38**	**3**	**0**	**0**	**3**	**0**	**0**	**44**
1800-1815	6	1	0	0	0	0	0	7
1815-1830	7	1	0	0	0	0	0	8
1830-1845	6	0	0	0	0	0	0	6
1845-1900	5	0	0	0	1	0	0	6
Hourly Total	**24**	**2**	**0**	**0**	**1**	**0**	**0**	**27**
Total	294	22	6	0	26	2	0	**350**

Arm D - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
0830-0845	0	0	0	0	0	0	0	0
0845-0900	1	0	0	0	0	0	0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0900-0915	0	0	0	0	0	0	0	0
0915-0930	3	1	0	0	0	0	0	4
0930-0945	1	0	0	0	0	0	0	1
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**
1000-1015	1	0	0	0	0	0	0	1
1015-1030	1	0	0	0	0	0	0	1
1030-1045	0	0	0	0	0	0	0	0
1045-1100	1	0	0	0	0	0	0	1
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1100-1115	3	0	0	0	0	0	0	3
1115-1130	0	0	0	0	0	0	0	0
1130-1145	2	0	0	0	0	0	0	2
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
1200-1215	2	1	0	0	0	0	0	3
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	1	0	0	0	0	0	1
1245-1300	2	0	0	0	0	0	0	2
Hourly Total	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**
1300-1315	1	0	0	0	0	0	0	1
1315-1330	1	0	0	0	0	0	0	1
1330-1345	1	0	0	0	0	0	0	1
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1400-1415	0	0	0	0	0	0	0	0
1415-1430	1	0	0	0	0	0	0	1
1430-1445	1	0	0	0	0	0	0	1
1445-1500	2	0	0	0	0	0	0	2
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
1500-1515	3	0	0	0	0	0	0	3
1515-1530	1	0	0	0	0	0	0	1
1530-1545	3	0	0	0	0	0	0	3
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	2	0	0	0	0	0	0	2
1645-1700	4	0	0	0	0	0	0	4
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1700-1715	2	0	0	0	0	0	0	2
1715-1730	1	0	0	0	0	0	0	1
1730-1745	1	0	0	0	0	0	0	1
1745-1800	3	0	0	0	0	0	0	3
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1800-1815	1	0	0	0	0	0	0	1
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Total	46	3	0	0	0	0	0	**49**

Arm D - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	5	2	0	1	0	0	1	9
0715-0730	4	0	0	0	0	0	0	4
0730-0745	11	3	0	0	1	0	0	15
0745-0800	9	0	0	0	1	0	0	10
Hourly Total	**29**	**5**	**0**	**1**	**2**	**0**	**1**	**38**
0800-0815	16	1	1	0	0	0	0	18
0815-0830	23	1	0	0	0	0	0	24
0830-0845	23	0	1	0	1	0	0	25
0845-0900	20	0	0	0	0	0	0	20
Hourly Total	**82**	**2**	**2**	**0**	**1**	**0**	**0**	**87**
0900-0915	30	3	0	0	0	1	0	34
0915-0930	19	3	0	0	0	0	0	22
0930-0945	7	2	0	0	0	0	0	9
0945-1000	8	0	1	0	0	0	0	9
Hourly Total	**64**	**8**	**1**	**0**	**0**	**1**	**0**	**74**
1000-1015	7	1	0	0	0	0	0	8
1015-1030	12	3	0	0	0	0	0	15
1030-1045	16	2	0	0	0	0	0	18
1045-1100	8	0	0	0	0	0	0	8
Hourly Total	**43**	**6**	**0**	**0**	**0**	**0**	**0**	**49**
1100-1115	12	1	1	0	0	0	0	14
1115-1130	14	1	0	0	0	0	0	15
1130-1145	12	1	1	0	0	0	0	14
1145-1200	10	3	0	0	0	0	0	13
Hourly Total	**48**	**6**	**2**	**0**	**0**	**0**	**0**	**56**
1200-1215	11	2	1	0	0	0	0	14
1215-1230	6	2	0	0	0	0	0	8
1230-1245	15	0	0	0	0	0	0	15
1245-1300	9	2	0	0	0	0	0	11
Hourly Total	**41**	**6**	**1**	**0**	**0**	**0**	**0**	**48**
1300-1315	18	0	0	0	0	0	0	18
1315-1330	8	3	1	0	0	0	1	13
1330-1345	10	1	0	0	0	0	0	11
1345-1400	16	0	0	0	0	0	0	16
Hourly Total	**52**	**4**	**1**	**0**	**0**	**0**	**1**	**58**
1400-1415	6	3	0	0	0	0	0	9
1415-1430	12	1	0	0	0	0	0	13
1430-1445	16	0	2	0	0	0	0	18
1445-1500	13	0	0	0	0	0	0	13
Hourly Total	**47**	**4**	**2**	**0**	**0**	**0**	**0**	**53**
1500-1515	22	2	0	0	0	0	0	24
1515-1530	14	2	0	0	0	0	0	16
1530-1545	17	3	0	0	0	0	0	20
1545-1600	19	4	0	0	1	1	0	25
Hourly Total	**72**	**11**	**0**	**0**	**1**	**1**	**0**	**85**
1600-1615	15	1	0	0	0	0	0	16
1615-1630	12	0	0	0	0	0	0	12
1630-1645	15	2	1	0	0	1	1	20
1645-1700	20	0	0	0	0	0	0	20
Hourly Total	**62**	**3**	**1**	**0**	**0**	**1**	**1**	**68**
1700-1715	12	1	0	0	0	0	0	13
1715-1730	22	0	0	0	0	0	0	22
1730-1745	10	0	0	0	0	0	0	10
1745-1800	13	0	0	0	0	0	0	13
Hourly Total	**57**	**1**	**0**	**0**	**0**	**0**	**0**	**58**
1800-1815	9	4	0	0	0	0	0	13
1815-1830	11	0	0	0	0	0	0	11
1830-1845	17	1	0	0	0	0	0	18
1845-1900	9	1	0	0	0	0	0	10
Hourly Total	**46**	**6**	**0**	**0**	**0**	**0**	**0**	**52**
Total	643	62	10	1	4	3	3	**726**

Arm D - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	13
0715-0730	0	0	0	0	0	0	0	0	5
0730-0745	0	0	0	0	0	0	0	0	19
0745-0800	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
0800-0815	0	0	0	0	0	0	0	0	25
0815-0830	0	0	0	0	0	0	0	0	37
0830-0845	0	0	0	0	0	0	0	0	35
0845-0900	0	0	0	0	0	0	0	0	29
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**
0900-0915	0	0	0	0	0	0	0	0	41
0915-0930	0	0	0	0	0	0	0	0	30
0930-0945	0	0	0	0	0	0	0	0	15
0945-1000	0	1	0	0	0	0	0	1	14
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**100**
1000-1015	0	0	0	0	0	0	0	0	18
1015-1030	0	0	0	0	0	0	0	0	18
1030-1045	0	0	0	0	0	0	0	0	24
1045-1100	0	0	0	0	0	0	0	0	15
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**
1100-1115	0	0	0	0	0	0	0	0	20
1115-1130	0	0	0	0	0	0	0	0	21
1130-1145	0	0	0	0	0	0	0	0	22
1145-1200	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
1200-1215	0	0	0	0	0	0	0	0	23
1215-1230	0	0	0	0	0	0	0	0	17
1230-1245	0	0	0	0	0	0	0	0	21
1245-1300	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
1300-1315	0	0	0	0	0	0	0	0	26
1315-1330	0	0	0	0	0	0	0	0	23
1330-1345	0	0	0	0	0	0	0	0	21
1345-1400	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**
1400-1415	0	0	0	0	0	0	0	0	10
1415-1430	0	0	0	0	0	0	0	0	21
1430-1445	0	0	0	0	0	0	0	0	31
1445-1500	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**
1500-1515	0	0	0	0	0	0	0	0	42
1515-1530	0	0	0	0	0	0	0	0	23
1530-1545	0	0	0	0	0	0	0	0	37
1545-1600	0	0	0	0	0	0	0	0	34
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**
1600-1615	0	0	0	0	0	0	0	0	27
1615-1630	0	0	0	0	0	0	0	0	20
1630-1645	0	0	0	0	0	0	0	0	34
1645-1700	0	0	0	0	0	0	0	0	32
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**
1700-1715	0	0	0	0	0	0	0	0	27
1715-1730	0	0	0	0	0	0	0	0	35
1730-1745	0	0	0	0	0	0	0	0	25
1745-1800	0	0	0	0	0	0	0	0	22
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**
1800-1815	0	0	0	0	0	0	0	0	21
1815-1830	0	0	0	0	0	0	0	0	19
1830-1845	0	0	0	0	0	0	0	0	24
1845-1900	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**80**
Total	0	1	0	0	0	0	0	**1**	**1126**

	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	62	12	1	3	0	1	0	**79**
0715-0730	78	12	1	3	1	0	0	**95**
0730-0745	99	15	3	4	2	2	1	**126**
0745-0800	127	18	3	2	1	1	0	**152**
Hourly Total	**366**	**57**	**8**	**12**	**4**	**4**	**1**	**452**
0800-0815	157	17	4	1	3	0	0	**182**
0815-0830	150	11	2	0	0	0	0	**163**
0830-0845	150	10	2	3	10	0	1	**176**
0845-0900	161	15	4	1	3	0	0	**184**
Hourly Total	**618**	**53**	**12**	**5**	**16**	**0**	**1**	**705**
0900-0915	122	18	0	1	1	0	0	**142**
0915-0930	98	10	2	3	2	0	0	**115**
0930-0945	83	12	3	2	1	1	0	**102**
0945-1000	65	16	3	4	1	0	0	**89**
Hourly Total	**368**	**56**	**8**	**10**	**5**	**1**	**0**	**448**
1000-1015	81	8	4	1	1	0	1	**96**
1015-1030	66	5	2	1	1	0	0	**75**
1030-1045	74	12	1	2	0	0	0	**89**
1045-1100	82	10	2	2	1	0	0	**97**
Hourly Total	**303**	**35**	**9**	**6**	**3**	**0**	**1**	**357**
1100-1115	63	12	3	0	1	1	0	**80**
1115-1130	67	8	3	3	1	0	1	**83**
1130-1145	83	18	2	1	0	0	0	**104**
1145-1200	78	7	5	0	1	0	0	**91**
Hourly Total	**291**	**45**	**13**	**4**	**3**	**1**	**1**	**358**
1200-1215	76	10	3	1	1	0	0	**91**
1215-1230	88	19	2	0	0	1	0	**110**
1230-1245	79	12	1	0	0	0	0	**92**
1245-1300	58	12	4	2	0	2	0	**78**
Hourly Total	**301**	**53**	**10**	**3**	**1**	**3**	**0**	**371**
1300-1315	78	8	1	2	1	0	0	**90**
1315-1330	82	13	0	2	1	1	0	**99**
1330-1345	68	8	2	1	1	0	0	**80**
1345-1400	74	5	0	1	0	0	0	**80**
Hourly Total	**302**	**34**	**3**	**6**	**3**	**1**	**0**	**349**
1400-1415	82	10	2	2	0	0	0	**96**
1415-1430	68	5	3	0	1	0	0	**77**
1430-1445	85	9	0	0	1	0	0	**95**
1445-1500	87	9	1	0	1	0	0	**98**
Hourly Total	**322**	**33**	**6**	**2**	**3**	**0**	**0**	**366**
1500-1515	98	13	1	0	5	1	0	**118**
1515-1530	122	10	1	2	0	0	0	**135**
1530-1545	153	13	2	2	0	1	0	**171**
1545-1600	88	19	1	0	6	0	0	**114**
Hourly Total	**461**	**55**	**5**	**4**	**11**	**2**	**0**	**538**
1600-1615	96	9	1	0	2	0	0	**108**
1615-1630	88	17	1	0	3	0	0	**109**
1630-1645	91	11	1	0	1	0	0	**104**
1645-1700	111	8	0	0	1	0	0	**120**
Hourly Total	**386**	**45**	**3**	**0**	**7**	**0**	**0**	**441**
1700-1715	81	11	0	0	1	0	0	**93**
1715-1730	94	4	0	0	2	0	0	**100**
1730-1745	84	7	0	0	0	0	0	**91**
1745-1800	92	5	0	0	0	0	0	**97**
Hourly Total	**351**	**27**	**0**	**0**	**3**	**0**	**0**	**381**
1800-1815	82	5	0	0	0	0	0	**87**
1815-1830	78	3	0	0	1	0	0	**82**
1830-1845	81	4	0	0	0	0	0	**85**
1845-1900	71	7	0	0	0	0	0	**78**
Hourly Total	**312**	**19**	**0**	**0**	**1**	**0**	**0**	**332**
Total	4381	512	77	52	60	12	4	**5098**

	Origin - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	4	1	0	0	0	0	0	**5**
0715-0730	3	1	0	0	0	0	0	**4**
0730-0745	5	0	1	0	0	0	0	**6**
0745-0800	11	1	0	0	0	0	0	**12**
Hourly Total	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**27**
0800-0815	9	0	0	0	0	0	0	**9**
0815-0830	8	0	0	0	0	0	0	**8**
0830-0845	7	0	0	0	0	0	0	**7**
0845-0900	8	0	0	0	0	0	0	**8**
Hourly Total	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
0900-0915	13	0	0	0	0	0	0	**13**
0915-0930	7	0	0	0	0	0	0	**7**
0930-0945	4	3	0	0	0	0	0	**7**
0945-1000	1	0	0	0	0	0	0	**1**
Hourly Total	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**28**
1000-1015	2	1	0	0	0	0	0	**3**
1015-1030	4	1	0	0	0	0	0	**5**
1030-1045	9	0	0	0	0	0	0	**9**
1045-1100	4	0	0	0	0	0	0	**4**
Hourly Total	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**
1100-1115	10	1	0	0	0	0	0	**11**
1115-1130	7	1	0	0	0	0	0	**8**
1130-1145	7	0	0	0	0	0	0	**7**
1145-1200	6	1	0	0	0	0	0	**7**
Hourly Total	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**33**
1200-1215	3	4	0	0	0	0	0	**7**
1215-1230	6	2	0	0	0	0	0	**8**
1230-1245	6	4	0	0	0	0	0	**10**
1245-1300	6	2	0	0	0	0	0	**8**
Hourly Total	**21**	**12**	**0**	**0**	**0**	**0**	**0**	**33**
1300-1315	3	2	0	0	0	0	0	**5**
1315-1330	13	1	0	0	0	0	0	**14**
1330-1345	8	2	0	0	0	0	0	**10**
1345-1400	8	2	0	0	0	0	0	**10**
Hourly Total	**32**	**7**	**0**	**0**	**0**	**0**	**0**	**39**
1400-1415	4	0	0	0	0	0	0	**4**
1415-1430	9	0	0	0	0	0	0	**9**
1430-1445	4	0	0	0	0	0	0	**4**
1445-1500	5	3	0	0	1	0	0	**9**
Hourly Total	**22**	**3**	**0**	**0**	**1**	**0**	**0**	**26**
1500-1515	7	2	0	0	0	0	0	**9**
1515-1530	4	2	0	0	0	0	0	**6**
1530-1545	5	0	1	0	0	0	0	**6**
1545-1600	6	1	0	0	0	0	0	**7**
Hourly Total	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**28**
1600-1615	5	0	0	0	0	0	0	**5**
1615-1630	5	0	0	0	0	0	0	**5**
1630-1645	7	2	0	0	0	0	0	**9**
1645-1700	6	0	0	0	0	0	0	**6**
Hourly Total	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**
1700-1715	9	1	0	0	0	0	0	**10**
1715-1730	5	2	0	0	0	0	0	**7**
1730-1745	5	0	0	0	0	0	0	**5**
1745-1800	10	0	0	0	0	0	0	**10**
Hourly Total	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**32**
1800-1815	6	1	0	0	0	0	0	**7**
1815-1830	2	0	0	0	0	0	0	**2**
1830-1845	8	0	0	0	0	0	0	**8**
1845-1900	6	0	0	0	0	0	0	**6**
Hourly Total	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**23**
Total	300	44	2	0	1	0	0	**347**

	Origin - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	28	5	0	2	0	0	0	**35**
0715-0730	42	9	3	1	3	0	0	**58**
0730-0745	73	15	1	0	5	0	0	**94**
0745-0800	100	19	3	1	3	0	0	**126**
Hourly Total	**243**	**48**	**7**	**4**	**11**	**0**	**0**	**313**
0800-0815	115	7	1	0	1	0	0	**124**
0815-0830	148	21	2	1	5	1	0	**178**
0830-0845	103	9	2	2	3	1	0	**120**
0845-0900	90	11	2	3	2	0	0	**108**
Hourly Total	**456**	**48**	**7**	**6**	**11**	**2**	**0**	**530**
0900-0915	102	12	2	1	2	0	0	**119**
0915-0930	86	12	1	3	1	1	1	**105**
0930-0945	68	11	2	2	0	0	0	**83**
0945-1000	50	14	2	0	0	1	0	**67**
Hourly Total	**306**	**49**	**7**	**6**	**3**	**2**	**1**	**374**
1000-1015	70	11	6	1	0	0	0	**88**
1015-1030	71	21	4	4	0	1	0	**101**
1030-1045	87	12	4	1	0	0	0	**104**
1045-1100	98	10	5	0	1	1	1	**116**
Hourly Total	**326**	**54**	**19**	**6**	**1**	**2**	**1**	**409**
1100-1115	78	10	2	3	0	0	0	**93**
1115-1130	90	19	3	1	1	1	0	**115**
1130-1145	102	5	4	0	1	0	0	**112**
1145-1200	90	13	4	2	0	0	0	**109**
Hourly Total	**360**	**47**	**13**	**6**	**2**	**1**	**0**	**429**
1200-1215	87	20	4	0	0	1	0	**112**
1215-1230	106	11	4	1	1	0	0	**123**
1230-1245	95	11	3	1	0	0	0	**110**
1245-1300	106	23	2	0	0	0	0	**131**
Hourly Total	**394**	**65**	**13**	**2**	**1**	**1**	**0**	**476**
1300-1315	100	16	7	2	0	0	0	**125**
1315-1330	114	13	0	2	0	1	0	**130**
1330-1345	100	12	2	1	0	0	0	**115**
1345-1400	97	15	2	1	1	0	0	**116**
Hourly Total	**411**	**56**	**11**	**6**	**1**	**1**	**0**	**486**
1400-1415	91	10	1	0	1	0	0	**103**
1415-1430	112	9	2	0	2	0	0	**125**
1430-1445	116	14	3	3	4	0	0	**140**
1445-1500	155	16	5	3	2	1	0	**182**
Hourly Total	**474**	**49**	**11**	**6**	**9**	**1**	**0**	**550**
1500-1515	165	11	2	1	2	0	0	**181**
1515-1530	137	22	2	2	1	0	0	**164**
1530-1545	144	14	1	0	0	0	0	**159**
1545-1600	115	16	1	0	2	0	0	**134**
Hourly Total	**561**	**63**	**6**	**3**	**5**	**0**	**0**	**638**
1600-1615	124	11	1	1	0	0	0	**137**
1615-1630	144	18	0	0	2	0	0	**164**
1630-1645	169	15	1	0	1	1	0	**187**
1645-1700	130	20	0	0	1	1	0	**152**
Hourly Total	**567**	**64**	**2**	**1**	**4**	**2**	**0**	**640**
1700-1715	176	14	0	0	0	0	0	**190**
1715-1730	159	21	0	0	1	0	0	**181**
1730-1745	157	15	1	0	0	0	0	**173**
1745-1800	134	10	0	1	0	0	0	**145**
Hourly Total	**626**	**60**	**1**	**1**	**1**	**0**	**0**	**689**
1800-1815	161	15	0	0	0	0	0	**176**
1815-1830	125	7	0	0	0	0	0	**132**
1830-1845	107	6	1	0	0	0	0	**114**
1845-1900	84	7	0	0	1	0	0	**92**
Hourly Total	**477**	**35**	**1**	**0**	**1**	**0**	**0**	**514**
Total	5201	638	98	47	50	12	2	**6048**

	Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	7	3	0	1	1	0	1	**13**	**132**
0715-0730	5	0	0	0	0	0	0	**5**	**162**
0730-0745	15	3	0	0	1	0	0	**19**	**245**
0745-0800	13	0	0	0	1	0	0	**14**	**304**
Hourly Total	**40**	**6**	**0**	**1**	**3**	**0**	**1**	**51**	**843**
0800-0815	23	1	1	0	0	0	0	**25**	**340**
0815-0830	36	1	0	0	0	0	0	**37**	**386**
0830-0845	32	0	1	0	2	0	0	**35**	**338**
0845-0900	28	1	0	0	0	0	0	**29**	**329**
Hourly Total	**119**	**3**	**2**	**0**	**2**	**0**	**0**	**126**	**1393**
0900-0915	36	4	0	0	0	1	0	**41**	**315**
0915-0930	25	4	0	0	1	0	0	**30**	**257**
0930-0945	11	2	1	0	1	0	0	**15**	**207**
0945-1000	11	2	1	0	0	0	0	**14**	**171**
Hourly Total	**83**	**12**	**2**	**0**	**2**	**1**	**0**	**100**	**950**
1000-1015	14	2	1	0	1	0	0	**18**	**205**
1015-1030	15	3	0	0	0	0	0	**18**	**199**
1030-1045	20	2	1	0	1	0	0	**24**	**226**
1045-1100	14	1	0	0	0	0	0	**15**	**232**
Hourly Total	**63**	**8**	**2**	**0**	**2**	**0**	**0**	**75**	**862**
1100-1115	17	1	1	0	1	0	0	**20**	**204**
1115-1130	20	1	0	0	0	0	0	**21**	**227**
1130-1145	19	1	1	0	1	0	0	**22**	**245**
1145-1200	18	4	0	0	0	0	0	**22**	**229**
Hourly Total	**74**	**7**	**2**	**0**	**2**	**0**	**0**	**85**	**905**
1200-1215	18	3	1	0	1	0	0	**23**	**233**
1215-1230	13	2	2	0	0	0	0	**17**	**258**
1230-1245	19	1	0	0	1	0	0	**21**	**233**
1245-1300	15	2	0	0	0	0	0	**17**	**234**
Hourly Total	**65**	**8**	**3**	**0**	**2**	**0**	**0**	**78**	**958**
1300-1315	25	1	0	0	0	0	0	**26**	**246**
1315-1330	16	3	1	0	1	1	1	**23**	**266**
1330-1345	18	2	0	0	1	0	0	**21**	**226**
1345-1400	17	2	0	0	0	0	0	**19**	**225**
Hourly Total	**76**	**8**	**1**	**0**	**2**	**1**	**1**	**89**	**963**
1400-1415	6	3	0	0	1	0	0	**10**	**213**
1415-1430	20	1	0	0	0	0	0	**21**	**232**
1430-1445	27	0	2	0	2	0	0	**31**	**270**
1445-1500	22	0	0	0	0	0	0	**22**	**311**
Hourly Total	**75**	**4**	**2**	**0**	**3**	**0**	**0**	**84**	**1026**
1500-1515	37	3	0	0	1	1	0	**42**	**350**
1515-1530	19	3	0	0	1	0	0	**23**	**328**
1530-1545	33	3	0	0	1	0	0	**37**	**373**
1545-1600	25	6	0	0	2	1	0	**34**	**289**
Hourly Total	**114**	**15**	**0**	**0**	**5**	**2**	**0**	**136**	**1340**
1600-1615	25	2	0	0	0	0	0	**27**	**277**
1615-1630	19	1	0	0	0	0	0	**20**	**298**
1630-1645	26	2	2	0	2	1	1	**34**	**334**
1645-1700	31	0	0	0	1	0	0	**32**	**310**
Hourly Total	**101**	**5**	**2**	**0**	**3**	**1**	**1**	**113**	**1219**
1700-1715	25	1	0	0	1	0	0	**27**	**320**
1715-1730	33	1	0	0	1	0	0	**35**	**323**
1730-1745	25	0	0	0	0	0	0	**25**	**294**
1745-1800	19	2	0	0	1	0	0	**22**	**274**
Hourly Total	**102**	**4**	**0**	**0**	**3**	**0**	**0**	**109**	**1211**
1800-1815	16	5	0	0	0	0	0	**21**	**291**
1815-1830	18	1	0	0	0	0	0	**19**	**235**
1830-1845	23	1	0	0	0	0	0	**24**	**231**
1845-1900	14	1	0	0	1	0	0	**16**	**192**
Hourly Total	**71**	**8**	**0**	**0**	**1**	**0**	**0**	**80**	**949**
Total	983	88	16	1	30	5	3	**1126**	**12619**

	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	26	5	0	2	1	0	0	**34**
0715-0730	38	9	3	1	1	0	0	**52**
0730-0745	68	12	1	0	5	0	0	**86**
0745-0800	89	17	3	1	3	0	0	**113**
Hourly Total	**221**	**43**	**7**	**4**	**10**	**0**	**0**	**285**
0800-0815	107	6	1	0	1	0	0	**115**
0815-0830	127	17	1	1	5	1	0	**152**
0830-0845	92	7	2	2	3	1	0	**107**
0845-0900	82	10	2	3	2	0	0	**99**
Hourly Total	**408**	**40**	**6**	**6**	**11**	**2**	**0**	**473**
0900-0915	82	12	2	1	1	0	0	**98**
0915-0930	75	10	1	3	1	0	1	**91**
0930-0945	52	12	3	2	1	0	0	**70**
0945-1000	41	13	2	0	0	1	0	**57**
Hourly Total	**250**	**47**	**8**	**6**	**3**	**1**	**1**	**316**
1000-1015	61	10	6	1	1	0	0	**79**
1015-1030	65	18	3	4	0	1	0	**91**
1030-1045	75	11	5	1	1	0	0	**93**
1045-1100	84	11	5	0	1	1	1	**103**
Hourly Total	**285**	**50**	**19**	**6**	**3**	**2**	**1**	**366**
1100-1115	61	9	2	3	1	0	0	**76**
1115-1130	69	16	2	1	1	1	0	**90**
1130-1145	84	2	3	0	2	0	0	**91**
1145-1200	79	13	3	2	0	0	0	**97**
Hourly Total	**293**	**40**	**10**	**6**	**4**	**1**	**0**	**354**
1200-1215	73	16	2	0	1	0	0	**92**
1215-1230	87	10	6	1	1	0	0	**105**
1230-1245	88	8	3	1	1	0	0	**101**
1245-1300	95	19	1	0	0	0	0	**115**
Hourly Total	**343**	**53**	**12**	**2**	**3**	**0**	**0**	**413**
1300-1315	84	13	7	2	0	0	0	**106**
1315-1330	91	12	0	2	1	2	0	**108**
1330-1345	81	10	2	1	1	0	0	**95**
1345-1400	84	18	1	1	1	0	0	**105**
Hourly Total	**340**	**53**	**10**	**6**	**3**	**2**	**0**	**414**
1400-1415	75	9	1	0	2	0	0	**87**
1415-1430	103	7	2	0	2	0	0	**114**
1430-1445	109	12	3	3	6	0	0	**133**
1445-1500	141	15	5	3	3	1	0	**168**
Hourly Total	**428**	**43**	**11**	**6**	**13**	**1**	**0**	**502**
1500-1515	150	9	2	1	3	1	0	**166**
1515-1530	113	18	1	2	1	0	0	**135**
1530-1545	120	11	2	0	1	0	0	**134**
1545-1600	94	16	0	0	3	0	0	**113**
Hourly Total	**477**	**54**	**5**	**3**	**8**	**1**	**0**	**548**
1600-1615	112	10	1	1	0	0	0	**124**
1615-1630	115	16	0	0	1	0	0	**132**
1630-1645	134	11	2	0	3	1	0	**151**
1645-1700	111	16	0	0	2	1	0	**130**
Hourly Total	**472**	**53**	**3**	**1**	**6**	**2**	**0**	**537**
1700-1715	157	10	0	0	1	0	0	**168**
1715-1730	140	20	0	0	2	0	0	**162**
1730-1745	150	15	1	0	0	0	0	**166**
1745-1800	117	10	0	1	1	0	0	**129**
Hourly Total	**564**	**55**	**1**	**1**	**4**	**0**	**0**	**625**
1800-1815	140	15	0	0	0	0	0	**155**
1815-1830	115	8	0	0	0	0	0	**123**
1830-1845	105	6	1	0	0	0	0	**112**
1845-1900	81	6	0	0	2	0	0	**89**
Hourly Total	**441**	**35**	**1**	**0**	**2**	**0**	**0**	**479**
Total	4522	566	93	47	70	12	2	**5312**

	Destination - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	1	0	0	0	0	0	**2**
0715-0730	2	0	0	0	0	0	0	**2**
0730-0745	0	1	0	0	0	0	0	**1**
0745-0800	3	2	0	0	0	0	0	**5**
Hourly Total	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**10**
0800-0815	2	0	0	0	0	0	0	**2**
0815-0830	4	0	0	0	0	0	0	**4**
0830-0845	3	0	0	0	1	0	0	**4**
0845-0900	2	1	0	0	0	0	0	**3**
Hourly Total	**11**	**1**	**0**	**0**	**1**	**0**	**0**	**13**
0900-0915	6	1	0	0	0	0	0	**7**
0915-0930	6	1	0	0	0	0	0	**7**
0930-0945	5	0	0	0	0	0	0	**5**
0945-1000	1	0	0	0	0	0	0	**1**
Hourly Total	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**20**
1000-1015	3	2	1	0	0	0	0	**6**
1015-1030	2	1	0	0	0	0	0	**3**
1030-1045	6	0	0	0	0	0	0	**6**
1045-1100	3	0	0	0	0	0	0	**3**
Hourly Total	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**18**
1100-1115	8	0	0	0	0	0	0	**8**
1115-1130	7	1	0	0	0	0	0	**8**
1130-1145	8	3	0	0	0	0	0	**11**
1145-1200	8	0	0	0	0	0	0	**8**
Hourly Total	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**35**
1200-1215	5	5	0	0	0	0	0	**10**
1215-1230	8	3	0	0	0	0	0	**11**
1230-1245	2	4	0	0	0	0	0	**6**
1245-1300	7	2	0	0	0	0	0	**9**
Hourly Total	**22**	**14**	**0**	**0**	**0**	**0**	**0**	**36**
1300-1315	9	3	0	0	0	0	0	**12**
1315-1330	12	1	0	0	0	0	0	**13**
1330-1345	10	2	0	0	0	0	0	**12**
1345-1400	5	0	0	0	0	0	0	**5**
Hourly Total	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**42**
1400-1415	3	1	0	0	0	0	0	**4**
1415-1430	4	0	0	0	0	0	0	**4**
1430-1445	5	2	0	0	0	0	0	**7**
1445-1500	7	1	0	0	0	0	0	**8**
Hourly Total	**19**	**4**	**0**	**0**	**0**	**0**	**0**	**23**
1500-1515	10	2	0	0	0	0	0	**12**
1515-1530	9	2	1	0	0	0	0	**12**
1530-1545	11	0	0	0	0	0	0	**11**
1545-1600	12	1	0	0	0	0	0	**13**
Hourly Total	**42**	**5**	**1**	**0**	**0**	**0**	**0**	**48**
1600-1615	8	0	0	0	0	0	0	**8**
1615-1630	8	1	0	0	0	0	0	**9**
1630-1645	8	1	0	0	0	0	0	**9**
1645-1700	11	0	0	0	0	0	0	**11**
Hourly Total	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**37**
1700-1715	10	0	0	0	0	0	0	**10**
1715-1730	9	1	0	0	0	0	0	**10**
1730-1745	7	0	0	0	0	0	0	**7**
1745-1800	17	0	0	0	0	0	0	**17**
Hourly Total	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**44**
1800-1815	7	1	0	0	0	0	0	**8**
1815-1830	7	0	0	0	0	0	0	**7**
1830-1845	3	0	0	0	0	0	0	**3**
1845-1900	4	0	0	0	0	0	0	**4**
Hourly Total	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**22**
Total	298	47	2	0	1	0	0	**348**

	Destination - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	70	13	1	4	0	1	1	**90**
0715-0730	81	12	1	3	0	0	0	**97**
0730-0745	110	18	4	4	2	1	1	**140**
0745-0800	136	16	3	2	1	1	0	**159**
Hourly Total	**397**	**59**	**9**	**13**	**3**	**3**	**2**	**486**
0800-0815	170	16	5	1	2	0	0	**194**
0815-0830	158	11	2	0	0	0	0	**171**
0830-0845	154	10	3	3	10	0	1	**181**
0845-0900	160	10	4	1	2	0	0	**177**
Hourly Total	**642**	**47**	**14**	**5**	**14**	**0**	**1**	**723**
0900-0915	158	19	0	1	1	1	0	**180**
0915-0930	116	13	2	3	1	0	0	**135**
0930-0945	92	14	3	2	1	1	0	**113**
0945-1000	71	15	3	4	0	0	0	**93**
Hourly Total	**437**	**61**	**8**	**10**	**3**	**2**	**0**	**521**
1000-1015	85	6	4	1	0	0	1	**97**
1015-1030	77	8	2	1	1	0	0	**89**
1030-1045	95	14	1	2	0	0	0	**112**
1045-1100	85	8	2	2	0	0	0	**97**
Hourly Total	**342**	**36**	**9**	**6**	**1**	**0**	**1**	**395**
1100-1115	76	14	4	0	0	1	0	**95**
1115-1130	78	10	3	3	1	0	0	**95**
1130-1145	93	17	3	1	0	0	0	**114**
1145-1200	93	11	5	0	0	0	0	**109**
Hourly Total	**340**	**52**	**15**	**4**	**1**	**1**	**0**	**413**
1200-1215	81	12	3	1	0	0	0	**97**
1215-1230	92	19	2	0	0	0	0	**113**
1230-1245	94	14	1	0	0	0	0	**109**
1245-1300	62	14	4	2	0	2	0	**84**
Hourly Total	**329**	**59**	**10**	**3**	**0**	**2**	**0**	**403**
1300-1315	89	10	1	2	0	0	0	**102**
1315-1330	90	16	1	2	1	1	1	**112**
1330-1345	73	10	2	1	0	0	0	**86**
1345-1400	93	5	0	1	0	0	0	**99**
Hourly Total	**345**	**41**	**4**	**6**	**1**	**1**	**1**	**399**
1400-1415	88	12	2	2	0	0	0	**104**
1415-1430	77	6	3	0	0	0	0	**86**
1430-1445	99	8	2	0	0	0	0	**109**
1445-1500	95	11	1	0	1	0	0	**108**
Hourly Total	**359**	**37**	**8**	**2**	**1**	**0**	**0**	**407**
1500-1515	115	14	1	0	4	1	0	**135**
1515-1530	126	14	1	2	0	0	0	**143**
1530-1545	160	15	2	2	0	1	0	**180**
1545-1600	103	23	1	0	6	1	0	**134**
Hourly Total	**504**	**66**	**5**	**4**	**10**	**3**	**0**	**592**
1600-1615	106	10	1	0	1	0	0	**118**
1615-1630	97	16	1	0	2	0	0	**116**
1630-1645	105	14	2	0	1	1	1	**124**
1645-1700	127	7	0	0	1	0	0	**135**
Hourly Total	**435**	**47**	**4**	**0**	**5**	**1**	**1**	**493**
1700-1715	92	11	0	0	0	0	0	**103**
1715-1730	113	5	0	0	0	0	0	**118**
1730-1745	89	7	0	0	0	0	0	**96**
1745-1800	102	5	0	0	0	0	0	**107**
Hourly Total	**396**	**28**	**0**	**0**	**0**	**0**	**0**	**424**
1800-1815	84	8	0	0	0	0	0	**92**
1815-1830	84	3	0	0	0	0	0	**87**
1830-1845	101	5	0	0	0	0	0	**106**
1845-1900	83	7	0	0	0	0	0	**90**
Hourly Total	**352**	**23**	**0**	**0**	**0**	**0**	**0**	**375**
Total	4878	556	86	53	39	13	6	**5631**

	Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	4	2	0	0	0	0	0	**6**	**132**
0715-0730	7	1	0	0	3	0	0	**11**	**162**
0730-0745	14	2	0	0	1	1	0	**18**	**245**
0745-0800	23	3	0	0	1	0	0	**27**	**304**
Hourly Total	**48**	**8**	**0**	**0**	**5**	**1**	**0**	**62**	**843**
0800-0815	25	3	0	0	1	0	0	**29**	**340**
0815-0830	53	5	1	0	0	0	0	**59**	**386**
0830-0845	43	2	0	0	1	0	0	**46**	**338**
0845-0900	43	6	0	0	1	0	0	**50**	**329**
Hourly Total	**164**	**16**	**1**	**0**	**3**	**0**	**0**	**184**	**1393**
0900-0915	27	2	0	0	1	0	0	**30**	**315**
0915-0930	19	2	0	0	2	1	0	**24**	**257**
0930-0945	17	2	0	0	0	0	0	**19**	**207**
0945-1000	14	4	1	0	1	0	0	**20**	**171**
Hourly Total	**77**	**10**	**1**	**0**	**4**	**1**	**0**	**93**	**950**
1000-1015	18	4	0	0	1	0	0	**23**	**205**
1015-1030	12	3	1	0	0	0	0	**16**	**199**
1030-1045	14	1	0	0	0	0	0	**15**	**226**
1045-1100	26	2	0	0	1	0	0	**29**	**232**
Hourly Total	**70**	**10**	**1**	**0**	**2**	**0**	**0**	**83**	**862**
1100-1115	23	1	0	0	1	0	0	**25**	**204**
1115-1130	30	2	1	0	0	0	1	**34**	**227**
1130-1145	26	2	1	0	0	0	0	**29**	**245**
1145-1200	12	1	1	0	1	0	0	**15**	**229**
Hourly Total	**91**	**6**	**3**	**0**	**2**	**0**	**1**	**103**	**905**
1200-1215	25	4	3	0	1	1	0	**34**	**233**
1215-1230	26	2	0	0	0	1	0	**29**	**258**
1230-1245	15	2	0	0	0	0	0	**17**	**233**
1245-1300	21	4	1	0	0	0	0	**26**	**234**
Hourly Total	**87**	**12**	**4**	**0**	**1**	**2**	**0**	**106**	**958**
1300-1315	24	1	0	0	1	0	0	**26**	**246**
1315-1330	32	1	0	0	0	0	0	**33**	**266**
1330-1345	30	2	0	0	1	0	0	**33**	**226**
1345-1400	14	1	1	0	0	0	0	**16**	**225**
Hourly Total	**100**	**5**	**1**	**0**	**2**	**0**	**0**	**108**	**963**
1400-1415	17	1	0	0	0	0	0	**18**	**213**
1415-1430	25	2	0	0	1	0	0	**28**	**232**
1430-1445	19	1	0	0	1	0	0	**21**	**270**
1445-1500	26	1	0	0	0	0	0	**27**	**311**
Hourly Total	**87**	**5**	**0**	**0**	**2**	**0**	**0**	**94**	**1026**
1500-1515	32	4	0	0	1	0	0	**37**	**350**
1515-1530	34	3	0	0	1	0	0	**38**	**328**
1530-1545	44	4	0	0	0	0	0	**48**	**373**
1545-1600	25	2	1	0	1	0	0	**29**	**289**
Hourly Total	**135**	**13**	**1**	**0**	**3**	**0**	**0**	**152**	**1340**
1600-1615	24	2	0	0	1	0	0	**27**	**277**
1615-1630	36	3	0	0	2	0	0	**41**	**298**
1630-1645	46	4	0	0	0	0	0	**50**	**334**
1645-1700	29	5	0	0	0	0	0	**34**	**310**
Hourly Total	**135**	**14**	**0**	**0**	**3**	**0**	**0**	**152**	**1219**
1700-1715	32	6	0	0	1	0	0	**39**	**320**
1715-1730	29	2	0	0	2	0	0	**33**	**323**
1730-1745	25	0	0	0	0	0	0	**25**	**294**
1745-1800	19	2	0	0	0	0	0	**21**	**274**
Hourly Total	**105**	**10**	**0**	**0**	**3**	**0**	**0**	**118**	**1211**
1800-1815	34	2	0	0	0	0	0	**36**	**291**
1815-1830	17	0	0	0	1	0	0	**18**	**235**
1830-1845	10	0	0	0	0	0	0	**10**	**231**
1845-1900	7	2	0	0	0	0	0	**9**	**192**
Hourly Total	**68**	**4**	**0**	**0**	**1**	**0**	**0**	**73**	**949**
Total	1167	113	12	0	31	4	1	**1328**	**12619**

Severnside
Transportation Data Collection

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 2

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	67	14	1	4	0	1	1	**88**	**88**
0715-0730	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	84	12	1	3	0	0	0	**100**	**101**
0730-0745	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	114	17	3	4	2	1	1	**142**	**143**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	133	16	3	2	1	1	0	**156**	**156**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**398**	**59**	**8**	**13**	**3**	**3**	**2**	**486**	**488**
0800-0815	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	169	14	5	1	2	0	0	**191**	**192**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	163	13	1	0	0	0	0	**177**	**177**
0830-0845	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	146	9	4	3	10	0	1	**173**	**176**
0845-0900	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	162	9	4	1	2	0	0	**178**	**179**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**640**	**45**	**14**	**5**	**14**	**0**	**1**	**719**	**724**
0900-0915	0	0	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**3**	155	20	0	1	1	1	0	**178**	**181**
0915-0930	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	120	11	2	3	1	0	0	**137**	**139**
0930-0945	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	91	13	3	2	1	1	0	**111**	**112**
0945-1000	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	70	14	3	2	0	0	0	**89**	**90**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**7**	**436**	**58**	**8**	**8**	**3**	**2**	**0**	**515**	**522**
1000-1015	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	90	7	4	3	0	0	1	**105**	**105**
1015-1030	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	77	8	2	1	1	0	0	**89**	**89**
1030-1045	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	96	12	1	2	0	0	0	**111**	**111**
1045-1100	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	82	11	2	2	0	0	0	**97**	**97**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**345**	**38**	**9**	**8**	**1**	**0**	**1**	**402**	**402**
1100-1115	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	76	15	4	0	0	1	0	**96**	**96**
1115-1130	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	77	10	3	3	1	0	0	**94**	**96**
1130-1145	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	96	16	3	1	0	0	0	**116**	**117**
1145-1200	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	90	9	4	0	0	0	0	**103**	**105**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**339**	**50**	**14**	**4**	**1**	**1**	**0**	**409**	**414**
1200-1215	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	82	11	4	1	0	0	0	**98**	**98**
1215-1230	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	92	20	2	0	0	0	0	**114**	**114**
1230-1245	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	93	14	1	0	0	0	0	**108**	**108**
1245-1300	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	61	12	4	2	0	1	0	**80**	**80**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**328**	**57**	**11**	**3**	**0**	**1**	**0**	**400**	**400**
1300-1315	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	91	10	1	2	0	1	0	**105**	**105**
1315-1330	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	85	16	1	2	1	1	1	**107**	**110**
1330-1345	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	71	11	1	1	0	0	0	**84**	**84**
1345-1400	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	92	5	1	1	0	0	0	**99**	**99**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**339**	**42**	**4**	**6**	**1**	**2**	**1**	**395**	**398**
1400-1415	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	87	10	2	2	0	0	0	**101**	**102**
1415-1430	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	78	10	3	0	0	0	0	**91**	**93**
1430-1445	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	97	9	2	0	0	0	0	**108**	**108**
1445-1500	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	94	11	1	0	1	0	0	**107**	**107**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**356**	**40**	**8**	**2**	**1**	**0**	**0**	**407**	**410**
1500-1515	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	115	12	1	0	4	1	0	**133**	**135**
1515-1530	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	124	13	1	2	0	0	0	**140**	**142**
1530-1545	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	161	16	2	2	0	1	0	**182**	**185**
1545-1600	0	0	0	0	0	0	0	**0**	3	0	0	0	1	0	0	**4**	100	25	1	0	4	1	0	**131**	**135**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**0**	**0**	**11**	**500**	**66**	**5**	**4**	**8**	**3**	**0**	**586**	**597**
1600-1615	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	106	8	1	0	2	0	0	**117**	**118**
1615-1630	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	92	15	1	0	2	0	0	**110**	**111**
1630-1645	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	104	15	2	0	1	1	1	**124**	**125**
1645-1700	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	128	6	0	0	1	0	0	**135**	**137**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**430**	**44**	**4**	**0**	**6**	**1**	**1**	**486**	**491**
1700-1715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	92	11	0	0	0	0	0	**103**	**103**
1715-1730	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	115	5	0	0	0	0	0	**120**	**121**
1730-1745	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	85	7	0	0	0	0	0	**92**	**95**
1745-1800	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	99	6	0	0	0	0	0	**105**	**107**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**391**	**29**	**0**	**0**	**0**	**0**	**0**	**420**	**426**
1800-1815	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	77	8	0	0	0	0	0	**85**	**86**
1815-1830	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	87	3	0	0	0	0	0	**90**	**92**
1830-1845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	97	5	0	0	0	0	0	**102**	**102**
1845-1900	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	81	5	0	0	0	0	0	**86**	**87**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**342**	**21**	**0**	**0**	**0**	**0**	**0**	**363**	**367**
Total	0	0	0	0	0	0	0	**0**	41	8	1	0	1	0	0	**51**	4844	549	85	53	38	13	6	**5588**	**5639**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0730-0745	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0745-0800	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
0800-0815	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0830-0845	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**5**
0845-0900	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0930-0945	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0945-1000	1	0	0	0	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**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1000-1015	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1015-1030	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1030-1045	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
1045-1100	1	0	0	0	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**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**
1100-1115	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1115-1130	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1130-1145	1	0	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1145-1200	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**4**	**4**
Hourly Total	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**8**
1200-1215	2	0	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
1215-1230	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
1230-1245	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1245-1300	0	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	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
1300-1315	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345-1400	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1400-1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415-1430	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	3
1430-1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
1445-1500	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3
Hourly Total	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	7
1500-1515	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1515-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530-1545	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1545-1600	0	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	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5
1600-1615	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630-1645	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1645-1700	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730-1745	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
1745-1800	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
1800-1815	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1815-1830	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1830-1845	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1845-1900	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
Total	40	5	2	0	0	0	0	47	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17	64

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	27	5	1	2	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
0715-0730	42	10	2	1	3	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
0730-0745	70	12	1	0	4	0	0	87	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	88
0745-0800	99	19	3	1	4	0	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
Hourly Total	238	46	7	4	11	0	0	306	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	307
0800-0815	110	7	1	0	1	0	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
0815-0830	150	21	2	1	5	1	0	180	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	181
0830-0845	99	9	3	2	3	1	0	117	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	118
0845-0900	89	11	1	3	2	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
Hourly Total	448	48	7	6	11	2	0	522	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	524
0900-0915	101	13	2	1	2	0	0	119	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	120
0915-0930	87	11	1	3	1	1	1	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
0930-0945	66	11	2	2	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
0945-1000	56	13	2	0	0	1	0	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
Hourly Total	310	48	7	6	3	2	1	377	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	378
1000-1015	68	11	6	1	0	0	0	86	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	87
1015-1030	74	20	4	4	0	1	0	103	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	104
1030-1045	88	12	4	1	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105
1045-1100	95	10	5	0	1	1	1	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
Hourly Total	325	53	19	6	1	2	1	407	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	409
1100-1115	80	11	2	2	0	0	0	95	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	96
1115-1130	88	18	3	2	1	1	0	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
1130-1145	104	5	3	0	1	0	0	113	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	114
1145-1200	92	12	4	2	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
Hourly Total	364	46	12	6	2	1	0	431	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	433
1200-1215	88	19	3	0	0	1	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111
1215-1230	106	11	4	0	1	0	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122
1230-1245	91	12	3	2	0	0	0	108	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	109
1245-1300	107	22	2	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131
Hourly Total	392	64	12	2	1	1	0	472	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	473
1300-1315	99	14	7	2	0	0	0	122	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	123
1315-1330	112	14	0	2	0	1	0	129	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	130
1330-1345	102	13	2	1	0	0	0	118	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	119
1345-1400	90	15	2	1	1	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109
Hourly Total	403	56	11	6	1	1	0	478	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	481
1400-1415	91	10	1	0	1	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
1415-1430	113	8	2	0	2	0	0	125	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	126
1430-1445	117	14	3	2	3	0	0	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
1445-1500	152	16	5	4	3	1	0	181	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	184
Hourly Total	473	48	11	6	9	1	0	548	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	552
1500-1515	161	10	3	1	1	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
1515-1530	135	20	2	2	2	0	0	161	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	163
1530-1545	143	16	0	0	1	0	0	160	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	163
1545-1600	115	16	1	0	1	0	0	133	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	134
Hourly Total	554	62	6	3	5	0	0	630	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	636
1600-1615	123	12	1	1	0	0	0	137	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	141
1615-1630	143	19	0	0	2	0	0	164	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	168
1630-1645	164	16	1	0	1	1	0	183	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	184
1645-1700	131	18	0	0	1	1	0	151	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	152
Hourly Total	561	65	2	1	4	2	0	635	7	2	0	0	0	0	0	9	1	0	0	0	0	0	0	1	645
1700-1715	171	14	0	0	0	0	0	185	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	187
1715-1730	159	21	0	0	1	0	0	181	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	185
1730-1745	150	17	1	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
1745-1800	131	10	0	1	0	0	0	142	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	143
Hourly Total	611	62	1	1	1	0	0	676	4	3	0	0	0	0	0	7	0	0	0	0	0	0	0	0	683
1800-1815	159	16	0	0	0	0	0	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
1815-1830	123	10	0	0	0	0	0	133	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	135
1830-1845	109	7	1	0	0	0	0	117	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	118
1845-1900	93	7	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Hourly Total	484	40	1	0	0	0	0	525	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	528
Total	5163	638	96	47	49	12	2	6007	31	8	0	0	1	0	0	40	2	0	0	0	0	0	0	2	6049

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	67	14	1	4	0	1	1	**88**	0	0	0	0	0	0	0	**0**	27	5	1	2	0	0	0	**35**	**123**
0715-0730	85	12	1	3	0	0	0	**101**	0	0	0	0	0	0	0	**0**	42	10	2	1	3	0	0	**58**	**159**
0730-0745	114	17	4	4	2	1	1	**143**	1	1	0	0	0	0	0	**2**	70	12	1	0	5	0	0	**88**	**233**
0745-0800	133	16	3	2	1	1	0	**156**	1	0	0	0	0	0	0	**1**	99	19	3	1	4	0	0	**126**	**283**
Hourly Total	**399**	**59**	**9**	**13**	**3**	**3**	**2**	**488**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**238**	**46**	**7**	**4**	**12**	**0**	**0**	**307**	**798**
0800-0815	170	14	5	1	2	0	0	**192**	1	0	0	0	0	0	0	**1**	110	7	1	0	1	0	0	**119**	**312**
0815-0830	163	13	1	0	0	0	0	**177**	0	0	0	0	0	0	0	**0**	150	22	2	1	5	1	0	**181**	**358**
0830-0845	149	9	4	3	10	0	1	**176**	4	1	0	0	0	0	0	**5**	100	9	3	2	3	1	0	**118**	**299**
0845-0900	163	9	4	1	2	0	0	**179**	1	0	0	0	0	0	0	**1**	89	11	1	3	2	0	0	**106**	**286**
Hourly Total	**645**	**45**	**14**	**5**	**14**	**0**	**1**	**724**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**449**	**49**	**7**	**6**	**11**	**2**	**0**	**524**	**1255**
0900-0915	156	22	0	1	1	1	0	**181**	0	0	0	0	0	0	0	**0**	102	13	2	1	2	0	0	**120**	**301**
0915-0930	121	12	2	3	1	0	0	**139**	0	0	0	0	0	0	0	**0**	87	11	1	3	1	1	1	**105**	**244**
0930-0945	92	13	3	2	1	1	0	**112**	0	0	0	0	0	0	0	**0**	66	11	2	2	0	0	0	**81**	**193**
0945-1000	70	15	3	2	0	0	0	**90**	1	0	0	0	0	0	0	**1**	56	13	2	0	0	1	0	**72**	**163**
Hourly Total	**439**	**62**	**8**	**8**	**3**	**2**	**0**	**522**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**311**	**48**	**7**	**6**	**3**	**2**	**1**	**378**	**901**
1000-1015	90	7	4	3	0	0	1	**105**	0	0	0	0	0	0	0	**0**	68	12	6	1	0	0	0	**87**	**192**
1015-1030	77	8	2	1	1	0	0	**89**	0	0	0	0	0	0	0	**0**	75	20	4	4	0	1	0	**104**	**193**
1030-1045	96	12	1	2	0	0	0	**111**	1	0	0	0	0	0	0	**1**	88	12	4	1	0	0	0	**105**	**217**
1045-1100	82	11	2	2	0	0	0	**97**	1	0	0	0	0	0	0	**1**	95	10	5	0	1	1	1	**113**	**211**
Hourly Total	**345**	**38**	**9**	**8**	**1**	**0**	**1**	**402**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**326**	**54**	**19**	**6**	**1**	**2**	**1**	**409**	**813**
1100-1115	76	15	4	0	0	1	0	**96**	0	0	0	0	0	0	0	**0**	81	11	2	2	0	0	0	**96**	**192**
1115-1130	79	10	3	3	1	0	0	**96**	2	0	0	0	0	0	0	**2**	88	18	3	2	1	1	0	**113**	**211**
1130-1145	96	17	3	1	0	0	0	**117**	1	0	1	0	0	0	0	**2**	105	5	3	0	1	0	0	**114**	**233**
1145-1200	92	9	4	0	0	0	0	**105**	2	2	0	0	0	0	0	**4**	92	12	4	2	0	0	0	**110**	**219**
Hourly Total	**343**	**51**	**14**	**4**	**1**	**1**	**0**	**414**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**366**	**46**	**12**	**6**	**2**	**1**	**0**	**433**	**855**
1200-1215	82	11	4	1	0	0	0	**98**	2	0	1	0	0	0	0	**3**	88	19	3	0	0	1	0	**111**	**212**
1215-1230	92	20	2	0	0	0	0	**114**	1	1	0	0	0	0	0	**2**	106	11	4	0	1	0	0	**122**	**238**
1230-1245	93	14	1	0	0	0	0	**108**	1	0	0	0	0	0	0	**1**	92	12	3	2	0	0	0	**109**	**218**
1245-1300	61	12	4	2	0	1	0	**80**	0	0	0	0	0	0	0	**0**	107	22	2	0	0	0	0	**131**	**211**
Hourly Total	**328**	**57**	**11**	**3**	**0**	**1**	**0**	**400**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**393**	**64**	**12**	**2**	**1**	**1**	**0**	**473**	**879**
1300-1315	91	10	1	2	0	1	0	**105**	1	0	0	0	0	0	0	**1**	100	14	7	2	0	0	0	**123**	**229**
1315-1330	88	16	1	2	1	1	1	**110**	0	0	0	0	0	0	0	**0**	113	14	0	2	0	1	0	**130**	**240**
1330-1345	71	11	1	1	0	0	0	**84**	0	0	0	0	0	0	0	**0**	103	13	2	1	0	0	0	**119**	**203**
1345-1400	92	5	1	1	0	0	0	**99**	4	0	0	0	0	0	0	**4**	90	15	2	1	1	0	0	**109**	**212**
Hourly Total	**342**	**42**	**4**	**6**	**1**	**2**	**1**	**398**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**406**	**56**	**11**	**6**	**1**	**1**	**0**	**481**	**884**
1400-1415	88	10	2	2	0	0	0	**102**	0	0	0	0	0	0	0	**0**	91	10	1	0	1	0	0	**103**	**205**
1415-1430	80	10	3	0	0	0	0	**93**	1	2	0	0	0	0	0	**3**	114	8	2	0	2	0	0	**126**	**222**
1430-1445	97	9	2	0	0	0	0	**108**	1	0	0	0	0	0	0	**1**	117	14	3	2	3	0	0	**139**	**248**
1445-1500	94	11	1	0	1	0	0	**107**	2	1	0	0	0	0	0	**3**	154	17	5	4	3	1	0	**184**	**294**
Hourly Total	**359**	**40**	**8**	**2**	**1**	**0**	**0**	**410**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**476**	**49**	**11**	**6**	**9**	**1**	**0**	**552**	**969**
1500-1515	117	12	1	0	4	1	0	**135**	2	0	0	0	0	0	0	**2**	161	10	3	1	1	0	0	**176**	**313**
1515-1530	125	14	1	2	0	0	0	**142**	0	0	0	0	0	0	0	**0**	137	20	2	2	2	0	0	**163**	**305**
1530-1545	164	16	2	2	0	1	0	**185**	3	0	0	0	0	0	0	**3**	146	16	0	0	1	0	0	**163**	**351**
1545-1600	103	25	1	0	5	1	0	**135**	0	0	0	0	0	0	0	**0**	116	16	1	0	1	0	0	**134**	**269**
Hourly Total	**509**	**67**	**5**	**4**	**9**	**3**	**0**	**597**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**560**	**62**	**6**	**3**	**5**	**0**	**0**	**636**	**1238**
1600-1615	107	8	1	0	2	0	0	**118**	1	0	0	0	0	0	0	**1**	126	13	1	1	0	0	0	**141**	**260**
1615-1630	93	15	1	0	2	0	0	**111**	0	0	0	0	0	0	0	**0**	146	20	0	0	2	0	0	**168**	**279**
1630-1645	104	16	2	0	1	1	1	**125**	4	1	0	0	0	0	0	**5**	165	16	1	0	1	1	0	**184**	**314**
1645-1700	130	6	0	0	1	0	0	**137**	2	0	0	0	0	0	0	**2**	132	18	0	0	1	1	0	**152**	**291**
Hourly Total	**434**	**45**	**4**	**0**	**6**	**1**	**1**	**491**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**569**	**67**	**2**	**1**	**4**	**2**	**0**	**645**	**1144**
1700-1715	92	11	0	0	0	0	0	**103**	0	0	0	0	0	0	0	**0**	172	15	0	0	0	0	0	**187**	**290**
1715-1730	116	5	0	0	0	0	0	**121**	1	0	0	0	0	0	0	**1**	161	23	0	0	1	0	0	**185**	**307**
1730-1745	88	7	0	0	0	0	0	**95**	2	0	0	0	0	0	0	**2**	150	17	1	0	0	0	0	**168**	**265**
1745-1800	101	6	0	0	0	0	0	**107**	3	0	0	0	0	0	0	**3**	132	10	0	1	0	0	0	**143**	**253**
Hourly Total	**397**	**29**	**0**	**0**	**0**	**0**	**0**	**426**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**615**	**65**	**1**	**1**	**1**	**0**	**0**	**683**	**1115**
1800-1815	78	8	0	0	0	0	0	**86**	1	0	0	0	0	0	0	**1**	159	16	0	0	0	0	0	**175**	**262**
1815-1830	89	3	0	0	0	0	0	**92**	1	0	0	0	0	0	0	**1**	125	10	0	0	0	0	0	**135**	**228**
1830-1845	97	5	0	0	0	0	0	**102**	3	0	0	0	0	0	0	**3**	110	7	1	0	0	0	0	**118**	**223**
1845-1900	81	6	0	0	0	0	0	**87**	1	0	0	0	0	0	0	**1**	93	7	0	0	0	0	0	**100**	**188**
Hourly Total	**345**	**22**	**0**	**0**	**0**	**0**	**0**	**367**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**487**	**40**	**1**	**0**	**0**	**0**	**0**	**528**	**901**
Total	4885	557	86	53	39	13	6	**5639**	53	9	2	0	0	0	0	**64**	5196	646	96	47	50	12	2	**6049**	**11752**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	27	5	1	2	0	0	0	**35**	0	0	0	0	0	0	0	**0**	67	14	1	4	0	1	1	**88**	**123**
0715-0730	42	10	2	1	3	0	0	**58**	1	0	0	0	0	0	0	**1**	84	12	1	3	0	0	0	**100**	**159**
0730-0745	71	13	1	0	4	0	0	**89**	0	0	1	0	1	0	0	**2**	114	17	3	4	2	1	1	**142**	**233**
0745-0800	100	19	3	1	4	0	0	**127**	0	0	0	0	0	0	0	**0**	133	16	3	2	1	1	0	**156**	**283**
Hourly Total	**240**	**47**	**7**	**4**	**11**	**0**	**0**	**309**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**398**	**59**	**8**	**13**	**3**	**3**	**2**	**486**	**798**
0800-0815	111	7	1	0	1	0	0	**120**	1	0	0	0	0	0	0	**1**	169	14	5	1	2	0	0	**191**	**312**
0815-0830	150	21	2	1	5	1	0	**180**	0	1	0	0	0	0	0	**1**	163	13	1	0	0	0	0	**177**	**358**
0830-0845	101	9	3	2	3	1	0	**119**	4	0	0	0	0	0	0	**4**	148	10	4	3	10	0	1	**176**	**299**
0845-0900	90	11	1	3	2	0	0	**107**	1	0	0	0	0	0	0	**1**	162	9	4	1	2	0	0	**178**	**286**
Hourly Total	**452**	**48**	**7**	**6**	**11**	**2**	**0**	**526**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**642**	**46**	**14**	**5**	**14**	**0**	**1**	**722**	**1255**
0900-0915	101	13	2	1	2	0	0	**119**	2	2	0	0	0	0	0	**4**	155	20	0	1	1	1	0	**178**	**301**
0915-0930	87	11	1	3	1	1	1	**105**	1	1	0	0	0	0	0	**2**	120	11	2	3	1	0	0	**137**	**244**
0930-0945	66	11	2	2	0	0	0	**81**	1	0	0	0	0	0	0	**1**	91	13	3	2	1	1	0	**111**	**193**
0945-1000	57	13	2	0	0	1	0	**73**	0	1	0	0	0	0	0	**1**	70	14	3	2	0	0	0	**89**	**163**
Hourly Total	**311**	**48**	**7**	**6**	**3**	**2**	**1**	**378**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**8**	**436**	**58**	**8**	**8**	**3**	**2**	**0**	**515**	**901**
1000-1015	68	11	6	1	0	0	0	**86**	0	1	0	0	0	0	0	**1**	90	7	4	3	0	0	1	**105**	**192**
1015-1030	74	20	4	4	0	1	0	**103**	1	0	0	0	0	0	0	**1**	77	8	2	1	1	0	0	**89**	**193**
1030-1045	88	12	4	1	0	0	0	**105**	0	0	0	0	0	0	0	**0**	97	12	1	2	0	0	0	**112**	**217**
1045-1100	96	10	5	0	1	1	1	**114**	0	0	0	0	0	0	0	**0**	82	11	2	2	0	0	0	**97**	**211**
Hourly Total	**326**	**53**	**19**	**6**	**1**	**2**	**1**	**408**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**346**	**38**	**9**	**8**	**1**	**0**	**1**	**403**	**813**
1100-1115	80	11	2	2	0	0	0	**95**	1	0	0	0	0	0	0	**1**	76	15	4	0	0	1	0	**96**	**192**
1115-1130	90	18	3	2	1	1	0	**115**	2	0	0	0	0	0	0	**2**	77	10	3	3	1	0	0	**94**	**211**
1130-1145	105	5	4	0	1	0	0	**115**	1	1	0	0	0	0	0	**2**	96	16	3	1	0	0	0	**116**	**233**
1145-1200	92	12	4	2	0	0	0	**110**	2	0	0	0	0	0	0	**2**	92	11	4	0	0	0	0	**107**	**219**
Hourly Total	**367**	**46**	**13**	**6**	**2**	**1**	**0**	**435**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**341**	**52**	**14**	**4**	**1**	**1**	**0**	**413**	**855**
1200-1215	90	19	4	0	0	1	0	**114**	0	0	0	0	0	0	0	**0**	82	11	4	1	0	0	0	**98**	**212**
1215-1230	106	12	4	0	1	0	0	**123**	0	0	0	0	0	0	0	**0**	93	20	2	0	0	0	0	**115**	**238**
1230-1245	92	12	3	2	0	0	0	**109**	1	0	0	0	0	0	0	**1**	93	14	1	0	0	0	0	**108**	**218**
1245-1300	107	22	2	0	0	0	0	**131**	0	0	0	0	0	0	0	**0**	61	12	4	2	0	1	0	**80**	**211**
Hourly Total	**395**	**65**	**13**	**2**	**1**	**1**	**0**	**477**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**329**	**57**	**11**	**3**	**0**	**1**	**0**	**401**	**879**
1300-1315	100	14	7	2	0	0	0	**123**	1	0	0	0	0	0	0	**1**	91	10	1	2	0	1	0	**105**	**229**
1315-1330	112	14	0	2	0	1	0	**129**	4	0	0	0	0	0	0	**4**	85	16	1	2	1	1	1	**107**	**240**
1330-1345	102	13	2	1	0	0	0	**118**	1	0	0	0	0	0	0	**1**	71	11	1	1	0	0	0	**84**	**203**
1345-1400	94	15	2	1	1	0	0	**113**	0	0	0	0	0	0	0	**0**	92	5	1	1	0	0	0	**99**	**212**

Hourly Total	**408**	**56**	**11**	**6**	**1**	**1**	**0**	**483**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**339**	**42**	**4**	**6**	**1**	**2**	**1**	**395**	**884**
1400-1415	91	10	1	0	1	0	0	**103**	1	0	0	0	0	0	0	**1**	87	10	2	2	0	0	0	**101**	**205**
1415-1430	113	9	2	0	2	0	0	**126**	2	0	0	0	0	0	0	**2**	80	11	3	0	0	0	0	**94**	**222**
1430-1445	117	14	3	2	3	0	0	**139**	0	0	0	0	0	0	0	**0**	98	9	2	0	0	0	0	**109**	**248**
1445-1500	152	17	5	4	3	1	0	**182**	2	1	0	0	0	0	0	**3**	96	11	1	0	1	0	0	**109**	**294**
Hourly Total	**473**	**50**	**11**	**6**	**9**	**1**	**0**	**550**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**361**	**41**	**8**	**2**	**1**	**0**	**0**	**413**	**969**
1500-1515	163	10	3	1	1	0	0	**178**	2	0	0	0	0	0	0	**2**	115	12	1	0	4	1	0	**133**	**313**
1515-1530	135	20	2	2	2	0	0	**161**	3	1	0	0	0	0	0	**4**	124	13	1	2	0	0	0	**140**	**305**
1530-1545	145	16	0	0	1	0	0	**162**	6	0	0	0	0	0	0	**6**	162	16	2	2	0	1	0	**183**	**351**
1545-1600	115	16	1	0	1	0	0	**133**	4	0	0	0	1	0	0	**5**	100	25	1	0	4	1	0	**131**	**269**
Hourly Total	**558**	**62**	**6**	**3**	**5**	**0**	**0**	**634**	**15**	**1**	**0**	**0**	**1**	**0**	**0**	**17**	**501**	**66**	**5**	**4**	**8**	**3**	**0**	**587**	**1238**
1600-1615	124	12	1	1	0	0	0	**138**	3	1	0	0	0	0	0	**4**	107	8	1	0	2	0	0	**118**	**260**
1615-1630	143	19	0	0	2	0	0	**164**	4	1	0	0	0	0	0	**5**	92	15	1	0	2	0	0	**110**	**279**
1630-1645	168	17	1	0	1	1	0	**188**	1	1	0	0	0	0	0	**2**	104	15	2	0	1	1	1	**124**	**314**
1645-1700	133	18	0	0	1	1	0	**153**	3	0	0	0	0	0	0	**3**	128	6	0	0	1	0	0	**135**	**291**
Hourly Total	**568**	**66**	**2**	**1**	**4**	**2**	**0**	**643**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**431**	**44**	**4**	**0**	**6**	**1**	**1**	**487**	**1144**
1700-1715	171	14	0	0	0	0	0	**185**	1	1	0	0	0	0	0	**2**	92	11	0	0	0	0	0	**103**	**290**
1715-1730	160	21	0	0	1	0	0	**182**	3	2	0	0	0	0	0	**5**	115	5	0	0	0	0	0	**120**	**307**
1730-1745	151	17	1	0	0	0	0	**169**	3	0	0	0	0	0	0	**3**	86	7	0	0	0	0	0	**93**	**265**
1745-1800	134	10	0	1	0	0	0	**145**	3	0	0	0	0	0	0	**3**	99	6	0	0	0	0	0	**105**	**253**
Hourly Total	**616**	**62**	**1**	**1**	**1**	**0**	**0**	**681**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**13**	**392**	**29**	**0**	**0**	**0**	**0**	**0**	**421**	**1115**
1800-1815	160	16	0	0	0	0	0	**176**	1	0	0	0	0	0	0	**1**	77	8	0	0	0	0	0	**85**	**262**
1815-1830	124	10	0	0	0	0	0	**134**	4	0	0	0	0	0	0	**4**	87	3	0	0	0	0	0	**90**	**228**
1830-1845	111	7	1	0	0	0	0	**119**	1	0	0	0	0	0	0	**1**	98	5	0	0	0	0	0	**103**	**223**
1845-1900	94	7	0	0	0	0	0	**101**	0	1	0	0	0	0	0	**1**	81	5	0	0	0	0	0	**86**	**188**
Hourly Total	**489**	**40**	**1**	**0**	**0**	**0**	**0**	**530**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**343**	**21**	**0**	**0**	**0**	**0**	**0**	**364**	**901**
Total	5203	643	98	47	49	12	2	**6054**	72	16	1	0	2	0	0	**91**	4859	553	85	53	38	13	6	**5607**	**11752**

