

Land to the south of Pont Rhyd-y-Cyff

Maesteg

Transport Assessment

October 2020

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1.0 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd have been instructed by BPM Technology Corp. Ltd to produce a Transport Assessment in support of an application for a candidate site to be allocated within Bridgend County Borough Council's (BCBCs) Local Development Plan (LDP). The candidate site will be submitted for BCBCs 2018-2033 Preferred Strategy Consultation - Candidate Site Assessment Stage 2. The site is considered to be suitable for inclusion as part of a wider allocation as a residential-led mixed-use strategic allocation with a capacity of circa 500 residential dwellings.

1.1.2 This TA focuses on the proposal for up to 102 residential dwellings and commercial units to be located on land to the south of Pont Rhyd-y-Cyff and immediately to the west of the A4063. The location of the site is detailed in **Figure 1.1**. It is anticipated that the residential dwellings associated with the site will be of a mixed tenure. The proposed tenure split is unknown at this stage.



Figure 1.1: Site location & local highway network

1.2 Purpose of the report

1.2.1 The purpose of this report is to detail the likely transport characteristics of the proposed development and identify the potential impact of the proposals on the surrounding transport network. This report also considers the on-site layout with regard to parking provision.

1.3 Structure of the report

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

- **Section 2** details a land use planning and transport planning policy review;
- **Section 3** details the existing situation and outlines existing highway safety within the vicinity of the site;
- **Section 4** of the report describes the development proposals and the access strategy for all modes of travel;
- **Section 5** considers the likely travel demand generated by the proposed development on the surrounding highway network;
- **Section 6** assesses the impact of the development on the performance of the local road network and public transport services; and,
- **Section 7** provides the conclusions of the report.

2.0 POLICY REVIEW

2.1 Introduction

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

2.2 Wales Spatial Plan 2008 – People, Places, Futures

2.2.1 The Wales Spatial Plan – People, Places Future (WSP) – was originally adopted by the National Assembly for Wales in November 2004, and updated in 2008 to bring the WSP into line with One Wales [see below] and to give status to the Area work which has developed over the previous two years.

2.2.2 In Wales, spatial planning is the consideration of what can and should happen where. It is a principle of the WSP that development should be sustainable. Sustainable development is about improving well-being and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

2.2.3 The purpose of the WSP is to ensure that what is done in the public, private and third sectors in Wales is integrated and sustainable, and that actions within an area support each other and jointly move towards a shared vision for Wales and for the different parts of Wales.

Achieving sustainable development

2.2.4 The WSP states that:

‘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.’

2.3 National Development Framework 2020-2040 (Consultation draft: August - November 2019)

2.3.1 The National Development Framework (NDF) is a new 20-year development plan for Wales, which sets out development policies for Wales as a whole. The draft NDF sets out strategies for addressing key national priorities through using the planning system.

2.3.2 The aim of the NDF is to ensure that growth is shaped around sustainable forms of transport to deliver healthy environments.

2.3.3 The draft NDF identifies the need for well-connected development with better public transport networks and safer, more attractive active travel routes. The NDF has a strong focus on sustainable travel with policies on the South Wales Metro and incorporating more infrastructure for low emission vehicles.

2.3.4 Policy 31 – Growth in sustainable transit orientated settlements states that, ‘Development and growth in the region should be focussed in places with good active travel and public transport connectivity. Land in close proximity to existing and committed new mainline railway and Metro stations should be the focus for development. Strategic and Local Development Plans should plan growth to maximise the potential opportunities arising from better regional connectivity. The Welsh Government supports the development of the South Wales Metro and will work with agencies to enable its delivery.’

2.3.5 The NDF also states that:

‘The National Cycle Network is an important part of our national infrastructure and its planned improvements are supported.’

2.4 Planning Policy Wales (edition 10, December 2018)

2.4.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government (the Assembly Government). It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

2.4.2 PPW states that:

‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health 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.’

2.4.3 The overarching goal of The Welsh Government is to reduce reliance on single occupancy vehicles and support a modal shift to walking, cycling and public transport.

2.4.4 The Assembly Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: enabling more sustainable travel choices, manage both the current and future transport network effectively and minimising the need to travel via single-occupancy private vehicles. This will be achieved through the integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and,

- Between transport measures and policies for education, health, social inclusion and wealth creation.

2.4.5 PPW states that:

‘The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- Are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- Are designed in a way which integrates them with existing land uses and neighbourhoods: and;
- Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.’

2.4.6 In addition, PPW outlines:

‘Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need.’

Promoting cycling and walking

2.4.7 PPW details the Welsh Government’s objective of promoting active travel and references the Active Travel (Wales) Act 2013. This Act is referenced below.

‘The Active Travel Act (Wales) 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.’

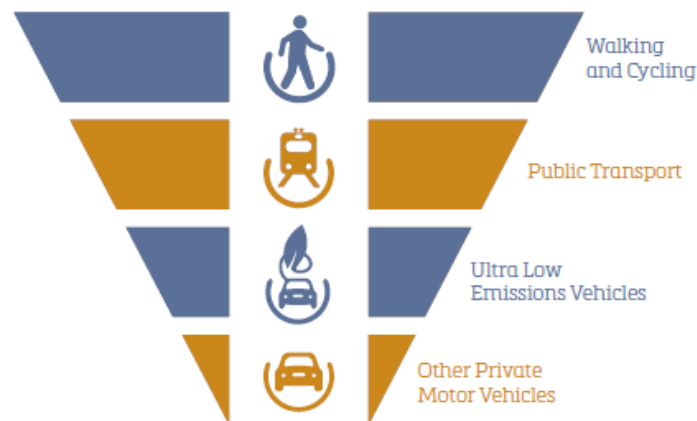
2.4.8 PPW also states that:

‘The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.’

2.4.9 And,

‘Planning authorities should also seek to assist the completion of the national cycle network and key links to and from the network.’

2.4.10 PPW includes the following Hierarchy for Planning:



2.4.11 In relation to the sustainable transport hierarchy, PPW states that:

‘The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.’

The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.’

2.4.12 PPW also references the Active Travel Act 2013 which is discussed in further detail in sub-section 2.7 below.

Parking

2.4.13 In relation to parking, PPW details:

‘Car parking provision is a major influence on how people choose to travel and the pattern of development...Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.’

2.4.14 Additionally, PPW states:

‘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.’

2.4.15 PPW notes that Local authorities are required to develop an integrated parking strategy which complies with the overall transport and locational policies of the development plan. Additionally, maximum levels of parking for broad classes of development should be established in conjunction with a threshold size of development above which such levels will apply.

2.4.16 Technical Advice Note 18 also details national planning policy on parking matters and this is described in sub-section 2.8.

2.5 One Wales: Connecting the Nation

2.5.1 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).

2.5.2 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.’

2.6 Technical Advice Note 18: Transport (TAN18)

2.6.1 TAN 18 states at paragraph 3.3 that ‘The location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at the home.’

2.6.2 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.

2.6.3 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.

2.6.4 TAN 18 notes that where larger housing development applications require a Transport Assessment information on measures to encourage sustainable travel, (as detailed in TAN 18) shall be incorporated in the TA.

2.7 Active Travel Act 2013 (Wales)

2.7.1 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.

2.7.2 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.

2.8 Well-Being of Future Generations (Wales) Act 2015

2.8.1 The Well-Being of Future Generations (Wales) Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales.

- 2.8.2 It aims to encourage public bodies to take in to consideration long-term aspirations, and reflect on the manner in which they work with people and communities to prevent problems.
- 2.8.3 The act identifies 7 well-being goals:
- A globally responsible Wales
 - A prosperous Wales
 - A resilient Wales
 - A Healthier Wales
 - A more equal Wales
 - A Wales of cohesive communities
 - A Wales of vibrant culture and thriving Welsh language
- 2.8.4 Large emphasis within the act is placed on “*The Sustainable Development Principle*”, which ensures that public bodies act in a manner which meet the needs of the present without compromising the ability of future generations to meet their own needs.

2.9 Bridgend County Borough Local Transport Plan 2015-2030

2.9.1 The Local Transport Plan (LTP) covers the Bridgend County Borough geographical area and sets out the Council’s priorities for transport investment over the next 15 years. The LTP’s primary focus is to address issues relating to local transport, enable economic growth and change travel behaviour, whilst recognising the significance of Bridgend’s role as a link between the two South Wales City Regions. In order to reduce the environmental impact of transport, the LTP includes measures and interventions that will increase opportunities for active travel, encourage the use of public transport and promote modal integration. The specific key priorities are to:

1. Support economic growth and safeguard jobs with a particular focus on City

2. Regions, Enterprise Zones and local growth zones
3. Reduce economic inactivity by delivering safe and affordable access to employment sites
4. Maximise the contribution that effective and affordable transport services can make to transport poverty and target investment to support improvements in accessibility for the most disadvantaged communities; and
5. Encourage safer, healthier and sustainable travel

2.9.2 In addressing these links, transport can be used as a tool to promote equality, improve welfare and deliver an inclusive, fairer society.

2.10 Bridgend County Borough Council Local Development Plan 2018-2033 Preferred Strategy Consultation Document

2.10.1 The existing LDP was adopted in 2013 and covers the period 2006-2021. Whilst a Replacement LDP is therefore required for the 2018-2033 period, to build upon the first adopted Plan for the County Borough.

2.10.2 Strategic Objective: SOBJ 2 To Create Active, Healthy, Cohesive and Social Communities, sets out the following set of transport related objectives to be considered within the latest LDP:

OBJ 2f	<i>Promote accessibility for all by supporting the transport hierarchy (set out in PPW) that prioritises walking and cycling (active travel), then public transport and finally motor vehicles. New development should be located and designed in accordance with this hierarchy to prioritise the use of sustainable transport, reduce related airborne pollution, reduce the need to travel and reduce the dependency on private vehicles.</i>
OBJ 2g	<i>To ensure that new development helps deliver active travel routes in the County Borough.</i>
OBJ 2h	<i>Create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle.</i>
OBJ 2j	<i>Promote new development that is designed to minimise the impact of transport emissions through the implementation of new technology, including provision of infrastructure that supports the use of ultra-low emission vehicles.</i>

- 2.10.3 The broad aim of the LDP will be to ‘facilitate new housing delivery that is accessible to a range of jobs and services via multi-modal forms of transport; rendering public transport, walking and cycling practical for meaningful journeys.’
- 2.10.4 The LDP will facilitate sustainable development by using placemaking to achieve optimal economic and spatial outcomes, specifically through policies:
- SP2: Design and Sustainable Place Making
 - SP3: Mitigating the effects of climate change
 - SP4: Transport and accessibility
 - SP5: Active Travel
- 2.10.5 **Strategic Policy 4 – Sustainable Transport and Accessibility** proposes that development should be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, local services and community facilities. In addition, development must be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:
- “1. Accord with the sustainable transport hierarchy for planning (as set out in PPW);
2. Safeguard, enhance and expand the active travel networks identified in the Council’s Existing Routes Map and Integrated Network Map, including links to those networks as a means of improving connectivity;

3. Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with development phases. (This includes seeking to resolve localised junction capacity issues at Junction 36 of the M4 and the Penprysg Road Railway Bridge, Pencoed to improve extant traffic flow issues and enhance sustainable growth opportunities within the respective settlements in the future);
4. Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;
5. Reduce reliance on car use by maximising the potential of movement to/from the development by public transport, including for the urban area ensuring developments are located a walkable distance to a public transport access point on a route with a high frequency service;
6. Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;
7. Deliver new transport infrastructure and improvement measures required to mitigate the impact of the development;
8. Ensure that, where necessary, developments are served by appropriate parking provision, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles; and
9. Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing travel demand.”

2.10.6 **Strategic Policy 5 – Active Travel** states that development must maximise walking and cycling access by prioritising the provision within the site, and providing or making financial contributions towards the delivery offsite, of the following measures as appropriate:

“1. Permeable, legible, direct, convenient, attractive and safe walking and cycling routes that connect the proposed development to:

- a. surrounding settlements;
- b. public transport nodes;
- c. community facilities;
- d. commercial and employment areas;
- e. educational facilities;
- f. tourism facilities and destinations; and
- g. leisure opportunities;

2. Delivery of proposals identified within the Council's Integrated Network Map and Integrated Network Plan;

3. Improvements, connections, and/or extensions to:

- a. Routes and proposals identified on the Existing Routes Map and Integrated Network Map;
- b. The National Cycle Network;
- c. Existing Public Rights of Way;
- d. Existing and proposed Safe Routes to School; and
- e. routes forming part of the green infrastructure network;

4. The delivery of infrastructure designed in accordance with the Welsh Government's Active Travel Act Design Standards, or its replacement, and any appropriate supporting standards; and

5. Facilities that encourage the uptake of walking and cycling, including but not limited to: appropriate signage; secure and convenient cycle parking; seating; on-street cycle maintenance facilities; and changing and shower facilities."

2.10.7 In conclusion, the LDP preferred strategy 2018-2033 sets out to raise awareness of how development land can contribute towards sustainability. The guidance advises a holistic approach to construction and to develop in a manner which protects the environment.

2.11 Conclusion to policy review

2.11.1 The key objectives of the land use planning and transport policies are to deliver sustainable, safe transport to support the development. The policy context detailed has fully informed the development proposal.

2.11.2 It is considered that the development meets the requirements of accessible housing development as defined in TAN 18: Transport.

3.0 EXISTING SITUATION

3.1 Introduction

3.1.1 In order 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.

3.2 Site Location

3.2.1 The proposed development site is situated on 2.09 hectares of brownfield land located on the southern periphery of Pont Rhyd-y-Cyff. The site is bounded to the north by an access lane to an existing property, to the east by open pasture and the Llynfi River, beyond which lies the Maesteg Railway Line. To the south by hedgerow and further open pasture and to the west by the A4063.

3.2.2 The location of the site and the local highway network is outlined in **Figure 1.1**.

3.2.3 Maesteg Town Centre lies approximately 3.5km to the north of the application site. Maesteg is the second largest town in the County Borough and provides a range of services and facilities which are accessible from the site by bus. This is discussed in more detail in the proceeding sub sections.

3.3 Local Highway Network

3.3.1 The local highway network in the vicinity of the candidate site is described below.

A4063

3.3.2 The A4063, named as Bridgend Road in the immediate vicinity of the site provides a key connection between the settlement of Pont Rhyd- y- Cyff and Maesteg to the north and the M4 motorway and Bridgend to the south. The carriageway is generally around 7 metres wide, is lit, subject to a 30mph speed limit and has footway provision on at least one side.

3.3.3 The quality of footway along the eastern side of the carriageway heading south is poorly maintained and narrow as you travel south. The footway along the western side of the carriageway is approximately 2m in width. There is no crossing provision, dropped kerb or tactile paving within the vicinity of the site.

3.3.4 The A4603 is a bus route with northbound and south bound bus stops located approximately 100m-140m south of the proposed site access.

3.4 Baseline traffic flows

3.4.1 In order to obtain the most recent traffic flows on the local highway network, classified junction turning counts were undertaken on Tuesday 22nd September 2020.

3.4.2 The following junctions were surveyed:

- A4063 / Heol Neuadd Domos Roundabout (North)
- A4063 Commercial Street / Talbot Street / Neath Road Signals
- B4282 / A4063 / Talbot Street Linked Signals
- A4063 Maesteg Rd / Bridgend Rd / Bryn Rd / A4065 Signals

3.4.3 The results indicated that the AM peak hour fell between 0800-0900 and 16:15-17:15.

3.4.4 The results of these counts are shown in the traffic flow diagrams included in **Appendix A** with the full data included in **Appendix B**.

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

3.4.6 In addition, at the time of the surveys the COVID-19 pandemic related restrictions had been eased with the return of traffic movements to schools, workplaces and shops at the time of the survey. Therefore, it is considered that the results are representative of the regular operation of the local highway network.

3.4.7 A 7-day ATC was also undertaken within the vicinity of the proposed site access junction between 22nd and 28th September 2020. The 85th percentile speeds recorded during this period are summarised in **Table 3.1** below and included in full at **Appendix B**.

3.4.8 In accordance with DMRB CA185, where speed measurements have been taken either partially or entirely in wet weather conditions, the following values should be added to each individual speed recorded in wet weather:

- 1) 8kph for dual carriageways; and
- 2) 4kph for single carriageways.

3.4.9 Wet weather conditions include periods after rainfall when the road surface is still wet. As such, although the remainder of the surveyed period was dry, there was rainfall on the 23rd and 28th September. As such, the wet weather speed calculation has been carried out as set out in DMRB guidance.

Site	Direction	85 th %ile Speed	Wet weather adjustment
1	Northbound	34.0 mph	36.4 mph
	Southbound	42.2 mph	44.6 mph

Table 3.1: 85th percentile speeds

3.4.10 The results of the survey indicate that the 85th percentile speeds in the vicinity of the site access averaged 41 mph in a northbound direction and 40 mph southbound.

3.4.11 The results of the survey indicate that the 85th percentile speeds in the vicinity of the site access averaged 34 mph in a northbound direction and 42 mph southbound.

3.5 Highway safety

3.5.1 This section of the report reviews collision data within the study area.

3.5.2 Personal Injury Collision (PIC) data has been obtained from www.crashmap.co.uk for the most recent 5-year period available for the study area (2015-2019).

Year	Personal Injuries			Casualties
	Fatal	Serious	Slight	
2015	0	0	1	1
2016	0	0	2	2
2017	0	0	1	1
2018	0	0	1	1
2019	0	0	0	0
Total	0	0	5	5

Table 3.2: Collision severity and number of collisions by year

3.5.3 The plot of the collision locations and the study area investigated is shown in

Figure 3.1.



Figure 3.1: Personal Injury Collision Data

3.5.4 It is evident from Figure 3.1 and **Table 3.2** that there has been a total of 5 collisions within the study area, resulting in 5 casualties sustaining slight injuries. It should be noted that there have been no serious or fatal collisions within the vicinity of the site.

3.5.5 Further detail of each collision is provided at **Appendix C**.

3.6 Pedestrians and Cyclists

Pedestrians

3.6.1 The proposed development site is served by footways along both sides of the carriageway of Bridgend Road, providing continued access to Pont Rhyd-y-Cyff and beyond to Garth and Maesteg. As mentioned previously, the condition of the footways deteriorates when heading southbound from the site. There is also a lack of tactile paving and crossing facilities in the vicinity of the site.

3.6.2 A Public Right of Way (PRoW) is located approximately 30m north of the site access and another located approximately 120m to the north west of the site access. It is envisaged that these PRoWs will be 'tapped into' allowing permeability into the countryside for future residents of the site. The location of the PRoWs in relation to the proposed development site are indicated in **Figure 3.2** below.

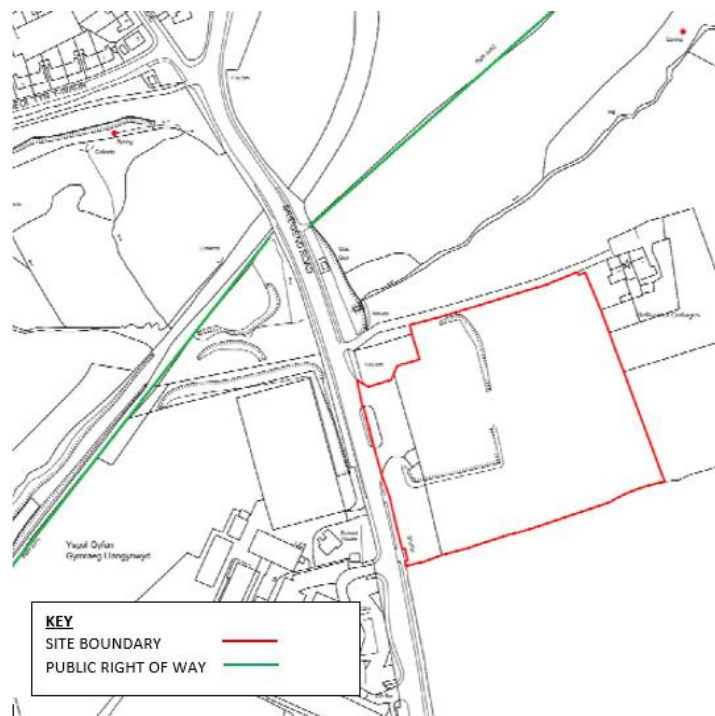


Figure 3.2: Public Right of Ways

Cyclists

3.6.3 There is currently no dedicated cycling infrastructure in the vicinity of the site.

3.7 Walking and cycling

3.7.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)
- Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)
- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)
- Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)
- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).
- Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)
- For commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT)

3.7.2 Therefore, for the purposes of this Transport Assessment, journeys of up to 3.2km have been considered as a reasonable and appropriate distance.

3.7.3 The local amenities within walking distance of the proposed development are outlined below in **Table 3.3**.

Amenity/Facility	Distance (m)	Walking Time (mins)	Cycle Time (mins)
Bus Stop	100	1	<1
Ysgol Gyfun Gymraeg Llangynwyd	120	1	<1
Llangynwyd Primary School	350	4	1
Convenience Store	440	5	2
Fast food/takeaway	460	6	2
ATM	470	6	2
Village Hall	510	6	2
Railway Inn	802	10	3
Cwmfelin School	1350	16	5
Garth Train Station	2100	25	8

Table 3.3: Local amenities and facilities

3.7.4 As identified in Table 3.3, there are a number of facilities within an acceptable walking distance of the proposed site. Ysgol Gyfun Gymraeg Llangynwyd Secondary School is located within 120m of the proposed site, enabling children living at the proposed development site to easily walk or cycle to school.

3.7.5 A convenience store is located within a 5minute walk to the north of the proposed application site.

3.7.6 It should also be noted that online shopping delivery services are also available within the area, reducing the need for travel.

3.8 Public Transport

3.8.1 **Figure 3.3** identifies the public transport infrastructure within proximity of the proposed site.

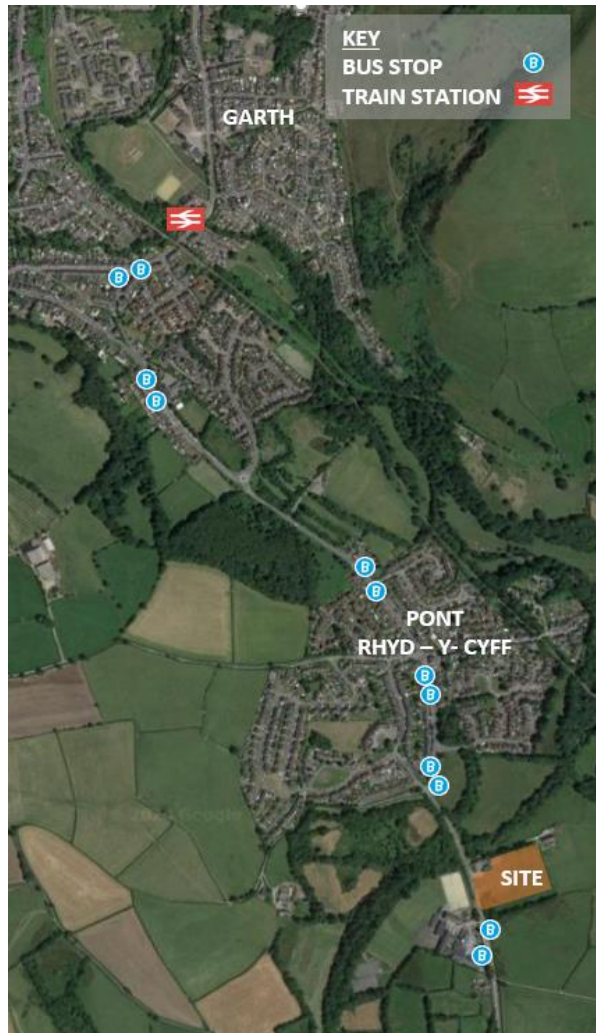


Figure 3.3: Public Transport Infrastructure

Bus

3.8.2 Bus services within the vicinity of the site are of a reasonable standard in terms of route destinations and service frequencies, providing access to Cymmer, Maesteg and Bridgend Town Centre.

3.8.3 The nearest bus stop to the site is located approximately 100m south of the site and is located along Bridgend Road, opposite Ysgol Gyfun Gymraeg Llangynwyd. Both Northbound and Southbound bus stops benefit from a bus stop flag, timetable information, shelter and an on-road bus cage.

3.8.4 The services operating from these bus stops are summarised in **Table 3.4**.

Route No.	Destination	First/Last	Frequency		
			Mon-Fri	Saturday	Sunday
70	Cymmer	07:53/19:13	Half Hourly	Half Hourly	Hourly
	Bridgend	06:25/19:14	Half Hourly	Half Hourly	Hourly
71	Cymmer	07:33/18:13	Half Hourly	Half Hourly	No Service
	Bridgend	08:11/18:14	Half Hourly	Half Hourly	No Service

Table 3.4: Summary of bus services

3.8.5 This service makes provision for commuting journeys with services operating in both the AM and PM peak periods. The route into and out of Bridgend is generally direct with the journey taking around 23 minutes.

3.8.6 Along the route the service also stops at the Prince of Wales Hospital and therefore there is also a good opportunity for travel for medical appointments.

Rail

3.8.7 There is currently no rail station located in Pont Rhyd -y- Cyff.

3.8.8 Garth railway station is the closest station to the site located approximately 1.9km walk/cycle to the north west of the application site. Garth railway station is also accessible via bus service 70 which has a journey time of approximately 4 minutes from the Ysgol Gyfun Gymraeg Llangynwyd bus stop.

3.8.9 The station is located on the Maesteg Line. Transport for Wales provide frequent direct services to Bridgend and Cardiff. Interchange services are available at Bridgend, providing access to Port Talbot, Neath and Swansea to the West.

3.8.10 Journey times from Garth to Bridgend average 19 minutes and run hourly between 06:44 AM and 21:21 Monday – Saturday. Sunday services run from 09:53 AM - 20:43 PM with an hourly – bi hourly frequency.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 As outlined in Section 1, the candidate site application proposes the development of up to 102 residential dwellings and commercial units on land situated on the southern periphery of Pont Rhyd -y- Cyff.

4.1.2 The proposed site layout is shown in **Appendix D**.

4.2 Vehicular Access

4.2.1 It is intended that the existing access which previously served the site's former use will be reinstated and improved to provide a simple priority junction with Bridgend Road.

4.2.2 A preliminary design of the access junction is included in **Appendix E**.

4.2.3 The proposed site access will be designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

4.3 Pedestrian and Cyclist Access

4.3.1 As shown in Appendix D, the development site will be permeable to pedestrian and cyclist movement with 2m footways leading into the site, connecting with the existing pedestrian infrastructure along Bridgend Road.

4.3.2 The development proposes to make improvements to the surface of the footways along the site frontage, making walking a more attractive route for residents and visitors to the site and improving connectivity to the wider area.

4.3.3 It is also proposed to locate a pedestrian refuge island approximately 50m to the south of the proposed site access. The exact location and proposed design of this is also detailed at Appendix E.

4.4 Car Parking

4.4.1 Car parking within the development will be provided in accordance with BCBCs Parking Standards SPG17 adopted in September 2011.

- 4.4.2 For a residential development, this guidance states that a maximum of one space per bedroom should be provided. However, this should not exceed three spaces per dwelling.
- 4.4.3 In addition, a total of one space per five units should be provided for visitors to the site.
- 4.4.4 For the proposed A1-A3/D1 commercial units, BCBCs SPG states that shops less than 100m² located within Zone 4&5 will be required to provide 1 commercial vehicle space for operational use and 1 space per 60m² for non-operational use.
- 4.4.5 At present the proposed tenure and housing mix is not known and the type of commercial use is indefinite as such the actual parking provision would be carefully agreed with BCBC as part of the detailed planning application within the maximum standards and in line with local characteristics.

4.5 Cycle Parking

- 4.5.1 Cycle parking will be provided for each residential unit.
- 4.5.2 For houses, cycle parking will be accommodated within the curtilage of the dwellings.
- 4.5.3 For any apartments, one space for every five bedrooms will be provided in communal, secure and sheltered locations.
- 4.5.4 The commercial use is not yet known; however, cycle parking will be provided in line with BCBCs parking standards.

4.6 Travel Plan

- 4.6.1 The implementation of a development-wide Travel Plan will improve the sustainability of the site through promotion and raising awareness of more sustainable modes of travel.

- 4.6.2 A Travel Plan is a management tool designed to enable the users of a site to make more informed decisions about their travel. It aims to increase the attractiveness of travelling by sustainable travel modes thus minimising adverse impacts of travel on the surroundings.
- 4.6.3 The Travel Plan will apply to both residents, staff and visitors to the site.

5.0 TRAVEL CHARACTERISTICS

5.1 Introduction

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

5.1.2 There is no historical data on the level of traffic generated by the previous use of the site but clearly movement to and from the site would have occurred with its former use as a fuel station.

5.1.3 This section of the report assesses the likely traffic generated by the proposed uses and considers any potential impact on the surrounding highway network. For the purposes of this assessment the peak periods for traffic generation (0800 – 0900 and 1700 – 1800) have been used. The level of pedestrian and cyclist movement generated by the development will also be examined.

5.2 Trip Generation

5.2.1 For the residential element of the site total people trip generation rates have been derived from the TRICS 7.6.4 database.

5.2.2 To derive multi-modal trip generation and to allow for the application of the local context of the site modal share proportions derived from Table WU03EW of the 2011 census has been derived for middle level super output area (MSOA) Bridgend 005 in which the site is located.