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 3

Severnside Transportation Data Collection

Arm A - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	1
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1

Arm A - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
0830-0845	0	0	0	1	0	0	0	1
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	2
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	1	0	0	0	1
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	1	0	0	0	0	0	0	1
1230-1245	1	0	0	0	0	0	0	1
1245-1300	0	1	0	0	0	0	0	1
Hourly Total	2	1	0	0	0	0	0	3
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	1	0	0	0	0	0	1
1330-1345	0	1	0	0	0	0	0	1
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	2
1400-1415	0	0	0	1	0	0	0	1
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	1
1500-1515	1	0	0	0	0	0	0	1
1515-1530	1	0	0	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2
1600-1615	0	0	0	0	0	0	0	0
1615-1630	1	0	0	0	0	0	0	1
1630-1645	1	0	0	0	0	0	0	1
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	9	3	0	3	0	0	0	15

Arm A - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	70	11	1	4	0	2	0	88
0715-0730	79	11	1	4	0	0	0	95
0730-0745	110	17	3	3	2	1	1	137
0745-0800	134	16	3	2	1	1	0	157
Hourly Total	393	55	8	13	3	4	1	477
0800-0815	166	14	5	1	2	0	0	188
0815-0830	152	12	1	0	0	0	0	165
0830-0845	144	11	4	2	10	0	1	172
0845-0900	160	10	4	1	2	0	0	177
Hourly Total	622	47	14	4	14	0	1	702
0900-0915	154	18	0	1	1	1	0	175
0915-0930	113	12	2	3	1	0	0	131
0930-0945	91	15	3	2	1	1	0	113
0945-1000	70	15	2	4	0	0	0	91
Hourly Total	428	60	7	10	3	2	0	510
1000-1015	85	7	4	1	0	0	1	98
1015-1030	78	7	2	1	1	0	0	89
1030-1045	94	16	1	2	0	0	0	113
1045-1100	83	10	2	1	0	0	0	96
Hourly Total	340	40	9	5	1	0	1	396
1100-1115	75	14	4	0	0	1	0	94
1115-1130	73	13	3	3	1	0	0	93
1130-1145	91	16	3	1	0	0	0	111
1145-1200	92	12	3	0	0	0	0	107
Hourly Total	331	55	13	4	1	1	0	405
1200-1215	82	8	4	1	0	0	0	95
1215-1230	87	18	2	0	0	0	0	107
1230-1245	91	14	1	0	0	0	0	106
1245-1300	62	9	4	2	0	2	0	79
Hourly Total	322	49	11	3	0	2	0	387
1300-1315	85	10	1	2	0	0	0	98
1315-1330	87	13	1	2	1	1	1	106
1330-1345	70	12	2	1	0	0	0	85
1345-1400	90	5	0	1	0	0	0	96
Hourly Total	332	40	4	6	1	1	1	385
1400-1415	89	12	2	1	0	0	0	104
1415-1430	75	10	3	0	0	0	0	88
1430-1445	100	9	2	0	0	0	0	111
1445-1500	99	9	1	0	1	0	0	110
Hourly Total	363	40	8	1	1	0	0	413
1500-1515	108	14	1	0	4	1	0	128
1515-1530	126	12	1	2	0	0	0	141
1530-1545	154	16	2	2	0	1	0	175
1545-1600	98	24	1	0	5	1	0	129
Hourly Total	486	66	5	4	9	3	0	573
1600-1615	102	9	1	0	1	0	0	113
1615-1630	90	17	1	0	2	0	0	110
1630-1645	104	11	2	0	1	0	2	120
1645-1700	127	5	0	0	1	0	0	133
Hourly Total	423	42	4	0	5	0	2	476
1700-1715	90	11	0	0	0	0	0	101
1715-1730	111	5	0	0	0	0	0	116
1730-1745	85	8	0	0	0	0	0	93
1745-1800	96	4	0	0	0	0	0	100
Hourly Total	382	28	0	0	0	0	0	410
1800-1815	80	9	0	0	0	0	0	89
1815-1830	82	3	0	0	0	0	0	85
1830-1845	98	5	0	0	0	0	0	103
1845-1900	73	4	0	0	0	0	0	77
Hourly Total	333	21	0	0	0	0	0	354
Total	4755	543	83	50	38	13	6	5488

Arm A - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	1	0	0	0	0	0	1	89
0715-0730	0	0	0	0	0	0	0	0	96
0730-0745	1	0	0	0	0	0	0	1	138
0745-0800	1	0	0	0	0	0	0	1	158
Hourly Total	2	1	0	0	0	0	0	3	481
0800-0815	3	0	0	0	0	0	0	3	191
0815-0830	7	0	0	0	0	0	0	7	173
0830-0845	1	0	0	0	0	0	0	1	174
0845-0900	2	0	0	0	0	0	0	2	179
Hourly Total	13	0	0	0	0	0	0	13	717
0900-0915	1	1	0	0	0	0	0	2	177
0915-0930	0	0	0	0	0	0	0	0	132
0930-0945	0	0	0	0	0	0	0	0	113
0945-1000	0	0	1	0	0	0	0	1	92
Hourly Total	1	1	1	0	0	0	0	3	514
1000-1015	1	0	0	0	0	0	0	1	99
1015-1030	0	0	0	0	0	0	0	0	89
1030-1045	0	0	0	0	0	0	0	0	113
1045-1100	0	0	0	0	0	0	0	0	97
Hourly Total	1	0	0	0	0	0	0	1	398
1100-1115	1	0	0	0	0	0	0	1	95
1115-1130	1	0	0	0	0	0	0	1	94
1130-1145	1	0	0	0	0	0	0	1	112
1145-1200	2	0	1	0	0	0	0	3	110
Hourly Total	5	0	1	0	0	0	0	6	411
1200-1215	0	0	0	0	0	0	0	0	95
1215-1230	2	1	0	0	0	0	0	3	111
1230-1245	1	1	0	0	0	0	0	2	109
1245-1300	1	1	0	0	0	0	0	2	82
Hourly Total	4	3	0	0	0	0	0	7	397
1300-1315	3	0	0	0	0	0	0	3	101
1315-1330	1	0	0	0	0	0	0	1	108
1330-1345	2	0	0	0	0	0	0	2	88
1345-1400	2	0	0	0	0	0	0	2	98
Hourly Total	8	0	0	0	0	0	0	8	395
1400-1415	0	0	0	0	0	0	0	0	105
1415-1430	0	0	0	0	0	0	0	0	88
1430-1445	1	0	0	0	0	0	0	1	112
1445-1500	1	0	0	0	0	0	0	1	111
Hourly Total	2	0	0	0	0	0	0	2	416
1500-1515	1	0	0	0	0	0	0	1	130
1515-1530	1	0	0	0	0	0	0	1	143
1530-1545	4	0	0	0	0	0	0	4	179
1545-1600	0	0	0	0	0	0	0	0	129
Hourly Total	6	0	0	0	0	0	0	6	581
1600-1615	2	0	0	0	0	0	0	2	115
1615-1630	3	0	0	0	0	0	0	3	114
1630-1645	2	1	0	0	0	0	0	3	124
1645-1700	0	1	0	0	0	0	0	1	134
Hourly Total	7	2	0	0	0	0	0	9	487
1700-1715	1	0	0	0	0	0	0	1	102
1715-1730	1	0	0	0	0	0	0	1	117
1730-1745	1	0	0	0	0	0	0	1	94
1745-1800	1	0	0	0	0	0	0	1	102
Hourly Total	4	0	0	0	0	0	0	4	415
1800-1815	2	0	0	0	0	0	0	2	91
1815-1830	1	0	0	0	0	0	0	1	86
1830-1845	0	0	0	0	0	0	0	0	103
1845-1900	1	0	0	0	0	0	0	1	78
Hourly Total	4	0	0	0	0	0	0	4	358
Total	57	7	2	0	0	0	0	66	5570

Arm B - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	1	0	0	1
0730-0745	0	0	0	0	1	0	0	1
0745-0800	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	2	0	0	3
0800-0815	2	0	0	0	0	0	0	2
0815-0830	1	0	0	0	0	0	0	1
0830-0845	2	0	0	0	0	0	0	2
0845-0900	1	1	0	0	0	0	0	2
Hourly Total	6	1	0	0	0	0	0	7
0900-0915	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	1
0930-0945	1	0	0	0	0	0	0	1
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	1	0	0	0	1
1030-1045	1	0	1	0	0	0	0	2
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	1	0	0	0	3
1100-1115	1	0	0	0	0	0	0	1
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1
1300-1315	0	0	0	0	0	0	0	0
1315-1330	2	0	0	0	0	0	0	2
1330-1345	1	0	0	1	0	0	0	2
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	1	0	0	0	4
1400-1415	0	0	0	0	0	0	0	0
1415-1430	1	0	0	0	0	0	0	1
1430-1445	1	0	0	0	0	0	0	1
1445-1500	1	0	0	0	0	0	0	1
Hourly Total	3	0	0	0	0	0	0	3
1500-1515	3	0	0	0	0	0	0	3
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	1	0	0	0	0	0	1
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	3	1	0	0	0	0	0	4
1600-1615	0	0	0	1	0	0	0	1
1615-1630	1	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	1	0	0	0	0	0	1
Hourly Total	1	1	0	1	0	0	0	3
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	1	0	0	0	0	0	0	1
1745-1800	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	1	0	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1
Total	25	4	1	3	2	0	0	35

Arm B - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Arm B - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	4	1	0	0	0	0	0	5
0715-0730	2	0	0	0	0	0	0	2
0730-0745	5	3	0	0	0	0	0	8
0745-0800	6	0	0	0	0	0	0	6
Hourly Total	17	4	0	0	0	0	0	21
0800-0815	16	0	0	0	0	0	0	16
0815-0830	3	3	0	0	0	0	0	6
0830-0845	4	0	1	0	0	0	0	5
0845-0900	7	0	0	0	0	0	0	7
Hourly Total	30	3	1	0	0	0	0	34
0900-0915	5	2	0	0	0	0	0	7
0915-0930	3	0	0	0	0	0	0	3
0930-0945	8	1	0	0	0	0	0	9
0945-1000	5	2	0	0	0	0	0	7
Hourly Total	21	5	0	0	0	0	0	26
1000-1015	4	1	0	0	0	0	0	5
1015-1030	7	0	0	0	0	0	0	7
1030-1045	5	2	0	0	0	0	0	7
1045-1100	5	1	0	0	0	0	0	6
Hourly Total	21	4	0	0	0	0	0	25
1100-1115	3	0	0	0	0	0	0	3
1115-1130	4	2	0	0	0	0	0	6
1130-1145	3	0	0	0	0	0	0	3
1145-1200	2	0	0	0	0	0	0	2
Hourly Total	12	2	0	0	0	0	0	14
1200-1215	2	0	0	0	0	0	0	2
1215-1230	6	0	0	0	0	0	0	6
1230-1245	2	0	0	0	0	0	0	2
1245-1300	8	2	0	0	0	0	0	10
Hourly Total	18	2	0	0	0	0	0	20
1300-1315	6	0	0	0	0	0	0	6
1315-1330	0	0	0	0	0	0	0	0
1330-1345	4	4	0	0	0	0	0	8
1345-1400	3	0	0	0	0	0	0	3
Hourly Total	13	4	0	0	0	0	0	17
1400-1415	7	1	0	0	0	0	0	8
1415-1430	7	0	0	0	0	0	0	7
1430-1445	4	1	0	0	0	0	0	5
1445-1500	5	1	0	0	0	0	0	6
Hourly Total	23	3	0	0	0	0	0	26
1500-1515	6	1	0	0	0	0	0	7
1515-1530	2	0	0	0	0	0	0	2
1530-1545	4	0	0	0	0	0	0	4
1545-1600	3	1	0	0	1	0	0	5
Hourly Total	15	2	0	0	1	0	0	18
1600-1615	5	1	0	0	0	0	0	6
1615-1630	2	1	0	0	0	0	0	3
1630-1645	4	1	1	0	0	0	0	6
1645-1700	6	0	0	0	0	0	0	6
Hourly Total	17	3	1	0	0	0	0	21
1700-1715	6	1	0	0	0	0	0	7
1715-1730	4	0	0	0	0	0	0	4
1730-1745	3	1	0	0	0	0	0	4
1745-1800	8	0	0	0	0	0	0	8
Hourly Total	21	2	0	0	0	0	0	23
1800-1815	6	0	0	0	0	0	0	6
1815-1830	3	0	0	0	0	0	0	3
1830-1845	3	1	0	0	0	0	0	4
1845-1900	2	0	0	0	0	0	0	2
Hourly Total	14	1	0	0	0	0	0	15
Total	222	35	2	0	1	0	0	260

Arm B - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	5
0715-0730	0	0	0	0	0	0	0	0	3
0730-0745	0	0	0	0	0	0	0	0	9
0745-0800	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	24
0800-0815	1	0	0	0	0	0	0	1	19
0815-0830	1	0	0	0	0	0	0	1	8
0830-0845	0	0	0	0	0	0	0	0	7
0845-0900	0	0	0	0	0	0	0	0	9
Hourly Total	2	0	0	0	0	0	0	2	43
0900-0915	0	0	0	0	0	0	0	0	7
0915-0930	0	0	0	0	0	0	0	0	4
0930-0945	0	0	0	0	0	0	0	0	10
0945-1000	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	28
1000-1015	0	0	0	0	0	0	0	0	5
1015-1030	0	0	0	0	0	0	0	0	8
1030-1045	0	0	0	0	0	0	0	0	9
1045-1100	0	0	0	0	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	0	0	28
1100-1115	0	0	0	0	0	0	0	0	4
1115-1130	0	0	0	0	0	0	0	0	6
1130-1145	1	0	0	0	0	0	0	1	4
1145-1200	0	0	0	0	0	0	0	0	3
Hourly Total	1	0	0	0	0	0	0	1	17
1200-1215	0	0	0	0	0	0	0	0	2
1215-1230	0	0	0	0	0	0	0	0	6
1230-1245	0	0	0	0	0	0	0	0	2
1245-1300	0	0	0	0	0	0	0	0	11
Hourly Total	0	0	0	0	0	0	0	0	21
1300-1315	0	0	0	0	0	0	0	0	6
1315-1330	0	0	0	0	0	0	0	0	2
1330-1345	0	0	0	0	0	0	0	0	10
1345-1400	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	0	0	0	0	0	21
1400-1415	0	0	0	0	0	0	0	0	8
1415-1430	0	0	0	0	0	0	0	0	8
1430-1445	0	1	0	0	0	0	0	1	7
1445-1500	0	0	0	0	0	0	0	0	7
Hourly Total	0	1	0	0	0	0	0	1	30
1500-1515	0	0	0	0	0	0	0	0	10
1515-1530	0	0	0	0	0	0	0	0	2
1530-1545	1	0	0	0	0	0	0	1	6
1545-1600	0	0	0	0	0	0	0	0	5
Hourly Total	1	0	0	0	0	0	0	1	23
1600-1615	0	0	0	0	0	0	0	0	7
1615-1630	0	0	0	0	0	0	0	0	4
1630-1645	0	0	0	0	0	0	0	0	6
1645-1700	0	0	0	0	0	0	0	0	7
Hourly Total	0	0	0	0	0	0	0	0	24
1700-1715	0	0	0	0	0	0	0	0	7
1715-1730	0	0	0	0	0	0	0	0	4
1730-1745	0	0	0	0	0	0	0	0	5
1745-1800	0	0	0	0	0	0	0	0	9
Hourly Total	0	0	0	0	0	0	0	0	25
1800-1815	0	0	0	0	0	0	0	0	6
1815-1830	0	0	0	0	0	0	0	0	3
1830-1845	0	0	0	0	0	0	0	0	5
1845-1900	0	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	16
Total	4	1	0	0	0	0	0	5	300

Arm C - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	28	6	1	2	0	0	0	37
0715-0730	42	10	2	1	2	0	0	57
0730-0745	71	12	1	0	5	0	0	89
0745-0800	94	21	3	1	3	0	0	122
Hourly Total	235	49	7	4	10	0	0	305
0800-0815	108	9	1	0	1	0	0	119
0815-0830	156	18	3	1	5	1	0	184
0830-0845	87	10	2	2	3	1	0	105
0845-0900	86	10	1	3	2	0	0	102
Hourly Total	437	47	7	6	11	2	0	510
0900-0915	104	14	2	1	2	0	0	123
0915-0930	88	8	1	3	1	1	1	103
0930-0945	61	11	2	2	0	0	0	76
0945-1000	54	13	2	0	0	1	0	70
Hourly Total	307	46	7	6	3	2	1	372
1000-1015	70	14	6	1	0	0	0	91
1015-1030	71	16	4	3	0	1	0	95

Arm C - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	1	0	0	0	0	0	2
0730-0745	2	0	0	0	0	0	0	2
0745-0800	1	1	1	0	0	0	0	3
Hourly Total	4	2	1	0	0	0	0	7
0800-0815	2	2	0	0	0	0	0	4
0815-0830	1	0	0	0	0	0	0	1
0830-0845	1	3	0	0	0	0	0	4
0845-0900	3	0	0	0	0	0	0	3
Hourly Total	7	5	0	0	0	0	0	12
0900-0915	4	1	0	0	0	0	0	5
0915-0930	2	1	0	0	0	0	0	3
0930-0945	3	0	0	0	0	0	0	3
0945-1000	2	0	0	0	0	0	0	2
Hourly Total	11	2	0	0	0	0	0	13
1000-1015	1	1	0	0	0	0	0	2
1015-1030	1	0	1	0	0	0	0	2

Arm C - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	1	0	0	0	0	1
Hourly Total	0	0	1	0	0	0	0	1
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0

Arm C - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	1	0	0	0	0	0	0	1	38
0715-0730	3	0	0	0	0	0	0	3	62
0730-0745	0	0	0	0	0	0	0	0	91
0745-0800	1	0	0	0	0	0	0	1	126
Hourly Total	5	0	0	0	0	0	0	5	317
0800-0815	0	1	0	0	0	0	0	1	124
0815-0830	0	1	0	0	0	0	0	1	186
0830-0845	2	2	0	0	0	0	1	5	114
0845-0900	2	1	1	0	0	0	0	4	110
Hourly Total	4	5	1	0	0	0	1	11	534
0900-0915	6	0	0	0	0	0	0	6	134
0915-0930	2	0	0	0	0	0	0	2	108
0930-0945	1	0	0	0	0	0	0	1	80
0945-1000	2	2	0	0	0	0	0	4	76
Hourly Total	11	2	0	0	0	0	0	13	398
1000-1015	4	0	0	0	0	0	0	4	97
1015-1030	2	0	0	0	0	0	0	2	99

1030-1045	88	11	3	1	0	0	0	**103**	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**107**
1045-1100	94	10	5	0	1	1	1	**112**	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	2	1	0	0	0	0	0	**3**	**123**
Hourly Total	**323**	**51**	**18**	**5**	**1**	**2**	**1**	**401**	**11**	**3**	**1**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**426**
1100-1115	79	11	2	3	0	0	0	**95**	5	1	0	0	0	0	0	**6**	0	1	0	0	0	0	0	**1**	1	0	1	0	0	0	0	**2**	**104**
1115-1130	90	17	2	1	1	1	0	**112**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	**119**
1130-1145	100	6	3	0	1	0	0	**110**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**4**	**120**
1145-1200	89	11	4	2	0	0	0	**106**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**120**
Hourly Total	**358**	**45**	**11**	**6**	**2**	**1**	**0**	**423**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**3**	**2**	**0**	**0**	**0**	**0**	**13**	**463**
1200-1215	90	20	3	0	0	1	0	**114**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**122**
1215-1230	103	10	4	1	1	0	0	**119**	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	**125**
1230-1245	101	11	3	1	0	0	0	**116**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	**3**	**123**
1245-1300	99	22	2	0	0	0	0	**123**	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**132**
Hourly Total	**393**	**63**	**12**	**2**	**1**	**1**	**0**	**472**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**502**
1300-1315	99	13	7	3	0	0	0	**122**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**131**
1315-1330	115	12	1	1	0	1	0	**130**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**136**
1330-1345	99	12	1	0	1	0	0	**113**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**118**
1345-1400	91	18	2	1	0	0	0	**112**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**124**
Hourly Total	**404**	**55**	**11**	**5**	**1**	**1**	**0**	**477**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**509**
1400-1415	90	10	1	0	1	0	0	**102**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**108**
1415-1430	108	7	2	0	2	0	0	**119**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**125**
1430-1445	120	14	3	3	4	0	0	**144**	7	2	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	2	1	0	0	0	0	0	**3**	**157**
1445-1500	157	15	5	3	2	1	0	**183**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**188**
Hourly Total	**475**	**46**	**11**	**6**	**9**	**1**	**0**	**548**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**578**
1500-1515	153	12	3	1	2	0	0	**171**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**182**
1515-1530	138	18	2	2	1	0	0	**161**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	**176**
1530-1545	139	15	0	0	1	0	0	**155**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**164**
1545-1600	113	17	1	0	1	0	0	**132**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**141**
Hourly Total	**543**	**62**	**6**	**3**	**5**	**0**	**0**	**619**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**663**
1600-1615	130	11	1	0	0	0	0	**142**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**150**
1615-1630	140	17	0	0	2	0	0	**159**	7	0	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**169**
1630-1645	165	16	1	0	1	1	0	**184**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**191**
1645-1700	125	17	0	0	1	1	0	**144**	3	2	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**151**
Hourly Total	**560**	**61**	**2**	**0**	**4**	**2**	**0**	**629**	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**661**
1700-1715	173	17	0	0	0	0	0	**190**	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**204**
1715-1730	151	23	0	0	1	0	0	**175**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**181**
1730-1745	152	16	1	0	0	0	0	**169**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**182**
1745-1800	128	11	0	1	0	0	0	**140**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**145**
Hourly Total	**604**	**67**	**1**	**1**	**1**	**0**	**0**	**674**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**712**
1800-1815	153	16	0	0	0	0	0	**169**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**177**
1815-1830	126	11	0	0	0	0	0	**137**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**143**
1830-1845	100	6	1	0	0	0	0	**107**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**115**
1845-1900	91	6	0	0	0	0	0	**97**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**99**
Hourly Total	**470**	**39**	**1**	**0**	**0**	**0**	**0**	**510**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**534**
Total	5109	631	94	44	48	12	2	**5940**	191	31	3	0	0	0	0	**225**	3	1	1	0	0	0	0	**5**	107	15	4	0	0	0	1	**127**	**6297**

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0730-0745	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0800-0815	3	0	0	0	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	0	**0**	**3**
0815-0830	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
0900-0915	3	0	0	0	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	0	**0**	**3**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0930-0945	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0945-1000	0	0	0	0	0	0	0	**0**	0	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	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
1000-1015	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1015-1030	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1030-1045	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1045-1100	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
1100-1115	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1115-1130	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1130-1145	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1145-1200	0	0	0	0	0	0	0	**0**	0	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	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
1200-1215	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1215-1230	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1230-1245	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
1245-1300	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1300-1315	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1315-1330	3	0	0	0	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	0	**0**	**3**
1330-1345	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1345-1400	0	0	0	0	0	0	0	**0**	0	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	**3**	**0**	**0**	**0**	**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**	**0**	**0**	**3**
1400-1415	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
1415-1430	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**5**
1430-1445	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1445-1500	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
1500-1515	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1515-1530	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**4**
1530-1545	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**5**
1545-1600	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**
1600-1615	2	1	0	0	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	0	**0**	**3**
1615-1630	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
1630-1645	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**5**
1645-1700	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
1700-1715	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1715-1730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1730-1745	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1745-1800	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1800-1815	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1815-1830	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1830-1845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1845-1900	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
Total	69	7	1	0	0	0	0	**77**	3	0	0	0	0	0	0	**3**	16	3	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**99**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								Arm
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Total
0700-0715	70	12	1	4	0	2	0	**89**	4	1	0	0	0	0	0	**5**	29	6	1	2	0	0	0	**38**	0	0	0	0	0	0	0	**0**	**132**
0715-0730	80	11	1	4	0	0	0	**96**	2	0	0	0	1	0	0	**3**	46	11	2	1	2	0	0	**62**	1	0	0	0	0	0	0	**1**	**162**
0730-0745	111	17	3	3	2	1	1	**138**	5	3	0	0	1	0	0	**9**	73	12	1	0	5	0	0	**91**	1	0	0	0	0	0	0	**1**	**239**
0745-0800	135	16	3	2	1	1	0	**158**	7	0	0	0	0	0	0	**7**	96	22	4	1	3	0	0	**126**	2	0	0	0	0	0	0	**2**	**293**
Hourly Total	**396**	**56**	**8**	**13**	**3**	**4**	**1**	**481**	**18**	**4**	**0**	**0**	**2**	**0**	**0**	**24**	**244**	**51**	**8**	**4**	**10**	**0**	**0**	**317**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**826**
0800-0815	169	14	5	1	2	0	0	**191**	19	0	0	0	0	0	0	**19**	110	12	1	0	1	0	0	**124**	3	0	0	0	0	0	0	**3**	**337**
0815-0830	160	12	1	0	0	0	0	**173**	5	3	0	0	0	0	0	**8**	157	19	3	1	5	1	0	**186**	1	0	0	0	0	0	0	**1**	**368**
0830-0845	145	11	4	3	10	0	1	**174**	6	0	1	0	0	0	0	**7**	90	15	2	2	3	1	1	**114**	0	0	0	0	0	0	0	**0**	**295**
0845-0900	162	10	4	1	2	0	0	**179**	8	1	0	0	0	0	0	**9**	91	11	3	3	2	0	0	**110**	1	0	0	0	0	0	0	**1**	**299**
Hourly Total	**636**	**47**	**14**	**5**	**14**	**0**	**1**	**717**	**38**	**4**	**1**	**0**	**0**	**0**	**0**	**43**	**448**	**57**	**9**	**6**	**11**	**2**	**1**	**534**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1299**
0900-0915	155	19	0	1	1	1	0	**177**	5	2	0	0	0	0	0	**7**	114	15	2	1	2	0	0	**134**	3	0	0	0	0	0	0	**3**	**321**
0915-0930	114	12	2	3	1	0	0	**132**	4	0	0	0	0	0	0	**4**	92	9	1	3	1	1	1	**108**	0	0	0	0	0	0	0	**0**	**244**
0930-0945	91	15	3	2	1	1	0	**113**	9	1	0	0	0	0	0	**10**	65	11	2	2	0	0	0	**80**	1	0	0	0	0	0	0	**1**	**204**
0945-1000	70	15	3	4	0	0	0	**92**	5	2	0	0	0	0	0	**7**	58	15	2	0	0	1	0	**76**	0	0	0	0	0	0	0	**0**	**175**
Hourly Total	**430**	**61**	**8**	**10**	**3**	**2**	**0**	**514**	**23**	**5**	**0**	**0**	**0**	**0**	**0**	**28**	**329**	**50**	**7**	**6**	**3**	**2**	**1**	**398**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**944**
1000-1015	86	7	4	1	0	0	1	**99**	4	1	0	0	0	0	0	**5**	75	15	6	1	0	0	0	**97**	0	1	0	0	0	0	0	**1**	**202**
1015-1030	78	7	2	1	1	0	0	**89**	7	0	0	1	0	0	0	**8**	74	16	5	3	0	1	0	**99**	1	1	0	0	0	0	0	**2**	**198**
1030-1045	94	16	1	2	0	0	0	**113**	6	2	1	0	0	0	0	**9**	90	13	3	1	0	0	0	**107**	1	0	0	0	0	0	0	**1**	**230**
1045-1100	83	10	2	2	0	0	0	**97**	5	1	0	0	0	0	0	**6**	104	11	5	0	1	1	1	**123**	6	1	0	0	0	0	0	**7**	**233**
Hourly Total	**341**	**40**	**9**	**6**	**1**	**0**	**1**	**398**	**22**	**4**	**1**	**1**	**0**	**0**	**0**	**28**	**343**	**55**	**19**	**5**	**1**	**2**	**1**	**426**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**863**
1100-1115	76	14	4	0	0	1	0	**95**	4	0	0	0	0	0	0	**4**	85	13	3	3	0	0	0	**104**	2	0	0	0	0	0	0	**2**	**205**
1115-1130	74	13	3	3	1	0	0	**94**	4	2	0	0	0	0	0	**6**	96	17	3	1	1	1	0	**119**	0	0	1	0	0	0	0	**1**	**220**
1130-1145	92	16	3	1	0	0	0	**112**	4	0	0	0	0	0	0	**4**	108	8	3	0	1	0	0	**120**	2	0	0	0	0	0	0	**2**	**238**
1145-1200	94	12	4	0	0	0	0	**110**	3	0	0	0	0	0	0	**3**	102	12	4	2	0	0	0	**120**	0	0	0	0	0	0	0	**0**	**233**
Hourly Total	**336**	**55**	**14**	**4**	**1**	**1**	**0**	**411**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**17**	**391**	**50**	**13**	**6**	**2**	**1**	**0**	**463**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	**896**
1200-1215	82	8	4	1	0	0	0	**95**	2	0	0	0	0	0	0	**2**	98	20	3	0	0	1	0	**122**	1	0	0	0	0	0	0	**1**	**220**
1215-1230	90	19	2	0	0	0	0	**111**	6	0	0	0	0	0	0	**6**	108	11	4	1	1	0	0	**125**	1	0	0	0	0	0	0	**1**	**243**
1230-1245	93	15	1	0	0	0	0	**109**	2	0	0	0	0	0	0	**2**	107	11	4	1	0	0	0	**123**	2	0	0	0	0	0	0	**2**	**236**
1245-1300	63	11	4	2	0	2	0	**82**	9	2	0	0	0	0	0	**11**	106	24	2	0	0	0	0	**132**	2	1	0	0	0	0	0	**3**	**228**
Hourly Total	**328**	**53**	**11**	**3**	**0**	**2**	**0**	**397**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**419**	**66**	**13**	**2**	**1**	**1**	**0**	**502**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**927**
1300-1315	88	10	1	2	0	0	0	**101**	6	0	0	0	0	0	0	**6**	107	14	7	3	0	0	0	**131**	0	0	0	0	0	0	0	**0**	**238**
1315-1330	88	14	1	2	1	1	1	**108**	2	0	0	0	0	0	0	**2**	120	13	1	1	0	1	0	**136**	3	0	0	0	0	0	0	**3**	**249**
1330-1345	72	13	2	1	0	0	0	**88**	5	4	0	1	0	0	0	**10**	104	12	1	0	1	0	0	**118**	0	0	0	0	0	0	0	**0**	**216**
1345-1400	92	5	0	1	0	0	0	**98**	3	0	0	0	0	0	0	**3**	101	20	2	1	0	0	0	**124**	0	0	0	0	0	0	0	**0**	**225**
Hourly Total	**340**	**42**	**4**	**6**	**1**	**1**	**1**	**395**	**16**	**4**	**0**	**1**	**0**	**0**	**0**	**21**	**432**	**59**	**11**	**5**	**1**	**1**	**0**	**509**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**928**
1400-1415	89	12	2	2	0	0	0	**105**	7	1	0	0	0	0	0	**8**	95	11	1	0	1	0	0	**108**	1	1	0	0	0	0	0	**2**	**223**
1415-1430	75	10	3	0	0	0	0	**88**	8	0	0	0	0	0	0	**8**	113	8	2	0	2	0	0	**125**	5	0	0	0	0	0	0	**5**	**226**
1430-1445	101	9	2	0	0	0	0	**112**	5	2	0	0	0	0	0	**7**	130	17	3	3	4	0	0	**157**	1	0	0	0	0	0	0	**1**	**277**
1445-1500	100	9	1	0	1	0	0	**111**	6	1	0	0	0	0	0	**7**	161	16	5	3	2	1	0	**188**	2	0	0	0	0	0	0	**2**	**308**
Hourly Total	**365**	**40**	**8**	**2**	**1**	**0**	**0**	**416**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**30**	**499**	**52**	**11**	**6**	**9**	**1**	**0**	**578**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**1034**

1500-1515	110	14	1	0	4	1	0	**130**	9	1	0	0	0	0	0	**10**	163	13	3	1	2	0	0	**182**	6	0	0	0	0	0	0	**6**	**328**
1515-1530	128	12	1	2	0	0	0	**143**	2	0	0	0	0	0	0	**2**	153	18	2	2	1	0	0	**176**	1	3	0	0	0	0	0	**4**	**325**
1530-1545	158	16	2	2	0	1	0	**179**	5	1	0	0	0	0	0	**6**	147	16	0	0	1	0	0	**164**	5	0	0	0	0	0	0	**5**	**354**
1545-1600	98	24	1	0	5	1	0	**129**	3	1	0	0	1	0	0	**5**	121	18	1	0	1	0	0	**141**	2	0	0	0	0	0	0	**2**	**277**
Hourly Total	**494**	**66**	**5**	**4**	**9**	**3**	**0**	**581**	**19**	**3**	**0**	**0**	**1**	**0**	**0**	**23**	**584**	**65**	**6**	**3**	**5**	**0**	**0**	**663**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**17**	**1284**
1600-1615	104	9	1	0	1	0	0	**115**	5	1	0	1	0	0	0	**7**	138	11	1	0	0	0	0	**150**	2	1	0	0	0	0	0	**3**	**275**
1615-1630	94	17	1	0	2	0	0	**114**	3	1	0	0	0	0	0	**4**	149	17	1	0	2	0	0	**169**	2	0	0	0	0	0	0	**2**	**289**
1630-1645	107	12	2	0	1	0	2	**124**	4	1	1	0	0	0	0	**6**	170	18	1	0	1	1	0	**191**	5	0	0	0	0	0	0	**5**	**326**
1645-1700	127	6	0	0	1	0	0	**134**	6	1	0	0	0	0	0	**7**	130	19	0	0	1	1	0	**151**	6	0	0	0	0	0	0	**6**	**298**
Hourly Total	**432**	**44**	**4**	**0**	**5**	**0**	**2**	**487**	**18**	**4**	**1**	**1**	**0**	**0**	**0**	**24**	**587**	**65**	**3**	**0**	**4**	**2**	**0**	**661**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**1188**
1700-1715	91	11	0	0	0	0	0	**102**	6	1	0	0	0	0	0	**7**	185	19	0	0	0	0	0	**204**	4	0	0	0	0	0	0	**4**	**317**
1715-1730	112	5	0	0	0	0	0	**117**	4	0	0	0	0	0	0	**4**	157	23	0	0	1	0	0	**181**	0	0	0	0	0	0	0	**0**	**302**
1730-1745	86	8	0	0	0	0	0	**94**	4	1	0	0	0	0	0	**5**	165	16	1	0	0	0	0	**182**	1	0	0	0	0	0	0	**1**	**282**
1745-1800	98	4	0	0	0	0	0	**102**	9	0	0	0	0	0	0	**9**	133	11	0	1	0	0	0	**145**	2	0	0	0	0	0	0	**2**	**258**
Hourly Total	**387**	**28**	**0**	**0**	**0**	**0**	**0**	**415**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**25**	**640**	**69**	**1**	**1**	**1**	**0**	**0**	**712**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1159**
1800-1815	82	9	0	0	0	0	0	**91**	6	0	0	0	0	0	0	**6**	161	16	0	0	0	0	0	**177**	6	0	0	0	0	0	0	**6**	**280**
1815-1830	83	3	0	0	0	0	0	**86**	3	0	0	0	0	0	0	**3**	132	11	0	0	0	0	0	**143**	2	0	0	0	0	0	0	**2**	**234**
1830-1845	98	5	0	0	0	0	0	**103**	3	2	0	0	0	0	0	**5**	108	6	1	0	0	0	0	**115**	0	0	0	0	0	0	0	**0**	**223**
1845-1900	74	4	0	0	0	0	0	**78**	2	0	0	0	0	0	0	**2**	93	6	0	0	0	0	0	**99**	1	1	0	0	0	0	0	**2**	**181**
Hourly Total	**337**	**21**	**0**	**0**	**0**	**0**	**0**	**358**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**494**	**39**	**1**	**0**	**0**	**0**	**0**	**534**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**918**
Total	**4822**	**553**	**85**	**53**	**38**	**13**	**6**	**5570**	**251**	**40**	**3**	**3**	**3**	**0**	**0**	**300**	**5410**	**678**	**102**	**44**	**48**	**12**	**3**	**6297**	**88**	**10**	**1**	**0**	**0**	**0**	**0**	**99**	**12266**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								Arm
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Total**
0700-0715	28	6	1	2	0	0	0	**37**	0	0	0	0	0	0	0	**0**	74	12	1	4	0	2	0	**93**	1	1	0	0	0	0	0	**2**	**132**
0715-0730	43	10	2	1	3	0	0	**59**	2	1	0	0	0	0	0	**3**	81	11	1	4	0	0	0	**97**	3	0	0	0	0	0	0	**3**	**162**
0730-0745	72	12	1	0	6	0	0	**91**	2	0	0	0	0	0	0	**2**	115	20	3	3	2	1	1	**145**	1	0	0	0	0	0	0	**1**	**239**
0745-0800	96	21	3	1	3	0	0	**124**	1	1	1	0	0	0	0	**3**	141	16	3	2	1	1	0	**164**	2	0	0	0	0	0	0	**2**	**293**
Hourly Total	**239**	**49**	**7**	**4**	**12**	**0**	**0**	**311**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**8**	**411**	**59**	**8**	**13**	**3**	**4**	**1**	**499**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**826**
0800-0815	113	9	1	0	1	0	0	**124**	2	2	0	0	0	0	0	**4**	182	14	5	1	2	0	0	**204**	4	1	0	0	0	0	0	**5**	**337**
0815-0830	158	18	3	1	5	1	0	**186**	2	0	0	0	0	0	0	**2**	155	15	1	0	0	0	0	**171**	8	1	0	0	0	0	0	**9**	**368**
0830-0845	89	10	2	2	3	1	0	**107**	1	3	0	1	0	0	0	**5**	148	11	5	2	10	0	1	**177**	3	2	0	0	0	0	1	**6**	**295**
0845-0900	87	11	1	3	2	0	0	**104**	3	0	0	0	0	0	0	**3**	168	10	5	1	2	0	0	**186**	4	1	1	0	0	0	0	**6**	**299**
Hourly Total	**447**	**48**	**7**	**6**	**11**	**2**	**0**	**521**	**8**	**5**	**0**	**1**	**0**	**0**	**0**	**14**	**653**	**50**	**16**	**4**	**14**	**0**	**1**	**738**	**19**	**5**	**1**	**0**	**0**	**0**	**1**	**26**	**1299**
0900-0915	107	14	2	1	2	0	0	**126**	4	1	0	0	0	0	0	**5**	159	20	0	1	1	1	0	**182**	7	1	0	0	0	0	0	**8**	**321**
0915-0930	90	8	1	3	1	1	1	**105**	2	1	0	0	0	0	0	**3**	116	12	2	3	1	0	0	**134**	2	0	0	0	0	0	0	**2**	**244**
0930-0945	63	11	2	2	0	0	0	**78**	3	0	0	0	0	0	0	**3**	99	16	3	2	1	1	0	**122**	1	0	0	0	0	0	0	**1**	**204**
0945-1000	54	13	2	0	0	1	0	**70**	2	0	0	0	0	0	0	**2**	75	17	2	4	0	0	0	**98**	2	2	1	0	0	0	0	**5**	**175**
Hourly Total	**314**	**46**	**7**	**6**	**3**	**2**	**1**	**379**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**13**	**449**	**65**	**7**	**10**	**3**	**2**	**0**	**536**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**16**	**944**
1000-1015	70	15	6	1	0	0	0	**92**	1	1	0	0	0	0	0	**2**	89	8	4	1	0	0	1	**103**	5	0	0	0	0	0	0	**5**	**202**
1015-1030	72	17	4	4	0	1	0	**98**	1	0	1	0	0	0	0	**2**	85	7	2	1	1	0	0	**96**	2	0	0	0	0	0	0	**2**	**198**
1030-1045	89	11	4	1	0	0	0	**105**	2	2	0	0	0	0	0	**4**	100	18	1	2	0	0	0	**121**	0	0	0	0	0	0	0	**0**	**230**
1045-1100	97	11	5	0	1	1	1	**116**	7	0	0	1	0	0	0	**8**	92	11	2	1	0	0	0	**106**	2	1	0	0	0	0	0	**3**	**233**
Hourly Total	**328**	**54**	**19**	**6**	**1**	**2**	**1**	**411**	**11**	**3**	**1**	**1**	**0**	**0**	**0**	**16**	**366**	**44**	**9**	**5**	**1**	**0**	**1**	**426**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**863**
1100-1115	82	11	2	3	0	0	0	**98**	5	1	0	0	0	0	0	**6**	78	15	4	0	0	1	0	**98**	2	0	1	0	0	0	0	**3**	**205**
1115-1130	90	17	3	1	1	1	0	**113**	6	0	0	0	0	0	0	**6**	77	15	3	3	1	0	0	**99**	1	0	1	0	0	0	0	**2**	**220**
1130-1145	102	6	3	0	1	0	0	**112**	6	0	0	0	0	0	0	**6**	94	16	3	1	0	0	0	**114**	4	2	0	0	0	0	0	**6**	**238**
1145-1200	90	11	4	2	0	0	0	**107**	8	0	0	0	0	0	0	**8**	94	12	3	0	0	0	0	**109**	7	1	1	0	0	0	0	**9**	**233**
Hourly Total	**364**	**45**	**12**	**6**	**2**	**1**	**0**	**430**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**343**	**58**	**13**	**4**	**1**	**1**	**0**	**420**	**14**	**3**	**3**	**0**	**0**	**0**	**0**	**20**	**896**
1200-1215	91	20	3	0	0	1	0	**115**	6	0	0	0	0	0	0	**6**	84	8	4	1	0	0	0	**97**	2	0	0	0	0	0	0	**2**	**220**
1215-1230	104	10	4	1	1	0	0	**120**	3	1	0	0	0	0	0	**4**	94	18	2	0	0	0	0	**114**	4	1	0	0	0	0	0	**5**	**243**
1230-1245	102	11	3	1	0	0	0	**117**	5	0	0	0	0	0	0	**5**	94	14	1	0	0	0	0	**109**	3	1	1	0	0	0	0	**5**	**236**
1245-1300	101	22	2	0	0	0	0	**125**	4	3	0	0	0	0	0	**7**	71	12	4	2	0	2	0	**91**	4	1	0	0	0	0	0	**5**	**228**
Hourly Total	**398**	**63**	**12**	**2**	**1**	**1**	**0**	**477**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**22**	**343**	**52**	**11**	**3**	**0**	**2**	**0**	**411**	**13**	**3**	**1**	**0**	**0**	**0**	**0**	**17**	**927**
1300-1315	99	13	7	3	0	0	0	**122**	6	1	0	0	0	0	0	**7**	91	10	1	2	0	0	0	**104**	5	0	0	0	0	0	0	**5**	**238**
1315-1330	120	12	1	1	0	1	0	**135**	3	2	0	0	0	0	0	**5**	87	13	1	2	1	1	1	**106**	3	0	0	0	0	0	0	**3**	**249**
1330-1345	100	12	1	1	1	0	0	**115**	4	1	0	0	0	0	0	**5**	74	16	2	1	0	0	0	**93**	3	0	0	0	0	0	0	**3**	**216**
1345-1400	91	18	2	1	0	0	0	**112**	5	1	0	0	0	0	0	**6**	93	5	0	1	0	0	0	**99**	7	1	0	0	0	0	0	**8**	**225**
Hourly Total	**410**	**55**	**11**	**6**	**1**	**1**	**0**	**484**	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**23**	**345**	**44**	**4**	**6**	**1**	**1**	**1**	**402**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**928**
1400-1415	91	10	1	0	1	0	0	**103**	3	1	0	1	0	0	0	**5**	96	14	2	1	0	0	0	**113**	2	0	0	0	0	0	0	**2**	**223**
1415-1430	111	7	2	0	2	0	0	**122**	6	1	0	0	0	0	0	**7**	83	10	3	0	0	0	0	**96**	1	0	0	0	0	0	0	**1**	**226**
1430-1445	122	14	3	3	4	0	0	**146**	7	2	0	0	0	0	0	**9**	105	10	2	0	0	0	0	**117**	3	2	0	0	0	0	0	**5**	**277**
1445-1500	160	15	5	3	2	1	0	**186**	2	1	0	0	0	0	0	**3**	104	10	1	0	1	0	0	**116**	3	0	0	0	0	0	0	**3**	**308**
Hourly Total	**484**	**46**	**11**	**6**	**9**	**1**	**0**	**557**	**18**	**5**	**0**	**1**	**0**	**0**	**0**	**24**	**388**	**44**	**8**	**1**	**1**	**0**	**0**	**442**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**11**	**1034**
1500-1515	161	12	3	1	2	0	0	**179**	6	0	0	0	0	0	0	**6**	115	15	1	0	4	1	0	**136**	6	1	0	0	0	0	0	**7**	**328**
1515-1530	139	20	2	2	1	0	0	**164**	9	0	0	0	0	0	0	**9**	128	13	1	2	0	0	0	**144**	8	0	0	0	0	0	0	**8**	**325**
1530-1545	142	16	0	0	1	0	0	**159**	7	1	0	0	0	0	0	**8**	159	16	2	2	0	1	0	**180**	7	0	0	0	0	0	0	**7**	**354**
1545-1600	115	17	1	0	1	0	0	**134**	5	1	0	0	0	0	0	**6**	101	25	1	0	6	1	0	**134**	3	0	0	0	0	0	0	**3**	**277**
Hourly Total	**557**	**65**	**6**	**3**	**5**	**0**	**0**	**636**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**503**	**69**	**5**	**4**	**10**	**3**	**0**	**594**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**1284**
1600-1615	132	12	1	1	0	0	0	**146**	6	0	0	0	0	0	0	**6**	107	10	1	0	1	0	0	**119**	4	0	0	0	0	0	0	**4**	**275**
1615-1630	142	17	0	0	2	0	0	**161**	8	0	1	0	0	0	0	**9**	93	18	1	0	2	0	0	**114**	5	0	0	0	0	0	0	**5**	**289**
1630-1645	168	16	1	0	1	1	0	**187**	4	1	0	0	0	0	0	**5**	110	12	3	0	1	0	2	**128**	4	2	0	0	0	0	0	**6**	**326**
1645-1700	130	18	0	0	1	1	0	**150**	3	2	0	0	0	0	0	**5**	134	5	0	0	1	0	0	**140**	2	1	0	0	0	0	0	**3**	**298**
Hourly Total	**572**	**63**	**2**	**1**	**4**	**2**	**0**	**644**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**25**	**444**	**45**	**5**	**0**	**5**	**0**	**2**	**501**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**1188**
1700-1715	177	17	0	0	0	0	0	**194**	8	2	0	0	0	0	0	**10**	96	12	0	0	0	0	0	**108**	5	0	0	0	0	0	0	**5**	**317**
1715-1730	151	23	0	0	1	0	0	**175**	3	0	0	0	0	0	0	**3**	115	5	0	0	0	0	0	**120**	4	0	0	0	0	0	0	**4**	**302**
1730-1745	154	16	1	0	0	0	0	**171**	10	0	0	0	0	0	0	**10**	88	9	0	0	0	0	0	**97**	4	0	0	0	0	0	0	**4**	**282**
1745-1800	131	11	0	1	0	0	0	**143**	6	0	0	0	0	0	0	**6**	104	4	0	0	0	0	0	**108**	1	0	0	0	0	0	0	**1**	**258**
Hourly Total	**613**	**67**	**1**	**1**	**1**	**0**	**0**	**683**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**403**	**30**	**0**	**0**	**0**	**0**	**0**	**433**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1159**
1800-1815	158	16	0	0	0	0	0	**174**	3	0	0	0	0	0	0	**3**	87	9	0	0	0	0	0	**96**	7	0	0	0	0	0	0	**7**	**280**
1815-1830	128	11	0	0	0	0	0	**139**	5	0	0	0	0	0	0	**5**	85	3	0	0	0	0	0	**88**	2	0	0	0	0	0	0	**2**	**234**
1830-1845	100	7	1	0	0	0	0	**108**	6	0	0	0	0	0	0	**6**	101	6	0	0	0	0	0	**107**	2	0	0	0	0	0	0	**2**	**223**
1845-1900	92	7	0	0	0	0	0	**99**	0	0	0	0	0	0	0	**0**	75	4	0	0	0	0	0	**79**	3	0	0	0	0	0	0	**3**	**181**
Hourly Total	**478**	**41**	**1**	**0**	**0**	**0**	**0**	**520**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**348**	**22**	**0**	**0**	**0**	**0**	**0**	**370**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**918**
Total	**5204**	**642**	**96**	**47**	**50**	**12**	**2**	**6053**	**203**	**34**	**3**	**3**	**0**	**0**	**0**	**243**	**4996**	**582**	**86**	**50**	**39**	**13**	**6**	**5772**	**168**	**23**	**6**	**0**	**0**	**0**	**1**	**198**	**12266**

Severnside Transportation Data Collection

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 4

Arm A - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**
0815-0830	0	0	0	0	0	0	0	**0**
0830-0845	0	0	0	0	0	0	0	**0**
0845-0900	1	0	0	0	0	0	0	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0900-0915	0	1	0	0	0	0	0	**1**
0915-0930	0	0	0	0	0	0	0	**0**
0930-0945	0	0	0	0	0	0	0	**0**
0945-1000	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
1000-1015	0	0	0	0	0	0	0	**0**
1015-1030	0	0	0	0	0	0	0	**0**
1030-1045	0	0	0	0	0	0	0	**0**
1045-1100	1	0	0	0	0	0	0	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1100-1115	0	0	0	0	0	0	0	**0**
1115-1130	1	0	0	0	0	0	0	**1**
1130-1145	0	0	0	0	0	0	0	**0**
1145-1200	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1200-1215	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**
1230-1245	0	0	0	0	0	0	0	**0**
1245-1300	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**
1345-1400	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400-1415	0	0	0	0	0	0	0	**0**
1415-1430	0	1	0	0	0	0	0	**1**
1430-1445	0	0	0	0	0	0	0	**0**
1445-1500	1	0	0	0	0	0	0	**1**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**
1500-1515	1	0	0	0	0	0	0	**1**
1515-1530	0	0	0	0	0	0	0	**0**
1530-1545	0	0	0	0	0	0	0	**0**
1545-1600	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1600-1615	3	0	0	0	0	0	0	**3**
1615-1630	1	0	0	0	0	0	0	**1**
1630-1645	0	0	0	0	0	0	0	**0**
1645-1700	0	0	0	0	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
1700-1715	1	0	0	0	0	0	0	**1**
1715-1730	0	0	0	0	0	0	0	**0**
1730-1745	0	0	0	0	0	0	0	**0**
1745-1800	1	0	0	0	0	0	0	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
1800-1815	0	0	0	0	0	0	0	**0**
1815-1830	0	0	0	0	0	0	0	**0**
1830-1845	0	0	0	0	0	0	0	**0**
1845-1900	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	11	2	0	0	0	0	0	**13**

Arm A - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	12	4	0	0	0	1	0	**17**
0715-0730	18	1	0	0	0	0	0	**19**
0730-0745	14	5	0	0	0	1	0	**20**
0745-0800	24	4	0	1	1	1	0	**31**
Hourly Total	**68**	**14**	**0**	**1**	**1**	**3**	**0**	**87**
0800-0815	31	2	0	0	1	0	0	**34**
0815-0830	37	4	0	0	0	0	0	**41**
0830-0845	22	2	1	0	1	0	0	**26**
0845-0900	28	0	1	0	0	0	0	**29**
Hourly Total	**118**	**8**	**2**	**0**	**2**	**0**	**0**	**130**
0900-0915	29	3	0	0	0	1	0	**33**
0915-0930	12	3	0	1	0	0	0	**16**
0930-0945	17	4	0	0	0	0	0	**21**
0945-1000	8	4	0	0	0	0	0	**12**
Hourly Total	**66**	**14**	**0**	**1**	**0**	**1**	**0**	**82**
1000-1015	10	0	2	0	0	0	0	**12**
1015-1030	8	2	1	0	0	0	0	**11**
1030-1045	15	1	1	0	0	0	0	**17**
1045-1100	11	3	1	0	0	0	0	**15**
Hourly Total	**44**	**6**	**5**	**0**	**0**	**0**	**0**	**55**
1100-1115	12	1	1	0	0	0	0	**14**
1115-1130	11	4	1	0	1	0	0	**17**
1130-1145	17	4	0	0	0	0	0	**21**
1145-1200	9	4	1	0	0	0	0	**14**
Hourly Total	**49**	**13**	**3**	**0**	**1**	**0**	**0**	**66**
1200-1215	20	1	0	0	0	0	0	**21**
1215-1230	14	6	1	0	0	0	0	**21**
1230-1245	12	1	0	0	0	0	0	**13**
1245-1300	15	3	1	0	0	0	0	**19**
Hourly Total	**61**	**11**	**2**	**0**	**0**	**0**	**0**	**74**
1300-1315	17	0	0	0	0	0	0	**17**
1315-1330	17	5	0	0	1	0	1	**24**
1330-1345	14	3	0	0	0	0	0	**17**
1345-1400	10	1	0	0	0	0	0	**11**
Hourly Total	**58**	**9**	**0**	**0**	**1**	**0**	**1**	**69**
1400-1415	12	3	0	0	0	0	0	**15**
1415-1430	10	2	1	0	0	0	0	**13**
1430-1445	13	2	0	0	0	0	0	**15**
1445-1500	18	3	0	0	0	0	0	**21**
Hourly Total	**53**	**10**	**1**	**0**	**0**	**0**	**0**	**64**
1500-1515	23	2	0	0	1	0	0	**26**
1515-1530	20	1	0	0	0	0	0	**21**
1530-1545	42	8	0	1	0	0	0	**51**
1545-1600	23	8	0	0	3	0	0	**34**
Hourly Total	**108**	**19**	**0**	**1**	**4**	**0**	**0**	**132**
1600-1615	21	2	0	0	0	0	0	**23**
1615-1630	24	7	0	0	1	0	0	**32**
1630-1645	17	2	1	0	0	0	0	**20**
1645-1700	35	1	0	0	0	0	0	**36**
Hourly Total	**97**	**12**	**1**	**0**	**1**	**0**	**0**	**111**
1700-1715	21	4	0	0	0	0	0	**25**
1715-1730	25	2	0	0	0	0	0	**27**
1730-1745	23	3	0	0	0	0	0	**26**
1745-1800	18	1	0	0	0	0	0	**19**
Hourly Total	**87**	**10**	**0**	**0**	**0**	**0**	**0**	**97**
1800-1815	22	2	0	0	0	0	0	**24**
1815-1830	21	0	0	0	0	0	0	**21**
1830-1845	18	2	0	0	0	0	0	**20**
1845-1900	17	0	0	0	0	0	0	**17**
Hourly Total	**78**	**4**	**0**	**0**	**0**	**0**	**0**	**82**
Total	887	130	14	3	10	4	1	**1049**

Arm A - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	0	0	0	0	0	0	**1**
0715-0730	1	0	0	0	0	0	0	**1**
0730-0745	1	0	0	0	0	0	0	**1**
0745-0800	1	0	0	0	0	0	0	**1**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0800-0815	6	0	0	0	0	0	0	**6**
0815-0830	6	2	0	0	0	0	0	**8**
0830-0845	5	0	0	0	0	0	0	**5**
0845-0900	4	0	1	0	0	0	0	**5**
Hourly Total	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**24**
0900-0915	4	1	0	0	0	0	0	**5**
0915-0930	11	0	0	0	0	0	0	**11**
0930-0945	0	0	0	0	0	0	0	**0**
0945-1000	5	1	0	0	0	0	0	**6**
Hourly Total	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**
1000-1015	4	0	0	1	0	0	0	**5**
1015-1030	9	0	0	0	0	0	0	**9**
1030-1045	4	0	0	0	0	0	0	**4**
1045-1100	6	0	0	0	0	0	0	**6**
Hourly Total	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**24**
1100-1115	7	0	0	0	0	0	0	**7**
1115-1130	3	0	0	0	0	0	0	**3**
1130-1145	4	2	0	0	0	0	0	**6**
1145-1200	5	0	0	0	0	0	0	**5**
Hourly Total	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**
1200-1215	3	0	1	0	0	0	0	**4**
1215-1230	7	1	0	0	0	0	0	**8**
1230-1245	4	0	0	0	0	0	0	**4**
1245-1300	3	0	0	0	0	0	0	**3**
Hourly Total	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**19**
1300-1315	12	1	0	0	0	0	0	**13**
1315-1330	6	0	0	0	0	0	0	**6**
1330-1345	5	1	0	0	0	0	0	**6**
1345-1400	8	1	0	0	0	0	0	**9**
Hourly Total	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**
1400-1415	5	0	0	0	0	0	0	**5**
1415-1430	7	0	0	0	0	0	0	**7**
1430-1445	4	1	0	0	0	0	0	**5**
1445-1500	3	0	0	0	0	0	0	**3**
Hourly Total	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**
1500-1515	13	0	0	0	0	0	0	**13**
1515-1530	4	0	0	0	0	0	0	**4**
1530-1545	12	0	0	0	0	0	0	**12**
1545-1600	5	0	0	0	0	0	0	**5**
Hourly Total	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
1600-1615	6	0	1	0	0	0	0	**7**
1615-1630	3	1	0	0	0	0	0	**4**
1630-1645	4	1	0	0	0	0	2	**7**
1645-1700	5	1	0	0	0	0	0	**6**
Hourly Total	**18**	**3**	**1**	**0**	**0**	**0**	**2**	**24**
1700-1715	7	0	0	0	0	0	0	**7**
1715-1730	6	0	0	0	0	0	0	**6**
1730-1745	3	0	0	0	0	0	0	**3**
1745-1800	2	0	0	0	0	0	0	**2**
Hourly Total	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
1800-1815	2	0	0	0	0	0	0	**2**
1815-1830	5	0	0	0	0	0	0	**5**
1830-1845	6	0	0	0	0	0	0	**6**
1845-1900	2	1	0	0	0	0	0	**3**
Hourly Total	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**
Total	239	15	3	1	0	0	2	**260**

Arm A - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	55	8	1	4	0	1	0	**69**	**87**
0715-0730	68	11	1	4	0	0	0	**84**	**104**
0730-0745	96	15	3	3	2	0	1	**120**	**141**
0745-0800	112	13	3	1	0	0	0	**129**	**161**
Hourly Total	**331**	**47**	**8**	**12**	**2**	**1**	**1**	**402**	**493**
0800-0815	141	8	5	1	1	0	0	**156**	**196**
0815-0830	122	10	1	0	0	0	0	**133**	**182**
0830-0845	125	8	3	2	9	0	1	**148**	**179**
0845-0900	121	8	4	1	2	0	0	**136**	**171**
Hourly Total	**509**	**34**	**13**	**4**	**12**	**0**	**1**	**573**	**728**
0900-0915	135	14	0	1	1	0	0	**151**	**190**
0915-0930	99	9	2	2	1	0	0	**113**	**140**
0930-0945	85	9	2	2	1	1	0	**100**	**121**
0945-1000	59	12	3	2	0	0	0	**76**	**94**
Hourly Total	**378**	**44**	**7**	**7**	**3**	**1**	**0**	**440**	**545**
1000-1015	78	9	2	1	0	0	1	**91**	**108**
1015-1030	69	4	1	2	1	0	0	**77**	**97**
1030-1045	80	16	1	2	0	0	0	**99**	**120**
1045-1100	79	9	0	1	0	0	0	**89**	**111**
Hourly Total	**306**	**38**	**4**	**6**	**1**	**0**	**1**	**356**	**436**
1100-1115	55	13	3	0	0	1	0	**72**	**93**
1115-1130	68	10	2	3	0	0	0	**83**	**104**
1130-1145	70	13	2	1	0	0	0	**86**	**113**
1145-1200	84	6	3	0	0	0	0	**93**	**112**
Hourly Total	**277**	**42**	**10**	**4**	**0**	**1**	**0**	**334**	**422**
1200-1215	65	8	3	1	0	0	0	**77**	**102**
1215-1230	75	12	1	0	0	0	0	**88**	**117**
1230-1245	79	15	1	0	0	0	0	**95**	**112**
1245-1300	49	11	3	2	0	1	0	**66**	**88**
Hourly Total	**268**	**46**	**8**	**3**	**0**	**1**	**0**	**326**	**419**
1300-1315	65	10	1	2	0	1	0	**79**	**109**
1315-1330	64	8	1	2	0	1	0	**76**	**106**
1330-1345	55	10	1	1	0	0	0	**67**	**90**
1345-1400	76	4	1	1	0	0	0	**82**	**102**
Hourly Total	**260**	**32**	**4**	**6**	**0**	**2**	**0**	**304**	**407**
1400-1415	75	7	2	1	0	0	0	**85**	**105**
1415-1430	70	8	2	0	0	0	0	**80**	**101**
1430-1445	82	6	2	0	0	0	0	**90**	**110**
1445-1500	74	8	1	0	1	0	0	**84**	**109**
Hourly Total	**301**	**29**	**7**	**1**	**1**	**0**	**0**	**339**	**425**
1500-1515	87	10	1	0	3	0	0	**101**	**141**
1515-1530	95	12	1	2	0	1	0	**111**	**136**
1530-1545	111	11	2	1	0	1	0	**126**	**189**
1545-1600	80	20	1	0	2	1	0	**104**	**143**
Hourly Total	**373**	**53**	**5**	**3**	**5**	**3**	**0**	**442**	**609**
1600-1615	80	9	0	0	2	0	0	**91**	**124**
1615-1630	63	9	1	0	1	0	0	**74**	**111**
1630-1645	85	11	2	0	1	0	0	**99**	**126**
1645-1700	94	3	0	0	1	0	0	**98**	**140**
Hourly Total	**322**	**32**	**3**	**0**	**5**	**0**	**0**	**362**	**501**
1700-1715	68	8	0	0	0	0	0	**76**	**109**
1715-1730	88	3	0	0	0	0	0	**91**	**124**
1730-1745	55	6	0	0	0	0	0	**61**	**90**
1745-1800	89	3	0	0	0	0	0	**92**	**114**
Hourly Total	**300**	**20**	**0**	**0**	**0**	**0**	**0**	**320**	**437**
1800-1815	58	4	0	0	0	0	0	**62**	**88**
1815-1830	60	4	0	0	0	0	0	**64**	**90**
1830-1845	77	5	0	0	0	0	0	**82**	**108**
1845-1900	66	4	0	0	0	0	0	**70**	**90**
Hourly Total	**261**	**17**	**0**	**0**	**0**	**0**	**0**	**278**	**376**
Total	3886	434	69	46	29	9	3	**4476**	**5798**

Arm B - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	8	2	0	0	0	0	0	**10**
0715-0730	11	2	1	0	0	0	0	**14**
0730-0745	24	3	0	0	0	0	0	**27**
0745-0800	24	4	1	0	1	0	0	**30**
Hourly Total	**67**	**11**	**2**	**0**	**1**	**0**	**0**	**81**
0800-0815	25	5	0	0	0	0	0	**30**
0815-0830	40	6	0	0	2	0	0	**48**
0830-0845	30	3	0	1	1	0	0	**35**
0845-0900	20	4	0	1	0	0	0	**25**
Hourly Total	**115**	**18**	**0**	**2**	**3**	**0**	**0**	**138**
0900-0915	16	3	0	0	0	0	0	**19**
0915-0930	9	4	1	0	0	1	0	**15**
0930-0945	15	2	0	0	0	0	0	**17**
0945-1000	7	0	0	0	0	0	0	**7**
Hourly Total	**47**	**9**	**1**	**0**	**0**	**1**	**0**	**58**
1000-1015	11	1	1	0	0	0	0	**13**
1015-1030	8	6	2	1	0	0	0	**17**
1030-1045	18	3	0	0	0	0	0	**21**
1045-1100	17	4	1	0	1	0	0	**23**
Hourly Total	**54**	**14**	**4**	**1**	**1**	**0**	**0**	**74**
1100-1115	10	3	1	0	0	0	0	**14**
1115-1130	9	4	0	0	0	1	0	**14**
1130-1145	14	0	0	0	0	0	0	**14**
1145-1200	19	3	1	1	0	0	0	**24**
Hourly Total	**52**	**10**	**2**	**1**	**0**	**1**	**0**	**66**
1200-1215	11	3	1	0	0	1	0	**16**
1215-1230	18	3	3	0	0	0	0	**24**
1230-1245	13	0	1	0	0	0	0	**14**
1245-1300	19	5	0	0	0	0	0	**24**
Hourly Total	**61**	**11**	**5**	**0**	**0**	**1**	**0**	**78**
1300-1315	17	1	1	1	0	0	0	**20**
1315-1330	12	3	1	0	0	0	0	**16**
1330-1345	10	2	0	0	0	0	0	**12**
1345-1400	10	3	1	0	1	0	0	**15**
Hourly Total	**49**	**9**	**3**	**1**	**1**	**0**	**0**	**63**
1400-1415	12	2	0	0	0	0	0	**14**
1415-1430	16	4	1	0	1	0	0	**22**
1430-1445	13	1	0	0	1	0	0	**15**
1445-1500	25	3	1	0	0	0	0	**29**
Hourly Total	**66**	**10**	**2**	**0**	**2**	**0**	**0**	**80**
1500-1515	43	1	1	0	0	0	0	**45**
1515-1530	19	6	1	0	0	0	0	**26**
1530-1545	30	2	0	0	0	0	0	**32**
1545-1600	24	2	0	0	1	0	0	**27**
Hourly Total	**116**	**11**	**2**	**0**	**1**	**0**	**0**	**130**
1600-1615	27	2	0	0	0	0	0	**29**
1615-1630	20	3	0	0	0	0	0	**23**
1630-1645	34	2	1	0	0	1	0	**38**
1645-1700	28	4	0	0	0	0	0	**32**
Hourly Total	**109**	**11**	**1**	**0**	**0**	**1**	**0**	**122**
1700-1715	39	3	0	0	0	0	0	**42**
1715-1730	23	4	0	0	0	0	0	**27**
1730-1745	26	4	0	0	0	0	0	**30**
1745-1800	33	2	0	0	0	0	0	**35**
Hourly Total	**121**	**13**	**0**	**0**	**0**	**0**	**0**	**134**
1800-1815	44	3	0	0	0	0	0	**47**
1815-1830	28	1	0	0	0	0	0	**29**
1830-1845	17	2	1	0	0	0	0	**20**
1845-1900	14	0	0	0	0	0	0	**14**
Hourly Total	**103**	**6**	**1**	**0**	**0**	**0**	**0**	**110**

Arm B - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**
0815-0830	0	0	0	0	0	0	0	**0**
0830-0845	0	0	0	0	0	0	0	**0**
0845-0900	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900-0915	1	0	0	0	0	0	0	**1**
0915-0930	0	0	0	0	0	0	0	**0**
0930-0945	0	0	0	0	0	0	0	**0**
0945-1000	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1000-1015	0	0	0	0	0	0	0	**0**
1015-1030	0	0	0	0	0	0	0	**0**
1030-1045	0	0	0	0	0	0	0	**0**
1045-1100	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100-1115	0	0	0	0	0	0	0	**0**
1115-1130	0	0	0	0	0	0	0	**0**
1130-1145	0	0	0	0	0	0	0	**0**
1145-1200	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200-1215	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**
1230-1245	0	0	0	0	0	0	0	**0**
1245-1300	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**
1345-1400	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400-1415	0	0	0	0	0	0	0	**0**
1415-1430	0	0	0	0	0	0	0	**0**
1430-1445	0	0	0	0	0	0	0	**0**
1445-1500	0	1	0	0	0	0	0	**1**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
1500-1515	0	0	0	0	0	0	0	**0**
1515-1530	0	0	0	0	0	0	0	**0**
1530-1545	0	0	0	0	0	0	0	**0**
1545-1600	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1615	0	0	0	0	0	0	0	**0**
1615-1630	0	0	0	0	0	0	0	**0**
1630-1645	0	0	0	0	0	0	0	**0**
1645-1700	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700-1715	0	0	0	0	0	0	0	**0**
1715-1730	0	0	0	0	0	0	0	**0**
1730-1745	0	0	0	0	0	0	0	**0**
1745-1800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800-1815	0	0	0	0	0	0	0	**0**
1815-1830	0	0	0	0	0	0	0	**0**
1830-1845	0	0	0	0	0	0	0	**0**
1845-1900	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Arm B - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	1	0	0	0	0	0	0	**1**
0745-0800	1	0	0	0	0	0	0	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	3	0	0	0	0	0	0	**3**
0815-0830	4	1	0	0	0	0	0	**5**
0830-0845	4	0	0	0	0	0	0	**4**
0845-0900	8	0	0	0	0	0	0	**8**
Hourly Total	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**
0900-0915	6	2	0	0	0	0	0	**8**
0915-0930	4	0	0	0	0	0	0	**4**
0930-0945	5	0	0	0	0	0	0	**5**
0945-1000	3	0	0	0	0	0	0	**3**
Hourly Total	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**20**
1000-1015	4	0	0	0	0	0	0	**4**
1015-1030	4	0	0	0	0	0	0	**4**
1030-1045	4	0	0	0	0	0	0	**4**
1045-1100	4	1	0	0	0	0	0	**5**
Hourly Total	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**
1100-1115	6	0	1	0	0	0	0	**7**
1115-1130	3	1	0	0	0	0	0	**4**
1130-1145	5	1	0	0	0	0	0	**6**
1145-1200	5	1	0	0	0	0	0	**6**
Hourly Total	**19**	**3**	**1**	**0**	**0**	**0**	**0**	**23**
1200-1215	6	1	0	0	0	0	0	**7**
1215-1230	4	0	0	0	0	0	0	**4**
1230-1245	14	0	0	0	0	0	0	**14**
1245-1300	8	1	0	0	0	0	0	**9**
Hourly Total	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**34**
1300-1315	10	1	0	0	0	0	0	**11**
1315-1330	4	1	0	0	0	0	0	**5**
1330-1345	5	1	0	0	0	0	0	**6**
1345-1400	12	0	0	0	0	0	0	**12**
Hourly Total	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**
1400-1415	4	0	0	0	0	0	0	**4**
1415-1430	5	0	0	0	0	0	0	**5**
1430-1445	9	0	0	0	0	0	0	**9**
1445-1500	3	1	0	0	0	0	0	**4**
Hourly Total	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**22**
1500-1515	8	0	0	0	0	0	0	**8**
1515-1530	6	1	0	0	0	0	0	**7**
1530-1545	7	0	0	0	0	0	0	**7**
1545-1600	10	0	0	0	0	0	0	**10**
Hourly Total	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**
1600-1615	5	2	0	0	0	0	0	**7**
1615-1630	4	2	0	0	0	0	0	**6**
1630-1645	8	0	0	0	0	0	0	**8**
1645-1700	10	0	0	0	0	0	0	**10**
Hourly Total	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**31**
1700-1715	6	1	0	0	0	0	0	**7**
1715-1730	7	1	0	0	0	0	0	**8**
1730-1745	4	0	0	0	0	0	0	**4**
1745-1800	3	1	0	0	0	0	0	**4**
Hourly Total	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**23**
1800-1815	5	0	0	0	0	0	0	**5**
1815-1830	5	1	0	0	0	0	0	**6**
1830-1845	1	0	0	0	0	0	1	**2**
1845-1900	3	2	0	0	0	0	0	**5**
Hourly Total	**14**	**3**	**0**	**0**	**0**	**0**	**1**	**18**

Arm B - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	27	7	1	0	0	0	1	**36**	**46**
0715-0730	18	3	0	0	0	1	1	**23**	**37**
0730-0745	38	5	0	0	1	0	1	**45**	**73**
0745-0800	32	4	1	0	2	0	0	**39**	**70**
Hourly Total	**115**	**19**	**2**	**0**	**3**	**1**	**3**	**143**	**226**
0800-0815	51	3	0	0	0	1	0	**55**	**88**
0815-0830	52	4	0	0	1	1	0	**58**	**111**
0830-0845	40	2	0	0	3	1	0	**46**	**85**
0845-0900	48	2	1	0	1	0	0	**52**	**85**
Hourly Total	**191**	**11**	**1**	**0**	**5**	**3**	**0**	**211**	**369**
0900-0915	34	1	0	0	0	0	0	**35**	**63**
0915-0930	35	3	0	0	0	0	0	**38**	**57**
0930-0945	30	2	4	0	1	0	1	**38**	**60**
0945-1000	33	3	0	1	0	0	0	**37**	**47**
Hourly Total	**132**	**9**	**4**	**1**	**1**	**0**	**1**	**148**	**227**
1000-1015	40	3	2	0	0	0	0	**45**	**62**
1015-1030	37	1	0	0	0	0	0	**38**	**59**
1030-1045	31	5	1	0	1	0	0	**38**	**63**
1045-1100	44	2	0	0	1	0	0	**47**	**75**
Hourly Total	**152**	**11**	**3**	**0**	**2**	**0**	**0**	**168**	**259**
1100-1115	36	2	1	0	0	0	0	**39**	**60**
1115-1130	35	5	3	0	1	0	0	**44**	**62**
1130-1145	30	3	1	0	1	0	0	**35**	**55**
1145-1200	58	5	0	0	0	0	0	**63**	**93**
Hourly Total	**159**	**15**	**5**	**0**	**2**	**0**	**0**	**181**	**270**
1200-1215	41	0	1	0	0	0	0	**42**	**65**
1215-1230	45	4	0	0	1	0	0	**50**	**78**
1230-1245	30	3	0	0	0	0	0	**33**	**61**
1245-1300	28	1	1	0	1	1	0	**32**	**65**
Hourly Total	**144**	**8**	**2**	**0**	**2**	**1**	**0**	**157**	**269**
1300-1315	23	1	1	0	0	1	0	**26**	**57**
1315-1330	42	1	1	0	0	0	0	**44**	**65**
1330-1345	28	3	0	0	1	0	0	**32**	**50**
1345-1400	29	2	0	0	0	0	0	**31**	**58**
Hourly Total	**122**	**7**	**2**	**0**	**1**	**1**	**0**	**133**	**230**
1400-1415	27	6	1	0	0	0	0	**34**	**52**
1415-1430	26	7	1	0	0	0	0	**34**	**61**
1430-1445	22	2	0	0	1	0	0	**25**	**49**
1445-1500	32	4	0	0	1	1	0	**38**	**72**
Hourly Total	**107**	**19**	**2**	**0**	**2**	**1**	**0**	**131**	**234**
1500-1515	28	4	1	0	0	0	0	**33**	**86**
1515-1530	30	2	1	0	0	0	0	**33**	**66**
1530-1545	27	4	0	0	1	0	0	**32**	**71**
1545-1600	35	2	1	0	1	0	0	**39**	**76**
Hourly Total	**120**	**12**	**3**	**0**	**2**	**0**	**0**	**137**	**299**
1600-1615	43	5	1	0	0	1	0	**50**	**86**
1615-1630	41	3	1	0	0	0	0	**45**	**74**
1630-1645	54	1	0	0	1	0	0	**56**	**102**
1645-1700	39	4	0	0	0	0	0	**43**	**85**
Hourly Total	**177**	**13**	**2**	**0**	**1**	**1**	**0**	**194**	**347**
1700-1715	29	4	0	0	0	0	0	**33**	**82**
1715-1730	39	3	0	0	1	1	0	**44**	**79**
1730-1745	38	4	0	0	1	0	0	**43**	**77**
1745-1800	39	2	0	0	0	0	0	**41**	**80**
Hourly Total	**145**	**13**	**0**	**0**	**2**	**1**	**0**	**161**	**318**
1800-1815	27	6	0	0	0	0	0	**33**	**85**
1815-1830	45	0	0	0	1	0	0	**46**	**81**
1830-1845	22	1	0	0	0	0	0	**23**	**45**
1845-1900	45	0	0	0	0	0	0	**45**	**64**
Hourly Total	**139**	**7**	**0**	**0**	**1**	**0**	**0**	**147**	**275**

Total	960	133	23	5	9	4	0	1134
	1	1	0	0	0	0	0	2
	250	24	1	0	0	0	1	276
	1703	144	26	1	24	9	4	1911
Arm Total								3323

Arm C - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	1	0	0	0	0	0	0	**1**
0745-0800	3	0	0	0	0	0	0	**3**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0800-0815	2	0	0	0	0	0	0	**2**
0815-0830	3	2	1	0	0	0	0	**6**
0830-0845	2	0	0	0	0	0	0	**2**
0845-0900	1	0	0	0	1	0	0	**2**
Hourly Total	**8**	**2**	**1**	**0**	**1**	**0**	**0**	**12**
0900-0915	2	0	0	0	0	0	0	**2**
0915-0930	7	0	0	0	0	0	0	**7**
0930-0945	6	0	0	0	0	0	0	**6**
0945-1000	3	0	0	0	0	0	0	**3**
Hourly Total	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
1000-1015	9	0	0	0	0	0	0	**9**
1015-1030	3	0	0	0	0	0	0	**3**
1030-1045	6	1	0	0	0	0	0	**7**
1045-1100	4	0	0	0	0	0	0	**4**
Hourly Total	**22**	**1**	**0**	**0**	**0**	**0**	**0**	**23**
1100-1115	4	0	1	0	0	0	0	**5**
1115-1130	6	0	0	0	0	0	0	**6**
1130-1145	4	0	0	0	0	0	0	**4**
1145-1200	7	0	0	0	0	0	0	**7**
Hourly Total	**21**	**0**	**1**	**0**	**0**	**0**	**0**	**22**
1200-1215	9	0	0	0	0	0	0	**9**
1215-1230	10	0	0	0	0	0	0	**10**
1230-1245	3	1	0	0	0	0	0	**4**
1245-1300	6	1	0	0	0	0	0	**7**
Hourly Total	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**30**
1300-1315	5	0	0	0	0	0	0	**5**
1315-1330	11	0	0	0	0	0	0	**11**
1330-1345	9	0	0	0	0	0	0	**9**
1345-1400	7	1	0	0	0	0	0	**8**
Hourly Total	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**33**
1400-1415	8	1	0	0	0	0	0	**9**
1415-1430	13	1	0	0	0	0	0	**14**
1430-1445	7	1	0	0	0	0	0	**8**
1445-1500	7	1	0	0	0	0	0	**8**
Hourly Total	**35**	**4**	**0**	**0**	**0**	**0**	**0**	**39**
1500-1515	8	3	0	0	0	0	0	**11**
1515-1530	9	0	0	0	0	0	0	**9**
1530-1545	10	0	0	0	0	0	0	**10**
1545-1600	9	2	0	0	0	0	0	**11**
Hourly Total	**36**	**5**	**0**	**0**	**0**	**0**	**0**	**41**
1600-1615	14	0	0	0	0	0	0	**14**
1615-1630	12	1	0	0	0	0	0	**13**
1630-1645	12	1	0	0	0	0	0	**13**
1645-1700	10	1	0	0	0	0	0	**11**
Hourly Total	**48**	**3**	**0**	**0**	**0**	**0**	**0**	**51**
1700-1715	14	0	0	0	0	0	0	**14**
1715-1730	10	1	0	0	0	0	0	**11**
1730-1745	17	0	0	0	0	0	0	**17**
1745-1800	5	0	0	0	0	0	0	**5**
Hourly Total	**46**	**1**	**0**	**0**	**0**	**0**	**0**	**47**
1800-1815	13	0	0	0	0	0	0	**13**
1815-1830	8	0	0	0	0	0	0	**8**
1830-1845	10	0	0	0	0	0	0	**10**
1845-1900	9	0	0	0	0	0	0	**9**
Hourly Total	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**40**
Total	338	19	2	0	1	0	0	**360**

Arm C - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	0	0	0	0	0	0	**1**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0800-0815	3	0	0	0	0	0	0	**3**
0815-0830	5	1	0	0	0	0	0	**6**
0830-0845	2	3	0	0	0	0	0	**5**
0845-0900	5	0	1	0	0	0	0	**6**
Hourly Total	**15**	**4**	**1**	**0**	**0**	**0**	**0**	**20**
0900-0915	5	1	1	0	0	0	0	**7**
0915-0930	5	0	0	0	0	0	0	**5**
0930-0945	5	2	0	0	0	0	0	**7**
0945-1000	7	0	0	0	0	0	0	**7**
Hourly Total	**22**	**3**	**1**	**0**	**0**	**0**	**0**	**26**
1000-1015	4	0	0	0	0	0	0	**4**
1015-1030	3	0	0	0	0	0	0	**3**
1030-1045	7	1	0	0	0	0	0	**8**
1045-1100	6	0	0	0	0	0	0	**6**
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**
1100-1115	8	1	0	0	0	0	0	**9**
1115-1130	10	0	0	0	0	0	0	**10**
1130-1145	11	0	0	0	0	0	0	**11**
1145-1200	8	0	0	0	0	0	0	**8**
Hourly Total	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**38**
1200-1215	14	1	0	0	0	0	0	**15**
1215-1230	7	2	0	0	0	0	0	**9**
1230-1245	11	1	0	0	0	0	0	**12**
1245-1300	7	0	0	0	0	0	0	**7**
Hourly Total	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**43**
1300-1315	4	3	0	0	0	0	0	**7**
1315-1330	8	0	0	0	0	0	0	**8**
1330-1345	13	1	0	0	0	0	0	**14**
1345-1400	6	0	0	0	0	0	0	**6**
Hourly Total	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**35**
1400-1415	13	0	0	0	0	0	0	**13**
1415-1430	17	1	0	0	0	0	0	**18**
1430-1445	10	1	0	0	0	0	0	**11**
1445-1500	12	0	0	0	0	0	0	**12**
Hourly Total	**52**	**2**	**0**	**0**	**0**	**0**	**0**	**54**
1500-1515	11	0	1	0	0	0	0	**12**
1515-1530	11	2	0	0	0	0	0	**13**
1530-1545	9	1	0	0	0	0	0	**10**
1545-1600	14	0	1	0	0	0	0	**15**
Hourly Total	**45**	**3**	**2**	**0**	**0**	**0**	**0**	**50**
1600-1615	15	1	0	0	0	0	0	**16**
1615-1630	9	0	0	0	0	0	0	**9**
1630-1645	10	1	0	0	0	0	0	**11**
1645-1700	7	0	0	0	0	0	0	**7**
Hourly Total	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**
1700-1715	7	1	0	0	0	0	0	**8**
1715-1730	9	1	0	0	0	0	0	**10**
1730-1745	13	1	0	0	0	0	0	**14**
1745-1800	5	0	0	0	0	0	0	**5**
Hourly Total	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**37**
1800-1815	9	0	0	0	0	0	0	**9**
1815-1830	9	0	0	0	0	0	0	**9**
1830-1845	5	1	0	0	0	0	0	**6**
1845-1900	11	1	0	0	0	0	0	**12**
Hourly Total	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**36**
Total	371	29	4	0	0	0	0	**404**

Arm C - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	0	0	**0**
0730-0745	0	0	0	0	0	0	0	**0**
0745-0800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**
0815-0830	0	0	0	0	0	0	0	**0**
0830-0845	0	0	0	0	0	0	0	**0**
0845-0900	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900-0915	0	0	0	0	0	0	0	**0**
0915-0930	0	0	0	0	0	0	0	**0**
0930-0945	0	0	0	0	0	0	0	**0**
0945-1000	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000-1015	0	0	0	0	0	0	0	**0**
1015-1030	0	0	0	0	0	0	0	**0**
1030-1045	0	0	0	0	0	0	0	**0**
1045-1100	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100-1115	1	0	0	0	0	0	0	**1**
1115-1130	0	0	0	0	0	0	0	**0**
1130-1145	0	0	0	0	0	0	0	**0**
1145-1200	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1200-1215	0	0	0	0	0	0	0	**0**
1215-1230	0	0	0	0	0	0	0	**0**
1230-1245	0	0	0	0	0	0	0	**0**
1245-1300	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300-1315	0	0	0	0	0	0	0	**0**
1315-1330	0	0	0	0	0	0	0	**0**
1330-1345	0	0	0	0	0	0	0	**0**
1345-1400	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400-1415	0	0	0	0	0	0	0	**0**
1415-1430	0	0	0	0	0	0	0	**0**
1430-1445	0	0	0	0	0	0	0	**0**
1445-1500	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500-1515	0	0	0	0	0	0	0	**0**
1515-1530	0	0	0	0	0	0	0	**0**
1530-1545	0	0	0	0	0	0	0	**0**
1545-1600	1	0	0	0	0	0	0	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1600-1615	0	0	0	0	0	0	0	**0**
1615-1630	0	0	0	0	0	0	0	**0**
1630-1645	0	0	0	0	0	0	0	**0**
1645-1700	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700-1715	0	0	0	0	0	0	0	**0**
1715-1730	0	0	0	0	0	0	0	**0**
1730-1745	0	0	0	0	0	0	0	**0**
1745-1800	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800-1815	0	0	0	0	0	0	0	**0**
1815-1830	0	0	0	0	0	0	0	**0**
1830-1845	0	0	0	0	0	0	0	**0**
1845-1900	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	2	0	0	0	0	0	0	**2**

Arm C - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	1	0	0	0	0	0	0	**1**	**2**
0715-0730	1	0	0	0	0	0	0	**1**	**1**
0730-0745	2	0	0	0	0	0	0	**2**	**3**
0745-0800	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**
0800-0815	3	0	0	0	0	0	0	**3**	**8**
0815-0830	3	0	0	0	0	0	0	**3**	**15**
0830-0845	3	0	0	0	0	0	0	**3**	**10**
0845-0900	5	0	0	0	0	0	0	**5**	**13**
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**46**
0900-0915	11	3	0	1	0	0	0	**15**	**24**
0915-0930	8	0	0	0	0	0	0	**8**	**20**
0930-0945	8	1	1	0	0	0	0	**10**	**23**
0945-1000	13	2	0	0	0	0	0	**15**	**25**
Hourly Total	**40**	**6**	**1**	**1**	**0**	**0**	**0**	**48**	**92**
1000-1015	19	1	0	1	0	0	0	**21**	**34**
1015-1030	10	0	0	0	0	1	0	**11**	**17**
1030-1045	20	1	0	0	0	0	0	**21**	**36**
1045-1100	17	1	1	0	0	0	0	**19**	**29**
Hourly Total	**66**	**3**	**1**	**1**	**0**	**1**	**0**	**72**	**116**
1100-1115	14	0	0	0	0	0	0	**14**	**29**
1115-1130	14	0	0	0	0	0	0	**14**	**30**
1130-1145	14	2	0	0	0	0	0	**16**	**31**
1145-1200	9	1	0	0	0	0	0	**10**	**25**
Hourly Total	**51**	**3**	**0**	**0**	**0**	**0**	**0**	**54**	**115**
1200-1215	13	1	0	0	0	0	0	**14**	**38**
1215-1230	14	1	1	0	0	0	0	**16**	**35**
1230-1245	21	2	0	0	0	0	0	**23**	**39**
1245-1300	16	1	0	0	0	0	0	**17**	**31**
Hourly Total	**64**	**5**	**1**	**0**	**0**	**0**	**0**	**70**	**143**
1300-1315	25	1	0	0	0	0	0	**26**	**38**
1315-1330	15	0	0	0	0	0	0	**15**	**34**
1330-1345	19	1	0	0	0	0	0	**20**	**43**
1345-1400	16	2	0	0	0	0	0	**18**	**32**
Hourly Total	**75**	**4**	**0**	**0**	**0**	**0**	**0**	**79**	**147**
1400-1415	27	2	0	0	0	0	0	**29**	**51**
1415-1430	18	1	0	0	0	0	0	**19**	**51**
1430-1445	13	1	0	0	0	0	0	**14**	**33**
1445-1500	14	1	0	0	0	0	0	**15**	**35**
Hourly Total	**72**	**5**	**0**	**0**	**0**	**0**	**0**	**77**	**170**
1500-1515	16	2	0	0	1	0	0	**19**	**42**
1515-1530	18	1	0	0	0	0	0	**19**	**41**
1530-1545	24	2	0	0	0	0	0	**26**	**46**
1545-1600	15	1	0	0	0	0	0	**16**	**43**
Hourly Total	**73**	**6**	**0**	**0**	**1**	**0**	**0**	**80**	**172**
1600-1615	17	3	0	0	0	0	0	**20**	**50**
1615-1630	17	1	1	0	1	0	0	**20**	**42**
1630-1645	14	1	0	0	0	0	0	**15**	**39**
1645-1700	16	1	0	0	0	0	0	**17**	**35**
Hourly Total	**64**	**6**	**1**	**0**	**1**	**0**	**0**	**72**	**166**
1700-1715	15	3	0	0	0	0	0	**18**	**40**
1715-1730	15	0	0	0	0	0	0	**15**	**36**
1730-1745	14	0	0	0	0	0	0	**14**	**45**
1745-1800	12	1	0	0	0	0	0	**13**	**23**
Hourly Total	**56**	**4**	**0**	**0**	**0**	**0**	**0**	**60**	**144**
1800-1815	12	1	0	0	0	0	0	**13**	**35**
1815-1830	14	2	0	0	0	0	0	**16**	**33**
1830-1845	18	1	0	0	0	0	0	**19**	**35**
1845-1900	11	0	0	0	0	0	0	**11**	**32**
Hourly Total	**55**	**4**	**0**	**0**	**0**	**0**	**0**	**59**	**135**
Total	634	46	4	2	2	1	0	**689**	**1455**

Arm D - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	20	4	0	2	0	0	0	**26**
0715-0730	33	8	2	1	2	0	0	**46**
0730-0745	50	10	1	0	5	0	0	**66**
0745-0800	69	16	3	1	2	0	0	**91**
Hourly Total	**172**	**38**	**6**	**4**	**9**	**0**	**0**	**229**
0800-0815	85	6	1	0	1	0	0	**93**
0815-0830	107	15	2	1	3	1	0	**129**
0830-0845	64	11	2	1	2	1	1	**82**
0845-0900	67	7	3	2	1	0	0	**80**
Hourly Total	**323**	**39**	**8**	**4**	**7**	**2**	**1**	**384**
0900-0915	94	8	2	1	2	0	0	**107**
0915-0930	78	7	0	3	1	0	1	**90**
0930-0945	45	9	2	2	0	0	0	**58**
0945-1000	44	14	2	0	0	1	0	**61**
Hourly Total	**261**	**38**	**6**	**6**	**3**	**1**	**1**	**316**
1000-1015	58	11	5	1	0	0	0	**75**
1015-1030	64	12	3	2	0	1	0	**82**
1030-1045	65	9	3	1	0	0	1	**79**
1045-1100	85	7	4	0	0	1	0	**97**
Hourly Total	**272**	**39**	**15**	**4**	**0**	**2**	**1**	**333**
1100-1115	72	9	1	3	0	0	0	**85**
1115-1130	77	14	3	1	1	0	0	**96**
1130-1145	92	6	3	0	1	0	0	**102**
1145-1200	79	11	3	1	0	0	0	**94**
Hourly Total	**320**	**40**	**10**	**5**	**2**	**0**	**0**	**377**
1200-1215	73	19	2	0	0	0	0	**94**
1215-1230	80	9	1	1	1	0	0	**92**
1230-1245	88	10	3	1	0	0	0	**102**
1245-1300	84	19	2	0	0	0	0	**105**
Hourly Total	**325**	**57**	**8**	**2**	**1**	**0**	**0**	**393**
1300-1315	88	13	5	1	0	0	0	**107**
1315-1330	96	11	1	2	0	1	0	**111**
1330-1345	88	10	1	0	0	0	0	**99**
1345-1400	87	14	1	1	0	0	0	**103**
Hourly Total	**359**	**48**	**8**	**4**	**0**	**1**	**0**	**420**
1400-1415	71	7	1	0	1	0	0	**80**
1415-1430	86	5	1	0	1	0	0	**93**
1430-1445	105	16	3	3	3	0	0	**130**
1445-1500	129	13	4	3	2	1	0	**152**
Hourly Total	**391**	**41**	**9**	**6**	**7**	**1**	**0**	**455**
1500-1515	113	7	2	1	2	0	0	**125**
1515-1530	125	13	1	2	1	0	0	**142**
1530-1545	111	13	0	0	1	0	0	**125**
1545-1600	87	15	1	0	0	0	0	**103**
Hourly Total	**436**	**48**	**4**	**3**	**4**	**0**	**0**	**495**
1600-1615	94	8	1	0	0	0	0	**103**
1615-1630	118	14	1	0	2	0	0	**135**
1630-1645	127	13	0	0	1	0	0	**141**
1645-1700	90	15	0	0	1	1	0	**107**
Hourly Total	**429**	**50**	**2**	**0**	**4**	**1**	**0**	**486**
1700-1715	133	13	0	0	0	0	0	**146**
1715-1730	126	16	0	0	1	0	0	**143**
1730-1745	124	12	1	0	0	0	0	**137**
1745-1800	98	7	0	1	0	0	0	**106**
Hourly Total	**481**	**48**	**1**	**1**	**1**	**0**	**0**	**532**
1800-1815	105	11	0	0	0	0	0	**116**
1815-1830	96	8	0	0	0	0	0	**104**
1830-1845	87	5	0	0	0	0	0	**92**
1845-1900	68	8	0	0	0	0	0	**76**
Hourly Total	**356**	**32**	**0**	**0**	**0**	**0**	**0**	**388**
Total	4125	518	77	39	38	8	3	**4808**

Arm D - Arm B

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	5	0	0	0	1	1	0	**7**
0715-0730	10	1	0	0	0	0	1	**12**
0730-0745	8	2	3	0	0	1	0	**14**
0745-0800	19	3	0	0	0	0	0	**22**
Hourly Total	**42**	**6**	**3**	**0**	**1**	**2**	**1**	**55**
0800-0815	27	2	1	0	1	0	0	**31**
0815-0830	22	2	1	0	0	0	1	**26**
0830-0845	32	3	1	0	0	0	0	**36**
0845-0900	25	1	0	0	0	0	0	**26**
Hourly Total	**106**	**8**	**3**	**0**	**1**	**0**	**1**	**119**
0900-0915	33	2	1	0	2	0	0	**38**
0915-0930	36	1	1	0	0	0	0	**38**
0930-0945	30	5	1	0	0	0	0	**36**
0945-1000	31	2	1	0	1	0	0	**35**
Hourly Total	**130**	**10**	**4**	**0**	**3**	**0**	**0**	**147**
1000-1015	26	4	2	0	1	0	0	**33**
1015-1030	27	2	0	0	0	0	0	**29**
1030-1045	29	10	0	0	0	0	0	**39**
1045-1100	47	1	0	0	0	0	0	**48**
Hourly Total	**129**	**17**	**2**	**0**	**1**	**0**	**0**	**149**
1100-1115	45	6	0	0	2	0	0	**53**
1115-1130	40	3	1	0	0	2	1	**47**
1130-1145	38	4	1	0	1	0	0	**44**
1145-1200	35	2	1	0	0	1	0	**39**
Hourly Total	**158**	**15**	**3**	**0**	**3**	**3**	**1**	**183**
1200-1215	37	7	0	0	1	0	0	**45**
1215-1230	34	3	0	0	0	0	0	**37**
1230-1245	40	1	0	0	0	0	0	**41**
1245-1300	53	5	0	0	1	0	1	**60**
Hourly Total	**164**	**16**	**0**	**0**	**2**	**0**	**1**	**183**
1300-1315	52	5	0	0	1	0	0	**58**
1315-1330	39	2	0	0	1	0	0	**42**
1330-1345	52	2	3	0	0	0	1	**58**
1345-1400	46	9	1	0	0	0	0	**56**
Hourly Total	**189**	**18**	**4**	**0**	**2**	**0**	**1**	**214**
1400-1415	44	4	0	0	1	2	0	**51**
1415-1430	41	4	0	0	0	0	1	**46**
1430-1445	39	4	1	0	0	0	0	**44**
1445-1500	38	4	1	0	0	0	1	**44**
Hourly Total	**162**	**16**	**2**	**0**	**1**	**2**	**2**	**185**
1500-1515	57	5	1	0	1	0	0	**64**
1515-1530	43	4	0	0	0	0	0	**47**
1530-1545	51	6	0	0	1	0	0	**58**
1545-1600	39	7	0	0	1	0	1	**48**
Hourly Total	**190**	**22**	**1**	**0**	**3**	**0**	**1**	**217**
1600-1615	52	2	1	0	1	0	0	**56**
1615-1630	59	6	0	0	1	1	1	**68**
1630-1645	48	3	0	0	1	0	1	**53**
1645-1700	44	7	0	0	1	1	0	**53**
Hourly Total	**203**	**18**	**1**	**0**	**4**	**2**	**2**	**230**
1700-1715	51	4	1	0	1	0	0	**57**
1715-1730	51	1	0	0	0	0	0	**52**
1730-1745	52	5	1	0	0	1	0	**59**
1745-1800	51	3	0	0	1	0	0	**55**
Hourly Total	**205**	**13**	**2**	**0**	**2**	**1**	**0**	**223**
1800-1815	61	4	1	0	0	1	0	**67**
1815-1830	49	4	0	0	1	0	0	**54**
1830-1845	57	4	0	0	0	0	0	**61**
1845-1900	47	3	0	0	0	0	0	**50**
Hourly Total	**214**	**15**	**1**	**0**	**1**	**1**	**0**	**232**
Total	1892	174	26	0	24	11	10	**2137**

Arm D - Arm C

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	**0**
0715-0730	1	0	0	0	0	0	0	**1**
0730-0745	3	0	0	0	0	0	0	**3**
0745-0800	6	0	0	0	0	0	0	**6**
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
0800-0815	2	1	0	0	0	0	0	**3**
0815-0830	6	0	0	0	0	0	0	**6**
0830-0845	5	3	0	0	0	0	0	**8**
0845-0900	8	1	0	0	1	0	0	**10**
Hourly Total	**21**	**5**	**0**	**0**	**1**	**0**	**0**	**27**
0900-0915	9	2	1	1	0	0	0	**13**
0915-0930	15	0	1	0	0	0	0	**16**
0930-0945	9	2	0	0	0	0	0	**11**
0945-1000	14	0	0	0	0	0	0	**14**
Hourly Total	**47**	**4**	**2**	**1**	**0**	**0**	**0**	**54**
1000-1015	18	0	0	0	0	1	0	**19**
1015-1030	13	2	0	0	0	0	0	**15**
1030-1045	20	1	1	0	0	0	0	**22**
1045-1100	17	0	0	0	0	0	0	**17**
Hourly Total	**68**	**3**	**1**	**0**	**0**	**1**	**0**	**73**
1100-1115	25	0	0	0	0	0	0	**25**
1115-1130	27	0	0	0	0	0	0	**27**
1130-1145	17	1	0	0	0	0	0	**18**
1145-1200	14	1	0	0	0	0	0	**15**
Hourly Total	**83**	**2**	**0**	**0**	**0**	**0**	**0**	**85**
1200-1215	21	0	0	0	0	0	0	**21**
1215-1230	21	1	0	0	0	0	0	**22**
1230-1245	15	1	0	0	0	0	0	**16**
1245-1300	20	4	0	0	0	0	0	**24**
Hourly Total	**77**	**6**	**0**	**0**	**0**	**0**	**0**	**83**
1300-1315	16	0	0	0	0	0	0	**16**
1315-1330	15	1	0	0	0	0	0	**16**
1330-1345	16	0	0	0	0	0	0	**16**
1345-1400	29	0	0	0	0	0	0	**29**
Hourly Total	**76**	**1**	**0**	**0**	**0**	**0**	**0**	**77**
1400-1415	17	1	0	0	0	0	0	**18**
1415-1430	15	1	0	0	0	0	0	**16**
1430-1445	24	3	0	0	0	0	0	**27**
1445-1500	27	3	0	0	0	0	0	**30**
Hourly Total	**83**	**8**	**0**	**0**	**0**	**0**	**0**	**91**
1500-1515	17	3	1	0	1	0	0	**22**
1515-1530	13	1	0	0	0	0	0	**14**
1530-1545	15	3	1	0	0	0	0	**19**
1545-1600	22	1	0	0	0	0	0	**23**
Hourly Total	**67**	**8**	**2**	**0**	**1**	**0**	**0**	**78**
1600-1615	18	0	0	0	0	0	0	**18**
1615-1630	21	2	0	0	0	0	0	**23**
1630-1645	14	0	0	0	0	0	0	**14**
1645-1700	15	1	0	0	0	0	0	**16**
Hourly Total	**68**	**3**	**0**	**0**	**0**	**0**	**0**	**71**
1700-1715	24	1	0	0	0	0	0	**25**
1715-1730	21	0	0	0	0	0	0	**21**
1730-1745	20	1	0	0	0	0	0	**21**
1745-1800	16	0	0	0	0	0	0	**16**
Hourly Total	**81**	**2**	**0**	**0**	**0**	**0**	**0**	**83**
1800-1815	16	1	0	0	0	1	0	**18**
1815-1830	17	0	0	0	0	0	0	**17**
1830-1845	11	0	0	0	0	0	0	**11**
1845-1900	8	1	0	0	0	0	0	**9**
Hourly Total	**52**	**2**	**0**	**0**	**0**	**1**	**0**	**55**
Total	733	44	5	1	2	2	0	**787**

Arm D - Arm D

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	**33**
0715-0730	1	0	0	0	0	0	0	**1**	**60**
0730-0745	0	0	0	0	0	0	0	**0**	**83**
0745-0800	0	0	0	0	0	0	0	**0**	**119**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**295**
0800-0815	0	0	0	0	0	0	0	**0**	**127**
0815-0830	1	0	0	0	0	0	0	**1**	**162**
0830-0845	0	0	0	0	0	0	0	**0**	**126**
0845-0900	1	0	0	0	0	0	0	**1**	**117**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**532**
0900-0915	0	0	0	0	0	0	0	**0**	**158**
0915-0930	1	0	0	0	0	0	0	**1**	**145**
0930-0945	0	0	0	0	0	0	0	**0**	**105**
0945-1000	0	0	0	0	0	0	0	**0**	**110**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**518**
1000-1015	1	0	0	0	0	0	0	**1**	**128**
1015-1030	0	0	0	0	0	0	0	**0**	**126**
1030-1045	0	0	0	0	0	0	0	**0**	**140**
1045-1100	0	0	0	0	0	0	0	**0**	**162**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**556**
1100-1115	0	0	0	0	0	0	0	**0**	**163**
1115-1130	0	0	0	0	0	0	0	**0**	**170**
1130-1145	1	0	0	0	0	0	0	**1**	**165**
1145-1200	0	0	0	0	0	0	0	**0**	**148**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**646**
1200-1215	0	0	0	0	0	0	0	**0**	**160**
1215-1230	0	0	0	0	0	0	0	**0**	**151**
1230-1245	2	0	0	0	0	0	0	**2**	**161**
1245-1300	0	0	0	0	0	0	0	**0**	**189**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**661**
1300-1315	1	0	0	0	0	0	0	**1**	**182**
1315-1330	0	0	0	0	0	0	0	**0**	**169**
1330-1345	0	0	0	0	0	0	0	**0**	**173**
1345-1400	0	0	0	0	0	0	0	**0**	**188**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**712**
1400-1415	0	0	0	0	0	0	0	**0**	**149**
1415-1430	1	0	0	0	0	0	0	**1**	**156**
1430-1445	0	0	0	0	0	0	0	**0**	**201**
1445-1500	0	0	0	0	0	0	0	**0**	**226**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**732**
1500-1515	0	0	0	0	0	0	0	**0**	**211**
1515-1530	0	0	0	0	0	0	0	**0**	**203**
1530-1545	1	0	0	0	0	0	0	**1**	**203**
1545-1600	1	0	0	0	0	0	0	**1**	**175**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**792**
1600-1615	0	2	0	0	0	0	0	**2**	**179**
1615-1630	0	0	0	0	0	0	0	**0**	**226**
1630-1645	1	0	0	0	0	0	0	**1**	**209**
1645-1700	0	0	0	0	0	0	0	**0**	**176**
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**790**
1700-1715	0	0	0	0	0	0	0	**0**	**228**
1715-1730	0	0	0	0	0	0	0	**0**	**216**
1730-1745	1	0	0	0	0	0	0	**1**	**218**
1745-1800	0	0	0	0	0	0	0	**0**	**177**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**839**
1800-1815	3	0	0	0	0	0	0	**3**	**204**
1815-1830	1	0	0	0	0	0	0	**1**	**176**
1830-1845	0	1	0	0	0	0	0	**1**	**165**
1845-1900	0	0	0	0	0	0	0	**0**	**135**
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**680**
Total	18	3	0	0	0	0	0	**21**	**7753**

Origin - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	68	12	1	4	0	2	0	87
0715-0730	87	12	1	4	0	0	0	104
0730-0745	111	20	3	3	2	1	1	141
0745-0800	137	17	3	2	1	1	0	161
Hourly Total	403	61	8	13	3	4	1	493
0800-0815	178	10	5	1	2	0	0	196
0815-0830	165	16	1	0	0	0	0	182
0830-0845	152	10	4	2	10	0	1	179
0845-0900	154	8	6	1	2	0	0	171
Hourly Total	649	44	16	4	14	0	1	728
0900-0915	168	19	0	1	1	1	0	190
0915-0930	122	12	2	3	1	0	0	140
0930-0945	102	13	2	2	1	1	0	121
0945-1000	72	17	3	2	0	0	0	94
Hourly Total	464	61	7	8	3	2	0	545
1000-1015	92	9	4	2	0	0	1	108
1015-1030	86	6	2	2	1	0	0	97
1030-1045	99	17	2	2	0	0	0	120
1045-1100	97	12	1	1	0	0	0	111
Hourly Total	374	44	9	7	1	0	1	436
1100-1115	74	14	4	0	0	1	0	93
1115-1130	83	14	3	3	1	0	0	104
1130-1145	91	19	2	1	0	0	0	113
1145-1200	98	10	4	0	0	0	0	112
Hourly Total	346	57	13	4	1	1	0	422
1200-1215	88	9	4	1	0	0	0	102
1215-1230	96	19	2	0	0	0	0	117
1230-1245	95	16	1	0	0	0	0	112
1245-1300	67	14	4	2	0	1	0	88
Hourly Total	346	58	11	3	0	1	0	419
1300-1315	94	11	1	2	0	1	0	109
1315-1330	87	13	1	2	1	1	1	106
1330-1345	74	14	1	1	0	0	0	90
1345-1400	94	6	1	1	0	0	0	102
Hourly Total	349	44	4	6	1	2	1	407
1400-1415	92	10	2	1	0	0	0	105
1415-1430	87	11	3	0	0	0	0	101
1430-1445	99	9	2	0	0	0	0	110
1445-1500	96	11	1	0	1	0	0	109
Hourly Total	374	41	8	1	1	0	0	425
1500-1515	124	12	1	0	4	0	0	141
1515-1530	119	13	1	2	0	1	0	136
1530-1545	165	19	2	2	0	1	0	189
1545-1600	108	28	1	0	5	1	0	143
Hourly Total	516	72	5	4	9	3	0	609
1600-1615	110	11	1	0	2	0	0	124
1615-1630	91	17	1	0	2	0	0	111
1630-1645	106	14	3	0	1	0	2	126
1645-1700	134	5	0	0	1	0	0	140
Hourly Total	441	47	5	0	6	0	2	501
1700-1715	97	12	0	0	0	0	0	109
1715-1730	119	5	0	0	0	0	0	124
1730-1745	81	9	0	0	0	0	0	90
1745-1800	110	4	0	0	0	0	0	114
Hourly Total	407	30	0	0	0	0	0	437
1800-1815	82	6	0	0	0	0	0	88
1815-1830	86	4	0	0	0	0	0	90
1830-1845	101	7	0	0	0	0	0	108
1845-1900	85	5	0	0	0	0	0	90
Hourly Total	354	22	0	0	0	0	0	376
Total	5023	581	86	50	39	13	6	5798

Origin - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	35	9	1	0	0	0	1	46
0715-0730	29	5	1	0	0	1	1	37
0730-0745	63	8	0	0	1	0	1	73
0745-0800	57	8	2	0	3	0	0	70
Hourly Total	184	30	4	0	4	1	3	226
0800-0815	79	8	0	0	0	1	0	88
0815-0830	96	11	0	0	3	1	0	111
0830-0845	74	5	0	1	4	1	0	85
0845-0900	76	6	1	1	1	0	0	85
Hourly Total	325	30	1	2	8	3	0	369
0900-0915	57	6	0	0	0	0	0	63
0915-0930	48	7	1	0	0	1	0	57
0930-0945	50	4	4	0	1	0	1	60
0945-1000	43	3	0	1	0	0	0	47
Hourly Total	198	20	5	1	1	1	1	227
1000-1015	55	4	3	0	0	0	0	62
1015-1030	49	7	2	1	0	0	0	59
1030-1045	53	8	1	0	1	0	0	63
1045-1100	65	7	1	0	2	0	0	75
Hourly Total	222	26	7	1	3	0	0	259
1100-1115	52	5	3	0	0	0	0	60
1115-1130	47	10	3	0	1	1	0	62
1130-1145	49	4	1	0	1	0	0	55
1145-1200	82	9	1	1	0	0	0	93
Hourly Total	230	28	8	1	2	1	0	270
1200-1215	58	4	2	0	0	1	0	65
1215-1230	67	7	3	0	1	0	0	78
1230-1245	57	3	1	0	0	0	0	61
1245-1300	55	7	1	0	1	1	0	65
Hourly Total	237	21	7	0	2	2	0	269
1300-1315	50	3	2	1	0	1	0	57
1315-1330	58	5	2	0	0	0	0	65
1330-1345	43	6	0	0	1	0	0	50
1345-1400	51	5	1	0	1	0	0	58
Hourly Total	202	19	5	1	2	1	0	230
1400-1415	43	8	1	0	0	0	0	52
1415-1430	47	11	2	0	1	0	0	61
1430-1445	44	3	0	0	2	0	0	49
1445-1500	60	9	1	0	1	1	0	72
Hourly Total	194	31	4	0	4	1	0	234
1500-1515	79	5	2	0	0	0	0	86
1515-1530	55	9	2	0	0	0	0	66
1530-1545	64	6	0	0	1	0	0	71
1545-1600	69	4	1	0	2	0	0	76
Hourly Total	267	24	5	0	3	0	0	299
1600-1615	75	9	1	0	0	1	0	86
1615-1630	65	8	1	0	0	0	0	74
1630-1645	96	3	1	0	1	1	0	102
1645-1700	77	8	0	0	0	0	0	85
Hourly Total	313	28	3	0	1	2	0	347
1700-1715	74	8	0	0	0	0	0	82
1715-1730	69	8	0	0	1	1	0	79
1730-1745	68	8	0	0	1	0	0	77
1745-1800	75	5	0	0	0	0	0	80
Hourly Total	286	29	0	0	2	1	0	318
1800-1815	76	9	0	0	0	0	0	85
1815-1830	78	2	0	0	1	0	0	81
1830-1845	40	3	1	0	0	0	1	45
1845-1900	62	2	0	0	0	0	0	64
Hourly Total	256	16	1	0	1	0	1	275
Total	2914	302	50	6	33	13	5	3323

Origin - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	0	0	0	0	0	0	2
0715-0730	1	0	0	0	0	0	0	1
0730-0745	3	0	0	0	0	0	0	3
0745-0800	3	0	0	0	0	0	0	3
Hourly Total	9	0	0	0	0	0	0	9
0800-0815	8	0	0	0	0	0	0	8
0815-0830	11	3	1	0	0	0	0	15
0830-0845	7	3	0	0	0	0	0	10
0845-0900	11	0	1	0	1	0	0	13
Hourly Total	37	6	2	0	1	0	0	46
0900-0915	18	4	1	1	0	0	0	24
0915-0930	20	0	0	0	0	0	0	20
0930-0945	19	3	1	0	0	0	0	23
0945-1000	23	2	0	0	0	0	0	25
Hourly Total	80	9	2	1	0	0	0	92
1000-1015	32	1	0	1	0	0	0	34
1015-1030	16	0	0	0	0	1	0	17
1030-1045	33	3	0	0	0	0	0	36
1045-1100	27	1	1	0	0	0	0	29
Hourly Total	108	5	1	1	0	1	0	116
1100-1115	27	1	1	0	0	0	0	29
1115-1130	30	0	0	0	0	0	0	30
1130-1145	29	2	0	0	0	0	0	31
1145-1200	24	1	0	0	0	0	0	25
Hourly Total	110	4	1	0	0	0	0	115
1200-1215	36	2	0	0	0	0	0	38
1215-1230	31	3	1	0	0	0	0	35
1230-1245	35	4	0	0	0	0	0	39
1245-1300	29	2	0	0	0	0	0	31
Hourly Total	131	11	1	0	0	0	0	143
1300-1315	34	4	0	0	0	0	0	38
1315-1330	34	0	0	0	0	0	0	34
1330-1345	41	2	0	0	0	0	0	43
1345-1400	29	3	0	0	0	0	0	32
Hourly Total	138	9	0	0	0	0	0	147
1400-1415	48	3	0	0	0	0	0	51
1415-1430	48	3	0	0	0	0	0	51
1430-1445	30	3	0	0	0	0	0	33
1445-1500	33	2	0	0	0	0	0	35
Hourly Total	159	11	0	0	0	0	0	170
1500-1515	35	5	1	0	1	0	0	42
1515-1530	38	3	0	0	0	0	0	41
1530-1545	43	3	0	0	0	0	0	46
1545-1600	39	3	1	0	0	0	0	43
Hourly Total	155	14	2	0	1	0	0	172
1600-1615	46	4	0	0	0	0	0	50
1615-1630	38	2	1	0	1	0	0	42
1630-1645	36	3	0	0	0	0	0	39
1645-1700	33	2	0	0	0	0	0	35
Hourly Total	153	11	1	0	1	0	0	166
1700-1715	36	4	0	0	0	0	0	40
1715-1730	34	2	0	0	0	0	0	36
1730-1745	44	1	0	0	0	0	0	45
1745-1800	22	1	0	0	0	0	0	23
Hourly Total	136	8	0	0	0	0	0	144
1800-1815	34	1	0	0	0	0	0	35
1815-1830	31	2	0	0	0	0	0	33
1830-1845	33	2	0	0	0	0	0	35
1845-1900	31	1	0	0	0	0	0	32
Hourly Total	129	6	0	0	0	0	0	135
Total	1345	94	10	2	3	1	0	1455

Origin - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	25	4	0	2	1	1	0	33	168
0715-0730	45	9	2	1	2	0	1	60	202
0730-0745	61	12	4	0	5	1	0	83	300
0745-0800	94	19	3	1	2	0	0	119	353
Hourly Total	225	44	9	4	10	2	1	295	1023
0800-0815	114	9	2	0	2	0	0	127	419
0815-0830	136	17	3	1	3	1	1	162	470
0830-0845	101	17	3	1	2	1	1	126	400
0845-0900	101	9	3	2	2	0	0	117	386
Hourly Total	452	52	11	4	9	2	2	532	1675
0900-0915	136	12	4	2	4	0	0	158	435
0915-0930	130	8	2	3	1	0	1	145	362
0930-0945	84	16	3	2	0	0	0	105	309
0945-1000	89	16	3	0	1	1	0	110	276
Hourly Total	439	52	12	7	6	1	1	518	1382
1000-1015	103	15	7	1	1	1	0	128	332
1015-1030	104	16	3	2	0	1	0	126	299
1030-1045	114	20	4	1	0	0	1	140	359
1045-1100	149	8	4	0	0	1	0	162	377
Hourly Total	470	59	18	4	1	3	1	556	1367
1100-1115	142	15	1	3	2	0	0	163	345
1115-1130	144	17	4	1	1	2	1	170	366
1130-1145	148	11	4	0	2	0	0	165	364
1145-1200	128	14	4	1	0	1	0	148	378
Hourly Total	562	57	13	5	5	3	1	646	1453
1200-1215	131	26	2	0	1	0	0	160	365
1215-1230	135	13	1	1	1	0	0	151	381
1230-1245	145	12	3	1	0	0	0	161	373
1245-1300	157	28	2	0	1	0	1	189	373
Hourly Total	568	79	8	2	3	0	1	661	1492
1300-1315	157	18	5	1	1	0	0	182	386
1315-1330	150	14	1	2	1	1	0	169	374
1330-1345	156	12	4	0	0	0	1	173	356
1345-1400	162	23	2	1	0	0	0	188	380
Hourly Total	625	67	12	4	2	1	1	712	1496
1400-1415	132	12	1	0	2	2	0	149	357
1415-1430	143	10	1	0	1	0	1	156	369
1430-1445	168	23	4	3	3	0	0	201	393
1445-1500	194	20	5	3	2	1	1	226	442
Hourly Total	637	65	11	6	8	3	2	732	1561
1500-1515	187	15	4	1	4	0	0	211	480
1515-1530	181	18	1	2	1	0	0	203	446
1530-1545	178	22	1	0	2	0	0	203	509
1545-1600	149	23	1	0	1	0	1	175	437
Hourly Total	695	78	7	3	8	0	1	792	1872
1600-1615	164	12	2	0	1	0	0	179	439
1615-1630	198	22	1	0	3	1	1	226	453
1630-1645	190	16	0	0	2	0	1	209	476
1645-1700	149	23	0	0	2	2	0	176	436
Hourly Total	701	73	3	0	8	3	2	790	1804
1700-1715	208	18	1	0	1	0	0	228	459
1715-1730	198	17	0	0	1	0	0	216	455
1730-1745	197	18	2	0	0	1	0	218	430
1745-1800	165	10	0	1	1	0	0	177	394
Hourly Total	768	63	3	1	3	1	0	839	1738
1800-1815	185	16	1	0	0	2	0	204	412
1815-1830	163	12	0	0	1	0	0	176	380
1830-1845	155	10	0	0	0	0	0	165	353
1845-1900	123	12	0	0	0	0	0	135	321
Hourly Total	626	50	1	0	1	2	0	680	1466
Total	6768	739	108	40	64	21	13	7753	18329

Destination - Arm A

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	28	6	0	2	0	0	0	36
0715-0730	44	10	3	1	2	0	0	60
0730-0745	75	13	1	0	5	0	0	94
0745-0800	96	20	4	1	3	0	0	124
Hourly Total	243	49	8	4	10	0	0	314
0800-0815	112	11	1	0	1	0	0	125
0815-0830	150	23	3	1	5	1	0	183
0830-0845	96	14	2	2	3	1	1	119
0845-0900	89	11	3	3	2	0	0	108
Hourly Total	447	59	9	6	11	2	1	535
0900-0915	112	12	2	1	2	0	0	129
0915-0930	94	11	1	3	1	1	1	112
0930-0945	66	11	2	2	0	0	0	81
0945-1000	54	14	2	0	0	1	0	71
Hourly Total	326	48	7	6	3	2	1	393
1000-1015	78	12	6	1	0	0	0	97
1015-1030	75	18	5	3	0	1	0	102
1030-1045	89	13	3	1	0	0	1	107
1045-1100	107	11	5	0	1	1	0	125
Hourly Total	349	54	19	5	1	2	1	431
1100-1115	86	12	3	3	0	0	0	104
1115-1130	93	18	3	1	1	1	0	117
1130-1145	110	6	3	0	1	0	0	120
1145-1200	105	14	4	2	0	0	0	125
Hourly Total	394	50	13	6	2	1	0	466
1200-1215	93	22	3	0	0	1	0	119
1215-1230	108	12	4	1	1	0	0	126
1230-1245	104	11	4	1	0	0	0	120
1245-1300	109	25	2	0	0	0	0	136
Hourly Total	414	70	13	2	1	1	0	501
1300-1315	110	14	6	2	0	0	0	132
1315-1330	119	14	2	2	0	1	0	138
1330-1345	107	12	1	0	0	0	0	120
1345-1400	104	18	2	1	1	0	0	126
Hourly Total	440	58	11	5	1	1	0	516
1400-1415	91	10	1	0	1	0	0	103
1415-1430	115	11	2	0	2	0	0	130
1430-1445	125	18	3	3	4	0	0	153
1445-1500	162	17	5	3	2	1	0	190
Hourly Total	493	56	11	6	9	1	0	576
1500-1515	165	11	3	1	2	0	0	182
1515-1530	153	19	2	2	1	0	0	177
1530-1545	151	15	0	0	1	0	0	167
1545-1600	120	19	1	0	1	0	0	141
Hourly Total	589	64	6	3	5	0	0	667
1600-1615	138	10	1	0	0	0	0	149
1615-1630	151	18	1	0	2	0	0	172
1630-1645	173	16	1	0	1	1	0	192
1645-1700	128	20	0	0	1	1	0	150
Hourly Total	590	64	3	0	4	2	0	663
1700-1715	187	16	0	0	0	0	0	203
1715-1730	159	21	0	0	1	0	0	181
1730-1745	167	16	1	0	0	0	0	184
1745-1800	137	9	0	1	0	0	0	147
Hourly Total	650	62	1	1	1	0	0	715
1800-1815	162	14	0	0	0	0	0	176
1815-1830	132	9	0	0	0	0	0	141
1830-1845	114	7	1	0	0	0	0	122
1845-1900	91	8	0	0	0	0	0	99
Hourly Total	499	38	1	0	0	0	0	538
Total	5434	672	102	44	48	12	3	6315

Destination - Arm B

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	18	4	0	0	1	2	0	25
0715-0730	28	2	0	0	0	0	1	31
0730-0745	22	7	3	0	0	2	0	34
0745-0800	43	7	0	1	1	1	0	53
Hourly Total	111	20	3	1	2	5	1	143
0800-0815	61	4	1	0	2	0	0	68
0815-0830	64	7	1	0	0	0	1	73
0830-0845	56	8	2	0	1	0	0	67
0845-0900	58	1	2	0	0	0	0	61
Hourly Total	239	20	6	0	3	0	1	269
0900-0915	68	6	2	0	2	1	0	79
0915-0930	53	4	1	1	0	0	0	59
0930-0945	52	11	1	0	0	0	0	64
0945-1000	46	6	1	0	1	0	0	54
Hourly Total	219	27	5	1	3	1	0	256
1000-1015	40	4	4	0	1	0	0	49
1015-1030	38	4	1	0	0	0	0	43
1030-1045	51	12	1	0	0	0	0	64
1045-1100	64	4	1	0	0	0	0	69
Hourly Total	193	24	7	0	1	0	0	225
1100-1115	65	8	1	0	2	0	0	76
1115-1130	61	7	2	0	1	2	1	74
1130-1145	66	8	1	0	1	0	0	76
1145-1200	52	6	2	0	0	1	0	61
Hourly Total	244	29	6	0	4	3	1	287
1200-1215	71	9	0	0	1	0	0	81
1215-1230	55	11	1	0	0	0	0	67
1230-1245	63	3	0	0	0	0	0	66
1245-1300	75	8	1	0	1	0	1	86
Hourly Total	264	31	2	0	2	0	1	300
1300-1315	73	8	0	0	1	0	0	82
1315-1330	64	7	0	0	2	0	1	74
1330-1345	79	6	3	0	0	0	1	89
1345-1400	62	10	1	0	0	0	0	73
Hourly Total	278	31	4	0	3	0	2	318
1400-1415	69	7	0	0	1	2	0	79
1415-1430	68	7	1	0	0	0	1	77
1430-1445	62	7	1	0	0	0	0	70
1445-1500	68	8	1	0	0	0	1	78
Hourly Total	267	29	3	0	1	2	2	304
1500-1515	91	7	2	0	2	0	0	102
1515-1530	74	7	0	0	0	0	0	81
1530-1545	102	15	0	1	1	0	0	119
1545-1600	76	15	1	0	4	0	1	97
Hourly Total	343	44	3	1	7	0	1	399
1600-1615	88	5	1	0	1	0	0	95
1615-1630	92	13	0	0	2	1	1	109
1630-1645	75	6	1	0	1	0	1	84
1645-1700	86	8	0	0	1	1	0	96
Hourly Total	341	32	2	0	5	2	2	384
1700-1715	79	9	1	0	1	0	0	90
1715-1730	85	4	0	0	0	0	0	89
1730-1745	88	9	1	0	0	1	0	99
1745-1800	74	4	0	0	1	0	0	79
Hourly Total	326	26	2	0	2	1	0	357
1800-1815	92	6	1	0	0	1	0	100
1815-1830	79	4	0	0	1	0	0	84
1830-1845	80	7	0	0	0	0	0	87
1845-1900	75	4	0	0	0	0	0	79
Hourly Total	326	21	1	0	1	1	0	350
Total	3151	334	44	3	34	15	11	3592

Destination - Arm C

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	0	0	0	0	0	0	1
0715-0730	2	0	0	0	0	0	0	2
0730-0745	5	0	0	0	0	0	0	5
0745-0800	8	0	0	0	0	0	0	8
Hourly Total	16	0	0	0	0	0	0	16
0800-0815	11	1	0	0	0	0	0	12
0815-0830	16	3	0	0	0	0	0	19
0830-0845	14	3	0	0	0	0	0	17
0845-0900	20	1	1	0	1	0	0	23
Hourly Total	61	8	1	0	1	0	0	71
0900-0915	19	5	1	1	0	0	0	26
0915-0930	30	0	1	0	0	0	0	31
0930-0945	14	2	0	0	0	0	0	16
0945-1000	22	1	0	0	0	0	0	23
Hourly Total	85	8	2	1	0	0	0	96
1000-1015	26	0	0	1	0	1	0	28
1015-1030	26	2	0	0	0	0	0	28
1030-1045	28	1	1	0	0	0	0	30
1045-1100	27	1	0	0	0	0	0	28
Hourly Total	107	4	1	1	0	1	0	114
1100-1115	39	0	1	0	0	0	0	40
1115-1130	33	1	0	0	0	0	0	34
1130-1145	26	4	0	0	0	0	0	30
1145-1200	24	2	0	0	0	0	0	26
Hourly Total	122	7	1	0	0	0	0	130
1200-1215	30	1	1	0	0	0	0	32
1215-1230	32	2	0	0	0	0	0	34
1230-1245	33	1	0	0	0	0	0	34
1245-1300	31	5	0	0	0	0	0	36
Hourly Total	126	9	1	0	0	0	0	136
1300-1315	38	2	0	0	0	0	0	40
1315-1330	25	2	0	0	0	0	0	27
1330-1345	26	2	0	0	0	0	0	28
1345-1400	49	1	0	0	0	0	0	50
Hourly Total	138	7	0	0	0	0	0	145
1400-1415	26	1	0	0	0	0	0	27
1415-1430	27	1	0	0	0	0	0	28
1430-1445	37	4	0	0	0	0	0	41
1445-1500	33	4	0	0	0	0	0	37
Hourly Total	123	10	0	0	0	0	0	133
1500-1515	38	3	1	0	1	0	0	43
1515-1530	23	2	0	0	0	0	0	25
1530-1545	34	3	1	0	0	0	0	38
1545-1600	38	1	0	0	0	0	0	39
Hourly Total	133	9	2	0	1	0	0	145
1600-1615	29	2	1	0	0	0	0	32
1615-1630	28	5	0	0	0	0	0	33
1630-1645	26	1	0	0	0	0	2	29
1645-1700	30	2	0	0	0	0	0	32
Hourly Total	113	10	1	0	0	0	2	126
1700-1715	37	2	0	0	0	0	0	39
1715-1730	34	1	0	0	0	0	0	35
1730-1745	27	1	0	0	0	0	0	28
1745-1800	21	1	0	0	0	0	0	22
Hourly Total	119	5	0	0	0	0	0	124
1800-1815	23	1	0	0	0	1	0	25
1815-1830	27	1	0	0	0	0	0	28
1830-1845	18	0	0	0	0	0	1	19
1845-1900	13	4	0	0	0	0	0	17
Hourly Total	81	6	0	0	0	1	1	89
Total	1224	83	9	2	2	2	3	1325

Destination - Arm D

Time	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	83	15	2	4	0	1	1	106	168
0715-0730	88	14	1	4	0	1	1	109	202
0730-0745	136	20	3	3	3	0	2	167	300
0745-0800	144	17	4	1	2	0	0	168	353
Hourly Total	451	66	10	12	5	2	4	550	1023
0800-0815	195	11	5	1	1	1	0	214	419
0815-0830	178	14	1	0	1	1	0	195	470
0830-0845	168	10	3	2	12	1	1	197	400
0845-0900	175	10	5	1	3	0	0	194	386
Hourly Total	716	45	14	4	17	3	1	800	1675
0900-0915	180	18	0	2	1	0	0	201	435
0915-0930	143	12	2	2	1	0	0	160	362
0930-0945	123	12	7	2	2	1	1	148	309
0945-1000	105	17	3	3	0	0	0	128	276
Hourly Total	551	59	12	9	4	1	1	637	1382
1000-1015	138	13	4	2	0	0	1	158	332
1015-1030	116	5	1	2	1	1	0	126	299
1030-1045	131	22	2	2	1	0	0	158	359
1045-1100	140	12	1	1	1	0	0	155	377
Hourly Total	525	52	8	7	3	1	1	597	1367
1100-1115	105	15	4	0	0	1	0	125	345
1115-1130	117	15	5	3	1	0	0	141	366
1130-1145	115	18	3	1	1	0	0	138	364
1145-1200	151	12	3	0	0	0	0	166	378
Hourly Total	488	60	15	4	2	1	0	570	1453
1200-1215	119	9	4	1	0	0	0	133	365
1215-1230	134	17	2	0	1	0	0	154	381
1230-1245	132	20	1	0	0	0	0	153	373
1245-1300	93	13	4	2	1	2	0	115	373
Hourly Total	478	59	11	3	2	2	0	555	1492
1300-1315	114	12	2	2	0	2	0	132	386
1315-1330	121	9	2	2	0	1	0	135	374
1330-1345	102	14	1	1	1	0	0	119	356
1345-1400	121	8	1	1	0	0	0	131	380
Hourly Total	458	43	6	6	1	3	0	517	1496
1400-1415	129	15	3	1	0	0	0	148	357
1415-1430	115	16	3	0	0	0	0	134	369
1430-1445	117	9	2	0	1	0	0	129	393
1445-1500	120	13	1	0	2	1	0	137	442
Hourly Total	481	53	9	1	3	1	0	548	1561
1500-1515	131	16	2	0	4	0	0	153	480
1515-1530	143	15	2	2	0	1	0	163	446
1530-1545	163	17	2	1	1	1	0	185	509
1545-1600	131	23	2	0	3	1	0	160	437
Hourly Total	568	71	8	3	8	3	0	661	1872
1600-1615	140	19	1	0	2	1	0	163	439
1615-1630	121	13	3	0	2	0	0	139	453
1630-1645	154	13	2	0	2	0	0	171	476
1645-1700	149	8	0	0	1	0	0	158	436
Hourly Total	564	53	6	0	7	1	0	631	1804
1700-1715	112	15	0	0	0	0	0	127	459
1715-1730	142	6	0	0	1	1	0	150	455
1730-1745	108	10	0	0	1	0	0	119	430
1745-1800	140	6	0	0	0	0	0	146	394
Hourly Total	502	37	0	0	2	1	0	542	1738
1800-1815	100	11	0	0	0	0	0	111	412
1815-1830	120	6	0	0	1	0	0	127	380
1830-1845	117	8	0	0	0	0	0	125	353
1845-1900	122	4	0	0	0	0	0	126	321
Hourly Total	459	29	0	0	1	0	0	489	1466
Total	6241	627	99	49	55	19	7	7097	18329