5.2.3 The following criteria have been applied to the categories 03 – Residential; A – Houses Privately Owned and C – Flats Privately Owned to ensure that only directly comparable sites have been extrapolated from the database:

- Sites in England and Wales (excluding London) with Multi-modal surveys
- Sites with surveys carried out Monday to Friday
- Sites with up to 250 dwellings.
- Surveys carried out since January 2000

- Sites in Edge of Town and Suburban Area locations
- Sites with a population of less than 15,000 within 1 mile
- Sites with a population of less than 75,000 in 5 miles

5.2.4 The trip rates and the total people trips which would be associated with the proposed residential development are set out in **Table 5.1**. The full TRICS reports are included in **Appendix F**.

Peak period	Trip rates			Total People Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
Privately Owned Houses (64 Units)						
0800 - 0900	0.196	0.59	0.786	13	38	50
1600 - 1700	0.546	0.391	0.937	34	25	59
Privately Owned Flats (38 Units)						
0800 - 0900	0.154	0.396	0.55	6	15	21
1600 - 1700	0.188	0.174	0.362	7	7	14
Total Residential (102 Units)						
0800 - 0900				19	53	72
1600 - 1700				41	32	73

Table 5.1: Residential Total People Trip Rates and Associated Trips

5.2.5 The modal share proportions and associated trips derived from the 2011 census are shown in **Table 5.2**.

Mode	Modal Share	AM (0800 – 0900)			PM (1600 – 1700)		
		ARR	DEP	TOT	ARR	DEP	TOT
Car Driver	80%	15	42	57	33	25	58
Car Share	9%	2	5	6	4	3	7
Public Transport	4%	1	2	3	2	1	3
Walking	7%	1	4	5	3	2	5
Cycling	0%	0	0	0	0	0	0

Table 5.2: Residential Modal Share and Associated Trips

5.2.6 The proposed residential development would therefore generate up to around 58 vehicular movements during the highway network peak periods.

5.2.7 It is considered that this is a robust assessment as around 19% of home-based vehicular trips in the AM and 7% of vehicular trips in the PM within Bridgend 005 are generally associated with educational purposes. As such, with the site located in such proximity to the local school it is likely that these trips would be carried out by means other than the private car.

5.3 Commercial Use Trip rate

5.3.1 As per the residential element of the site trip rates for the proposed commercial uses have been derived from the TRICS 7.6.4 database.

5.3.2 However, due to the modal share analysis as part of the 2011 census only covering travel to work, vehicular trip rates as opposed to total people trip rates have been derived from the database.

5.3.3 The following criteria have been applied to the categories 01 – Retail; I – Shopping Centre – Local Shops to ensure that only directly comparable sites have been extrapolated from the database:

- Sites in England and Wales (excluding London) with Multi-modal surveys
- Sites with surveys carried out Monday to Friday
- Sites with up to 500 sqm.
- Surveys carried out since January 2000
- Sites in Neighbourhood Centre locations
- Sites with a population of less than 50,000 within 1 mile
- Sites with a population of less than 125,000 in 5 miles

5.3.4 The trip rates and the vehicular trips which would be associated with the proposed commercial units are set out in **Table 5.3**. The full TRICS reports are included in **Appendix G**.

Peak period	Trip rates			Total People Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
0800 - 0900	5.28	4.8	10.08	19	17	36
1600 - 1700	7.52	7.84	15.36	27	28	55

Table 5.3: Commercial Units Total People Trip Rates and Associated Trip Rates

- 5.3.5 The proposed commercial units on site are therefore likely to generate up to around 55 two-way movements within the network peak periods.
- 5.3.6 It should however be noted that these trips are likely to be pass-by, diverted and / or linked trips and therefore will not be new to the local highway network.

6.0 IMPACT ASSESSMENT

6.1 Study Area

6.1.1 Impact assessments will be carried out at the junctions as identified previously in paragraph 3.4.2 of this Transport Assessment.

6.2 Distribution and assignment of development traffic

6.2.1 Vehicular movements associated with the proposed residential element of the development have been distributed based on pro-rata assumptions based on flows surveyed on 22nd September 2020.

6.2.2 As previously set out in section 5 of this TA, the trips associated with the commercial units are likely to be local in nature and will not be new to the surrounding local highway network. As such, turning movements associated with these trips have been applied to the site access junction but have not been distributed across the wider network.

6.2.3 The pro-rata distribution for the AM and PM peak periods are shown in the Traffic Flow Diagram included in Appendix A.

6.3 Future base traffic flows

6.3.1 In order to obtain the forecast base traffic flows (i.e. with no development traffic) for 2035 the baseline traffic flows (2020) have been factored using NTM growth factors.

6.3.2 Tempo growth factors make allowances for growth forecasts included in the NTM and NTEM datasets. As such, this allows for all future development sites included in the Bridgend Local Development Plan as adopted in September 2013.

6.3.3 The factors to be applied to the 2020 baseline surveyed flows are shown in **Table 6.1**. The relevant Traffic Flow Diagrams for the 2035 Forecast Base Scenario are included in Appendix A.

Period	NTM growth factors		
	Ward	AM	PM
2020 – 2035	W02000222 : Bridgend 005	1.131	1.134

Table 6.1: Tempo growth factors

6.4 Percentage Impact Assessments

- 6.4.1 A percentage impact assessment has been carried out at the individual junctions within the study area.
- 6.4.2 To ensure a robust assessment the percentage impact has been carried out using the 2020 baseline surveyed traffic flows as opposed to future year flows.
- 6.4.3 The results of this percentage impact assessment are shown in **Table 6.2**.

Junction	Arm	AM				PM			
		2020 Base	Dev	%age Impact	Overall	2020 Base	Dev	%age Impact	Overall
Crossroads	Maesteg Rd (N)	1284	24	2%	2%	1412	26	2%	2%
	Station Rd	69	1	1%		65	1	1%	
	Maesteg Rd (S)	1248	25	2%		1391	28	2%	
	Llan Rd	85	0	0%		76	1	1%	
Neuadd Domos RAB	Maesteg Rd (N)	1239	23	2%	2%	1558	26	2%	2%
	Neuadd Domos	156	1	0%		127	1	1%	
	Maesteg Rd (S)	1129	24	2%		1413	26	2%	
Castle Street Signals	Castle Street (N)	655	11	2%	1%	811	12	2%	1%
	Castle Street (S)	664	11	2%		729	12	2%	
	Talbot Street	319	0	0%		398	0	0%	
Llynfi Rd Signals	Llynfi Rd	258	4	1%	1%	343	4	1%	1%
	Talbot Street	400	0	0%		448	0	0%	
	A4063	729	12	2%		851	13	2%	
	Commercial Street	593	9	1%		419	9	2%	
Bryn Rd Signals	Maesteg Rd (N)	1459	31	2%	2%	1641	30	2%	1%
	Bryn Rd	784	5	1%		756	5	1%	
	Maesteg Rd (S)	1522	24	2%		1560	22	1%	
	Bridgend Rd	285	3	1%		363	3	1%	

Table 6.2: Percentage Impact Assessment Results

6.4.4 The percentage impact analysis carried out in Table 6.2 demonstrates that the development generally has a minimal impact of between 1% and 2% on all junctions within the study area.

6.4.5 This is below the 5% threshold at which developmental impact is normally considered to be material.

7.0 CAPACITY ASSESSMENT

7.1 Site Access Junction

7.1.1 Preliminary capacity assessments of the proposed site access junction have been carried out using Junctions 9 software.

7.1.2 The results of the analysis for the individual scenarios assessed are shown in **Table 7.1**. The full Junctions 9 output reports are included in **Appendix H**.

	AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay
Right turn into site	0.04	0	4.69	0.17	1	3.70
Right / Left turn out of site	0.18	0	12.00	0.19	0	14.30

Table 7.1: Capacity Assessment Results – Site Access

7.1.3 The result of the capacity analysis demonstrate that there is significant spare capacity at the junction.

7.2 Maesteg Rd / Station Rd / Llan Rd Priority Crossroads

7.2.1 Preliminary capacity assessments of the Maesteg Rd, Station Rd, Llan Rd priority crossroads junction has been carried out using Junctions 9 software. The results of the analysis for the individual scenarios assessed are shown in **Table 7.2** with the output report included in **Appendix I**.

Arm	AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay
2020 Base						
Maesteg Rd (N)	0.10	0	12.69	0.11	0	16.79
Station Rd	0.15	0	4.03	0.09	0	5.26
Maesteg Rd (S)	0.04	0	9.25	0.07	0	11.84
Llan Rd	0.12	0	4.40	0.12	0	3.95
2035 Base						
Maesteg Rd (N)	0.13	0	3.92	0.14	0	4.72
Station Rd	0.20	0	14.94	0.11	0	18.33
Maesteg Rd (S)	0.06	0	4.32	0.10	0	3.46
Llan Rd	0.14	0	10.20	0.16	0	12.48
2035 Base + Dev						
Maesteg Rd (N)	0.13	0	3.91	0.14	0	4.71
Station Rd	0.20	0	15.22	0.12	0	18.85
Maesteg Rd (S)	0.06	0	4.29	0.10	0	3.45
Llan Rd	0.14	0	10.39	0.16	0	12.79

7.3 Table 7.2: Capacity Assessment Results – Maesteg Rd / Station Rd / Llan Rd

7.3.1 The result of the capacity analysis demonstrate that there is spare capacity at the junction to accommodate future year growth as well as the proposed development.

7.4 Maesteg Rd / Neuadd Domos Roundabout

7.4.1 Preliminary capacity assessments of the Maesteg Rd, Neuadd Domos Roundabout has been carried out using Junctions 9 software.

7.4.2 The results of the analysis for the individual scenarios assessed are shown in **Table 7.2** with the output report included in **Appendix J**.

Arm	AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay
2020 Base						
Maesteg Rd (N)	0.66	2	8.11	0.59	1	6.88
Neuadd Domos	0.12	0	4.45	0.05	0	3.88
Maesteg Rd (S)	0.35	1	4.20	0.74	3	10.78
2035 Base						
Maesteg Rd (N)	0.74	3	10.81	0.67	2	8.58
Neuadd Domos	0.15	0	4.93	0.06	0	4.17
Maesteg Rd (S)	0.40	1	4.57	0.85	5	18.39
2035 Base + Dev						
Maesteg Rd (N)	0.75	3	11.11	0.68	2	8.82
Neuadd Domos	0.15	0	4.97	0.07	0	4.21
Maesteg Rd (S)	0.41	1	4.67	0.86	6	20.07

Table 7.2: Capacity Assessment Results – Maesteg Rd / Neuadd Domos RAB

7.4.3 The result of the capacity analysis demonstrate that although some queueing does occur at the junction in the baseline scenario that the junction is forecast to operate within operational capacity within all scenarios assessed.

7.4.4 The capacity analysis also demonstrates that the proposed development does not have a significant impact on the operation of the junction as a whole with only minor increases to RFC (+0.01), queueing (+0.6 pcu) and delay (+1.68s).

7.5 Castle Street Signals

7.5.1 Capacity analysis has been carried out at the Castle Street / Talbot Rd signalised junction using LinSig V3 software.

- 7.5.2 The model for this capacity analysis has been built using signal specification data provided by Bridgend CBC. This is included in **Appendix K**.
- 7.5.3 The results of the capacity analysis for all scenarios assessed are summarised in **Table 7.3** with full output results included in Appendix K.
- 7.5.4 It should be noted this junction operates under MOVA control. As such the controller software works with detector loops in the road surface to optimise the cycle and stage times and sequencing operation of the junction to ensure maximum efficiency of through movement.
- 7.5.5 As such, the fixed time and sequencing available through LinSig V3 represents a very much worst case scenario with, in reality, the junction operating around 15% more efficiently than modelled as a result of the continual optimisation of timings and sequencing to reflect demand.

Arm	AM Peak			PM Peak		
	DoS (%)	MMQ	Delay (s/pcu)	DoS (%)	MMQ	Delay (s/pcu)
2020 Base						
Castle Street (S)	50.3	8.8	33.8	71.1	13.0	38.8
Talbot Street	51.0	4.9	40.7	71.5	8.1	47.2
Castle Street (N)	49.1	6.6	27.7	52.2	7.1	30.0
2035 Base						
Castle Street (S)	56.1	10.0	33.6	72.4	12.4	41.7
Talbot Street	56.8	5.6	42.3	69.6	8.7	42.5
Castle Street (N)	54.7	7.7	29.0	63.3	8.8	34.9
2035 Base + Dev						
Castle Street (S)	57.0	10.1	33.5	79.6	15.2	41.3
Talbot Street	56.8	5.6	42.3	80.1	9.8	53.7
Castle Street (N)	55.4	7.8	29.1	58.6	8.4	31.8

Table 7.3: Capacity Assessment Results – Castle Street Signals

- 7.5.6 The results of the capacity analysis demonstrate that even considering the worst case assessment for the operation of the signals without any consideration of the operation of the associated MOVA controller that the junction will operate within theoretical capacity across all scenarios assessed.

7.6 Llynfi Road Signals

7.6.1 Capacity analysis has been carried out at the Talbot Street / Commercial Street / Llynfi Road / Neath Road Signalised junction using LinSig V3 software.

7.6.2 The model for this capacity analysis has been built using signal specification data provided by Bridgend CBC. This is included in **Appendix L**.

7.6.3 The results of the capacity analysis for all scenarios assessed are summarised in **Table 7.4** with full output results included in Appendix L.

7.6.4 It should be noted that as per the Castle Street signals this junction operates under MOVA control and as such represents a worst case scenario with, in reality, the junction operating around 15% more efficiently than modelled as a result of the continual optimisation of timings and sequencing to reflect demand.

Arm	AM Peak			PM Peak		
	DoS (%)	MMQ	Delay (s/pcu)	DoS (%)	MMQ	Delay (s/pcu)
2020 Base						
Llynfi Rd	49.4	2.4	60.3	84.1	7.5	78.5
Talbot St	31.6	2.8	32.5	29.3	2.6	32.3
Neath Rd	72.2	7.6	49.5	83.6	9.8	62.0
Commercial St	75.2	10.5	37.4	83.5	11.4	47.0
2035 Base						
Llynfi Rd	55.4	2.8	63.2	95.7	11.4	121.3
Talbot St	35.3	3.2	33.1	33.3	3.0	32.9
Neath Rd	86.0	10.3	66.5	94.7	14.3	94.2
Commercial St	84.9	13.6	45.3	94.6	17.4	72.0
2035 Base + Dev						
Llynfi Rd	56.6	2.9	63.9	96.5	11.9	126.3
Talbot St	35.9	3.2	33.1	33.3	3.0	32.9
Neath Rd	87.0	10.6	68.6	95.7	15.0	99.2
Commercial St	86.5	14.2	47.4	96.3	19.1	80.4

Table 7.4: Capacity Assessment Results – Llynfi Road Signals

7.6.5 The results of the capacity analysis demonstrate that considering the worst case assessment for the operation of the signals without any consideration of the operation of the associated MOVA controller that the junction will operate close to theoretical capacity in the PM peak of the 2035 scenarios with and without the inclusion of the proposed development.

7.6.6 The addition of the proposed development is shown to have a minimal impact on the operation of the junction as a whole with an average increase of 0.875% DoS across all arms of the junction.

7.7 Bryn Road Signals

7.7.1 Capacity analysis has been carried out at the Maesteg Rd / Bridgend Rd / Bryn Rd / A4065 Signalised junction using LinSig V3 software.

7.7.2 The model for this capacity analysis has been built using signal specification data provided by Bridgend CBC. This is included in **Appendix M**.

7.7.3 The results of the capacity analysis for all scenarios assessed are summarised in **Table 7.5** with full output results included in Appendix M.

7.7.4 It should be noted that as per the Castle St and Llynfi Rd signals this junction operates under MOVA control and as such represents a worst case scenario with, in reality, the junction operating around 15% more efficiently than modelled as a result of the continual optimisation of timings and sequencing to reflect demand.

Arm	AM Peak			PM Peak		
	DoS (%)	MMQ	Delay (s/pcu)	DoS (%)	MMQ	Delay (s/pcu)
2020 Base						
Bryn Rd Left Turn	26.7	5.3	20.8	14.0	2.4	11.3
Bryn Rd Ahead Right	69.4	5.3	81.8	83.7	7.8	103.8
A4063 South	69.7	18.1	38.1	84.5	31.0	36.2
Bridgend Rd	54.1	3.5	62.5	83.7	6.8	87.6
Maesteg Rd Ahead Left	69.3	14.1	42.8	84.2	12.6	63.8
Maesteg Rd Ahead Right	67.0	14.0	51.4	82.2	12.5	80.1
2035 Base						
Bryn Rd Left Turn	30.1	6.2	21.3	15.9	2.9	11.8
Bryn Rd Ahead Right	77.9	6.4	89.7	93.3	11.4	137.3
A4063 South	78.7	22.5	42.8	96.2	47.7	61.4
Bridgend Rd	60.3	4.0	65.0	94.5	11.0	123.9
Maesteg Rd Ahead Left	77.7	17.0	48.1	95.2	18.9	98.9
Maesteg Rd Ahead Right	76.2	17.1	56.2	94.6	18.6	116.2
2035 Base + Dev						
Bryn Rd Left Turn	30.1	6.2	21.3	15.9	2.8	11.5
Bryn Rd Ahead Right	78.5	6.5	90.4	96.6	12.6	154.8
A4063 South	79.2	22.7	43.1	97.3	48.8	65.4
Bridgend Rd	60.4	4.0	64.8	95.0	10.8	124.6
Maesteg Rd Ahead Left	79.9	17.9	49.9	95.8	18.8	99.6
Maesteg Rd Ahead Right	78.2	17.8	57.5	95.0	18.3	115.3

Table 7.5: Capacity Assessment Results – Bryn Rd Signals

7.7.5 The results of the capacity analysis demonstrate that considering the worst case assessment for the operation of the signals without any consideration of the operation of the associated MOVA controller that the junction will operate close to theoretical capacity in the PM peak of the 2035 scenarios with and without the inclusion of the proposed development.

7.7.6 The addition of the proposed development is shown to have a minimal impact on the operation of the junction as a whole with an average increase of 0.983% DoS across all arms of the junction.

8.0 CONCLUSION

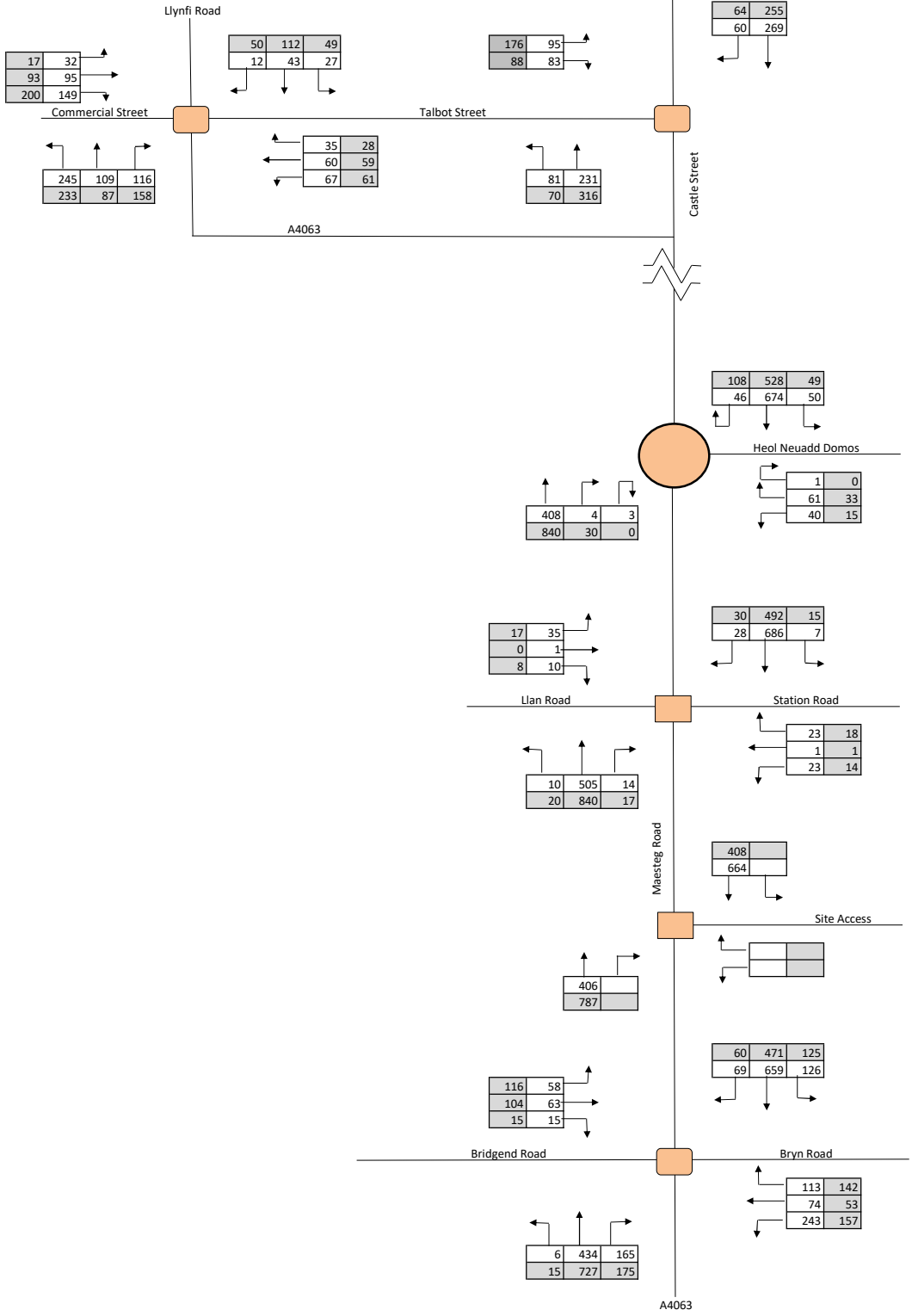
- 8.1.1 Asbri Transport Limited have been appointed by BPM Technology Corp Ltd to produce a Transport Assessment (TA) to accompany a stage 2 candidate site submission as part of the emerging Local Development Plan.
- 8.1.2 The proposed site looks to develop up to around 102 residential units and 360sqm of commercial space on Land to the south of Pont Rhyd – Y – Cyff along Maeteg Road.
- 8.1.3 This TA has demonstrated that there is no existing highway safety pattern or problem within the vicinity of the site which could be exacerbated by the proposed development.
- 8.1.4 It has also demonstrated that sufficient multi-modal access can be achieved via an established and proposed network of active travel routes and existing public transport services within the vicinity of the site and that these provide access to various local facilities and amenities within the immediate vicinity of the site. It should also be noted that these local facilities and amenities will be supplemented by the commercial uses proposed as part of the development.
- 8.1.5 The local highway network within the vicinity of the site also has sufficient spare capacity to accommodate the development within the peak periods with the addition of development traffic having an immaterial impact on the operation of the surrounding arterial junctions.
- 8.1.6 It is therefore considered that there are no material reasons from a highway and transportation perspective why the site should not be included as an allocated site as part of the emerging Local Development Plan.