Severnside
Transportation Data Collection

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 5

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	20	3	1	0	0	1	1	**26**	58	12	1	4	0	0	0	**75**	**101**
0715-0730	0	0	0	0	0	0	0	**0**	21	2	0	0	0	1	1	**25**	71	13	1	4	0	0	0	**89**	**114**
0730-0745	0	0	0	0	0	0	0	**0**	56	5	0	0	3	0	2	**66**	80	14	3	2	0	0	0	**99**	**165**
0745-0800	0	0	0	0	0	0	0	**0**	53	5	0	0	1	0	0	**59**	88	12	4	2	1	0	0	**107**	**166**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**150**	**15**	**1**	**0**	**4**	**2**	**4**	**176**	**297**	**51**	**9**	**12**	**1**	**0**	**0**	**370**	**546**
0800-0815	1	0	0	0	0	0	0	**1**	86	6	2	0	0	0	0	**94**	107	4	3	1	1	1	0	**117**	**212**
0815-0830	1	0	0	0	0	0	0	**1**	92	12	1	0	0	0	0	**105**	85	5	0	0	1	1	0	**92**	**198**
0830-0845	1	0	0	0	0	0	0	**1**	94	5	1	1	7	0	0	**108**	74	4	2	1	5	1	1	**88**	**197**
0845-0900	2	0	0	0	0	0	0	**2**	98	5	2	0	1	0	1	**107**	74	4	3	1	1	0	0	**83**	**192**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**370**	**28**	**6**	**1**	**8**	**0**	**1**	**414**	**340**	**17**	**8**	**3**	**8**	**3**	**1**	**380**	**799**
0900-0915	2	0	0	0	0	0	0	**2**	84	7	0	0	0	0	0	**91**	92	12	0	2	1	0	0	**107**	**200**
0915-0930	4	0	0	0	0	0	0	**4**	73	5	0	1	2	0	0	**81**	72	6	2	0	0	0	0	**80**	**165**
0930-0945	2	0	0	0	0	0	0	**2**	66	8	1	0	1	1	1	**78**	55	3	6	3	1	0	0	**68**	**148**
0945-1000	1	0	0	0	0	0	0	**1**	60	9	0	0	0	0	0	**69**	51	8	3	3	0	0	0	**65**	**135**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**283**	**29**	**1**	**1**	**3**	**1**	**1**	**319**	**270**	**29**	**11**	**8**	**2**	**0**	**0**	**320**	**648**
1000-1015	0	0	0	0	0	0	0	**0**	74	3	1	1	0	0	0	**79**	63	10	2	1	0	0	1	**77**	**156**
1015-1030	3	0	0	0	0	0	0	**3**	60	2	0	0	0	0	0	**62**	50	3	2	2	1	1	0	**59**	**124**
1030-1045	0	0	0	0	0	0	0	**0**	59	5	0	0	1	0	0	**65**	77	15	2	2	0	0	0	**96**	**161**
1045-1100	3	0	0	0	0	0	0	**3**	78	5	1	0	0	0	1	**85**	56	8	0	1	1	0	0	**66**	**154**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**271**	**15**	**2**	**1**	**1**	**0**	**1**	**291**	**246**	**36**	**6**	**6**	**2**	**1**	**1**	**298**	**595**
1100-1115	1	0	0	0	0	0	0	**1**	49	4	1	0	0	0	0	**54**	53	9	3	0	0	0	0	**65**	**120**
1115-1130	3	0	0	0	0	0	0	**3**	63	5	2	0	1	1	0	**72**	54	8	3	2	0	0	0	**67**	**142**
1130-1145	1	0	0	0	0	0	0	**1**	56	6	1	0	1	0	0	**64**	55	14	2	2	0	0	0	**73**	**138**
1145-1200	1	0	0	0	0	0	0	**1**	70	2	1	0	0	0	0	**73**	78	10	2	0	0	0	0	**90**	**164**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**238**	**17**	**5**	**0**	**2**	**1**	**0**	**263**	**240**	**41**	**10**	**4**	**0**	**0**	**0**	**295**	**564**
1200-1215	2	0	0	0	0	0	0	**2**	66	6	2	0	0	0	0	**74**	52	4	2	1	0	0	0	**59**	**135**
1215-1230	0	0	0	0	0	0	0	**0**	73	11	0	0	1	0	0	**85**	62	7	2	0	0	0	0	**71**	**156**
1230-1245	1	0	0	0	0	0	0	**1**	67	7	0	0	0	0	0	**74**	63	13	1	0	0	0	0	**77**	**152**
1245-1300	1	0	0	0	0	0	0	**1**	52	10	1	0	1	1	0	**65**	41	4	2	2	0	1	0	**50**	**116**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**258**	**34**	**3**	**0**	**2**	**1**	**0**	**298**	**218**	**28**	**7**	**3**	**0**	**1**	**0**	**257**	**559**
1300-1315	0	0	0	0	0	0	0	**0**	51	3	1	0	0	1	0	**56**	64	8	2	2	0	1	0	**77**	**133**
1315-1330	1	0	0	0	0	0	0	**1**	61	3	1	0	0	0	0	**65**	62	6	1	2	0	1	0	**72**	**138**
1330-1345	1	0	0	0	0	0	0	**1**	51	4	0	0	1	0	0	**56**	50	11	1	1	0	0	0	**63**	**120**
1345-1400	0	0	0	0	0	0	0	**0**	67	3	0	0	0	0	0	**70**	53	5	1	1	0	0	0	**60**	**130**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**230**	**13**	**2**	**0**	**1**	**1**	**0**	**247**	**229**	**30**	**5**	**6**	**0**	**2**	**0**	**272**	**521**
1400-1415	0	0	0	0	0	0	0	**0**	61	5	0	0	0	0	0	**66**	65	8	3	1	0	0	0	**77**	**143**
1415-1430	0	0	0	0	0	0	0	**0**	59	8	1	0	0	0	0	**68**	59	9	2	0	0	0	0	**70**	**138**
1430-1445	0	0	0	0	0	0	0	**0**	63	0	2	0	1	0	0	**66**	52	10	0	0	0	0	0	**62**	**128**
1445-1500	0	0	0	0	0	0	0	**0**	64	4	0	0	1	0	0	**69**	58	8	0	0	1	1	0	**68**	**137**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**247**	**17**	**3**	**0**	**2**	**0**	**0**	**269**	**234**	**35**	**5**	**1**	**1**	**1**	**0**	**277**	**546**
1500-1515	1	1	0	0	0	0	0	**2**	88	5	0	0	4	0	0	**97**	41	11	3	0	0	0	0	**55**	**154**
1515-1530	0	0	0	0	0	0	0	**0**	72	6	1	0	0	0	0	**79**	72	9	1	2	0	0	0	**84**	**163**
1530-1545	0	0	0	0	0	0	0	**0**	83	13	0	0	1	2	0	**99**	83	4	2	1	0	0	0	**90**	**189**
1545-1600	0	0	0	0	0	0	0	**0**	79	9	0	0	1	1	0	**90**	53	13	2	0	2	0	0	**70**	**160**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**322**	**33**	**1**	**0**	**6**	**3**	**0**	**365**	**249**	**37**	**8**	**3**	**2**	**0**	**0**	**299**	**666**
1600-1615	1	0	0	0	0	0	0	**1**	86	8	0	0	1	1	0	**96**	56	11	1	0	1	0	0	**69**	**166**
1615-1630	0	0	0	0	0	0	0	**0**	66	5	2	0	0	0	0	**73**	50	7	1	0	2	0	0	**60**	**133**
1630-1645	1	0	0	0	0	0	0	**1**	84	4	0	0	1	0	0	**89**	79	12	2	0	1	0	0	**94**	**184**
1645-1700	2	0	0	0	0	0	0	**2**	77	2	0	0	0	0	0	**79**	76	5	0	0	0	0	1	**82**	**163**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**313**	**19**	**2**	**0**	**2**	**1**	**0**	**337**	**261**	**35**	**4**	**0**	**4**	**0**	**1**	**305**	**646**
1700-1715	0	0	0	0	0	0	0	**0**	60	10	0	0	1	0	0	**71**	52	6	0	0	0	0	0	**58**	**129**
1715-1730	0	0	0	0	0	0	0	**0**	71	3	0	0	1	0	0	**75**	67	3	0	0	0	1	0	**71**	**146**
1730-1745	0	0	0	0	0	0	0	**0**	60	2	0	0	0	0	0	**62**	52	5	0	0	1	0	0	**58**	**120**
1745-1800	1	0	0	0	0	0	0	**1**	73	1	0	0	0	0	0	**74**	65	7	0	0	0	0	0	**72**	**147**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**264**	**16**	**0**	**0**	**2**	**0**	**0**	**282**	**236**	**21**	**0**	**0**	**1**	**1**	**0**	**259**	**542**
1800-1815	0	0	0	0	0	0	0	**0**	36	5	0	0	0	0	0	**41**	62	4	0	0	0	0	0	**66**	**107**
1815-1830	0	0	0	0	0	0	0	**0**	59	5	0	0	1	0	1	**66**	62	1	0	0	0	0	0	**63**	**129**
1830-1845	0	0	0	0	0	0	0	**0**	63	3	0	0	0	0	0	**66**	55	5	0	0	0	0	0	**60**	**126**
1845-1900	2	0	0	0	0	0	0	**2**	57	3	0	0	0	0	1	**61**	62	2	0	0	0	0	0	**64**	**127**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**215**	**16**	**0**	**0**	**1**	**0**	**2**	**234**	**241**	**12**	**0**	**0**	**0**	**0**	**0**	**253**	**489**
Total	40	1	0	0	0	0	0	**41**	3161	252	26	3	34	10	9	**3495**	3061	372	73	46	21	9	3	**3585**	**7121**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	18	1	0	0	1	0	0	**20**	0	0	0	0	0	0	0	**0**	13	2	1	1	1	0	0	**18**	**38**
0715-0730	29	3	0	0	2	0	0	**34**	0	0	0	0	0	0	0	**0**	17	3	0	0	0	0	0	**20**	**54**
0730-0745	40	8	0	0	2	1	0	**51**	0	0	0	0	0	0	0	**0**	17	5	3	0	0	0	0	**25**	**76**
0745-0800	63	8	1	0	0	0	0	**72**	0	0	0	0	0	0	0	**0**	36	6	1	0	0	1	0	**44**	**116**
Hourly Total	**150**	**20**	**1**	**0**	**5**	**1**	**0**	**177**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**16**	**5**	**1**	**1**	**1**	**0**	**107**	**284**
0800-0815	75	3	1	0	2	0	0	**81**	0	0	0	0	0	0	0	**0**	49	8	1	0	2	0	0	**60**	**141**
0815-0830	108	10	3	0	3	1	0	**125**	1	1	0	0	0	0	0	**2**	71	4	0	0	1	1	0	**77**	**204**
0830-0845	65	10	0	0	2	1	1	**79**	1	0	0	0	0	0	0	**1**	73	7	0	0	1	1	0	**82**	**162**
0845-0900	73	6	2	0	2	0	0	**83**	1	0	0	0	0	0	0	**1**	54	4	0	0	2	0	0	**60**	**144**
Hourly Total	**321**	**29**	**6**	**0**	**9**	**2**	**1**	**368**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**247**	**23**	**1**	**0**	**6**	**2**	**0**	**279**	**651**
0900-0915	100	6	2	1	3	0	0	**112**	0	0	0	0	0	0	0	**0**	64	7	2	0	2	0	0	**75**	**187**
0915-0930	71	4	1	1	1	0	0	**78**	1	0	0	0	0	0	0	**1**	48	6	1	1	0	0	0	**56**	**135**
0930-0945	48	6	0	0	0	0	0	**54**	1	0	0	0	0	0	0	**1**	44	5	1	0	1	0	0	**51**	**106**
0945-1000	65	5	1	0	1	1	0	**73**	1	0	0	0	0	0	0	**1**	28	5	0	0	0	0	0	**33**	**107**
Hourly Total	**284**	**21**	**4**	**2**	**5**	**1**	**0**	**317**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**184**	**23**	**4**	**1**	**3**	**0**	**0**	**215**	**535**
1000-1015	69	8	1	1	1	1	0	**81**	1	0	0	0	0	0	0	**1**	36	2	1	0	1	0	0	**40**	**122**
1015-1030	62	9	1	0	0	1	0	**73**	0	1	0	0	0	0	0	**1**	47	1	1	1	0	0	0	**50**	**124**
1030-1045	73	8	1	0	0	0	1	**83**	1	0	0	0	0	0	0	**1**	58	8	1	0	1	0	0	**68**	**152**
1045-1100	83	5	1	0	0	0	0	**89**	0	0	0	0	0	0	0	**0**	61	8	0	1	1	1	0	**72**	**161**
Hourly Total	**287**	**30**	**4**	**1**	**1**	**2**	**1**	**326**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**202**	**19**	**3**	**2**	**3**	**1**	**0**	**230**	**559**
1100-1115	80	8	0	0	2	0	0	**90**	0	0	0	0	0	0	0	**0**	79	4	1	0	1	0	0	**85**	**175**
1115-1130	85	9	2	0	1	1	0	**98**	0	0	0	0	0	0	0	**0**	73	9	3	0	0	0	0	**85**	**183**
1130-1145	79	7	2	0	1	0	0	**89**	0	0	0	0	0	0	0	**0**	76	6	0	0	1	0	0	**83**	**172**
1145-1200	79	5	1	0	0	0	0	**85**	0	1	0	0	0	0	0	**1**	77	5	1	0	1	0	0	**84**	**170**
Hourly Total	**323**	**29**	**5**	**0**	**4**	**1**	**0**	**362**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**305**	**24**	**5**	**0**	**3**	**0**	**0**	**337**	**700**
1200-1215	87	12	1	0	1	0	0	**101**	0	0	0	0	0	0	0	**0**	80	4	0	1	3	0	0	**88**	**189**
1215-1230	80	5	0	0	1	0	0	**86**	2	1	0	0	0	0	0	**3**	70	8	0	0	0	0	0	**78**	**167**
1230-1245	86	4	1	0	0	0	0	**91**	1	0	0	0	0	0	0	**1**	74	6	0	0	1	1	0	**82**	**174**
1245-1300	89	15	1	0	1	0	0	**106**	1	0	0	0	0	0	0	**1**	82	12	1	0	0	2	0	**97**	**204**

Hourly Total	**342**	**36**	**3**	**0**	**3**	**0**	**0**	**384**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**306**	**30**	**1**	**1**	**4**	**3**	**0**	**345**	**734**
1300-1315	84	10	2	0	1	0	0	**97**	0	0	0	0	0	0	0	**0**	85	9	1	0	1	0	0	**96**	**193**
1315-1330	99	6	0	0	1	1	0	**107**	0	0	0	0	0	0	0	**0**	73	2	1	0	0	2	0	**78**	**185**
1330-1345	87	9	3	0	0	0	1	**100**	0	0	0	0	0	0	0	**0**	57	6	1	0	1	0	0	**65**	**165**
1345-1400	95	15	1	0	0	0	0	**111**	1	0	0	0	0	0	0	**1**	73	5	0	0	1	0	0	**79**	**191**
Hourly Total	**365**	**40**	**6**	**0**	**2**	**1**	**1**	**415**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**288**	**22**	**3**	**0**	**3**	**2**	**0**	**318**	**734**
1400-1415	85	5	0	0	1	1	0	**92**	0	0	0	0	0	0	0	**0**	61	5	1	0	2	0	0	**69**	**161**
1415-1430	86	4	1	0	1	0	0	**92**	0	0	0	0	0	0	0	**0**	70	6	1	0	0	0	0	**77**	**169**
1430-1445	109	9	1	0	3	0	0	**122**	0	0	0	0	0	0	0	**0**	71	6	0	1	1	0	0	**79**	**201**
1445-1500	131	12	2	0	1	1	3	**150**	0	0	0	0	0	0	0	**0**	69	4	0	0	3	0	0	**76**	**226**
Hourly Total	**411**	**30**	**4**	**0**	**6**	**2**	**3**	**456**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**271**	**21**	**2**	**1**	**6**	**0**	**0**	**301**	**757**
1500-1515	112	9	1	0	1	0	0	**123**	1	0	0	0	0	0	0	**1**	54	6	2	0	0	0	0	**62**	**186**
1515-1530	123	10	0	0	1	0	0	**134**	0	0	1	0	0	0	0	**1**	67	3	0	0	0	0	0	**70**	**205**
1530-1545	124	13	0	0	1	0	0	**138**	1	0	0	0	0	0	0	**1**	76	2	0	0	1	0	0	**79**	**218**
1545-1600	98	16	1	0	1	0	1	**117**	0	0	0	0	0	0	0	**0**	76	5	0	0	1	2	0	**84**	**201**
Hourly Total	**457**	**48**	**2**	**0**	**4**	**0**	**1**	**512**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**273**	**16**	**2**	**0**	**2**	**2**	**0**	**295**	**810**
1600-1615	107	10	1	0	1	0	0	**119**	0	0	0	0	0	0	0	**0**	68	6	1	0	1	1	0	**77**	**196**
1615-1630	123	16	1	0	3	0	1	**144**	0	0	0	0	0	0	0	**0**	64	5	0	0	2	0	0	**71**	**215**
1630-1645	134	11	0	0	0	0	1	**146**	0	0	0	0	0	0	0	**0**	90	8	0	0	1	0	0	**99**	**245**
1645-1700	110	13	0	0	0	1	0	**124**	0	0	0	0	0	0	0	**0**	83	7	0	0	3	0	0	**93**	**217**
Hourly Total	**474**	**50**	**2**	**0**	**4**	**1**	**2**	**533**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	**26**	**1**	**0**	**7**	**1**	**0**	**340**	**873**
1700-1715	147	12	1	0	1	0	0	**161**	0	0	0	0	0	0	0	**0**	77	4	0	0	0	0	0	**81**	**242**
1715-1730	133	12	0	0	0	0	0	**145**	1	0	0	0	0	0	0	**1**	78	5	0	0	1	0	0	**84**	**230**
1730-1745	106	9	2	0	0	0	0	**117**	0	0	0	0	0	0	0	**0**	85	1	1	0	1	0	0	**88**	**205**
1745-1800	81	8	0	0	0	0	0	**89**	2	0	0	0	0	0	0	**2**	48	3	0	0	0	0	0	**51**	**142**
Hourly Total	**467**	**41**	**3**	**0**	**1**	**0**	**0**	**512**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**288**	**13**	**1**	**0**	**2**	**0**	**0**	**304**	**819**
1800-1815	93	14	0	0	0	2	0	**109**	1	0	0	0	0	0	0	**1**	51	2	0	0	0	0	0	**53**	**163**
1815-1830	88	6	0	0	1	0	1	**96**	0	0	0	0	0	0	0	**0**	55	3	1	1	0	0	0	**60**	**156**
1830-1845	78	4	0	0	0	0	0	**82**	0	0	0	0	0	0	0	**0**	50	2	0	0	0	0	0	**52**	**134**
1845-1900	64	7	0	0	0	0	0	**71**	0	0	0	0	0	0	0	**0**	50	0	0	1	1	0	1	**53**	**124**
Hourly Total	**323**	**31**	**0**	**0**	**1**	**2**	**1**	**358**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**206**	**7**	**1**	**2**	**1**	**0**	**1**	**218**	**577**
Total	4204	405	40	3	45	13	10	**4720**	19	4	1	0	0	0	0	**24**	2958	240	29	8	41	12	1	**3289**	**8033**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	7	3	0	2	0	1	1	**14**	5	1	0	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**	**23**
0715-0730	16	6	2	1	0	0	0	**25**	9	2	2	0	0	0	0	**13**	7	1	0	1	0	0	0	**9**	**47**
0730-0745	23	3	4	0	3	0	0	**33**	17	3	0	0	1	0	0	**21**	5	0	0	0	0	0	0	**5**	**59**
0745-0800	30	10	2	1	2	0	0	**45**	28	1	0	0	1	0	0	**30**	4	0	0	0	0	0	0	**4**	**79**
Hourly Total	**76**	**22**	**8**	**4**	**5**	**1**	**1**	**117**	**59**	**7**	**2**	**0**	**2**	**0**	**0**	**70**	**19**	**1**	**0**	**1**	**0**	**0**	**0**	**21**	**208**
0800-0815	38	6	1	0	0	0	0	**45**	38	1	0	1	0	0	0	**40**	2	1	0	0	1	0	0	**4**	**89**
0815-0830	31	7	0	1	0	0	1	**40**	32	4	0	0	2	0	0	**38**	4	0	0	0	1	0	0	**5**	**83**
0830-0845	31	5	3	1	0	0	0	**40**	35	0	1	0	2	0	0	**38**	0	1	0	0	0	0	0	**1**	**79**
0845-0900	32	3	1	2	0	0	0	**38**	14	3	0	0	3	0	0	**20**	0	0	0	0	0	0	0	**0**	**58**
Hourly Total	**132**	**21**	**5**	**4**	**0**	**0**	**1**	**163**	**119**	**8**	**1**	**1**	**7**	**0**	**0**	**136**	**6**	**2**	**0**	**0**	**2**	**0**	**0**	**10**	**309**
0900-0915	41	5	2	1	1	0	0	**50**	31	3	0	0	0	0	0	**34**	3	2	0	0	1	0	0	**6**	**90**
0915-0930	60	3	1	2	0	0	1	**67**	42	2	0	1	2	0	0	**47**	6	0	1	0	0	0	0	**7**	**121**
0930-0945	40	11	3	2	0	0	0	**56**	37	4	1	0	0	0	0	**42**	1	1	0	0	0	0	0	**2**	**100**
0945-1000	28	10	2	0	0	0	0	**40**	22	1	2	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**	**66**
Hourly Total	**169**	**29**	**8**	**5**	**1**	**0**	**1**	**213**	**132**	**10**	**3**	**1**	**2**	**0**	**0**	**148**	**11**	**3**	**1**	**0**	**1**	**0**	**0**	**16**	**377**
1000-1015	31	5	6	0	0	0	0	**42**	22	1	1	1	1	0	0	**26**	4	0	0	0	0	0	0	**4**	**72**
1015-1030	47	8	3	2	0	0	0	**60**	46	3	0	0	2	0	0	**51**	6	0	0	0	0	0	0	**6**	**117**
1030-1045	47	11	2	1	0	0	0	**61**	56	1	1	0	0	0	0	**58**	4	2	0	0	0	0	0	**6**	**125**
1045-1100	65	3	3	0	0	1	0	**72**	41	2	0	0	1	0	0	**44**	5	0	0	0	0	0	0	**5**	**121**
Hourly Total	**190**	**27**	**14**	**3**	**0**	**1**	**0**	**235**	**165**	**7**	**2**	**1**	**4**	**0**	**0**	**179**	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**435**
1100-1115	68	8	1	3	0	0	0	**80**	40	3	0	0	1	0	0	**44**	2	1	1	0	0	1	0	**5**	**129**
1115-1130	58	6	2	1	0	1	0	**68**	41	3	0	0	2	0	0	**46**	8	0	0	0	0	0	0	**8**	**122**
1130-1145	60	4	2	0	1	0	0	**67**	39	3	0	0	0	0	0	**42**	8	3	0	0	0	0	0	**11**	**120**
1145-1200	47	8	3	1	0	1	0	**60**	44	4	0	0	1	0	0	**49**	2	1	0	0	0	0	0	**3**	**112**
Hourly Total	**233**	**26**	**8**	**5**	**1**	**2**	**0**	**275**	**164**	**13**	**0**	**0**	**4**	**0**	**0**	**181**	**20**	**5**	**1**	**0**	**0**	**1**	**0**	**27**	**483**
1200-1215	55	14	1	0	0	0	0	**70**	46	3	1	0	1	0	0	**51**	9	2	1	0	0	0	0	**12**	**133**
1215-1230	48	8	1	1	0	0	0	**58**	59	2	0	0	2	1	0	**64**	6	0	0	0	0	0	0	**6**	**128**
1230-1245	63	8	2	1	0	0	0	**74**	45	3	0	0	0	0	0	**48**	2	0	0	0	0	0	0	**2**	**124**
1245-1300	67	12	1	0	0	0	0	**80**	59	3	1	0	0	2	0	**65**	7	2	1	0	0	0	0	**10**	**155**
Hourly Total	**233**	**42**	**5**	**2**	**0**	**0**	**0**	**282**	**209**	**11**	**2**	**0**	**3**	**3**	**0**	**228**	**24**	**4**	**2**	**0**	**0**	**0**	**0**	**30**	**540**
1300-1315	74	8	3	2	0	0	0	**87**	42	4	0	0	0	0	0	**46**	9	0	0	0	0	1	0	**10**	**143**
1315-1330	52	7	1	1	0	0	0	**61**	24	2	0	0	1	0	0	**27**	6	0	0	0	0	0	0	**6**	**94**
1330-1345	69	4	1	1	0	0	0	**75**	39	2	1	0	0	1	0	**43**	7	0	0	0	0	0	0	**7**	**125**
1345-1400	69	10	1	0	0	0	0	**80**	35	0	0	0	1	1	1	**38**	6	0	0	0	0	0	0	**6**	**124**
Hourly Total	**264**	**29**	**6**	**4**	**0**	**0**	**0**	**303**	**140**	**8**	**1**	**0**	**2**	**2**	**1**	**154**	**28**	**0**	**0**	**0**	**0**	**1**	**0**	**29**	**486**
1400-1415	52	6	1	0	1	1	0	**61**	30	2	1	0	0	0	0	**33**	5	0	0	0	0	0	0	**5**	**99**
1415-1430	57	4	0	0	0	0	0	**61**	38	7	1	0	2	0	0	**48**	8	0	0	0	0	0	0	**8**	**117**
1430-1445	60	12	3	3	0	0	1	**79**	33	1	0	0	1	1	0	**36**	5	0	0	0	0	0	0	**5**	**120**
1445-1500	69	7	3	3	1	0	0	**83**	28	0	0	0	1	1	0	**30**	7	0	0	0	1	0	0	**8**	**121**
Hourly Total	**238**	**29**	**7**	**6**	**2**	**1**	**1**	**284**	**129**	**10**	**2**	**0**	**4**	**2**	**0**	**147**	**25**	**0**	**0**	**0**	**1**	**0**	**0**	**26**	**457**
1500-1515	72	7	3	1	3	0	0	**86**	46	2	1	0	0	0	0	**49**	5	0	0	0	0	0	0	**5**	**140**
1515-1530	56	6	1	2	0	0	0	**65**	38	3	0	0	2	0	0	**43**	5	0	0	0	0	0	0	**5**	**113**
1530-1545	49	9	1	0	1	0	0	**60**	26	2	0	0	0	0	0	**28**	5	0	0	0	0	0	0	**5**	**93**
1545-1600	55	7	0	0	0	0	0	**62**	42	1	0	0	0	1	0	**44**	5	0	0	0	0	1	0	**6**	**112**
Hourly Total	**232**	**29**	**5**	**3**	**4**	**0**	**0**	**273**	**152**	**8**	**1**	**0**	**2**	**1**	**0**	**164**	**20**	**0**	**0**	**0**	**0**	**1**	**0**	**21**	**458**
1600-1615	56	2	1	0	0	0	0	**59**	43	1	0	0	0	0	0	**44**	4	1	1	0	0	0	0	**6**	**109**
1615-1630	73	6	0	0	0	1	0	**80**	42	1	0	0	2	0	0	**45**	5	0	0	0	0	0	0	**5**	**130**
1630-1645	51	5	0	0	2	0	0	**58**	39	1	0	0	0	1	0	**41**	6	0	0	0	0	0	0	**6**	**105**
1645-1700	48	8	0	0	2	1	0	**59**	37	4	0	0	0	0	0	**41**	3	0	0	0	0	0	0	**3**	**103**
Hourly Total	**228**	**21**	**1**	**0**	**4**	**2**	**0**	**256**	**161**	**7**	**0**	**0**	**2**	**1**	**0**	**171**	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**447**
1700-1715	56	7	0	0	0	0	0	**63**	38	1	0	1	1	1	0	**42**	4	0	0	0	0	0	0	**4**	**109**
1715-1730	68	6	0	0	1	0	0	**75**	34	2	0	0	0	0	0	**36**	6	0	0	0	0	0	0	**6**	**117**
1730-1745	88	7	0	0	1	1	0	**97**	34	1	1	1	1	0	0	**38**	9	0	0	0	0	0	0	**9**	**144**
1745-1800	87	3	0	1	0	0	0	**91**	24	1	0	0	0	0	0	**25**	6	0	0	0	0	0	0	**6**	**122**
Hourly Total	**299**	**23**	**0**	**1**	**2**	**1**	**0**	**326**	**130**	**5**	**1**	**2**	**2**	**1**	**0**	**141**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**492**
1800-1815	95	3	1	0	0	0	0	**99**	36	0	0	0	0	0	0	**36**	7	0	0	0	0	0	0	**7**	**142**
1815-1830	74	5	0	0	0	0	0	**79**	34	1	1	0	0	0	1	**37**	10	1	0	0	0	0	0	**11**	**127**
1830-1845	69	5	0	0	0	0	0	**74**	26	0	0	0	1	0	0	**27**	8	0	0	0	0	0	0	**8**	**109**
1845-1900	62	5	0	0	0	0	0	**67**	15	0	0	0	0	0	0	**15**	2	0	0	0	0	0	0	**2**	**84**
Hourly Total	**300**	**18**	**1**	**0**	**0**	**0**	**0**	**319**	**111**	**1**	**1**	**0**	**1**	**0**	**1**	**115**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**462**
Total	2594	316	68	37	19	8	4	**3046**	1671	95	16	5	35	10	2	**1834**	242	19	5	1	4	3	0	**274**	**5154**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	78	15	2	4	0	1	1	**101**	31	3	1	1	2	0	0	**38**	15	4	0	2	0	1	1	**23**	**162**
0715-0730	92	15	1	4	0	1	1	**114**	46	6	0	0	2	0	0	**54**	32	9	4	2	0	0	0	**47**	**215**
0730-0745	136	19	3	2	3	0	2	**165**	57	13	3	0	2	1	0	**76**	45	6	4	0	4	0	0	**59**	**300**
0745-0800	141	17	4	2	2	0	0	**166**	99	14	2	0	0	1	0	**116**	62	11	2	1	3	0	0	**79**	**361**
Hourly Total	**447**	**66**	**10**	**12**	**5**	**2**	**4**	**546**	**233**	**36**	**6**	**1**	**6**	**2**	**0**	**284**	**154**	**30**	**10**	**5**	**7**	**1**	**1**	**208**	**1038**
0800-0815	194	10	5	1	1	1	0	**212**	124	11	2	0	4	0	0	**141**	78	8	1	1	1	0	0	**89**	**442**
0815-0830	178	17	1	0	1	1	0	**198**	180	15	3	0	4	2	0	**204**	67	11	0	1	3	0	1	**83**	**485**
0830-0845	169	9	3	2	12	1	1	**197**	139	17	0	0	3	2	1	**162**	66	6	4	1	2	0	0	**79**	**438**
0845-0900	174	9	5	1	2	0	1	**192**	128	10	2	0	4	0	0	**144**	46	6	1	2	3	0	0	**58**	**394**
Hourly Total	**715**	**45**	**14**	**4**	**16**	**3**	**2**	**799**	**571**	**53**	**7**	**0**	**15**	**4**	**1**	**651**	**257**	**31**	**6**	**5**	**9**	**0**	**1**	**309**	**1759**
0900-0915	178	19	0	2	1	0	0	**200**	164	13	4	1	5	0	0	**187**	75	10	2	1	2	0	0	**90**	**477**
0915-0930	149	11	2	1	2	0	0	**165**	120	10	2	2	1	0	0	**135**	108	5	2	3	2	0	1	**121**	**421**
0930-0945	123	11	7	3	2	1	1	**148**	93	11	1	0	1	0	0	**106**	78	16	4	2	0	0	0	**100**	**354**
0945-1000	112	17	3	3	0	0	0	**135**	94	10	1	0	1	1	0	**107**	51	11	4	0	0	0	0	**66**	**308**
Hourly Total	**562**	**58**	**12**	**9**	**5**	**1**	**1**	**648**	**471**	**44**	**8**	**3**	**8**	**1**	**0**	**535**	**312**	**42**	**12**	**6**	**4**	**0**	**1**	**377**	**1560**
1000-1015	137	13	3	2	0	0	1	**156**	106	10	2	1	2	1	0	**122**	57	6	7	1	1	0	0	**72**	**350**
1015-1030	113	5	2	2	1	1	0	**124**	109	11	2	1	0	1	0	**124**	99	11	3	2	2	0	0	**117**	**365**
1030-1045	136	20	2	2	1	0	0	**161**	132	16	2	0	1	0	1	**152**	107	14	3	1	0	0	0	**125**	**438**
1045-1100	137	13	1	1	1	0	1	**154**	144	13	1	1	1	1	0	**161**	111	5	3	0	1	1	0	**121**	**436**
Hourly Total	**523**	**51**	**8**	**7**	**3**	**1**	**2**	**595**	**491**	**50**	**7**	**3**	**4**	**3**	**1**	**559**	**374**	**36**	**16**	**4**	**4**	**1**	**0**	**435**	**1589**
1100-1115	103	13	4	0	0	0	0	**120**	159	12	1	0	3	0	0	**175**	110	12	2	3	1	1	0	**129**	**424**
1115-1130	120	13	5	2	1	1	0	**142**	158	18	5	0	1	1	0	**183**	107	9	2	1	2	1	0	**122**	**447**
1130-1145	112	20	3	2	1	0	0	**138**	155	13	2	0	2	0	0	**172**	107	10	2	0	1	0	0	**120**	**430**
1145-1200	149	12	3	0	0	0	0	**164**	156	11	2	0	1	0	0	**170**	93	13	3	1	1	1	0	**112**	**446**
Hourly Total	**484**	**58**	**15**	**4**	**2**	**1**	**0**	**564**	**628**	**54**	**10**	**0**	**7**	**1**	**0**	**700**	**417**	**44**	**9**	**5**	**5**	**3**	**0**	**483**	**1747**
1200-1215	120	10	4	1	0	0	0	**135**	167	16	1	1	4	0	0	**189**	110	19	3	0	1	0	0	**133**	**457**
1215-1230	135	18	2	0	1	0	0	**156**	152	14	0	0	1	0	0	**167**	113	10	1	1	2	1	0	**128**	**451**
1230-1245	131	20	1	0	0	0	0	**152**	161	10	1	0	1	1	0	**174**	110	11	2	1	0	0	0	**124**	**450**
1245-1300	94	14	3	2	1	2	0	**116**	172	27	2	0	1	2	0	**204**	133	17	3	0	0	2	0	**155**	**475**
Hourly Total	**480**	**62**	**10**	**3**	**2**	**2**	**0**	**559**	**652**	**67**	**4**	**1**	**7**	**3**	**0**	**734**	**466**	**57**	**9**	**2**	**3**	**3**	**0**	**540**	**1833**
1300-1315	115	11	3	2	0	2	0	**133**	169	19	3	0	2	0	0	**193**	125	12	3	2	0	1	0	**143**	**469**
1315-1330	124	9	2	2	0	1	0	**138**	172	8	1	0	1	3	0	**185**	82	9	1	1	1	0	0	**94**	**417**
1330-1345	102	15	1	1	1	0	0	**120**	144	15	4	0	1	0	1	**165**	115	6	2	1	0	1	0	**125**	**410**
1345-1400	120	8	1	1	0	0	0	**130**	169	20	1	0	1	0	0	**191**	110	10	1	0	1	1	1	**124**	**445**
Hourly Total	**461**	**43**	**7**	**6**	**1**	**3**	**0**	**521**	**654**	**62**	**9**	**0**	**5**	**3**	**1**	**734**	**432**	**37**	**7**	**4**	**2**	**3**	**1**	**486**	**1741**
1400-1415	126	13	3	1	0	0	0	**143**	146	10	1	0	3	1	0	**161**	87	8	2	0	1	1	0	**99**	**403**
1415-1430	118	17	3	0	0	0	0	**138**	156	10	2	0	1	0	0	**169**	103	11	1	0	2	0	0	**117**	**424**
1430-1445	115	10	2	0	1	0	0	**128**	180	15	1	1	4	0	0	**201**	98	13	3	3	1	1	1	**120**	**449**
1445-1500	122	12	0	0	2	1	0	**137**	200	16	2	0	4	1	3	**226**	104	7	3	3	3	1	0	**121**	**484**
Hourly Total	**481**	**52**	**8**	**1**	**3**	**1**	**0**	**546**	**682**	**51**	**6**	**1**	**12**	**2**	**3**	**757**	**392**	**39**	**9**	**6**	**7**	**3**	**1**	**457**	**1760**
1500-1515	130	17	3	0	4	0	0	**154**	167	15	3	0	1	0	0	**186**	123	9	4	1	3	0	0	**140**	**480**
1515-1530	144	15	2	2	0	0	0	**163**	190	13	1	0	1	0	0	**205**	99	9	1	2	2	0	0	**113**	**481**
1530-1545	166	17	2	1	1	2	0	**189**	201	15	0	0	2	0	0	**218**	80	11	1	0	1	0	0	**93**	**500**
1545-1600	132	22	2	0	3	1	0	**160**	174	21	1	0	2	2	1	**201**	102	8	0	0	0	2	0	**112**	**473**
Hourly Total	**572**	**71**	**9**	**3**	**8**	**3**	**0**	**666**	**732**	**64**	**5**	**0**	**6**	**2**	**1**	**810**	**404**	**37**	**6**	**3**	**6**	**2**	**0**	**458**	**1934**
1600-1615	143	19	1	0	2	1	0	**166**	175	16	2	0	2	1	0	**196**	103	4	2	0	0	0	0	**109**	**471**
1615-1630	116	12	3	0	2	0	0	**133**	187	21	1	0	5	0	1	**215**	120	7	0	0	2	1	0	**130**	**478**
1630-1645	164	16	2	0	2	0	0	**184**	224	19	0	0	1	0	1	**245**	96	6	0	0	2	1	0	**105**	**534**
1645-1700	155	7	0	0	0	0	1	**163**	193	20	0	0	3	1	0	**217**	88	12	0	0	2	1	0	**103**	**483**
Hourly Total	**578**	**54**	**6**	**0**	**6**	**1**	**1**	**646**	**779**	**76**	**3**	**0**	**11**	**2**	**2**	**873**	**407**	**29**	**2**	**0**	**6**	**3**	**0**	**447**	**1966**
1700-1715	112	16	0	0	1	0	0	**129**	224	16	1	0	1	0	0	**242**	98	8	0	1	1	1	0	**109**	**480**
1715-1730	138	6	0	0	1	1	0	**146**	212	17	0	0	1	0	0	**230**	108	8	0	0	1	0	0	**117**	**493**
1730-1745	112	7	0	0	1	0	0	**120**	191	10	3	0	1	0	0	**205**	131	8	1	1	2	1	0	**144**	**469**
1745-1800	139	8	0	0	0	0	0	**147**	131	11	0	0	0	0	0	**142**	117	4	0	1	0	0	0	**122**	**411**
Hourly Total	**501**	**37**	**0**	**0**	**3**	**1**	**0**	**542**	**758**	**54**	**4**	**0**	**3**	**0**	**0**	**819**	**454**	**28**	**1**	**3**	**4**	**2**	**0**	**492**	**1853**
1800-1815	98	9	0	0	0	0	0	**107**	145	16	0	0	0	2	0	**163**	138	3	1	0	0	0	0	**142**	**412**
1815-1830	121	6	0	0	1	0	1	**129**	143	9	1	1	1	0	1	**156**	118	7	1	0	0	0	1	**127**	**412**
1830-1845	118	8	0	0	0	0	0	**126**	128	6	0	0	0	0	0	**134**	103	5	0	0	1	0	0	**109**	**369**
1845-1900	121	5	0	0	0	0	1	**127**	114	7	0	1	1	0	1	**124**	79	5	0	0	0	0	0	**84**	**335**
Hourly Total	**458**	**28**	**0**	**0**	**1**	**0**	**2**	**489**	**530**	**38**	**1**	**2**	**2**	**2**	**2**	**577**	**438**	**20**	**2**	**0**	**1**	**0**	**1**	**462**	**1528**
Total	6262	625	99	49	55	19	12	**7121**	7181	649	70	11	86	25	11	**8033**	4507	430	89	43	58	21	6	**5154**	**20308**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	25	4	0	2	1	1	1	**34**	25	4	1	0	0	1	1	**32**	74	14	2	5	1	0	0	**96**	**162**
0715-0730	45	9	2	1	2	0	0	**59**	30	4	2	0	0	1	1	**38**	95	17	1	5	0	0	0	**118**	**215**
0730-0745	63	11	4	0	5	1	0	**84**	73	8	0	0	4	0	2	**87**	102	19	6	2	0	0	0	**129**	**300**
0745-0800	93	18	3	1	2	0	0	**117**	81	6	0	0	2	0	0	**89**	128	18	5	2	1	1	0	**155**	**361**
Hourly Total	**226**	**42**	**9**	**4**	**10**	**2**	**1**	**294**	**209**	**22**	**3**	**0**	**6**	**2**	**4**	**246**	**399**	**68**	**14**	**14**	**2**	**1**	**0**	**498**	**1038**
0800-0815	114	9	2	0	2	0	0	**127**	124	7	2	1	0	0	0	**134**	158	13	4	1	4	1	0	**181**	**442**
0815-0830	140	17	3	1	3	1	1	**166**	125	17	1	0	2	0	0	**145**	160	9	0	0	3	2	0	**174**	**485**
0830-0845	97	15	3	1	2	1	1	**120**	130	5	2	1	9	0	0	**147**	147	12	2	1	6	2	1	**171**	**438**
0845-0900	107	9	3	2	2	0	0	**123**	113	8	2	0	4	0	1	**128**	128	8	3	1	3	0	0	**143**	**394**
Hourly Total	**458**	**50**	**11**	**4**	**9**	**2**	**2**	**536**	**492**	**37**	**7**	**2**	**15**	**0**	**1**	**554**	**593**	**42**	**9**	**3**	**16**	**5**	**1**	**669**	**1759**
0900-0915	143	11	4	2	4	0	0	**164**	115	10	0	0	0	0	0	**125**	159	21	2	2	4	0	0	**188**	**477**
0915-0930	135	7	2	3	1	0	1	**149**	116	7	0	2	4	0	0	**129**	126	12	4	1	0	0	0	**143**	**421**
0930-0945	90	17	3	2	0	0	0	**112**	104	12	2	0	1	1	1	**121**	100	9	7	3	2	0	0	**121**	**354**
0945-1000	94	15	3	0	1	1	0	**114**	83	10	2	0	0	0	0	**95**	80	13	3	3	0	0	0	**99**	**308**
Hourly Total	**462**	**50**	**12**	**7**	**6**	**1**	**1**	**539**	**418**	**39**	**4**	**2**	**5**	**1**	**1**	**470**	**465**	**55**	**16**	**9**	**6**	**0**	**0**	**551**	**1560**
1000-1015	100	13	7	1	1	1	0	**123**	97	4	2	2	1	0	0	**106**	103	12	3	1	1	0	1	**121**	**350**
1015-1030	112	17	4	2	0	1	0	**136**	106	6	0	0	2	0	0	**114**	103	4	3	3	1	1	0	**115**	**365**
1030-1045	120	19	3	1	0	0	1	**144**	116	6	1	0	1	0	0	**124**	139	25	3	2	1	0	0	**170**	**438**
1045-1100	151	8	4	0	0	1	0	**164**	119	7	1	0	1	0	1	**129**	122	16	0	2	2	1	0	**143**	**436**
Hourly Total	**483**	**57**	**18**	**4**	**1**	**3**	**1**	**567**	**438**	**23**	**4**	**2**	**5**	**0**	**1**	**473**	**467**	**57**	**9**	**8**	**5**	**2**	**1**	**549**	**1589**
1100-1115	149	16	1	3	2	0	0	**171**	89	7	1	0	1	0	0	**98**	134	14	5	0	1	1	0	**155**	**424**
1115-1130	146	15	4	1	1	2	0	**169**	104	8	2	0	3	1	0	**118**	135	17	6	2	0	0	0	**160**	**447**
1130-1145	140	11	4	0	2	0	0	**157**	95	9	1	0	1	0	0	**106**	139	23	2	2	1	0	0	**167**	**430**
1145-1200	127	13	4	1	0	1	0	**146**	114	7	1	0	1	0	0	**123**	157	16	3	0	1	0	0	**177**	**446**
Hourly Total	**562**	**55**	**13**	**5**	**5**	**3**	**0**	**643**	**402**	**31**	**5**	**0**	**6**	**1**	**0**	**445**	**565**	**70**	**16**	**4**	**3**	**1**	**0**	**659**	**1747**
1200-1215	144	26	2	0	1	0	0	**173**	112	9	3	0	1	0	0	**125**	141	10	3	2	3	0	0	**159**	**457**
1215-1230	128	13	1	1	1	0	0	**144**	134	14	0	0	3	1	0	**152**	138	15	2	0	0	0	0	**155**	**451**
1230-1245	150	12	3	1	0	0	0	**166**	113	10	0	0	0	0	0	**123**	139	19	1	0	1	1	0	**161**	**450**
1245-1300	157	27	2	0	1	0	0	**187**	112	13	2	0	1	3	0	**131**	130	18	4	2	0	3	0	**157**	**475**
Hourly Total	**579**	**78**	**8**	**2**	**3**	**0**	**0**	**670**	**471**	**46**	**5**	**0**	**5**	**4**	**0**	**531**	**548**	**62**	**10**	**4**	**4**	**4**	**0**	**632**	**1833**
1300-1315	158	18	5	2	1	0	0	**184**	93	7	1	0	0	1	0	**102**	158	17	3	2	1	2	0	**183**	**469**
1315-1330	152	13	1	1	1	1	0	**169**	85	5	1	0	1	0	0	**92**	141	8	2	2	0	3	0	**156**	**417**
1330-1345	157	13	4	1	0	0	1	**176**	90	6	1	0	1	1	0	**99**	114	17	2	1	1	0	0	**135**	**410**
1345-1400	164	25	2	0	0	0	0	**191**	103	3	0	0	1	1	1	**109**	132	10	1	1	1	0	0	**145**	**445**

Hourly Total	**631**	**69**	**12**	**4**	**2**	**1**	**1**	**720**	**371**	**21**	**3**	**0**	**3**	**3**	**1**	**402**	**545**	**52**	**8**	**6**	**3**	**5**	**0**	**619**	**1741**
1400-1415	137	11	1	0	2	2	0	**153**	91	7	1	0	0	0	0	**99**	131	13	4	1	2	0	0	**151**	**403**
1415-1430	143	8	1	0	1	0	0	**153**	97	15	2	0	2	0	0	**116**	137	15	3	0	0	0	0	**155**	**424**
1430-1445	169	21	4	3	3	0	1	**201**	96	1	2	0	2	1	0	**102**	128	16	0	1	1	0	0	**146**	**449**
1445-1500	200	19	5	3	2	1	3	**233**	92	4	0	0	2	1	0	**99**	134	12	0	0	5	1	0	**152**	**484**
Hourly Total	**649**	**59**	**11**	**6**	**8**	**3**	**4**	**740**	**376**	**27**	**5**	**0**	**6**	**2**	**0**	**416**	**530**	**56**	**7**	**2**	**8**	**1**	**0**	**604**	**1760**
1500-1515	185	17	4	1	4	0	0	**211**	135	7	1	0	4	0	0	**147**	100	17	5	0	0	0	0	**122**	**480**
1515-1530	179	16	1	2	1	0	0	**199**	110	9	2	0	2	0	0	**123**	144	12	1	2	0	0	0	**159**	**481**
1530-1545	173	22	1	0	2	0	0	**198**	110	15	0	0	1	2	0	**128**	164	6	2	1	1	0	0	**174**	**500**
1545-1600	153	23	1	0	1	0	1	**179**	121	10	0	0	1	2	0	**134**	134	18	2	0	3	3	0	**160**	**473**
Hourly Total	**690**	**78**	**7**	**3**	**8**	**0**	**1**	**787**	**476**	**41**	**3**	**0**	**8**	**4**	**0**	**532**	**542**	**53**	**10**	**3**	**4**	**3**	**0**	**615**	**1934**
1600-1615	164	12	2	0	1	0	0	**179**	129	9	0	0	1	1	0	**140**	128	18	3	0	2	1	0	**152**	**471**
1615-1630	196	22	1	0	3	1	1	**224**	108	6	2	0	2	0	0	**118**	119	12	1	0	4	0	0	**136**	**478**
1630-1645	186	16	0	0	2	0	1	**205**	123	5	0	0	1	1	0	**130**	175	20	2	0	2	0	0	**199**	**534**
1645-1700	160	21	0	0	2	2	0	**185**	114	6	0	0	0	0	0	**120**	162	12	0	0	3	0	1	**178**	**483**
Hourly Total	**706**	**71**	**3**	**0**	**8**	**3**	**2**	**793**	**474**	**26**	**2**	**0**	**4**	**2**	**0**	**508**	**584**	**62**	**6**	**0**	**11**	**1**	**1**	**665**	**1966**
1700-1715	203	19	1	0	1	0	0	**224**	98	11	0	1	2	1	0	**113**	133	10	0	0	0	0	0	**143**	**480**
1715-1730	201	18	0	0	1	0	0	**220**	106	5	0	0	1	0	0	**112**	151	8	0	0	1	1	0	**161**	**493**
1730-1745	194	16	2	0	1	1	0	**214**	94	3	1	1	1	0	0	**100**	146	6	1	0	2	0	0	**155**	**469**
1745-1800	169	11	0	1	0	0	0	**181**	99	2	0	0	0	0	0	**101**	119	10	0	0	0	0	0	**129**	**411**
Hourly Total	**767**	**64**	**3**	**1**	**3**	**1**	**0**	**839**	**397**	**21**	**1**	**2**	**4**	**1**	**0**	**426**	**549**	**34**	**1**	**0**	**3**	**1**	**0**	**588**	**1853**
1800-1815	188	17	1	0	0	2	0	**208**	73	5	0	0	0	0	0	**78**	120	6	0	0	0	0	0	**126**	**412**
1815-1830	162	11	0	0	1	0	1	**175**	93	6	1	0	1	0	2	**103**	127	5	1	1	0	0	0	**134**	**412**
1830-1845	147	9	0	0	0	0	0	**156**	89	3	0	0	1	0	0	**93**	113	7	0	0	0	0	0	**120**	**369**
1845-1900	128	12	0	0	0	0	0	**140**	72	3	0	0	0	0	1	**76**	114	2	0	1	1	0	1	**119**	**335**
Hourly Total	**625**	**49**	**1**	**0**	**1**	**2**	**1**	**679**	**327**	**17**	**1**	**0**	**2**	**0**	**3**	**350**	**474**	**20**	**1**	**2**	**1**	**0**	**1**	**499**	**1528**
Total	6838	722	108	40	64	21	14	**7807**	4851	351	43	8	69	20	11	**5353**	6261	631	107	55	66	24	4	**7148**	**20308**

Severnside
Transportation Data Collection

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 4

	Arm A		Arm B	Arm C	Arm D
	Lane 1	lane 2	Lane 1	Lane 1	Lane 1
0700-0705	0	0	1	0	0
0705-0710	0	0	2	1	0
0710-0715	2	0	5	0	0
0715-0720	0	0	2	0	0
0720-0725	1	0	1	0	1
0725-0730	0	0	1	0	0
0730-0735	2	0	2	1	0
0735-0740	1	0	2	1	1
0740-0745	6	0	6	1	1
0745-0750	10	0	4	1	0
0750-0755	8	0	2	1	2
0755-0800	8	0	6	1	2
0800-0805	8	0	6	1	1
0805-0810	25	0	7	1	0
0810-0815	10	0	13	1	1
0815-0820	22	0	15	3	8
0820-0825	33	0	19	2	4
0825-0830	11	0	20	2	5
0830-0835	9	0	8	1	5
0835-0840	12	0	16	1	2
0840-0845	23	0	20+	1	6
0845-0850	7	0	15	1	7
0850-0855	27	0	20	2	0
0855-0900	21	0	20+	1	1
0900-0905	7	0	15	3	1
0905-0910	15	0	6	2	4
0910-0915	10	1	4	2	6
0915-0920	3	0	5	1	1
0920-0925	3	0	1	2	0
0925-0930	7	0	5	2	0
0930-0935	6	0	1	1	2
0935-0940	6	0	7	2	2
0940-0945	2	0	5	2	2
0945-0950	1	0	3	1	3
0950-0955	4	0	2	1	0
0955-1000	6	0	4	2	3
1000-1005	13	0	3	1	3
1005-1010	2	0	3	1	2
1010-1015	1	0	3	2	3
1015-1020	4	0	2	0	2
1020-1025	1	0	2	0	3
1025-1030	6	0	4	2	2
1030-1035	5	0	1	2	2
1035-1040	2	0	9	2	7
1040-1045	7	0	7	4	1
1045-1050	3	0	1	1	3
1050-1055	7	0	2	4	7
1055-1100	3	0	8	2	5
1100-1105	5	0	3	1	5
1105-1110	4	0	9	1	1
1110-1115	7	0	3	1	8
1115-1120	1	0	2	3	7
1120-1125	4	0	3	1	0
1125-1130	8	0	3	2	8
1130-1135	3	0	1	1	0
1135-1140	9	0	4	1	5
1140-1145	9	0	2	1	8
1145-1150	7	0	8	4	9
1150-1155	8	0	8	1	7
1155-1200	3	0	4	1	2
1200-1205	7	0	3	1	4
1205-1210	6	0	3	3	6
1210-1215	10	0	2	2	3
1215-1220	3	0	5	1	7
1220-1225	3	0	7	3	4
1225-1230	6	0	14	3	4
1230-1235	2	0	5	2	12
1235-1240	4	0	4	2	2
1240-1245	5	0	4	1	1
1245-1250	7	0	3	1	6
1250-1255	3	0	1	1	3
1255-1300	4	0	5	2	6
1300-1305	4	0	8	3	5
1305-1310	10	0	2	3	12
1310-1315	12	0	2	1	10
1315-1320	3	0	6	1	7
1320-1325	3	0	3	1	7
1325-1330	4	0	5	2	4
1330-1335	4	0	0	2	4
1335-1340	3	0	4	1	9
1340-1345	7	0	1	2	10
1345-1350	4	0	2	2	12
1350-1355	6	0	4	2	4
1355- 1400	6	0	1	2	4
1400-1405	6	0	2	5	1
1405-1410	6	0	4	3	5
1410-1415	4	0	6	3	5
1415-1420	8	0	3	5	3
1420-1425	3	0	0	1	3
1425-1430	4	0	2	2	7
1430-1435	4	0	2	2	9
1435-1440	4	0	1	3	5
1440-1445	10	0	3	1	4
1445-1450	5	0	6	1	8
1450-1455	5	0	1	1	7
1455-1500	20	0	3	3	13
1500-1505	7	0	3	3	15
1505-1510	10	0	6	4	14
1510-1515	8	0	10	1	7
1515-1520	7	0	0	2	15
1520-1525	7	0	2	2	9
1525-1530	15	0	3	5	5
1530-1535	15	0	4	5	10
1535-1540	12	0	9	5	6
1540-1545	17	0	5	2	7
1545-1550	8	0	6	2	8
1550-1555	10	0	5	3	9
1555-1000	10	0	10	2	7
1600-1605	11	0	4	3	14
1605-1610	8	0	6	4	13
1610-1615	7	0	2	2	10
1615-1620	7	0	4	3	3
1620-1625	12	0	9	1	15
1625-1630	7	0	5	2	5
1630-1635	10	0	6	4	7
1635-1640	6	0	7	5+	15
1640-1645	7	0	8	3	5
1645-1650	9	0	4	3	14
1650-1655	8	0	4	3	11
1655-1700	7	0	5	4	4
1700-1705	6	0	5	2	5
1705-1710	7	0	5	2	14
1710-1715	6	0	3	1	8
1715-1720	6	0	2	1	8
1720-1725	10	0	2	1	3
1725-1730	11	0	4	3	4
1730-1735	5	0	4	3	7
1735-1740	4	0	3	3	15
1740-1745	15	0	2	2	8
1745-1750	5	0	7	2	6
1750-1755	3	0	3	3	5
1755-1800	6	0	2	0	5
1800-1805	4	0	6	3	8
1805-1810	7	0	8	2	15
1810-1815	7	0	6	2	11
1815-1820	10	0	9	3	6
1820-1825	4	0	1	2	7
1825-1830	6	0	3	2	10
1830-1835	5	0	1	2	4
1835-1840	6	0	4	1	2
1840-1845	4	0	3	1	4
1845-1850	6	0	7	2	4
1850-1855	5	0	1	1	3
1855-1900	5	0	1	2	0

Severnside
Transportation Data Collection

SS1243 Neath
Wednesday 18th October 2023
12hrs
Site 5

	Arm A		Arm B		Arm C	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
0700-0705	0	0	1	0	0	0
0705-0710	0	3	0	0	0	0
0710-0715	0	0	1	1	0	0
0715-0720	0	1	1	1	0	0
0720-0725	0	0	0	1	0	0
0725-0730	0	0	0	1	0	1
0730-0735	0	1	0	1	0	0
0735-0740	0	2	1	2	3	1
0740-0745	0	1	3	3	1	2
0745-0750	0	1	2	2	2	2
0750-0755	0	0	1	3	0	1
0755-0800	0	0	1	3	0	2
0800-0805	0	1	3	3	1	1
0805-0810	0	4	6	1	1	2
0810-0815	0	6	3	5	4	0
0815-0820	2	13	15+	15+	6	2
0820-0825	2	15	16+	12	2	3
0825-0830	2	6	8	10	1	2
0830-0835	4	15	11	5	3	1
0835-0840	3	11	14	3	4	0
0840-0845	0	2	7	3	1	1
0845-0850	0	1	5	2	2	1
0850-0855	0	15	15+	9	3	0
0855-0900	2	14	16+	6	0	1
0900-0905	4	3	3	7	1	2
0905-0910	0	0	2	3	5	3
0910-0915	3	1	1	3	2	2
0915-0920	4	0	4	1	3	1
0920-0925	0	1	1	2	5	2
0925-0930	3	2	1	4	2	1
0930-0935	0	0	1	2	1	1
0935-0940	0	0	0	2	1	3
0940-0945	1	9	1	2	2	1
0945-0950	0	2	1	2	3	0
0950-0955	0	0	2	2	1	1
0955-1000	0	0	1	1	3	2
1000-1005	3	2	1	6	5	3
1005-1010	0	1	2	1	0	1
1010-1015	1	0	2	1	2	2
1015-1020	1	1	0	3	0	3
1020-1025	0	0	1	4	3	1
1025-1030	1	2	1	4	5	1
1030-1035	5	2	0	1	3	2
1035-1040	1	7	3	2	3	1
1040-1045	1	3	3	4	1	2
1045-1050	0	0	0	2	1	1
1050-1055	0	0	2	2	7	1
1055-1100	0	7	2	3	2	2
1100-1105	3	1	2	2	1	2
1105-1110	1	1	1	3	3	3
1110-1115	4	0	3	2	2	3
1115-1120	1	2	3	5	9	1
1120-1125	0	1	2	4	9	2
1125-1130	1	1	1	5	4	3
1130-1135	0	1	3	6	4	2
1135-1140	2	6	1	2	7	1
1140-1145	0	1	1	1	2	2
1145-1150	0	2	3	1	5	2
1150-1155	0	1	2	4	3	1
1155-1200	1	3	3	3	2	2
1200-1205	1	2	1	3	3	2
1205-1210	0	3	4	1	2	1
1210-1215	1	1	3	7	1	2
1215-1220	1	1	0	1	3	4
1220-1225	2	14	3	2	2	3
1225-1230	0	0	4	5	2	0
1230-1235	0	3	1	3	5	1
1235-1240	1	2	3	0	2	5
1240-1245	1	1	3	4	3	2
1245-1250	1	3	0	7	10	3
1250-1255	3	3	2	2	2	2
1255-1300	0	1	2	2	4	3
1300-1305	1	3	5	4	15	2
1305-1310	0	2	1	3	13	1
1310-1315	0	1	3	3	2	1
1315-1320	0	1	0	2	4	2
1320-1325	0	1	1	7	2	1
1325-1330	1	0	1	2	1	1
1330-1335	0	0	0	2	7	1
1335-1340	1	0	1	4	2	5
1340-1345	1	0	0	1	5	2
1345-1350	0	0	0	2	3	1
1350-1355	0	1	2	5	5	2
1355-1400	1	1	0	2	1	4
1400-1405	1	0	2	3	3	1
1405-1410	1	2	3	4	1	1
1410-1415	0	1	1	5	3	0
1415-1420	1	2	2	2	0	1
1420-1425	4	3	2	2	3	3
1425-1430	0	1	1	4	1	2
1430-1435	0	2	2	4	4	1
1435-1440	0	1	2	2	3	2
1440-1445	2	2	1	2	1	2
1445-1450	0	1	2	8	4	1
1450-1455	0	1	1	7	10	1
1455-1500	0	0	3	11	14+	1
1500-1505	1	3	1	7	18+	3
1505-1510	1	2	2	6	18+	1
1510-1515	0	2	2	7	3	3
1515-1520	0	2	2	6	8	3
1520-1525	0	2	1	5	2	2
1525-1530	1	1	4	12	5	2
1530-1535	0	1	3	4	4	2
1535-1540	1	2	1	2	4	2
1540-1545	0	1	3	5	3	2
1545-1550	9	0	3	8	4	3
1550-1555	0	1	3	4	3	3
1555-1000	2	3	1	5	2	2
1600-1605	0	2	4	8	7	2
1605-1610	1	1	1	12	2	3
1610-1615	0	1	2	3	6	5
1615-1620	2	7	3	4	6	3
1620-1625	0	0	0	2	3	3
1625-1630	0	1	0	7	7	3
1630-1635	1	3	5	10	5	4
1635-1640	0	0	0	2	4	0
1640-1645	1	1	1	6	2	2
1645-1650	0	1	5	7	8	2
1650-1655	1	1	7	2	1	1
1655-1700	1	0	2	2	3	2
1700-1705	0	2	0	2	1	1
1705-1710	2	1	1	5	5	3
1710-1715	0	1	0	10	2	3
1715-1720	1	2	2	9	2	2
1720-1725	2	0	3	5	2	1
1725-1730	1	4	2	9	4	2
1730-1735	0	2	3	3	5	3
1735-1740	0	1	1	5	8	3
1740-1745	0	0	3	1	10	3
1745-1750	1	1	1	1	2	1
1750-1755	0	2	1	3	5	2
1755-1800	0	1	1	6	10	1
1800-1805	1	1	0	1	2	1
1805-1810	0	3	0	5	9	2
1810-1815	0	2	1	5	18+	4
1815-1820	1	2	1	4	5	3
1820-1825	0	1	1	3	2	3
1825-1830	0	0	0	5	2	2
1830-1835	1	3	1	2	3	1
1835-1840	1	4	6	4	3	1
1840-1845	1	2	0	2	4	0
1845-1850	0	0	3	2	1	0
1850-1855	0	1	2	6	1	1
1855-1900	0	2	1	1	0	0

Seversidе
Transportation Data Collection

SUMMARY	
Project	North
Project Code	551243
Site Name	SITE 01
Lane and Movements	All Processed Lane & Movements
Bin Size	15.0
Start Time	07:00
End Time	19:45
Location	SITE 01
Latitude and Longitude	51.672675447592, -3.809183200627142

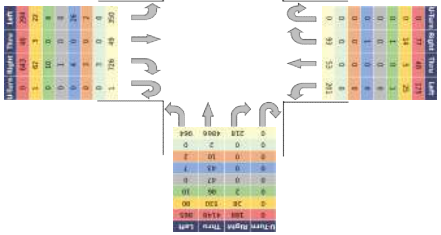
	Start	End
AM Peak	2023-10-18 08:00:00	2023-10-18 09:00:00
PM Peak	2023-10-18 16:45:00	2023-10-18 15:45:00



Turning Movement Data Plot

Class	U-Turn	Right	Thru	Left
Car	3	254	4080	64
LGV	0	27	469	16
OGV1	0	2	75	0
OGV2	0	0	52	0
PSV	0	24	35	1
MC	0	2	10	0
PC	0	1	3	0
Total	3	310	4724	81

North

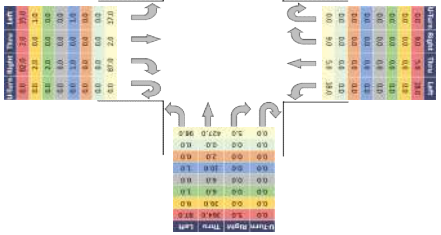


Total Vehicle				
Arm A	A - A	A - B	A - C	A - D
	3	81	4704	310
Arm B	B - A	B - B	B - C	B - D
	93	-	201	53
Arm C	C - A	C - B	C - C	C - D
	4886	218	-	964
Arm D	D - A	D - B	D - C	D - D
	350	49	726	1

AM Peak Turning Movement Data Summary

Class	U-Turn	Right	Thru	Left
Car	0.0	73.0	342.0	4.0
LGV	0.0	7.0	45.0	1.0
OGV1	0.0	0.0	12.0	0.0
OGV2	0.0	0.0	5.0	0.0
PSV	0.0	2.0	13.0	1.0
MC	0.0	0.0	0.0	0.0
PC	0.0	0.0	1.0	0.0
Total	0.0	81.0	418.0	6.0

North

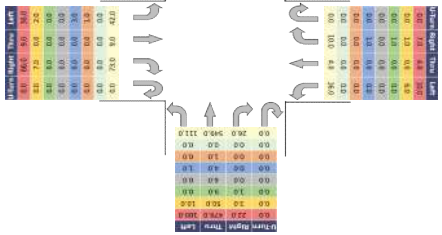




PM Peak Turning Movemet Data Summary

Class	U-Turn	Right	Thru	Left
Car	2.0	32.0	431.0	4.0
LGV	0.0	2.0	41.0	2.0
OGV1	0.0	0.0	5.0	0.0
OGV2	0.0	0.0	4.0	0.0
PSV	0.0	1.0	5.0	0.0
MC	0.0	0.0	2.0	0.0
PC	0.0	0.0	0.0	0.0
Total	2.0	35.0	477.0	8.0

North





Severnside Transportation Data Collection

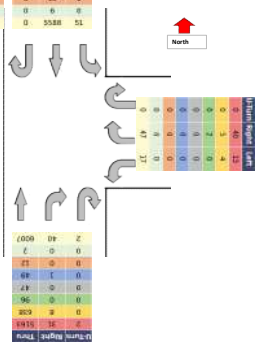
SUMMARY	
Project	Neath
Project Code	SS1343
Site Name	SITE 03
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:00
End Time	18:45
Location	SITE 02
Latitude and Longitude	51.671303090166206, -3.808973084155734

	Start	End
AM Peak	2023-10-18 08:00:00	2023-10-18 09:00:00
PM Peak	2023-10-18 14:45:00	2023-10-18 15:45:00



Turning Movement Data Plot

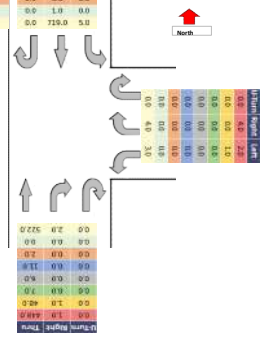
Class	U-Turn	Thru	Left
Car	0	4844	41
LGV	0	548	8
OGV1	0	85	1
OGV2	0	53	0
PSV	0	38	1
MC	0	13	0
PC	0	9	0
Total	0	5588	51



Total Vehicle			
Arm A	A - A	A - B	A - C
	- -	51	5588
Arm B	B - A	B - B	B - C
	47	-	17
Arm C	C - A	C - B	C - C
	6007	40	2

AM Peak Turning Movement Data Summary

Class	U-Turn	Thru	Left
Car	0.0	640.0	5.0
LGV	0.0	45.0	0.0
OGV1	0.0	14.0	0.0
OGV2	0.0	5.0	0.0
PSV	0.0	14.0	0.0
MC	0.0	0.0	0.0
PC	0.0	1.0	0.0
Total	0.0	719.0	5.0

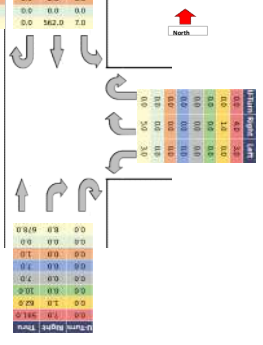


Morning Peak Hour Data

	A - A	A - B	A - C	Arm A
Arm A	- -	- -	08:00 - 09:00	0
	B - A	B - B	B - C	Arm B
Arm B	10:45 - 11:45	0.9	- -	11:00 - 12:00
	C - A	C - B	C - C	Arm C
Arm C	07:45 - 08:45	565.5	07:30 - 08:30	0

PM Peak Turning Movement Data Summary

Class	U-Turn	Thru	Left
Car	0.0	484.0	6.0
LGV	0.0	52.0	1.0
OGV1	0.0	5.0	0.0
OGV2	0.0	4.0	0.0
PSV	0.0	5.0	0.0
MC	0.0	2.0	0.0
PC	0.0	0.0	0.0
Total	0.0	562.0	7.0



Evening Peak Hour Data

	B - B	B - A	B - C	Arm B
Arm A	- -	13:00 - 14:00	13:00 - 14:00	13:00 - 14:00
	B - B	B - A	B - C	Arm B
Arm B	14:00 - 15:00	0	- -	14:00 - 15:00
	C - A	C - B	C - C	Arm C
Arm C	16:30 - 17:30	702.1	15:30 - 16:30	0

Severside Transportation Data Collection

SUMMARY

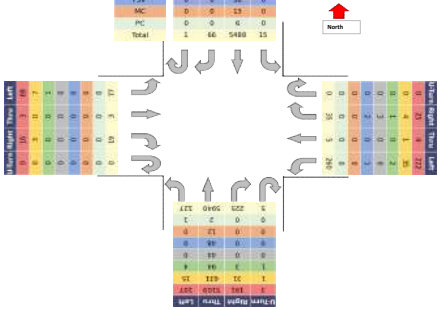
Project	North
Project Code	551243
Site Name	SITE 03
Lane and Movements	All Processed Lane & Movements
Bin Size	15.0
Start Time	07:00
End Time	18:45
Location	SITE 03
Latitude and Longitude	51.670096428366619, -3.8088507403818 3

	Start	End
AM Peak	2023-10-18 08:00:00	2023-10-18 09:00:00
PM Peak	2023-10-18 14:45:00	2023-10-18 15:45:00



Turning Movement Data Plot

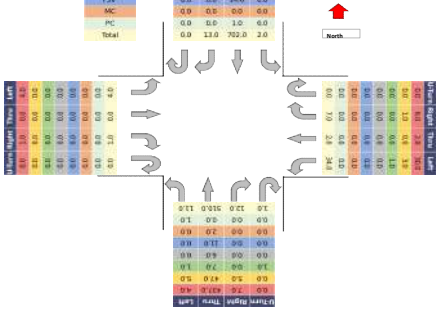
Class	U-Turn	Right	Thru	Left
Car	1	57	4755	9
LGV	0	7	543	3
OGV1	0	2	83	0
OGV2	0	0	59	3
PSV	0	0	38	0
MC	0	0	13	0
PC	0	0	6	0
Total	1	66	5488	15



Total Vehicle				
Arm A	A - A	A - B	A - C	A - D
	1	15	5488	66
Arm B	B - A	B - B	B - C	B - D
	35		260	5
Arm C	C - A	C - B	C - C	C - D
	5940	225	5	127
Arm D	D - A	D - B	D - C	D - D
	77	3	19	-

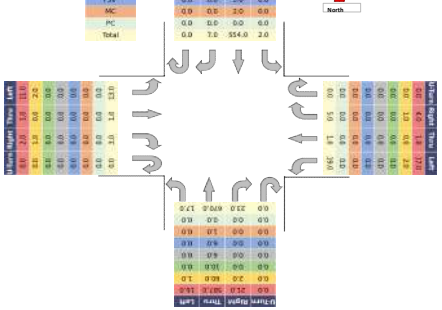
AM Peak Turning Movement Data Summary

Class	U-Turn	Right	Thru	Left
Car	0.0	13.0	622.0	1.0
LGV	0.0	0.0	67.0	0.0
OGV1	0.0	0.0	14.0	0.0
OGV2	0.0	0.0	4.0	1.0
PSV	0.0	0.0	14.0	0.0
MC	0.0	0.0	0.0	0.0
PC	0.0	0.0	1.0	0.0
Total	0.0	13.0	702.0	2.0



PM Peak Turning Movemet Data Summary

Class	U-Turn	Right	Thru	Left
Car	0.0	7.0	487.0	2.0
LGV	0.0	0.0	51.0	0.0
OGV1	0.0	0.0	5.0	0.0
OGV2	0.0	0.0	4.0	0.0
PSV	0.0	0.0	5.0	0.0
MC	0.0	0.0	2.0	0.0
PC	0.0	0.0	0.0	0.0
Total	0.0	7.0	554.0	2.0



Severside Transportation Data Collection

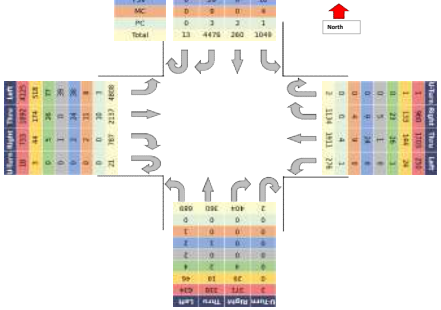
SUMMARY	
Project	North
Project Code	551243
Site Name	SITE 04
Lane and Movements	All Processed Lane & Movements
Bin Size	15.0
Start Time	07:00
End Time	18:45
Location	SITE 04
Latitude and Longitude	51.668648510646852, -3.807750174384842

	Start	End
AM Peak	2023-10-18 08:15:00	2023-10-18 09:15:00
PM Peak	2023-10-18 14:45:00	2023-10-18 15:45:00



Turning Movement Data Plot

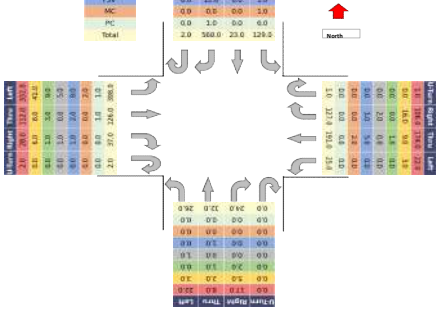
Class	U-Turn	Right	Thru	Left
Car	11	3886	239	887
LGV	2	434	15	130
OGV1	0	69	3	14
OGV2	0	46	1	3
PSV	0	29	0	10
MC	0	5	0	4
PC	0	3	2	1
Total	13	4476	260	1049



Total Vehicle				
Arm A	A - A	A - B	A - C	A - D
	13	1049	260	4476
Arm B	B - A	B - B	B - C	B - D
	1134	2	276	1911
Arm C	C - A	C - B	C - C	C - D
	360	404	2	689
Arm D	D - A	D - B	D - C	D - D
	4808	2137	787	21

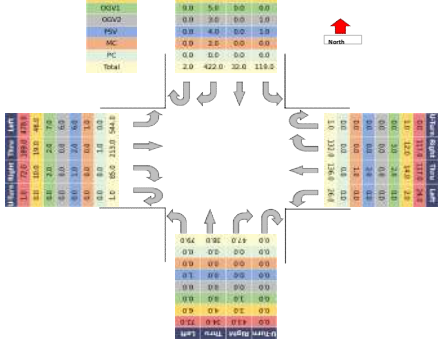
AM Peak Turning Movement Data Summary

Class	U-Turn	Right	Thru	Left
Car	1.0	503.0	19.0	114.0
LGV	1.0	48.0	3.0	9.0
OGV1	0.0	8.0	1.0	2.0
OGV2	0.0	4.0	0.0	0.0
PSV	0.0	12.0	0.0	1.0
MC	0.0	0.0	0.0	1.0
PC	0.0	1.0	0.0	0.0
Total	2.0	560.0	23.0	129.0