Appendices

Appendix A

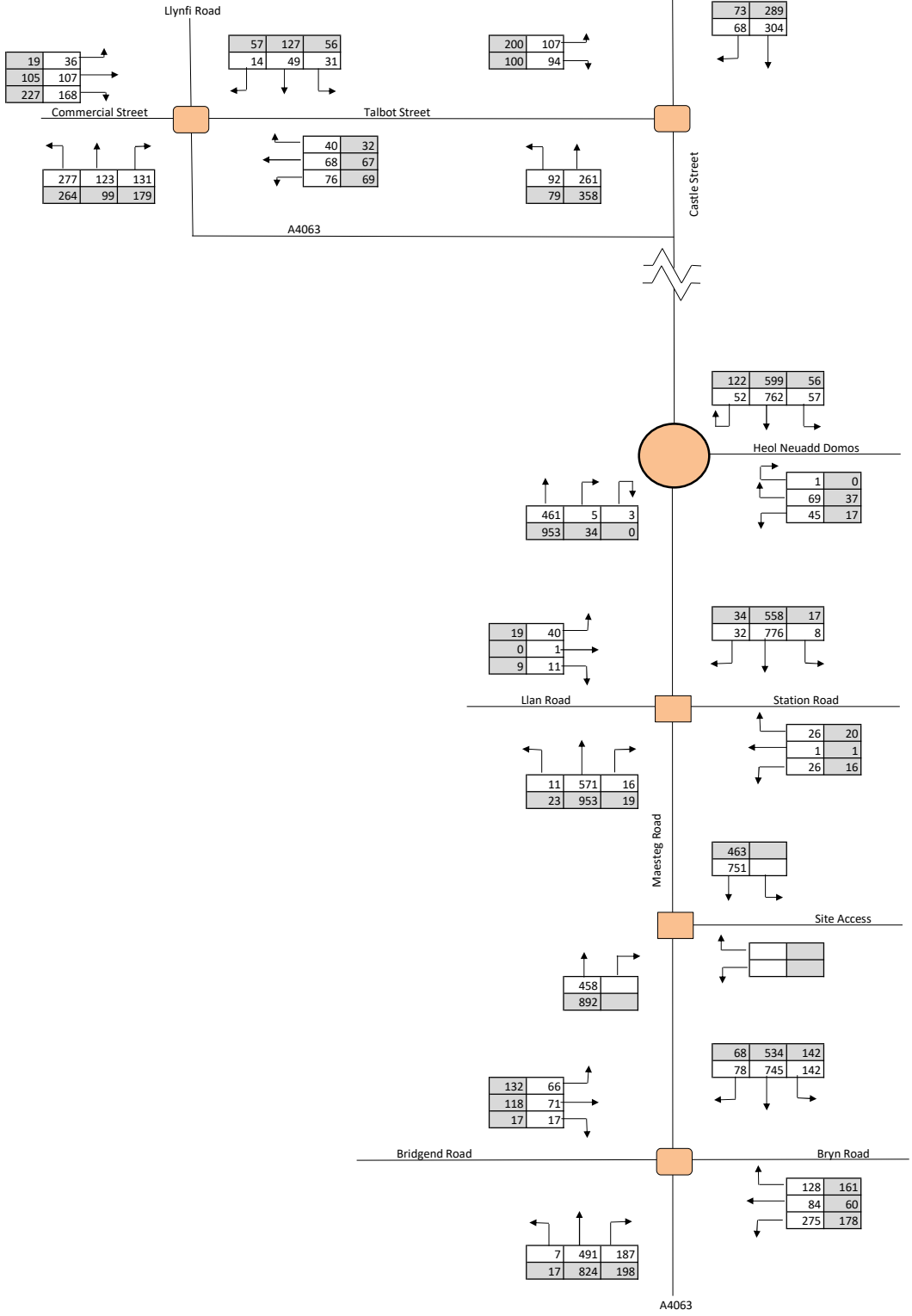
2020 Base
All Flows in PCU

AM
PM



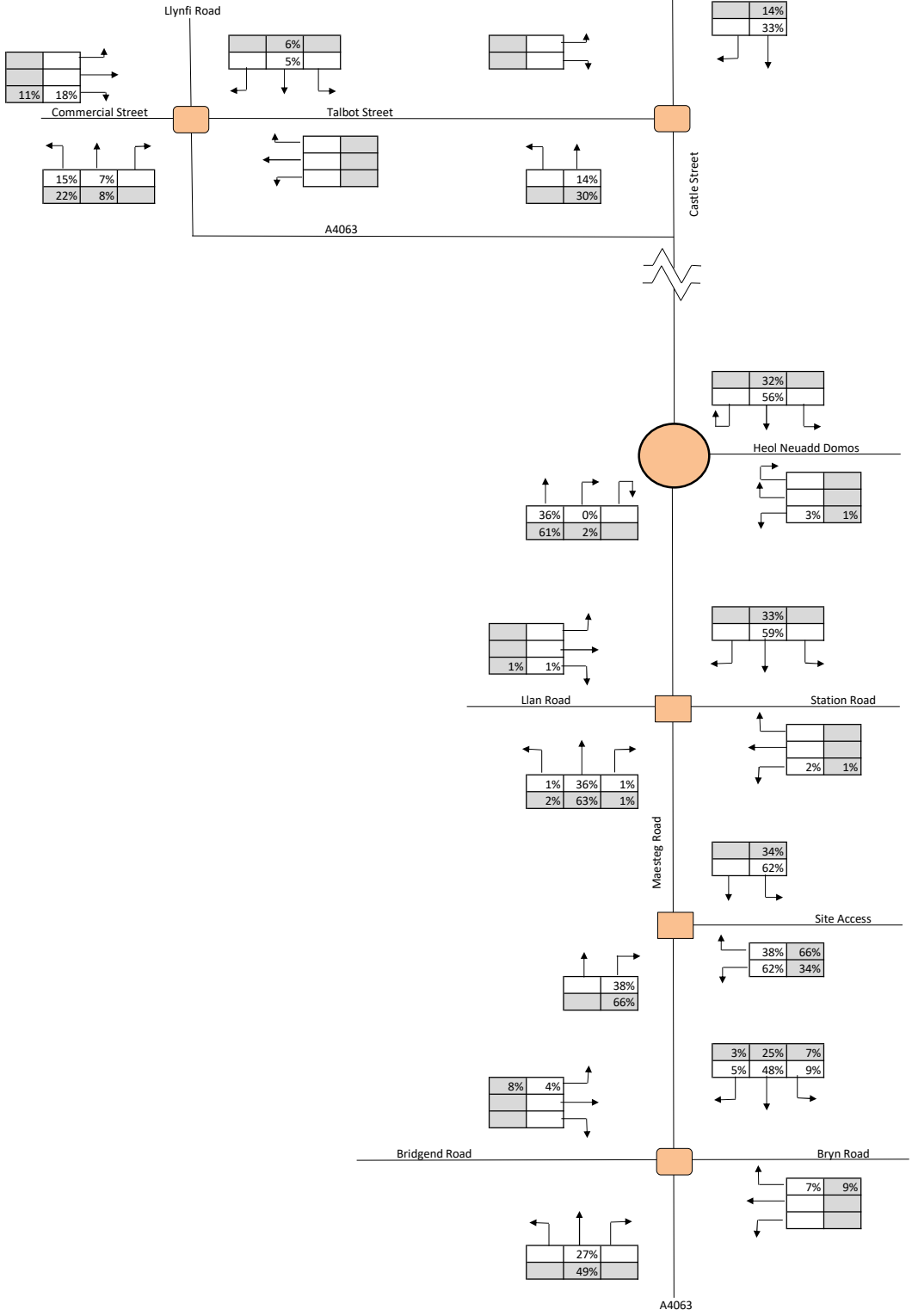
2035 Base
All Flows in PCU

AM
PM

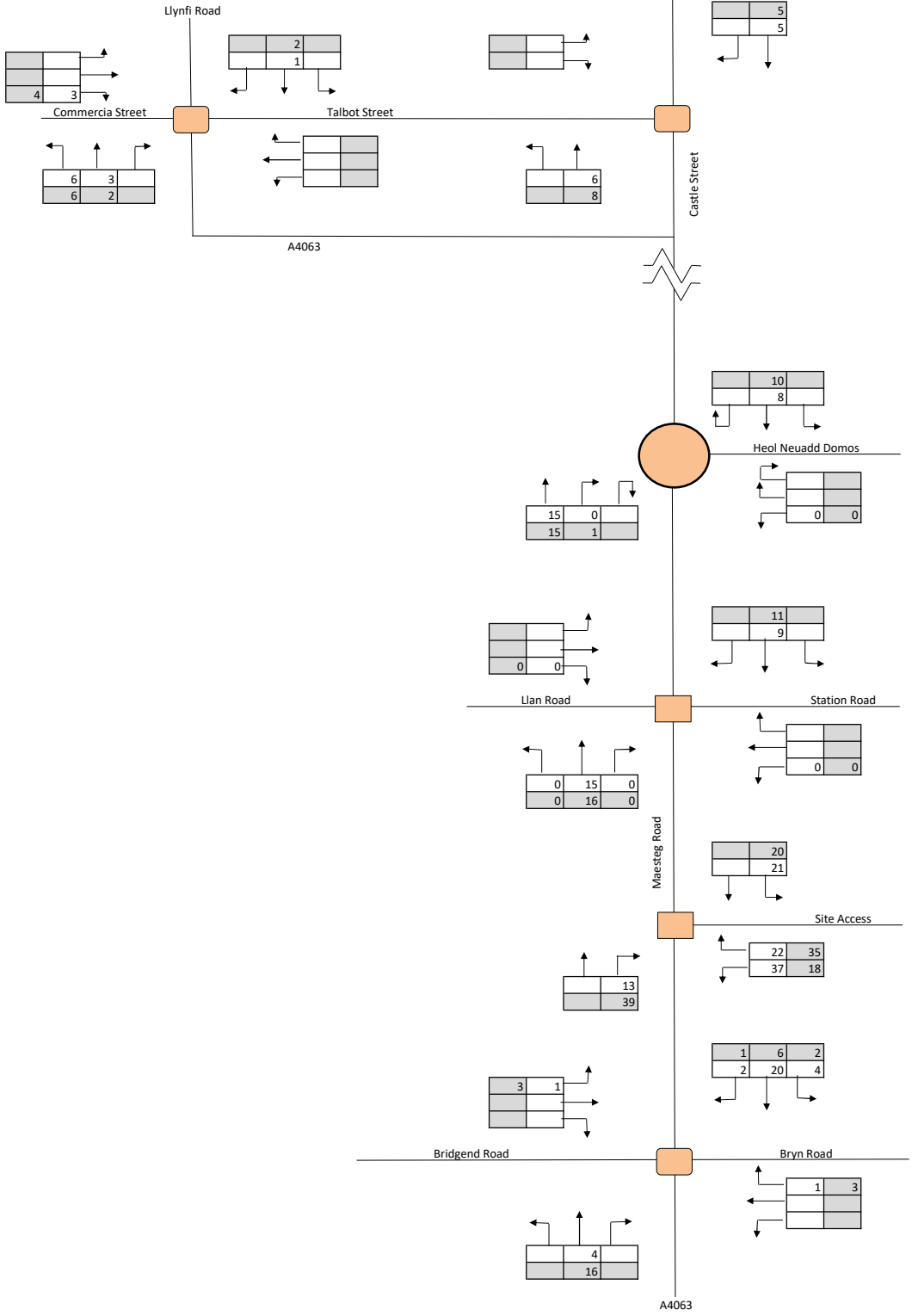


Pro-rata Distribution
All Flows in PCU

AM	
PM	

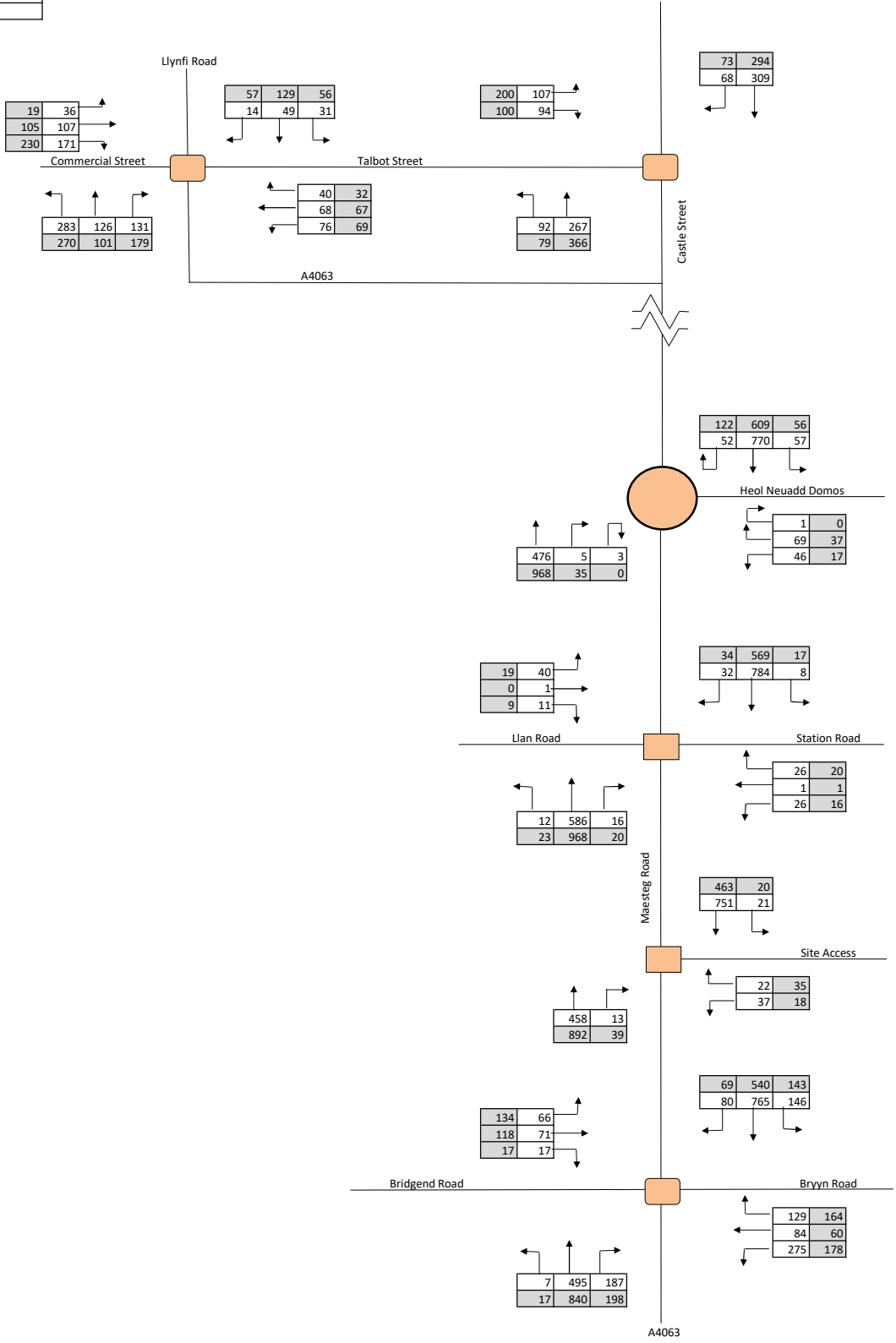


Development Assignment	
All Flows in PCU	
AM	
PM	



2035 Base + Development
All Flows in PCU

AM
PM



Appendix B



Severnside
Transportation Data Collection
Survey Overview

Job Number/Job Name	SS259 Maesteg
Date	Tuesday 22 September 2020
Time	0630-0930 & 1530-1830
Survey Type	Classified JTC
Weather Conditions	



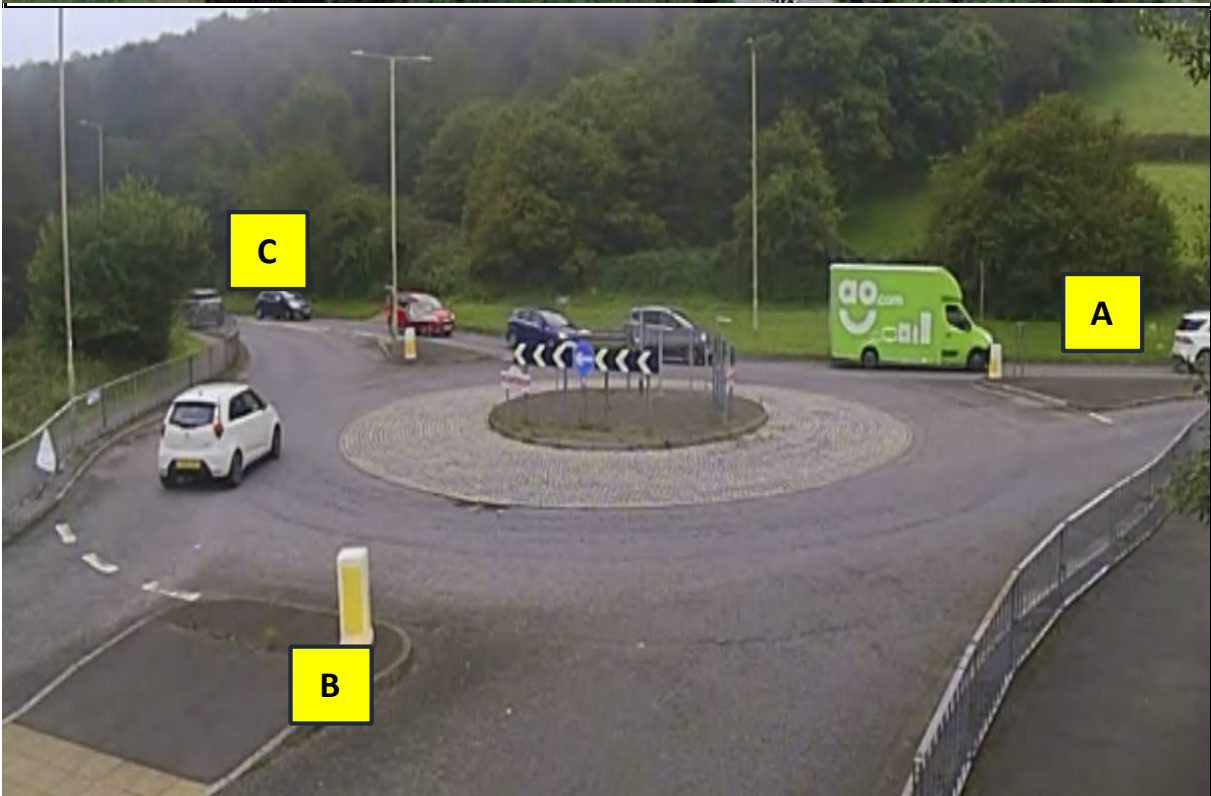
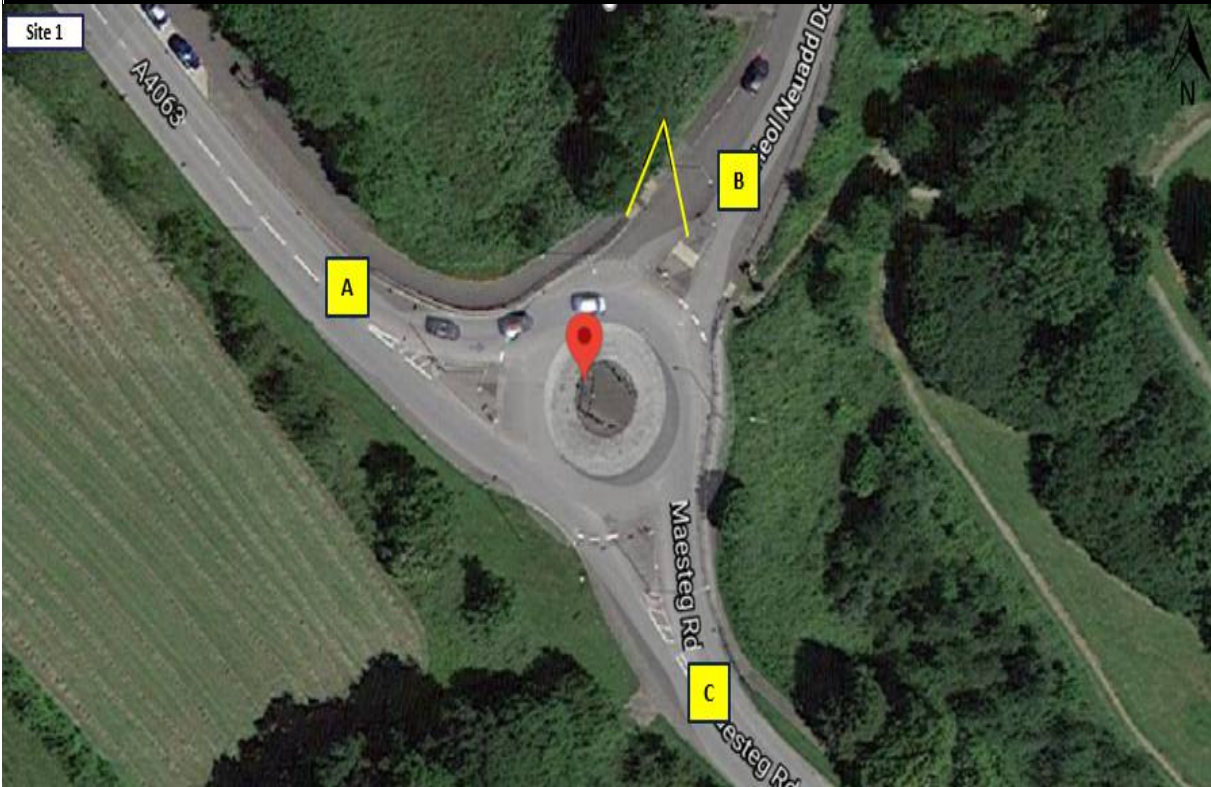
Comments



Severnside
Transportation Data Collection

SS259 Maesteg
Tuesday 22 September 2020
0630-0930 & 1530-1830

Site 1 - Cam 1-2





Severnside

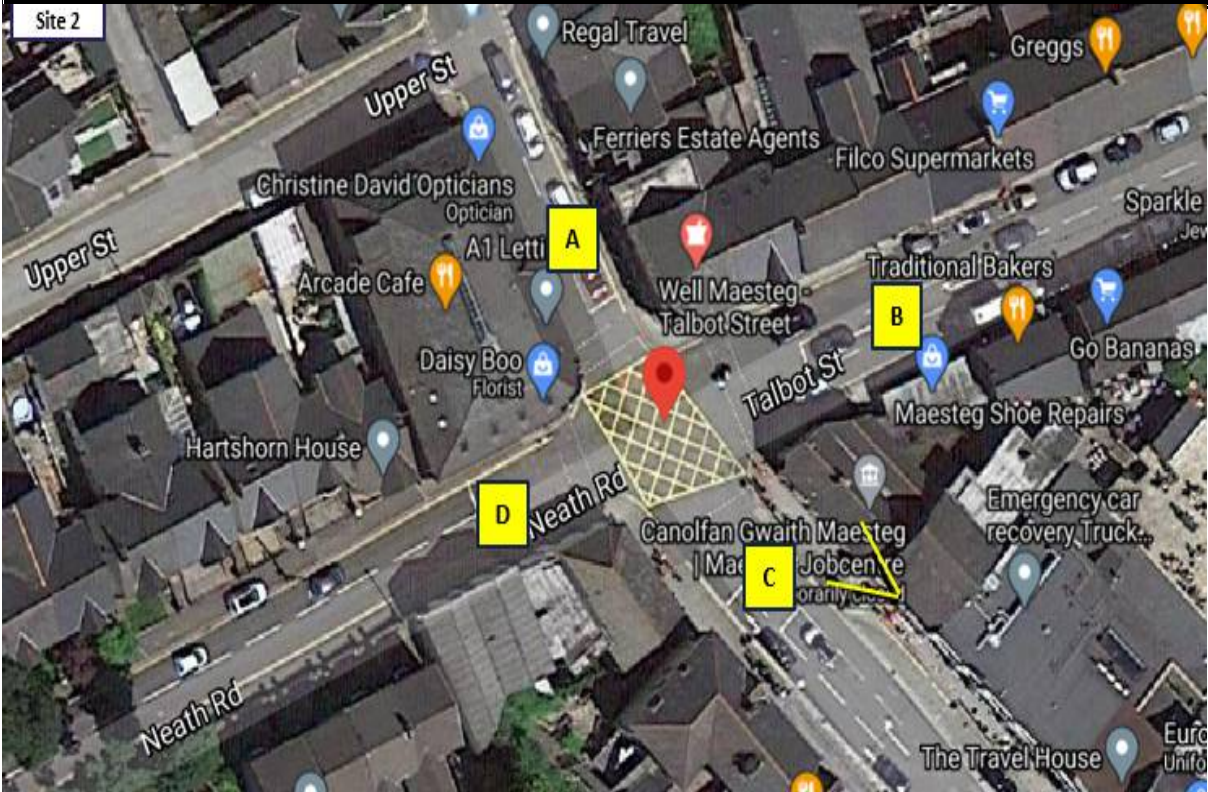
Transportation Data Collection

SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 2 - Cam 2-1





Severnside

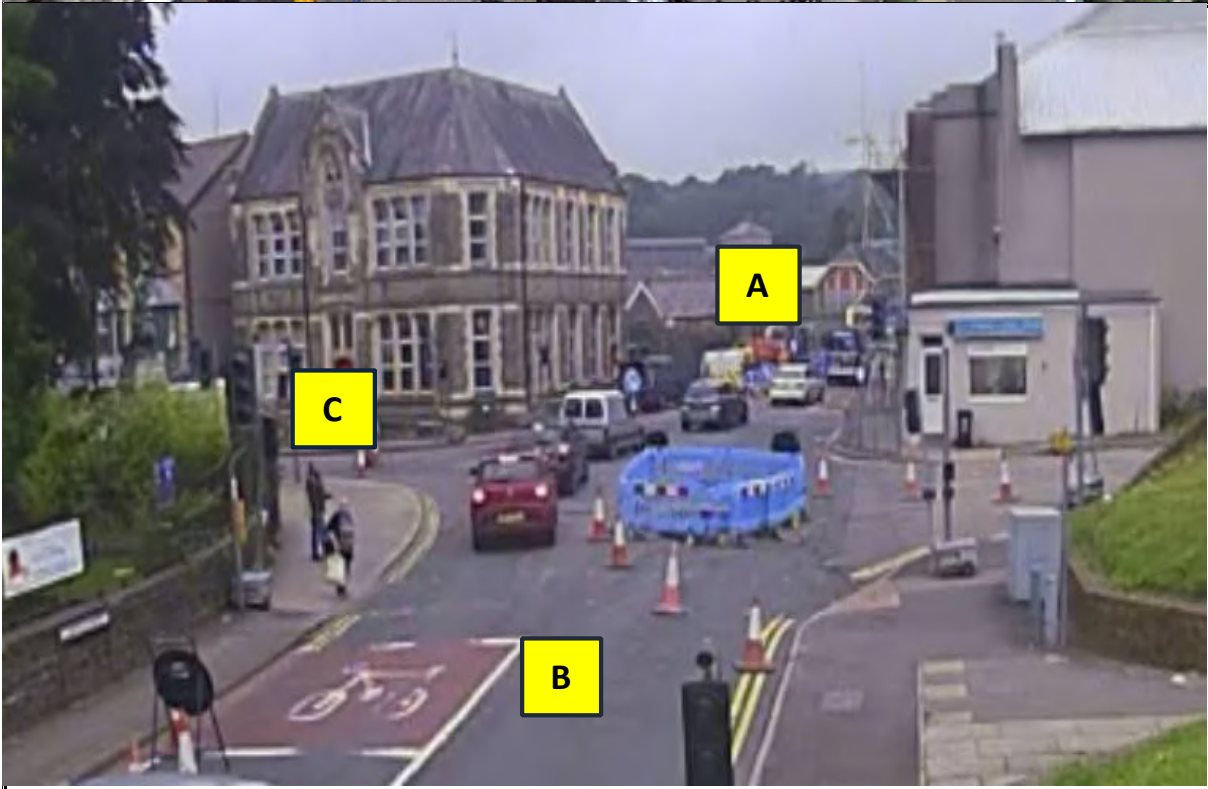
Transportation Data Collection

SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 3 - Cam 3-1





Severnside

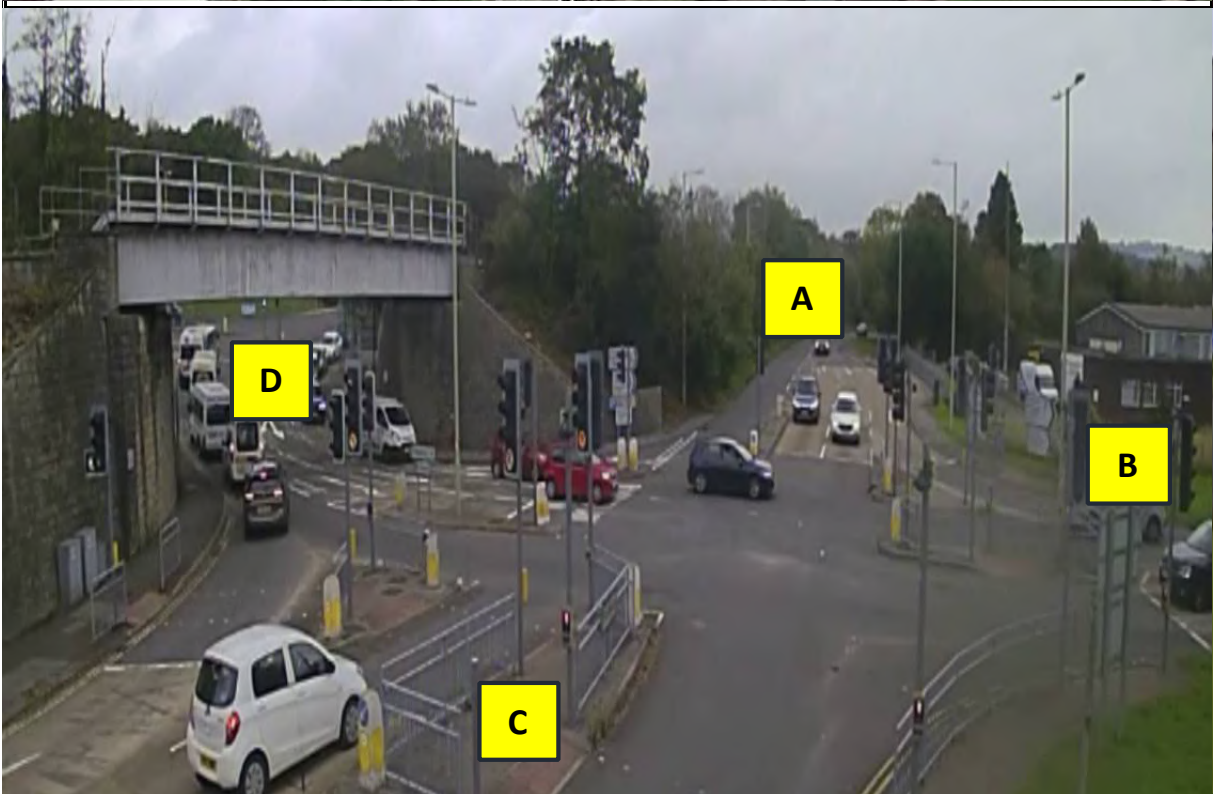
Transportation Data Collection

SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 4 - Cam 4-1





Severnside

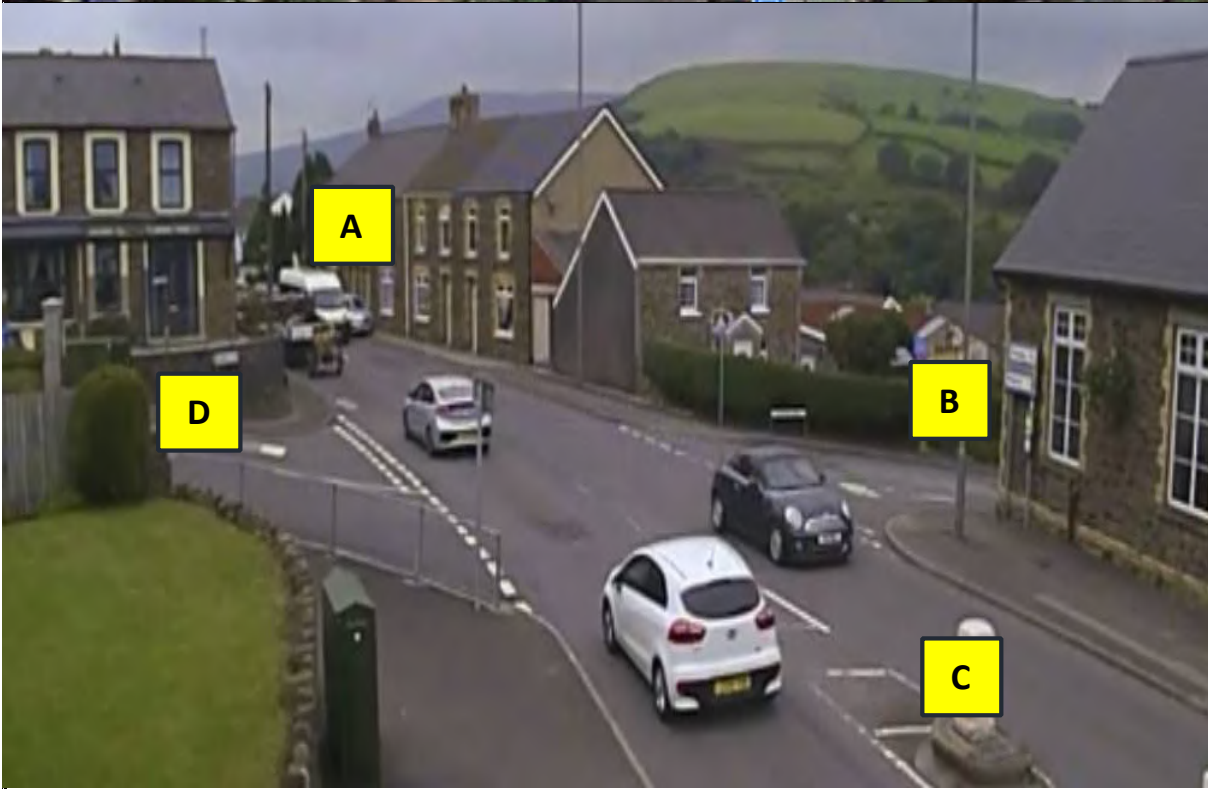
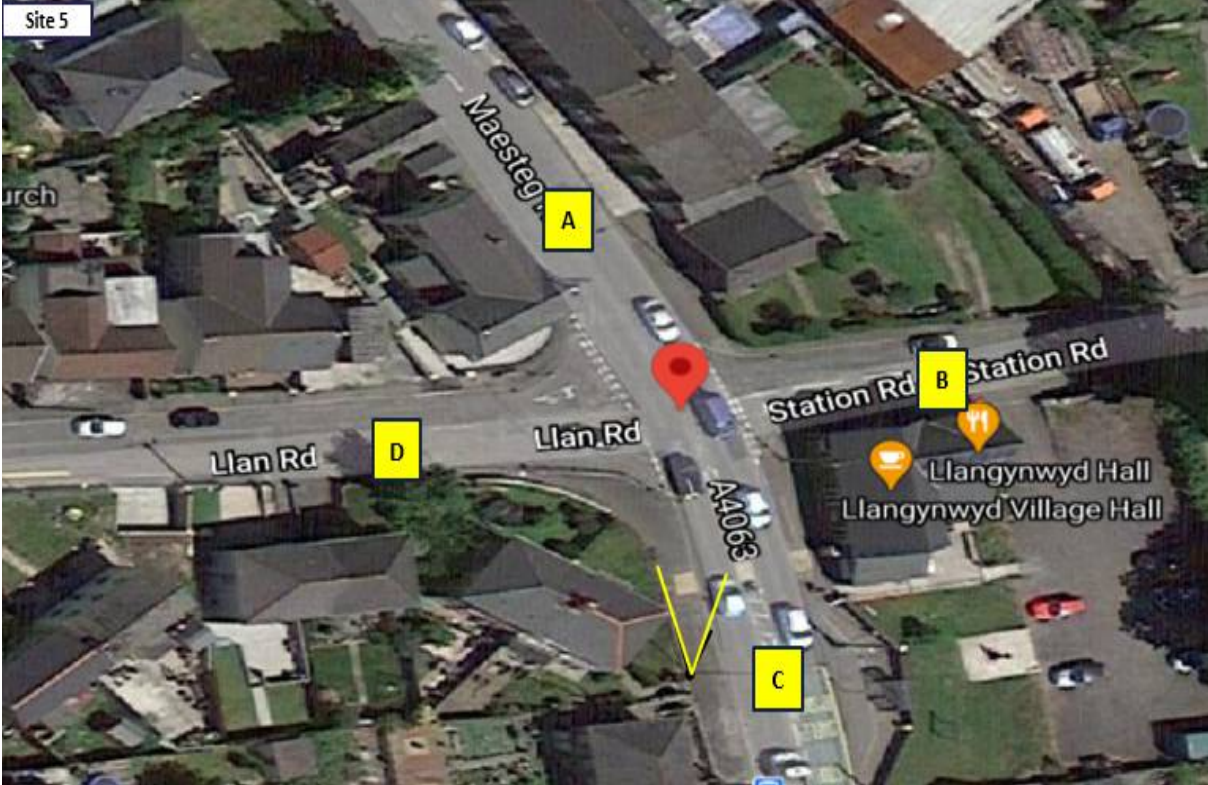
Transportation Data Collection

SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 5 - cam 5-1





	Arm A - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0
0700-0715	1	1	0	0	0	0	0	2
0715-0730	1	1	0	0	0	0	0	2
Hourly Total	2	2	0	0	0	0	0	4
0730-0745	0	0	0	0	0	0	0	0
0745-0800	2	0	0	0	0	0	0	2
0800-0815	5	0	0	0	0	0	0	5
0815-0830	8	0	0	0	0	0	0	8
Hourly Total	15	0	0	0	0	0	0	15
0830-0845	10	0	0	0	0	0	0	10
0845-0900	22	1	0	0	0	0	0	23
0900-0915	3	1	0	0	0	0	0	4
0915-0930	1	0	0	0	0	0	0	1
Hourly Total	36	2	0	0	0	0	0	38

	Arm A - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0
0715-0730	4	3	0	0	0	0	0	7
Hourly Total	4	3	0	0	0	0	0	7
0730-0745	6	1	0	0	0	0	0	7
0745-0800	1	1	0	0	0	0	0	2
0800-0815	5	2	0	0	0	0	0	7
0815-0830	6	0	0	0	0	0	0	6
Hourly Total	18	4	0	0	0	0	0	22
0830-0845	23	1	0	0	0	0	0	24
0845-0900	12	1	0	0	0	0	0	13
0900-0915	4	2	0	0	0	0	0	6
0915-0930	3	0	0	0	0	0	0	3
Hourly Total	42	4	0	0	0	0	0	46

	Arm A - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	118	25	1	0	0	1	0	145
0645-0700	91	22	1	0	0	0	0	114
0700-0715	100	36	2	0	1	0	0	139
0715-0730	134	37	2	0	0	0	0	173
Hourly Total	443	120	6	0	1	1	0	571
0730-0745	147	35	6	1	1	1	0	191
0745-0800	158	32	2	1	3	0	0	196
0800-0815	139	25	10	0	2	0	2	178
0815-0830	138	23	6	0	7	0	2	176
Hourly Total	582	115	24	2	13	1	4	741
0830-0845	134	15	1	0	3	0	0	153
0845-0900	111	23	2	1	1	0	0	138
0900-0915	149	10	3	0	0	1	0	163
0915-0930	91	11	3	0	1	1	1	108
Hourly Total	485	59	9	1	5	2	1	562

Arm Total
145
114
139
173
571
191
196
178
176
741
153
138
163
108
562
646

3 Hour Totals (am)	53	4	0	0	0	0	0	57
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3 Hour Totals (am)	64	11	0	0	0	0	0	75
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3 Hour Totals (am)	1510	294	39	3	19	4	5	1874
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3 Hour Totals (am)	2006
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1530-1545	1	1	0	0	0	0	0	2
1545-1600	0	0	0	0	0	0	0	0
1600-1615	3	0	0	0	0	0	0	3
1615-1630	1	0	0	0	0	0	0	1
Hourly Total	5	1	0	0	0	0	0	6
1630-1645	3	0	0	0	0	0	0	3
1645-1700	4	0	0	0	0	0	0	4
1700-1715	2	0	0	0	0	0	0	2
1715-1730	2	0	0	0	0	0	0	2
Hourly Total	11	0	0	0	0	0	0	11
1730-1745	2	0	0	0	0	0	1	3
1745-1800	2	0	0	0	0	0	0	2
1800-1815	0	0	0	0	0	0	0	0
1815-1830	2	0	0	0	0	0	0	2
Hourly Total	6	0	0	0	0	0	1	7

1530-1545	9	0	0	0	0	0	0	9
1545-1600	8	0	0	0	0	0	0	8
1600-1615	10	0	0	0	0	0	0	10
1615-1630	11	1	0	0	0	0	0	12
Hourly Total	38	1	0	0	0	0	0	39
1630-1645	7	0	0	0	0	0	1	8
1645-1700	14	1	0	0	0	0	0	15
1700-1715	12	3	0	0	0	0	0	15
1715-1730	7	1	0	0	0	0	0	8
Hourly Total	40	5	0	0	0	0	1	46
1730-1745	12	1	0	0	0	0	0	13
1745-1800	10	2	0	0	0	0	0	12
1800-1815	17	0	1	0	0	0	0	18
1815-1830	7	0	0	0	0	0	0	7
Hourly Total	46	3	1	0	0	0	0	50

121	17	2	2	3	0	2	147
105	11	1	3	1	0	0	121
108	20	1	2	3	0	0	134
99	20	3	0	3	0	1	126
Hourly Total	433	68	7	7	10	3	528
132	11	3	2	1	1	1	150
92	22	0	0	1	1	1	117
99	20	0	1	1	1	1	123
98	10	1	1	0	0	0	110
Hourly Total	421	63	4	4	3	3	500
101	7	0	0	1	0	0	109
86	10	1	0	1	0	1	99
82	8	2	0	1	1	0	94
59	10	0	0	0	0	0	69
Hourly Total	328	35	3	0	3	1	371

158
121
134
126
528
150
117
123
110
500
109
99
94
69
371
428

3 Hour Totals (pm)	22	1	0	0	0	0	1	24
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3 Hour Totals (pm)	124	9	1	0	0	0	1	135
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3 Hour Totals (pm)	1182	166	14	11	16	4	6	1399
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3 Hour Totals (pm)	1558
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Day Total	75	5	0	0	0	0	1	81
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Day Total	188	20	1	0	0	0	1	210
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Day Total	2692	460	53	14	35	8	11	3273
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Day Total	3564
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	Arm B - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	1	2	0	0	0	0	0	3
0645-0700	1	1	0	0	0	0	0	2
0700-0715	6	0	0	0	0	0	0	6
0715-0730	4	1	0	0	0	0	0	5
Hourly Total	12	4	0	0	0	0	0	16
0730-0745	5	1	0	0	0	0	0	6
0745-0800	11	0	0	0	0	0	0	11
0800-0815	10	0	1	0	0	0	0	11
0815-0830	10	1	0	0	0	0	0	11
Hourly Total	36	2	1	0	0	0	0	39
0830-0845	10	1	0	0	0	0	0	11
0845-0900	26	1	0	0	0	0	0	27
0900-0915	12	1	0	0	0	0	0	13
0915-0930	7	2	0	0	0	0	0	9
Hourly Total	55	5	0	0	0	0	0	60

	Arm B - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	0	0	0	0	0	0	0	0
0645-0700	0	0	0	0	0	0	0	0
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
Hourly Total	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
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1
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

	Arm B - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	3	1	0	0	0	0	0	4
0645-0700	2	0	0	0	0	0	1	3
0700-0715	2	2	0	0	0	0	0	4
0715-0730	7	0	0	0	0	0	0	7
Hourly Total	14	3	0	0	0	0	1	18
0730-0745	12	1	1	0	0	0	0	14
0745-0800	8	1	0	0	0	0	0	9
0800-0815	12	2	0	0	0	0	0	14
0815-0830	5	2	0	0	0	0	0	7
Hourly Total	37	6	1	0	0	0	0	44
0830-0845	9	0	0	0	0	0	0	9
0845-0900	10	0	0	0	0	0	0	10
0900-0915	4	1	0	0	0	0	0	5
0915-0930	3	0	1	0	0	0	0	4
Hourly Total	26	1	1	0	0	0	0	28

Arm Total
4
3
4
7
18
14
9
14
7
44
9
10
5
4
28
89

3 Hour Totals (am)	103	11	1	0	0	0	0	115
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Hourly Total	587	94	9	7	13	2	0	712
1630-1645	191	49	1	0	1	1	1	244
1645-1700	151	25	4	0	1	0	0	181
1700-1715	169	27	1	0	0	0	1	198
1715-1730	184	30	1	0	1	0	0	216
Hourly Total	695	131	7	0	3	1	2	839
1730-1745	175	22	4	0	1	0	0	202
1745-1800	149	20	2	0	1	0	3	175
1800-1815	139	15	0	1	0	1	1	157
1815-1830	111	17	1	0	1	0	0	130
Hourly Total	574	74	7	1	3	1	4	664

Hourly Total	22	1	0	0	0	0	0	23
6	0	0	0	0	0	0	0	6
9	2	0	0	0	0	0	0	11
5	0	0	0	0	0	0	0	5
8	0	0	0	0	0	0	1	9
Hourly Total	28	2	0	0	0	0	1	31
7	0	0	0	0	0	0	0	7
7	0	0	0	0	0	0	0	7
6	1	0	0	0	0	0	0	7
5	0	0	0	0	0	0	0	5
Hourly Total	25	1	0	0	0	0	0	26

Hourly Total	1	0	0	0	1	0	0	2
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	0	0	0	0	3

Hourly Total	737
250	
192	
203	
225	
870	
210	
182	
165	
136	
Hourly Total	693

3 Hour Totals (pm)	1856	299	23	8	19	4	6	2215
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3 Hour Totals (pm)	75	4	0	0	0	0	1	80
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3 Hour Totals (pm)	4	0	0	0	1	0	0	5
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3 Hour Totals (pm)	2300
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Day Total	2714	479	58	20	38	6	8	3323
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Day Total	96	9	1	0	0	0	1	107
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Day Total	7	0	0	0	2	0	0	9
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Day Total	3439
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Origin - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0630-0645	118	25	1	0	0	1	0	145
0645-0700	91	22	1	0	0	0	0	114
0700-0715	101	37	2	0	1	0	0	141
0715-0730	139	41	2	0	0	0	0	182
Hourly Total	449	125	6	0	1	1	0	582
0730-0745	153	36	6	1	1	1	0	198
0745-0800	161	33	2	1	3	0	0	200
0800-0815	149	27	10	0	2	0	2	190
0815-0830	152	23	6	0	7	0	2	190
Hourly Total	615	119	24	2	13	1	4	778
0830-0845	167	16	1	0	3	0	0	187
0845-0900	145	25	2	1	1	0	0	174
0900-0915	156	13	3	0	0	1	0	173
0915-0930	95	11	3	0	1	1	1	112
Hourly Total	563	65	9	1	5	2	1	646

Origin - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
4	3	0	0	0	0	0	0	7
3	1	0	0	0	0	1	5	
8	2	0	0	0	0	0	10	
11	1	0	0	0	0	0	12	
Hourly Total	26	7	0	0	0	1	34	
17	2	1	0	0	0	0	20	
19	1	0	0	0	0	0	20	
22	2	1	0	0	0	0	25	
16	3	0	0	0	0	0	19	
Hourly Total	74	8	2	0	0	0	84	
19	1	0	0	0	0	0	20	
36	1	0	0	0	0	0	37	
17	2	0	0	0	0	0	19	
10	2	1	0	0	0	0	13	
Hourly Total	82	6	1	0	0	0	89	

Origin - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
20	6	1	0	0	0	0	27	
36	16	2	0	1	0	0	55	
30	11	5	0	0	1	0	47	
Hourly Total	51	11	1	0	1	0	65	
137	44	9	0	2	2	0	194	
72	14	2	1	3	0	0	92	
90	18	2	1	3	0	1	115	
104	16	3	0	2	0	0	125	
109	18	3	4	1	0	0	135	
Hourly Total	375	66	10	6	9	0	467	
122	21	3	1	3	0	0	150	
87	14	4	2	2	0	0	109	
93	17	7	2	2	0	0	121	
68	23	3	1	2	0	1	98	
Hourly Total	370	75	17	6	9	0	478	

3 Hour Totals (am)	1627	309	39	3	19	4	5	2006
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3 Hour Totals (am)	182	21	3	0	0	0	1	207
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3 Hour Totals (am)	882	185	36	12	20	2	2	1139
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3 Hour Totals (am)	3352
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Hourly Total	131	18	2	2	3	0	2	158
1530-1545	131	18	2	2	3	0	2	158
1545-1600	113	11	1	3	1	0	0	129
1600-1615	121	20	1	2	3	0	0	147
1615-1630	111	21	3	0	3	0	1	139
Hourly Total	476	70	7	7	10	0	3	573
1630-1645	142	11	3	2	1	1	1	161
1645-1700	110	23	0	0	1	1	1	136
1700-1715	113	23	0	1	1	1	1	140
1715-1730	107	11	1	1	0	0	0	120
Hourly Total	472	68	4	4	3	3	3	557
1730-1745	115	8	0	0	1	0	1	125
1745-1800	98	12	1	0	1	0	1	113
1800-1815	99	8	3	0	1	1	0	112
1815-1830	68	10	0	0	0	0	0	78
Hourly Total	380	38	4	0	3	1	2	428

Hourly Total	12	0	0	0	0	0	0	12
14	1	0	0	0	0	0	0	15
8	3	0	0	0	0	0	0	11
16	1	0	0	0	0	0	0	17
Hourly Total	50	5	0	0	0	0	0	55
9	0	0	0	0	0	0	0	9
7	2	0	0	0	0	0	0	9
12	1	0	0	0	0	0	1	14
7	1	0	0	0	0	0	0	8
Hourly Total	35	4	0	0	0	0	1	40
8	0	0	0	0	0	0	1	9
17	0	0	0	0	0	0	0	17
11	2	0	0	0	0	0	0	13
8	1	0	0	0	0	0	0	9
Hourly Total	44	3	0	0	0	0	1	48

Hourly Total	146	20	3	4	6	1	0	180
137	16	3	2	6	0	0	0	164
146	24	3	1	1	0	0	0	175
181	35	0	0	1	1	0	0	218
Hourly Total	610	95	9	7	14	2	0	737
197	49	1	0	1	1	1	1	250
160	27	4	0	1	0	0	0	192
174	27	1	0	0	0	0	1	203
192	30	1	0	1	0	1	1	225
Hourly Total	723	133	7	0	3	1	3	870
183	22	4	0	1	0	0	0	210
156	20	2	0	1	0	3	0	182
146	16	0	1	0	1	1	1	165
117	17	1	0	1	0	0	0	136
Hourly Total	602	75	7	1	3	1	4	693

Hourly Total	350
308	
333	
374	
1365	
420	
337	
357	
353	
1467	
344	
312	
290	
223	
Hourly Total	1169

3 Hour Totals (pm)	1328	176	15	11	16	4	8	1558
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3 Hour Totals (pm)	129	12	0	0	0	0	2	143
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3 Hour Totals (pm)	1935	303	23	8	20	4	7	2300
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3 Hour Totals (pm)	4001
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Transportation Data Collection

Arm A - Arm A										Arm B - Arm B										Arm C - Arm C										Arm D - Arm D										Arm 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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total								
0630-0645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0645-0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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								
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	0	0	0	0	0	0	0								
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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	0	0	0	0								
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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	0	0	0	0	0	0	0	0								
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	0	0	0	0	0	0	0								
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
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	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
3 Hour Totals (am)	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	27	1	0	0	0	0	0	28	14	0	0	0	0	0	0	14	59								
1545-1600	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	25	0	0	0	0	0	0	25	11	1	0	0	0	0	0	12	55								
1600-1615	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	31	3	1	0	1	0	0	36	9	1	0	0	0	0	0	10	60								
1615-1630	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	27	2	0	0	0	0	0	29	11	1	0	0	0	0	0	12	58								
Hourly Total	0	0	0	0	0	0	0	57	7	0	0	0	0	64	110	6	1	0	1	0	0	118	47	3	0	0	0	0	0	54	232									
1630-1645	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	16	1	0	0	0	0	0	17	12	2	1	0	0	0	0	15	34								
1645-1700	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	28	0	0	0	0	0	0	28	12	2	0	0	0	0	0	14	52								
1700-1715	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	32	4	0	0	0	0	0	36	8	1	0	0	0	0	0	9	61								
1715-1730	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	17	0	0	0	0	0	0	17	5	2	0	0	0	0	0	7	32								
Hourly Total	0	0	0	0	0	0	0	39	3	0	0	0	0	42	93	7	0	0	0	0	0	100	32	9	1	0	0	0	0	42	184									
1730-1745	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	28	2	0	0	0	0	0	30	7	0	0	0	0	0	0	7	48								
1745-1800	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	2	0	0	0	0	0	7	5	0	0	0	0	0	0	5	17								
1800-1815	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6	20								
1815-1830	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	62	6	0	0	0	0	0	68	23	0	0	0	0	0	0	23	119								
Hourly Total	0	0	0	0	0	0	0	28	0	0	0	0	0	28	62	6	0	0	0	0	0	68	23	0	0	0	0	0	0	23	119									
3 Hour Totals (pm)	0	0	0	0	0	0	0	124	10	0	0	0	0	0	134	265	19	1	0	1	0	0	285	102	12	1	0	0	0	0	115	535								
Day Total	0	0	0	0	0	0	0	170	19	4	0	0	0	0	193	362	30	5	2	1	0	2	402	130	14	1	0	0	0	0	145	740								

Hourly Total	111	17	2	5	4	0	0	139
1630-1645	61	9	0	0	1	0	0	71
1645-1700	44	6	0	0	1	0	0	51
1700-1715	22	2	0	0	1	0	0	25
1715-1730	37	5	0	0	0	0	0	42
Hourly Total	164	22	0	0	3	0	0	189
1730-1745	33	1	0	0	1	0	0	35
1745-1800	28	2	0	0	1	0	0	31
1800-1815	36	1	1	0	1	0	0	39
1815-1830	22	4	0	0	0	0	0	26
Hourly Total	119	8	1	0	3	0	0	131
3 Hour Totals (pm)	394	47	3	5	10	0	0	459
Day Total	531	80	18	12	17	1	0	659

Hourly Total	79	6	0	0	1	0	0	86
12	3	0	0	0	1	0	0	16
19	3	0	0	0	0	0	0	22
17	4	1	0	1	1	0	0	23
22	1	0	0	0	0	0	0	23
Hourly Total	70	11	1	0	2	0	0	84
22	0	0	0	0	1	0	0	23
17	0	0	0	0	0	0	0	17
14	2	0	0	0	0	0	0	16
16	1	0	0	1	0	0	0	18
Hourly Total	69	3	0	0	2	0	0	74
3 Hour Totals (pm)	218	20	1	0	5	0	0	244
Day Total	349	43	4	0	10	0	0	406

Hourly Total	0	0	0	0	0	0	0	0	225
0	0	0	0	0	0	0	0	0	87
0	0	0	0	0	0	0	0	0	73
0	0	0	0	0	0	0	0	0	48
0	0	0	0	0	0	0	0	0	273
0	0	0	0	0	0	0	0	0	58
0	0	0	0	0	0	0	0	0	48
0	0	0	0	0	0	0	0	0	55
0	0	0	0	0	0	0	0	0	44
Hourly Total	0	0	0	0	0	0	0	0	205
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	703
Day Total	0	0	0	0	0	0	0	0	1065

	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	53	14	1	0	0	1	0	69
0645-0700	36	12	0	0	1	0	0	49
0700-0715	54	8	1	0	0	0	0	63
0715-0730	61	15	3	0	0	1	1	81
Hourly Total	204	49	5	0	1	2	1	262
0730-0745	65	17	1	0	1	0	0	84
0745-0800	75	15	0	0	4	1	0	95
0800-0815	43	10	2	1	4	1	0	61
0815-0830	65	15	1	0	4	0	0	85
Hourly Total	248	57	4	1	13	2	0	325
0830-0845	86	9	1	0	2	0	0	98
0845-0900	56	4	2	1	2	0	0	65
0900-0915	72	8	3	0	1	1	1	86
0915-0930	68	11	1	1	3	0	0	84
Hourly Total	282	32	7	2	8	1	1	333
3 Hour Totals (am)	734	138	16	3	22	5	2	920
Day Total	1560	228	23	10	32	9	5	1867

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
12	4	3	0	0	0	0	0	19
26	6	0	0	0	1	1	0	34
26	6	1	0	0	0	0	0	33
36	10	0	0	0	0	0	0	46
Hourly Total	100	26	4	0	1	1	0	132
38	8	0	0	0	0	0	0	46
41	5	1	0	2	1	0	0	50
61	13	1	0	1	0	0	0	76
67	11	0	0	3	0	0	0	81
Hourly Total	207	37	2	0	6	1	0	253
207	8	1	0	3	0	0	0	73
63	8	0	0	1	0	0	0	72
66	15	0	1	0	0	0	0	82
47	9	0	0	1	0	0	0	57
Hourly Total	237	40	1	1	5	0	0	284
3 Hour Totals (am)	544	103	7	1	12	2	0	669
Day Total	1391	216	12	2	20	4	1	1646

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
8	2	0	0	0	0	0	0	10
7	4	1	0	0	0	0	0	12
10	5	3	0	1	1	0	0	20
13	5	1	0	1	0	0	0	20
Hourly Total	38	16	5	0	2	1	0	62
16	4	2	0	0	0	0	0	22
25	5	3	1	2	0	0	0	36
39	7	0	0	2	0	0	0	48
27	6	0	2	1	0	0	0	36
Hourly Total	107	22	5	3	5	0	0	142
27	2	2	2	2	0	0	0	35
34	6	2	1	1	0	0	0	44
27	4	1	0	0	0	0	0	32
35	6	3	1	2	0	0	0	47
Hourly Total	123	18	8	4	5	0	0	158
3 Hour Totals (am)	268	56	18	7	12	1	0	362
Day Total	612	67	4	5	15	0	0	703

	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1530-1545	73	5	1	2	1	1	1	84
1545-1600	62	7	1	1	0	0	0	71
1600-1615	68	9	1	2	1	0	0	81
1615-1630	66	4	3	0	2	0	0	75
Hourly Total	269	25	6	5	4	1	1	311
1630-1645	71	9	1	1	1	1	0	84
1645-1700	61	13	0	1	0	1	0	76
1700-1715	67	6	0	0	1	0	1	75
1715-1730	75	7	0	0	1	0	0	83
Hourly Total	274	35	1	2	3	2	1	318
1730-1745	67	6	0	0	1	0	1	75
1745-1800	76	9	0	0	1	0	0	86
1800-1815	63	6	0	0	1	1	0	71
1815-1830	77	9	0	0	0	0	0	86
Hourly Total	283	30	0	0	3	1	1	318
3 Hour Totals (pm)	826	90	7	7	10	4	3	947
Day Total	1560	228	23	10	32	9	5	1867

	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
54	8	1	0	3	0	0	0	66
71	9	2	1	0	0	0	0	83
56	6	0	0	2	1	0	0	65
72	10	0	0	0	0	1	0	83
Hourly Total	253	33	3	1	5	1	1	297
113	19	0	0	0	0	0	0	132
75	11	0	0	1	0	0	0	87
73	11	0	0	0	0	0	0	84
54	6	0	0	1	0	0	0	61
Hourly Total	315	47	0	0	2	0	0	364
71	12	0	0	0	1	0	0	84
71	11	2	0	0	0	0	0	84
72	5	0	0	1	0	0	0	78
65	5	0	0	0	0	0	0	70
Hourly Total	279	33	2	0	1	1	0	316
3 Hour Totals (pm)	847	113	5	1	8	2	1	977
Day Total	1391	216	12	2	20	4	1	1646

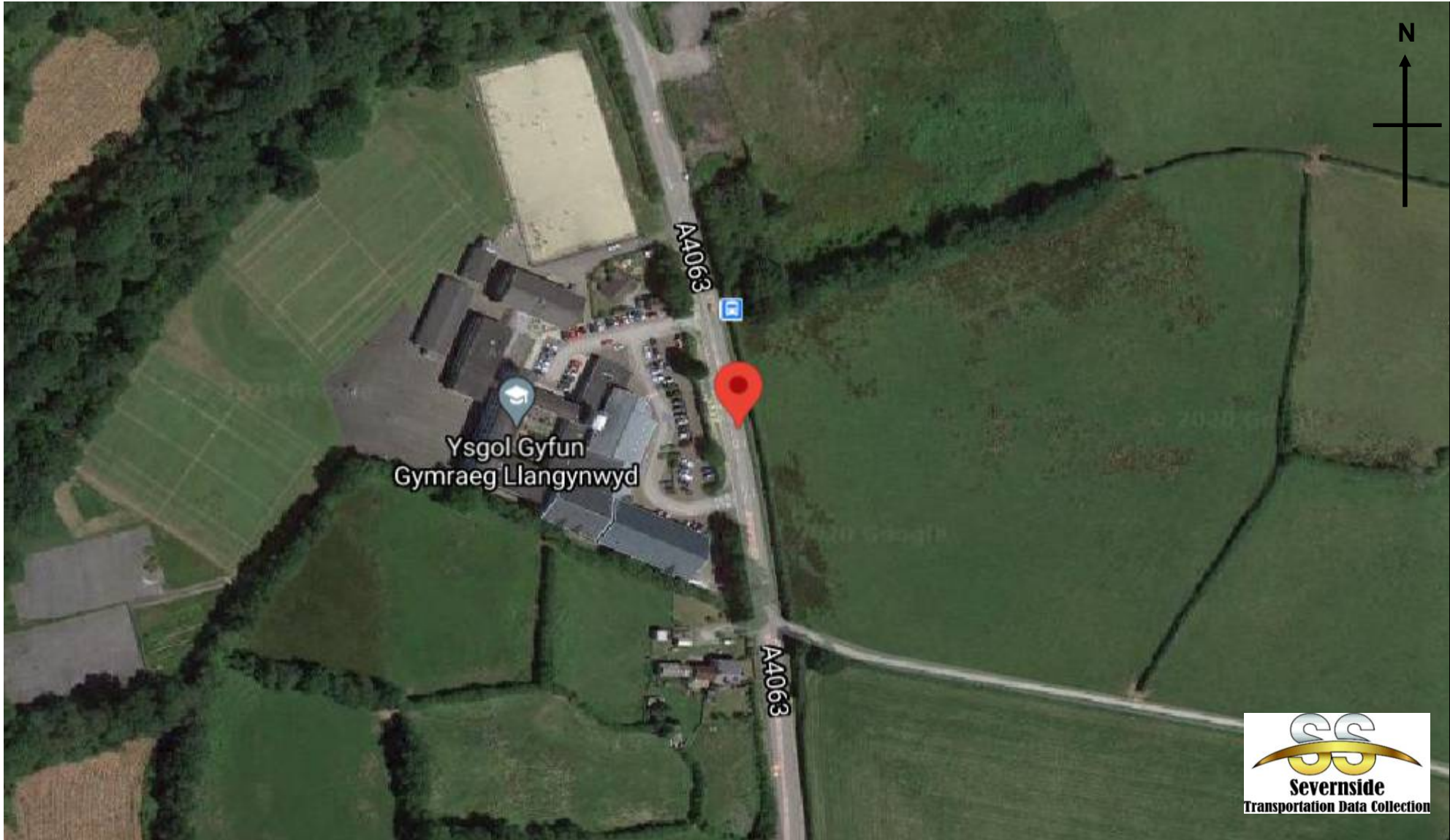
	Destination - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
52	11	0	1	1	0	0	0	65
36	3	2	3	2	0	0	0	46
56	5	0	1	2	0	0	0	64
46	4	0	0	0	0	0	0	50
Hourly Total	190	23	2	5	5	0	0	225
73	12	0	0	2	0	0	0	87
63	9	0	0	1	0	0	0	73
39	6	1	0	2	0	0	0	48
59	6	0	0	0	0	0	0	65
Hourly Total	234	33	1	0	5	0	0	273
55	1	0	0	2	0	0	0	58
45	2	0	0	1	0	0	0	48
50	3	1	0	1	0	0	0	55
38	5	0	0	1	0	0	0	44
Hourly Total	188	11	1	0	5	0	0	205
3 Hour Totals (pm)	612	67	4	5	15	0	0	703
Day Total	612	67	4	5	15	0	0	703

	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	14	5	0	0	0	0	0	19
0645-0700	15	7	1	0	1	0	0	24
0700-0715	18	5	3	0	0	1	0	27
0715-0730	30	10	1	0	1	0	0	42
Hourly Total	77	27	5	0	2	1	0	112
0730-0745	34	9	1	0	0	0	0	