PM Peak Turning Movemet Data Summary

Class	U-Turn	Right	Thru	Left
Car	2.0	367.0	32.0	103.0
LGV	0.0	41.0	0.0	14.0
OGV1	0.0	5.0	0.0	0.0
OGV2	0.0	3.0	0.0	1.0
PSV	0.0	4.0	0.0	1.0
MC	0.0	2.0	0.0	0.0
PC	0.0	0.0	0.0	0.0
Total	2.0	422.0	32.0	119.0



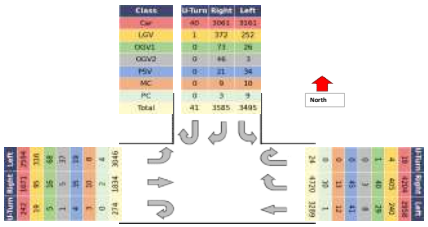
Severnside Transportation Data Collection

SUMMARY	
Project	North
Project Code	SS1343
Site Name	SITE 05
Lees and Movements	All Processed Lees & Movements
Bin Size	15.0
Start Time	07:00
End Time	18:45
Location	SITE 05
Latitude and Longitude	51.667667479749O6, -3.8085660613203B4

	Start	End
AM Peak	2023-10-18 08:15:00	2023-10-18 09:15:00
PM Peak	2023-10-18 16:30:00	2023-10-18 17:30:00



Turning Movement Data Plot



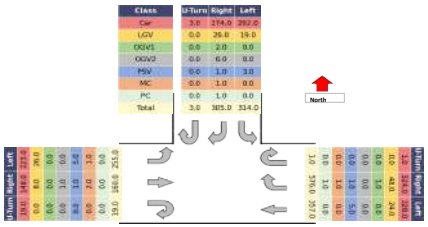
Total Vehicle			
Arm A	A - A	A - B	A - C
	41	3495	3585
Arm B	B - A	B - B	B - C
	4720	24	3289
Arm C	C - A	C - B	C - C
	3046	1834	274

AM Peak Turning Movement Data Summary



Morning Peak Hour Data				
Arm A	A - A	A - B	A - C	Arm A
	08:45 - 09:45 10	08:00 - 09:00 425.5	07:15 - 08:15 432.3	08:00 - 09:00 322.6
Arm B	B - A	B - B	B - C	Arm B
	08:15 - 09:15 414.8	08:00 - 09:00 6	11:00 - 12:00 367.5	08:45 - 09:15 735.4
Arm C	C - A	C - B	C - C	Arm C
	10:45 - 11:45 396	07:15 - 11:15 300.5	10:45 - 11:45 350.0	10:30 - 11:30 530.7

PM Peak Turning Movemet Data Summary

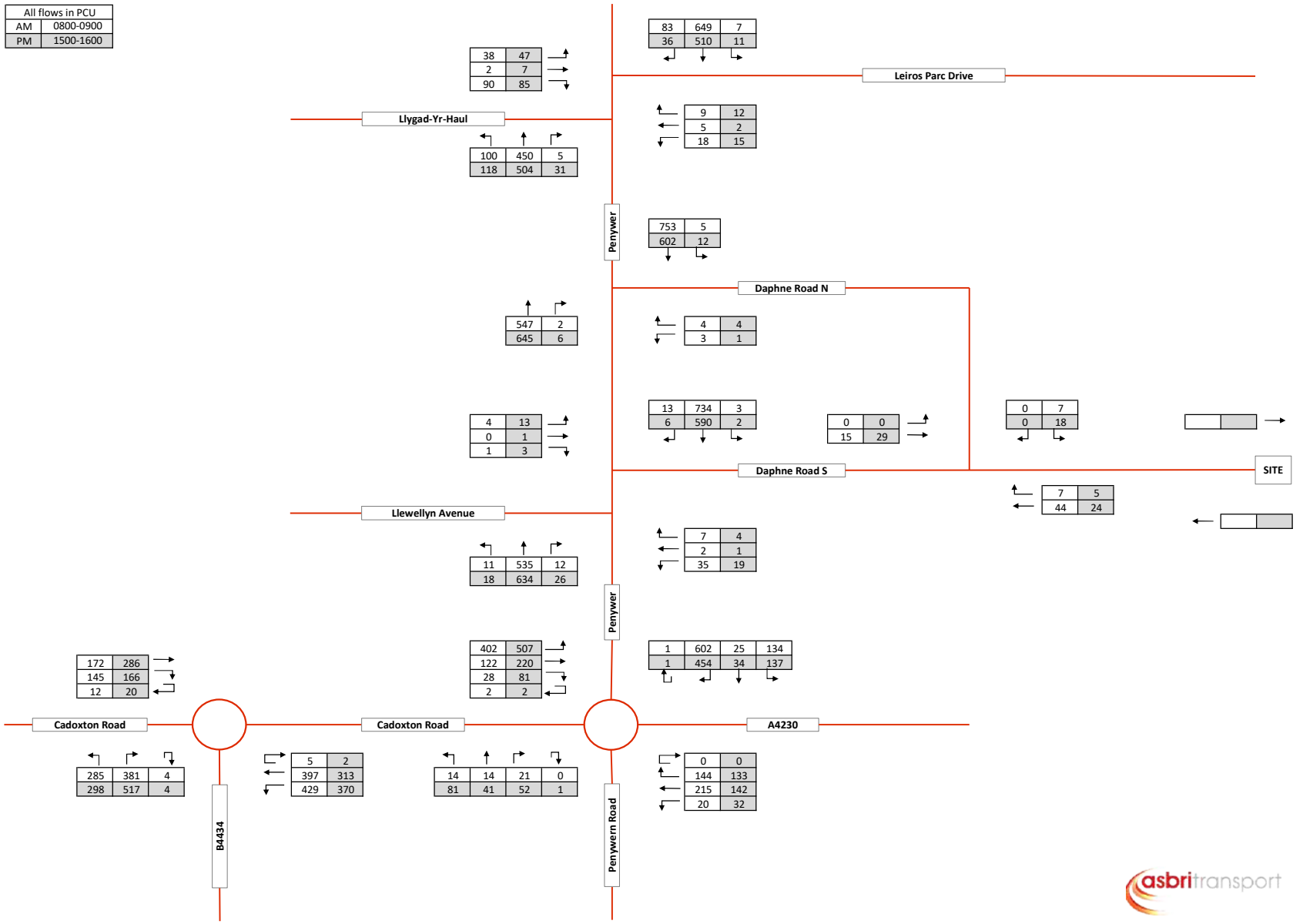


Evening Peak Hour Data				
Arm A	A - A	A - B	A - C	Arm A
	12:00 - 13:00 6	16:00 - 17:00 668.7	13:15 - 14:15 622.6	16:15 - 17:15 589
Arm B	B - A	B - B	B - C	Arm B
	16:30 - 17:30 577.8	12:00 - 13:00 5	13:30 - 17:30 852	16:30 - 17:30 878.1
Arm C	C - A	C - B	C - C	Arm C
	17:30 - 18:30 369.3	12:00 - 13:00 199.1	17:30 - 18:30 33	12:45 - 13:15 559.1

Appendix E

Weekday 2023 Base

All flows in PCU	
AM	0800-0900
PM	1500-1600



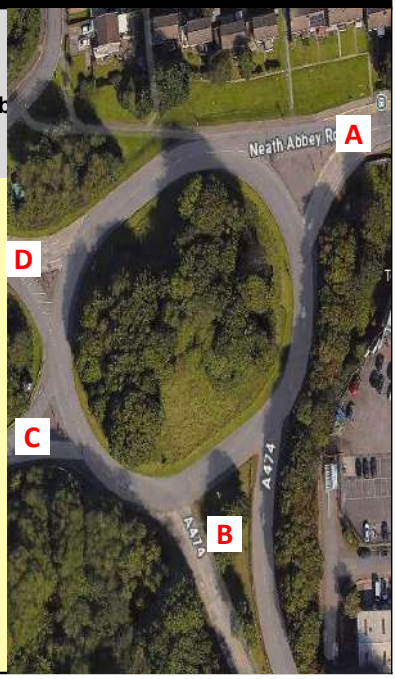
Appendix F

Neath

Client: Asbri Transport

Junction: **Neath Abbey Road / A474 / Neath Abb**

Date of Survey: 21/Apr/26



1. Datasheet - Neath Abbey Road WB

2. Datasheet - A474 NB

3. Datasheet - Carpark Access EB

4. Datasheet - Neath Abbey SEB

5. U - Turn

6. Queue Count

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Neath

Approach - DATA - Neath Abbey Road WB

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	79	11	0	3	0	0	0	93	11	2	0	0	0	0	0	13	67	10	0	0	0	1	0	78
0745 - 0800	92	12	1	5	0	0	0	110	19	3	0	0	0	0	0	22	63	8	1	0	0	1	0	73
0800 - 0815	66	14	3	1	0	0	0	84	5	2	0	0	0	0	0	7	59	12	0	0	1	1	0	73
0815 - 0830	89	12	3	1	1	0	0	106	5	1	0	0	0	0	0	6	91	4	0	0	0	0	0	95
Hourly Total	**326**	**49**	**7**	**10**	**1**	**0**	**0**	**393**	**40**	**8**	**0**	**0**	**0**	**0**	**0**	**48**	**280**	**34**	**1**	**0**	**1**	**3**	**0**	**319**
0830 - 0845	61	10	0	0	2	0	0	73	5	0	0	0	0	0	0	5	80	13	1	0	1	0	0	95
0845 - 0900	90	16	2	1	2	0	0	111	16	0	0	0	0	0	0	16	71	7	1	0	0	0	0	79
0900 - 0915	114	13	2	1	3	0	0	133	15	1	0	0	0	0	0	16	54	10	0	0	2	0	0	66
0915 - 0930	85	5	1	0	1	0	0	92	30	4	0	0	0	0	0	34	47	6	1	0	0	0	0	54
Hourly Total	**350**	**44**	**5**	**2**	**8**	**0**	**0**	**409**	**66**	**5**	**0**	**0**	**0**	**0**	**0**	**71**	**252**	**36**	**3**	**0**	**3**	**0**	**0**	**294**
TOTAL	**676**	**93**	**12**	**12**	**9**	**0**	**0**	**802**	**106**	**13**	**0**	**0**	**0**	**0**	**0**	**119**	**532**	**70**	**4**	**0**	**4**	**3**	**0**	**613**

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	110	7	0	1	0	0	0	118	27	3	0	0	0	0	0	30	80	0	0	0	1	2	0	83
1645 - 1700	96	9	0	0	1	1	0	107	29	4	0	0	0	0	0	33	57	0	0	0	0	1	0	58
1700 - 1715	119	5	0	1	0	0	0	125	21	1	0	0	0	0	0	22	88	4	0	0	1	2	0	95
1715 - 1730	109	6	0	0	0	0	0	115	16	3	0	0	0	0	0	19	96	3	0	0	1	1	0	101
Hourly Total	**434**	**27**	**0**	**2**	**1**	**1**	**0**	**465**	**93**	**11**	**0**	**0**	**0**	**0**	**0**	**104**	**321**	**7**	**0**	**0**	**3**	**6**	**0**	**337**
1730 - 1745	116	4	0	0	0	0	0	120	22	0	0	0	0	0	0	22	87	7	0	0	0	1	0	95
1745 - 1800	107	5	0	0	0	1	0	113	26	1	0	0	0	0	0	27	58	6	0	0	0	0	0	64
1800 - 1815	113	3	0	0	0	0	0	116	29	0	0	0	0	0	0	29	85	7	0	0	0	2	0	94
1815 - 1830	114	6	0	0	0	0	0	120	29	2	0	0	0	0	0	31	61	2	0	0	0	0	0	63
Hourly Total	**450**	**18**	**0**	**0**	**0**	**1**	**0**	**469**	**106**	**3**	**0**	**0**	**0**	**0**	**0**	**109**	**291**	**22**	**0**	**0**	**0**	**3**	**0**	**316**
TOTAL	**884**	**45**	**0**	**2**	**1**	**2**	**0**	**934**	**199**	**14**	**0**	**0**	**0**	**0**	**0**	**213**	**612**	**29**	**0**	**0**	**3**	**9**	**0**	**653**

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Approach - A474 NB

Time	Left Turn (B - C)								Ahead (B - D)								Right Turn (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	29	6	2	0	0	0	0	37	93	31	0	0	1	0	0	125	44	11	2	1	0	0	0	58
0745 - 0800	21	5	0	0	0	0	0	26	82	19	1	0	3	0	0	105	62	12	2	0	0	0	0	76
0800 - 0815	11	3	0	0	0	1	0	15	73	22	0	2	0	0	0	97	48	4	1	2	0	0	0	55
0815 - 0830	10	1	0	0	0	0	0	11	69	23	0	1	0	0	0	93	58	10	1	2	1	0	0	72
Hourly Total	**71**	**15**	**2**	**0**	**0**	**1**	**0**	**89**	**317**	**95**	**1**	**3**	**4**	**0**	**0**	**420**	**212**	**37**	**6**	**5**	**1**	**0**	**0**	**261**
0830 - 0845	6	0	0	0	0	0	0	6	69	12	0	1	3	0	0	85	46	10	2	0	0	0	0	58
0845 - 0900	7	1	0	0	0	0	0	8	66	22	2	0	0	0	0	90	44	5	1	0	3	0	0	53
0900 - 0915	16	3	1	0	0	0	0	20	99	12	0	0	2	0	0	113	68	2	5	0	1	1	1	78
0915 - 0930	28	1	0	0	0	0	0	29	107	22	0	1	2	0	0	132	104	11	2	2	0	0	0	119
Hourly Total	**57**	**5**	**1**	**0**	**0**	**0**	**0**	**63**	**341**	**68**	**2**	**2**	**7**	**0**	**0**	**420**	**262**	**28**	**10**	**2**	**4**	**1**	**1**	**308**
TOTAL	**128**	**20**	**3**	**0**	**0**	**1**	**0**	**152**	**658**	**163**	**3**	**5**	**11**	**0**	**0**	**840**	**474**	**65**	**16**	**7**	**5**	**1**	**1**	**569**

Time	Left Turn (B - C)								Ahead (B - D)								Right Turn (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	22	2	0	0	0	0	0	24	92	9	0	0	0	0	0	101	133	7	0	1	2	0	0	143
1645 - 1700	31	4	0	0	0	0	0	35	104	13	0	0	0	0	0	117	138	12	0	1	0	0	0	151
1700 - 1715	46	3	0	2	0	0	0	51	84	13	0	0	1	0	0	98	106	10	0	0	0	1	0	117
1715 - 1730	44	3	0	0	0	0	0	47	72	12	0	0	0	4	0	88	108	6	0	0	0	0	0	114
Hourly Total	**143**	**12**	**0**	**2**	**0**	**0**	**0**	**157**	**352**	**47**	**0**	**0**	**1**	**4**	**0**	**404**	**485**	**35**	**0**	**2**	**2**	**1**	**0**	**525**
1730 - 1745	41	8	0	0	0	0	0	49	69	12	0	0	1	0	0	82	123	5	0	0	0	1	0	129
1745 - 1800	39	2	0	0	0	0	0	41	77	11	0	0	0	2	0	90	121	5	1	0	0	0	0	127
1800 - 1815	41	1	0	0	0	0	0	42	83	10	0	0	0	0	0	93	120	5	0	0	0	0	0	125
1815 - 1830	48	0	0	0	0	0	0	48	62	8	0	0	1	1	0	72	97	5	0	0	0	0	0	102
Hourly Total	**169**	**11**	**0**	**0**	**0**	**0**	**0**	**180**	**291**	**41**	**0**	**0**	**2**	**3**	**0**	**337**	**461**	**20**	**1**	**0**	**0**	**1**	**0**	**483**
TOTAL	**312**	**23**	**0**	**2**	**0**	**0**	**0**	**337**	**643**	**88**	**0**	**0**	**3**	**7**	**0**	**741**	**946**	**55**	**1**	**2**	**2**	**2**	**0**	**1008**

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Approach - Carpark Access EB

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	13	5	0	0	0	0	0	18	4	1	0	0	0	0	0	5	24	0	0	0	0	0	0	24
0745 - 0800	14	4	0	0	0	0	0	18	5	0	0	0	0	0	0	5	22	2	2	1	0	0	0	27
0800 - 0815	10	1	0	0	0	0	0	11	4	3	0	0	0	0	0	7	18	2	0	0	0	0	0	20
0815 - 0830	13	1	0	0	0	1	0	15	3	3	0	0	0	0	0	6	12	9	0	0	0	1	0	22
Hourly Total	**50**	**11**	**0**	**0**	**0**	**1**	**0**	**62**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**23**	**76**	**13**	**2**	**1**	**0**	**1**	**0**	**93**
0830 - 0845	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12
0845 - 0900	11	2	0	0	0	0	0	13	2	0	0	0	0	0	0	2	8	2	1	0	0	0	0	11
0900 - 0915	10	0	1	0	0	0	0	11	2	0	0	0	0	1	0	3	12	1	0	0	0	0	0	13
0915 - 0930	27	2	0	0	0	0	0	29	3	0	0	0	0	0	0	3	21	1	1	0	0	0	0	23
Hourly Total	**56**	**4**	**1**	**0**	**0**	**0**	**0**	**61**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	**52**	**5**	**2**	**0**	**0**	**0**	**0**	**59**
TOTAL	**106**	**15**	**1**	**0**	**0**	**1**	**0**	**123**	**23**	**7**	**0**	**0**	**0**	**1**	**0**	**31**	**128**	**18**	**4**	**1**	**0**	**1**	**0**	**152**

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	17	5	0	0	0	0	0	22	5	1	0	0	0	0	0	6	43	2	0	0	0	0	0	45
1645 - 1700	34	2	0	0	0	0	0	36	8	0	0	0	0	0	0	8	47	1	0	0	0	0	0	48
1700 - 1715	30	2	0	0	0	1	0	33	12	0	0	0	0	0	0	12	44	2	0	0	0	1	0	47
1715 - 1730	23	1	0	0	0	0	0	24	13	0	0	0	0	0	0	13	37	1	0	0	0	0	0	38
Hourly Total	**104**	**10**	**0**	**0**	**0**	**1**	**0**	**115**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**39**	**171**	**6**	**0**	**0**	**0**	**1**	**0**	**178**
1730 - 1745	21	2	0	0	0	0	0	23	18	0	0	0	0	0	0	18	36	1	0	0	0	0	0	37
1745 - 1800	24	1	0	0	0	0	0	25	15	0	0	0	0	0	0	15	44	6	0	1	0	0	0	51
1800 - 1815	26	0	0	0	0	0	0	26	17	1	0	0	0	0	0	18	40	2	0	0	0	0	0	42
1815 - 1830	31	1	0	0	0	0	0	32	16	0	0	0	0	0	0	16	48	2	0	0	0	0	0	50
Hourly Total	**102**	**4**	**0**	**0**	**0**	**0**	**0**	**106**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**67**	**168**	**11**	**0**	**1**	**0**	**0**	**0**	**180**
TOTAL	**206**	**14**	**0**	**0**	**0**	**1**	**0**	**221**	**104**	**2**	**0**	**0**	**0**	**0**	**0**	**106**	**339**	**17**	**0**	**1**	**0**	**1**	**0**	**358**

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Neath

Approach - Neath Abbey SEB

Time	Left Turn (D - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	31	5	0	0	0	2	0	38
0745 - 0800	73	9	0	0	1	0	0	83
0800 - 0815	96	4	0	0	2	0	0	102
0815 - 0830	88	4	1	0	1	0	0	94
Hourly Total	288	22	1	0	4	2	0	317
0830 - 0845	75	12	0	0	0	1	0	88
0845 - 0900	76	8	0	0	0	0	0	84
0900 - 0915	65	12	0	0	0	0	0	77
0915 - 0930	42	10	0	0	2	0	0	54
Hourly Total	258	42	0	0	2	1	0	303
TOTAL	546	64	1	0	6	3	0	620

Time	Ahead (D - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	65	11	0	0	0	0	0	76
0745 - 0800	63	10	1	0	0	0	0	74
0800 - 0815	64	5	0	0	0	0	0	69
0815 - 0830	82	20	1	1	1	0	0	105
Hourly Total	274	46	2	1	1	0	0	324
0830 - 0845	99	24	0	0	0	1	0	124
0845 - 0900	94	24	0	1	1	0	0	120
0900 - 0915	110	28	0	1	0	0	0	139
0915 - 0930	108	33	0	1	1	0	0	143
Hourly Total	411	109	0	3	2	1	0	526
TOTAL	685	155	2	4	3	1	0	850

Time	Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	12	1	0	0	0	0	0	13
0745 - 0800	7	5	0	0	0	0	0	12
0800 - 0815	10	4	0	0	0	0	0	14
0815 - 0830	14	0	1	0	0	1	0	16
Hourly Total	43	10	1	0	0	1	0	55
0830 - 0845	7	0	0	0	0	0	0	7
0845 - 0900	9	2	1	0	0	1	0	13
0900 - 0915	15	1	0	0	0	0	0	16
0915 - 0930	30	2	0	0	0	0	0	32
Hourly Total	61	5	1	0	0	1	0	68
TOTAL	104	15	2	0	0	2	0	123

Time	Left Turn (D - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	43	1	0	0	0	1	0	45
1645 - 1700	82	3	0	0	0	1	0	86
1700 - 1715	66	5	0	0	0	3	0	74
1715 - 1730	69	10	0	0	1	2	0	82
Hourly Total	260	19	0	0	1	7	0	287
1730 - 1745	73	6	0	0	0	1	0	80
1745 - 1800	86	4	0	0	0	0	0	90
1800 - 1815	72	5	0	0	0	2	0	79
1815 - 1830	63	4	0	0	0	0	0	67
Hourly Total	294	19	0	0	0	3	0	316
TOTAL	554	38	0	0	1	10	0	603

Time	Ahead (D - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	54	2	0	0	1	0	0	57
1645 - 1700	74	11	0	0	0	0	0	85
1700 - 1715	85	13	0	0	0	0	0	98
1715 - 1730	92	12	0	0	2	0	0	106
Hourly Total	305	38	0	0	3	0	0	346
1730 - 1745	95	3	0	0	1	0	0	99
1745 - 1800	90	9	0	0	0	1	0	100
1800 - 1815	75	2	0	0	1	0	0	78
1815 - 1830	73	8	0	0	1	1	0	83
Hourly Total	333	22	0	0	3	2	0	360
TOTAL	638	60	0	0	6	2	0	706

Time	Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	29	0	1	0	0	0	0	30
1645 - 1700	32	0	0	0	0	0	0	32
1700 - 1715	15	0	0	0	0	0	0	15
1715 - 1730	21	0	0	0	0	0	0	21
Hourly Total	97	0	1	0	0	0	0	98
1730 - 1745	14	0	0	0	0	0	0	14
1745 - 1800	19	0	0	0	0	0	0	19
1800 - 1815	24	1	0	0	0	0	0	25
1815 - 1830	24	0	0	0	0	0	0	24
Hourly Total	81	1	0	0	0	0	0	82
TOTAL	178	1	1	0	0	0	0	180

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Neath

Approach - U - Turn

Time	DATA - Neath Abbey Road WB (Arm A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	1	0	0	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	0	1

Time	A474 NB (Arm B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Time	Carpark Access EB (Arm C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Time	Neath Abbey SEB (Arm D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	1	0	0	0	0	0	0	1
0745 - 0800	0	1	0	0	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	1	1	0	0	0	0	0	2

Time	DATA - Neath Abbey Road WB (Arm A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	1	0	0	1
1745 - 1800	1	0	0	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	0	2
TOTAL	2	0	0	0	0	1	0	3

Time	A474 NB (Arm B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Time	Carpark Access EB (Arm C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0

Time	Neath Abbey SEB (Arm D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
TOTAL	1	0	0	0	0	0	0	1

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Neath

Queue Counts

AM - 07:30 - 09:30

Time	DATA - Neath Abbey Road WB (Arm A)		A474 NB (Arm B)		Carpark Access EB (Arm C)		Neath Abbey SEB (Arm D)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:30	3	2	8	8	1	4	0	1
07:35	4+	3+	10+	3	1	2	2	3
07:40	3+	4+	10+	4	3	3	2	6
07:45	4	6	10+	7	3	2	2	3
07:50	5	4+	10+	8+	2	2	0	5
07:55	6	23+	10+	11	3	2	1	3
08:00	4	30+	26+	20+	1	1	3	2
08:05	4	30+	26+	24	1	1	3	2
08:10	3	30+	26+	26+	2	1	1	3
08:15	4	32	25+	25+	2	7+	3	2
08:20	5	27	26+	26+	2	1	4	6
08:25	3	38+	25+	26+	3	1	2	5
08:30	4	37+	24+	25+	1	3	2	5
08:35	2	36+	25+	21+	1	5	1	6
08:40	5	37+	24+	26+	1	2	1	14+
08:45	5	39+	24+	22+	1	2	3	2
08:50	5	20	24+	24+	2	1	1	2
08:55	5	4	23+	25+	1	1	3	3
09:00	6	16	24+	26+	2	3	1	11
09:05	5	17	24+	23+	1	2	3	11
09:10	5	10	23+	25+	4	2	2	14+
09:15	3	3	24+	8	2	3	2	4
09:20	4	30	24+	5	1	3	2	4

PM - 16:30 - 18:30

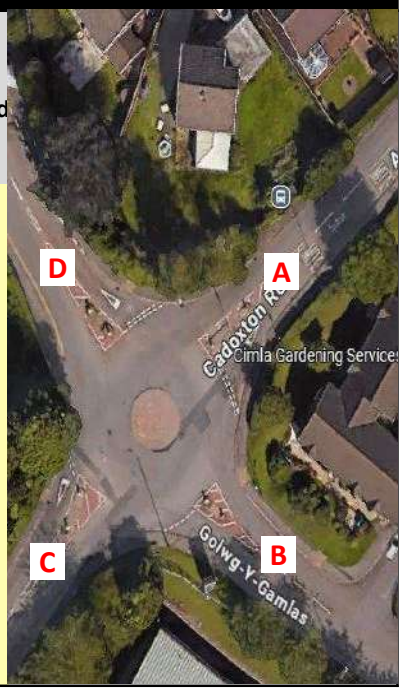
Time	DATA - Neath Abbey Road WB (Arm A)		A474 NB (Arm B)		Carpark Access EB (Arm C)		Neath Abbey SEB (Arm D)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:30	7	4	11	8	5	10+	2	9
16:35	6	15	12+	8	4	8	4	7
16:40	4	9	12+	13+	5	8+	3	9
16:45	6	7	3+	5+	3	8	4	9+
16:50	2	8	3+	5+	3	8+	4	6
16:55	5	8	3	3	2	5	4	11+
17:00	4	14	8	10	4	8+	3	5
17:05	6	14	8	10	4	8+	3	5
17:10	5	10+	13	5	2	10+	4	9+
17:15	5	13	14	4	5	9	3	9+
17:20	6	18	20	8	4	8	3	4
17:25	5	5	27	11	3	9	1	7
17:30	6	11	26	22	2	8	4	11+
17:35	5	10+	29+	27	3	14+	4	12+
17:40	4	18	5+	4	2	9	4	11
17:45	4	19	4	4	3	9	4	11
17:50	3	8	4	6	2	3	4	10
17:55	6	9	4+	7	3	6	3	13+
18:00	2	9	4+	7	2	2	4	14+
18:05	4	11	4+	7+	4	3	4	6
18:10	6	7	4+	4	2	5	2	5
18:15	5	3	4+	3	3	2	3	12+
18:20	4	5	3+	2	2	2	3	5
18:25	4	2	3	2	2	2	2	5

Neath

Client: Asbri Transport

Junction: **Cadoxton Rd / Golwg-Y-Gamlas / Cad**

Date of Survey: 21/Apr/26



1. Datasheet - Cadoxton Rd SB

2. Datasheet - Golwg-Y-Gamlas WB

3. Datasheet - Cadoxton Rd NB

4. Datasheet - Penywern Rd EB

5. U - Turn

6. Queue Count

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Neath

Approach - Cadoxton Rd SB

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	1	0	0	0	0	0	0	1	28	1	0	0	1	1	0	31	23	8	0	0	0	0	0	31
0745 - 0800	2	0	0	0	0	0	0	2	37	4	1	0	1	2	0	45	25	7	0	0	1	1	0	34
0800 - 0815	6	0	0	0	0	0	0	6	36	3	0	0	0	0	0	39	34	7	0	0	0	0	0	41
0815 - 0830	2	0	0	0	0	0	0	2	23	3	0	0	1	0	1	28	29	4	0	0	0	0	0	33
Hourly Total	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**124**	**11**	**1**	**0**	**3**	**3**	**1**	**143**	**111**	**26**	**0**	**0**	**1**	**1**	**0**	**139**
0830 - 0845	6	0	0	0	0	0	0	6	29	0	0	0	1	0	0	30	29	7	0	0	0	0	0	36
0845 - 0900	7	0	0	0	0	0	0	7	46	1	0	0	1	0	0	48	32	5	0	0	0	0	0	37
0900 - 0915	8	0	0	0	0	1	0	9	62	2	0	0	0	0	0	64	32	5	3	0	0	0	0	40
0915 - 0930	9	0	0	0	0	0	0	9	38	2	0	0	0	0	0	40	24	2	0	0	0	0	0	26
Hourly Total	**30**	**0**	**0**	**0**	**0**	**1**	**0**	**31**	**175**	**5**	**0**	**0**	**2**	**0**	**0**	**182**	**117**	**19**	**3**	**0**	**0**	**0**	**0**	**139**
TOTAL	**41**	**0**	**0**	**0**	**0**	**1**	**0**	**42**	**299**	**16**	**1**	**0**	**5**	**3**	**1**	**325**	**228**	**45**	**3**	**0**	**1**	**1**	**0**	**278**

Time	Left Turn (A - B)								Ahead (A - C)								Right Turn (A - D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	8	2	0	0	0	1	0	11	36	0	0	0	1	1	0	38	39	6	0	0	0	0	1	46
1645 - 1700	6	1	0	0	0	0	0	7	46	0	0	0	0	0	0	46	45	5	0	0	0	1	0	51
1700 - 1715	10	0	0	0	0	0	0	10	43	3	0	0	0	0	2	48	29	2	0	0	1	1	0	33
1715 - 1730	8	0	0	0	0	0	0	8	45	2	0	0	0	0	0	47	22	3	0	0	0	1	0	26
Hourly Total	**32**	**3**	**0**	**0**	**0**	**1**	**0**	**36**	**170**	**5**	**0**	**0**	**1**	**1**	**2**	**179**	**135**	**16**	**0**	**0**	**1**	**3**	**1**	**156**
1730 - 1745	12	0	0	0	0	0	0	12	29	2	0	0	1	1	4	37	24	0	0	0	0	0	0	24
1745 - 1800	10	0	0	0	0	0	0	10	30	3	0	0	0	0	0	33	27	6	0	0	0	0	1	34
1800 - 1815	7	0	0	0	0	0	0	7	44	1	0	0	0	0	0	45	25	3	0	0	0	2	1	31
1815 - 1830	11	0	0	0	0	0	0	11	37	2	0	0	0	0	2	41	19	1	0	0	0	0	0	20
Hourly Total	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**140**	**8**	**0**	**0**	**1**	**1**	**6**	**156**	**95**	**10**	**0**	**0**	**0**	**2**	**2**	**109**
TOTAL	**72**	**3**	**0**	**0**	**0**	**1**	**0**	**76**	**310**	**13**	**0**	**0**	**2**	**2**	**8**	**335**	**230**	**26**	**0**	**0**	**1**	**5**	**3**	**265**

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Neath

Approach - Golwg-Y-Gamlas WB

Time	Left Turn (B - C)								Ahead (B - D)								Right Turn (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
0745 - 0800	7	1	0	1	0	0	0	9	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
0800 - 0815	7	3	0	0	0	0	0	10	7	2	0	0	0	0	0	9	2	0	0	0	0	0	0	2
0815 - 0830	10	1	0	0	0	0	0	11	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**31**	**5**	**0**	**1**	**0**	**0**	**0**	**37**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
0830 - 0845	7	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
0845 - 0900	9	2	0	0	0	1	0	12	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
0900 - 0915	12	1	0	0	0	0	0	13	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
0915 - 0930	13	1	0	0	0	1	0	15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
Hourly Total	**41**	**4**	**0**	**0**	**0**	**2**	**0**	**47**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
TOTAL	**72**	**9**	**0**	**1**	**0**	**2**	**0**	**84**	**36**	**3**	**0**	**0**	**0**	**0**	**0**	**39**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**17**

Time	Left Turn (B - C)								Ahead (B - D)								Right Turn (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	29	3	0	0	0	0	0	32	17	2	0	0	0	0	0	19	18	1	0	0	0	0	0	19
1645 - 1700	16	2	0	0	0	0	0	18	17	2	0	0	0	0	0	19	21	1	0	0	0	0	0	22
1700 - 1715	31	2	0	0	0	0	0	33	11	1	0	0	0	0	0	12	12	0	0	0	0	1	0	13
1715 - 1730	18	0	0	0	0	0	0	18	25	2	0	0	0	0	0	27	15	0	0	0	0	0	0	15
Hourly Total	**94**	**7**	**0**	**0**	**0**	**0**	**0**	**101**	**70**	**7**	**0**	**0**	**0**	**0**	**0**	**77**	**66**	**2**	**0**	**0**	**0**	**1**	**0**	**69**
1730 - 1745	22	2	0	0	0	0	0	24	10	1	0	0	0	0	0	11	14	1	0	0	0	0	0	15
1745 - 1800	30	2	0	0	0	0	0	32	13	1	0	0	0	0	0	14	14	1	0	0	0	0	0	15
1800 - 1815	19	2	0	0	0	0	0	21	15	0	0	0	0	0	0	15	17	0	0	0	0	0	0	17
1815 - 1830	26	0	0	0	0	0	0	26	9	1	0	0	0	0	0	10	1	1	0	0	0	1	0	3
Hourly Total	**97**	**6**	**0**	**0**	**0**	**0**	**0**	**103**	**47**	**3**	**0**	**0**	**0**	**0**	**0**	**50**	**46**	**3**	**0**	**0**	**0**	**1**	**0**	**50**
TOTAL	**191**	**13**	**0**	**0**	**0**	**0**	**0**	**204**	**117**	**10**	**0**	**0**	**0**	**0**	**0**	**127**	**112**	**5**	**0**	**0**	**0**	**2**	**0**	**119**

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Neath

Approach - Cadoxton Rd NB

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	56	11	1	1	0	2	0	71	12	5	1	0	0	1	0	19	5	0	0	0	0	0	0	5
0745 - 0800	71	6	1	0	2	0	0	80	34	4	0	0	0	0	0	38	11	1	0	0	0	0	0	12
0800 - 0815	85	10	0	1	1	0	0	97	16	7	1	0	1	0	0	25	4	4	1	0	0	0	0	9
0815 - 0830	117	20	2	2	0	0	0	141	17	3	0	0	1	0	0	21	8	0	0	0	0	0	0	8
Hourly Total	**329**	**47**	**4**	**4**	**3**	**2**	**0**	**389**	**79**	**19**	**2**	**0**	**2**	**1**	**0**	**103**	**28**	**5**	**1**	**0**	**0**	**0**	**0**	**34**
0830 - 0845	102	21	0	0	0	0	0	123	26	3	0	0	0	0	0	29	9	0	0	0	0	0	0	9
0845 - 0900	82	10	2	0	0	0	0	94	13	3	1	0	0	0	0	17	8	1	0	0	0	0	0	9
0900 - 0915	73	11	2	0	1	0	0	87	29	1	0	0	2	0	1	33	23	4	0	0	0	0	0	27
0915 - 0930	71	18	2	2	1	1	0	95	32	6	1	0	0	1	0	40	16	1	0	0	0	0	0	17
Hourly Total	**328**	**60**	**6**	**2**	**2**	**1**	**0**	**399**	**100**	**13**	**2**	**0**	**2**	**1**	**1**	**119**	**56**	**6**	**0**	**0**	**0**	**0**	**0**	**62**
TOTAL	**657**	**107**	**10**	**6**	**5**	**3**	**0**	**788**	**179**	**32**	**4**	**0**	**4**	**2**	**1**	**222**	**84**	**11**	**1**	**0**	**0**	**0**	**0**	**96**

Time	Left Turn (C - D)								Ahead (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	117	9	1	1	1	1	0	130	46	1	0	0	1	1	0	49	31	2	0	0	0	0	0	33
1645 - 1700	122	8	0	0	1	1	0	132	47	6	0	0	1	1	0	55	29	1	0	0	0	0	0	30
1700 - 1715	134	9	0	0	1	3	0	147	46	2	0	0	1	0	0	49	32	2	0	0	0	0	0	34
1715 - 1730	150	7	0	0	1	3	0	161	54	3	0	0	1	2	0	60	25	3	0	0	0	0	0	28
Hourly Total	**523**	**33**	**1**	**1**	**4**	**8**	**0**	**570**	**193**	**12**	**0**	**0**	**4**	**4**	**0**	**213**	**117**	**8**	**0**	**0**	**0**	**0**	**0**	**125**
1730 - 1745	143	0	0	0	0	1	0	144	51	4	0	0	0	2	0	57	30	3	0	0	0	0	0	33
1745 - 1800	122	6	1	1	0	2	0	132	55	4	0	0	0	0	0	59	18	3	0	0	0	0	0	21
1800 - 1815	113	12	0	0	0	1	0	126	50	1	0	0	1	2	0	54	27	1	0	0	0	1	0	29
1815 - 1830	94	1	0	0	0	1	0	96	48	3	0	0	0	1	1	53	22	3	0	0	0	0	0	25
Hourly Total	**472**	**19**	**1**	**1**	**0**	**5**	**0**	**498**	**204**	**12**	**0**	**0**	**1**	**5**	**1**	**223**	**97**	**10**	**0**	**0**	**0**	**1**	**0**	**108**
TOTAL	**995**	**52**	**2**	**2**	**4**	**13**	**0**	**1068**	**397**	**24**	**0**	**0**	**5**	**9**	**1**	**436**	**214**	**18**	**0**	**0**	**0**	**1**	**0**	**233**

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Neath

Approach - Penywern Rd EB

Time	Left Turn (D - A)								Ahead (D - B)								Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	35	6	0	0	0	0	0	41	0	0	0	0	0	0	0	0	112	10	1	4	1	0	0	128
0745 - 0800	21	5	0	0	0	0	0	26	5	0	0	0	0	0	0	5	135	13	2	2	0	0	0	152
0800 - 0815	32	1	0	0	1	1	0	35	4	0	0	0	0	0	0	4	114	9	0	4	1	0	0	128
0815 - 0830	36	2	1	0	0	0	0	39	6	0	0	0	0	0	0	6	118	6	3	0	1	0	0	128
Hourly Total	**124**	**14**	**1**	**0**	**1**	**1**	**0**	**141**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**479**	**38**	**6**	**10**	**3**	**0**	**0**	**536**
0830 - 0845	25	6	0	0	1	0	0	32	4	0	0	0	0	0	0	4	90	8	1	1	3	0	0	103
0845 - 0900	28	3	0	0	0	0	0	31	8	1	0	0	0	1	0	10	132	8	1	0	3	0	0	144
0900 - 0915	25	3	1	0	0	0	0	29	9	0	0	0	0	0	0	9	123	9	0	1	0	0	0	133
0915 - 0930	28	5	0	0	1	1	0	35	1	1	0	0	0	0	0	2	101	5	1	0	0	0	0	107
Hourly Total	**106**	**17**	**1**	**0**	**2**	**1**	**0**	**127**	**22**	**2**	**0**	**0**	**0**	**1**	**0**	**25**	**446**	**30**	**3**	**2**	**6**	**0**	**0**	**487**
TOTAL	**230**	**31**	**2**	**0**	**3**	**2**	**0**	**268**	**37**	**2**	**0**	**0**	**0**	**1**	**0**	**40**	**925**	**68**	**9**	**12**	**9**	**0**	**0**	**1023**

Time	Left Turn (D - A)								Ahead (D - B)								Right Turn (D - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	25	8	0	0	0	1	0	34	8	0	0	0	0	0	0	8	77	6	0	0	1	1	0	85
1645 - 1700	25	6	0	0	1	1	0	33	7	1	0	0	0	0	0	8	80	2	0	0	0	0	0	82
1700 - 1715	29	6	0	0	0	0	0	35	5	0	0	0	0	0	0	5	83	4	0	1	0	1	1	90
1715 - 1730	23	2	0	0	0	1	1	27	7	0	0	0	0	0	0	7	69	4	0	0	0	0	0	73
Hourly Total	**102**	**22**	**0**	**0**	**1**	**3**	**1**	**129**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**309**	**16**	**0**	**1**	**1**	**2**	**1**	**330**
1730 - 1745	26	3	0	0	0	0	0	29	6	0	0	0	0	0	0	6	89	5	0	0	0	1	3	98
1745 - 1800	33	2	0	0	0	0	0	35	7	0	0	0	0	0	0	7	93	3	0	0	0	1	0	97
1800 - 1815	23	2	0	0	0	0	0	25	8	1	0	0	0	0	0	9	91	3	0	0	0	0	1	95
1815 - 1830	17	1	0	0	0	0	0	18	5	1	0	0	0	0	0	6	75	1	0	1	0	0	0	77
Hourly Total	**99**	**8**	**0**	**0**	**0**	**0**	**0**	**107**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**348**	**12**	**0**	**1**	**0**	**2**	**4**	**367**
TOTAL	**201**	**30**	**0**	**0**	**1**	**3**	**1**	**236**	**53**	**3**	**0**	**0**	**0**	**0**	**0**	**56**	**657**	**28**	**0**	**2**	**1**	**4**	**5**	**697**

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Neath

Approach - U - Turn

Time	Cadoxton Rd SB (Arm A)								Golwg-Y-Gamlas WB (Arm B)								Cadoxton Rd NB (Arm C)								Penywern Rd EB (Arm D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0815 - 0830	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**6**
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**1**	**0**	**0**	**6**

Time	Cadoxton Rd SB (Arm A)								Golwg-Y-Gamlas WB (Arm B)								Cadoxton Rd NB (Arm C)								Penywern Rd EB (Arm D)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	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**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**

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Queue Counts

AM - 07:30 - 09:30

Time	Cadoxton Rd SB (Arm A)		Golwg-Y-Gamlas WB (Arm B)	Cadoxton Rd NB (Arm C)	Penywern Rd EB (Arm D)
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1
07:30	3	0	0	1	8
07:35	4	0	1	1	6
07:40	5	0	1	3	10+
07:45	8	0	2	2	8
07:50	6	0	1	4	4
07:55	6+	0	1	3	7
08:00	6+	0	1	7	5
08:05	6+	0	2	1	5
08:10	33	1	6	2	31
08:15	36	0	2	16	38
08:20	34	0	3	4	34
08:25	7+	0	3	1	11+
08:30	35	0	3	12	32
08:35	30	0	1	3	34
08:40	25	1	3	5	13
08:45	40	0	1	3	43
08:50	35	0	1	2	17
08:55	14	0	3	2	9
09:00	6+	0	3	4	7
09:05	29	0	3	7	8
09:10	30	0	2	7	5
09:15	6+	0	2	4	8
09:20	7	0	2	4	3
09:25	2	0	1	0	2

PM - 16:30 - 18:30

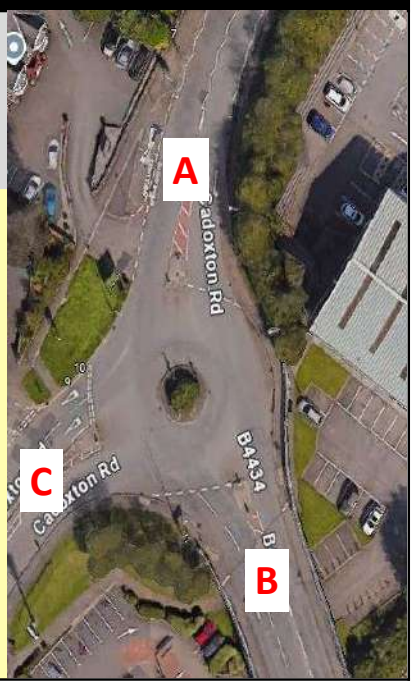
Time	Cadoxton Rd SB (Arm A)		Golwg-Y-Gamlas WB (Arm B)	Cadoxton Rd NB (Arm C)	Penywern Rd EB (Arm D)
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 1
16:30	5	0	4	17	8
16:35	4+	0	3	10	5
16:40	4	0	6	17	7
16:45	5+	0	2	14	8
16:50	6+	0	5	17	9
16:55	4	0	3	17	10+
17:00	4	0	2	15	7
17:05	6+	0	2	16	20
17:10	4	0	5	15	7
17:15	5+	0	2	8	7
17:20	3	0	2	16	8
17:25	4	0	4	17	8
17:30	5+	0	2	17	9
17:35	6+	0	4	17	6
17:40	4	0	3	15	6
17:45	6+	0	2	6	11
17:50	3	0	3	15	6
17:55	3	0	3	14	19
18:00	5+	0	4	4	9
18:05	4	0	2	14	5
18:10	4	0	2	4	4
18:15	5	0	3	7	3
18:20	3	0	4	3	4
18:25	2	0	4	4	3

Neath

Client: Asbri Transport

Junction: Cadoxton Rd / B4434

Date of Survey: 21/Apr/26



1. Datasheet - Cadoxton Rd SB

2. Datasheet - B4434 NB

3. Datasheet - Cadoxton Rd WB

4. U - Turn

5. Queue Count

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Neath

Approach - Cadoxton Rd SB

Time	Ahead (A - B)								Right Turn (A - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	62	4	0	0	1	0	0	67	86	7	0	4	1	1	0	99
0745 - 0800	85	9	0	0	1	1	0	96	95	8	4	3	0	1	0	111
0800 - 0815	88	9	0	2	0	0	0	99	60	6	0	2	1	1	0	70
0815 - 0830	96	5	0	0	1	0	3	105	56	5	2	0	1	0	0	64
Hourly Total	331	27	0	2	3	1	3	367	297	26	6	9	3	3	0	344
0830 - 0845	89	5	0	0	3	0	0	97	42	3	1	1	1	0	0	48
0845 - 0900	109	6	0	0	0	1	2	118	79	5	1	0	4	0	0	89
0900 - 0915	99	7	0	0	0	0	0	106	94	5	0	1	0	0	0	100
0915 - 0930	81	2	1	0	0	0	0	84	72	6	0	0	0	1	0	79
Hourly Total	378	20	1	0	3	1	2	405	287	19	2	2	5	1	0	316
TOTAL	709	47	1	2	6	2	5	772	584	45	8	11	8	4	0	660

Time	Ahead (A - B)								Right Turn (A - C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	76	6	0	0	2	1	0	85	61	2	0	0	0	1	0	64
1645 - 1700	75	3	0	0	0	0	0	78	62	3	0	0	0	0	0	65
1700 - 1715	98	5	0	0	0	1	1	105	59	4	0	1	0	1	0	65
1715 - 1730	79	5	0	0	0	0	0	84	52	0	0	0	0	0	0	52
Hourly Total	328	19	0	0	2	2	1	352	234	9	0	1	0	2	0	246
1730 - 1745	76	6	0	0	1	1	3	87	62	2	0	0	0	1	2	67
1745 - 1800	78	6	0	0	0	1	0	85	71	4	0	0	0	0	0	75
1800 - 1815	80	3	0	0	0	0	0	83	70	3	0	0	0	0	1	74
1815 - 1830	59	1	0	1	0	0	1	62	77	2	0	0	0	0	0	79
Hourly Total	293	16	0	1	1	2	4	317	280	11	0	0	0	1	3	295
TOTAL	621	35	0	1	3	4	5	669	514	20	0	1	0	3	3	541

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Neath

Approach - B4434 NB

Time	Left Turn (B - C)								Ahead (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	29	6	0	0	1	0	0	36	49	12	0	1	0	2	0	64
0745 - 0800	46	5	0	0	1	0	0	52	77	6	0	0	1	0	0	84
0800 - 0815	36	4	1	0	0	0	0	41	76	18	1	0	1	0	0	96
0815 - 0830	44	2	0	0	1	1	0	48	105	17	0	0	0	0	0	122
Hourly Total	155	17	1	0	3	1	0	177	307	53	1	1	2	2	0	366
0830 - 0845	38	3	0	1	0	1	0	43	96	8	0	0	0	0	0	104
0845 - 0900	64	3	0	0	3	0	0	70	77	12	1	0	0	0	0	90
0900 - 0915	47	7	0	0	0	0	0	54	82	12	0	0	3	0	0	97
0915 - 0930	56	5	1	0	0	0	0	62	74	15	1	0	1	2	0	93
Hourly Total	205	18	1	1	3	1	0	229	329	47	2	0	4	2	0	384
TOTAL	360	35	2	1	6	2	0	406	636	100	3	1	6	4	0	750

Time	Left Turn (B - C)								Ahead (B - A)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	77	6	0	0	1	2	0	86	122	5	0	0	0	2	0	129
1645 - 1700	95	3	0	0	1	1	0	100	124	8	0	0	0	1	0	133
1700 - 1715	79	4	0	0	0	2	0	85	134	9	0	0	2	1	0	146
1715 - 1730	107	7	0	0	0	1	0	115	134	10	0	0	1	2	0	147
Hourly Total	358	20	0	0	2	6	0	386	514	32	0	0	3	6	0	555
1730 - 1745	96	3	0	0	1	1	0	101	146	2	0	0	0	1	0	149
1745 - 1800	77	5	0	0	0	1	0	83	115	6	0	1	0	2	0	124
1800 - 1815	70	2	0	0	0	1	0	73	101	13	0	0	1	5	0	120
1815 - 1830	45	4	0	0	0	1	0	50	89	5	0	0	0	1	0	95
Hourly Total	288	14	0	0	1	4	0	307	451	26	0	1	1	9	0	488
TOTAL	646	34	0	0	3	10	0	693	965	58	0	1	4	15	0	1043

Click to return to Home Page tab

Neath

Approach - Cadoxton Rd WB

Time	Left Turn (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	24	3	2	0	0	1	0	30	15	0	0	1	1	0	0	17
0745 - 0800	40	5	1	0	1	0	0	47	17	0	0	0	0	0	0	17
0800 - 0815	32	2	1	1	1	0	0	37	39	5	0	0	1	0	0	45
0815 - 0830	31	9	1	2	1	0	0	44	33	2	0	0	0	0	0	35
Hourly Total	127	19	5	3	3	1	0	158	104	7	0	1	2	0	0	114
0830 - 0845	40	12	0	0	0	0	0	52	40	6	0	0	1	1	0	48
0845 - 0900	22	2	2	0	0	0	0	26	32	3	2	0	3	0	0	40
0900 - 0915	43	3	2	0	0	0	1	49	31	1	1	0	1	1	0	35
0915 - 0930	42	12	2	2	0	0	0	58	30	3	1	0	1	0	0	35
Hourly Total	147	29	6	2	0	0	1	185	133	13	4	0	6	2	0	158
TOTAL	274	48	11	5	3	1	1	343	237	20	4	1	8	2	0	272

Time	Left Turn (C - A)								Right Turn (C - B)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	74	7	1	1	2	0	0	85	43	3	0	0	0	0	0	46
1645 - 1700	68	7	0	0	2	1	0	78	37	2	0	1	0	0	0	40
1700 - 1715	79	3	0	0	0	2	0	84	39	1	0	0	0	0	0	40
1715 - 1730	84	3	0	0	1	3	0	91	30	4	0	0	1	2	0	37
Hourly Total	305	20	1	1	5	6	0	338	149	10	0	1	1	2	0	163
1730 - 1745	83	4	0	0	0	2	0	89	49	1	0	0	0	2	0	52
1745 - 1800	81	7	1	0	0	0	0	89	39	2	0	0	0	1	0	42
1800 - 1815	88	1	0	0	0	0	0	89	41	0	0	0	0	0	2	43
1815 - 1830	71	4	0	0	0	0	1	76	30	3	0	0	1	0	0	34
Hourly Total	323	16	1	0	0	2	1	343	159	6	0	0	1	3	2	171
TOTAL	628	36	2	1	5	8	1	681	308	16	0	1	2	5	2	334

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Neath

Approach - U - Turn

Time	Cadoxton Rd SB (Arm A)								B4434 NB (Arm B)								Cadoxton Rd WB (Arm C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
0745 - 0800	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
0815 - 0830	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	2	1	0	0	0	2	0	0	3
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**19**	**0**	**0**	**0**	**2**	**0**	**0**	**21**
0830 - 0845	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	2
0845 - 0900	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
0900 - 0915	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
0915 - 0930	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**
TOTAL	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**14**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**33**	**1**	**0**	**0**	**2**	**0**	**0**	**36**

Time	Cadoxton Rd SB (Arm A)								B4434 NB (Arm B)								Cadoxton Rd WB (Arm C)							
	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL	Cars	LGV	OGV1	OGV2	Bus/Coach	Motorcycle	Pedal Cycle	TOTAL
1630 - 1645	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	6
1645 - 1700	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
1715 - 1730	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**22**	**1**	**0**	**0**	**1**	**0**	**0**	**24**
1730 - 1745	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
1745 - 1800	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
1800 - 1815	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Hourly Total	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**
TOTAL	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**45**	**1**	**0**	**0**	**1**	**0**	**0**	**47**

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Neath

Queue Counts

AM - 07:00 - 10:00

Time	Cadoxton Rd SB (Arm A)		B4434 NB (Arm B)		Cadoxton Rd WB (Arm C)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:30	0	2	1	1	0	1
07:35	0	3	4	4	3	1
07:40	0	0	4	2	1	1
07:45	1	1	2	2	3	1
07:50	4	1	2	3	3	1
07:55	1	4	2	6	2	0
08:00	0	2	2	6	2	2
08:05	2	15	3	2	0	2
08:10	1	15	3	1	4	3
08:15	1	16	11+	6+	4	3
08:20	5	14	8+	5	2	2
08:25	1	16	13+	5	2	1
08:30	3	16	9+	6	5	2
08:35	2	16	8+	4	1	2
08:40	2	16	8+	5	4	6
08:45	3	8	8+	6+	1	3
08:50	2	10	5	5	2	2
08:55	2	7	4	2	0	1
09:00	1	1	3	3	2	1
09:05	1	1	3	3	3	2
09:10	2	2	1	3	0	0
09:15	1	2	4	3	2	2
09:20	2	0	2	4	3	1
09:25	2	2	4	4	2	1

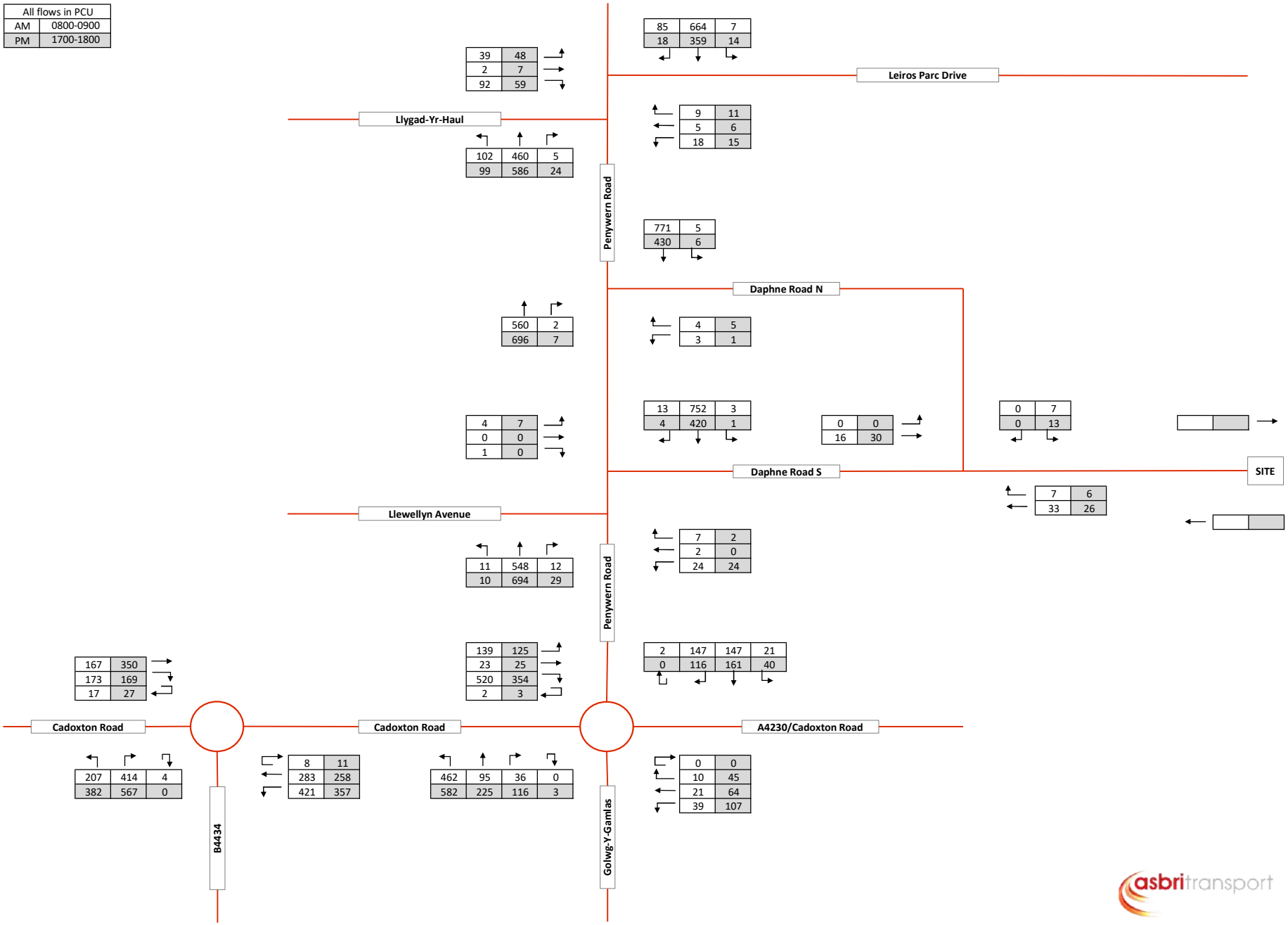
PM - 16:00 - 19:00

Time	Cadoxton Rd SB (Arm A)		B4434 NB (Arm B)		Cadoxton Rd WB (Arm C)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:30	1	2	2	3	11	2
16:35	1	1	7	10	4	3
16:40	2	2	3	5+	12	6
16:45	0	2	3	6+	7	2
16:50	2	0	3	8+	7	2
16:55	2	2	7+	4	5	1
17:00	2	2	1	8+	10	3
17:05	2	4	8+	5	5	2
17:10	0	4	10	8+	4	2
17:15	2	4	9+	8+	6	2
17:20	1	2	3	8	12	2
17:25	0	1	4	5	8	4
17:30	1	3	2	12+	11+	3
17:35	1	4	5	12+	13+	4
17:40	1	1	3	5	2	6
17:45	2	1	4	5	5	2
17:50	0	3	5	6	9	3
17:55	1	2	2	4	3	2
18:00	0	2	3	5	2	4
18:05	0	1	3	7+	2	4
18:10	1	2	2	6	8	3
18:15	0	1	1	3	5	1
18:20	0	2	2	3	2	1
18:25	0	0	2	3	4	1

Appendix G

Weekday 2026 Base

All flows in PCU	
AM	0800-0900
PM	1700-1800



Appendix H



ACTIVE TRAVEL CONNECTIVITY

- Footpath connection
- Active Travel Route / Emergency Access with retained existing private access to rear property via bridleway
- Retained Bridleway *
- Retained PROW - formal footpath *
- Retained PROW - informal trail *
- Accessible recreational footpath (indicative)
- Informal woodland trail (indicative)

* Bridleway/PROW routes indicatively marked for illustrative purposes only and should not be relied upon as definitive legal alignments.

KEY PRINCIPLES

KEY

- Red Line Boundary (11.8HA)

Built Form & Use

- Residential
- Mixed-use Community Hub

Community, Recreation & Landscape

- Parkland - Formal Public Open Space
- Informal Public Open Space
- Eco-Tone Planting (maintenance & PROW access only)
- Proposed growing space / allotment
- Landscaped Based Play
- Disaggregated LEAP

Infrastructure

- Street Network with integrated roadside SUDS features
- Bus Loop
- BUS STOP Indicative Bus Stop
- Sub Station

REV.	DESCRIPTION	DATE
A	Mplan and key updated	04/06/26

CLIENT
Codi Group

JOB TITLE
Leiros Park Outline Planning Application

DRAWING TITLE
Illustrative Masterplan

SCALE @ A3	DATE	DRAWN BY
1:2000	Jan' 26	GB

2421 IMP-01

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DESIGN PRINCIPLES

KEY

- Red line boundary
- 1 Daphne Road (All modes)
- 2 Leiros Park Drive (Foot/Cycle/Emergency Access)
- Footpath connection
- Bus Route
- BUS STOP Indicative Bus Stop
- Active Travel Route (Emergency Access only)
- Retained Bridleway *
- Retained PROW - formal footpath *
- Retained PROW - informal trail *
- Accessible recreational footpath (indicative)
- Informal woodland trail (indicative)

* Bridleway/PROW routes indicatively marked for illustrative purposes only and should not be relied upon as definitive legal alignments.

INFORMAL WOODLAND WALK

FOOTPATH CONNECTION TO PLAY AREA

RECREATIONAL TRAIL

BUS TURNING AREA

FOOT, CYCLE & EMERGENCY ACCESS ONLY

PRIMARY ACCESS (ALL MODES)

RECREATIONAL TRAILS

FOOTPATH CONNECTION

REV.	DESCRIPTION	DATE
A	Mplan and key updated	04/06/26

CLIENT

Codi Group

JOB TITLE

Leiros Park Outline Planning Application

DRAWING TITLE

Active Travel Route Plan

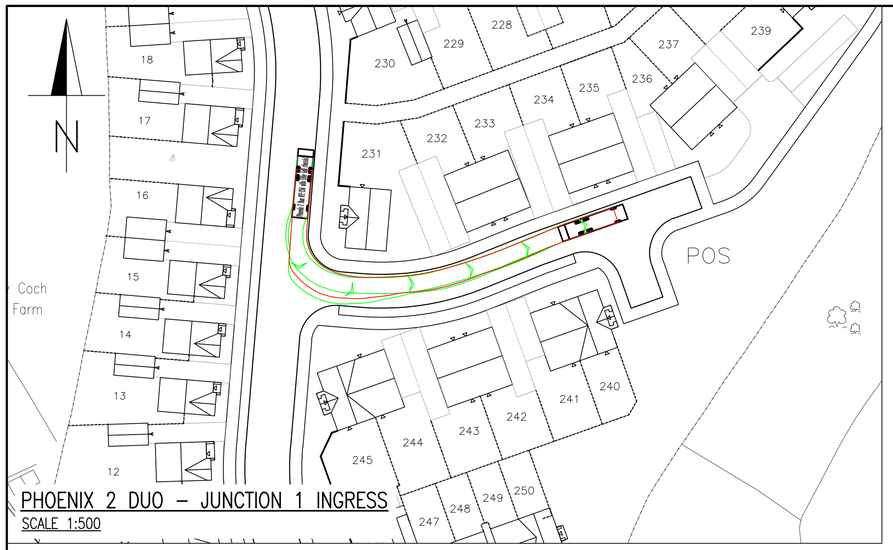
SCALE @ A3	DATE	DRAWN BY
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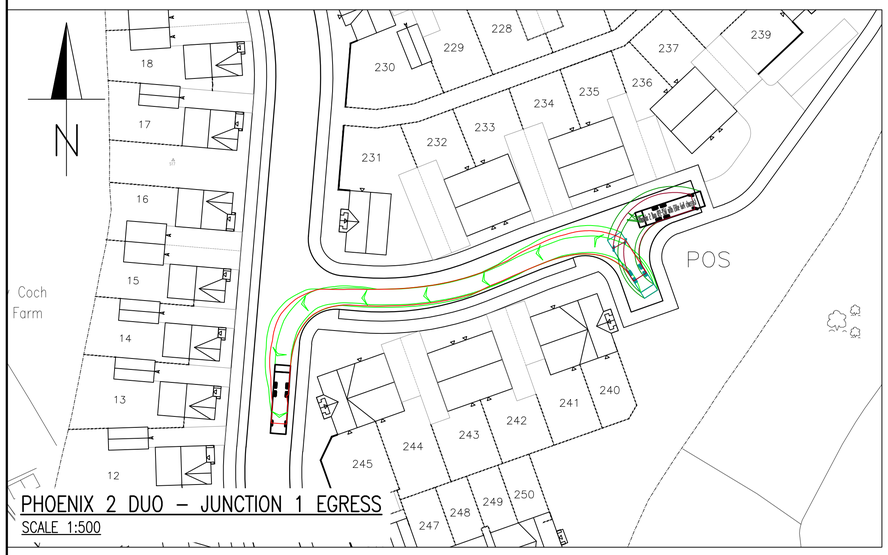
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Appendix I



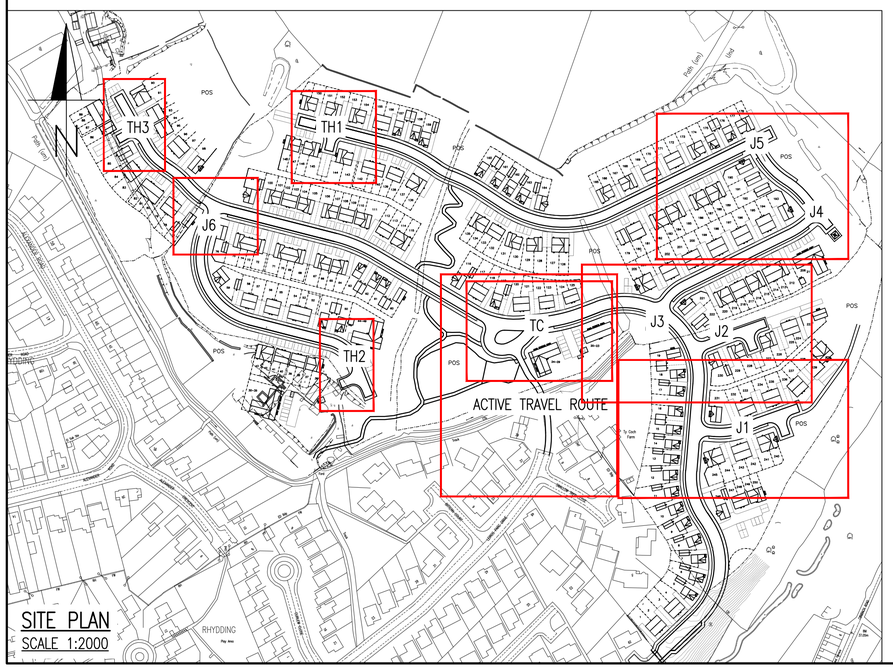
PHOENIX 2 DUO – JUNCTION 1 INGRESS

SCALE 1:500



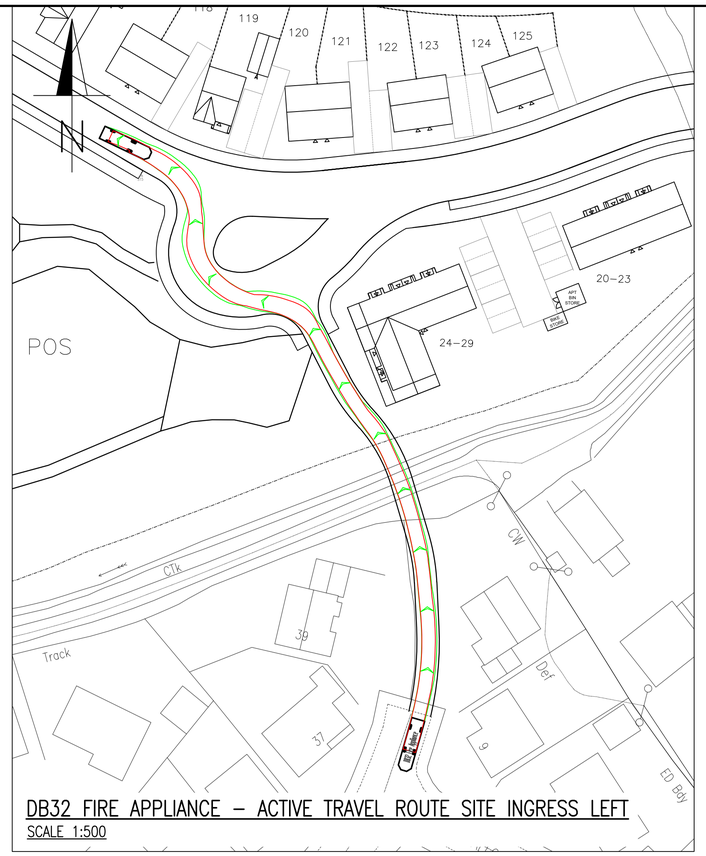
PHOENIX 2 DUO – JUNCTION 1 EGRESS

SCALE 1:500



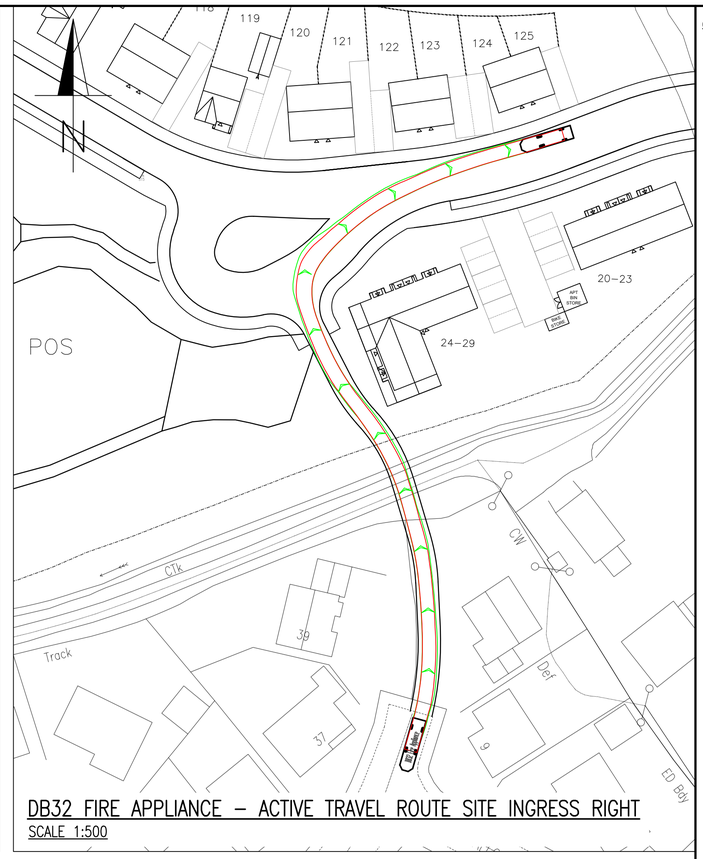
SITE PLAN

SCALE 1:2000



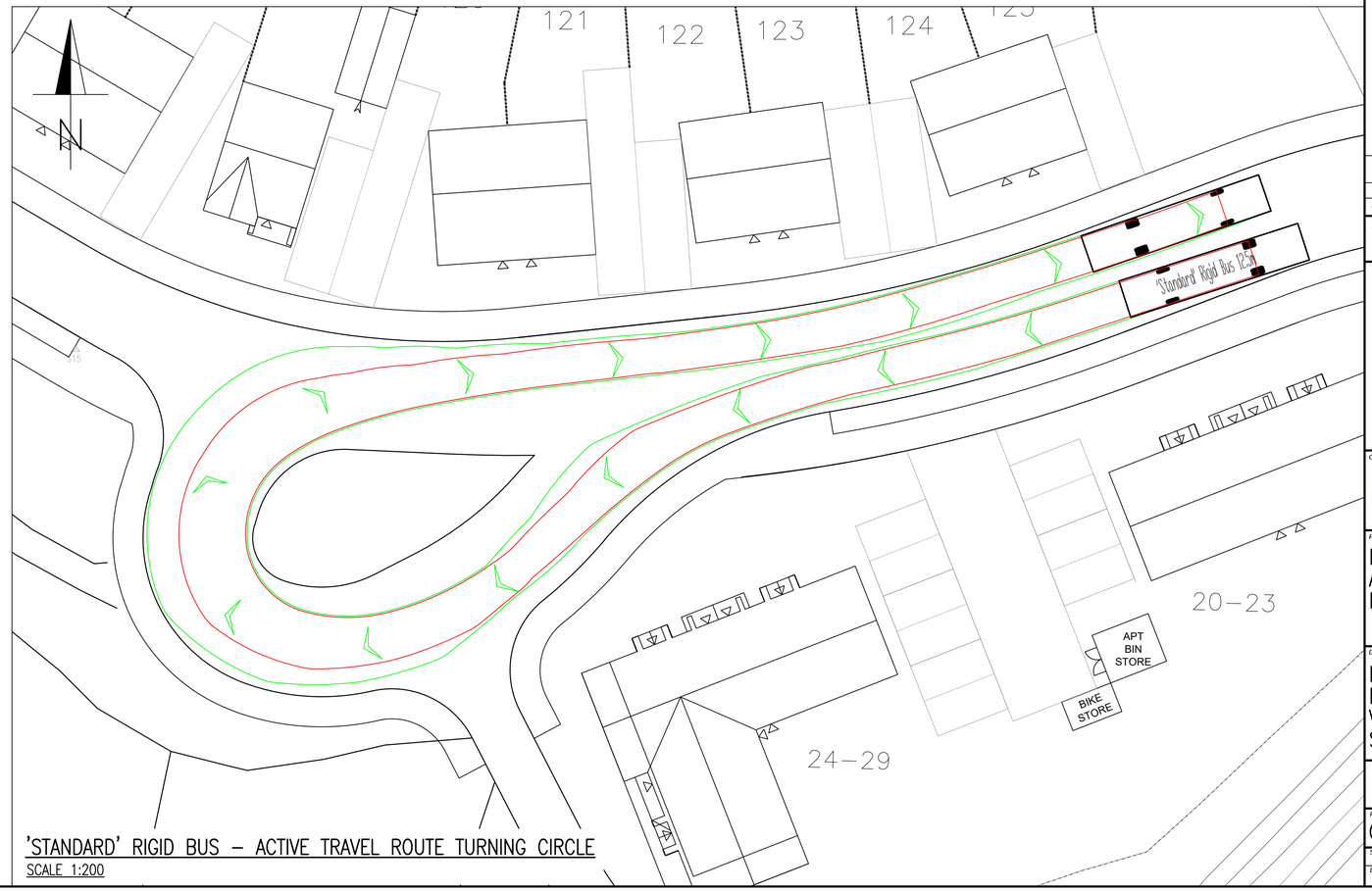
DB32 FIRE APPLIANCE – ACTIVE TRAVEL ROUTE SITE INGRESS LEFT

SCALE 1:500



DB32 FIRE APPLIANCE – ACTIVE TRAVEL ROUTE SITE INGRESS RIGHT

SCALE 1:500

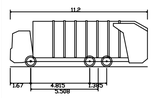


'STANDARD' RIGID BUS – ACTIVE TRAVEL ROUTE TURNING CIRCLE

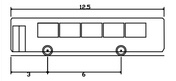
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GENERAL NOTES

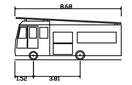
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4. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.