Transportation Data Collection

Arm A - Arm A										Arm B - Arm B										Arm C - Arm C										Arm D - Arm D										Arm 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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total								
0330-0645	0	0	0	0	0	0	0	21	3	0	0	0	0	1	25	0	0	0	0	0	0	0	0	13	5	0	0	0	1	0	19	13								
0645-0700	0	0	0	0	0	0	0	21	5	0	0	0	0	2	29	1	3	0	0	0	0	0	4	3	3	1	0	0	0	0	7	37								
0700-0715	0	0	0	0	0	0	0	20	2	1	0	0	0	0	28	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	37								
0715-0730	0	0	0	0	0	0	0	25	5	0	0	0	0	0	35	6	1	0	0	0	0	0	7	3	0	0	0	0	0	0	3	44								
Hourly Total	0	0	0	0	0	0	0	91	17	1	0	0	2	113	18	4	0	0	0	0	1	23	22	6	1	0	0	0	0	30	166									
0730-0745	0	0	0	0	0	0	0	38	7	0	0	0	0	1	46	5	4	1	0	0	0	0	11	11	2	3	0	0	0	0	16	73								
0745-0800	0	0	0	0	0	0	0	34	12	0	0	1	0	0	47	9	1	1	0	0	0	0	11	14	3	0	0	0	0	1	18	76								
0800-0815	0	0	0	0	0	0	0	34	2	1	0	0	0	0	37	15	2	0	0	0	0	0	17	22	8	2	0	0	0	0	32	80								
0815-0830	0	0	0	0	0	0	0	62	3	0	0	0	0	0	67	35	2	0	0	0	0	0	37	29	3	1	0	0	0	0	33	111								
Hourly Total	0	0	0	0	0	0	0	188	24	1	0	0	3	217	48	8	2	0	0	0	2	60	73	11	6	0	0	2	1	94	321									
0830-0845	0	0	0	0	0	0	0	55	5	0	0	1	0	0	61	13	2	0	0	0	0	0	15	21	2	2	0	0	0	0	25	101								
0845-0900	0	0	0	0	0	0	0	50	7	1	0	0	0	0	58	15	4	0	0	0	0	0	19	17	2	0	0	0	1	0	20	92								
0900-0915	0	0	0	0	0	0	0	52	2	2	0	0	1	0	57	22	2	0	0	0	0	0	24	29	3	2	0	0	0	0	34	115								
0915-0930	0	0	0	0	0	0	0	36	5	0	0	0	0	0	41	20	0	0	0	0	0	0	20	28	2	2	0	0	0	0	32	141								
Hourly Total	0	0	0	0	0	0	0	193	14	3	0	1	1	0	212	60	8	0	0	0	0	0	68	95	9	6	0	0	2	0	112	592								
3 Hour Totals (am)	0	0	0	0	0	0	0	472	55	5	0	4	3	3	542	126	20	2	0	2	1	0	151	190	26	13	0	4	2	1	236	929								
1130-1145	0	0	0	0	0	0	0	41	2	0	0	0	0	0	43	27	1	0	0	0	0	0	28	35	3	1	0	1	1	0	41	113								
1145-1200	0	0	0	0	0	0	0	42	2	0	0	0	1	0	45	33	5	0	0	0	0	0	38	41	2	1	0	0	0	0	44	118								
1200-1215	0	0	0	0	0	0	0	41	6	1	0	0	0	1	49	17	2	0	0	0	0	0	19	27	5	0	0	0	0	0	32	96								
Hourly Total	0	0	0	0	0	0	0	157	11	1	0	1	0	1	171	7	0	0	0	0	0	0	7	31	2	0	0	0	0	0	33	91								
1230-1245	0	0	0	0	0	0	0	29	3	1	0	1	0	0	35	64	8	0	0	1	0	0	73	29	3	0	0	0	0	1	33	98								
1245-1300	0	0	0	0	0	0	0	30	2	0	0	0	0	0	32	10	10	0	0	0	0	0	20	24	6	0	0	0	0	0	30	88								
1300-1315	0	0	0	0	0	0	0	37	2	0	0	0	0	1	40	3	3	0	0	0	0	0	6	33	6	0	0	0	0	0	39	91								
1315-1330	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35	17	1	1	0	0	0	0	19	23	2	0	0	0	0	0	25	80								
Hourly Total	0	0	0	0	0	0	0	128	11	1	0	1	0	1	142	50	14	1	0	0	0	1	66	109	17	3	0	0	0	1	130	338								
1330-1345	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31	12	1	0	0	0	0	0	13	28	5	0	0	0	1	0	34	78								
1345-1400	0	0	0	0	0	0	0	26	3	0	0	0	0	0	29	11	0	0	0	0	0	0	11	14	0	0	0	0	0	0	14	60								
1400-1415	0	0	0	0	0	0	0	25	3	0	0	0	0	1	30	9	0	0	0	0	0	0	9	18	1	0	0	0	0	2	21	70								
1415-1430	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	10	0	0	0	0	0	0	10	21	0	0	0	0	0	0	21	49								
Hourly Total	0	0	0	0	0	0	0	91	11	0	0	0	0	1	103	39	3	0	0	0	0	0	43	90	6	0	0	0	1	2	99	245								
3 Hour Totals (pm)	0	0	0	0	0	0	0	376	33	2	0	2	0	3	416	153	25	1	0	1	0	4	184	313	37	5	0	1	2	3	361	961								
Day Total	0	0	0	0	0	0	0	848	88	7	0	6	3	6	958	279	45	3	0	3	1	4	335	503	63	18	0	5	4	4	597	1890								
Arm B - Arm A										Arm B - Arm B										Arm B - Arm C										Arm B - Arm D										Arm 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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total								
0330-0645	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								
0645-0700	1	3	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								
0700-0715	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7								
0715-0730	1	1	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	4	7	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14								
0730-0745	1	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9								
0745-0800	1	3	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								
0800-0815	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7								
0815-0830	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								
Hourly Total	11	20	2	0	0	0	33	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	2	1	0	0	0	0	0	3	36								
0830-0845	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	3	1	0	0	0	0	0	4	11								
0845-0900	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	11								
0900-0915	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	11								
0915-0930	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	11								
Hourly Total	12	22	1	0	0	0	35	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10	35								
3 Hour Totals (am)	274	49	4	0	3	1	331	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	736	135	39	30	12	2	2	956	1301								
1130-1145	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	13	0	0	0	0	0	0	13	26								
1145-1200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4	26								
1200-1215	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	26								
1215-1230	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</								



SITE / LOCATION:	Site 1 A4063 Ysgol Gyfun Cymraeg	JOB NO:	SS259	DWG NO:	1	DRAWN:	SH
SURVEY DATE:	22 September 2020	DWG TITLE:	ATC Location				
SURVEY TIMES:	24 Hours	JOB TITLE:	Maesteg				

SS259 Maesteg																			
SEPTEMBER 2020																			
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%	ACPO 110%(PSL) + 2	>SL1	DfT PSL+15 (SL2)	>SL2	>SL2%	Mean Speed	85%ile Speed
1	A4063 Ysgol Gyfun Cymraeg	51.582434, -3.632437	Northbound	22 September 2020	28 September 2020	30	42596	6628	6085	14426	33.9	5167	12.1	420	1.0	28.9	34.0		
			Southbound	22 September 2020	28 September 2020		42834	6691	6119	37479	87.5	23789	55.5	3715	8.7	36.4	42.4		
			Two-Way	22 September 2020	28 September 2020		85430	13320	12204	51905	61	28956	34	4135	5	33	40		

SS259 Maesteg					Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
22 September 2020		to			28 September 2020		Direction								Northbound	
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO		THREE	FOUR OR		FOUR OR	FIVE	SIX OR	FIVE OR		SEVEN
			CAR-BASED LGV	LIGHT GOODS VEHICLES		AXLE, SIX TYRE, RIGID	AXLE RIGID		MORE AXLE RIGID	LESS AXLE ARTIC				AXLE ARTIC	AXLE ARTIC	
22 September 2020																
0000	29	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	22	1	20	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	13	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0
0400	13	0	11	1	0	0	0	0	0	0	0	0	0	1	0	0
0500	49	2	41	4	0	1	1	0	0	0	0	0	0	0	0	0
0600	118	1	106	5	0	3	2	0	1	0	0	0	0	0	0	0
0700	289	3	240	31	0	4	4	1	4	0	0	0	2	0	0	0
0800	420	0	355	44	0	5	5	0	8	1	1	1	1	0	0	0
0900	306	1	238	49	1	4	7	0	3	0	0	0	3	0	0	0
1000	312	2	251	46	1	4	1	0	5	0	1	1	1	0	0	0
1100	377	1	322	37	2	3	5	1	3	0	1	2	0	0	0	0
1200	402	5	347	35	2	6	3	0	2	0	0	2	0	0	0	0
1300	421	3	375	32	0	4	0	0	5	0	1	1	0	0	0	0
1400	552	2	493	43	0	3	0	0	9	0	0	1	0	0	1	1
1500	641	1	563	56	3	5	4	0	8	0	0	1	0	0	0	0
1600	839	1	754	68	0	4	2	1	9	0	0	0	0	0	0	0
1700	768	4	700	47	0	0	4	0	11	0	1	1	0	0	0	0
1800	410	3	385	18	0	2	1	0	1	0	0	0	0	0	0	0
1900	302	1	284	15	0	0	0	0	2	0	0	0	0	0	0	0
2000	194	0	188	6	0	0	0	0	0	0	0	0	0	0	0	0
2100	148	0	144	3	0	1	0	0	0	0	0	0	0	0	0	0
2200	119	0	114	5	0	0	0	0	0	0	0	0	0	0	0	0
2300	32	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0
07-19	5737	26	5023	506	9	44	36	3	68	1	5	15	0	1	1	1
06-22	6499	28	5745	535	9	48	38	3	71	1	5	15	0	1	1	1
06-00	6650	28	5889	542	9	48	38	3	71	1	5	15	0	1	1	1
00-00	6787	31	6008	553	9	50	39	3	71	1	5	16	0	1	1	1

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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 September 2020															
0000	22	0	22	0	0	0	0	0	0	0	0	0	0	0	
0100	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
0200	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
0300	6	0	4	1	0	0	0	0	0	0	0	1	0	0	
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
0500	59	0	53	5	0	0	1	0	0	0	0	0	0	0	
0600	129	1	109	13	0	4	0	0	0	1	0	1	0	0	
0700	262	1	219	37	1	1	0	1	2	0	0	0	0	0	
0800	379	1	310	48	0	4	2	0	11	0	3	0	0	0	
0900	286	0	231	43	3	4	1	0	3	0	1	0	0	0	
1000	293	1	236	44	3	4	2	0	1	0	0	2	0	0	
1100	330	0	277	32	3	5	5	0	4	0	1	2	1	0	
1200	387	1	327	43	3	3	2	0	5	0	1	2	0	0	
1300	407	1	346	42	0	4	1	0	9	0	2	0	1	1	
1400	547	2	481	44	0	4	4	0	8	0	1	2	0	1	
1500	565	1	505	47	0	4	1	0	7	0	0	0	0	0	
1600	801	5	690	71	1	5	5	0	19	0	0	5	0	0	
1700	641	0	583	42	1	2	3	0	10	0	0	0	0	0	
1800	512	1	467	33	0	3	1	0	4	0	0	1	0	2	
1900	293	0	269	16	0	1	2	0	5	0	0	0	0	0	
2000	151	0	145	6	0	0	0	0	0	0	0	0	0	0	
2100	144	0	134	9	0	0	1	0	0	0	0	0	0	0	
2200	118	0	114	3	0	1	0	0	0	0	0	0	0	0	
2300	43	0	43	0	0	0	0	0	0	0	0	0	0	0	
07-19	5410	14	4672	526	15	43	27	1	83	0	9	14	2	4	
06-22	6127	15	5329	570	15	48	30	1	88	1	9	15	2	4	
06-00	6288	15	5486	573	15	49	30	1	88	1	9	15	2	4	
00-00	6409	15	5595	583	15	49	31	1	88	1	9	16	2	4	

SS259 Maesteg					Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
22 September 2020		to	28 September 2020		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 September 2020														
0000	17	0	17	0	0	0	0	0	0	0	0	0	0	0
0100	16	0	15	1	0	0	0	0	0	0	0	0	0	0
0200	9	0	9	0	0	0	0	0	0	0	0	0	0	0
0300	11	1	9	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	51	0	46	5	0	0	0	0	0	0	0	0	0	0
0600	124	0	111	8	0	2	1	0	1	0	0	1	0	0
0700	281	0	223	44	0	5	3	0	5	0	1	0	0	0
0800	391	0	327	46	0	2	6	0	8	0	1	0	0	1
0900	308	1	244	51	2	3	4	0	2	0	0	1	0	0
1000	315	0	256	46	0	3	3	1	4	0	0	1	0	1
1100	349	0	286	47	1	3	4	0	6	0	0	2	0	0
1200	372	1	314	35	2	7	5	0	6	0	0	2	0	0
1300	394	0	346	36	0	4	2	0	6	0	0	0	0	0
1400	537	1	486	37	2	3	3	0	3	0	1	0	0	1
1500	584	3	509	52	1	6	4	0	8	0	0	1	0	0
1600	776	1	686	63	1	6	7	0	11	0	1	0	0	0
1700	680	3	618	42	0	3	4	1	7	0	2	0	0	0
1800	467	0	435	17	0	4	5	0	4	0	0	2	0	0
1900	279	0	257	14	0	1	2	0	4	0	1	0	0	0
2000	173	0	164	8	0	0	1	0	0	0	0	0	0	0
2100	117	1	110	3	0	1	1	0	0	0	1	0	0	0
2200	107	1	104	2	0	0	0	0	0	0	0	0	0	0
2300	50	0	50	0	0	0	0	0	0	0	0	0	0	0
07-19	5454	10	4730	516	9	49	50	2	70	0	6	9	0	3
06-22	6147	11	5372	549	9	53	55	2	75	0	8	10	0	3
06-00	6304	12	5526	551	9	53	55	2	75	0	8	10	0	3
00-00	6417	13	5629	559	9	53	55	2	75	0	8	11	0	3

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
25 September 2020															
0000	22	0	20	2	0	0	0	0	0	0	0	0	0	0	
0100	21	0	20	1	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	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
0400	13	1	10	2	0	0	0	0	0	0	0	0	0	0	
0500	46	0	40	6	0	0	0	0	0	0	0	0	0	0	
0600	126	1	109	10	0	3	0	0	2	0	0	1	0	0	
0700	260	0	206	41	0	5	3	0	3	0	1	0	0	1	
0800	381	0	323	40	1	4	1	0	10	0	0	1	0	1	
0900	325	0	268	42	2	3	4	0	3	0	0	3	0	0	
1000	364	2	303	43	3	4	5	0	1	0	0	1	0	2	
1100	387	1	333	35	1	5	4	0	5	0	0	3	0	0	
1200	492	5	414	50	3	6	2	0	10	0	1	1	0	0	
1300	519	2	463	31	2	4	3	0	12	0	1	1	0	0	
1400	657	6	591	36	0	4	3	0	12	0	2	2	1	0	
1500	679	3	595	61	1	2	3	0	12	0	1	1	0	0	
1600	712	1	643	44	1	7	2	1	10	0	2	1	0	0	
1700	627	3	580	30	0	2	5	0	6	0	0	1	0	0	
1800	493	1	454	25	0	3	4	0	5	0	1	0	0	0	
1900	336	1	319	13	0	1	0	0	2	0	0	0	0	0	
2000	240	0	226	13	0	0	1	0	0	0	0	0	0	0	
2100	171	0	163	5	1	0	1	0	1	0	0	0	0	0	
2200	113	1	109	1	0	0	2	0	0	0	0	0	0	0	
2300	47	0	44	1	0	0	0	0	1	0	0	0	0	1	
07-19	5896	24	5173	478	14	49	39	1	89	0	9	15	1	4	
06-22	6769	26	5990	519	15	53	41	1	94	0	9	16	1	4	
06-00	6929	27	6143	521	15	53	43	1	95	0	9	16	1	5	
00-00	7055	28	6255	534	15	53	43	1	95	0	9	16	1	5	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
26 September 2020															
0000	29	1	27	1	0	0	0	0	0	0	0	0	0	0	
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
0400	18	0	18	0	0	0	0	0	0	0	0	0	0	0	
0500	25	1	18	5	0	1	0	0	0	0	0	0	0	0	
0600	79	0	72	5	0	0	1	1	0	0	0	0	0	0	
0700	110	0	93	11	0	4	0	0	1	0	0	1	0	0	
0800	192	12	147	13	0	2	5	1	4	0	3	0	0	5	
0900	222	2	196	14	1	3	2	0	2	1	0	0	1	0	
1000	322	7	287	17	0	3	2	1	2	0	1	2	0	0	
1100	404	5	367	25	0	3	0	0	3	0	0	1	0	0	
1200	458	8	410	26	0	5	2	0	5	0	1	1	0	0	
1300	407	7	378	12	0	4	1	0	4	0	1	0	0	0	
1400	514	8	466	24	1	4	4	0	5	0	0	2	0	0	
1500	463	3	434	17	0	2	0	0	7	0	0	0	0	0	
1600	441	7	412	13	0	2	0	0	5	1	1	0	0	0	
1700	432	1	411	12	1	1	1	0	5	0	0	0	0	0	
1800	393	3	367	10	0	3	3	0	6	0	1	0	0	0	
1900	283	2	268	8	0	1	1	1	1	0	0	1	0	0	
2000	179	0	173	5	0	0	1	0	0	0	0	0	0	0	
2100	122	1	118	3	0	0	0	0	0	0	0	0	0	0	
2200	88	1	86	1	0	0	0	0	0	0	0	0	0	0	
2300	50	0	46	4	0	0	0	0	0	0	0	0	0	0	
07-19	4358	63	3968	194	3	36	20	2	49	2	8	7	1	5	
06-22	5021	66	4599	215	3	37	23	4	50	2	8	8	1	5	
06-00	5159	67	4731	220	3	37	23	4	50	2	8	8	1	5	
00-00	5267	69	4830	226	3	38	23	4	50	2	8	8	1	5	

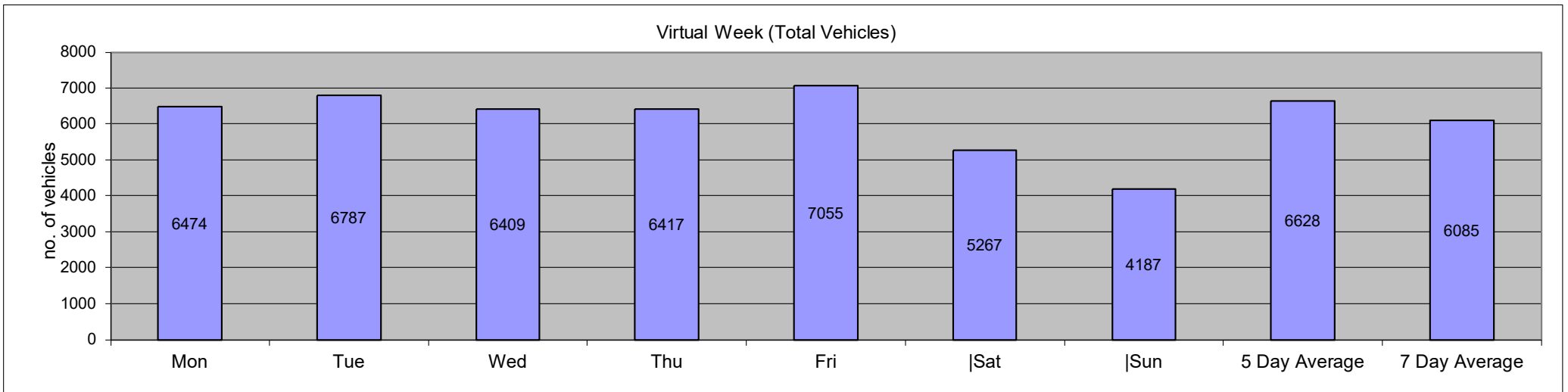
SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR 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	
27 September 2020															
0000	48	0	48	0	0	0	0	0	0	0	0	0	0	0	
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
0300	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
0400	17	0	13	2	0	1	0	0	0	0	0	1	0	0	
0500	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
0600	53	0	49	2	0	1	0	0	1	0	0	0	0	0	
0700	75	0	63	10	1	0	0	0	0	0	1	0	0	0	
0800	87	5	69	8	0	1	0	0	2	0	0	2	0	0	
0900	154	3	136	11	0	1	3	0	0	0	0	0	0	0	
1000	223	4	200	13	0	1	0	0	5	0	0	0	0	0	
1100	320	5	303	8	0	1	1	0	1	0	0	0	1	0	
1200	382	8	357	11	0	1	1	1	3	0	0	0	0	0	
1300	420	12	380	15	0	1	1	0	9	0	0	2	0	0	
1400	392	5	366	11	0	1	2	0	6	0	1	0	0	0	
1500	408	6	381	14	0	2	0	0	5	0	0	0	0	0	
1600	364	8	342	10	0	1	1	0	2	0	0	0	0	0	
1700	316	3	294	10	0	1	3	0	5	0	0	0	0	0	
1800	311	1	298	7	0	1	1	0	2	0	0	1	0	0	
1900	208	0	200	6	0	1	1	0	0	0	0	0	0	0	
2000	138	0	132	6	0	0	0	0	0	0	0	0	0	0	
2100	108	0	105	2	0	1	0	0	0	0	0	0	0	0	
2200	76	0	74	2	0	0	0	0	0	0	0	0	0	0	
2300	28	1	25	2	0	0	0	0	0	0	0	0	0	0	
07-19	3452	60	3189	128	1	12	13	1	40	0	2	5	1	0	
06-22	3959	60	3675	144	1	15	14	1	41	0	2	5	1	0	
06-00	4063	61	3774	148	1	15	14	1	41	0	2	5	1	0	
00-00	4187	61	3893	151	1	16	14	1	41	0	2	6	1	0	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site 1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
						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	
28 September 2020															
0000	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0200	12	0	11	0	0	0	0	0	1	0	0	0	0	0	
0300	14	0	11	2	1	0	0	0	0	0	0	0	0	0	
0400	15	0	14	0	0	0	0	0	0	0	0	1	0	0	
0500	40	1	32	4	1	0	0	0	1	0	0	1	0	0	
0600	129	0	113	7	0	5	0	0	0	0	2	2	0	0	
0700	297	0	237	43	1	8	5	0	2	0	0	0	0	1	
0800	418	1	343	49	0	7	8	0	7	1	0	0	0	2	
0900	306	0	255	39	1	7	1	0	3	0	0	0	0	0	
1000	330	0	264	54	0	4	4	0	1	0	0	1	0	2	
1100	342	1	287	32	1	10	2	0	5	0	0	3	0	1	
1200	420	2	364	37	2	5	1	1	3	0	0	4	0	1	
1300	392	1	338	38	0	6	2	0	6	0	0	1	0	0	
1400	574	2	506	43	2	4	4	0	10	0	1	2	0	0	
1500	597	0	525	47	1	6	4	0	13	0	0	1	0	0	
1600	782	2	706	57	1	3	2	0	9	0	0	2	0	0	
1700	661	1	593	49	0	1	3	0	13	0	0	1	0	0	
1800	447	1	418	23	1	1	0	0	3	0	0	0	0	0	
1900	271	0	258	11	0	1	0	0	1	0	0	0	0	0	
2000	171	0	165	6	0	0	0	0	0	0	0	0	0	0	
2100	111	0	103	7	0	1	0	0	0	0	0	0	0	0	
2200	89	0	85	3	0	0	1	0	0	0	0	0	0	0	
2300	33	0	32	1	0	0	0	0	0	0	0	0	0	0	
07-19	5566	11	4836	511	10	62	36	1	75	1	1	15	0	7	
06-22	6248	11	5475	542	10	69	36	1	76	1	3	17	0	7	
06-00	6370	11	5592	546	10	69	37	1	76	1	3	17	0	7	
00-00	6474	12	5682	553	12	69	37	1	78	1	3	19	0	7	

SS259 Maesteg 22 September 2020 to 28 September 2020					Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
					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	26	0	25	1	0	0	0	0	0	0	0	0	0	0	
0100	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
0200	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
0300	11	0	9	1	0	0	0	0	0	0	0	0	0	0	
0400	14	0	12	1	0	0	0	0	0	0	0	1	0	0	
0500	41	1	36	4	0	0	0	0	0	0	0	0	0	0	
0600	108	0	96	7	0	3	1	0	1	0	0	1	0	0	
0700	225	1	183	31	0	4	2	0	2	0	0	0	0	0	
0800	324	3	268	35	0	4	4	0	7	0	1	1	0	1	
0900	272	1	224	36	1	4	3	0	2	0	0	1	0	0	
1000	308	2	257	38	1	3	2	0	3	0	0	1	0	1	
1100	358	2	311	31	1	4	3	0	4	0	0	2	0	0	
1200	416	4	362	34	2	5	2	0	5	0	0	2	0	0	
1300	423	4	375	29	0	4	1	0	7	0	1	1	0	0	
1400	539	4	484	34	1	3	3	0	8	0	1	1	0	0	
1500	562	2	502	42	1	4	2	0	9	0	0	1	0	0	
1600	674	4	605	47	1	4	3	0	9	0	1	1	0	0	
1700	589	2	540	33	0	1	3	0	8	0	0	0	0	0	
1800	433	1	403	19	0	2	2	0	4	0	0	1	0	0	
1900	282	1	265	12	0	1	1	0	2	0	0	0	0	0	
2000	178	0	170	7	0	0	0	0	0	0	0	0	0	0	
2100	132	0	125	5	0	1	0	0	0	0	0	0	0	0	
2200	101	0	98	2	0	0	0	0	0	0	0	0	0	0	
2300	40	0	39	1	0	0	0	0	0	0	0	0	0	0	
07-19	5125	30	4513	408	9	42	32	2	68	1	6	11	1	3	
06-22	5824	31	5169	439	9	46	34	2	71	1	6	12	1	3	
06-00	5966	32	5306	443	9	46	34	2	71	1	6	12	1	4	
00-00	6085	33	5413	451	9	47	35	2	71	1	6	13	1	4	

SS259 Maesteg Site 1 Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)
 22 September 2020 to 28 September 2020 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO		FOUR OR		FOUR OR		SIX OR		SEVEN OR MORE	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	FIVE AXLE ARTIC	MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	OR MORE AXLE ARTIC	
Virtual Week															
Mon	6474	12	5682	553	12	69	37	1	78	1	3	19	0	7	
Tue	6787	31	6008	553	9	50	39	3	71	1	5	16	0	1	
Wed	6409	15	5595	583	15	49	31	1	88	1	9	16	2	4	
Thu	6417	13	5629	559	9	53	55	2	75	0	8	11	0	3	
Fri	7055	28	6255	534	15	53	43	1	95	0	9	16	1	5	
Sat	5267	69	4830	226	3	38	23	4	50	2	8	8	1	5	
Sun	4187	61	3893	151	1	16	14	1	41	0	2	6	1	0	
5 Day Average															
[--]	6628	20	5834	556	12	55	41	2	81	1	7	16	1	4	
7 Day Average															
[--]	6085	33	5413	451	9	47	35	2	71	1	6	13	1	4	
Total Vehicles															
[--]	42596	229	37892	3159	64	328	242	13	498	5	44	92	5	25	



SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean 85%ile	
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	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		
22 September 2020																						
0000	29	0	0	0	1	4	6	7	8	1	1	1	0	0	24	82.76	18	62.07	3	10.34	37.8	44.9
0100	11	0	0	0	0	1	3	5	2	0	0	0	0	0	10	90.91	7	63.64	0	0	36.6	41.4
0200	22	0	0	0	2	0	3	5	6	4	0	1	1	0	20	90.91	17	77.27	6	27.27	40.5	48.8
0300	13	0	0	0	0	2	1	2	4	2	2	0	0	0	11	84.62	10	76.92	4	30.77	41.1	53.2
0400	13	0	0	0	1	2	0	3	3	2	2	0	0	0	10	76.92	10	76.92	4	30.77	39.3	50
0500	49	0	0	0	0	6	13	8	16	5	1	0	0	0	43	87.76	30	61.22	6	12.24	37.7	43.6
0600	118	0	0	0	1	35	35	30	13	4	0	0	0	0	82	69.49	47	39.83	4	3.39	33.7	40
0700	289	1	0	2	26	132	87	30	10	1	0	0	0	0	128	44.29	41	14.19	1	0.346	30.1	34.6
0800	420	0	12	39	103	204	50	7	2	1	1	0	0	1	62	14.76	12	2.857	3	0.714	26.1	30
0900	306	0	1	4	34	181	61	20	5	0	0	0	0	0	86	28.1	25	8.17	0	0	28.5	32.3
1000	312	1	1	24	49	157	60	17	3	0	0	0	0	0	80	25.64	20	6.41	0	0	27.5	32.1
1100	377	0	0	8	71	193	77	22	4	0	2	0	0	0	105	27.85	28	7.427	2	0.531	28.3	32.7
1200	402	1	1	1	50	266	58	20	5	0	0	0	0	0	83	20.65	25	6.219	0	0	28.1	31.5
1300	421	0	0	4	124	202	69	18	2	1	0	0	0	1	91	21.62	22	5.226	2	0.475	27.3	31.7
1400	552	0	2	58	286	170	33	3	0	0	0	0	0	0	36	6.522	3	0.543	0	0	24.2	27.8
1500	641	1	7	54	211	286	63	18	1	0	0	0	0	0	82	12.79	19	2.964	0	0	25.6	29.6
1600	839	0	1	5	223	459	130	20	0	0	0	0	1	0	151	18	21	2.503	1	0.119	27.2	30.5
1700	768	1	8	40	193	367	115	36	6	2	0	0	0	0	159	20.7	44	5.729	2	0.26	27	31.4
1800	410	2	0	1	57	182	108	42	13	4	1	0	0	0	168	40.98	60	14.63	5	1.22	29.7	34.9
1900	302	0	1	2	32	127	92	39	8	0	1	0	0	0	140	46.36	48	15.89	1	0.331	30.2	35.2
2000	194	0	0	0	16	89	47	30	10	1	1	0	0	0	89	45.88	42	21.65	2	1.031	30.7	37
2100	148	0	0	0	5	48	49	28	13	4	0	1	0	0	95	64.19	46	31.08	5	3.378	32.9	39
2200	119	0	0	1	8	36	35	26	7	5	0	0	1	0	74	62.18	39	32.77	6	5.042	32.5	38.4
2300	32	0	0	0	1	8	7	3	8	3	1	1	0	0	23	71.88	16	50	5	15.63	36.6	48
07-19	5737	7	33	240	1427	2799	911	253	51	9	4	0	1	2	1231	21.46	320	5.578	16	0.279	27.2	31.4
06-22	6499	7	34	242	1481	3098	1134	380	95	18	6	1	1	2	1637	25.19	503	7.74	28	0.431	27.7	32.3
06-00	6650	7	34	243	1490	3142	1176	409	110	26	7	2	2	2	1734	26.08	558	8.391	39	0.586	27.8	32.5
00-00	6787	7	34	243	1494	3157	1202	439	149	40	13	4	3	2	1852	27.29	650	9.577	62	0.914	28	32.9

SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130		ACPO	ACPO	DFT	DFT			
23 September 2020																						
0000	22	0	0	0	1	4	6	4	5	2	0	0	0	0	17	77.27	11	50	2	9.091	35.9	44.2
0100	10	0	0	0	0	2	5	1	2	0	0	0	0	0	8	80	3	30	0	0	34	-
0200	13	0	0	0	0	3	1	6	1	2	0	0	0	0	10	76.92	9	69.23	2	15.38	37.6	46.8
0300	6	0	0	0	0	2	2	0	2	0	0	0	0	0	4	66.67	2	33.33	0	0	33.3	-
0400	11	0	0	0	0	0	4	3	1	2	1	0	0	0	11	100	7	63.64	3	27.27	39	47.9
0500	59	0	0	0	1	10	11	17	16	2	1	1	0	0	48	81.36	37	62.71	4	6.78	37.5	43.8
0600	129	0	0	0	2	35	48	33	11	0	0	0	0	0	92	71.32	44	34.11	0	0	33.1	38.5
0700	262	0	0	3	33	131	59	27	7	1	1	0	0	0	95	36.26	36	13.74	2	0.763	29.5	34.7
0800	379	0	4	35	100	185	42	11	2	0	0	0	0	0	55	14.51	13	3.43	0	0	26	29.9
0900	286	0	0	2	51	158	57	18	0	0	0	0	0	0	75	26.22	18	6.294	0	0	28.1	32.1
1000	293	0	1	4	38	157	66	20	6	1	0	0	0	0	93	31.74	27	9.215	1	0.341	28.8	33.5
1100	330	1	0	0	55	198	56	18	2	0	0	0	0	0	76	23.03	20	6.061	0	0	28.1	31.8
1200	387	0	0	3	67	216	69	25	7	0	0	0	0	0	101	26.1	32	8.269	0	0	28.3	32.6
1300	407	0	0	4	74	218	81	23	7	0	0	0	0	0	111	27.27	30	7.371	0	0	28.3	32.3
1400	547	0	6	15	169	265	70	19	3	0	0	0	0	0	92	16.82	22	4.022	0	0	26.6	30.4
1500	565	0	4	5	151	295	80	23	7	0	0	0	0	0	110	19.47	30	5.31	0	0	27.3	31.1
1600	801	0	4	11	188	448	115	29	5	0	0	1	0	0	150	18.73	35	4.37	1	0.125	27.4	30.8
1700	641	1	1	12	79	285	197	59	7	0	0	0	0	0	263	41.03	66	10.3	0	0	29.2	33.7
1800	512	0	0	0	82	265	140	22	2	1	0	0	0	0	165	32.23	25	4.883	1	0.195	28.5	32.4
1900	293	0	0	10	43	158	58	17	4	1	2	0	0	0	82	27.99	24	8.191	3	1.024	28.5	32.7
2000	151	0	0	0	7	71	45	12	9	3	3	1	0	0	73	48.34	28	18.54	7	4.636	31.5	37
2100	144	0	0	0	17	50	39	20	15	3	0	0	0	0	77	53.47	38	26.39	3	2.083	31.7	39.1
2200	118	0	0	0	10	36	35	26	10	1	0	0	0	0	72	61.02	37	31.36	1	0.847	32.2	38.8
2300	43	0	0	1	1	16	6	10	4	3	2	0	0	0	25	58.14	19	44.19	5	11.63	34	42.3
07-19	5410	2	20	94	1087	2821	1032	294	55	3	1	1	0	0	1386	25.62	354	6.543	5	0.092	27.9	32.1
06-22	6127	2	20	104	1156	3135	1222	376	94	10	6	2	0	0	1710	27.91	488	7.965	18	0.294	28.2	32.5
06-00	6288	2	20	105	1167	3187	1263	412	108	14	8	2	0	0	1807	28.74	544	8.651	24	0.382	28.3	32.9
00-00	6409	2	20	105	1169	3208	1292	443	135	22	10	3	0	0	1905	29.72	613	9.565	35	0.546	28.5	33.1

SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		
24 September 2020																						
0000	17	0	0	0	0	1	5	4	4	3	0	0	0	0	16	94.12	11	64.71	3	17.65	38.5	47.3
0100	16	0	0	0	0	1	1	5	5	3	0	0	1	0	15	93.75	14	87.5	4	25	41.2	47.5
0200	9	0	0	0	0	1	3	1	3	1	0	0	0	0	8	88.89	5	55.56	1	11.11	37.8	-
0300	11	0	0	1	0	3	3	2	2	0	0	0	0	0	7	63.64	4	36.36	0	0	32.7	42.6
0400	9	0	0	0	0	2	2	3	2	0	0	0	0	0	7	77.78	5	55.56	0	0	35.8	-
0500	51	0	0	0	2	5	13	20	6	2	0	1	1	1	44	86.27	31	60.78	5	9.804	37.2	43.8
0600	124	0	0	0	1	39	41	28	14	1	0	0	0	0	84	67.74	43	34.68	1	0.806	33.4	39.4
0700	281	0	0	2	20	134	76	40	8	1	0	0	0	0	125	44.48	49	17.44	1	0.356	30.4	35.5
0800	391	1	1	20	117	212	33	7	0	0	0	0	0	0	40	10.23	7	1.79	0	0	26	29.2
0900	308	0	0	4	50	169	66	15	2	2	0	0	0	0	85	27.6	19	6.169	2	0.649	28.4	31.9
1000	315	0	0	7	54	161	58	30	5	0	0	0	0	0	93	29.52	35	11.11	0	0	28.5	33.3
1100	349	0	0	3	42	201	66	33	4	0	0	0	0	0	103	29.51	37	10.6	0	0	28.8	33.6
1200	372	0	0	9	40	229	72	19	1	2	0	0	0	0	94	25.27	22	5.914	2	0.538	28.3	31.5
1300	394	0	0	1	53	213	104	18	4	1	0	0	0	0	127	32.23	23	5.838	1	0.254	28.8	33
1400	537	0	3	21	127	262	103	18	2	0	1	0	0	0	124	23.09	21	3.911	1	0.186	27.2	31.4
1500	584	0	2	17	111	324	104	22	3	1	0	0	0	0	130	22.26	26	4.452	1	0.171	27.6	31.1
1600	776	1	2	27	146	417	158	20	2	2	0	0	0	1	183	23.58	25	3.222	3	0.387	27.5	31.1
1700	680	3	8	52	134	294	149	34	5	1	0	0	0	0	189	27.79	40	5.882	1	0.147	27.3	32.2
1800	467	0	0	1	69	235	120	33	8	1	0	0	0	0	162	34.69	42	8.994	1	0.214	29	33.4
1900	279	1	0	0	33	156	55	29	4	0	0	1	0	0	89	31.9	34	12.19	1	0.358	29.1	33.7
2000	173	0	0	0	10	83	42	28	8	2	0	0	0	0	80	46.24	38	21.97	2	1.156	30.8	36.1
2100	117	0	0	0	11	39	29	23	11	4	0	0	0	0	67	57.26	38	32.48	4	3.419	32.2	39.6
2200	107	0	0	9	4	35	30	18	10	0	1	0	0	0	59	55.14	29	27.1	1	0.935	31.4	38.7
2300	50	0	0	0	0	13	10	13	4	3	5	1	0	1	37	74	27	54	10	20	37.5	50.1
07-19	5454	5	16	164	963	2851	1109	289	44	11	1	0	0	1	1455	26.68	346	6.344	13	0.238	28	32
06-22	6147	6	16	164	1018	3168	1276	397	81	18	1	1	0	1	1775	28.88	499	8.118	21	0.342	28.3	32.5
06-00	6304	6	16	173	1022	3216	1316	428	95	21	7	2	0	2	1871	29.68	555	8.804	32	0.508	28.4	32.8
00-00	6417	6	16	174	1024	3229	1343	463	117	30	7	3	2	3	1968	30.67	625	9.74	45	0.701	28.6	33.2

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to														28 September 2020							
		Direction														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean 85%ile	
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	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			
25 September 2020																							
0000	22	0	0	0	0	2	4	5	5	3	2	1	0	0	20	90.91	16	72.73	6	27.27	40	49.6	
0100	21	0	0	0	0	5	2	8	4	2	0	0	0	0	16	76.19	14	66.67	2	9.524	36.7	44.3	
0200	11	0	0	0	0	1	3	1	3	3	0	0	0	0	10	90.91	7	63.64	3	27.27	39.3	47.9	
0300	13	0	0	1	0	1	2	4	4	0	1	0	0	0	11	84.62	9	69.23	1	7.692	37.4	44.8	
0400	13	0	0	0	0	2	2	4	5	0	0	0	0	0	11	84.62	9	69.23	0	0	36.6	42.6	
0500	46	0	0	0	1	8	13	8	8	5	1	1	1	0	37	80.43	24	52.17	8	17.39	37	45.4	
0600	126	0	0	0	3	41	43	23	14	2	0	0	0	0	82	65.08	39	30.95	2	1.587	32.9	38.9	
0700	260	0	0	2	30	112	70	32	12	2	0	0	0	0	116	44.62	46	17.69	2	0.769	30.3	35.8	
0800	381	0	2	32	75	166	85	13	8	0	0	0	0	0	106	27.82	21	5.512	0	0	27.4	32.7	
0900	325	0	0	3	45	167	81	28	0	0	0	1	0	0	110	33.85	29	8.923	1	0.308	28.9	33.6	
1000	364	1	4	4	58	184	86	23	4	0	0	0	0	0	113	31.04	27	7.418	0	0	28.3	32	
1100	387	1	1	9	50	213	76	34	2	1	0	0	0	0	113	29.2	37	9.561	1	0.258	28.5	33.1	
1200	492	2	3	17	120	240	83	27	0	0	0	0	0	0	110	22.36	27	5.488	0	0	27.2	31.3	
1300	519	0	0	16	116	263	87	29	6	0	1	1	0	0	124	23.89	37	7.129	2	0.385	27.6	31.9	
1400	657	0	8	39	188	307	77	32	6	0	0	0	0	0	115	17.5	38	5.784	0	0	26.5	30.5	
1500	679	36	46	49	172	250	89	33	2	0	2	0	0	0	126	18.56	37	5.449	2	0.295	24.7	30.9	
1600	712	0	0	2	199	346	125	35	4	0	1	0	0	0	165	23.17	40	5.618	1	0.14	27.7	31.9	
1700	627	1	2	6	145	292	126	47	8	0	0	0	0	0	181	28.87	55	8.772	0	0	28.1	33.2	
1800	493	0	0	0	55	203	159	68	8	0	0	0	0	0	235	47.67	76	15.42	0	0	30.1	35.1	
1900	336	0	1	2	23	157	98	43	11	1	0	0	0	0	153	45.54	55	16.37	1	0.298	30.3	35.3	
2000	240	0	0	1	30	110	52	32	13	1	1	0	0	0	99	41.25	47	19.58	2	0.833	30.3	36.9	
2100	171	0	0	0	6	71	50	34	8	1	1	0	0	0	94	54.97	44	25.73	2	1.17	31.8	37.1	
2200	113	0	0	0	19	40	26	17	8	2	1	0	0	0	54	47.79	28	24.78	3	2.655	31	37.7	
2300	47	0	0	0	2	11	8	13	5	5	3	0	0	0	34	72.34	26	55.32	8	17.02	36.1	46.1	
07-19	5896	41	66	179	1253	2743	1144	401	60	3	4	2	0	0	1614	27.37	470	7.972	9	0.153	27.7	32.5	
06-22	6769	41	67	182	1315	3122	1387	533	106	8	6	2	0	0	2042	30.17	655	9.676	16	0.236	28.1	33.2	
06-00	6929	41	67	182	1336	3173	1421	563	119	15	10	2	0	0	2130	30.74	709	10.23	27	0.39	28.2	33.3	
00-00	7055	41	67	183	1337	3192	1447	593	148	28	14	4	1	0	2235	31.68	788	11.17	47	0.666	28.4	33.6	

SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		
26 September 2020																						
0000	29	0	0	0	0	7	9	5	5	0	2	1	0	0	22	75.86	13	44.83	3	10.34	36.2	43.5
0100	14	0	0	0	0	4	0	4	3	1	2	0	0	0	10	71.43	10	71.43	3	21.43	37.9	49.3
0200	14	0	0	0	0	1	2	2	4	1	2	0	0	2	13	92.86	11	78.57	5	35.71	46.9	70.9
0300	8	0	0	0	0	1	1	6	0	0	0	0	0	0	7	87.5	6	75	0	0	35.4	-
0400	18	0	0	0	0	0	0	8	7	0	3	0	0	0	18	100	18	100	3	16.67	41.7	51.5
0500	25	0	0	0	0	5	3	9	4	3	1	0	0	0	20	80	17	68	4	16	37.4	45.7
0600	79	0	0	1	2	12	21	18	18	6	1	0	0	0	64	81.01	43	54.43	7	8.861	36.1	42.6
0700	110	0	0	0	8	26	45	15	12	3	1	0	0	0	76	69.09	31	28.18	4	3.636	32.9	39.7
0800	192	19	18	6	6	52	56	27	6	2	0	0	0	0	91	47.4	35	18.23	2	1.042	27.3	36.7
0900	222	1	3	3	17	91	72	27	7	1	0	0	0	0	107	48.2	35	15.77	1	0.45	30	35.3
1000	322	1	3	1	44	156	87	23	7	0	0	0	0	0	117	36.34	30	9.317	0	0	29	33.8
1100	404	2	2	2	61	204	96	30	4	1	2	0	0	0	133	32.92	37	9.158	3	0.743	28.7	33.1
1200	458	6	2	2	47	240	118	36	6	1	0	0	0	0	161	35.15	43	9.389	1	0.218	28.9	33.6
1300	407	3	0	4	44	174	131	43	6	0	1	1	0	0	182	44.72	51	12.53	2	0.491	29.6	34.4
1400	514	1	2	14	81	257	116	34	8	1	0	0	0	0	159	30.93	43	8.366	1	0.195	28.5	32.8
1500	463	4	0	4	53	231	124	42	5	0	0	0	0	0	171	36.93	47	10.15	0	0	29.1	33.7
1600	441	1	2	5	40	223	104	52	12	1	0	1	0	0	170	38.55	66	14.97	2	0.454	29.7	35
1700	432	0	0	9	72	161	126	52	10	2	0	0	0	0	190	43.98	64	14.81	2	0.463	29.6	35
1800	393	0	0	2	44	170	97	66	13	0	1	0	0	0	177	45.04	80	20.36	1	0.254	30.3	36
1900	283	0	0	0	20	131	93	32	5	2	0	0	0	0	132	46.64	39	13.78	2	0.707	30.4	34.6
2000	179	0	0	0	20	53	45	36	17	6	2	0	0	0	106	59.22	61	34.08	8	4.469	32.6	39.8
2100	122	0	0	0	6	41	28	31	12	3	1	0	0	0	75	61.48	47	38.52	4	3.279	33.1	39.7
2200	88	0	0	0	3	29	21	20	10	3	1	1	0	0	56	63.64	35	39.77	5	5.682	33.8	40.6
2300	50	0	0	0	1	21	11	7	8	2	0	0	0	0	28	56	17	34	2	4	33.2	41.3
07-19	4358	38	32	52	517	1985	1172	447	96	12	5	2	0	0	1734	39.79	562	12.9	19	0.436	29.3	34.4
06-22	5021	38	32	53	565	2222	1359	564	148	29	9	2	0	0	2111	42.04	752	14.98	40	0.797	29.7	35
06-00	5159	38	32	53	569	2272	1391	591	166	34	10	3	0	0	2195	42.55	804	15.58	47	0.911	29.8	35.1
00-00	5267	38	32	53	569	2290	1406	625	189	39	20	4	0	2	2285	43.38	879	16.69	65	1.234	30	35.6

SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		
27 September 2020																						
0000	48	0	0	0	2	12	9	7	5	4	2	3	2	2	34	70.83	25	52.08	13	27.08	38.9	55.4
0100	14	0	0	0	1	1	3	0	3	3	2	1	0	0	12	85.71	9	64.29	6	42.86	41.4	53.9
0200	12	0	0	0	0	0	3	2	5	2	0	0	0	0	12	100	9	75	2	16.67	40.2	45.8
0300	14	0	0	0	0	1	1	5	4	2	1	0	0	0	13	92.86	12	85.71	3	21.43	40.5	47.3
0400	17	0	0	0	0	2	4	4	4	3	0	0	0	0	15	88.24	11	64.71	3	17.65	37.4	45.9
0500	19	0	0	0	0	3	6	4	1	4	0	0	1	0	16	84.21	10	52.63	5	26.32	38.5	49.3
0600	53	0	0	0	3	8	9	8	14	7	2	1	1	0	42	79.25	33	62.26	11	20.75	38.3	46.8
0700	75	0	0	0	0	17	23	21	9	4	0	1	0	0	58	77.33	35	46.67	5	6.667	35	41.6
0800	87	1	1	0	8	25	28	14	5	4	1	0	0	0	52	59.77	24	27.59	5	5.747	32	39
0900	154	3	0	0	7	63	45	29	6	1	0	0	0	0	81	52.6	36	23.38	1	0.649	31	36.9
1000	223	2	0	0	11	114	51	34	9	2	0	0	0	0	96	43.05	45	20.18	2	0.897	30.6	36.5
1100	320	3	4	0	22	141	91	48	11	0	0	0	0	0	150	46.88	59	18.44	0	0	30.2	36.2
1200	382	1	2	0	19	191	98	53	13	4	1	0	0	0	169	44.24	71	18.59	5	1.309	30.6	35.9
1300	420	1	1	0	39	196	121	48	12	1	1	0	0	0	183	43.57	62	14.76	2	0.476	30	35
1400	392	0	1	0	48	191	101	35	15	1	0	0	0	0	152	38.78	51	13.01	1	0.255	29.6	34.7
1500	408	0	3	5	75	184	105	26	7	2	1	0	0	0	141	34.56	36	8.824	3	0.735	28.9	33.5
1600	364	0	0	0	31	160	116	42	12	3	0	0	0	0	173	47.53	57	15.66	3	0.824	30.5	35.1
1700	316	0	0	0	24	148	91	38	12	3	0	0	0	0	144	45.57	53	16.77	3	0.949	30.7	35.6
1800	311	0	2	0	14	111	116	51	17	0	0	0	0	0	184	59.16	68	21.86	0	0	31.4	36.1
1900	208	0	0	4	27	80	54	28	9	3	3	0	0	0	97	46.63	43	20.67	6	2.885	30.6	36.2
2000	138	0	0	0	5	48	42	24	11	5	2	1	0	0	85	61.59	43	31.16	8	5.797	33.1	39
2100	108	0	0	0	10	28	24	25	13	5	2	1	0	0	70	64.81	46	42.59	8	7.407	33.9	40.9
2200	76	0	0	0	7	21	15	19	6	5	1	1	1	0	48	63.16	33	43.42	8	10.53	34.4	42
2300	28	0	0	0	0	10	2	5	7	3	1	0	0	0	18	64.29	16	57.14	4	14.29	36	44.8
07-19	3452	11	14	5	298	1541	986	439	128	25	4	1	0	0	1583	45.86	597	17.29	30	0.869	30.4	35.6
06-22	3959	11	14	9	343	1705	1115	524	175	45	13	4	1	0	1877	47.41	762	19.25	63	1.591	30.7	36.1
06-00	4063	11	14	9	350	1736	1132	548	188	53	15	5	2	0	1943	47.82	811	19.96	75	1.846	30.8	36.4
00-00	4187	11	14	9	353	1755	1158	570	210	71	20	9	5	2	2045	48.84	887	21.18	107	2.556	31.1	36.7

SS259 Maesteg		Site 1													Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
22 September 2020		to													28 September 2020							
		Direction													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean 85%ile	
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	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		
28 September 2020																						
0000	14	0	0	0	1	3	2	3	3	1	0	0	1	0	10	71.43	8	57.14	2	14.29	37.3	46.8
0100	9	0	0	0	0	0	4	1	2	1	0	1	0	0	9	100	5	55.56	2	22.22	39.8	-
0200	12	0	0	0	0	1	4	4	2	0	1	0	0	0	11	91.67	7	58.33	1	8.333	37.6	43.2
0300	14	0	0	0	0	3	3	3	3	1	1	0	0	0	11	78.57	8	57.14	2	14.29	37.2	47.1
0400	15	0	0	0	0	3	3	2	2	3	2	0	0	0	12	80	9	60	5	33.33	39.2	52.6
0500	40	0	0	0	3	7	9	6	7	5	3	0	0	0	30	75	21	52.5	8	20	36.9	46.4
0600	129	0	0	0	7	38	30	38	9	6	0	1	0	0	84	65.12	54	41.86	7	5.426	33.6	39.7
0700	297	0	0	0	26	140	92	33	5	1	0	0	0	0	131	44.11	39	13.13	1	0.337	30.1	34.6
0800	418	0	5	26	127	198	44	10	7	1	0	0	0	0	62	14.83	18	4.306	1	0.239	26.2	30
0900	306	0	1	8	28	170	71	23	5	0	0	0	0	0	99	32.35	28	9.15	0	0	28.6	33
1000	330	1	0	5	59	164	69	27	5	0	0	0	0	0	101	30.61	32	9.697	0	0	28.4	33.3
1100	342	0	1	0	44	183	74	34	3	3	0	0	0	0	114	33.33	40	11.7	3	0.877	29.1	33.6
1200	420	0	2	1	58	249	77	30	2	1	0	0	0	0	110	26.19	33	7.857	1	0.238	28.5	32.3
1300	392	0	1	0	35	242	90	19	5	0	0	0	0	0	114	29.08	24	6.122	0	0	28.7	32.3
1400	574	2	5	64	173	229	84	16	1	0	0	0	0	0	101	17.6	17	2.962	0	0	25.6	30.6
1500	597	4	14	19	107	336	81	34	2	0	0	0	0	0	117	19.6	36	6.03	0	0	27	30.9
1600	782	2	9	11	142	380	193	34	9	0	1	1	0	0	238	30.43	45	5.754	2	0.256	28.2	32.5
1700	661	1	1	3	91	313	181	60	9	2	0	0	0	0	252	38.12	71	10.74	2	0.303	29.2	34.2
1800	447	0	0	0	65	191	126	53	12	0	0	0	0	0	191	42.73	65	14.54	0	0	29.8	34.9
1900	271	0	0	1	29	132	77	25	4	1	1	0	1	0	109	40.22	32	11.81	3	1.107	29.8	34.1
2000	171	0	0	0	12	74	39	32	11	1	2	0	0	0	85	49.71	46	26.9	3	1.754	31.4	37.1
2100	111	0	0	2	10	38	30	18	6	5	0	2	0	0	61	54.95	31	27.93	7	6.306	31.7	38.5
2200	89	0	0	0	2	30	26	24	5	2	0	0	0	0	57	64.04	31	34.83	2	2.247	32.8	38.9
2300	33	0	0	0	0	6	2	13	5	3	2	1	1	0	27	81.82	25	75.76	7	21.21	38.6	48.4
07-19	5566	10	39	137	955	2795	1182	373	65	8	1	1	0	0	1630	29.28	448	8.049	10	0.18	28.2	32.8
06-22	6248	10	39	140	1013	3077	1358	486	95	21	4	4	1	0	1969	31.51	611	9.779	30	0.48	28.5	33.3
06-00	6370	10	39	140	1015	3113	1386	523	105	26	6	5	2	0	2053	32.23	667	10.47	39	0.612	28.6	33.5
00-00	6474	10	39	140	1019	3130	1411	542	124	37	13	6	3	0	2136	32.99	725	11.2	59	0.911	28.8	33.8

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)																				
22 September 2020					to					28 September 2020					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile										
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile																				
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT	Speed	Speed																				
Average Day																																										
0000	26	0	0	0	1	5	6	5	5	2	1	1	0	0	20	79.01	15	56.35	5	17.68	37.9	46.8																				
0100	14	0	0	0	0	2	3	3	3	1	1	0	0	0	11	84.21	9	65.26	2	17.89	38.3	45.7																				
0200	13	0	0	0	0	1	3	3	3	2	0	0	0	0	12	90.32	9	69.89	3	21.51	40.2	47.2																				
0300	11	0	0	0	0	2	2	3	3	1	1	0	0	0	9	81.01	7	64.56	1	12.66	37.4	44.9																				
0400	14	0	0	0	0	2	2	4	3	1	1	0	0	0	12	87.5	10	71.88	3	18.75	38.7	46.2																				
0500	41	0	0	0	1	6	10	10	8	4	1	0	0	0	34	82.35	24	58.82	6	13.84	37.4	44.7																				
0600	108	0	0	0	3	30	32	25	13	4	0	0	0	0	76	69.92	43	39.97	5	4.222	34	40.5																				
0700	225	0	0	1	20	99	65	28	9	2	0	0	0	0	104	46.32	40	17.6	2	1.017	30.5	35.8																				
0800	324	3	6	23	77	149	48	13	4	1	0	0	0	0	67	20.63	19	5.732	2	0.485	26.6	31.4																				
0900	272	1	1	3	33	143	65	23	4	1	0	0	0	0	92	33.72	27	9.963	1	0.262	28.9	33.6																				
1000	308	1	1	6	45	156	68	25	6	0	0	0	0	0	99	32.1	31	10	0	0.139	28.6	33.3																				
1100	358	1	1	3	49	190	77	31	4	1	1	0	0	0	113	31.65	37	10.28	1	0.359	28.8	33.4																				
1200	416	1	1	5	57	233	82	30	5	1	0	0	0	0	118	28.42	36	8.685	1	0.309	28.5	32.9																				
1300	423	1	0	4	69	215	98	28	6	0	0	0	0	0	133	31.49	36	8.412	1	0.304	28.6	33																				
1400	539	0	4	30	153	240	83	22	5	0	0	0	0	0	111	20.65	28	5.168	0	0.08	26.7	31.3																				
1500	562	6	11	22	126	272	92	28	4	0	0	0	0	0	125	22.28	33	5.867	1	0.152	26.9	31.4																				
1600	674	1	3	9	138	348	134	33	6	1	0	0	0	0	176	26.09	41	6.129	2	0.276	28	32.1																				
1700	589	1	3	17	105	266	141	47	8	1	0	0	0	0	197	33.41	56	9.527	1	0.242	28.5	33.4																				
1800	433	0	0	1	55	194	124	48	10	1	0	0	0	0	183	42.27	59	13.72	1	0.264	29.7	34.6																				
1900	282	0	0	3	30	134	75	30	6	1	1	0	0	0	115	40.67	39	13.95	2	0.862	29.9	34.8																				
2000	178	0	0	0	14	75	45	28	11	3	2	0	0	0	88	49.52	44	24.48	5	2.568	31.4	37.5																				
2100	132	0	0	0	9	45	36	26	11	4	1	1	0	0	77	58.52	41	31.49	5	3.583	32.4	39.2																				
2200	101	0	0	1	8	32	27	21	8	3	1	0	0	0	60	59.15	33	32.68	4	3.662	32.4	39																				
2300	40	0	0	0	1	12	7	9	6	3	2	0	0	0	27	67.84	21	51.59	6	14.49	35.8	44.4																				
07-19	5125	16	31	124	929	2505	1077	357	71	10	3	1	0	0	1519	29.64	442	8.633	15	0.284	28.2	32.9																				
06-22	5824	16	32	128	984	2790	1264	466	113	21	6	2	0	0	1874	32.18	610	10.47	31	0.53	28.6	33.6																				
06-00	5966	16	32	129	993	2834	1298	496	127	27	9	3	1	1	1962	32.88	664	11.13	40	0.678	28.7	33.7																				
00-00	6085	16	32	130	995	2852	1323	525	153	38	14	5	2	1	2061	33.87	738	12.13	60	0.986	28.9	34																				