Phoenix 2 Duo (P2-15W with Elite 6x4 chas	
Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	3.725m
Min Body Ground Clearance	0.340m
Track Width	2.500m
Lock to lock time	4.40s
Kerb to Kerb Turning Radius	9.500m



'Standard' Rigid Bus 12.5m	
Overall Length	12.500m
Overall Width	2.550m
Overall Body Height	3.265m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.455m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.916m

Rev.	Detail	By	Date
A	TRACKING AMENDED PER CLIENT COMMENTS	EH	01.07.26

Revisions

Reinforcement schedules nos.

CB3 CONSULT

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Client

Hale codi

Project

RESIDENTIAL DEVELOPMENT AT LEIROS PARC DRIVE NEATH

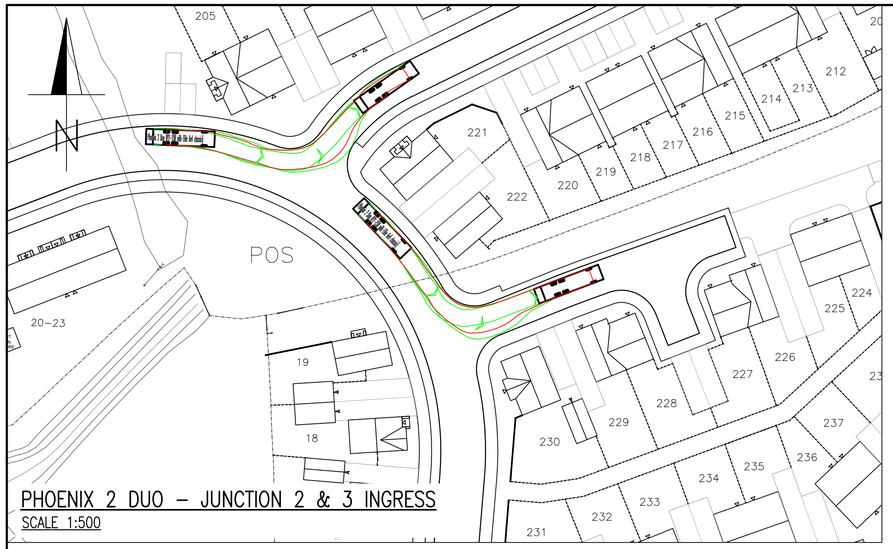
Drawing Title

POBL SITE OPTION PROPOSED PLATEAU VEHICLE TRACKING SHEET 1 OF 2

INFORMATION

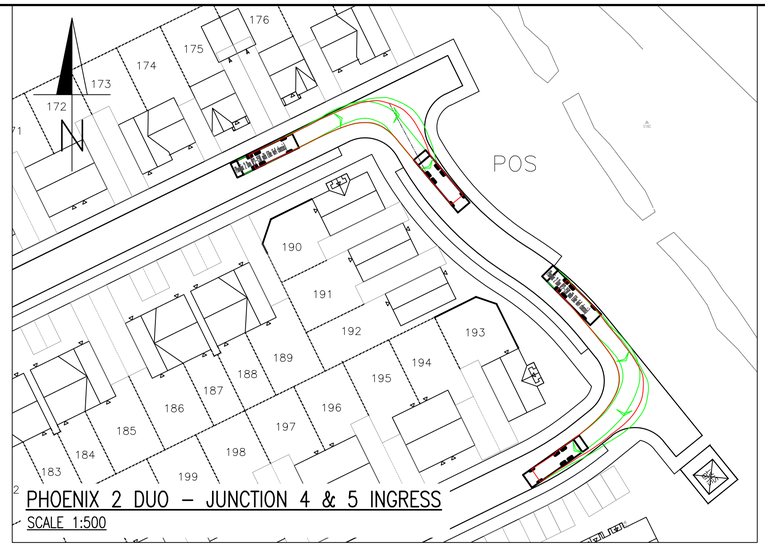
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Drawn: MK / Checked: DH	Sheet Size: A1	

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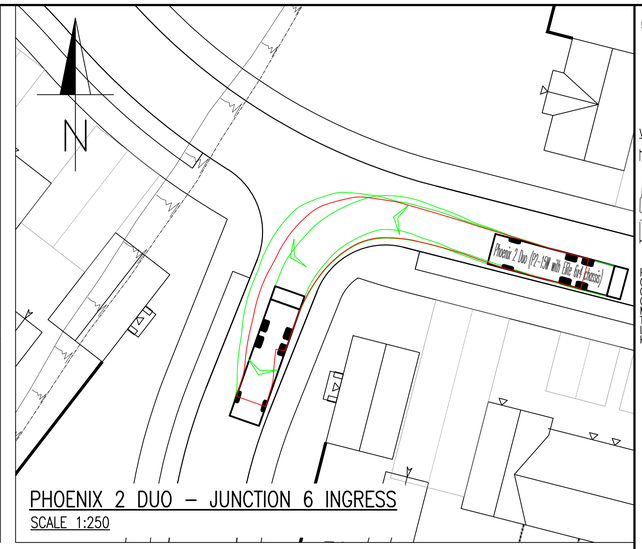
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SCALE 1:500



PHOENIX 2 DUO – JUNCTION 4 & 5 INGRESS

SCALE 1:500



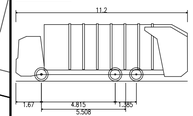
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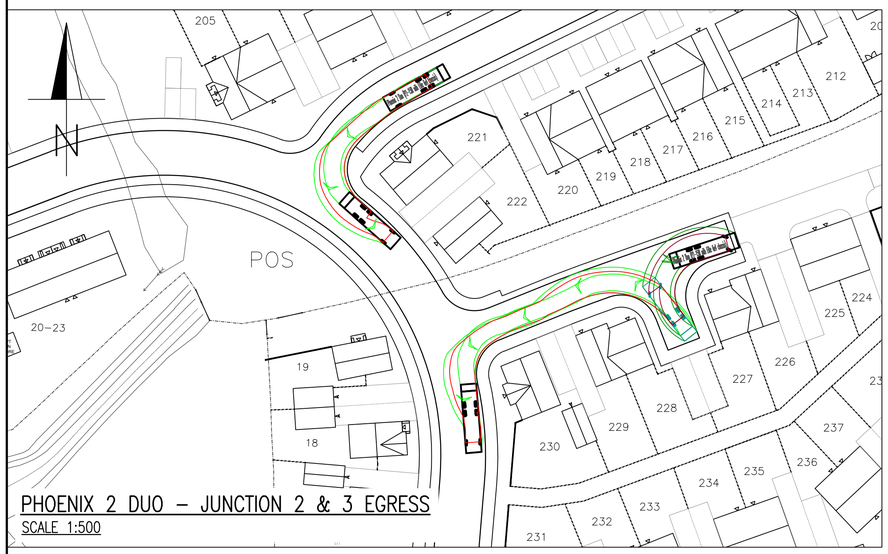
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2. CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER.
3. ANY DISCREPANCY TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
4. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.

VEHICLE KEY

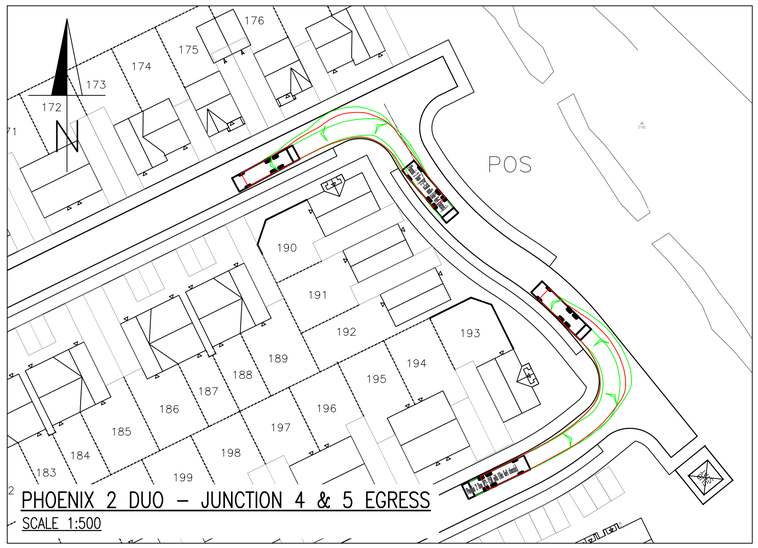


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



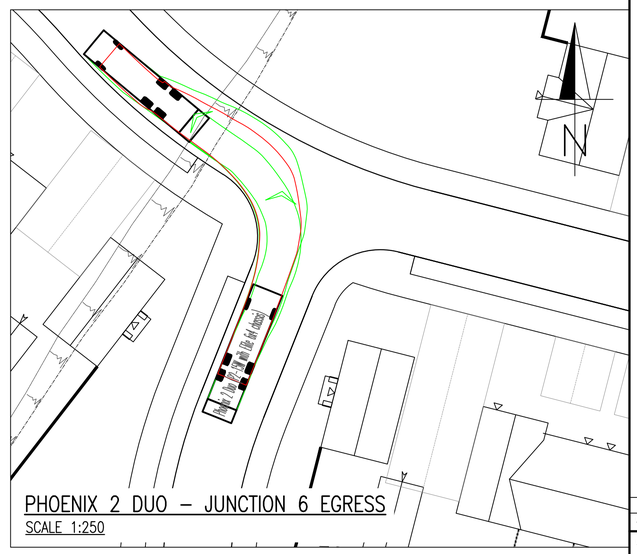
PHOENIX 2 DUO – JUNCTION 2 & 3 EGRESS

SCALE 1:500



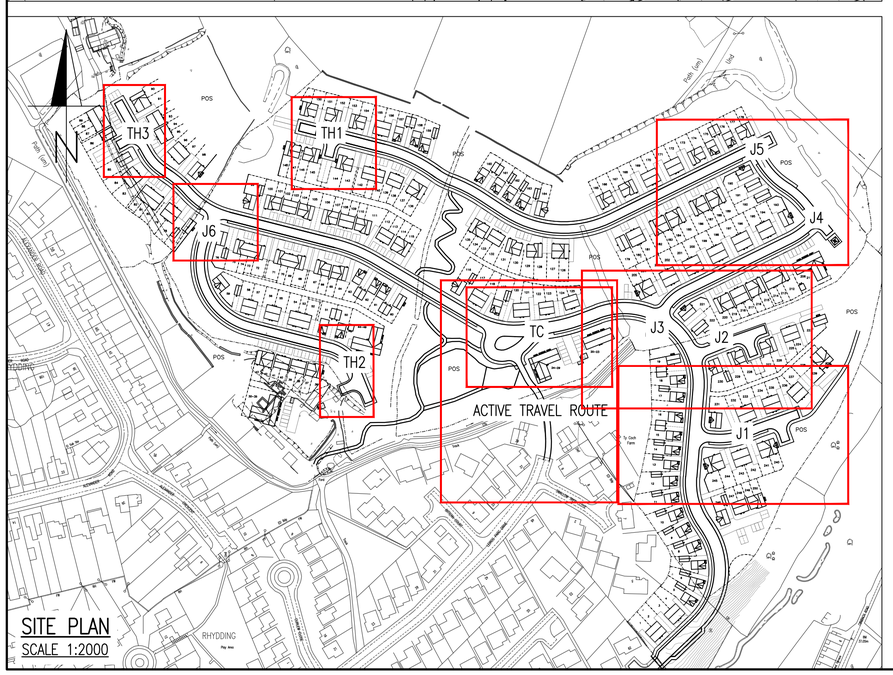
PHOENIX 2 DUO – JUNCTION 4 & 5 EGRESS

SCALE 1:500



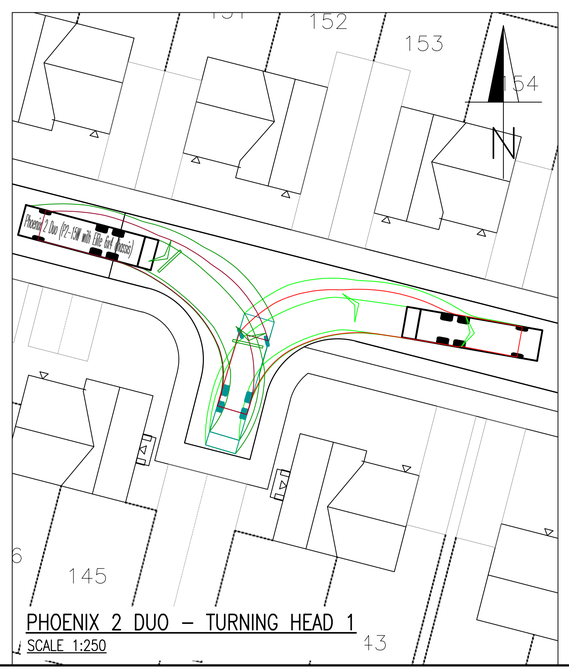
PHOENIX 2 DUO – JUNCTION 6 EGRESS

SCALE 1:250



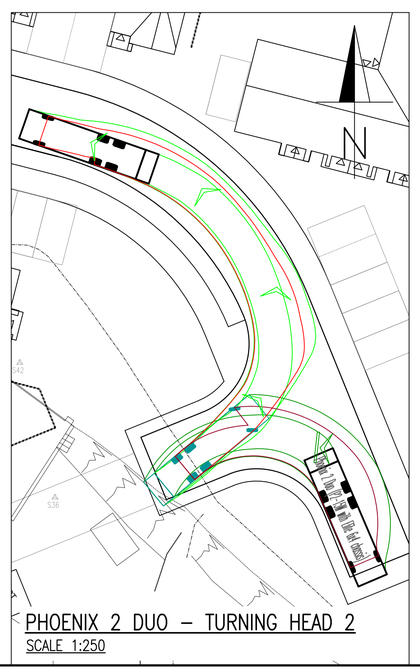
SITE PLAN

SCALE 1:2000



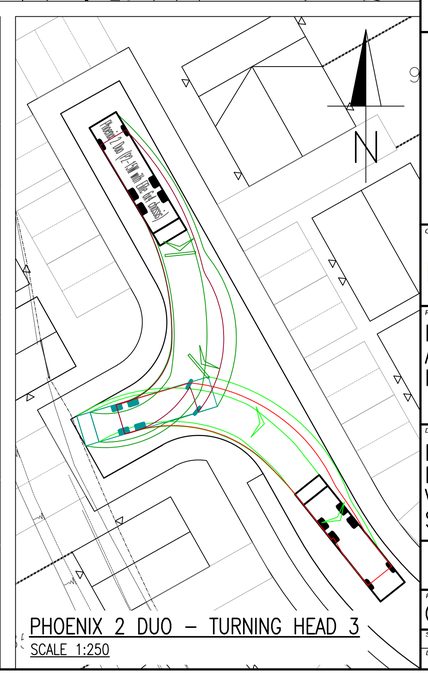
PHOENIX 2 DUO – TURNING HEAD 1

SCALE 1:250



PHOENIX 2 DUO – TURNING HEAD 2

SCALE 1:250



PHOENIX 2 DUO – TURNING HEAD 3

SCALE 1:250

Rev.	Detail	By	Date
	Revisions		
	Reinforcement schedules nos.		

CONSULT

Structural & Civil Engineering Consultants

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Swansea
SA1 6DP

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e-mail admin@cb3consult.co.uk
web www.cb3consult.co.uk

Client

Hale codi

Project

RESIDENTIAL DEVELOPMENT AT LEIROS PARC DRIVE NEATH

Drawing Title

POBL SITE OPTION
PROPOSED PLATEAU
VEHICLE TRACKING
SHEET 2 of 2

INFORMATION

Project No.	Drawing No.	
C0589	C-SK32	
Scales AS SHOWN	Date 08/01/25	Revision —
Drawn MK / Checked DH	Sheet Size A1	

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Appendix J

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: M - MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	4 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
08	**NORTH WEST**		
	EC	CHESHIRE EAST	1 day
10	**WALES**		
	WR	WREXHAM	1 day

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

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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:	DWELLS
Actual Range:	9 to 1751 (units:DWELLS)
Range Selected by User:	9 to 1751 (units:DWELLS)
Parking Spaces Range:	11 - 1368

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	12/11/25 to 12/11/25

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	2 days
Thursday	3 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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:

Edge of Town	9 days

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:

No Sub Category	2 days
Residential Zone	7 days

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 Vehicle Counts:

Servicing vehicles Excluded	8 days
Servicing vehicles Included	1 days

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Secondary Filtering Selection:

Use Class:

C3	9 surveys

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:

300 - 4508

Population within 1 mile:

10,001 to 15,000	5 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
Yes	7 surveys

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	9 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

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1	**EC-03-M-01**	**MIXED HOUSES**	**CHESHIRE EAST**

HIND HEATH ROAD
SANDBACH
WHEELOCK
Edge of Town
Residential Zone
Site area: 6.629799842834473 hect
Survey date: Wednesday 05/05/2021
Survey Type: Manual

2	**HC-03-M-11**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

ALDERMASTON ROAD
BASINGSTOKE
Edge of Town
No Sub Category
Site area: 9.640000343322754 hect
Survey date: Thursday 07/03/2019
Survey Type: Manual

3	**HC-03-M-14**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

ROMSEY ROAD
WINCHESTER
STANMORE
Edge of Town
Residential Zone
Site area: 7.320000171661377 hect
Survey date: Wednesday 26/05/2021
Survey Type: Manual

4	**HC-03-M-17**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

RAWLINGS LANE
ALTON
Edge of Town
Residential Zone
Site area: 12.180000305175781 hect
Survey date: Wednesday 12/10/2022
Survey Type: Manual

5	**HC-03-M-25**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**

HITCHES LANE
FLEET
Edge of Town
Residential Zone
Site area: 7.559999942779541 hect
Survey date: Thursday 27/03/2025
Survey Type: Manual

6	**HF-03-M-08**	**MIXED HOUSES & FLATS**	**HERTFORDSHIRE**

THIEVES LANE
HERTFORD
Edge of Town
Residential Zone
Site area: 9 hect
Survey date:
Survey Type: Manual

7	**KC-03-M-04**	**MIXED HOUSES AND FLATS**	**KENT**

HERMITAGE LANE
MAIDSTONE
BARMING
Edge of Town
No Sub Category
Site area: 9.300000190734863 hect
Survey date: Thursday 10/06/2021
Survey Type: Manual

8	**NF-03-M-36**	**MIXED HOUSES & FLATS**	**NORFOLK**

ATLANTIC AVENUE
NORWICH
SPROWSTON

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Edge of Town
Residential Zone
Site area: 6.75 hect
Survey date:

Survey Type: Manual

9 **WR-03-M-01** **HOUSING** **WREXHAM**
MONGER ROAD
WREXHAM
Edge of Town
Residential Zone
Site area: 7.199999809265137 hect
Survey date: Saturday 20/09/2003

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
ES-03-M-19	17-06-2021	Does not represent development
HC-03-M-26	01-05-2025	Does not represent development
HF-03-M-02	06-10-2003	Does not represent development
HF-03-M-07	28-11-2024	Does not represent development
KC-03-M-03	22-05-2018	Does not represent development

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.071**	**0.282**	**0.353**
08:00-09:00	**9**	**243**	**0.202**	**0.416**	**0.618**
09:00-10:00	**9**	**243**	**0.189**	**0.178**	**0.367**
10:00-11:00	**9**	**243**	**0.149**	**0.155**	**0.304**
11:00-12:00	**9**	**243**	**0.149**	**0.170**	**0.319**
12:00-13:00	**9**	**243**	**0.181**	**0.170**	**0.351**
13:00-14:00	**9**	**243**	**0.168**	**0.162**	**0.330**
14:00-15:00	**9**	**243**	**0.165**	**0.216**	**0.381**
15:00-16:00	**9**	**243**	**0.326**	**0.222**	**0.548**
16:00-17:00	**9**	**243**	**0.291**	**0.197**	**0.488**
17:00-18:00	**9**	**243**	**0.330**	**0.205**	**0.535**
18:00-19:00	**9**	**243**	**0.289**	**0.206**	**0.495**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.510**	**2.579**	**5.089**

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:	9 - 1751 (units: DWELLS)
Survey date date range:	23/09/2003 - 28/04/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.066	0.293	0.359
08:00-09:00	9	243	0.198	0.654	0.852
09:00-10:00	9	243	0.161	0.157	0.318
10:00-11:00	9	243	0.129	0.152	0.281
11:00-12:00	9	243	0.131	0.148	0.279
12:00-13:00	9	243	0.163	0.145	0.308
13:00-14:00	9	243	0.143	0.143	0.286
14:00-15:00	9	243	0.169	0.204	0.373
15:00-16:00	9	243	0.488	0.213	0.701
16:00-17:00	9	243	0.349	0.190	0.539
17:00-18:00	9	243	0.311	0.181	0.492
18:00-19:00	9	243	0.268	0.188	0.456
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.576	2.668	5.244

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	23/09/2003 - 28/04/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.001	0.004	0.005
08:00-09:00	9	243	0.002	0.010	0.012
09:00-10:00	9	243	0.001	0.000	0.001
10:00-11:00	9	243	0.002	0.003	0.005
11:00-12:00	9	243	0.003	0.003	0.006
12:00-13:00	9	243	0.002	0.003	0.005
13:00-14:00	9	243	0.001	0.002	0.003
14:00-15:00	9	243	0.004	0.001	0.005
15:00-16:00	9	243	0.008	0.001	0.009
16:00-17:00	9	243	0.004	0.002	0.006
17:00-18:00	9	243	0.005	0.003	0.008
18:00-19:00	9	243	0.004	0.003	0.007
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.037	0.035	0.072

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	23/09/2003 - 28/04/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.000**	**0.000**	**0.000**
08:00-09:00	**9**	**243**	**0.003**	**0.003**	**0.006**
09:00-10:00	**9**	**243**	**0.000**	**0.000**	**0.000**
10:00-11:00	**9**	**243**	**0.000**	**0.000**	**0.000**
11:00-12:00	**9**	**243**	**0.000**	**0.000**	**0.000**
12:00-13:00	**9**	**243**	**0.000**	**0.000**	**0.000**
13:00-14:00	**9**	**243**	**0.000**	**0.000**	**0.000**
14:00-15:00	**9**	**243**	**0.000**	**0.000**	**0.000**
15:00-16:00	**9**	**243**	**0.003**	**0.002**	**0.005**
16:00-17:00	**9**	**243**	**0.001**	**0.003**	**0.004**
17:00-18:00	**9**	**243**	**0.001**	**0.001**	**0.002**
18:00-19:00	**9**	**243**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.008**	**0.009**	**0.017**

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	23/09/2003 - 28/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.001	0.001	0.002
08:00-09:00	9	243	0.000	0.000	0.000
09:00-10:00	9	243	0.001	0.001	0.002
10:00-11:00	9	243	0.001	0.001	0.002
11:00-12:00	9	243	0.000	0.000	0.000
12:00-13:00	9	243	0.000	0.000	0.000
13:00-14:00	9	243	0.000	0.001	0.001
14:00-15:00	9	243	0.001	0.000	0.001
15:00-16:00	9	243	0.001	0.001	0.002
16:00-17:00	9	243	0.002	0.000	0.002
17:00-18:00	9	243	0.000	0.000	0.000
18:00-19:00	9	243	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.005	0.012

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	23/09/2003 - 28/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.002	0.003	0.005
08:00-09:00	9	243	0.003	0.002	0.005
09:00-10:00	9	243	0.002	0.002	0.004
10:00-11:00	9	243	0.001	0.002	0.003
11:00-12:00	9	243	0.003	0.003	0.006
12:00-13:00	9	243	0.001	0.001	0.002
13:00-14:00	9	243	0.002	0.002	0.004
14:00-15:00	9	243	0.000	0.001	0.001
15:00-16:00	9	243	0.002	0.002	0.004
16:00-17:00	9	243	0.002	0.002	0.004
17:00-18:00	9	243	0.002	0.001	0.003
18:00-19:00	9	243	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.023	0.045

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.040**	**0.175**	**0.215**
08:00-09:00	**9**	**243**	**0.121**	**0.286**	**0.407**
09:00-10:00	**9**	**243**	**0.108**	**0.091**	**0.199**
10:00-11:00	**9**	**243**	**0.081**	**0.088**	**0.169**
11:00-12:00	**9**	**243**	**0.080**	**0.094**	**0.174**
12:00-13:00	**9**	**243**	**0.103**	**0.093**	**0.196**
13:00-14:00	**9**	**243**	**0.101**	**0.088**	**0.189**
14:00-15:00	**9**	**243**	**0.101**	**0.138**	**0.239**
15:00-16:00	**9**	**243**	**0.208**	**0.134**	**0.342**
16:00-17:00	**9**	**243**	**0.186**	**0.121**	**0.307**
17:00-18:00	**9**	**243**	**0.206**	**0.127**	**0.333**
18:00-19:00	**9**	**243**	**0.182**	**0.127**	**0.309**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.517**	**1.562**	**3.079**

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.011**	**0.027**	**0.038**
08:00-09:00	**9**	**243**	**0.016**	**0.011**	**0.027**
09:00-10:00	**9**	**243**	**0.016**	**0.016**	**0.032**
10:00-11:00	**9**	**243**	**0.018**	**0.016**	**0.034**
11:00-12:00	**9**	**243**	**0.020**	**0.022**	**0.042**
12:00-13:00	**9**	**243**	**0.019**	**0.021**	**0.040**
13:00-14:00	**9**	**243**	**0.018**	**0.016**	**0.034**
14:00-15:00	**9**	**243**	**0.013**	**0.014**	**0.027**
15:00-16:00	**9**	**243**	**0.018**	**0.016**	**0.034**
16:00-17:00	**9**	**243**	**0.020**	**0.014**	**0.034**
17:00-18:00	**9**	**243**	**0.019**	**0.007**	**0.026**
18:00-19:00	**9**	**243**	**0.015**	**0.010**	**0.025**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.203**	**0.190**	**0.393**

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.000	0.001	0.001
08:00-09:00	9	243	0.000	0.001	0.001
09:00-10:00	9	243	0.000	0.000	0.000
10:00-11:00	9	243	0.000	0.001	0.001
11:00-12:00	9	243	0.000	0.001	0.001
12:00-13:00	9	243	0.001	0.001	0.002
13:00-14:00	9	243	0.000	0.000	0.000
14:00-15:00	9	243	0.001	0.000	0.001
15:00-16:00	9	243	0.001	0.000	0.001
16:00-17:00	9	243	0.001	0.001	0.002
17:00-18:00	9	243	0.002	0.000	0.002
18:00-19:00	9	243	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.008	0.008	0.016

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.047**	**0.228**	**0.275**
08:00-09:00	**9**	**243**	**0.144**	**0.431**	**0.575**
09:00-10:00	**9**	**243**	**0.129**	**0.128**	**0.257**
10:00-11:00	**9**	**243**	**0.108**	**0.124**	**0.232**
11:00-12:00	**9**	**243**	**0.108**	**0.124**	**0.232**
12:00-13:00	**9**	**243**	**0.130**	**0.116**	**0.246**
13:00-14:00	**9**	**243**	**0.117**	**0.116**	**0.233**
14:00-15:00	**9**	**243**	**0.127**	**0.165**	**0.292**
15:00-16:00	**9**	**243**	**0.328**	**0.166**	**0.494**
16:00-17:00	**9**	**243**	**0.265**	**0.155**	**0.420**
17:00-18:00	**9**	**243**	**0.256**	**0.148**	**0.404**
18:00-19:00	**9**	**243**	**0.218**	**0.152**	**0.370**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.977**	**2.053**	**4.030**

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.

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Parameter Summary:

Trip rate parameter range selected:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.017**	**0.047**	**0.064**
08:00-09:00	**9**	**243**	**0.052**	**0.197**	**0.249**
09:00-10:00	**9**	**243**	**0.032**	**0.026**	**0.058**
10:00-11:00	**9**	**243**	**0.019**	**0.023**	**0.042**
11:00-12:00	**9**	**243**	**0.017**	**0.020**	**0.037**
12:00-13:00	**9**	**243**	**0.029**	**0.024**	**0.053**
13:00-14:00	**9**	**243**	**0.023**	**0.022**	**0.045**
14:00-15:00	**9**	**243**	**0.037**	**0.038**	**0.075**
15:00-16:00	**9**	**243**	**0.139**	**0.043**	**0.182**
16:00-17:00	**9**	**243**	**0.070**	**0.031**	**0.101**
17:00-18:00	**9**	**243**	**0.047**	**0.029**	**0.076**
18:00-19:00	**9**	**243**	**0.042**	**0.032**	**0.074**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.524**	**0.532**	**1.056**

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:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.001**	**0.014**	**0.015**
08:00-09:00	**9**	**243**	**0.001**	**0.013**	**0.014**
09:00-10:00	**9**	**243**	**0.000**	**0.003**	**0.003**
10:00-11:00	**9**	**243**	**0.001**	**0.003**	**0.004**
11:00-12:00	**9**	**243**	**0.002**	**0.001**	**0.003**
12:00-13:00	**9**	**243**	**0.001**	**0.001**	**0.002**
13:00-14:00	**9**	**243**	**0.001**	**0.002**	**0.003**
14:00-15:00	**9**	**243**	**0.001**	**0.000**	**0.001**
15:00-16:00	**9**	**243**	**0.011**	**0.001**	**0.012**
16:00-17:00	**9**	**243**	**0.009**	**0.001**	**0.010**
17:00-18:00	**9**	**243**	**0.003**	**0.001**	**0.004**
18:00-19:00	**9**	**243**	**0.004**	**0.000**	**0.004**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.035**	**0.040**	**0.075**

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:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**9**	**243**	**0.001**	**0.012**	**0.013**
08:00-09:00	**9**	**243**	**0.001**	**0.006**	**0.007**
09:00-10:00	**9**	**243**	**0.000**	**0.003**	**0.003**
10:00-11:00	**9**	**243**	**0.001**	**0.002**	**0.003**
11:00-12:00	**9**	**243**	**0.002**	**0.001**	**0.003**
12:00-13:00	**9**	**243**	**0.001**	**0.001**	**0.002**
13:00-14:00	**9**	**243**	**0.001**	**0.002**	**0.003**
14:00-15:00	**9**	**243**	**0.001**	**0.000**	**0.001**
15:00-16:00	**9**	**243**	**0.005**	**0.001**	**0.006**
16:00-17:00	**9**	**243**	**0.007**	**0.001**	**0.008**
17:00-18:00	**9**	**243**	**0.003**	**0.001**	**0.004**
18:00-19:00	**9**	**243**	**0.001**	**0.000**	**0.001**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.024**	**0.030**	**0.054**

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:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.000	0.000	0.000
08:00-09:00	9	243	0.000	0.007	0.007
09:00-10:00	9	243	0.000	0.000	0.000
10:00-11:00	9	243	0.000	0.000	0.000
11:00-12:00	9	243	0.000	0.000	0.000
12:00-13:00	9	243	0.000	0.000	0.000
13:00-14:00	9	243	0.000	0.000	0.000
14:00-15:00	9	243	0.000	0.000	0.000
15:00-16:00	9	243	0.005	0.000	0.005
16:00-17:00	9	243	0.002	0.000	0.002
17:00-18:00	9	243	0.000	0.000	0.000
18:00-19:00	9	243	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 28/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	9	243	0.000	0.002	0.002
08:00-09:00	9	243	0.000	0.000	0.000
09:00-10:00	9	243	0.000	0.000	0.000
10:00-11:00	9	243	0.000	0.000	0.000
11:00-12:00	9	243	0.000	0.000	0.000
12:00-13:00	9	243	0.000	0.000	0.000
13:00-14:00	9	243	0.000	0.000	0.000
14:00-15:00	9	243	0.000	0.000	0.000
15:00-16:00	9	243	0.000	0.000	0.000
16:00-17:00	9	243	0.000	0.000	0.000
17:00-18:00	9	243	0.000	0.000	0.000
18:00-19:00	9	243	0.002	0.000	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.002	0.002	0.004

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:	9 - 1751 (units: DWELLS)
Survey date date range:	07/03/2019 - 12/10/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	126
Surveys manually removed from selection:	0

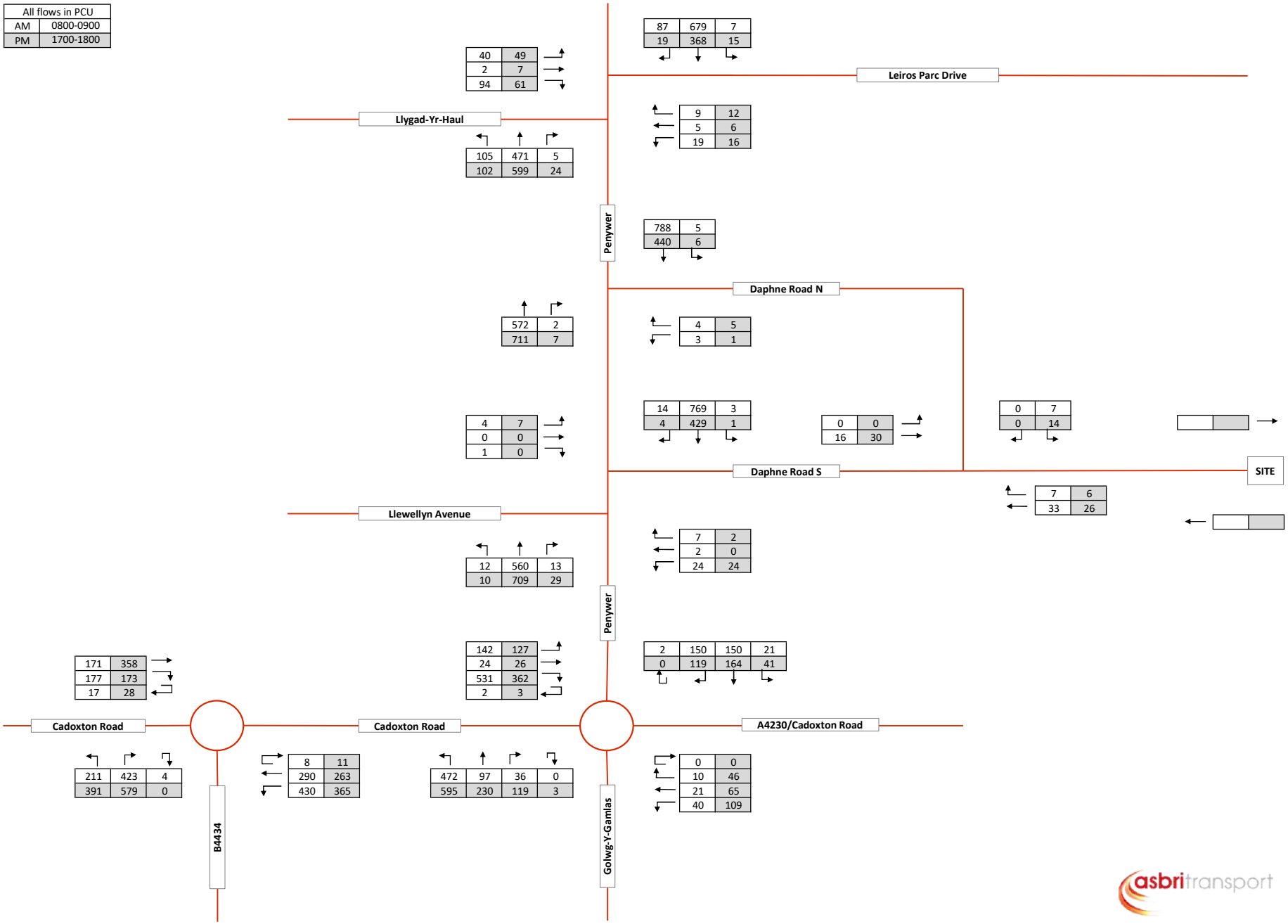
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

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Appendix K

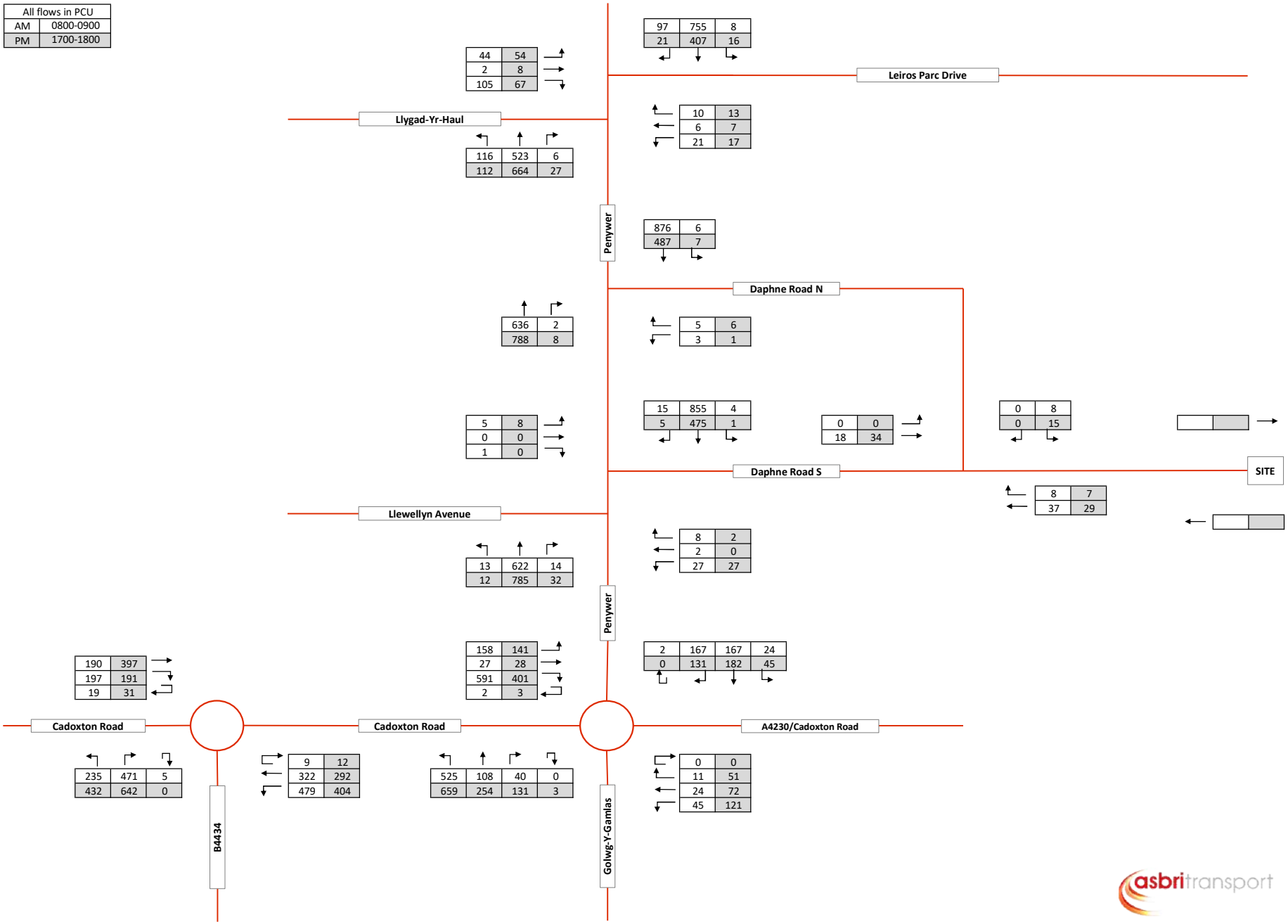
Weekday 2029 Base

All flows in PCU	
AM	0800-0900
PM	1700-1800



Weekday 2044 Base

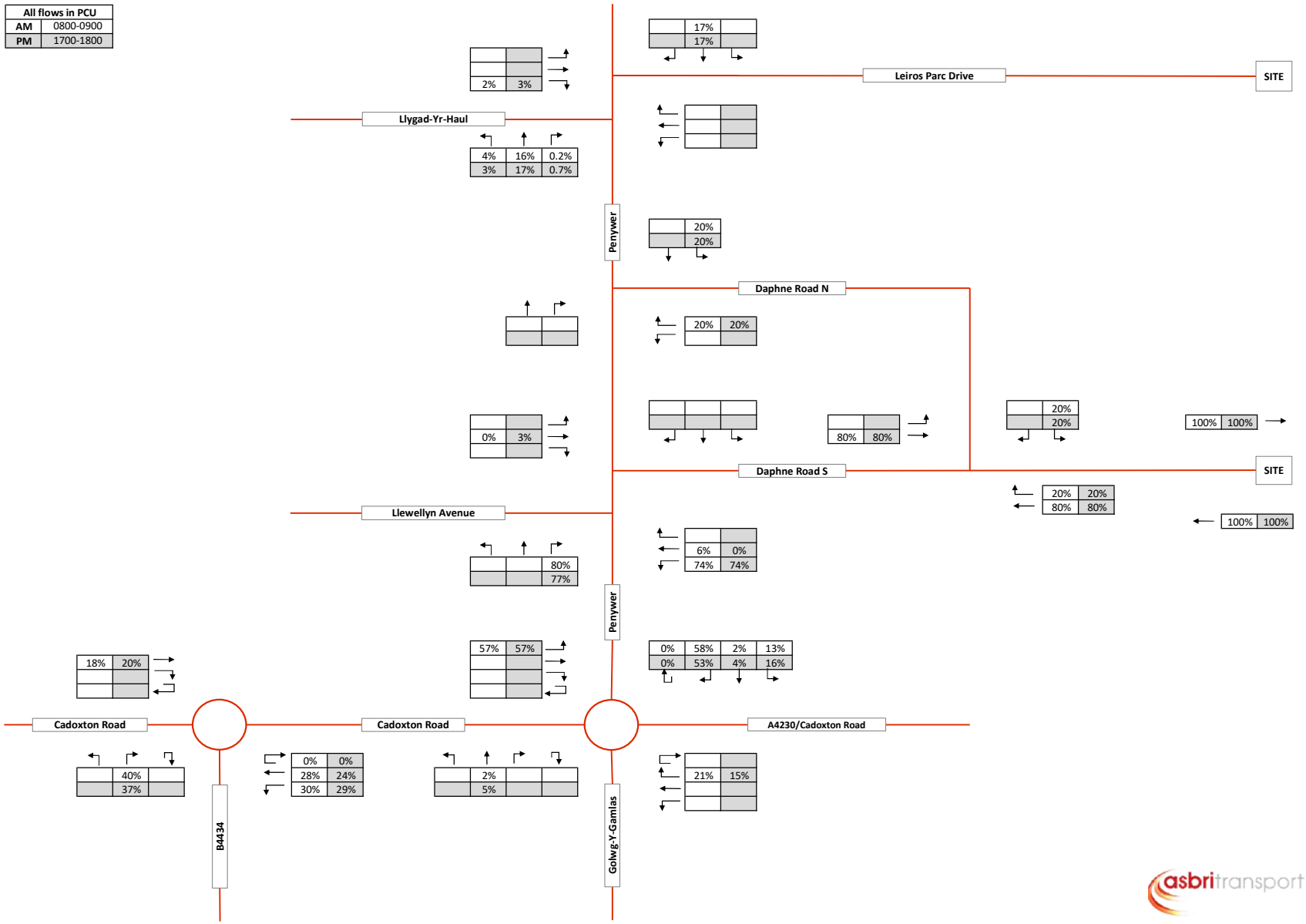
All flows in PCU	
AM	0800-0900
PM	1700-1800



Appendix L

Development Trip Distribution

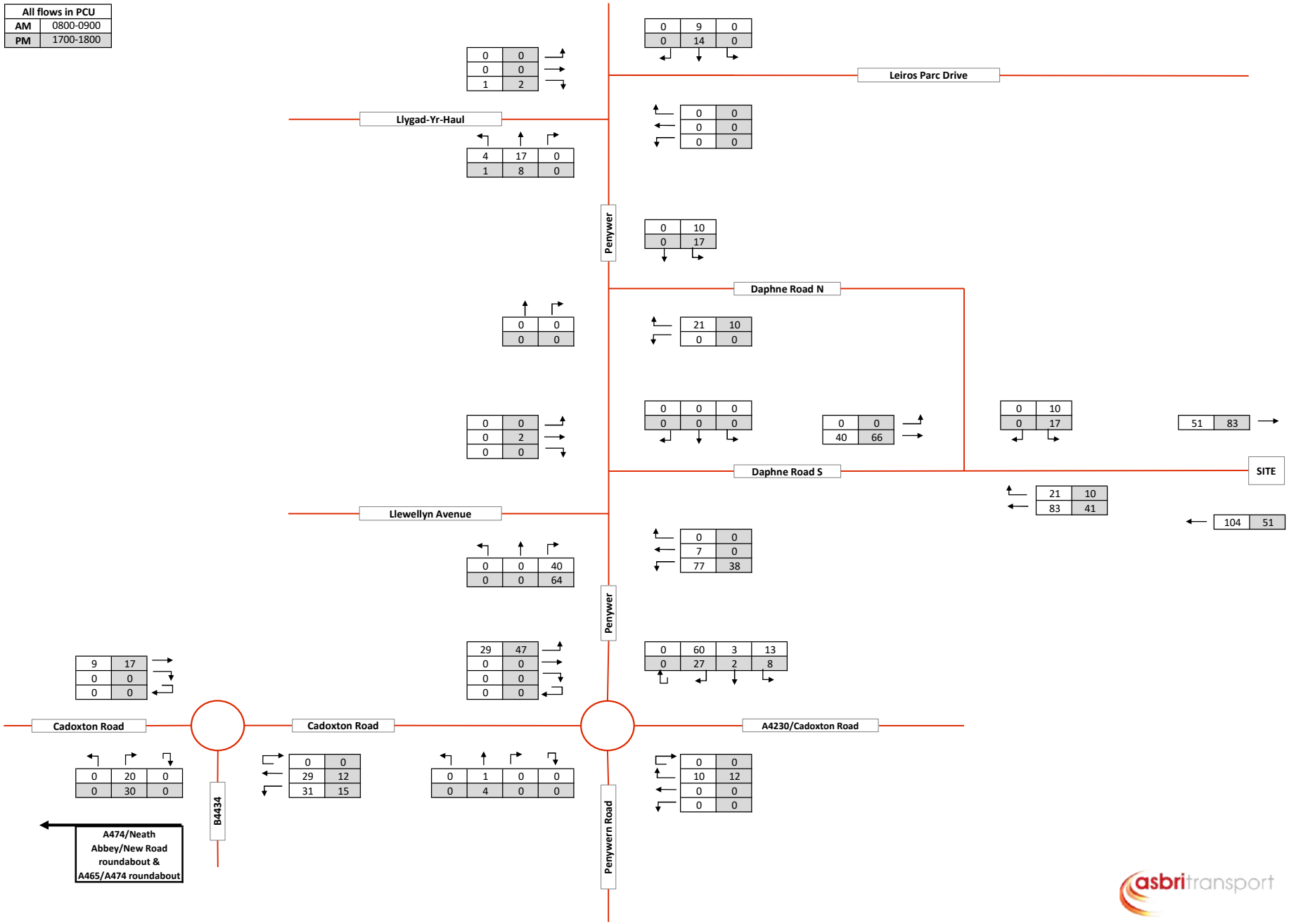
All flows in PCU	
AM	0800-0900
PM	1700-1800



Appendix M

Development Proposals

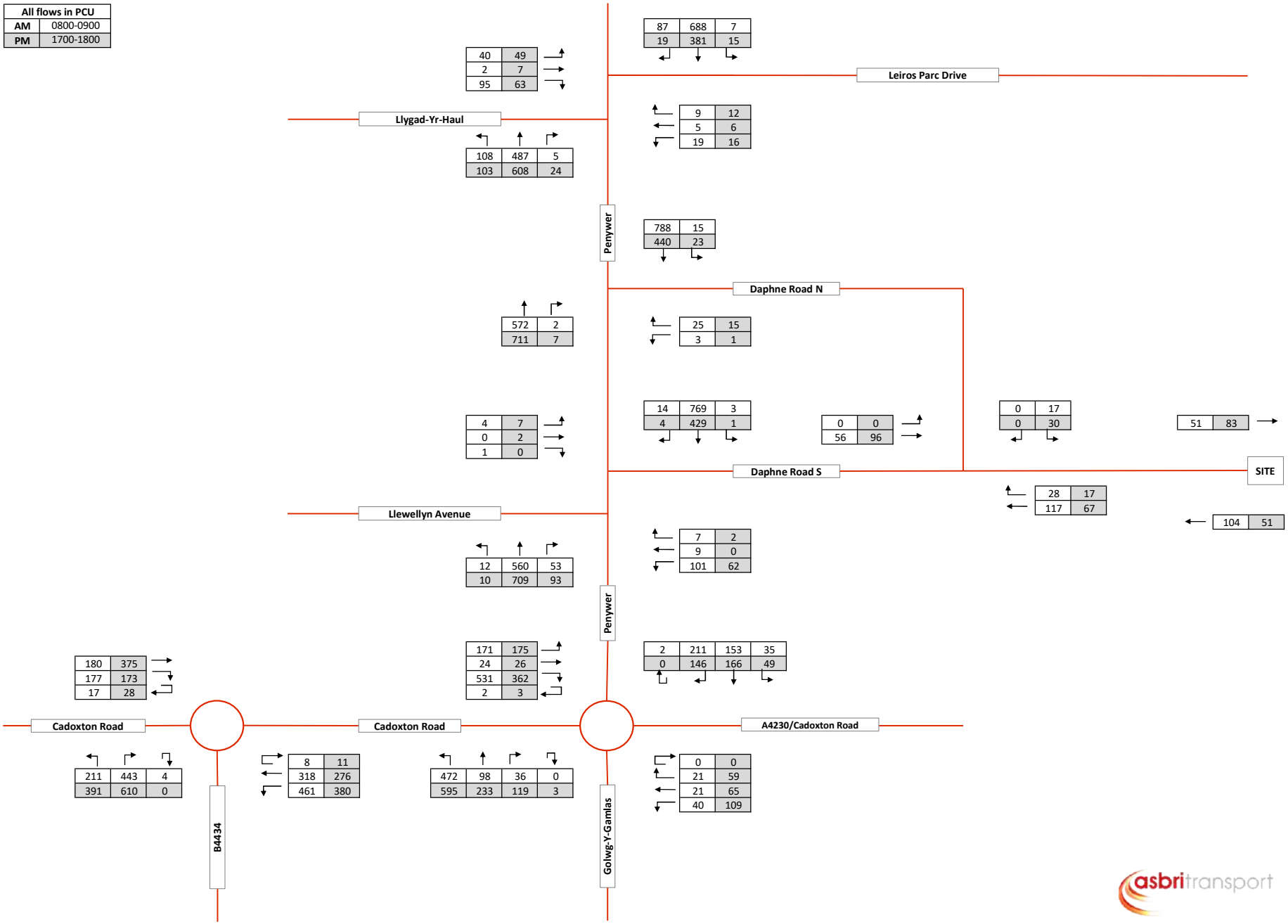
All flows in PCU	
AM	0800-0900
PM	1700-1800



Appendix N

Weekday 2029 Base + Development Flows

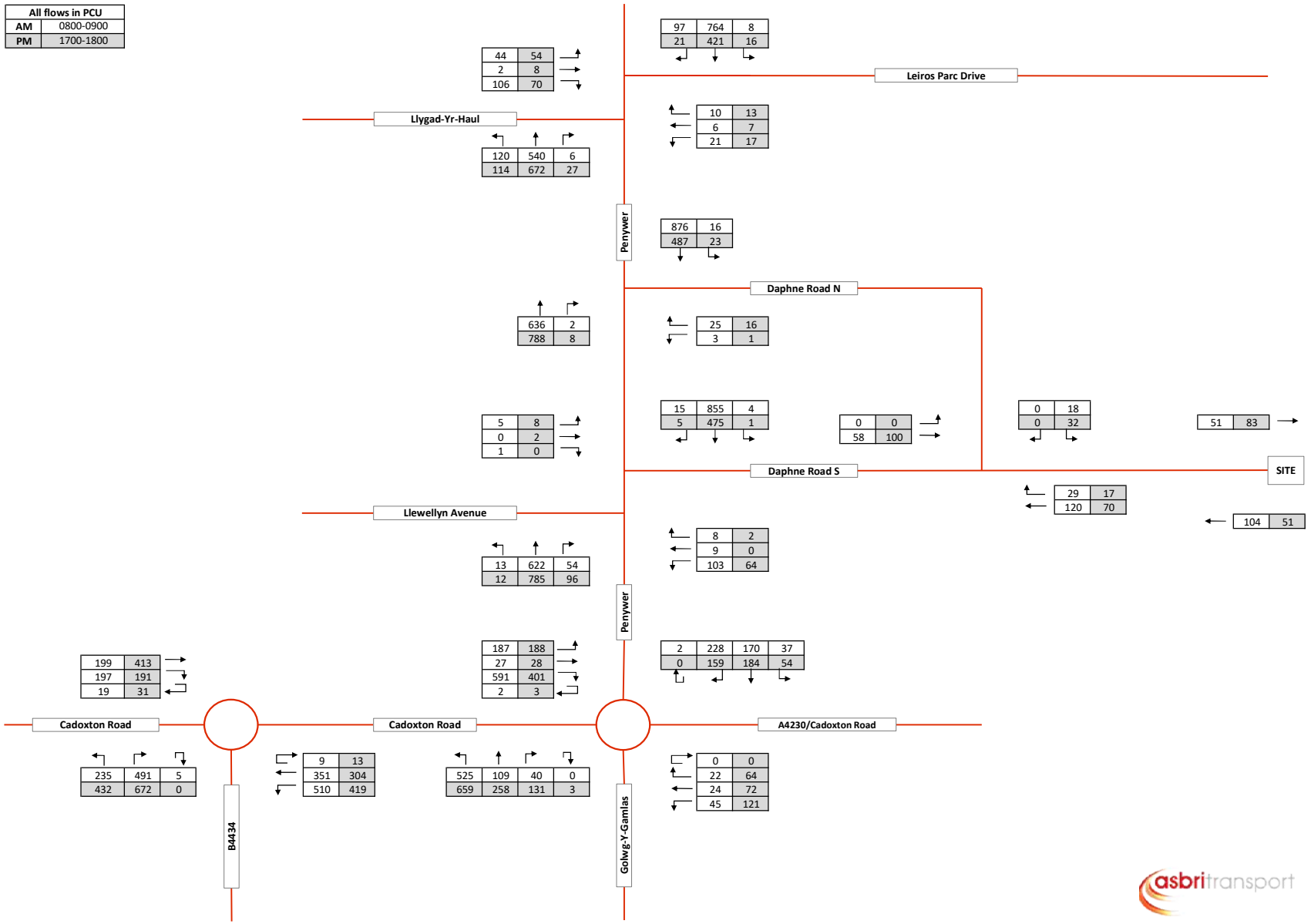
All flows in PCU	
AM	0800-0900
PM	1700-1800



asbritransport

Weekday 2044 Base + Development Flows

All flows in PCU	
AM	0800-0900
PM	1700-1800



Appendix O

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: S1 Leiros PD LlygadYrHaul Stagger 1RA Planning submission.j9
Path: K:\T23\Jobs\T23.148 Leiros Park\Analysis\Modelling\2025 TA
Report generation date: 22/06/2026 10:39:18

»2026 B, AM
»2026 B, PM
»2029 B, AM
»2029 B, PM
»2029 B+D, AM
»2029 B+D, PM
»2044 B, AM
»2044 B, PM
»2044 B+D, AM
»2044 B+D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 B									
Stream B-ACD	D1	0.1	9.48	0.09	A	D2	0.1	7.84	0.07	A
Stream AB-CD		0.2	7.32	0.17	A		0.1	6.96	0.05	A
Stream D-ABC		0.7	18.14	0.42	C		0.4	12.73	0.31	B
Stream CD-AB		0.0	7.32	0.02	A		0.1	6.24	0.05	A
	2029 B									
Stream B-ACD	D3	0.1	9.68	0.09	A	D4	0.1	7.94	0.07	A
Stream AB-CD		0.2	7.41	0.17	A		0.1	7.04	0.05	A
Stream D-ABC		0.8	19.12	0.44	C		0.5	13.13	0.32	B
Stream CD-AB		0.0	7.40	0.02	A		0.1	6.28	0.06	A
	2029 B+D									
Stream B-ACD	D5	0.1	9.81	0.09	A	D6	0.1	8.04	0.08	A
Stream AB-CD		0.2	7.52	0.17	A		0.1	7.09	0.05	A
Stream D-ABC		0.8	20.10	0.46	C		0.5	13.58	0.33	B
Stream CD-AB		0.0	7.44	0.02	A		0.1	6.33	0.06	A
	2044 B									
Stream B-ACD	D7	0.1	10.87	0.11	B	D8	0.1	8.46	0.09	A
Stream AB-CD		0.2	7.94	0.20	A		0.1	7.45	0.06	A
Stream D-ABC		1.2	26.61	0.55	D		0.6	15.56	0.38	C
Stream CD-AB		0.0	7.84	0.02	A		0.1	6.46	0.06	A
	2044 B+D									
Stream B-ACD	D9	0.1	11.05	0.11	B	D10	0.1	8.58	0.09	A
Stream AB-CD		0.3	8.05	0.20	A		0.1	7.50	0.06	A
Stream D-ABC		1.3	28.55	0.57	D		0.6	16.19	0.39	C
Stream CD-AB		0.0	7.89	0.02	A		0.1	6.52	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	S1 Leiros PD LlygadYrHaul Stagger 1RA
Location	
Site number	
Date	23/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\Neil
Description	Planning submission version of modelling

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 B	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 B	PM	ONE HOUR	16:45	18:15	15	✓
D3	2029 B	AM	ONE HOUR	08:00	09:30	15	✓
D4	2029 B	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 B+D	AM	ONE HOUR	08:00	09:30	15	✓
D6	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓
D7	2044 B	AM	ONE HOUR	08:00	09:30	15	✓
D8	2044 B	PM	ONE HOUR	16:45	18:15	15	✓
D9	2044 B+D	AM	ONE HOUR	08:00	09:30	15	✓
D10	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Penywern Rd N		Major
B	Leiros Parc Drive		Minor
C	Penywern Rd S		Major
D	Llygad Yr Haul		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.40	✓	1.50	✓	3.00	250.0	✓	4.00
C	6.50			✓	3.00	180.0	✓	4.00

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	One lane	5.00	29	20
D	One lane	4.80	23	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	781	-	-	-	-	-	0.297	0.297	0.297	-	-
B-A	596	0.106	0.269	0.269	-	-	0.169	0.384	-	0.169	0.384
B-CD	764	0.115	0.290	0.290	-	-	-	-	-	-	-
CD-B	737	0.279	0.279	0.279	-	-	-	-	-	-	-
D-AB	750	-	-	-	-	-	0.285	0.285	0.113	-	-
D-C	602	-	0.166	0.377	0.166	0.377	0.264	0.264	0.104	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 B	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	757	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	568	100.000
D		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	664	85
	B	9	0	18	5
	C	460	5	0	102
	D	39	2	92	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	9.48	0.1	A	30	45
A-B					7	10
A-C					610	914
A-D					78	117
AB-CD	0.17	7.32	0.2	A	83	124
AB-C					627	940
D-ABC	0.42	18.14	0.7	C	122	183
C-D					94	141
C-A					423	634
C-B					5	7
CD-AB	0.02	7.32	0.0	A	7	10
CD-A					458	687

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	515	0.048	24	0.0	0.1	7.404	A
A-B	5	1			5				
A-C	500	125			500				
A-D	64	16			64				
AB-CD	68	17	654	0.104	67	0.0	0.1	6.186	A
AB-C	514	128			514				
D-ABC	100	25	444	0.226	99	0.0	0.3	10.495	B
C-D	77	19			77				
C-A	347	87			347				
C-B	4	0.96			4				
CD-AB	5	1	578	0.009	5	0.0	0.0	6.348	A
CD-A	376	94			376				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	476	0.062	29	0.1	0.1	8.142	A
A-B	6	2			6				
A-C	597	149			597				
A-D	76	19			76				
AB-CD	81	20	630	0.129	81	0.1	0.1	6.624	A
AB-C	614	153			614				
D-ABC	120	30	404	0.296	119	0.3	0.4	12.740	B
C-D	92	23			92				
C-A	414	103			414				
C-B	5	1			5				
CD-AB	6	2	547	0.012	6	0.0	0.0	6.723	A
CD-A	449	112			449				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	420	0.086	36	0.1	0.1	9.475	A
A-B	8	2			8				
A-C	732	183			732				
A-D	94	23			94				
AB-CD	99	25	596	0.167	99	0.1	0.2	7.315	A
AB-C	752	188			752				
D-ABC	147	37	347	0.423	145	0.4	0.7	17.936	C
C-D	113	28			113				
C-A	507	127			507				
C-B	6	1			6				
CD-AB	8	2	504	0.016	8	0.0	0.0	7.320	A
CD-A	549	137			549				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	420	0.086	36	0.1	0.1	9.482	A
A-B	8	2			8				
A-C	732	183			732				
A-D	94	23			94				
AB-CD	99	25	596	0.167	99	0.2	0.2	7.321	A
AB-C	752	188			752				
D-ABC	147	37	347	0.423	147	0.7	0.7	18.143	C
C-D	113	28			113				
C-A	507	127			507				
C-B	6	1			6				
CD-AB	8	2	504	0.016	8	0.0	0.0	7.320	A
CD-A	550	137			550				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	476	0.062	30	0.1	0.1	8.151	A
A-B	6	2			6				
A-C	597	149			597				
A-D	76	19			76				
AB-CD	81	20	630	0.129	81	0.2	0.2	6.635	A
AB-C	614	153			614				
D-ABC	120	30	404	0.296	121	0.7	0.4	12.899	B
C-D	92	23			92				
C-A	414	103			414				
C-B	5	1			5				
CD-AB	6	2	547	0.012	6	0.0	0.0	6.723	A
CD-A	449	112			449				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	515	0.048	25	0.1	0.1	7.416	A
A-B	5	1			5				
A-C	500	125			500				
A-D	64	16			64				
AB-CD	68	17	654	0.104	68	0.2	0.1	6.205	A
AB-C	514	129			514				
D-ABC	100	25	444	0.226	101	0.4	0.3	10.603	B
C-D	77	19			77				
C-A	347	87			347				
C-B	4	0.96			4				
CD-AB	5	1	578	0.009	5	0.0	0.0	6.351	A
CD-A	376	94			376				

2026 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	392	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	709	100.000
D		ONE HOUR	✓	115	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	14	359	18
	B	11	0	15	6
	C	586	24	0	99
	D	48	7	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.07	7.84	0.1	A	30	45
A-B					13	20
A-C					330	495
A-D					17	25
AB-CD	0.05	6.96	0.1	A	23	34
AB-C					344	516
D-ABC	0.31	12.73	0.4	B	105	158
C-D					91	137
C-A					538	807
C-B					22	32
CD-AB	0.05	6.24	0.1	A	28	42
CD-A					582	873

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	566	0.044	24	0.0	0.0	6.708	A
A-B	11	3			11				
A-C	271	68			271				
A-D	14	3			14				
AB-CD	18	5	623	0.030	18	0.0	0.0	6.016	A
AB-C	282	71			282				
D-ABC	86	22	494	0.175	86	0.0	0.2	8.879	A
C-D	75	19			75				
C-A	441	110			441				
C-B	18	4			18				
CD-AB	23	6	655	0.035	23	0.0	0.0	5.753	A
CD-A	477	119			477				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	539	0.055	29	0.0	0.1	7.132	A
A-B	13	3			13				
A-C	323	81			323				
A-D	17	4			17				
AB-CD	22	6	592	0.037	22	0.0	0.0	6.382	A
AB-C	337	84			337				
D-ABC	103	26	460	0.224	103	0.2	0.3	10.173	B
C-D	89	22			89				
C-A	527	132			527				
C-B	21	5			21				
CD-AB	28	7	639	0.043	28	0.0	0.0	5.949	A
CD-A	570	143			570				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	500	0.072	36	0.1	0.1	7.835	A
A-B	16	4			16				
A-C	396	99			396				
A-D	20	5			20				
AB-CD	27	7	549	0.049	27	0.0	0.1	6.963	A
AB-C	413	103			413				
D-ABC	126	32	412	0.307	126	0.3	0.4	12.678	B
C-D	109	27			109				
C-A	645	161			645				
C-B	26	6			26				
CD-AB	34	8	617	0.055	34	0.0	0.1	6.238	A
CD-A	698	175			698				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	500	0.072	36	0.1	0.1	7.837	A
A-B	16	4			16				
A-C	396	99			396				
A-D	20	5			20				
AB-CD	27	7	549	0.049	27	0.1	0.1	6.963	A
AB-C	413	103			413				
D-ABC	126	32	412	0.307	126	0.4	0.4	12.728	B
C-D	109	27			109				
C-A	645	161			645				
C-B	26	6			26				
CD-AB	34	8	617	0.055	34	0.1	0.1	6.238	A
CD-A	698	175			698				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	539	0.055	30	0.1	0.1	7.136	A
A-B	13	3			13				
A-C	323	81			323				
A-D	17	4			17				
AB-CD	22	6	592	0.037	22	0.1	0.0	6.386	A
AB-C	337	84			337				
D-ABC	103	26	460	0.224	104	0.4	0.3	10.223	B
C-D	89	22			89				
C-A	527	132			527				
C-B	21	5			21				
CD-AB	28	7	639	0.043	28	0.1	0.0	5.950	A
CD-A	570	143			570				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	566	0.044	25	0.1	0.0	6.713	A
A-B	11	3			11				
A-C	271	68			271				
A-D	14	3			14				
AB-CD	19	5	623	0.030	19	0.0	0.0	6.021	A
AB-C	282	71			282				
D-ABC	86	22	494	0.175	87	0.3	0.2	8.930	A
C-D	75	19			75				
C-A	441	110			441				
C-B	18	4			18				
CD-AB	23	6	655	0.035	23	0.0	0.0	5.759	A
CD-A	478	119			478				

2029 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 B	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	773	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	581	100.000
D		ONE HOUR	✓	136	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	679	87
	B	9	0	19	5
	C	471	5	0	105
	D	40	2	94	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	9.68	0.1	A	31	46
A-B					7	10
A-C					623	935
A-D					80	120
AB-CD	0.17	7.41	0.2	A	85	127
AB-C					640	960
D-ABC	0.44	19.12	0.8	C	125	187
C-D					96	144
C-A					432	648
C-B					5	7
CD-AB	0.02	7.40	0.0	A	7	10
CD-A					468	702

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	511	0.049	25	0.0	0.1	7.480	A
A-B	6	1			6				
A-C	511	128			511				
A-D	65	16			65				
AB-CD	69	17	651	0.106	69	0.0	0.1	6.236	A
AB-C	525	131			525				
D-ABC	102	26	440	0.233	101	0.0	0.3	10.700	B
C-D	79	20			79				
C-A	354	89			354				
C-B	4	0.99			4				
CD-AB	5	1	575	0.010	5	0.0	0.0	6.388	A
CD-A	384	96			384				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	470	0.064	30	0.1	0.1	8.255	A
A-B	7	2			7				
A-C	610	153			610				
A-D	78	20			78				
AB-CD	83	21	626	0.132	83	0.1	0.2	6.687	A
AB-C	627	157			627				
D-ABC	122	31	399	0.307	122	0.3	0.4	13.112	B
C-D	94	24			94				
C-A	423	106			423				
C-B	5	1			5				
CD-AB	7	2	543	0.012	7	0.0	0.0	6.777	A
CD-A	459	115			459				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	413	0.089	37	0.1	0.1	9.671	A
A-B	8	2			8				
A-C	748	187			748				
A-D	96	24			96				
AB-CD	102	25	592	0.172	101	0.2	0.2	7.408	A
AB-C	768	192			768				
D-ABC	150	37	340	0.441	149	0.4	0.8	18.865	C
C-D	115	29			115				
C-A	518	130			518				
C-B	6	1			6				
CD-AB	8	2	499	0.016	8	0.0	0.0	7.399	A
CD-A	562	140			562				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	413	0.089	37	0.1	0.1	9.678	A
A-B	8	2			8				
A-C	748	187			748				
A-D	96	24			96				
AB-CD	102	25	592	0.172	102	0.2	0.2	7.414	A
AB-C	768	192			768				
D-ABC	150	37	340	0.441	150	0.8	0.8	19.118	C
C-D	115	29			115				
C-A	518	130			518				
C-B	6	1			6				
CD-AB	8	2	499	0.016	8	0.0	0.0	7.400	A
CD-A	562	140			562				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	470	0.064	30	0.1	0.1	8.264	A
A-B	7	2			7				
A-C	610	153			610				
A-D	78	20			78				
AB-CD	83	21	626	0.132	83	0.2	0.2	6.695	A
AB-C	627	157			627				
D-ABC	122	31	398	0.307	124	0.8	0.5	13.294	B
C-D	94	24			94				
C-A	423	106			423				
C-B	5	1			5				
CD-AB	7	2	543	0.012	7	0.0	0.0	6.780	A
CD-A	459	115			459				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	511	0.049	25	0.1	0.1	7.489	A
A-B	6	1			6				
A-C	511	128			511				
A-D	65	16			65				
AB-CD	69	17	651	0.106	70	0.2	0.1	6.251	A
AB-C	525	131			525				
D-ABC	102	26	440	0.233	103	0.5	0.3	10.819	B
C-D	79	20			79				
C-A	354	89			354				
C-B	4	0.99			4				
CD-AB	6	1	575	0.010	6	0.0	0.0	6.391	A
CD-A	384	96			384				

2029 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	401	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	725	100.000
D		ONE HOUR	✓	117	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	368	19
	B	12	0	16	6
	C	599	24	0	102
	D	49	7	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.07	7.94	0.1	A	31	46
A-B					13	20
A-C					337	506
A-D					17	26
AB-CD	0.05	7.04	0.1	A	23	35
AB-C					352	527
D-ABC	0.32	13.13	0.5	B	108	161
C-D					93	140
C-A					550	825
C-B					22	33
CD-AB	0.06	6.28	0.1	A	29	43
CD-A					595	892

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	563	0.045	25	0.0	0.0	6.753	A
A-B	11	3			11				
A-C	277	69			277				
A-D	14	4			14				
AB-CD	19	5	619	0.031	19	0.0	0.0	6.055	A
AB-C	288	72			288				
D-ABC	88	22	490	0.180	87	0.0	0.2	9.008	A
C-D	76	19			76				
C-A	451	113			451				
C-B	18	5			18				
CD-AB	24	6	653	0.036	23	0.0	0.0	5.775	A
CD-A	488	122			488				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	535	0.056	30	0.0	0.1	7.196	A
A-B	13	3			13				
A-C	330	83			330				
A-D	17	4			17				
AB-CD	23	6	587	0.038	23	0.0	0.0	6.435	A
AB-C	344	86			344				
D-ABC	105	26	455	0.232	105	0.2	0.3	10.376	B
C-D	91	23			91				
C-A	539	135			539				
C-B	22	5			22				
CD-AB	28	7	637	0.044	28	0.0	0.0	5.976	A
CD-A	583	146			583				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	495	0.075	37	0.1	0.1	7.933	A
A-B	16	4			16				
A-C	405	101			405				
A-D	21	5			21				
AB-CD	28	7	544	0.051	28	0.0	0.1	7.042	A
AB-C	422	105			422				
D-ABC	129	32	406	0.318	128	0.3	0.5	13.073	B
C-D	112	28			112				
C-A	660	165			660				
C-B	27	7			27				
CD-AB	35	9	614	0.056	34	0.0	0.1	6.275	A
CD-A	714	178			714				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	495	0.075	37	0.1	0.1	7.936	A
A-B	16	4			16				
A-C	405	101			405				
A-D	21	5			21				
AB-CD	28	7	544	0.051	28	0.1	0.1	7.042	A
AB-C	422	105			422				
D-ABC	129	32	406	0.318	129	0.5	0.5	13.133	B
C-D	112	28			112				
C-A	660	165			660				
C-B	27	7			27				
CD-AB	35	9	614	0.056	35	0.1	0.1	6.275	A
CD-A	714	178			714				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	535	0.056	30	0.1	0.1	7.199	A
A-B	13	3			13				
A-C	330	83			330				
A-D	17	4			17				
AB-CD	23	6	587	0.038	23	0.1	0.0	6.437	A
AB-C	345	86			345				
D-ABC	105	26	455	0.232	106	0.5	0.3	10.433	B
C-D	91	23			91				
C-A	539	135			539				
C-B	22	5			22				
CD-AB	28	7	637	0.044	28	0.1	0.0	5.980	A
CD-A	583	146			583				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	563	0.045	25	0.1	0.0	6.761	A
A-B	11	3			11				
A-C	277	69			277				
A-D	14	4			14				
AB-CD	19	5	619	0.031	19	0.0	0.0	6.061	A
AB-C	289	72			289				
D-ABC	88	22	490	0.180	89	0.3	0.2	9.063	A
C-D	76	19			76				
C-A	451	113			451				
C-B	18	5			18				
CD-AB	24	6	653	0.036	24	0.0	0.0	5.778	A
CD-A	488	122			488				

2029 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 B+D	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	782	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	601	100.000
D		ONE HOUR	✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	7	688	87
	B	9	0	19	5
	C	487	5	0	108
	D	40	2	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	9.81	0.1	A	31	46
A-B					7	10
A-C					631	947
A-D					80	120
AB-CD	0.17	7.52	0.2	A	85	127
AB-C					648	972
D-ABC	0.46	20.10	0.8	C	126	189
C-D					99	149
C-A					447	671
C-B					5	7
CD-AB	0.02	7.44	0.0	A	7	10
CD-A					484	726

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	508	0.050	25	0.0	0.1	7.528	A
A-B	6	1			6				
A-C	518	129			518				
A-D	65	16			65				
AB-CD	69	17	647	0.107	69	0.0	0.1	6.286	A
AB-C	532	133			532				
D-ABC	103	26	435	0.238	102	0.0	0.3	10.899	B
C-D	82	20			82				
C-A	367	92			367				
C-B	4	1			4				
CD-AB	6	1	573	0.010	6	0.0	0.0	6.410	A
CD-A	397	99			397				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	467	0.065	30	0.1	0.1	8.327	A
A-B	7	2			7				
A-C	618	155			618				
A-D	78	20			78				
AB-CD	83	21	621	0.133	83	0.1	0.2	6.756	A
AB-C	635	159			635				
D-ABC	123	31	392	0.315	123	0.3	0.5	13.474	B
C-D	97	24			97				
C-A	438	110			438				
C-B	5	1			5				
CD-AB	7	2	541	0.012	7	0.0	0.0	6.807	A
CD-A	474	118			474				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	408	0.091	37	0.1	0.1	9.803	A
A-B	8	2			8				
A-C	757	189			757				
A-D	96	24			96				
AB-CD	102	25	585	0.174	101	0.2	0.2	7.512	A
AB-C	778	194			778				
D-ABC	151	38	332	0.455	150	0.5	0.8	19.797	C
C-D	119	30			119				
C-A	537	134			537				
C-B	6	1			6				
CD-AB	8	2	497	0.017	8	0.0	0.0	7.443	A
CD-A	580	145			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	407	0.091	37	0.1	0.1	9.810	A
A-B	8	2			8				
A-C	757	189			757				
A-D	96	24			96				
AB-CD	102	25	585	0.174	102	0.2	0.2	7.518	A
AB-C	778	194			778				
D-ABC	151	38	332	0.456	151	0.8	0.8	20.097	C
C-D	119	30			119				
C-A	537	134			537				
C-B	6	1			6				
CD-AB	8	2	497	0.017	8	0.0	0.0	7.443	A
CD-A	581	145			581				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	467	0.065	30	0.1	0.1	8.336	A
A-B	7	2			7				
A-C	618	155			618				
A-D	78	20			78				
AB-CD	83	21	621	0.133	83	0.2	0.2	6.767	A
AB-C	635	159			635				
D-ABC	123	31	392	0.315	125	0.8	0.5	13.682	B
C-D	97	24			97				
C-A	438	110			438				
C-B	5	1			5				
CD-AB	7	2	541	0.013	7	0.0	0.0	6.810	A
CD-A	474	119			474				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	508	0.050	25	0.1	0.1	7.540	A
A-B	6	1			6				
A-C	518	129			518				
A-D	65	16			65				
AB-CD	69	17	647	0.107	70	0.2	0.1	6.302	A
AB-C	532	133			532				
D-ABC	103	26	434	0.238	104	0.5	0.3	11.030	B
C-D	82	20			82				
C-A	367	92			367				
C-B	4	1			4				
CD-AB	6	1	573	0.010	6	0.0	0.0	6.411	A
CD-A	397	99			397				

2029 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	415	100.000
B		ONE HOUR	✓	34	100.000
C		ONE HOUR	✓	735	100.000
D		ONE HOUR	✓	120	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	381	19
	B	12	0	16	6
	C	608	24	0	103
	D	49	7	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.08	8.04	0.1	A	31	46
A-B					13	20
A-C					350	525
A-D					17	26
AB-CD	0.05	7.09	0.1	A	23	35
AB-C					364	546
D-ABC	0.33	13.58	0.5	B	110	165
C-D					95	142
C-A					558	836
C-B					22	34
CD-AB	0.06	6.33	0.1	A	29	44
CD-A					603	904

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	560	0.045	25	0.0	0.0	6.800	A
A-B	11	3			11				
A-C	287	72			287				
A-D	14	4			14				
AB-CD	19	5	617	0.031	19	0.0	0.0	6.079	A
AB-C	299	75			299				
D-ABC	90	22	485	0.185	89	0.0	0.2	9.154	A
C-D	78	19			78				
C-A	458	114			458				
C-B	18	5			18				
CD-AB	24	6	650	0.037	24	0.0	0.0	5.803	A
CD-A	494	124			494				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	531	0.057	30	0.0	0.1	7.261	A
A-B	13	3			13				
A-C	343	86			343				
A-D	17	4			17				
AB-CD	23	6	585	0.039	23	0.0	0.0	6.467	A
AB-C	357	89			357				
D-ABC	107	27	450	0.239	107	0.2	0.3	10.606	B
C-D	93	23			93				
C-A	546	137			546				
C-B	22	5			22				
CD-AB	29	7	633	0.045	28	0.0	0.0	6.013	A
CD-A	590	148			590				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	489	0.075	37	0.1	0.1	8.035	A
A-B	16	4			16				
A-C	420	105			420				
A-D	21	5			21				
AB-CD	28	7	541	0.051	28	0.0	0.1	7.088	A
AB-C	437	109			437				
D-ABC	132	33	399	0.330	131	0.3	0.5	13.517	B
C-D	113	28			113				
C-A	669	167			669				
C-B	27	7			27				
CD-AB	35	9	610	0.057	35	0.0	0.1	6.325	A
CD-A	723	181			723				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	489	0.075	37	0.1	0.1	8.037	A
A-B	16	4			16				
A-C	420	105			420				
A-D	21	5			21				
AB-CD	28	7	541	0.051	28	0.1	0.1	7.088	A
AB-C	437	109			437				
D-ABC	132	33	399	0.330	132	0.5	0.5	13.584	B
C-D	113	28			113				
C-A	669	167			669				
C-B	27	7			27				
CD-AB	35	9	610	0.057	35	0.1	0.1	6.325	A
CD-A	723	181			723				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	531	0.057	30	0.1	0.1	7.268	A
A-B	13	3			13				
A-C	343	86			343				
A-D	17	4			17				
AB-CD	23	6	585	0.039	23	0.1	0.0	6.468	A
AB-C	357	89			357				
D-ABC	107	27	450	0.239	108	0.5	0.3	10.671	B
C-D	93	23			93				
C-A	546	137			546				
C-B	22	5			22				
CD-AB	29	7	633	0.045	29	0.1	0.0	6.017	A
CD-A	591	148			591				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	559	0.045	25	0.1	0.0	6.808	A
A-B	11	3			11				
A-C	287	72			287				
A-D	14	4			14				
AB-CD	19	5	617	0.031	19	0.0	0.0	6.085	A
AB-C	299	75			299				
D-ABC	90	22	485	0.185	90	0.3	0.2	9.215	A
C-D	78	19			78				
C-A	458	114			458				
C-B	18	5			18				
CD-AB	24	6	650	0.037	24	0.0	0.0	5.809	A
CD-A	495	124			495				

2044 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 B	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	860	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	646	100.000
D		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	755	97
	B	10	0	21	6
	C	523	6	0	116
	D	44	2	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.11	10.87	0.1	B	34	51
A-B					7	11
A-C					693	1040
A-D					89	133
AB-CD	0.20	7.94	0.2	A	94	141
AB-C					712	1068
D-ABC	0.55	26.61	1.2	D	139	208
C-D					107	160
C-A					480	721
C-B					5	8
CD-AB	0.02	7.84	0.0	A	7	11
CD-A					521	781

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	488	0.058	28	0.0	0.1	7.903	A
A-B	6	2			6				
A-C	569	142			569				
A-D	73	18			73				
AB-CD	77	19	637	0.121	77	0.0	0.1	6.485	A
AB-C	584	146			584				
D-ABC	114	28	416	0.274	112	0.0	0.4	11.914	B
C-D	88	22			88				
C-A	394	99			394				
C-B	4	1			4				
CD-AB	6	2	556	0.011	6	0.0	0.0	6.607	A
CD-A	427	107			427				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	442	0.076	33	0.1	0.1	8.898	A
A-B	7	2			7				
A-C	679	170			679				
A-D	87	22			87				
AB-CD	92	23	609	0.151	92	0.1	0.2	7.030	A
AB-C	698	174			698				
D-ABC	136	34	369	0.368	135	0.4	0.6	15.468	C
C-D	105	26			105				
C-A	471	118			471				
C-B	5	1			5				
CD-AB	7	2	521	0.014	7	0.0	0.0	7.074	A
CD-A	510	128			510				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	375	0.109	41	0.1	0.1	10.863	B
A-B	9	2			9				
A-C	832	208			832				
A-D	106	27			106				
AB-CD	113	28	571	0.198	113	0.2	0.2	7.926	A
AB-C	854	214			854				
D-ABC	167	42	303	0.550	164	0.6	1.2	25.794	D
C-D	128	32			128				
C-A	576	144			576				
C-B	6	2			6				
CD-AB	9	2	473	0.019	9	0.0	0.0	7.841	A
CD-A	624	156			624				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	375	0.109	41	0.1	0.1	10.874	B
A-B	9	2			9				
A-C	832	208			832				
A-D	106	27			106				
AB-CD	113	28	571	0.198	113	0.2	0.2	7.936	A
AB-C	854	214			854				
D-ABC	167	42	303	0.550	167	1.2	1.2	26.606	D
C-D	128	32			128				
C-A	576	144			576				
C-B	6	2			6				
CD-AB	9	2	473	0.019	9	0.0	0.0	7.841	A
CD-A	625	156			625				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	442	0.076	34	0.1	0.1	8.911	A
A-B	7	2			7				
A-C	679	170			679				
A-D	87	22			87				
AB-CD	92	23	609	0.151	92	0.2	0.2	7.041	A
AB-C	698	174			698				
D-ABC	136	34	369	0.368	138	1.2	0.6	15.903	C
C-D	105	26			105				
C-A	471	118			471				
C-B	5	1			5				
CD-AB	7	2	521	0.014	7	0.0	0.0	7.078	A
CD-A	511	128			511				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	488	0.058	28	0.1	0.1	7.917	A
A-B	6	2			6				
A-C	569	142			569				
A-D	73	18			73				
AB-CD	77	19	637	0.121	77	0.2	0.1	6.499	A
AB-C	584	146			584				
D-ABC	114	28	416	0.274	115	0.6	0.4	12.110	B
C-D	88	22			88				
C-A	394	99			394				
C-B	4	1			4				
CD-AB	6	2	556	0.011	6	0.0	0.0	6.608	A
CD-A	428	107			428				

2044 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	444	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	803	100.000
D		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	16	407	21
	B	13	0	17	7
	C	664	27	0	112
	D	54	8	67	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	8.46	0.1	A	34	51
A-B					15	22
A-C					373	560
A-D					19	29
AB-CD	0.06	7.45	0.1	A	26	38
AB-C					389	584
D-ABC	0.38	15.56	0.6	C	119	179
C-D					103	155
C-A					609	913
C-B					24	37
CD-AB	0.06	6.46	0.1	A	32	48
CD-A					659	988

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	548	0.051	28	0.0	0.1	6.984	A
A-B	12	3			12				
A-C	306	77			306				
A-D	16	4			16				
AB-CD	21	5	602	0.035	21	0.0	0.0	6.258	A
AB-C	319	80			319				
D-ABC	98	24	471	0.208	97	0.0	0.3	9.688	A
C-D	85	21			85				
C-A	500	125			500				
C-B	20	5			20				
CD-AB	26	7	644	0.041	26	0.0	0.0	5.883	A
CD-A	540	135			540				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	516	0.065	33	0.1	0.1	7.526	A
A-B	15	4			15				
A-C	366	91			366				
A-D	19	5			19				
AB-CD	25	6	567	0.044	25	0.0	0.0	6.711	A
AB-C	381	95			381				
D-ABC	117	29	432	0.270	116	0.3	0.4	11.507	B
C-D	101	25			101				
C-A	596	149			596				
C-B	24	6			24				
CD-AB	31	8	626	0.050	31	0.0	0.1	6.115	A
CD-A	645	161			645				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	471	0.087	41	0.1	0.1	8.458	A
A-B	18	4			18				
A-C	448	112			448				
A-D	23	6			23				
AB-CD	31	8	518	0.059	31	0.0	0.1	7.452	A
AB-C	467	117			467				
D-ABC	143	36	377	0.380	142	0.4	0.6	15.439	C
C-D	124	31			124				
C-A	731	183			731				
C-B	29	7			29				
CD-AB	38	10	601	0.064	38	0.1	0.1	6.464	A
CD-A	790	198			790				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	470	0.087	41	0.1	0.1	8.463	A
A-B	18	4			18				
A-C	448	112			448				
A-D	23	6			23				
AB-CD	31	8	518	0.059	31	0.1	0.1	7.452	A
AB-C	467	117			467				
D-ABC	143	36	377	0.380	143	0.6	0.6	15.558	C
C-D	124	31			124				
C-A	731	183			731				
C-B	29	7			29				
CD-AB	38	10	601	0.064	38	0.1	0.1	6.464	A
CD-A	791	198			791				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	516	0.065	33	0.1	0.1	7.531	A
A-B	15	4			15				
A-C	366	91			366				
A-D	19	5			19				
AB-CD	25	6	567	0.044	25	0.1	0.0	6.713	A
AB-C	382	95			382				
D-ABC	117	29	432	0.270	118	0.6	0.4	11.608	B
C-D	101	25			101				
C-A	596	149			596				
C-B	24	6			24				
CD-AB	31	8	626	0.050	31	0.1	0.1	6.120	A
CD-A	646	161			646				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	548	0.051	28	0.1	0.1	6.996	A
A-B	12	3			12				
A-C	306	77			306				
A-D	16	4			16				
AB-CD	21	5	602	0.035	21	0.0	0.0	6.264	A
AB-C	319	80			319				
D-ABC	98	24	471	0.208	98	0.4	0.3	9.769	A
C-D	85	21			85				
C-A	500	125			500				
C-B	20	5			20				
CD-AB	26	7	644	0.041	26	0.1	0.0	5.887	A
CD-A	541	135			541				

2044 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 B+D	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	869	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	667	100.000
D		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	764	97
	B	10	0	21	6
	C	540	6	0	120
	D	44	2	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.11	11.05	0.1	B	34	51
A-B					7	11
A-C					701	1052
A-D					89	133
AB-CD	0.20	8.05	0.3	A	94	141
AB-C					720	1080
D-ABC	0.57	28.55	1.3	D	140	210
C-D					110	165
C-A					496	744
C-B					6	8
CD-AB	0.02	7.89	0.0	A	8	11
CD-A					536	805

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	484	0.058	28	0.0	0.1	7.957	A
A-B	6	2			6				
A-C	575	144			575				
A-D	73	18			73				
AB-CD	77	19	632	0.122	77	0.0	0.1	6.536	A
AB-C	591	148			591				
D-ABC	115	29	411	0.280	113	0.0	0.4	12.162	B
C-D	90	23			90				
C-A	407	102			407				
C-B	5	1			5				
CD-AB	6	2	554	0.011	6	0.0	0.0	6.631	A
CD-A	440	110			440				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	438	0.076	33	0.1	0.1	8.986	A
A-B	7	2			7				
A-C	687	172			687				
A-D	87	22			87				
AB-CD	92	23	603	0.153	92	0.1	0.2	7.107	A
AB-C	705	176			705				
D-ABC	137	34	363	0.378	136	0.4	0.6	15.975	C
C-D	108	27			108				
C-A	486	121			486				
C-B	5	1			5				
CD-AB	7	2	519	0.014	7	0.0	0.0	7.107	A
CD-A	525	131			525				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	370	0.111	41	0.1	0.1	11.038	B
A-B	9	2			9				
A-C	841	210			841				
A-D	106	27			106				
AB-CD	113	28	565	0.200	113	0.2	0.3	8.045	A
AB-C	864	216			864				
D-ABC	168	42	295	0.570	165	0.6	1.3	27.528	D
C-D	132	33			132				
C-A	595	149			595				
C-B	7	2			7				
CD-AB	9	2	470	0.019	9	0.0	0.0	7.889	A
CD-A	643	161			643				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	370	0.111	41	0.1	0.1	11.052	B
A-B	9	2			9				
A-C	841	210			841				
A-D	106	27			106				
AB-CD	113	28	565	0.200	113	0.3	0.3	8.054	A
AB-C	864	216			864				
D-ABC	168	42	295	0.570	168	1.3	1.3	28.546	D
C-D	132	33			132				
C-A	595	149			595				
C-B	7	2			7				
CD-AB	9	2	470	0.020	9	0.0	0.0	7.890	A
CD-A	644	161			644				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	438	0.077	34	0.1	0.1	8.999	A
A-B	7	2			7				
A-C	687	172			687				
A-D	87	22			87				
AB-CD	92	23	604	0.153	92	0.3	0.2	7.120	A
AB-C	706	176			706				
D-ABC	137	34	363	0.378	140	1.3	0.6	16.484	C
C-D	108	27			108				
C-A	486	121			486				
C-B	5	1			5				
CD-AB	8	2	519	0.015	8	0.0	0.0	7.111	A
CD-A	526	132			526				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	484	0.058	28	0.1	0.1	7.971	A
A-B	6	2			6				
A-C	575	144			575				
A-D	73	18			73				
AB-CD	77	19	632	0.122	77	0.2	0.1	6.556	A
AB-C	591	148			591				
D-ABC	115	29	411	0.280	116	0.6	0.4	12.374	B
C-D	90	23			90				
C-A	407	102			407				
C-B	5	1			5				
CD-AB	6	2	554	0.011	6	0.0	0.0	6.634	A
CD-A	440	110			440				

2044 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		1.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	458	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	813	100.000
D		ONE HOUR	✓	132	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	16	421	21
	B	13	0	17	7
	C	672	27	0	114
	D	54	8	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	1	3	1
	B	1	0	1	1
	C	3	1	0	1
	D	1	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	8.58	0.1	A	34	51
A-B					15	22
A-C					386	579
A-D					19	29
AB-CD	0.06	7.50	0.1	A	26	38
AB-C					402	603
D-ABC	0.39	16.19	0.6	C	121	182
C-D					105	157
C-A					617	925
C-B					25	37
CD-AB	0.06	6.52	0.1	A	32	48
CD-A					667	1000

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	544	0.051	28	0.0	0.1	7.035	A
A-B	12	3			12				
A-C	317	79			317				
A-D	16	4			16				
AB-CD	21	5	599	0.035	21	0.0	0.0	6.283	A
AB-C	330	82			330				
D-ABC	99	25	466	0.213	98	0.0	0.3	9.857	A
C-D	86	21			86				
C-A	506	126			506				
C-B	20	5			20				
CD-AB	26	7	641	0.041	26	0.0	0.0	5.913	A
CD-A	546	137			546				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	512	0.065	33	0.1	0.1	7.599	A
A-B	15	4			15				
A-C	378	95			378				
A-D	19	5			19				
AB-CD	25	6	564	0.044	25	0.0	0.0	6.745	A
AB-C	394	98			394				
D-ABC	119	30	426	0.279	118	0.3	0.4	11.788	B
C-D	102	26			102				
C-A	604	151			604				
C-B	24	6			24				
CD-AB	32	8	622	0.051	32	0.0	0.1	6.154	A
CD-A	653	163			653				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	465	0.088	41	0.1	0.1	8.576	A
A-B	18	4			18				
A-C	463	116			463				
A-D	23	6			23				
AB-CD	31	8	515	0.059	31	0.0	0.1	7.503	A
AB-C	482	121			482				
D-ABC	145	36	370	0.393	144	0.4	0.6	16.053	C
C-D	125	31			125				
C-A	740	185			740				
C-B	30	7			30				
CD-AB	39	10	596	0.065	39	0.1	0.1	6.517	A
CD-A	799	200			799				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	465	0.088	41	0.1	0.1	8.581	A
A-B	18	4			18				
A-C	463	116			463				
A-D	23	6			23				
AB-CD	31	8	515	0.059	31	0.1	0.1	7.504	A
AB-C	482	121			482				
D-ABC	145	36	370	0.393	145	0.6	0.6	16.191	C
C-D	125	31			125				
C-A	740	185			740				
C-B	30	7			30				
CD-AB	39	10	596	0.065	39	0.1	0.1	6.517	A
CD-A	800	200			800				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	512	0.065	33	0.1	0.1	7.604	A
A-B	15	4			15				
A-C	378	95			378				
A-D	19	5			19				
AB-CD	25	6	564	0.044	25	0.1	0.0	6.750	A
AB-C	394	98			394				
D-ABC	119	30	426	0.279	120	0.6	0.4	11.901	B
C-D	102	26			102				
C-A	604	151			604				
C-B	24	6			24				
CD-AB	32	8	622	0.051	32	0.1	0.1	6.156	A
CD-A	654	163			654				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	544	0.051	28	0.1	0.1	7.045	A
A-B	12	3			12				
A-C	317	79			317				
A-D	16	4			16				
AB-CD	21	5	599	0.035	21	0.0	0.0	6.289	A
AB-C	330	82			330				
D-ABC	99	25	466	0.213	100	0.4	0.3	9.942	A
C-D	86	21			86				
C-A	506	126			506				
C-B	20	5			20				
CD-AB	26	7	641	0.041	27	0.1	0.0	5.919	A
CD-A	547	137			547				

Appendix P

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: S2 Daphne Rd N T junction (DC) 1RA Planning submission.j9
Path: K:\T23\Jobs\T23.148 Leiros Park\Analysis\Modelling\2025 TA
Report generation date: 22/06/2026 11:08:19

»2026 B, AM
»2026 B, PM
»2029 B, AM
»2029 B, PM
»2029 B+D, AM
»2029 B+D, PM
»2044 B, AM
»2044 B, PM
»2044 B+D, AM
»2044 B+D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 B									
Stream B-AC	D3	0.0	11.43	0.02	B	D4	0.0	10.63	0.02	B
Stream C-AB		0.0	7.67	0.00	A		0.0	6.51	0.01	A
	2029 B									
Stream B-AC	D5	0.0	11.67	0.03	B	D6	0.0	10.79	0.02	B
Stream C-AB		0.0	7.75	0.00	A		0.0	6.55	0.01	A
	2029 B+D									
Stream B-AC	D7	0.1	15.35	0.12	C	D8	0.1	11.83	0.06	B
Stream C-AB		0.0	7.79	0.00	A		0.0	6.60	0.01	A
	2044 B									
Stream B-AC	D9	0.0	13.15	0.03	B	D10	0.0	11.66	0.02	B
Stream C-AB		0.0	8.16	0.01	A		0.0	6.71	0.02	A
	2044 B+D									
Stream B-AC	D11	0.2	17.82	0.14	C	D12	0.1	12.85	0.06	B
Stream C-AB		0.0	8.21	0.01	A		0.0	6.76	0.02	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

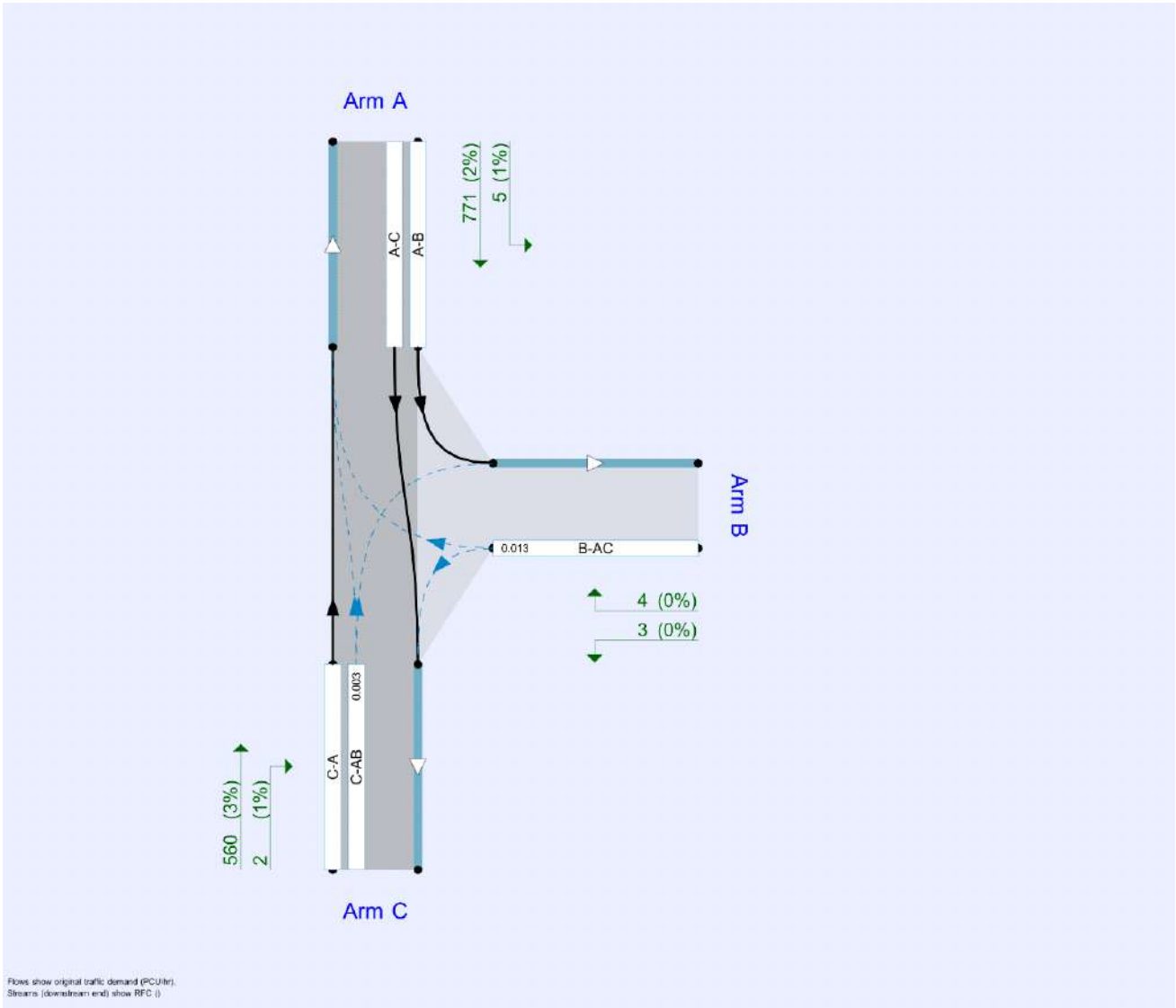
File summary

File Description

Title	S2 Daphne Rd N T junction (DC) 1RA Planning submission
Location	
Site number	
Date	11/05/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\Louie
Description	Planning submission version of modelling

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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 B	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 B	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 B	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 B	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓
D9	2044 B	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 B	PM	ONE HOUR	16:45	18:15	15	✓
D11	2044 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Penywern Road N		Major
B	Daphne Road N		Minor
C	Penywern Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.10		✓	2.20	185.0	✓	4.00

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	One lane	3.73	29	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.089	0.225	0.142	0.322
B-C	689	0.096	0.243	-	-
C-B	681	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	776	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	771
	B	4	0	3
	C	560	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	11.43	0.0	B	7	10
C-AB	0.00	7.67	0.0	A	2	3
C-A					514	771
A-B					5	7
A-C					707	1061

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	412	0.013	5	0.0	0.0	8.857	A
C-AB	2	0.39	541	0.003	2	0.0	0.0	6.739	A
C-A	421	105			421				
A-B	4	0.96			4				
A-C	580	145			580				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	375	0.017	6	0.0	0.0	9.768	A
C-AB	2	0.46	514	0.004	2	0.0	0.0	7.100	A
C-A	503	126			503				
A-B	5	1			5				
A-C	693	173			693				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	323	0.024	8	0.0	0.0	11.430	B
C-AB	2	0.56	476	0.005	2	0.0	0.0	7.670	A
C-A	616	154			616				
A-B	6	1			6				
A-C	849	212			849				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	323	0.024	8	0.0	0.0	11.430	B
C-AB	2	0.56	476	0.005	2	0.0	0.0	7.670	A
C-A	616	154			616				
A-B	6	1			6				
A-C	849	212			849				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	375	0.017	6	0.0	0.0	9.772	A
C-AB	2	0.46	514	0.004	2	0.0	0.0	7.101	A
C-A	503	126			503				
A-B	5	1			5				
A-C	693	173			693				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	412	0.013	5	0.0	0.0	8.859	A
C-AB	2	0.39	541	0.003	2	0.0	0.0	6.739	A
C-A	421	105			421				
A-B	4	0.96			4				
A-C	580	145			580				

2026 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	436	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	430
	B	5	0	1
	C	696	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	10.63	0.0	B	6	8
C-AB	0.01	6.51	0.0	A	7	10
C-A					638	958
A-B					6	8
A-C					395	592

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	414	0.011	5	0.0	0.0	8.792	A
C-AB	5	1	602	0.009	5	0.0	0.0	6.090	A
C-A	524	131			524				
A-B	5	1			5				
A-C	324	81			324				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	385	0.014	6	0.0	0.0	9.477	A
C-AB	6	2	587	0.011	6	0.0	0.0	6.261	A
C-A	625	156			625				
A-B	6	1			6				
A-C	387	97			387				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	345	0.020	7	0.0	0.0	10.630	B
C-AB	8	2	566	0.014	8	0.0	0.0	6.515	A
C-A	766	191			766				
A-B	7	2			7				
A-C	474	118			474				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	345	0.020	7	0.0	0.0	10.630	B
C-AB	8	2	566	0.014	8	0.0	0.0	6.515	A
C-A	766	191			766				
A-B	7	2			7				
A-C	474	118			474				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	385	0.014	6	0.0	0.0	9.481	A
C-AB	6	2	587	0.011	6	0.0	0.0	6.261	A
C-A	625	156			625				
A-B	6	1			6				
A-C	387	97			387				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	414	0.011	5	0.0	0.0	8.796	A
C-AB	5	1	602	0.009	5	0.0	0.0	6.090	A
C-A	524	131			524				
A-B	5	1			5				
A-C	324	81			324				

2029 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	793	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	788
	B	4	0	3
	C	572	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	11.67	0.0	B	7	10
C-AB	0.00	7.75	0.0	A	2	3
C-A					525	788
A-B					5	7
A-C					723	1085

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	408	0.014	5	0.0	0.0	8.951	A
C-AB	2	0.39	538	0.003	2	0.0	0.0	6.778	A
C-A	431	108			431				
A-B	4	0.99			4				
A-C	593	148			593				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	370	0.018	7	0.0	0.0	9.908	A
C-AB	2	0.47	510	0.004	2	0.0	0.0	7.153	A
C-A	514	129			514				
A-B	5	1			5				
A-C	708	177			708				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	316	0.025	8	0.0	0.0	11.671	B
C-AB	2	0.58	472	0.005	2	0.0	0.0	7.745	A
C-A	630	157			630				
A-B	6	1			6				
A-C	868	217			868				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	316	0.025	8	0.0	0.0	11.673	B
C-AB	2	0.58	472	0.005	2	0.0	0.0	7.745	A
C-A	630	157			630				
A-B	6	1			6				
A-C	868	217			868				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	370	0.018	7	0.0	0.0	9.910	A
C-AB	2	0.47	510	0.004	2	0.0	0.0	7.153	A
C-A	514	129			514				
A-B	5	1			5				
A-C	708	177			708				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	408	0.014	6	0.0	0.0	8.953	A
C-AB	2	0.39	538	0.003	2	0.0	0.0	6.781	A
C-A	431	108			431				
A-B	4	0.99			4				
A-C	593	148			593				

2029 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	446	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	440
	B	5	0	1
	C	711	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	10.79	0.0	B	6	9
C-AB	0.01	6.55	0.0	A	7	10
C-A					653	979
A-B					6	9
A-C					404	605

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	411	0.012	5	0.0	0.0	8.866	A
C-AB	6	1	601	0.009	5	0.0	0.0	6.109	A
C-A	536	134			536				
A-B	5	1			5				
A-C	331	83			331				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	381	0.015	6	0.0	0.0	9.581	A
C-AB	7	2	585	0.011	7	0.0	0.0	6.286	A
C-A	639	160			639				
A-B	6	1			6				
A-C	395	99			395				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	340	0.020	7	0.0	0.0	10.792	B
C-AB	8	2	563	0.014	8	0.0	0.0	6.547	A
C-A	783	196			783				
A-B	7	2			7				
A-C	484	121			484				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	340	0.020	7	0.0	0.0	10.792	B
C-AB	8	2	563	0.014	8	0.0	0.0	6.547	A
C-A	783	196			783				
A-B	7	2			7				
A-C	484	121			484				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	1	381	0.015	6	0.0	0.0	9.582	A
C-AB	7	2	585	0.011	7	0.0	0.0	6.288	A
C-A	639	160			639				
A-B	6	1			6				
A-C	395	99			395				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	411	0.012	5	0.0	0.0	8.870	A
C-AB	6	1	601	0.009	6	0.0	0.0	6.109	A
C-A	536	134			536				
A-B	5	1			5				
A-C	331	83			331				

2029 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	803	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	574	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	15	788
	B	25	0	3
	C	572	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	15.35	0.1	C	26	39
C-AB	0.00	7.79	0.0	A	2	3
C-A					525	788
A-B					14	21
A-C					723	1085

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	357	0.059	21	0.0	0.1	10.708	B
C-AB	2	0.39	536	0.003	2	0.0	0.0	6.801	A
C-A	431	108			431				
A-B	12	3			12				
A-C	593	148			593				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	319	0.079	25	0.1	0.1	12.264	B
C-AB	2	0.47	508	0.004	2	0.0	0.0	7.183	A
C-A	514	129			514				
A-B	14	3			14				
A-C	708	177			708				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	265	0.117	31	0.1	0.1	15.343	C
C-AB	2	0.58	469	0.005	2	0.0	0.0	7.790	A
C-A	630	157			630				
A-B	17	4			17				
A-C	868	217			868				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	265	0.117	31	0.1	0.1	15.354	C
C-AB	2	0.58	469	0.005	2	0.0	0.0	7.790	A
C-A	630	157			630				
A-B	17	4			17				
A-C	868	217			868				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	319	0.079	25	0.1	0.1	12.285	B
C-AB	2	0.47	508	0.004	2	0.0	0.0	7.186	A
C-A	514	129			514				
A-B	14	3			14				
A-C	708	177			708				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	357	0.059	21	0.1	0.1	10.729	B
C-AB	2	0.39	536	0.003	2	0.0	0.0	6.804	A
C-A	431	108			431				
A-B	12	3			12				
A-C	593	148			593				

2029 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	463	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	719	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	440
	B	15	0	1
	C	711	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	11.83	0.1	B	15	23
C-AB	0.01	6.60	0.0	A	7	10
C-A					653	979
A-B					21	31
A-C					404	605

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	394	0.032	12	0.0	0.0	9.438	A
C-AB	6	1	598	0.009	5	0.0	0.0	6.140	A
C-A	536	134			536				
A-B	17	4			17				
A-C	331	83			331				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	364	0.041	15	0.0	0.0	10.312	B
C-AB	7	2	581	0.011	7	0.0	0.0	6.324	A
C-A	639	160			639				
A-B	20	5			20				
A-C	395	99			395				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	323	0.056	18	0.0	0.1	11.822	B
C-AB	8	2	559	0.014	8	0.0	0.0	6.599	A
C-A	783	196			783				
A-B	25	6			25				
A-C	484	121			484				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	5	323	0.056	18	0.1	0.1	11.826	B
C-AB	8	2	559	0.014	8	0.0	0.0	6.599	A
C-A	783	196			783				
A-B	25	6			25				
A-C	484	121			484				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	364	0.041	15	0.1	0.0	10.320	B
C-AB	7	2	581	0.011	7	0.0	0.0	6.327	A
C-A	639	160			639				
A-B	20	5			20				
A-C	395	99			395				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12	3	394	0.032	12	0.0	0.0	9.448	A
C-AB	6	1	598	0.009	6	0.0	0.0	6.142	A
C-A	536	134			536				
A-B	17	4			17				
A-C	331	83			331				

2044 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	882	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	6	876
	B	5	0	3
	C	636	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	13.15	0.0	B	7	11
C-AB	0.01	8.16	0.0	A	2	3
C-A					584	876
A-B					5	8
A-C					804	1206

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	386	0.016	6	0.0	0.0	9.477	A
C-AB	2	0.44	522	0.003	2	0.0	0.0	6.990	A
C-A	479	120			479				
A-B	4	1			4				
A-C	660	165			660				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	343	0.021	7	0.0	0.0	10.710	B
C-AB	2	0.52	491	0.004	2	0.0	0.0	7.437	A
C-A	572	143			572				
A-B	5	1			5				
A-C	788	197			788				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	283	0.032	9	0.0	0.0	13.145	B
C-AB	3	0.64	448	0.006	3	0.0	0.0	8.158	A
C-A	701	175			701				
A-B	6	2			6				
A-C	965	241			965				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	283	0.032	9	0.0	0.0	13.148	B
C-AB	3	0.64	448	0.006	3	0.0	0.0	8.158	A
C-A	701	175			701				
A-B	6	2			6				
A-C	965	241			965				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	343	0.021	7	0.0	0.0	10.715	B
C-AB	2	0.52	491	0.004	2	0.0	0.0	7.440	A
C-A	572	143			572				
A-B	5	1			5				
A-C	788	197			788				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	386	0.016	6	0.0	0.0	9.480	A
C-AB	2	0.44	522	0.003	2	0.0	0.0	6.993	A
C-A	479	120			479				
A-B	4	1			4				
A-C	660	165			660				

2044 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	494	100.000
B		ONE HOUR	✓	7	100.000
C		ONE HOUR	✓	796	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	7	487
	B	6	0	1
	C	788	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	11.66	0.0	B	6	10
C-AB	0.02	6.71	0.0	A	7	11
C-A					723	1084
A-B					6	10
A-C					447	670

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	395	0.013	5	0.0	0.0	9.245	A
C-AB	6	2	592	0.010	6	0.0	0.0	6.205	A
C-A	593	148			593				
A-B	5	1			5				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	362	0.017	6	0.0	0.0	10.121	B
C-AB	7	2	575	0.013	7	0.0	0.0	6.408	A
C-A	708	177			708				
A-B	6	2			6				
A-C	438	109			438				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	316	0.024	8	0.0	0.0	11.662	B
C-AB	9	2	551	0.016	9	0.0	0.0	6.710	A
C-A	867	217			867				
A-B	8	2			8				
A-C	536	134			536				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	2	316	0.024	8	0.0	0.0	11.662	B
C-AB	9	2	551	0.016	9	0.0	0.0	6.710	A
C-A	867	217			867				
A-B	8	2			8				
A-C	536	134			536				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	362	0.017	6	0.0	0.0	10.123	B
C-AB	7	2	575	0.013	7	0.0	0.0	6.410	A
C-A	708	177			708				
A-B	6	2			6				
A-C	438	109			438				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5	1	394	0.013	5	0.0	0.0	9.248	A
C-AB	6	2	592	0.010	6	0.0	0.0	6.206	A
C-A	593	148			593				
A-B	5	1			5				
A-C	367	92			367				

2044 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	892	100.000
B		ONE HOUR	✓	29	100.000
C		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	876
	B	25	0	3
	C	636	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	17.82	0.2	C	27	40
C-AB	0.01	8.21	0.0	A	2	3
C-A					584	876
A-B					15	22
A-C					804	1206

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	336	0.065	22	0.0	0.1	11.434	B
C-AB	2	0.44	520	0.003	2	0.0	0.0	7.014	A
C-A	479	120			479				
A-B	12	3			12				
A-C	660	165			660				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	293	0.089	26	0.1	0.1	13.451	B
C-AB	2	0.52	489	0.004	2	0.0	0.0	7.470	A
C-A	572	143			572				
A-B	14	4			14				
A-C	788	197			788				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	234	0.136	32	0.1	0.2	17.786	C
C-AB	3	0.64	446	0.006	3	0.0	0.0	8.208	A
C-A	701	175			701				
A-B	18	4			18				
A-C	965	241			965				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	8	234	0.136	32	0.2	0.2	17.819	C
C-AB	3	0.64	446	0.006	3	0.0	0.0	8.208	A
C-A	701	175			701				
A-B	18	4			18				
A-C	965	241			965				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	7	293	0.089	26	0.2	0.1	13.487	B
C-AB	2	0.52	489	0.004	2	0.0	0.0	7.473	A
C-A	572	143			572				
A-B	14	4			14				
A-C	788	197			788				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	5	336	0.065	22	0.1	0.1	11.461	B
C-AB	2	0.44	520	0.003	2	0.0	0.0	7.017	A
C-A	479	120			479				
A-B	12	3			12				
A-C	660	165			660				

2044 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	510	100.000
B		ONE HOUR	✓	17	100.000
C		ONE HOUR	✓	796	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	23	487
	B	16	0	1
	C	788	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	2
	B	0	0	0
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	12.85	0.1	B	16	24
C-AB	0.02	6.76	0.0	A	7	11
C-A					723	1084
A-B					22	32
A-C					447	670

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	378	0.034	13	0.0	0.0	9.857	A
C-AB	6	2	589	0.010	6	0.0	0.0	6.237	A
C-A	593	148			593				
A-B	18	4			18				
A-C	367	92			367				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	345	0.045	15	0.0	0.0	10.923	B
C-AB	7	2	571	0.013	7	0.0	0.0	6.448	A
C-A	708	177			708				
A-B	21	5			21				
A-C	438	109			438				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	299	0.063	19	0.0	0.1	12.839	B
C-AB	9	2	546	0.016	9	0.0	0.0	6.764	A
C-A	867	217			867				
A-B	26	6			26				
A-C	536	134			536				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	299	0.063	19	0.1	0.1	12.847	B
C-AB	9	2	546	0.016	9	0.0	0.0	6.764	A
C-A	867	217			867				
A-B	26	6			26				
A-C	536	134			536				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	4	345	0.045	16	0.1	0.0	10.933	B
C-AB	7	2	571	0.013	7	0.0	0.0	6.451	A
C-A	708	177			708				
A-B	21	5			21				
A-C	438	109			438				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	378	0.034	13	0.0	0.0	9.866	A
C-AB	6	2	589	0.010	6	0.0	0.0	6.240	A
C-A	593	148			593				
A-B	18	4			18				
A-C	367	92			367				

Appendix Q

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: S3 Llewellyn Ave-Daphne S Stagger 1RA Planning submission.j9
Path: K:\T23\Jobs\T23.148 Leiros Park\Analysis\Modelling\2025 TA
Report generation date: 22/06/2026 11:32:53

»2026 B, AM
»2026 B, PM
»2029 B, AM
»2029 B, PM
»2029 B+D, AM
»2029 B+D, PM
»2044 B, AM
»2044 B, PM
»2044 B+D, AM
»2044 B+D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 B									
Stream B-ACD	D3	0.1	9.25	0.08	A	D4	0.1	6.49	0.05	A
Stream AB-CD		0.0	6.76	0.03	A		0.0	7.24	0.01	A
Stream D-ABC		0.0	8.31	0.01	A		0.0	7.51	0.02	A
Stream CD-AB		0.0	7.32	0.03	A		0.1	6.21	0.05	A
	2029 B									
Stream B-ACD	D5	0.1	9.44	0.09	A	D6	0.1	6.55	0.05	A
Stream AB-CD		0.0	6.81	0.03	A		0.0	7.31	0.01	A
Stream D-ABC		0.0	8.42	0.01	A		0.0	7.59	0.02	A
Stream CD-AB		0.0	7.41	0.03	A		0.1	6.25	0.05	A
	2029 B+D									
Stream B-ACD	D7	0.4	10.33	0.27	B	D8	0.1	6.80	0.12	A
Stream AB-CD		0.0	7.07	0.05	A		0.0	7.60	0.01	A
Stream D-ABC		0.0	8.89	0.01	A		0.0	7.94	0.02	A
Stream CD-AB		0.1	8.14	0.12	A		0.2	7.11	0.17	A
	2044 B									
Stream B-ACD	D9	0.1	10.61	0.11	B	D10	0.1	6.83	0.06	A
Stream AB-CD		0.0	7.10	0.04	A		0.0	7.69	0.01	A
Stream D-ABC		0.0	9.08	0.02	A		0.0	7.98	0.02	A
Stream CD-AB		0.0	7.87	0.03	A		0.1	6.45	0.06	A
	2044 B+D									
Stream B-ACD	D11	0.4	11.67	0.30	B	D12	0.1	7.09	0.13	A
Stream AB-CD		0.1	7.38	0.05	A		0.0	8.01	0.01	A
Stream D-ABC		0.0	9.69	0.02	A		0.0	8.37	0.03	A
Stream CD-AB		0.1	8.70	0.13	A		0.2	7.35	0.18	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

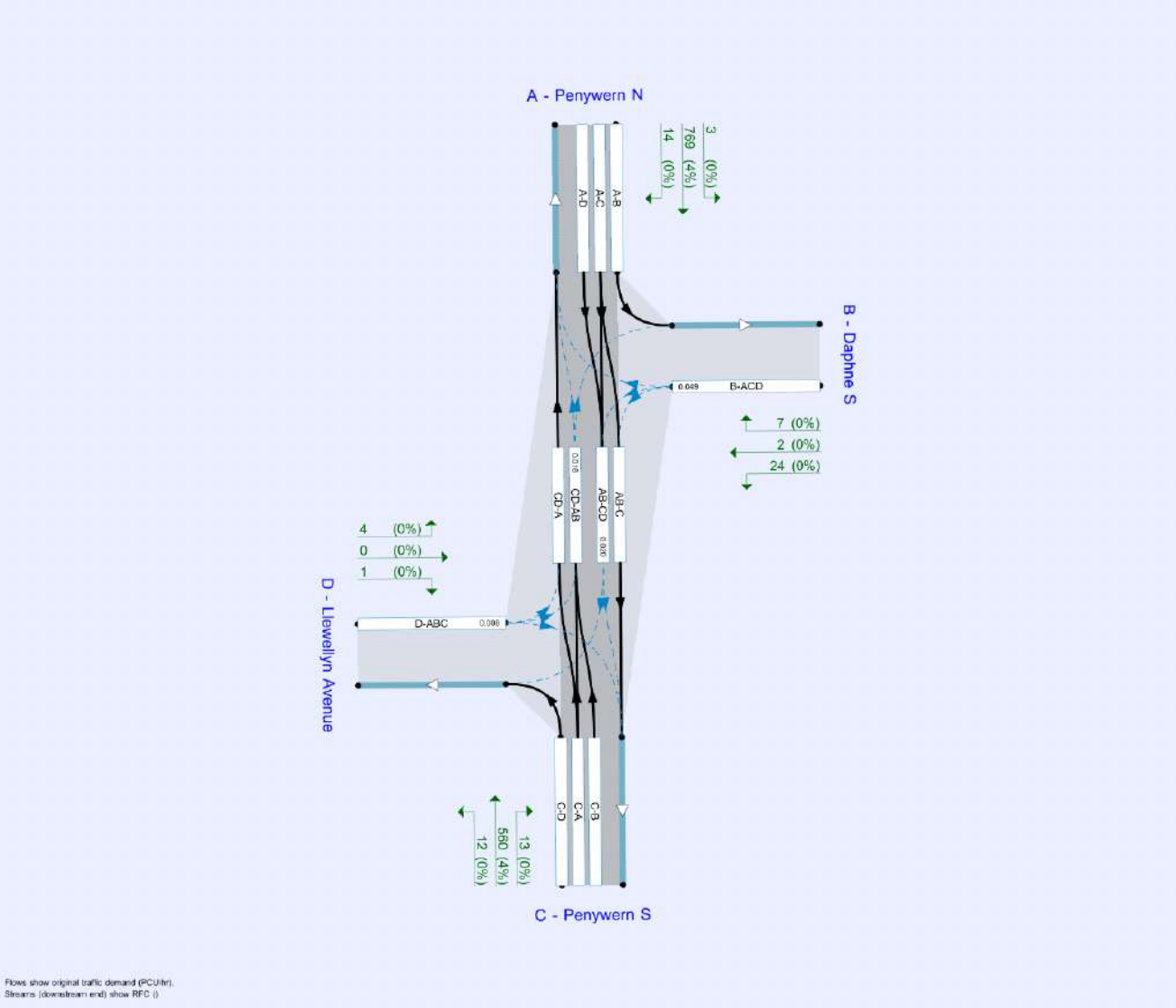
File summary

File Description

Title	S3 Llewellyn Ave-Daphne S Stagger 1RA Planning submission
Location	
Site number	
Date	19/05/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\Louie
Description	Planning submission version of modelling

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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 B	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 B	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 B	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 B	PM	ONE HOUR	16:45	18:15	15	✓
D7	2029 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D8	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓
D9	2044 B	AM	ONE HOUR	07:45	09:15	15	✓
D10	2044 B	PM	ONE HOUR	16:45	18:15	15	✓
D11	2044 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D12	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Penywern N		Major
B	Daphne S		Minor
C	Penywern S		Major
D	Llewellyn Avenue		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Penywern N	6.80		✓	3.00	150.0	✓	3.00
C - Penywern S	6.59		✓	2.50	250.0	✓	3.00

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 - Daphne S	One lane	4.76	23	34
D - Llewellyn Avenue	One lane	3.92	24	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	718	-	-	-	-	-	0.269	0.269	0.269	-	-
B-A	590	0.105	0.265	0.265	-	-	0.167	0.378	-	0.167	0.378
B-CD	759	0.113	0.287	0.287	-	-	-	-	-	-	-
CD-B	742	0.280	0.280	0.280	-	-	-	-	-	-	-
D-AB	695	-	-	-	-	-	0.260	0.260	0.103	-	-
D-C	541	-	0.151	0.343	0.151	0.343	0.240	0.240	0.095	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	769	100.000
B - Daphne S		ONE HOUR	✓	33	100.000
C - Penywern S		ONE HOUR	✓	571	100.000
D - Llewellyn Avenue		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	3	752	13
	B - Daphne S	7	0	24	2
	C - Penywern S	548	12	0	11
	D - Llewellyn Avenue	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.08	9.25	0.1	A	30	45
A-B					3	5
A-C					690	1035
A-D					12	18
AB-CD	0.03	6.76	0.0	A	14	21
AB-C					712	1068
D-ABC	0.01	8.31	0.0	A	5	7
C-D					11	16
C-A					502	754
C-B					11	17
CD-AB	0.03	7.32	0.0	A	11	17
CD-A					506	759

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	522	0.047	24	0.0	0.0	7.231	A
A-B	3	0.64			3				
A-C	566	142			566				
A-D	10	3			10				
AB-CD	12	3	603	0.019	11	0.0	0.0	6.087	A
AB-C	584	146			584				
D-ABC	4	0.96	514	0.008	4	0.0	0.0	7.056	A
C-D	9	2			9				
C-A	412	103			412				
C-B	9	2			9				
CD-AB	9	2	580	0.016	9	0.0	0.0	6.306	A
CD-A	415	104			415				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	482	0.061	29	0.0	0.1	7.946	A
A-B	3	0.76			3				
A-C	676	169			676				
A-D	12	3			12				
AB-CD	14	3	580	0.024	14	0.0	0.0	6.352	A
AB-C	697	174			697				
D-ABC	5	1	483	0.010	5	0.0	0.0	7.516	A
C-D	10	3			10				
C-A	492	123			492				
C-B	11	3			11				
CD-AB	11	3	549	0.020	11	0.0	0.0	6.696	A
CD-A	496	124			496				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	425	0.085	36	0.1	0.1	9.243	A
A-B	4	0.93			4				
A-C	828	207			828				
A-D	15	4			15				
AB-CD	17	4	549	0.031	17	0.0	0.0	6.759	A
AB-C	854	213			854				
D-ABC	6	1	439	0.013	6	0.0	0.0	8.311	A
C-D	13	3			13				
C-A	603	151			603				
C-B	14	3			14				
CD-AB	14	3	505	0.027	14	0.0	0.0	7.323	A
CD-A	607	152			607				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	36	9	425	0.085	36	0.1	0.1	9.247	A
A-B	4	0.93			4				
A-C	828	207			828				
A-D	15	4			15				
AB-CD	17	4	549	0.031	17	0.0	0.0	6.759	A
AB-C	854	214			854				
D-ABC	6	1	439	0.013	6	0.0	0.0	8.311	A
C-D	13	3			13				
C-A	603	151			603				
C-B	14	3			14				
CD-AB	14	3	505	0.027	14	0.0	0.0	7.323	A
CD-A	607	152			607				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	482	0.061	30	0.1	0.1	7.952	A
A-B	3	0.76			3				
A-C	676	169			676				
A-D	12	3			12				
AB-CD	14	3	580	0.024	14	0.0	0.0	6.353	A
AB-C	697	174			697				
D-ABC	5	1	483	0.010	5	0.0	0.0	7.520	A
C-D	10	3			10				
C-A	492	123			492				
C-B	11	3			11				
CD-AB	11	3	549	0.020	11	0.0	0.0	6.697	A
CD-A	496	124			496				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	522	0.047	25	0.1	0.1	7.240	A
A-B	3	0.64			3				
A-C	566	142			566				
A-D	10	3			10				
AB-CD	12	3	603	0.019	12	0.0	0.0	6.088	A
AB-C	584	146			584				
D-ABC	4	0.96	514	0.008	4	0.0	0.0	7.056	A
C-D	9	2			9				
C-A	412	103			412				
C-B	9	2			9				
CD-AB	9	2	580	0.016	9	0.0	0.0	6.309	A
CD-A	415	104			415				

2026 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	425	100.000
B - Daphne S		ONE HOUR	✓	26	100.000
C - Penywern S		ONE HOUR	✓	733	100.000
D - Llewellyn Avenue		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	1	420	4
	B - Daphne S	2	0	24	0
	C - Penywern S	694	29	0	10
	D - Llewellyn Avenue	7	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.05	6.49	0.1	A	23	35
A-B					0.94	1
A-C					385	578
A-D					4	6
AB-CD	0.01	7.24	0.0	A	4	6
AB-C					407	610
D-ABC	0.02	7.51	0.0	A	7	10
C-D					9	14
C-A					636	955
C-B					26	39
CD-AB	0.05	6.21	0.1	A	26	39
CD-A					643	965

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19	5	635	0.030	19	0.0	0.0	5.839	A
A-B	0.77	0.19			0.77				
A-C	316	79			316				
A-D	3	0.77			3				
AB-CD	3	0.77	570	0.005	3	0.0	0.0	6.347	A
AB-C	334	83			334				
D-ABC	5	1	553	0.010	5	0.0	0.0	6.573	A
C-D	8	2			8				
C-A	522	131			522				
C-B	22	5			22				
CD-AB	22	5	653	0.033	21	0.0	0.0	5.702	A
CD-A	528	132			528				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	6	614	0.038	23	0.0	0.0	6.094	A
A-B	0.92	0.23			0.92				
A-C	377	94			377				
A-D	4	0.92			4				
AB-CD	4	0.92	541	0.007	4	0.0	0.0	6.693	A
AB-C	399	100			399				
D-ABC	6	2	525	0.012	6	0.0	0.0	6.936	A
C-D	9	2			9				
C-A	624	156			624				
C-B	26	6			26				
CD-AB	26	6	635	0.041	26	0.0	0.0	5.906	A
CD-A	630	157			630				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	582	0.048	28	0.0	0.1	6.494	A
A-B	1	0.28			1				
A-C	462	116			462				
A-D	5	1			5				
AB-CD	5	1	502	0.009	5	0.0	0.0	7.239	A
AB-C	488	122			488				
D-ABC	8	2	487	0.016	8	0.0	0.0	7.508	A
C-D	11	3			11				
C-A	764	191			764				
C-B	32	8			32				
CD-AB	32	8	611	0.052	32	0.0	0.1	6.210	A
CD-A	772	193			772				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	582	0.048	28	0.1	0.1	6.495	A
A-B	1	0.28			1				
A-C	462	116			462				
A-D	5	1			5				
AB-CD	5	1	502	0.009	5	0.0	0.0	7.239	A
AB-C	488	122			488				
D-ABC	8	2	487	0.016	8	0.0	0.0	7.508	A
C-D	11	3			11				
C-A	764	191			764				
C-B	32	8			32				
CD-AB	32	8	611	0.052	32	0.1	0.1	6.210	A
CD-A	772	193			772				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	23	6	614	0.038	23	0.1	0.0	6.095	A
A-B	0.92	0.23			0.92				
A-C	377	94			377				
A-D	4	0.92			4				
AB-CD	4	0.92	541	0.007	4	0.0	0.0	6.693	A
AB-C	399	100			399				
D-ABC	6	2	525	0.012	6	0.0	0.0	6.936	A
C-D	9	2			9				
C-A	624	156			624				
C-B	26	6			26				
CD-AB	26	6	635	0.041	26	0.1	0.0	5.907	A
CD-A	630	157			630				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	19	5	635	0.030	19	0.0	0.0	5.842	A
A-B	0.77	0.19			0.77				
A-C	316	79			316				
A-D	3	0.77			3				
AB-CD	3	0.77	570	0.005	3	0.0	0.0	6.349	A
AB-C	334	83			334				
D-ABC	5	1	553	0.010	5	0.0	0.0	6.576	A
C-D	8	2			8				
C-A	522	131			522				
C-B	22	5			22				
CD-AB	22	5	653	0.033	22	0.0	0.0	5.705	A
CD-A	528	132			528				

2029 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	786	100.000
B - Daphne S		ONE HOUR	✓	33	100.000
C - Penywern S		ONE HOUR	✓	584	100.000
D - Llewellyn Avenue		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	3	769	14
	B - Daphne S	7	0	24	2
	C - Penywern S	560	13	0	12
	D - Llewellyn Avenue	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.09	9.44	0.1	A	31	46
A-B					3	5
A-C					705	1058
A-D					12	19
AB-CD	0.03	6.81	0.0	A	14	22
AB-C					727	1091
D-ABC	0.01	8.42	0.0	A	5	7
C-D					11	16
C-A					514	770
C-B					12	17
CD-AB	0.03	7.41	0.0	A	12	17
CD-A					517	776