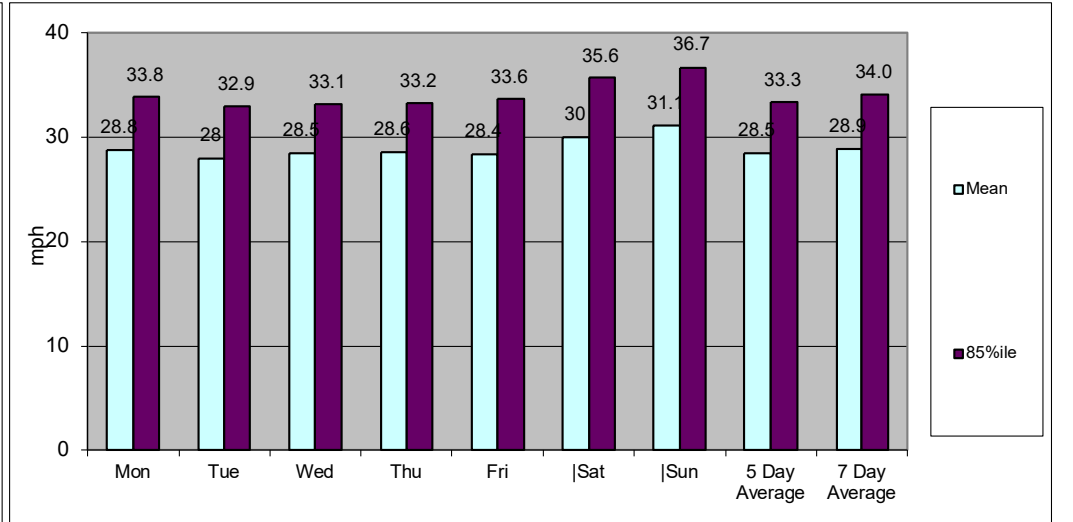
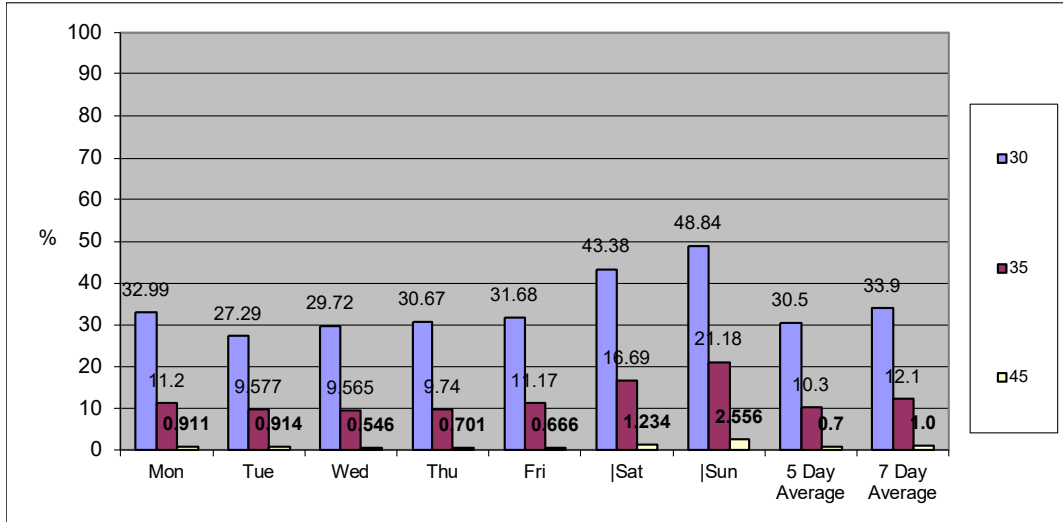
SS259 Maesteg										Site	1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
22 September 2020					to	28 September 2020					Direction	Northbound										
										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)					
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	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	6474	10	39	140	1019	3130	1411	542	124	37	13	6	3	0	2136	32.99	725	11.2	59	0.911	28.8	33.8
Tue	6787	7	34	243	1494	3157	1202	439	149	40	13	4	3	2	1852	27.29	650	9.577	62	0.914	28	32.9
Wed	6409	2	20	105	1169	3208	1292	443	135	22	10	3	0	0	1905	29.72	613	9.565	35	0.546	28.5	33.1
Thu	6417	6	16	174	1024	3229	1343	463	117	30	7	3	2	3	1968	30.67	625	9.74	45	0.701	28.6	33.2
Fri	7055	41	67	183	1337	3192	1447	593	148	28	14	4	1	0	2235	31.68	788	11.17	47	0.666	28.4	33.6
Sat	5267	38	32	53	569	2290	1406	625	189	39	20	4	0	2	2285	43.38	879	16.69	65	1.234	30	35.6
Sun	4187	11	14	9	353	1755	1158	570	210	71	20	9	5	2	2045	48.84	887	21.18	107	2.556	31.1	36.7

5 Day Average																						
[--]	6628	13	35	169	1209	3183	1339	496	135	31	11	4	2	1	2019	30.5	680	10.3	50	0.7	28.5	33.3

7 Day Average																						
[--]	6085	16	32	130	995	2852	1323	525	153	38	14	5	2	1	2061	33.9	738	12.1	60	1.0	28.9	34.0

Total Vehicles																						
[--]	42596	115	222	907	6965	19961	9259	3675	1072	267	97	33	14	9	14426	34	5167	12	420	1	29	34



SS259 Maesteg						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
22 September 2020			to			28 September 2020			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 September 2020															
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0300	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
0400	52	1	42	6	0	3	0	0	0	0	0	0	0	0	
0500	300	2	273	23	0	0	0	0	1	0	0	1	0	0	
0600	465	3	390	68	1	2	1	0	0	0	0	0	0	0	
0700	757	1	633	116	0	4	0	0	3	0	0	0	0	0	
0800	666	3	549	94	7	9	1	0	3	0	0	0	0	0	
0900	503	3	432	55	3	4	3	0	1	0	1	1	0	0	
1000	385	1	319	53	2	5	2	0	1	0	0	2	0	0	
1100	401	0	338	53	1	5	1	0	2	0	0	1	0	0	
1200	415	3	354	46	0	7	1	0	3	0	0	1	0	0	
1300	429	1	376	42	2	3	1	0	2	0	2	0	0	0	
1400	431	3	377	41	1	7	0	0	1	0	0	1	0	0	
1500	510	4	429	60	6	5	0	0	5	0	1	0	0	0	
1600	472	2	400	59	2	5	0	0	2	0	1	1	0	0	
1700	355	1	316	34	0	2	0	0	1	0	1	0	0	0	
1800	253	1	225	26	0	0	0	0	0	0	0	1	0	0	
1900	150	0	127	18	0	1	1	0	0	0	1	2	0	0	
2000	128	1	114	11	0	0	0	1	0	0	0	1	0	0	
2100	78	0	71	7	0	0	0	0	0	0	0	0	0	0	
2200	56	1	49	5	1	0	0	0	0	0	0	0	0	0	
2300	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
07-19	5577	23	4748	679	24	56	9	0	24	0	6	8	0	0	
06-22	6398	27	5450	783	25	59	11	1	24	0	7	11	0	0	
06-00	6476	28	5520	789	26	59	11	1	24	0	7	11	0	0	
00-00	6862	31	5865	822	26	62	11	1	25	0	7	12	0	0	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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 September 2020															
0000	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0300	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
0400	61	0	52	6	0	2	0	0	1	0	0	0	0	0	
0500	296	1	281	13	0	1	0	0	0	0	0	0	0	0	
0600	465	1	392	68	0	2	0	0	1	0	0	1	0	0	
0700	733	1	594	128	2	5	1	1	1	0	0	0	0	0	
0800	641	3	539	80	10	6	0	0	2	0	0	1	0	0	
0900	446	0	359	73	2	6	1	0	3	0	0	2	0	0	
1000	310	0	250	51	1	5	1	0	1	0	0	1	0	0	
1100	382	1	307	58	3	9	1	0	1	0	0	2	0	0	
1200	419	3	330	69	1	9	2	0	3	0	1	1	0	0	
1300	391	2	320	60	0	6	0	0	2	0	0	0	0	1	
1400	425	0	357	51	3	5	1	1	4	0	1	1	0	1	
1500	485	1	390	67	7	8	0	0	7	0	2	2	0	1	
1600	363	1	307	52	1	2	0	0	0	0	0	0	0	0	
1700	374	1	330	34	1	4	2	0	1	0	0	1	0	0	
1800	250	2	229	18	0	1	0	0	0	0	0	0	0	0	
1900	180	0	163	17	0	0	0	0	0	0	0	0	0	0	
2000	96	1	81	12	0	1	0	0	0	0	1	0	0	0	
2100	96	0	87	8	0	0	0	0	0	0	0	1	0	0	
2200	41	0	38	1	0	0	0	0	1	0	0	1	0	0	
2300	18	0	15	3	0	0	0	0	0	0	0	0	0	0	
07-19	5219	15	4312	741	31	66	9	2	25	0	4	11	0	3	
06-22	6056	17	5035	846	31	69	9	2	26	0	5	13	0	3	
06-00	6115	17	5088	850	31	69	9	2	27	0	5	14	0	3	
00-00	6495	18	5440	873	31	72	9	2	28	0	5	14	0	3	

SS259 Maesteg 22 September 2020 to 28 September 2020					Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
					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 September 2020															
0000	11	0	11	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	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0300	8	0	6	1	0	1	0	0	0	0	0	0	0	0	
0400	58	0	50	4	0	3	0	0	0	0	0	1	0	0	
0500	304	1	277	25	0	0	0	0	0	0	1	0	0	0	
0600	468	1	399	63	0	2	1	0	1	0	0	1	0	0	
0700	718	0	605	108	0	4	1	0	0	0	0	0	0	0	
0800	663	2	537	102	11	7	0	0	3	0	1	0	0	0	
0900	420	0	355	50	3	4	1	0	4	0	1	2	0	0	
1000	384	0	303	65	0	8	3	0	4	0	0	1	0	0	
1100	360	1	296	51	1	4	0	0	5	0	0	2	0	0	
1200	396	1	317	61	2	9	1	0	4	0	1	0	0	0	
1300	385	0	308	60	2	5	4	0	5	0	0	1	0	0	
1400	403	2	336	49	3	7	2	0	2	1	0	1	0	0	
1500	485	0	403	62	6	9	0	0	2	0	1	1	0	1	
1600	377	1	313	50	4	5	2	0	2	0	0	0	0	0	
1700	335	1	293	36	0	3	2	0	0	0	0	0	0	0	
1800	261	2	237	16	1	3	0	1	1	0	0	0	0	0	
1900	159	0	148	9	0	1	0	0	0	0	0	1	0	0	
2000	101	0	89	10	0	0	0	0	1	0	0	1	0	0	
2100	85	1	77	6	0	0	0	0	0	0	0	1	0	0	
2200	51	0	48	3	0	0	0	0	0	0	0	0	0	0	
2300	16	0	13	2	1	0	0	0	0	0	0	0	0	0	
07-19	5187	10	4303	710	33	68	16	1	32	1	4	8	0	1	
06-22	6000	12	5016	798	33	71	17	1	34	1	4	12	0	1	
06-00	6067	12	5077	803	34	71	17	1	34	1	4	12	0	1	
00-00	6456	13	5428	834	34	75	17	1	34	1	5	13	0	1	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
25 September 2020															
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0100	4	0	3	0	0	1	0	0	0	0	0	0	0	0	
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0300	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0400	47	0	38	8	0	1	0	0	0	0	0	0	0	0	
0500	284	0	257	23	0	2	1	1	0	0	0	0	0	0	
0600	441	1	372	62	1	2	1	0	0	0	1	1	0	0	
0700	715	4	576	127	1	5	1	0	1	0	0	0	0	0	
0800	676	4	561	86	10	14	0	0	0	0	0	1	0	0	
0900	447	0	376	58	2	5	1	0	2	0	0	3	0	0	
1000	379	1	320	46	2	6	0	0	1	0	2	1	0	0	
1100	435	2	353	67	2	6	2	0	1	0	0	1	0	1	
1200	452	2	372	63	2	6	2	0	5	0	0	0	0	0	
1300	469	1	399	54	1	5	2	0	3	0	2	2	0	0	
1400	455	3	385	53	3	6	1	0	3	0	1	0	0	0	
1500	573	4	491	52	8	9	3	0	4	0	1	1	0	0	
1600	423	3	359	51	1	6	0	0	1	0	1	1	0	0	
1700	371	0	333	32	0	4	1	0	0	0	1	0	0	0	
1800	322	1	296	22	0	2	0	0	0	0	1	0	0	0	
1900	185	0	170	12	0	2	1	0	0	0	0	0	0	0	
2000	117	0	107	8	0	0	1	0	1	0	0	0	0	0	
2100	102	0	98	3	0	0	1	0	0	0	0	0	0	0	
2200	53	0	47	5	1	0	0	0	0	0	0	0	0	0	
2300	26	0	26	0	0	0	0	0	0	0	0	0	0	0	
07-19	5717	25	4821	711	32	74	13	0	21	0	9	10	0	1	
06-22	6562	26	5568	796	33	78	17	0	22	0	10	11	0	1	
06-00	6641	26	5641	801	34	78	17	0	22	0	10	11	0	1	
00-00	7003	26	5963	835	34	82	18	1	22	0	10	11	0	1	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
26 September 2020															
0000	13	1	11	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	3	0	2	0	0	0	0	0	0	0	1	0	0	0	
0300	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0400	28	0	25	3	0	0	0	0	0	0	0	0	0	0	
0500	146	1	131	14	0	0	0	0	0	0	0	0	0	0	
0600	164	0	142	20	0	2	0	0	0	0	0	0	0	0	
0700	208	0	171	28	0	4	4	1	0	0	0	0	0	0	
0800	269	3	220	30	2	8	3	0	2	0	0	1	0	0	
0900	353	8	309	30	0	3	0	0	0	0	0	2	0	1	
1000	421	4	371	38	1	2	1	0	2	0	0	1	0	1	
1100	456	7	410	35	0	3	0	0	0	0	0	1	0	0	
1200	486	9	432	39	0	4	1	0	1	0	0	0	0	0	
1300	496	5	452	32	1	4	2	0	0	0	0	0	0	0	
1400	443	6	398	33	1	3	0	0	1	0	0	1	0	0	
1500	367	6	328	28	0	2	2	0	1	0	0	0	0	0	
1600	316	4	278	30	1	2	0	1	0	0	0	0	0	0	
1700	333	4	303	23	0	3	0	0	0	0	0	0	0	0	
1800	240	0	225	13	0	1	1	0	0	0	0	0	0	0	
1900	171	0	159	9	0	0	2	0	1	0	0	0	0	0	
2000	100	0	94	5	0	0	0	0	0	0	0	1	0	0	
2100	79	0	70	6	0	0	2	0	1	0	0	0	0	0	
2200	63	0	59	4	0	0	0	0	0	0	0	0	0	0	
2300	42	0	41	1	0	0	0	0	0	0	0	0	0	0	
07-19	4388	56	3897	359	6	39	14	2	7	0	0	6	0	2	
06-22	4902	56	4362	399	6	41	18	2	9	0	0	7	0	2	
06-00	5007	56	4462	404	6	41	18	2	9	0	0	7	0	2	
00-00	5211	58	4644	423	6	41	18	2	9	0	1	7	0	2	

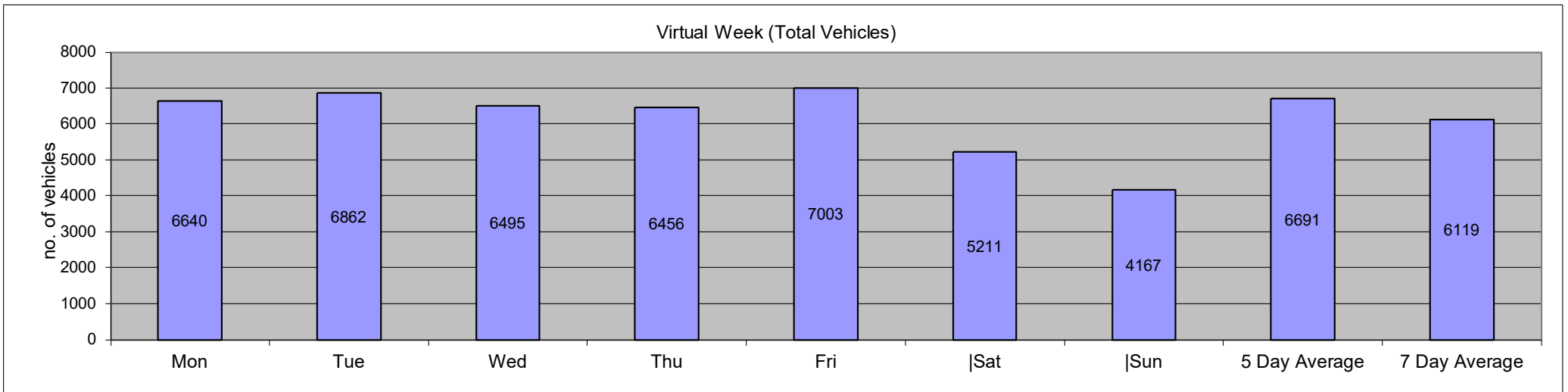
SS259 Maesteg					Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
22 September 2020		to			28 September 2020		Direction		Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR		BUSES	TWO		THREE	FOUR OR		FOUR OR	FIVE	SIX OR	FIVE OR		SEVEN
			CAR-BASED LGV	LIGHT GOODS VEHICLES		AXLE, SIX TYRE, RIGID	AXLE RIGID		MORE AXLE RIGID	LESS AXLE ARTIC				AXLE ARTIC	AXLE ARTIC	
27 September 2020																
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	17	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	15	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0
0500	103	0	97	5	1	0	0	0	0	0	0	0	0	0	0	0
0600	105	1	100	3	0	0	1	0	0	0	0	0	0	0	0	0
0700	111	1	97	11	0	0	1	0	0	0	0	0	1	0	0	0
0800	137	4	102	23	2	2	4	0	0	0	0	0	0	0	0	0
0900	257	5	226	17	0	2	4	0	1	0	1	1	1	0	0	0
1000	343	8	300	30	0	2	1	0	2	0	0	0	0	0	0	0
1100	388	4	356	26	0	1	0	0	0	0	0	0	1	0	0	0
1200	406	4	370	28	0	3	1	0	0	0	0	0	0	0	0	0
1300	404	7	361	33	0	1	1	0	0	0	0	0	1	0	0	0
1400	389	16	332	37	0	2	0	0	1	0	0	0	1	0	0	0
1500	301	8	272	18	0	2	1	0	0	0	0	0	0	0	0	0
1600	279	4	249	23	0	2	0	0	1	0	0	0	0	0	0	0
1700	302	3	272	25	0	1	0	0	1	0	0	0	0	0	0	0
1800	232	3	211	16	0	1	1	0	0	0	0	0	0	0	0	0
1900	138	0	128	9	0	1	0	0	0	0	0	0	0	0	0	0
2000	83	0	77	5	0	0	1	0	0	0	0	0	0	0	0	0
2100	71	1	66	3	0	0	1	0	0	0	0	0	0	0	0	0
2200	40	0	36	3	1	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3549	67	3148	287	2	19	14	0	6	0	1	5	0	0	0	0
06-22	3946	69	3519	307	2	20	17	0	6	0	1	5	0	0	0	0
06-00	4009	69	3577	311	3	20	17	0	6	0	1	5	0	0	0	0
00-00	4167	69	3724	321	4	20	17	0	6	0	1	5	0	0	0	0

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
28 September 2020															
0000	14	0	12	2	0	0	0	0	0	0	0	0	0	0	
0100	7	0	5	1	0	0	1	0	0	0	0	0	0	0	
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
0300	22	0	18	2	0	1	0	0	0	0	0	1	0	0	
0400	54	1	43	8	0	1	0	0	0	0	0	1	0	0	
0500	284	2	249	32	0	0	0	0	0	0	0	1	0	0	
0600	485	0	420	58	1	1	3	0	1	1	0	0	0	0	
0700	710	3	591	108	2	4	1	0	0	0	0	1	0	0	
0800	681	1	563	97	4	7	4	2	3	0	0	0	0	0	
0900	521	1	423	78	1	13	2	0	0	0	1	1	0	1	
1000	368	1	304	53	1	8	1	0	0	0	0	0	0	0	
1100	385	0	313	60	1	5	2	0	3	0	0	1	0	0	
1200	414	1	349	52	1	8	0	0	2	0	0	1	0	0	
1300	431	0	361	52	1	11	2	0	3	0	0	0	0	1	
1400	409	0	329	65	4	5	0	0	4	1	0	1	0	0	
1500	465	2	378	58	5	16	1	1	1	0	1	2	0	0	
1600	390	1	317	65	2	4	0	0	0	0	0	1	0	0	
1700	382	0	336	43	0	3	0	0	0	0	0	0	0	0	
1800	236	2	211	21	0	1	0	0	1	0	0	0	0	0	
1900	138	0	125	12	0	0	0	0	0	0	0	1	0	0	
2000	98	0	90	8	0	0	0	0	0	0	0	0	0	0	
2100	89	0	82	7	0	0	0	0	0	0	0	0	0	0	
2200	37	0	32	5	0	0	0	0	0	0	0	0	0	0	
2300	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
07-19	5392	12	4475	752	22	85	13	3	17	1	2	8	0	2	
06-22	6202	12	5192	837	23	86	16	3	18	2	2	9	0	2	
06-00	6250	12	5233	844	23	86	16	3	18	2	2	9	0	2	
00-00	6640	15	5567	891	23	88	17	3	18	2	2	12	0	2	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Average Day															
0000	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0200	5	0	5	1	0	0	0	0	0	0	0	0	0	0	
0300	12	0	10	1	0	0	0	0	0	0	0	0	0	0	
0400	45	0	37	5	0	1	0	0	0	0	0	0	0	0	
0500	245	1	224	19	0	0	0	0	0	0	0	0	0	0	
0600	370	1	316	49	0	2	1	0	0	0	0	0	0	0	
0700	565	1	467	89	1	4	1	0	1	0	0	0	0	0	
0800	533	3	439	73	7	8	2	0	2	0	0	0	0	0	
0900	421	2	354	52	2	5	2	0	2	0	1	2	0	0	
1000	370	2	310	48	1	5	1	0	2	0	0	1	0	0	
1100	401	2	339	50	1	5	1	0	2	0	0	1	0	0	
1200	427	3	361	51	1	7	1	0	3	0	0	0	0	0	
1300	429	2	368	48	1	5	2	0	2	0	1	1	0	0	
1400	422	4	359	47	2	5	1	0	2	0	0	1	0	0	
1500	455	4	384	49	5	7	1	0	3	0	1	1	0	0	
1600	374	2	318	47	2	4	0	0	1	0	0	0	0	0	
1700	350	1	312	32	0	3	1	0	0	0	0	0	0	0	
1800	256	2	233	19	0	1	0	0	0	0	0	0	0	0	
1900	160	0	146	12	0	1	1	0	0	0	0	1	0	0	
2000	103	0	93	8	0	0	0	0	0	0	0	0	0	0	
2100	86	0	79	6	0	0	1	0	0	0	0	0	0	0	
2200	49	0	44	4	0	0	0	0	0	0	0	0	0	0	
2300	23	0	21	1	0	0	0	0	0	0	0	0	0	0	
07-19	5004	30	4243	606	21	58	13	1	19	0	4	8	0	1	
06-22	5724	31	4877	681	22	61	15	1	20	0	4	10	0	1	
06-00	5795	31	4943	686	22	61	15	1	20	0	4	10	0	1	
00-00	6119	33	5233	714	23	63	15	1	20	0	4	11	0	1	

SS259 Maesteg Site 1 Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)
 22 September 2020 to 28 September 2020 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES				TWO AXLE, SIX TYRE, 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
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	THREE AXLE RIGID								
Virtual Week														
Mon	6640	15	5567	891	23	88	17	3	18	2	2	12	0	2
Tue	6862	31	5865	822	26	62	11	1	25	0	7	12	0	0
Wed	6495	18	5440	873	31	72	9	2	28	0	5	14	0	3
Thu	6456	13	5428	834	34	75	17	1	34	1	5	13	0	1
Fri	7003	26	5963	835	34	82	18	1	22	0	10	11	0	1
Sat	5211	58	4644	423	6	41	18	2	9	0	1	7	0	2
Sun	4167	69	3724	321	4	20	17	0	6	0	1	5	0	0
5 Day Average														
[--]	6691	21	5653	851	30	76	14	2	25	1	6	12	0	1
7 Day Average														
[--]	6119	33	5233	714	23	63	15	1	20	0	4	11	0	1
Total Vehicles														
[--]	42834	230	36631	4999	158	440	107	10	142	3	31	74	0	9



SS259 Maesteg											Site	1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)																							
0/1/00		to										28 September 2020										Direction		Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time	Total	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile														
Period	Vehicles	10	15	20	25	30	35	40	45	50	55	60	65	130	ACPO	ACPO	DFT	DFT	Speed	Speed																
Saturday, 0 January 1900																																				
0000	11	0	0	0	0	1	3	0	5	1	0	1	0	0	10	90.91	7	63.64	2	18.18	39.8	47.9														
0100	5	0	0	0	1	0	0	0	2	1	0	0	0	1	4	80	4	80	2	40	44.9	-														
0200	5	0	0	0	0	0	0	0	3	0	1	0	0	1	5	100	5	100	2	40	49.7	-														
0300	13	0	0	0	0	2	1	4	0	2	3	0	0	1	11	84.62	10	76.92	6	46.15	43	51														
0400	52	0	0	0	0	0	2	14	16	6	7	2	3	2	52	100	50	96.15	20	38.46	45.7	54.6														
0500	300	0	0	0	0	6	49	104	75	41	16	7	2	0	294	98	245	81.67	66	22	40.5	47														
0600	465	0	0	0	0	13	92	198	109	34	14	4	1	0	452	97.2	360	77.42	53	11.4	38.8	43.9														
0700	757	0	0	3	0	43	331	239	102	31	6	1	1	0	711	93.92	380	50.2	39	5.152	36	40.8														
0800	666	1	4	12	35	111	265	184	41	12	1	0	0	0	503	75.53	238	35.74	13	1.952	33	38.1														
0900	503	0	0	7	1	67	215	154	47	8	2	2	0	0	428	85.09	213	42.35	12	2.386	34.7	39.4														
1000	385	0	0	2	4	51	193	100	28	6	0	1	0	0	328	85.19	135	35.06	7	1.818	33.9	37.7														
1100	401	0	0	1	8	60	171	115	34	10	2	0	0	0	332	82.79	161	40.15	12	2.993	34.2	38.4														
1200	415	0	0	1	6	74	187	95	45	5	2	0	0	0	334	80.48	147	35.42	7	1.687	34	39.1														
1300	429	0	0	1	14	99	164	95	44	8	2	2	0	0	315	73.43	151	35.2	12	2.797	33.5	39.1														
1400	431	0	2	3	24	223	159	17	2	1	0	0	0	0	179	41.53	20	4.64	1	0.232	29.3	31.8														
1500	510	2	0	5	37	164	181	85	26	6	4	0	0	0	302	59.22	121	23.73	10	1.961	31.6	37.4														
1600	472	0	0	0	7	47	204	145	51	15	3	0	0	0	418	88.56	214	45.34	18	3.814	35.1	39.9														
1700	355	0	1	0	3	32	121	108	58	23	6	3	0	0	319	89.86	198	55.77	32	9.014	36.6	42.3														
1800	253	0	0	0	1	16	69	78	60	18	7	0	3	1	236	93.28	167	66.01	29	11.46	38.1	43.8														
1900	150	0	0	0	1	9	45	40	37	14	2	0	1	1	140	93.33	95	63.33	18	12	38.1	44.4														
2000	128	0	0	0	0	8	32	42	30	9	6	0	1	0	120	93.75	88	68.75	16	12.5	38.6	44.5														
2100	78	0	0	0	0	2	20	15	15	16	5	4	0	1	76	97.44	56	71.79	26	33.33	41.4	49.6														
2200	56	0	0	0	0	7	11	15	7	10	2	3	0	1	49	87.5	38	67.86	16	28.57	39.6	48.2														
2300	22	0	0	0	0	1	5	6	3	2	2	0	0	3	21	95.45	16	72.73	7	31.82	44.4	61.3														
07-19	5577	3	7	35	140	987	2260	1415	538	143	35	9	4	1	4405	78.99	2145	38.46	192	3.443	34	39.4														
06-22	6398	3	7	35	141	1019	2449	1710	729	216	62	17	7	3	5193	81.17	2744	42.89	305	4.767	34.7	40.4														
06-00	6476	3	7	35	141	1027	2465	1731	739	228	66	20	7	7	5263	81.27	2798	43.21	328	5.065	34.7	40.4														
00-00	6862	3	7	35	142	1036	2520	1853	840	279	93	30	12	12	5639	82.18	3119	45.45	426	6.208	35.1	41														