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	518	0.049	25	0.0	0.1	7.306	A
A-B	3	0.65			3				
A-C	579	145			579				
A-D	10	3			10				
AB-CD	12	3	600	0.020	12	0.0	0.0	6.116	A
AB-C	597	149			597				
D-ABC	4	0.99	511	0.008	4	0.0	0.0	7.104	A
C-D	9	2			9				
C-A	421	105			421				
C-B	9	2			9				
CD-AB	9	2	576	0.016	9	0.0	0.0	6.348	A
CD-A	424	106			424				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	477	0.063	30	0.1	0.1	8.055	A
A-B	3	0.78			3				
A-C	691	173			691				
A-D	12	3			12				
AB-CD	14	4	577	0.024	14	0.0	0.0	6.390	A
AB-C	713	178			713				
D-ABC	5	1	479	0.010	5	0.0	0.0	7.585	A
C-D	11	3			11				
C-A	503	126			503				
C-B	11	3			11				
CD-AB	11	3	544	0.021	11	0.0	0.0	6.753	A
CD-A	507	127			507				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	418	0.088	37	0.1	0.1	9.433	A
A-B	4	0.95			4				
A-C	846	212			846				
A-D	15	4			15				
AB-CD	17	4	546	0.032	17	0.0	0.0	6.812	A
AB-C	873	218			873				
D-ABC	6	1	433	0.013	6	0.0	0.0	8.423	A
C-D	13	3			13				
C-A	616	154			616				
C-B	14	3			14				
CD-AB	14	3	500	0.028	14	0.0	0.0	7.406	A
CD-A	621	155			621				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	418	0.088	37	0.1	0.1	9.439	A
A-B	4	0.95			4				
A-C	846	212			846				
A-D	15	4			15				
AB-CD	17	4	546	0.032	17	0.0	0.0	6.812	A
AB-C	873	218			873				
D-ABC	6	1	433	0.013	6	0.0	0.0	8.423	A
C-D	13	3			13				
C-A	616	154			616				
C-B	14	3			14				
CD-AB	14	3	500	0.028	14	0.0	0.0	7.406	A
CD-A	621	155			621				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30	8	477	0.063	30	0.1	0.1	8.061	A
A-B	3	0.78			3				
A-C	691	173			691				
A-D	12	3			12				
AB-CD	14	4	577	0.024	14	0.0	0.0	6.391	A
AB-C	713	178			713				
D-ABC	5	1	479	0.010	5	0.0	0.0	7.589	A
C-D	11	3			11				
C-A	503	126			503				
C-B	11	3			11				
CD-AB	11	3	544	0.021	11	0.0	0.0	6.756	A
CD-A	507	127			507				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	25	6	517	0.049	25	0.1	0.1	7.316	A
A-B	3	0.65			3				
A-C	579	145			579				
A-D	10	3			10				
AB-CD	12	3	600	0.020	12	0.0	0.0	6.117	A
AB-C	597	149			597				
D-ABC	4	0.99	511	0.008	4	0.0	0.0	7.108	A
C-D	9	2			9				
C-A	421	105			421				
C-B	9	2			9				
CD-AB	9	2	576	0.016	9	0.0	0.0	6.348	A
CD-A	424	106			424				

2029 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	435	100.000
B - Daphne S		ONE HOUR	✓	26	100.000
C - Penywern S		ONE HOUR	✓	749	100.000
D - Llewellyn Avenue		ONE HOUR	✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	1	429	4
	B - Daphne S	2	0	24	0
	C - Penywern S	709	29	0	10
	D - Llewellyn Avenue	7	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.05	6.55	0.1	A	24	36
A-B					0.96	1
A-C					394	591
A-D					4	6
AB-CD	0.01	7.31	0.0	A	4	6
AB-C					416	624
D-ABC	0.02	7.59	0.0	A	7	10
C-D					10	14
C-A					651	976
C-B					27	40
CD-AB	0.05	6.25	0.1	A	27	40
CD-A					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	633	0.031	20	0.0	0.0	5.867	A
A-B	0.79	0.20			0.79				
A-C	323	81			323				
A-D	3	0.79			3				
AB-CD	3	0.79	567	0.006	3	0.0	0.0	6.385	A
AB-C	341	85			341				
D-ABC	6	1	550	0.010	5	0.0	0.0	6.613	A
C-D	8	2			8				
C-A	534	133			534				
C-B	22	6			22				
CD-AB	22	6	651	0.034	22	0.0	0.0	5.725	A
CD-A	539	135			539				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	611	0.039	24	0.0	0.0	6.131	A
A-B	0.94	0.24			0.94				
A-C	386	96			386				
A-D	4	0.94			4				
AB-CD	4	0.94	537	0.007	4	0.0	0.0	6.744	A
AB-C	408	102			408				
D-ABC	7	2	522	0.013	7	0.0	0.0	6.989	A
C-D	9	2			9				
C-A	638	159			638				
C-B	26	7			26				
CD-AB	26	7	633	0.042	26	0.0	0.0	5.935	A
CD-A	644	161			644				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	578	0.050	29	0.0	0.1	6.548	A
A-B	1	0.29			1				
A-C	473	118			473				
A-D	5	1			5				
AB-CD	5	1	497	0.009	5	0.0	0.0	7.312	A
AB-C	499	125			499				
D-ABC	8	2	483	0.017	8	0.0	0.0	7.585	A
C-D	12	3			12				
C-A	781	195			781				
C-B	32	8			32				
CD-AB	32	8	608	0.053	32	0.0	0.1	6.249	A
CD-A	789	197			789				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29	7	578	0.050	29	0.1	0.1	6.549	A
A-B	1	0.29			1				
A-C	473	118			473				
A-D	5	1			5				
AB-CD	5	1	497	0.009	5	0.0	0.0	7.312	A
AB-C	499	125			499				
D-ABC	8	2	483	0.017	8	0.0	0.0	7.585	A
C-D	12	3			12				
C-A	781	195			781				
C-B	32	8			32				
CD-AB	32	8	608	0.053	32	0.1	0.1	6.249	A
CD-A	789	197			789				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	611	0.039	24	0.1	0.0	6.135	A
A-B	0.94	0.24			0.94				
A-C	386	96			386				
A-D	4	0.94			4				
AB-CD	4	0.94	537	0.007	4	0.0	0.0	6.744	A
AB-C	408	102			408				
D-ABC	7	2	522	0.013	7	0.0	0.0	6.992	A
C-D	9	2			9				
C-A	638	159			638				
C-B	26	7			26				
CD-AB	26	7	633	0.042	26	0.1	0.0	5.936	A
CD-A	644	161			644				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20	5	633	0.031	20	0.0	0.0	5.870	A
A-B	0.79	0.20			0.79				
A-C	323	81			323				
A-D	3	0.79			3				
AB-CD	3	0.79	567	0.006	3	0.0	0.0	6.387	A
AB-C	341	85			341				
D-ABC	6	1	550	0.010	6	0.0	0.0	6.613	A
C-D	8	2			8				
C-A	534	133			534				
C-B	22	6			22				
CD-AB	22	6	651	0.034	22	0.0	0.0	5.730	A
CD-A	539	135			539				

2029 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2029 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	786	100.000
B - Daphne S		ONE HOUR	✓	117	100.000
C - Penywern S		ONE HOUR	✓	624	100.000
D - Llewellyn Avenue		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	3	769	14
	B - Daphne S	7	0	101	9
	C - Penywern S	560	53	0	12
	D - Llewellyn Avenue	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.27	10.33	0.4	B	107	161
A-B					3	5
A-C					705	1058
A-D					12	19
AB-CD	0.05	7.07	0.0	A	21	31
AB-C					798	1196
D-ABC	0.01	8.89	0.0	A	5	7
C-D					11	16
C-A					514	770
C-B					49	73
CD-AB	0.12	8.14	0.1	A	49	73
CD-A					517	776

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	88	22	565	0.155	87	0.0	0.2	7.518	A
A-B	3	0.65			3				
A-C	579	145			579				
A-D	10	3			10				
AB-CD	17	4	592	0.028	17	0.0	0.0	6.254	A
AB-C	654	163			654				
D-ABC	4	0.99	498	0.008	4	0.0	0.0	7.290	A
C-D	9	2			9				
C-A	421	105			421				
C-B	40	10			40				
CD-AB	40	10	577	0.069	40	0.0	0.1	6.701	A
CD-A	424	106			424				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	105	26	529	0.198	105	0.2	0.2	8.480	A
A-B	3	0.78			3				
A-C	691	173			691				
A-D	12	3			12				
AB-CD	20	5	568	0.035	20	0.0	0.0	6.574	A
AB-C	781	195			781				
D-ABC	5	1	463	0.010	5	0.0	0.0	7.858	A
C-D	11	3			11				
C-A	503	126			503				
C-B	48	12			48				
CD-AB	48	12	545	0.087	48	0.1	0.1	7.243	A
CD-A	507	127			507				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	128	32	477	0.269	128	0.2	0.4	10.305	B
A-B	4	0.95			4				
A-C	846	212			846				
A-D	15	4			15				
AB-CD	25	6	534	0.046	25	0.0	0.0	7.068	A
AB-C	957	239			957				
D-ABC	6	1	411	0.014	6	0.0	0.0	8.891	A
C-D	13	3			13				
C-A	616	154			616				
C-B	58	15			58				
CD-AB	58	15	501	0.117	58	0.1	0.1	8.133	A
CD-A	621	155			621				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	128	32	477	0.269	128	0.4	0.4	10.334	B
A-B	4	0.95			4				
A-C	846	212			846				
A-D	15	4			15				
AB-CD	25	6	534	0.046	25	0.0	0.0	7.069	A
AB-C	957	239			957				
D-ABC	6	1	411	0.014	6	0.0	0.0	8.893	A
C-D	13	3			13				
C-A	616	154			616				
C-B	58	15			58				
CD-AB	58	15	501	0.117	58	0.1	0.1	8.138	A
CD-A	621	155			621				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	105	26	529	0.198	105	0.4	0.3	8.508	A
A-B	3	0.78			3				
A-C	691	173			691				
A-D	12	3			12				
AB-CD	20	5	568	0.035	20	0.0	0.0	6.578	A
AB-C	782	195			782				
D-ABC	5	1	463	0.010	5	0.0	0.0	7.860	A
C-D	11	3			11				
C-A	503	126			503				
C-B	48	12			48				
CD-AB	48	12	545	0.087	48	0.1	0.1	7.250	A
CD-A	507	127			507				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	88	22	565	0.155	88	0.3	0.2	7.547	A
A-B	3	0.65			3				
A-C	579	145			579				
A-D	10	3			10				
AB-CD	17	4	592	0.028	17	0.0	0.0	6.257	A
AB-C	655	164			655				
D-ABC	4	0.99	498	0.008	4	0.0	0.0	7.295	A
C-D	9	2			9				
C-A	421	105			421				
C-B	40	10			40				
CD-AB	40	10	577	0.069	40	0.1	0.1	6.709	A
CD-A	424	106			424				

2029 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2029 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	435	100.000
B - Daphne S		ONE HOUR	✓	64	100.000
C - Penywern S		ONE HOUR	✓	813	100.000
D - Llewellyn Avenue		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	1	429	4
	B - Daphne S	2	0	62	0
	C - Penywern S	709	93	0	10
	D - Llewellyn Avenue	7	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.12	6.80	0.1	A	59	88
A-B					0.96	1
A-C					394	591
A-D					4	6
AB-CD	0.01	7.60	0.0	A	4	6
AB-C					451	676
D-ABC	0.02	7.94	0.0	A	9	13
C-D					10	14
C-A					651	976
C-B					85	128
CD-AB	0.17	7.11	0.2	A	88	132
CD-A					657	986

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	48	12	650	0.074	48	0.0	0.1	5.974	A
A-B	0.79	0.20			0.79				
A-C	323	81			323				
A-D	3	0.79			3				
AB-CD	3	0.79	554	0.006	3	0.0	0.0	6.534	A
AB-C	369	92			369				
D-ABC	7	2	537	0.014	7	0.0	0.0	6.791	A
C-D	8	2			8				
C-A	534	133			534				
C-B	70	17			70				
CD-AB	72	18	651	0.110	71	0.0	0.1	6.202	A
CD-A	539	135			539				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	57	14	629	0.091	57	0.1	0.1	6.293	A
A-B	0.94	0.24			0.94				
A-C	386	96			386				
A-D	4	0.94			4				
AB-CD	4	0.94	522	0.007	4	0.0	0.0	6.944	A
AB-C	441	110			441				
D-ABC	9	2	507	0.017	9	0.0	0.0	7.228	A
C-D	9	2			9				
C-A	638	159			638				
C-B	83	21			83				
CD-AB	86	21	634	0.135	86	0.1	0.2	6.561	A
CD-A	644	161			644				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	70	18	600	0.117	70	0.1	0.1	6.793	A
A-B	1	0.29			1				
A-C	473	118			473				
A-D	5	1			5				
AB-CD	5	1	478	0.010	5	0.0	0.0	7.603	A
AB-C	541	135			541				
D-ABC	11	3	464	0.023	11	0.0	0.0	7.935	A
C-D	12	3			12				
C-A	781	195			781				
C-B	102	26			102				
CD-AB	106	26	612	0.173	105	0.2	0.2	7.102	A
CD-A	788	197			788				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	70	18	600	0.117	70	0.1	0.1	6.796	A
A-B	1	0.29			1				
A-C	473	118			473				
A-D	5	1			5				
AB-CD	5	1	478	0.010	5	0.0	0.0	7.603	A
AB-C	541	135			541				
D-ABC	11	3	464	0.023	11	0.0	0.0	7.935	A
C-D	12	3			12				
C-A	781	195			781				
C-B	102	26			102				
CD-AB	106	26	612	0.173	106	0.2	0.2	7.107	A
CD-A	788	197			788				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	57	14	629	0.091	58	0.1	0.1	6.296	A
A-B	0.94	0.24			0.94				
A-C	386	96			386				
A-D	4	0.94			4				
AB-CD	4	0.94	522	0.007	4	0.0	0.0	6.947	A
AB-C	442	110			442				
D-ABC	9	2	507	0.017	9	0.0	0.0	7.232	A
C-D	9	2			9				
C-A	638	159			638				
C-B	83	21			83				
CD-AB	86	21	634	0.135	86	0.2	0.2	6.571	A
CD-A	644	161			644				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	48	12	650	0.074	48	0.1	0.1	5.981	A
A-B	0.79	0.20			0.79				
A-C	323	81			323				
A-D	3	0.79			3				
AB-CD	3	0.79	554	0.006	3	0.0	0.0	6.536	A
AB-C	370	92			370				
D-ABC	7	2	537	0.014	7	0.0	0.0	6.791	A
C-D	8	2			8				
C-A	534	133			534				
C-B	70	17			70				
CD-AB	72	18	651	0.110	72	0.2	0.1	6.215	A
CD-A	539	135			539				

2044 B, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	874	100.000
B - Daphne S		ONE HOUR	✓	37	100.000
C - Penywern S		ONE HOUR	✓	649	100.000
D - Llewellyn Avenue		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	4	855	15
	B - Daphne S	8	0	27	2
	C - Penywern S	622	14	0	13
	D - Llewellyn Avenue	5	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.11	10.61	0.1	B	34	51
A-B					4	5
A-C					785	1177
A-D					14	21
AB-CD	0.04	7.10	0.0	A	16	24
AB-C					809	1214
D-ABC	0.02	9.08	0.0	A	5	8
C-D					12	18
C-A					571	857
C-B					13	19
CD-AB	0.03	7.87	0.0	A	13	19
CD-A					575	863

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	494	0.057	28	0.0	0.1	7.715	A
A-B	3	0.72			3				
A-C	644	161			644				
A-D	11	3			11				
AB-CD	13	3	587	0.022	13	0.0	0.0	6.272	A
AB-C	664	166			664				
D-ABC	4	1	493	0.009	4	0.0	0.0	7.372	A
C-D	10	2			10				
C-A	469	117			469				
C-B	11	3			11				
CD-AB	11	3	558	0.019	10	0.0	0.0	6.576	A
CD-A	472	118			472				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	448	0.075	33	0.1	0.1	8.679	A
A-B	3	0.86			3				
A-C	769	192			769				
A-D	14	3			14				
AB-CD	16	4	562	0.028	16	0.0	0.0	6.594	A
AB-C	793	198			793				
D-ABC	5	1	457	0.011	5	0.0	0.0	7.973	A
C-D	12	3			12				
C-A	560	140			560				
C-B	13	3			13				
CD-AB	13	3	522	0.024	13	0.0	0.0	7.064	A
CD-A	564	141			564				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	380	0.108	41	0.1	0.1	10.605	B
A-B	4	1			4				
A-C	941	235			941				
A-D	17	4			17				
AB-CD	19	5	526	0.037	19	0.0	0.0	7.098	A
AB-C	971	243			971				
D-ABC	6	2	403	0.016	6	0.0	0.0	9.083	A
C-D	14	4			14				
C-A	685	171			685				
C-B	15	4			15				
CD-AB	15	4	473	0.033	15	0.0	0.0	7.873	A
CD-A	690	173			690				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41	10	380	0.108	41	0.1	0.1	10.614	B
A-B	4	1			4				
A-C	941	235			941				
A-D	17	4			17				
AB-CD	19	5	526	0.037	19	0.0	0.0	7.098	A
AB-C	971	243			971				
D-ABC	6	2	403	0.016	6	0.0	0.0	9.084	A
C-D	14	4			14				
C-A	685	171			685				
C-B	15	4			15				
CD-AB	15	4	473	0.033	15	0.0	0.0	7.873	A
CD-A	690	173			690				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33	8	448	0.075	34	0.1	0.1	8.691	A
A-B	3	0.86			3				
A-C	769	192			769				
A-D	14	3			14				
AB-CD	16	4	562	0.028	16	0.0	0.0	6.598	A
AB-C	793	198			793				
D-ABC	5	1	457	0.011	5	0.0	0.0	7.976	A
C-D	12	3			12				
C-A	560	140			560				
C-B	13	3			13				
CD-AB	13	3	522	0.024	13	0.0	0.0	7.065	A
CD-A	564	141			564				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	28	7	494	0.057	28	0.1	0.1	7.727	A
A-B	3	0.72			3				
A-C	644	161			644				
A-D	11	3			11				
AB-CD	13	3	587	0.022	13	0.0	0.0	6.275	A
AB-C	664	166			664				
D-ABC	4	1	493	0.009	4	0.0	0.0	7.376	A
C-D	10	2			10				
C-A	469	117			469				
C-B	11	3			11				
CD-AB	11	3	558	0.019	11	0.0	0.0	6.577	A
CD-A	472	118			472				

2044 B, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 B	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	481	100.000
B - Daphne S		ONE HOUR	✓	29	100.000
C - Penywern S		ONE HOUR	✓	829	100.000
D - Llewellyn Avenue		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	1	475	5
	B - Daphne S	2	0	27	0
	C - Penywern S	785	32	0	12
	D - Llewellyn Avenue	8	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.06	6.83	0.1	A	27	40
A-B					1	2
A-C					436	654
A-D					4	6
AB-CD	0.01	7.69	0.0	A	4	6
AB-C					461	691
D-ABC	0.02	7.98	0.0	A	7	11
C-D					11	16
C-A					721	1081
C-B					30	45
CD-AB	0.06	6.45	0.1	A	30	45
CD-A					728	1092

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	5	621	0.035	22	0.0	0.0	6.008	A
A-B	0.87	0.22			0.87				
A-C	358	89			358				
A-D	3	0.87			3				
AB-CD	3	0.87	551	0.006	3	0.0	0.0	6.578	A
AB-C	378	94			378				
D-ABC	6	2	534	0.011	6	0.0	0.0	6.815	A
C-D	9	2			9				
C-A	591	148			591				
C-B	24	6			24				
CD-AB	24	6	641	0.038	24	0.0	0.0	5.838	A
CD-A	597	149			597				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	7	595	0.044	26	0.0	0.0	6.321	A
A-B	1	0.26			1				
A-C	427	107			427				
A-D	4	1			4				
AB-CD	4	1	518	0.008	4	0.0	0.0	7.004	A
AB-C	451	113			451				
D-ABC	7	2	503	0.015	7	0.0	0.0	7.261	A
C-D	10	3			10				
C-A	706	176			706				
C-B	29	7			29				
CD-AB	29	7	621	0.047	29	0.0	0.0	6.081	A
CD-A	713	178			713				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	559	0.057	32	0.0	0.1	6.830	A
A-B	1	0.32			1				
A-C	523	131			523				
A-D	5	1			5				
AB-CD	5	1	473	0.011	5	0.0	0.0	7.692	A
AB-C	553	138			553				
D-ABC	9	2	460	0.019	9	0.0	0.0	7.984	A
C-D	13	3			13				
C-A	865	216			865				
C-B	36	9			36				
CD-AB	36	9	594	0.060	36	0.0	0.1	6.448	A
CD-A	873	218			873				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32	8	559	0.057	32	0.1	0.1	6.830	A
A-B	1	0.32			1				
A-C	523	131			523				
A-D	5	1			5				
AB-CD	5	1	473	0.011	5	0.0	0.0	7.692	A
AB-C	553	138			553				
D-ABC	9	2	460	0.019	9	0.0	0.0	7.984	A
C-D	13	3			13				
C-A	865	216			865				
C-B	36	9			36				
CD-AB	36	9	594	0.060	36	0.1	0.1	6.448	A
CD-A	874	218			874				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	26	7	595	0.044	26	0.1	0.0	6.323	A
A-B	1	0.26			1				
A-C	427	107			427				
A-D	4	1			4				
AB-CD	4	1	518	0.008	4	0.0	0.0	7.007	A
AB-C	451	113			451				
D-ABC	7	2	503	0.015	7	0.0	0.0	7.262	A
C-D	10	3			10				
C-A	706	176			706				
C-B	29	7			29				
CD-AB	29	7	621	0.047	29	0.1	0.0	6.082	A
CD-A	713	178			713				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	22	5	621	0.035	22	0.0	0.0	6.011	A
A-B	0.87	0.22			0.87				
A-C	358	89			358				
A-D	3	0.87			3				
AB-CD	3	0.87	551	0.006	3	0.0	0.0	6.581	A
AB-C	378	94			378				
D-ABC	6	2	534	0.011	6	0.0	0.0	6.818	A
C-D	9	2			9				
C-A	591	148			591				
C-B	24	6			24				
CD-AB	24	6	641	0.038	24	0.0	0.0	5.843	A
CD-A	597	149			597				

2044 B+D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2044 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	874	100.000
B - Daphne S		ONE HOUR	✓	120	100.000
C - Penywern S		ONE HOUR	✓	690	100.000
D - Llewellyn Avenue		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	4	855	15
	B - Daphne S	8	0	103	9
	C - Penywern S	622	54	0	13
	D - Llewellyn Avenue	5	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.30	11.67	0.4	B	111	166
A-B					4	5
A-C					785	1177
A-D					14	21
AB-CD	0.05	7.38	0.1	A	22	33
AB-C					879	1319
D-ABC	0.02	9.69	0.0	A	5	8
C-D					12	18
C-A					571	857
C-B					50	75
CD-AB	0.13	8.70	0.1	A	50	75
CD-A					575	863

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	543	0.167	90	0.0	0.2	7.938	A
A-B	3	0.72			3				
A-C	644	161			644				
A-D	11	3			11				
AB-CD	18	5	579	0.031	18	0.0	0.0	6.416	A
AB-C	721	180			721				
D-ABC	4	1	479	0.009	4	0.0	0.0	7.579	A
C-D	10	2			10				
C-A	469	117			469				
C-B	41	10			41				
CD-AB	41	10	558	0.073	41	0.0	0.1	6.953	A
CD-A	472	118			472				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	108	27	501	0.216	108	0.2	0.3	9.146	A
A-B	3	0.86			3				
A-C	769	192			769				
A-D	14	3			14				
AB-CD	22	5	552	0.039	22	0.0	0.0	6.789	A
AB-C	861	215			861				
D-ABC	5	1	439	0.012	5	0.0	0.0	8.291	A
C-D	12	3			12				
C-A	560	140			560				
C-B	49	12			49				
CD-AB	49	12	523	0.094	49	0.1	0.1	7.597	A
CD-A	564	141			564				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	133	33	441	0.301	132	0.3	0.4	11.626	B
A-B	4	1			4				
A-C	941	235			941				
A-D	17	4			17				
AB-CD	27	7	514	0.052	26	0.0	0.1	7.377	A
AB-C	1055	264			1055				
D-ABC	6	2	378	0.017	6	0.0	0.0	9.684	A
C-D	14	4			14				
C-A	685	171			685				
C-B	60	15			60				
CD-AB	60	15	474	0.127	60	0.1	0.1	8.690	A
CD-A	690	173			690				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	133	33	441	0.301	133	0.4	0.4	11.673	B
A-B	4	1			4				
A-C	941	235			941				
A-D	17	4			17				
AB-CD	27	7	514	0.052	27	0.1	0.1	7.377	A
AB-C	1055	264			1055				
D-ABC	6	2	378	0.017	6	0.0	0.0	9.686	A
C-D	14	4			14				
C-A	685	171			685				
C-B	60	15			60				
CD-AB	60	15	474	0.127	60	0.1	0.1	8.697	A
CD-A	690	173			690				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	108	27	501	0.216	109	0.4	0.3	9.188	A
A-B	3	0.86			3				
A-C	769	192			769				
A-D	14	3			14				
AB-CD	22	5	552	0.039	22	0.1	0.0	6.794	A
AB-C	862	216			862				
D-ABC	5	1	439	0.012	5	0.0	0.0	8.295	A
C-D	12	3			12				
C-A	560	140			560				
C-B	49	12			49				
CD-AB	49	12	523	0.094	49	0.1	0.1	7.605	A
CD-A	564	141			564				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	91	23	543	0.167	91	0.3	0.2	7.976	A
A-B	3	0.72			3				
A-C	644	161			644				
A-D	11	3			11				
AB-CD	18	5	579	0.031	18	0.0	0.0	6.420	A
AB-C	722	180			722				
D-ABC	4	1	479	0.009	4	0.0	0.0	7.584	A
C-D	10	2			10				
C-A	469	117			469				
C-B	41	10			41				
CD-AB	41	10	558	0.073	41	0.1	0.1	6.966	A
CD-A	472	118			472				

2044 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Llewellyn Av/ Daphne Rd (S)	Left-Right Stagger	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2044 B+D	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Penywern N		ONE HOUR	✓	481	100.000
B - Daphne S		ONE HOUR	✓	67	100.000
C - Penywern S		ONE HOUR	✓	893	100.000
D - Llewellyn Avenue		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	1	475	5
	B - Daphne S	2	0	64	0
	C - Penywern S	785	96	0	12
	D - Llewellyn Avenue	8	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Penywern N	B - Daphne S	C - Penywern S	D - Llewellyn Avenue
From	A - Penywern N	0	0	4	0
	B - Daphne S	0	0	0	0
	C - Penywern S	4	0	0	0
	D - Llewellyn Avenue	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.13	7.09	0.1	A	61	92
A-B					1	2
A-C					436	654
A-D					4	6
AB-CD	0.01	8.01	0.0	A	4	6
AB-C					495	743
D-ABC	0.03	8.37	0.0	A	10	15
C-D					11	16
C-A					721	1081
C-B					88	132
CD-AB	0.18	7.35	0.2	A	91	136
CD-A					728	1091

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	13	638	0.079	50	0.0	0.1	6.119	A
A-B	0.87	0.22			0.87				
A-C	358	89			358				
A-D	3	0.87			3				
AB-CD	3	0.87	538	0.006	3	0.0	0.0	6.737	A
AB-C	406	102			406				
D-ABC	8	2	522	0.015	8	0.0	0.0	7.005	A
C-D	9	2			9				
C-A	591	148			591				
C-B	72	18			72				
CD-AB	74	19	642	0.116	74	0.0	0.1	6.334	A
CD-A	597	149			597				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	60	15	615	0.098	60	0.1	0.1	6.489	A
A-B	1	0.26			1				
A-C	427	107			427				
A-D	4	1			4				
AB-CD	4	1	503	0.008	4	0.0	0.0	7.219	A
AB-C	485	121			485				
D-ABC	9	2	488	0.019	9	0.0	0.0	7.520	A
C-D	10	3			10				
C-A	706	176			706				
C-B	86	22			86				
CD-AB	89	22	623	0.143	89	0.1	0.2	6.735	A
CD-A	713	178			713				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	73	18	581	0.126	73	0.1	0.1	7.087	A
A-B	1	0.32			1				
A-C	523	131			523				
A-D	5	1			5				
AB-CD	5	1	454	0.011	5	0.0	0.0	8.014	A
AB-C	594	149			594				
D-ABC	12	3	442	0.026	12	0.0	0.0	8.372	A
C-D	13	3			13				
C-A	865	216			865				
C-B	106	26			106				
CD-AB	109	27	599	0.183	109	0.2	0.2	7.346	A
CD-A	873	218			873				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	73	18	581	0.126	73	0.1	0.1	7.090	A
A-B	1	0.32			1				
A-C	523	131			523				
A-D	5	1			5				
AB-CD	5	1	454	0.011	5	0.0	0.0	8.014	A
AB-C	594	149			594				
D-ABC	12	3	442	0.026	12	0.0	0.0	8.372	A
C-D	13	3			13				
C-A	865	216			865				
C-B	106	26			106				
CD-AB	109	27	599	0.183	109	0.2	0.2	7.352	A
CD-A	873	218			873				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	60	15	615	0.098	60	0.1	0.1	6.492	A
A-B	1	0.26			1				
A-C	427	107			427				
A-D	4	1			4				
AB-CD	4	1	503	0.008	4	0.0	0.0	7.222	A
AB-C	485	121			485				
D-ABC	9	2	488	0.019	10	0.0	0.0	7.521	A
C-D	10	3			10				
C-A	706	176			706				
C-B	86	22			86				
CD-AB	89	22	623	0.143	89	0.2	0.2	6.744	A
CD-A	713	178			713				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	50	13	638	0.079	50	0.1	0.1	6.126	A
A-B	0.87	0.22			0.87				
A-C	358	89			358				
A-D	3	0.87			3				
AB-CD	3	0.87	538	0.006	3	0.0	0.0	6.737	A
AB-C	406	102			406				
D-ABC	8	2	522	0.015	8	0.0	0.0	7.005	A
C-D	9	2			9				
C-A	591	148			591				
C-B	72	18			72				
CD-AB	74	19	642	0.116	74	0.2	0.1	6.347	A
CD-A	597	149			597				

Appendix R

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: S4&S5 Roundabouts AM existing.j9
Path: K:\T23\Jobs\T23.148 Leiros Park\Analysis\Modelling\2025 TA\Planning submission TA modelling
Report generation date: 25/06/2026 12:46:28

»2026 Observed, AM
»2029 Base, AM
»2029 Base + Dev, AM
»2044 Base, AM
»2044 Base + Dev, AM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Observed			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	15.1	79.91	0.98	F
1 - Cadoxton Rd/ B4434 - 2 - B4434	13.1	71.78	0.97	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	5.7	55.81	0.87	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	31.7	371.81	1.18	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	2.8	144.36	0.80	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	6.3	37.82	0.88	E
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	31.9	146.38	1.05	F
	2029 Base			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	16.3	85.95	0.99	F
1 - Cadoxton Rd/ B4434 - 2 - B4434	16.1	84.93	0.99	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	6.8	65.48	0.90	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	35.7	426.31	1.21	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	3.0	153.52	0.82	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	6.9	41.17	0.89	E
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	39.0	172.83	1.08	F
	2029 Base + Dev			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	17.6	93.22	0.99	F
1 - Cadoxton Rd/ B4434 - 2 - B4434	23.2	114.00	1.02	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	9.0	83.87	0.94	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	48.6	603.08	1.27	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	3.6	181.27	0.86	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	8.9	51.18	0.93	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	80.3	396.93	1.19	F
	2044 Base			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	23.6	123.26	1.01	F
1 - Cadoxton Rd/ B4434 - 2 - B4434	45.7	203.29	1.10	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	17.7	143.91	1.02	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	69.2	829.05	1.35	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	4.8	219.79	0.92	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	9.8	55.40	0.93	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	85.3	433.72	1.21	F
	2044 Base + Dev			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	24.8	128.00	1.00	F
1 - Cadoxton Rd/ B4434 - 2 - B4434	58.3	278.50	1.14	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	22.4	174.86	1.06	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	84.2	1035.47	1.40	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	5.7	253.73	0.96	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	12.1	68.12	0.95	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	149.8	728.50	1.32	F

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.

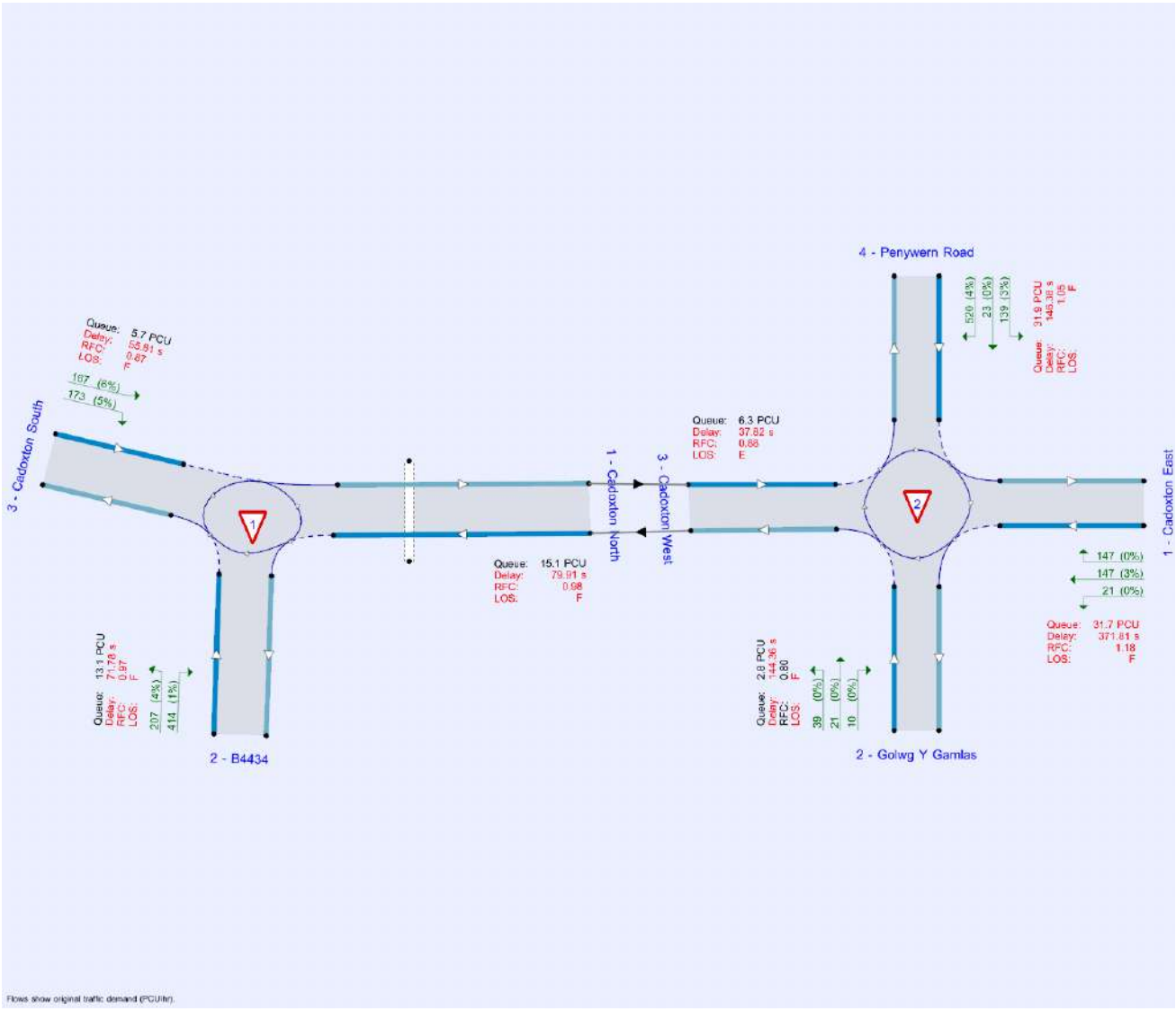
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	15/06/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓
D3	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓
D5	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D7	2044 Base	AM	ONE HOUR	07:45	09:15	15	✓
D9	2044 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	✓	100.000	100.000

2026 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	71.79	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	150.92	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1 - Cadoxton Rd/ B4434	1	Cadoxton North	
	2	B4434	
	3	Cadoxton South	
2 - Cadoxton Rd / Penywern Rd	1	Cadoxton East	
	2	Golwg Y Gamlas	
	3	Cadoxton West	
	4	Penywern Road	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	3.90	7.20	8.8	19.1	30.0	40.2	
	2 - B4434	3.20	7.80	40.0	20.0	30.0	26.5	
	3 - Cadoxton South	3.25	6.90	27.6	25.9	30.0	19.7	
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	3.70	4.40	2.4	23.8	25.5	19.7	
	2 - Golwg Y Gamlas	3.55	4.10	0.7	23.0	25.5	26.0	
	3 - Cadoxton West	3.70	3.70	0.0	28.7	25.5	21.3	
	4 - Penywern Road	3.70	5.00	1.1	19.9	25.5	24.6	

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	11.00	3.00	2.00	3.00	6.00	8.00	30.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	Direct	QLS	-715
	2 - B4434	Direct	QLS	-1080
	3 - Cadoxton South	Direct	QLS	-1070
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	Direct	QLS	-635
	2 - Golwg Y Gamlas	Direct	QLS	-600
	3 - Cadoxton West	Direct	QLS	-350
	4 - Penywern Road	Direct	QLS	-425

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.621	860
	2 - B4434	0.726	933
	3 - Cadoxton South	0.702	774
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	0.590	649
	2 - Golwg Y Gamlas	0.554	546
	3 - Cadoxton West	0.567	822
	4 - Penywern Road	0.570	801

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Observed	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	625	100.000
	3 - Cadoxton South		ONE HOUR	✓	357	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	317	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	70	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	684	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	8	421	283
	2 - B4434	414	4	207
	3 - Cadoxton South	167	173	17

Proportions

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0.01	0.59	0.40
	2 - B4434	0.66	0.01	0.33
	3 - Cadoxton South	0.47	0.48	0.05

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	2	21	147	147
	2 - Golwg Y Gamlas	10	0	39	21
	3 - Cadoxton West	95	36	0	462
	4 - Penywern Road	139	23	520	2

Proportions

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	0.01	0.07	0
	2 - Golwg Y Gamlas	0.14	0.00	0
	3 - Cadoxton West	0.16	0.06	0
	4 - Penywern Road	0.20	0.03	0

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	2	6
	2 - B4434	1	0	4
	3 - Cadoxton South	6	5	18

Average PCU Per Veh

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	1.130	1.020	1.060
	2 - B4434	1.010	1.000	1.040
	3 - Cadoxton South	1.060	1.050	1.180

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	3	0
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	5	3	0	2
	4 - Penywern Road	3	0	4	0

Average PCU Per Veh

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	1.000	1.000	1.
	2 - Golwg Y Gamlas	1.000	1.000	1.
	3 - Cadoxton West	1.050	1.030	1.
	4 - Penywern Road	1.030	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	536	536	15.06
		2 - B4434	471	471	
		3 - Cadoxton South	269	269	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	239	239	
		2 - Golwg Y Gamlas	53	53	
		3 - Cadoxton West	446	446	
		4 - Penywern Road	515	515	
08:00-08:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	640	640	17.98
		2 - B4434	562	562	
		3 - Cadoxton South	321	321	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	285	285	
		2 - Golwg Y Gamlas	63	63	
		3 - Cadoxton West	533	533	
		4 - Penywern Road	615	615	
08:15-08:30	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	784	784	22.02
		2 - B4434	688	688	
		3 - Cadoxton South	393	393	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	349	349	
		2 - Golwg Y Gamlas	77	77	
		3 - Cadoxton West	653	653	
		4 - Penywern Road	753	753	
08:30-08:45	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	784	784	22.02
		2 - B4434	688	688	
		3 - Cadoxton South	393	393	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	349	349	
		2 - Golwg Y Gamlas	77	77	
		3 - Cadoxton West	653	653	
		4 - Penywern Road	753	753	
08:45-09:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	640	640	17.98
		2 - B4434	562	562	
		3 - Cadoxton South	321	321	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	285	285	
		2 - Golwg Y Gamlas	63	63	
		3 - Cadoxton West	533	533	
		4 - Penywern Road	615	615	
09:00-09:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	536	536	15.06
		2 - B4434	471	471	
		3 - Cadoxton South	269	269	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	239	239	
		2 - Golwg Y Gamlas	53	53	
		3 - Cadoxton West	446	446	
		4 - Penywern Road	515	515	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.98	79.91	15.1	F	646	968
	2 - B4434	0.97	71.78	13.1	F	574	860
	3 - Cadoxton South	0.87	55.81	5.7	F	328	491
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.18	371.81	31.7	F	291	436
	2 - Golwg Y Gamlas	0.80	144.36	2.8	F	64	96
	3 - Cadoxton West	0.88	37.82	6.3	E	539	809
	4 - Penywern Road	1.05	146.38	31.9	F	628	941

2029 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	81.22	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	173.69	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	638	100.000
	3 - Cadoxton South		ONE HOUR	✓	365	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	323	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	71	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	699	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	8	430	290
	2 - B4434	423	4	211
	3 - Cadoxton South	171	177	17

Proportions

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0.01	0.59	0.40
	2 - B4434	0.66	0.01	0.33
	3 - Cadoxton South	0.47	0.48	0.05

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	2	21	150	150
	2 - Golwg Y Gamlas	10	0	40	21
	3 - Cadoxton West	97	36	0	472
	4 - Penywern Road	142	24	531	2

Proportions

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	0.01	0.07	0
	2 - Golwg Y Gamlas	0.14	0.00	0
	3 - Cadoxton West	0.16	0.06	0
	4 - Penywern Road	0.20	0.03	0

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	2	6
	2 - B4434	1	0	4
	3 - Cadoxton South	6	5	18

Average PCU Per Veh

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	1.130	1.020	1.060
	2 - B4434	1.010	1.000	1.040
	3 - Cadoxton South	1.060	1.050	1.180

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	3	0
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	5	3	0	2
	4 - Penywern Road	3	0	4	0

Average PCU Per Veh

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	1.000	1.000	1.
	2 - Golwg Y Gamlas	1.000	1.000	1.
	3 - Cadoxton West	1.050	1.030	1.
	4 - Penywern Road	1.030	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	548	548	15.06
		2 - B4434	480	480	
		3 - Cadoxton South	275	275	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	243	243	
		2 - Golwg Y Gamlas	53	53	
		3 - Cadoxton West	455	455	
		4 - Penywern Road	526	526	
08:00-08:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	654	654	17.98
		2 - B4434	574	574	
		3 - Cadoxton South	328	328	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	290	290	
		2 - Golwg Y Gamlas	64	64	
		3 - Cadoxton West	544	544	
		4 - Penywern Road	628	628	
08:15-08:30	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	802	802	22.02
		2 - B4434	702	702	
		3 - Cadoxton South	402	402	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	356	356	
		2 - Golwg Y Gamlas	78	78	
		3 - Cadoxton West	666	666	
		4 - Penywern Road	770	770	
08:30-08:45	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	802	802	22.02
		2 - B4434	702	702	
		3 - Cadoxton South	402	402	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	356	356	
		2 - Golwg Y Gamlas	78	78	
		3 - Cadoxton West	666	666	
		4 - Penywern Road	770	770	
08:45-09:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	654	654	17.98
		2 - B4434	574	574	
		3 - Cadoxton South	328	328	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	290	290	
		2 - Golwg Y Gamlas	64	64	
		3 - Cadoxton West	544	544	
		4 - Penywern Road	628	628	
09:00-09:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	548	548	15.06
		2 - B4434	480	480	
		3 - Cadoxton South	275	275	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	243	243	
		2 - Golwg Y Gamlas	53	53	
		3 - Cadoxton West	455	455	
		4 - Penywern Road	526	526	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.99	85.95	16.3	F	656	985
	2 - B4434	0.99	84.93	16.1	F	585	878
	3 - Cadoxton South	0.90	65.48	6.8	F	335	502
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.21	426.31	35.7	F	296	445
	2 - Golwg Y Gamlas	0.82	153.52	3.0	F	65	98
	3 - Cadoxton West	0.89	41.17	6.9	E	551	826
	4 - Penywern Road	1.08	172.83	39.0	F	641	962

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	98.95	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	306.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	658	100.000
	3 - Cadoxton South		ONE HOUR	✓	374	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	334	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	72	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	775	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	8	461	318
	2 - B4434	443	4	211
	3 - Cadoxton South	180	177	17

Proportions

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0.01	0.59	0.40
	2 - B4434	0.67	0.01	0.32
	3 - Cadoxton South	0.48	0.47	0.05

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	2	21	150	161
	2 - Golwg Y Gamlas	10	0	40	22
	3 - Cadoxton West	97	36	0	501
	4 - Penywern Road	155	26	592	2

Proportions

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	0.01	0.06	0
	2 - Golwg Y Gamlas	0.14	0.00	0
	3 - Cadoxton West	0.15	0.06	0
	4 - Penywern Road	0.20	0.03	0

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	2	6
	2 - B4434	1	0	4
	3 - Cadoxton South	6	5	18

Average PCU Per Veh

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	1.130	1.020	1.060
	2 - B4434	1.010	1.000	1.040
	3 - Cadoxton South	1.060	1.050	1.180

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	3	0
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	5	3	0	2
	4 - Penywern Road	3	0	4	0

Average PCU Per Veh

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	1.000	1.000	1.
	2 - Golwg Y Gamlas	1.000	1.000	1.
	3 - Cadoxton West	1.050	1.030	1.
	4 - Penywern Road	1.030	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	592	592	15.06
		2 - B4434	495	495	
		3 - Cadoxton South	282	282	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	251	251	
		2 - Golwg Y Gamlas	54	54	
		3 - Cadoxton West	477	477	
		4 - Penywern Road	583	583	
08:00-08:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	707	707	17.98
		2 - B4434	592	592	
		3 - Cadoxton South	336	336	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	300	300	
		2 - Golwg Y Gamlas	65	65	
		3 - Cadoxton West	570	570	
		4 - Penywern Road	697	697	
08:15-08:30	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	867	867	22.02
		2 - B4434	724	724	
		3 - Cadoxton South	412	412	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	368	368	
		2 - Golwg Y Gamlas	79	79	
		3 - Cadoxton West	698	698	
		4 - Penywern Road	853	853	
08:30-08:45	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	867	867	22.02
		2 - B4434	724	724	
		3 - Cadoxton South	412	412	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	368	368	
		2 - Golwg Y Gamlas	79	79	
		3 - Cadoxton West	698	698	
		4 - Penywern Road	853	853	
08:45-09:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	707	707	17.98
		2 - B4434	592	592	
		3 - Cadoxton South	336	336	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	300	300	
		2 - Golwg Y Gamlas	65	65	
		3 - Cadoxton West	570	570	
		4 - Penywern Road	697	697	
09:00-09:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	592	592	15.06
		2 - B4434	495	495	
		3 - Cadoxton South	282	282	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	251	251	
		2 - Golwg Y Gamlas	54	54	
		3 - Cadoxton West	477	477	
		4 - Penywern Road	583	583	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.99	93.22	17.6	F	684	1025
	2 - B4434	1.02	114.00	23.2	F	604	906
	3 - Cadoxton South	0.94	83.87	9.0	F	343	515
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.27	603.08	48.6	F	306	460
	2 - Golwg Y Gamlas	0.86	181.27	3.6	F	66	99
	3 - Cadoxton West	0.93	51.18	8.9	F	577	865
	4 - Penywern Road	1.19	396.93	80.3	F	711	1067

2044 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	158.21	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	366.34	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2044 Base	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	711	100.000
	3 - Cadoxton South		ONE HOUR	✓	406	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	360	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	80	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	778	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	9	479	322
	2 - B4434	471	5	235
	3 - Cadoxton South	190	197	19

Proportions

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0.01	0.59	0.40
	2 - B4434	0.66	0.01	0.33
	3 - Cadoxton South	0.47	0.49	0.05

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	2	24	167	167
	2 - Golwg Y Gamlas	11	0	45	24
	3 - Cadoxton West	108	40	0	525
	4 - Penywern Road	158	27	591	2

Proportions

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	0.01	0.07	0
	2 - Golwg Y Gamlas	0.14	0.00	0
	3 - Cadoxton West	0.16	0.06	0
	4 - Penywern Road	0.20	0.03	0

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	2	6
	2 - B4434	1	0	4
	3 - Cadoxton South	6	5	18

Average PCU Per Veh

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	1.130	1.020	1.060
	2 - B4434	1.010	1.000	1.040
	3 - Cadoxton South	1.060	1.050	1.180

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	3	0
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	5	3	0	2
	4 - Penywern Road	3	0	4	0

Average PCU Per Veh

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	1.000	1.000	1.
	2 - Golwg Y Gamlas	1.000	1.000	1.
	3 - Cadoxton West	1.050	1.030	1.
	4 - Penywern Road	1.030	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	610	610	15.06
		2 - B4434	535	535	
		3 - Cadoxton South	306	306	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	271	271	
		2 - Golwg Y Gamlas	60	60	
		3 - Cadoxton West	507	507	
		4 - Penywern Road	586	586	
08:00-08:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	728	728	17.98
		2 - B4434	639	639	
		3 - Cadoxton South	365	365	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	324	324	
		2 - Golwg Y Gamlas	72	72	
		3 - Cadoxton West	605	605	
		4 - Penywern Road	699	699	
08:15-08:30	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	892	892	22.02
		2 - B4434	783	783	
		3 - Cadoxton South	447	447	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	396	396	
		2 - Golwg Y Gamlas	88	88	
		3 - Cadoxton West	741	741	
		4 - Penywern Road	857	857	
08:30-08:45	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	892	892	22.02
		2 - B4434	783	783	
		3 - Cadoxton South	447	447	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	396	396	
		2 - Golwg Y Gamlas	88	88	
		3 - Cadoxton West	741	741	
		4 - Penywern Road	857	857	
08:45-09:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	728	728	17.98
		2 - B4434	639	639	
		3 - Cadoxton South	365	365	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	324	324	
		2 - Golwg Y Gamlas	72	72	
		3 - Cadoxton West	605	605	
		4 - Penywern Road	699	699	
09:00-09:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	610	610	15.06
		2 - B4434	535	535	
		3 - Cadoxton South	306	306	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	271	271	
		2 - Golwg Y Gamlas	60	60	
		3 - Cadoxton West	507	507	
		4 - Penywern Road	586	586	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	1.01	123.26	23.6	F	689	1033
	2 - B4434	1.10	203.29	45.7	F	652	979
	3 - Cadoxton South	1.02	143.91	17.7	F	373	559
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.35	829.05	69.2	F	330	496
	2 - Golwg Y Gamlas	0.92	219.79	4.8	F	73	110
	3 - Cadoxton West	0.93	55.40	9.8	F	612	918
	4 - Penywern Road	1.21	433.72	85.3	F	714	1071

2044 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	195.83	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	537.70	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2044 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	731	100.000
	3 - Cadoxton South		ONE HOUR	✓	415	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	370	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	81	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	854	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	9	510	351
	2 - B4434	491	5	235
	3 - Cadoxton South	199	197	19

Proportions

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0.01	0.59	0.40
	2 - B4434	0.67	0.01	0.32
	3 - Cadoxton South	0.48	0.47	0.05

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	2	24	167	177
	2 - Golwg Y Gamlas	11	0	45	25
	3 - Cadoxton West	108	40	0	554
	4 - Penywern Road	171	29	652	2

Proportions

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	0.01	0.06	0
	2 - Golwg Y Gamlas	0.14	0.00	0
	3 - Cadoxton West	0.15	0.06	0
	4 - Penywern Road	0.20	0.03	0

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	2	6
	2 - B4434	1	0	4
	3 - Cadoxton South	6	5	18

Average PCU Per Veh

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	1.130	1.020	1.060
	2 - B4434	1.010	1.000	1.040
	3 - Cadoxton South	1.060	1.050	1.180

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	3	0
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	5	3	0	2
	4 - Penywern Road	3	0	4	0

Average PCU Per Veh

		To		
		1 - Cadoxton East	2 - Golwg Y Gamlas	Cad W
From	1 - Cadoxton East	1.000	1.000	1.
	2 - Golwg Y Gamlas	1.000	1.000	1.
	3 - Cadoxton West	1.050	1.030	1.
	4 - Penywern Road	1.030	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Junction	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
07:45-08:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	655	655	15.06
		2 - B4434	550	550	
		3 - Cadoxton South	312	312	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	279	279	
		2 - Golwg Y Gamlas	61	61	
		3 - Cadoxton West	529	529	
		4 - Penywern Road	643	643	
08:00-08:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	782	782	17.98
		2 - B4434	657	657	
		3 - Cadoxton South	373	373	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	333	333	
		2 - Golwg Y Gamlas	73	73	
		3 - Cadoxton West	631	631	
		4 - Penywern Road	768	768	
08:15-08:30	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	958	958	22.02
		2 - B4434	805	805	
		3 - Cadoxton South	457	457	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	407	407	
		2 - Golwg Y Gamlas	89	89	
		3 - Cadoxton West	773	773	
		4 - Penywern Road	940	940	
08:30-08:45	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	958	958	22.02
		2 - B4434	805	805	
		3 - Cadoxton South	457	457	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	407	407	
		2 - Golwg Y Gamlas	89	89	
		3 - Cadoxton West	773	773	
		4 - Penywern Road	940	940	
08:45-09:00	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	782	782	17.98
		2 - B4434	657	657	
		3 - Cadoxton South	373	373	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	333	333	
		2 - Golwg Y Gamlas	73	73	
		3 - Cadoxton West	631	631	
		4 - Penywern Road	768	768	
09:00-09:15	1 - Cadoxton Rd/ B4434	1 - Cadoxton North	655	655	15.06
		2 - B4434	550	550	
		3 - Cadoxton South	312	312	
	2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	279	279	
		2 - Golwg Y Gamlas	61	61	
		3 - Cadoxton West	529	529	
		4 - Penywern Road	643	643	

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	1.00	128.00	24.8	F	700	1050
	2 - B4434	1.14	278.50	58.3	F	671	1006
	3 - Cadoxton South	1.06	174.86	22.4	F	381	571
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.40	1035.47	84.2	F	340	509
	2 - Golwg Y Gamlas	0.96	253.73	5.7	F	74	111
	3 - Cadoxton West	0.95	68.12	12.1	F	633	950
	4 - Penywern Road	1.32	728.50	149.8	F	784	1175

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: S4&S5 Roundabouts PM existing.j9
Path: K:\T23\Jobs\T23.148 Leiros Park\Analysis\Modelling\2025 TA\Planning submission TA modelling
Report generation date: 25/06/2026 12:53:26

»2026 Observed, PM
»2029 Base, PM
»2029 Base + Dev, PM
»2044 Base, PM
»2044 Base + Dev, PM

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Observed			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	3.8	21.10	0.80	C
1 - Cadoxton Rd/ B4434 - 2 - B4434	16.8	60.13	0.98	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	15.5	94.57	0.99	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	5.7	63.70	0.88	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	4.2	68.92	0.84	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	16.9	61.85	0.98	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	8.7	60.35	0.93	F
	2029 Base			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	4.1	22.54	0.82	C
1 - Cadoxton Rd/ B4434 - 2 - B4434	22.6	76.21	1.00	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	20.6	118.65	1.03	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	7.0	76.05	0.91	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	5.1	81.79	0.88	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	19.2	68.75	0.99	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	10.6	70.96	0.95	F
	2029 Base + Dev			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	4.5	24.16	0.83	C
1 - Cadoxton Rd/ B4434 - 2 - B4434	34.6	107.32	1.04	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	32.0	172.56	1.08	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	10.7	108.82	0.97	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	7.6	117.18	0.95	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	30.0	110.25	1.02	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	18.1	107.31	1.01	F
	2044 Base			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	5.4	28.49	0.86	D
1 - Cadoxton Rd/ B4434 - 2 - B4434	72.2	215.75	1.12	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	51.8	295.25	1.15	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	18.0	163.94	1.04	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	14.0	190.98	1.05	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	31.0	111.94	1.01	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	27.7	152.99	1.06	F
	2044 Base + Dev			
1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	5.3	27.88	0.86	D
1 - Cadoxton Rd/ B4434 - 2 - B4434	89.4	284.91	1.15	F
1 - Cadoxton Rd/ B4434 - 3 - Cadoxton South	65.8	402.48	1.20	F
2 - Cadoxton Rd / Penywern Rd - 1 - Cadoxton East	25.1	217.27	1.09	F
2 - Cadoxton Rd / Penywern Rd - 2 - Golwg Y Gamlas	18.4	243.49	1.10	F
2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	48.3	170.68	1.03	F
2 - Cadoxton Rd / Penywern Rd - 4 - Penywern Road	41.5	221.64	1.11	F

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.

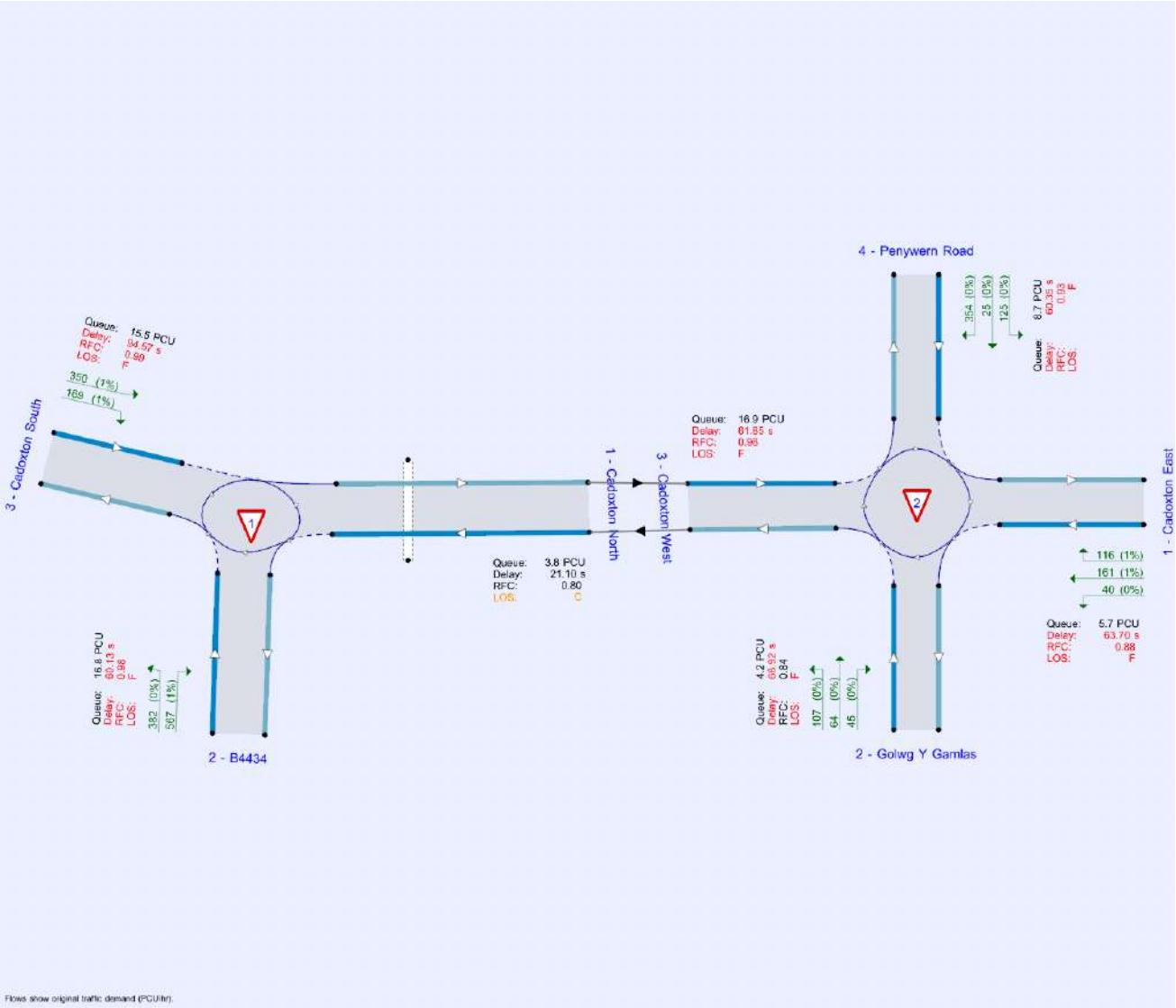
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	15/06/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
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	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓
D4	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓
D6	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D8	2044 Base	PM	ONE HOUR	16:45	18:15	15	✓
D10	2044 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	✓	100.000	100.000

2026 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Cadoxton Rd / Penywern Rd	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	57.52	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	62.54	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
1 - Cadoxton Rd/ B4434	1	Cadoxton North	
	2	B4434	
	3	Cadoxton South	
2 - Cadoxton Rd / Penywern Rd	1	Cadoxton East	
	2	Golwg Y Gamlas	
	3	Cadoxton West	
	4	Penywern Road	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	3.90	7.20	8.8	19.1	30.0	40.2	
	2 - B4434	3.20	7.80	40.0	20.0	30.0	26.5	
	3 - Cadoxton South	3.25	6.90	27.6	25.9	30.0	19.7	
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	3.70	4.40	2.4	23.8	25.5	19.7	
	2 - Golwg Y Gamlas	3.55	4.10	0.7	23.0	25.5	26.0	
	3 - Cadoxton West	3.70	3.70	0.0	28.7	25.5	21.3	
	4 - Penywern Road	3.70	5.00	1.1	19.9	25.5	24.6	

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	11.00	3.00	2.00	3.00	6.00	8.00	30.00

Slope / Intercept / Capacity

Arm Intercept Adjustments

Junction	Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	Direct	QLS	-600
	2 - B4434	Direct	QLS	-710
	3 - Cadoxton South	Direct	QLS	-800
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	Direct	QLS	-570
	2 - Golwg Y Gamlas	Direct	QLS	-480
	3 - Cadoxton West	Direct	QLS	-15
	4 - Penywern Road	Direct	QLS	-390

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.621	975
	2 - B4434	0.726	1303
	3 - Cadoxton South	0.702	1044
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	0.590	714
	2 - Golwg Y Gamlas	0.554	666
	3 - Cadoxton West	0.567	1157
	4 - Penywern Road	0.570	836

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Observed	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	949	100.000
	3 - Cadoxton South		ONE HOUR	✓	546	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	317	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	216	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	507	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	11	357	258
	2 - B4434	567	0	382
	3 - Cadoxton South	350	169	27

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	40	161	116
	2 - Golwg Y Gamlas	45	0	107	64
	3 - Cadoxton West	225	116	3	582
	4 - Penywern Road	125	25	354	3

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0	0	0
	2 - B4434	1	0	0
	3 - Cadoxton South	1	1	0

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	1	1
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	1	0	0	1
	4 - Penywern Road	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.80	21.10	3.8	C	572	858
	2 - B4434	0.98	60.13	16.8	F	871	1306
	3 - Cadoxton South	0.99	94.57	15.5	F	501	752
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	0.88	63.70	5.7	F	291	436
	2 - Golwg Y Gamlas	0.84	68.92	4.2	F	198	297
	3 - Cadoxton West	0.98	61.85	16.9	F	850	1275
	4 - Penywern Road	0.93	60.35	8.7	F	465	698

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Cadoxton Rd / Penywern Rd	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	71.39	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	71.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	970	100.000
	3 - Cadoxton South		ONE HOUR	✓	559	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	324	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	220	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	518	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	11	365	263
	2 - B4434	579	0	391
	3 - Cadoxton South	358	173	28

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	41	164	119
	2 - Golwg Y Gamlas	46	0	109	65
	3 - Cadoxton West	230	119	3	595
	4 - Penywern Road	127	26	362	3

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0	0	0
	2 - B4434	1	0	0
	3 - Cadoxton South	1	1	0

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	1	1
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	1	0	0	1
	4 - Penywern Road	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.82	22.54	4.1	C	584	876
	2 - B4434	1.00	76.21	22.6	F	890	1335
	3 - Cadoxton South	1.03	118.65	20.6	F	513	769
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	0.91	76.05	7.0	F	297	446
	2 - Golwg Y Gamlas	0.88	81.79	5.1	F	202	303
	3 - Cadoxton West	0.99	68.75	19.2	F	868	1303
	4 - Penywern Road	0.95	70.96	10.6	F	475	713

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Cadoxton Rd / Penywern Rd	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	99.44	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	109.98	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	1001	100.000
	3 - Cadoxton South		ONE HOUR	✓	576	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	336	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	224	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	557	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	11	380	276
	2 - B4434	610	0	391
	3 - Cadoxton South	375	173	28

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	41	164	131
	2 - Golwg Y Gamlas	46	0	109	69
	3 - Cadoxton West	230	119	3	643
	4 - Penywern Road	136	28	390	3

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0	0	0
	2 - B4434	1	0	0
	3 - Cadoxton South	1	1	0

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	1	1
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	1	0	0	1
	4 - Penywern Road	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.83	24.16	4.5	C	609	914
	2 - B4434	1.04	107.32	34.6	F	919	1378
	3 - Cadoxton South	1.08	172.56	32.0	F	529	793
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	0.97	108.82	10.7	F	308	462
	2 - Golwg Y Gamlas	0.95	117.18	7.6	F	206	308
	3 - Cadoxton West	1.02	110.25	30.0	F	912	1368
	4 - Penywern Road	1.01	107.31	18.1	F	511	767

2044 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Cadoxton Rd / Penywern Rd	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	181.26	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	139.61	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2044 Base	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	1074	100.000
	3 - Cadoxton South		ONE HOUR	✓	619	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	358	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	244	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	573	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

1 - Cadoxton Rd/ B4434

Demand (PCU/hr)

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	12	404	292
	2 - B4434	642	0	432
	3 - Cadoxton South	397	191	31

2 - Cadoxton Rd / Penywern Rd

Demand (PCU/hr)

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	45	182	131
	2 - Golwg Y Gamlas	51	0	121	72
	3 - Cadoxton West	254	131	3	659
	4 - Penywern Road	141	28	401	3

Vehicle Mix

1 - Cadoxton Rd/ B4434

Heavy Vehicle Percentages

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0	0	0
	2 - B4434	1	0	0
	3 - Cadoxton South	1	1	0

2 - Cadoxton Rd / Penywern Rd

Heavy Vehicle Percentages

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	1	1
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	1	0	0	1
	4 - Penywern Road	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.86	28.49	5.4	D	646	970
	2 - B4434	1.12	215.75	72.2	F	986	1478
	3 - Cadoxton South	1.15	295.25	51.8	F	568	852
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.04	163.94	18.0	F	329	493
	2 - Golwg Y Gamlas	1.05	190.98	14.0	F	224	336
	3 - Cadoxton West	1.01	111.94	31.0	F	959	1438
	4 - Penywern Road	1.06	152.99	27.7	F	526	789

2044 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Cadoxton Rd/ B4434 - 2 - B4434 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	1 - Cadoxton Rd/ B4434 - 1 - Cadoxton North	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	1 - Cadoxton Rd/ B4434	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.
Warning	Linked Roundabout	2 - Cadoxton Rd / Penywern Rd - 3 - Cadoxton West	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked roundabouts	2 - Cadoxton Rd / Penywern Rd	U-turns on linked arms may cause sporadic locking up of junctions and/or unreliable results.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cadoxton Rd/ B4434	Standard Roundabout		1, 2, 3	239.16	F
2	Cadoxton Rd / Penywern Rd	Standard Roundabout		1, 2, 3, 4	199.55	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2044 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	2	3	Simple (vertical queueing)	Normal	0	100.00	
2 - Cadoxton Rd / Penywern Rd	3 - Cadoxton West	1	1	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	✓				
	2 - B4434		ONE HOUR	✓	1104	100.000
	3 - Cadoxton South		ONE HOUR	✓	635	100.000
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		ONE HOUR	✓	371	100.000
	2 - Golwg Y Gamlas		ONE HOUR	✓	248	100.000
	3 - Cadoxton West	✓				
	4 - Penywern Road		ONE HOUR	✓	610	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	[ONEHOUR]	20.00
	2 - B4434		
	3 - Cadoxton South		
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East		
	2 - Golwg Y Gamlas		
	3 - Cadoxton West		
	4 - Penywern Road		

Origin-Destination Data

Demand (PCU/hr)

1 - Cadoxton Rd/ B4434

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	13	419	304
	2 - B4434	672	0	432
	3 - Cadoxton South	413	191	31

Demand (PCU/hr)

2 - Cadoxton Rd / Penywern Rd

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	45	182	144
	2 - Golwg Y Gamlas	51	0	121	76
	3 - Cadoxton West	254	131	3	707
	4 - Penywern Road	149	30	428	3

Vehicle Mix

Heavy Vehicle Percentages

1 - Cadoxton Rd/ B4434

		To		
		1 - Cadoxton North	2 - B4434	3 - Cadoxton South
From	1 - Cadoxton North	0	0	0
	2 - B4434	1	0	0
	3 - Cadoxton South	1	1	0

Heavy Vehicle Percentages

2 - Cadoxton Rd / Penywern Rd

		To			
		1 - Cadoxton East	2 - Golwg Y Gamlas	3 - Cadoxton West	4 - Penywern Road
From	1 - Cadoxton East	0	0	1	1
	2 - Golwg Y Gamlas	0	0	0	0
	3 - Cadoxton West	1	0	0	1
	4 - Penywern Road	0	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Cadoxton Rd/ B4434	1 - Cadoxton North	0.86	27.88	5.3	D	670	1005
	2 - B4434	1.15	284.91	89.4	F	1013	1520
	3 - Cadoxton South	1.20	402.48	65.8	F	583	874
2 - Cadoxton Rd / Penywern Rd	1 - Cadoxton East	1.09	217.27	25.1	F	340	511
	2 - Golwg Y Gamlas	1.10	243.49	18.4	F	228	341
	3 - Cadoxton West	1.03	170.68	48.3	F	983	1475
	4 - Penywern Road	1.11	221.64	41.5	F	560	840