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
		Direction														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
23 September 2020																							
0000	8	0	0	0	1	0	1	3	0	2	0	1	0	0	7	87.5	6	75	3	37.5	39.5	-	
0100	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	100	2	100	2	100	50.3	-	
0200	3	0	0	0	0	0	0	1	2	0	0	0	0	0	3	100	3	100	0	0	42.6	-	
0300	10	0	0	0	0	0	1	0	2	2	2	2	0	1	10	100	9	90	7	70	50.5	-	
0400	61	0	0	0	0	1	13	14	12	15	4	2	0	0	60	98.36	47	77.05	21	34.43	41.2	49.2	
0500	296	0	0	0	0	5	54	105	79	37	9	3	0	4	291	98.31	237	80.07	53	17.91	40	45.6	
0600	465	0	0	1	0	30	142	187	79	22	3	1	0	0	434	93.33	292	62.8	26	5.591	36.8	41.2	
0700	733	0	0	6	5	53	301	258	88	20	1	1	0	0	669	91.27	368	50.2	22	3.001	35.5	40	
0800	641	1	3	19	34	90	247	185	48	10	3	1	0	0	494	77.07	247	38.53	14	2.184	33.2	38.6	
0900	446	0	0	7	4	83	182	122	39	6	2	1	0	0	352	78.92	170	38.12	9	2.018	33.8	39	
1000	310	0	0	1	1	32	114	91	48	17	5	1	0	0	276	89.03	162	52.26	23	7.419	36.2	42.2	
1100	382	1	0	1	1	46	128	132	56	11	4	2	0	0	333	87.17	205	53.66	17	4.45	35.6	40.4	
1200	419	0	0	1	4	47	162	137	52	15	0	0	0	1	367	87.59	205	48.93	16	3.819	35.3	40.5	
1300	391	0	0	0	3	49	156	115	46	19	2	0	1	0	339	86.7	183	46.8	22	5.627	35.4	40.5	
1400	425	0	1	3	10	89	182	86	44	8	2	0	0	0	322	75.76	140	32.94	10	2.353	33.5	39.2	
1500	485	0	1	4	14	114	178	112	47	11	1	3	0	0	352	72.58	174	35.88	15	3.093	33.6	39.3	
1600	363	0	0	0	7	46	95	113	78	15	6	0	1	2	310	85.4	215	59.23	24	6.612	36.7	42.2	
1700	374	0	0	0	3	44	130	113	59	16	4	2	1	2	327	87.43	197	52.67	25	6.684	36.4	41.5	
1800	250	0	0	0	0	22	71	99	41	8	7	2	0	0	228	91.2	157	62.8	17	6.8	37	42	
1900	180	0	0	0	0	22	36	79	28	10	3	2	0	0	158	87.78	122	67.78	15	8.333	37.2	43.5	
2000	96	0	0	0	0	5	22	27	18	17	3	3	1	0	91	94.79	69	71.88	24	25	40	48.2	
2100	96	0	0	0	0	8	27	29	15	3	6	3	3	2	88	91.67	61	63.54	17	17.71	39.5	48.7	
2200	41	0	0	0	0	4	5	13	10	4	3	2	0	0	37	90.24	32	78.05	9	21.95	40.4	48.9	
2300	18	0	0	0	0	0	2	4	4	5	2	0	1	0	18	100	16	88.89	8	44.44	43.8	51.1	
07-19	5219	2	5	42	86	715	1946	1563	646	156	37	13	3	5	4369	83.71	2423	46.43	214	4.1	35	40.4	
06-22	6056	2	5	43	86	780	2173	1885	786	208	52	22	7	7	5140	84.87	2967	48.99	296	4.888	35.3	40.7	
06-00	6115	2	5	43	86	784	2180	1902	800	217	57	24	8	7	5195	84.96	3015	49.3	313	5.119	35.4	40.8	
00-00	6495	2	5	43	87	790	2249	2025	895	274	73	32	8	12	5568	85.73	3319	51.1	399	6.143	35.7	41.3	

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
		Direction														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
24 September 2020																							
0000	11	0	0	0	0	0	2	2	1	2	2	1	1	0	11	100	9	81.82	6	54.55	46	58	
0100	4	0	0	0	0	0	0	1	1	1	0	0	1	0	4	100	4	100	2	50	48.2	-	
0200	4	0	0	0	0	0	0	1	1	2	0	0	0	0	4	100	4	100	2	50	44	-	
0300	8	0	0	0	0	0	0	4	1	2	1	0	0	0	8	100	8	100	3	37.5	42.9	-	
0400	58	0	0	0	0	0	3	20	10	15	7	0	2	1	58	100	55	94.83	25	43.1	43.7	50.4	
0500	304	0	0	0	1	8	54	86	90	48	12	1	3	1	295	97.04	241	79.28	65	21.38	40.2	46.5	
0600	468	0	0	1	0	18	117	209	83	29	6	4	1	0	449	95.94	332	70.94	40	8.547	37.6	42.8	
0700	718	0	0	3	2	44	244	291	108	23	3	0	0	0	669	93.18	425	59.19	26	3.621	36.2	40.6	
0800	663	0	4	18	26	74	282	184	66	7	2	0	0	0	541	81.6	259	39.06	9	1.357	33.5	38.5	
0900	420	0	0	1	2	40	168	153	46	8	2	0	0	0	377	89.76	209	49.76	10	2.381	35.2	39.5	
1000	384	0	0	3	16	53	149	127	25	10	0	1	0	0	312	81.25	163	42.45	11	2.865	34	38.6	
1100	360	0	1	5	4	51	118	131	37	11	2	0	0	0	299	83.06	181	50.28	13	3.611	34.9	39.8	
1200	396	0	1	1	6	63	149	124	38	13	0	0	0	1	325	82.07	176	44.44	14	3.535	34.6	39.5	
1300	385	0	0	2	0	32	159	103	66	18	1	2	1	1	351	91.17	192	49.87	23	5.974	36.1	41.8	
1400	403	0	1	4	5	40	162	149	29	6	5	1	0	1	353	87.59	191	47.39	13	3.226	34.9	39.3	
1500	485	1	0	4	21	105	173	125	42	13	0	1	0	0	354	72.99	181	37.32	14	2.887	33.5	39.1	
1600	377	1	0	1	0	44	114	141	55	13	5	3	0	0	331	87.8	217	57.56	21	5.57	36	41	
1700	335	0	0	2	2	40	100	99	63	18	8	2	1	0	291	86.87	191	57.01	29	8.657	36.6	42.4	
1800	261	1	0	0	2	26	65	80	57	20	7	0	2	1	232	88.89	167	63.98	30	11.49	37.7	44.1	
1900	159	0	0	0	2	6	51	51	24	14	6	4	1	0	151	94.97	100	62.89	25	15.72	38.1	45.5	
2000	101	0	0	0	0	11	23	25	27	9	4	0	2	0	90	89.11	67	66.34	15	14.85	38.7	45.2	
2100	85	0	0	0	0	7	12	16	18	13	8	7	3	1	78	91.76	66	77.65	32	37.65	42.9	54.2	
2200	51	0	0	0	0	1	8	14	8	11	5	1	0	3	50	98.04	42	82.35	20	39.22	43.2	51.6	
2300	16	0	0	0	0	1	0	4	3	5	2	1	0	0	15	93.75	15	93.75	8	50	43.9	53.6	
07-19	5187	3	7	44	86	612	1883	1707	632	160	35	10	4	4	4435	85.5	2552	49.2	213	4.106	35.1	40.3	
06-22	6000	3	7	45	88	654	2086	2008	784	225	59	25	11	5	5203	86.72	3117	51.95	325	5.417	35.6	40.8	
06-00	6067	3	7	45	88	656	2094	2026	795	241	66	27	11	8	5268	86.83	3174	52.32	353	5.818	35.7	40.9	
00-00	6456	3	7	45	89	664	2153	2140	899	311	88	29	18	10	5648	87.48	3495	54.14	456	7.063	36	41.5	

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
		Direction														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
25 September 2020																							
0000	9	0	0	0	0	0	0	2	5	1	1	0	0	0	9	100	9	100	2	22.22	43.8	-	
0100	4	0	0	0	0	1	1	0	1	1	0	0	0	0	3	75	2	50	1	25	38.8	-	
0200	8	0	0	0	0	0	0	2	3	3	0	0	0	0	8	100	8	100	3	37.5	42.8	-	
0300	10	0	0	0	0	0	0	2	1	0	1	5	1	0	10	100	10	100	7	70	51.8	-	
0400	47	0	0	0	0	0	3	10	12	8	7	4	0	3	47	100	44	93.62	22	46.81	46.1	55.2	
0500	284	0	0	0	0	7	46	80	82	39	15	4	7	4	277	97.54	231	81.34	69	24.3	41.4	48.8	
0600	441	0	0	0	0	33	108	168	88	26	12	3	0	3	408	92.52	300	68.03	44	9.977	37.9	43.5	
0700	715	0	0	4	0	42	221	269	138	32	6	2	1	0	669	93.57	448	62.66	41	5.734	36.9	41.9	
0800	676	1	1	28	30	104	227	184	76	16	5	3	1	0	512	75.74	285	42.16	25	3.698	33.7	40	
0900	447	0	0	1	8	25	174	152	65	17	4	1	0	0	413	92.39	239	53.47	22	4.922	35.9	40.9	
1000	379	0	0	0	5	46	123	136	51	13	5	0	0	0	328	86.54	205	54.09	18	4.749	35.6	40.8	
1100	435	1	0	1	11	35	169	143	47	19	5	3	0	1	387	88.97	218	50.11	28	6.437	35.6	40.5	
1200	452	0	3	4	12	83	180	115	28	16	7	2	0	2	350	77.43	170	37.61	27	5.973	34.2	39.3	
1300	469	0	1	2	3	45	195	165	45	9	2	1	1	0	418	89.13	223	47.55	13	2.772	35.1	39.5	
1400	455	0	0	2	7	87	174	138	34	9	3	1	0	0	359	78.9	185	40.66	13	2.857	34.1	38.7	
1500	573	2	3	5	23	127	215	129	45	17	6	0	1	0	413	72.08	198	34.55	24	4.188	33.3	39	
1600	423	0	0	1	2	31	122	139	80	32	7	5	4	0	389	91.96	267	63.12	48	11.35	37.5	43.4	
1700	371	0	0	0	4	37	101	115	76	24	9	3	1	1	330	88.95	229	61.73	38	10.24	37.3	43.4	
1800	322	0	0	0	0	34	80	100	75	21	12	0	0	0	288	89.44	208	64.6	33	10.25	37.5	43.5	
1900	185	0	0	0	0	8	63	52	34	14	6	4	2	2	177	95.68	114	61.62	28	15.14	38.4	45.1	
2000	117	0	0	0	0	5	16	36	30	17	8	3	2	0	112	95.73	96	82.05	30	25.64	41	48.9	
2100	102	0	0	0	1	14	27	28	19	6	4	2	0	1	87	85.29	60	58.82	13	12.75	37.7	44.5	
2200	53	0	0	0	0	8	5	12	15	5	2	1	1	4	45	84.91	40	75.47	13	24.53	42	49.9	
2300	26	0	0	0	0	0	5	3	5	4	3	2	0	4	26	100	21	80.77	13	50	47.4	65.5	
07-19	5717	4	8	48	105	696	1981	1785	760	225	71	21	9	4	4856	84.94	2875	50.29	330	5.772	35.4	41.2	
06-22	6562	4	8	48	106	756	2195	2069	931	288	101	33	13	10	5640	85.95	3445	52.5	445	6.781	35.8	41.5	
06-00	6641	4	8	48	106	764	2205	2084	951	297	106	36	14	18	5711	86	3506	52.79	471	7.092	35.9	41.6	
00-00	7003	4	8	48	106	772	2255	2180	1055	349	130	49	22	25	6065	86.61	3810	54.41	575	8.211	36.2	42.2	

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
Time Period	Total Vehicles	Speed Bins														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
		0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45			
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
26 September 2020																							
0000	13	0	0	1	0	0	2	1	3	5	0	1	0	0	12	92.31	10	76.92	6	46.15	41.3	48.6	
0100	4	0	0	0	0	0	0	1	0	2	0	0	0	1	4	100	4	100	3	75	49.9	-	
0200	3	0	0	0	0	0	1	0	1	1	0	0	0	0	3	100	2	66.67	1	33.33	42.6	-	
0300	10	0	0	0	0	0	0	1	1	2	4	0	2	0	10	100	10	100	8	80	51.5	-	
0400	28	0	0	0	1	2	0	3	6	6	5	3	2	0	25	89.29	25	89.29	16	57.14	46.3	56.9	
0500	146	0	0	0	0	1	14	32	46	31	14	5	1	2	145	99.32	131	89.73	53	36.3	43.3	50.1	
0600	164	0	0	0	0	3	25	45	43	23	17	3	4	1	161	98.17	136	82.93	48	29.27	42	50.4	
0700	208	0	0	0	1	15	50	42	51	27	12	5	2	3	192	92.31	142	68.27	49	23.56	40.2	48.5	
0800	269	3	0	0	2	17	78	86	50	18	7	2	4	2	247	91.82	169	62.83	33	12.27	37.8	43.8	
0900	353	0	0	0	14	21	84	110	78	30	12	4	0	0	318	90.08	234	66.29	46	13.03	37.9	44.5	
1000	421	0	0	1	2	26	130	174	62	18	3	4	0	1	392	93.11	262	62.23	26	6.176	36.8	42.2	
1100	456	0	0	0	1	20	162	156	81	26	5	5	0	0	435	95.39	273	59.87	36	7.895	37.3	42.4	
1200	486	0	2	0	4	43	144	178	76	30	5	4	0	0	437	89.92	293	60.29	39	8.025	36.6	41.9	
1300	496	5	16	3	3	25	131	175	108	20	8	2	0	0	444	89.52	313	63.1	30	6.048	36	41.9	
1400	443	0	0	0	0	13	124	170	86	34	8	4	1	3	430	97.07	306	69.07	50	11.29	38.3	43.5	
1500	367	1	0	0	0	13	80	133	95	30	12	2	0	1	353	96.19	273	74.39	45	12.26	38.6	44.2	
1600	316	0	0	0	3	24	59	112	75	32	6	2	1	2	289	91.46	230	72.78	43	13.61	38.5	44.5	
1700	333	0	0	0	2	25	93	90	88	20	11	1	1	2	306	91.89	213	63.96	35	10.51	38	43.8	
1800	240	0	0	0	0	5	41	90	54	34	9	4	1	2	235	97.92	194	80.83	50	20.83	40.3	46.5	
1900	171	0	0	0	0	9	41	52	36	19	8	4	1	1	162	94.74	121	70.76	33	19.3	39.3	46.2	
2000	100	0	0	0	0	8	22	30	23	8	7	0	0	2	92	92	70	70	17	17	39.2	45.7	
2100	79	0	0	0	0	8	14	15	21	9	8	2	1	1	71	89.87	57	72.15	21	26.58	40.8	50.2	
2200	63	0	0	0	0	2	11	17	11	12	8	0	0	2	61	96.83	50	79.37	22	34.92	42	50.3	
2300	42	0	0	0	0	3	5	7	16	4	4	0	1	2	39	92.86	34	80.95	11	26.19	42.8	51.2	
07-19	4388	9	18	4	32	247	1176	1516	904	319	98	39	10	16	4078	92.94	2902	66.13	482	10.98	37.7	43.7	
06-22	4902	9	18	4	32	275	1278	1658	1027	378	138	48	16	21	4564	93.1	3286	67.03	601	12.26	38	44.1	
06-00	5007	9	18	4	32	280	1294	1682	1054	394	150	48	17	25	4664	93.15	3370	67.31	634	12.66	38.1	44.3	
00-00	5211	9	18	5	33	283	1311	1720	1111	441	173	57	22	28	4863	93.32	3552	68.16	721	13.84	38.4	44.6	

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
Time Period	Total Vehicles	Speed Bins														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
		0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45			
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
27 September 2020																							
0000	9	0	0	0	0	2	1	4	2	0	0	0	0	0	7	77.78	6	66.67	0	0	36.8	-	
0100	17	0	0	0	0	1	2	1	3	3	6	1	0	0	16	94.12	14	82.35	10	58.82	45.9	54.6	
0200	6	0	0	0	0	0	1	1	2	0	1	1	0	0	6	100	5	83.33	2	33.33	44.9	-	
0300	8	0	0	0	0	0	0	1	0	1	4	1	1	0	8	100	8	100	7	87.5	51.3	-	
0400	15	0	0	0	0	0	2	1	2	5	2	0	2	1	15	100	13	86.67	10	66.67	48.7	61.4	
0500	103	0	0	0	0	3	11	22	29	15	11	8	3	1	100	97.09	89	86.41	38	36.89	43.9	53.4	
0600	105	0	0	0	0	0	11	31	29	18	8	4	3	1	105	100	94	89.52	34	32.38	42.9	50.2	
0700	111	0	0	0	0	3	4	33	29	22	12	7	0	1	108	97.3	104	93.69	42	37.84	43.5	50.9	
0800	137	0	0	0	1	7	21	31	36	19	15	4	2	1	129	94.16	108	78.83	41	29.93	41.8	50.5	
0900	257	0	0	0	4	16	52	72	62	31	14	3	1	2	237	92.22	185	71.98	51	19.84	39.5	47.1	
1000	343	0	0	0	2	21	93	116	71	28	4	5	1	2	320	93.29	227	66.18	40	11.66	38.2	44	
1100	388	1	1	0	4	14	136	136	65	19	11	1	0	0	368	94.85	232	59.79	31	7.99	36.9	42.4	
1200	406	1	0	0	0	17	113	147	87	33	4	3	1	0	388	95.57	275	67.73	41	10.1	37.8	42.9	
1300	404	0	0	0	0	15	108	163	80	31	6	0	1	0	389	96.29	281	69.55	38	9.406	37.9	42.8	
1400	389	1	0	0	2	7	76	163	89	37	8	3	1	2	379	97.43	303	77.89	51	13.11	39	44.6	
1500	301	0	0	0	1	24	58	107	79	15	14	2	0	1	276	91.69	218	72.43	32	10.63	38.5	43.7	
1600	279	0	0	1	2	15	74	95	56	24	8	1	2	1	261	93.55	187	67.03	36	12.9	38.3	44.2	
1700	302	0	0	0	0	20	74	112	57	28	6	3	0	2	282	93.38	208	68.87	39	12.91	38.2	44.5	
1800	232	0	1	0	0	8	58	75	40	34	12	1	2	1	223	96.12	165	71.12	50	21.55	39.5	46.8	
1900	138	0	0	0	0	14	42	31	27	10	7	5	1	1	124	89.86	82	59.42	24	17.39	38.7	46	
2000	83	0	0	0	0	8	12	17	15	20	4	3	1	3	75	90.36	63	75.9	31	37.35	42.2	49.5	
2100	71	0	0	0	0	4	9	8	25	14	6	2	1	2	67	94.37	58	81.69	25	35.21	43.2	51.5	
2200	40	0	0	0	0	6	11	8	8	2	2	2	0	1	34	85	23	57.5	7	17.5	39.1	49.6	
2300	23	0	0	0	0	4	2	3	6	5	1	2	0	0	19	82.61	17	73.91	8	34.78	41.5	50.2	
07-19	3549	3	2	1	16	167	867	1250	751	321	114	33	11	13	3360	94.67	2493	70.25	492	13.86	38.6	44.6	
06-22	3946	3	2	1	16	193	941	1337	847	383	139	47	17	20	3731	94.55	2790	70.7	606	15.36	38.9	45.1	
06-00	4009	3	2	1	16	203	954	1348	861	390	142	51	17	21	3784	94.39	2830	70.59	621	15.49	38.9	45.1	
00-00	4167	3	2	1	16	209	971	1378	899	414	166	62	23	23	3936	94.46	2965	71.15	688	16.51	39.1	45.5	

SS259 Maesteg		Site 1														Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)							
0/1/00		to														28 September 2020							
		Direction														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
28 September 2020																							
0000	14	0	0	0	1	0	5	3	1	2	2	0	0	0	13	92.86	8	57.14	4	28.57	38.8	50.9	
0100	7	0	0	0	0	1	0	2	0	0	3	1	0	0	6	85.71	6	85.71	4	57.14	45.1	-	
0200	9	0	0	0	0	1	1	2	2	1	0	1	0	1	8	88.89	7	77.78	3	33.33	43.8	-	
0300	22	0	0	0	0	0	1	0	4	9	7	0	0	1	22	100	21	95.45	17	77.27	48.7	53.4	
0400	54	0	0	0	1	1	5	8	11	10	8	6	3	1	52	96.3	47	87.04	28	51.85	46.3	56.1	
0500	284	0	0	0	0	7	40	78	95	41	11	6	3	3	277	97.54	237	83.45	64	22.54	41.2	47.3	
0600	485	0	0	0	6	20	131	206	84	29	6	3	0	0	459	94.64	328	67.63	38	7.835	37.6	42.8	
0700	710	0	2	4	1	48	235	300	92	23	4	1	0	0	655	92.25	420	59.15	28	3.944	36	40.3	
0800	681	1	7	19	33	105	264	164	69	13	6	0	0	0	516	75.77	252	37	19	2.79	33.2	39.5	
0900	521	0	0	3	5	68	209	161	65	8	2	0	0	0	445	85.41	236	45.3	10	1.919	34.8	39.9	
1000	368	0	0	1	12	46	138	126	31	11	1	0	1	1	309	83.97	171	46.47	14	3.804	34.8	39.4	
1100	385	0	1	0	4	42	149	146	30	8	4	1	0	0	338	87.79	189	49.09	13	3.377	35.1	39.1	
1200	414	0	1	0	2	54	176	127	39	10	4	1	0	0	357	86.23	181	43.72	15	3.623	34.9	39.7	
1300	431	0	0	1	3	81	187	105	38	13	3	0	0	0	346	80.28	159	36.89	16	3.712	34.3	39.3	
1400	409	0	1	5	6	55	178	120	36	7	1	0	0	0	342	83.62	164	40.1	8	1.956	34.1	38.5	
1500	465	3	1	5	13	76	153	151	49	12	0	2	0	0	367	78.92	214	46.02	14	3.011	34.2	39.6	
1600	390	0	0	2	2	52	119	128	65	14	6	2	0	0	334	85.64	215	55.13	22	5.641	35.9	41.4	
1700	382	0	0	1	5	23	93	133	86	30	9	1	1	0	353	92.41	260	68.06	41	10.73	37.7	43.2	
1800	236	0	0	0	1	18	69	75	51	16	5	1	0	0	217	91.95	148	62.71	22	9.322	37.5	43.6	
1900	138	0	0	0	0	15	29	49	26	10	2	5	2	0	123	89.13	94	68.12	19	13.77	38.2	43.8	
2000	98	0	0	0	0	6	20	31	32	6	3	0	0	0	92	93.88	72	73.47	9	9.184	38.8	44.1	
2100	89	0	0	0	0	5	18	23	18	12	6	3	2	2	84	94.38	66	74.16	25	28.09	41.5	50	
2200	37	0	0	0	0	2	9	10	6	7	2	0	0	1	35	94.59	26	70.27	10	27.03	40.1	49.1	
2300	11	0	0	0	1	0	2	0	1	4	0	2	0	1	10	90.91	8	72.73	7	63.64	46.7	61.2	
07-19	5392	4	13	41	87	668	1970	1736	651	165	45	9	2	1	4579	84.92	2609	48.39	222	4.117	35	40.3	
06-22	6202	4	13	41	93	714	2168	2045	811	222	62	20	6	3	5337	86.05	3169	51.1	313	5.047	35.5	40.8	
06-00	6250	4	13	41	94	716	2179	2055	818	233	64	22	6	5	5382	86.11	3203	51.25	330	5.28	35.5	40.9	
00-00	6640	4	13	41	96	726	2231	2148	931	296	95	36	12	11	5760	86.75	3529	53.15	450	6.777	35.9	41.6	

SS259 Maesteg										Site	1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)																					
0/1/00		to										28 September 2020										Direction		Southbound		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time	Total	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile											
Period	Vehicles	10	15	20	25	30	35	40	45	50	55	60	65	130	ACPO	ACPO	DFT	DFT	Speed	Speed													
Average Day																																	
0000	11	0	0	0	0	0	2	2	2	2	1	1	0	0	10	92	8	73.33	3	30.67	40.9	49											
0100	6	0	0	0	0	0	0	1	1	1	1	0	0	0	6	90.7	5	83.72	3	55.81	45.8	-											
0200	5	0	0	0	0	0	0	1	2	1	0	0	0	0	5	97.37	5	89.47	2	34.21	44.4	-											
0300	12	0	0	0	0	0	0	2	1	3	3	1	1	0	11	97.53	11	93.83	8	67.9	48.4	55.9											
0400	45	0	0	0	0	1	4	10	10	9	6	2	2	1	44	98.1	40	89.21	20	45.08	44.8	54											
0500	245	0	0	0	0	5	38	72	71	36	13	5	3	2	240	97.79	202	82.18	58	23.76	41.1	47.5											
0600	370	0	0	0	1	17	89	149	74	26	9	3	1	1	353	95.18	263	71.04	40	10.91	38.2	43.6											
0700	565	0	0	3	1	35	198	205	87	25	6	2	1	1	525	92.94	327	57.87	35	6.25	36.5	41.6											
0800	533	1	3	14	23	73	198	145	55	14	6	1	1	0	420	78.81	223	41.74	22	4.125	34	39.8											
0900	421	0	0	3	5	46	155	132	57	15	5	2	0	0	367	87.21	212	50.42	23	5.429	35.6	40.9											
1000	370	0	0	1	6	39	134	124	45	15	3	2	0	1	324	87.45	189	51.16	20	5.367	35.6	40.8											
1100	401	0	0	1	5	38	148	137	50	15	5	2	0	0	356	88.78	208	51.98	21	5.344	35.7	40.7											
1200	427	0	1	1	5	54	159	132	52	17	3	1	0	1	365	85.61	207	48.43	23	5.321	35.3	40.6											
1300	429	1	2	1	4	49	157	132	61	17	3	1	1	0	372	86.59	215	49.98	22	5.125	35.4	41											
1400	422	0	1	2	8	73	151	120	46	15	4	1	0	1	338	80	187	44.3	21	4.941	34.7	40.3											
1500	455	1	1	3	16	89	148	120	55	15	5	1	0	0	345	75.86	197	43.28	22	4.834	34.3	40.5											
1600	374	0	0	1	3	37	112	125	66	21	6	2	1	1	333	89.01	221	58.97	30	8.092	36.7	42.2											
1700	350	0	0	0	3	32	102	110	70	23	8	2	1	1	315	90.05	214	61.01	34	9.747	37.2	43.1											
1800	256	0	0	0	1	18	65	85	54	22	8	1	1	1	237	92.47	172	67.22	33	12.88	38.2	44.4											
1900	160	0	0	0	0	12	44	51	30	13	5	3	1	1	148	92.33	104	64.94	23	14.45	38.3	44.7											
2000	103	0	0	0	0	7	21	30	25	12	5	1	1	1	96	92.95	75	72.61	20	19.64	39.7	46.8											
2100	86	0	0	0	0	7	18	19	19	10	6	3	1	1	79	91.83	61	70.67	23	26.5	40.8	49.9											
2200	49	0	0	0	0	4	9	13	9	7	3	1	0	2	44	91.2	36	73.61	14	28.45	41.1	49.3											
2300	23	0	0	0	0	1	3	4	5	4	2	1	0	1	21	93.67	18	80.38	9	39.24	44.1	52.4											
07-19	5004	4	9	31	79	585	1726	1567	697	213	62	19	6	6	4297	85.88	2571	51.38	306	6.123	35.6	41.3											
06-22	5724	4	9	31	80	627	1899	1816	845	274	88	30	11	10	4973	86.88	3074	53.71	413	7.216	36	41.7											
06-00	5795	4	9	31	80	633	1910	1833	860	286	93	33	11	13	5038	86.94	3128	53.98	436	7.519	36.1	41.8											
00-00	6119	4	9	31	81	640	1956	1921	947	338	117	42	17	17	5354	87.5	3398	55.54	531	8.673	36.4	42.4											

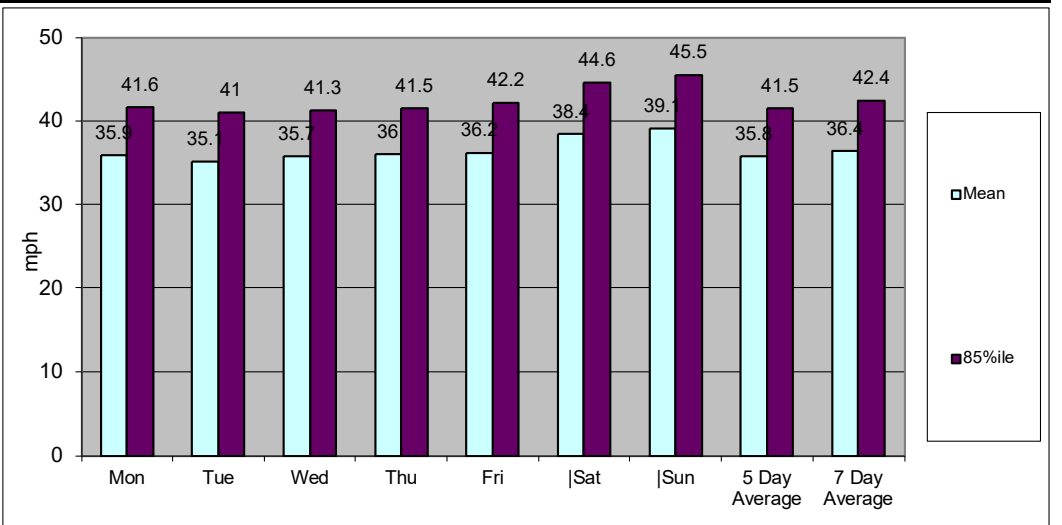
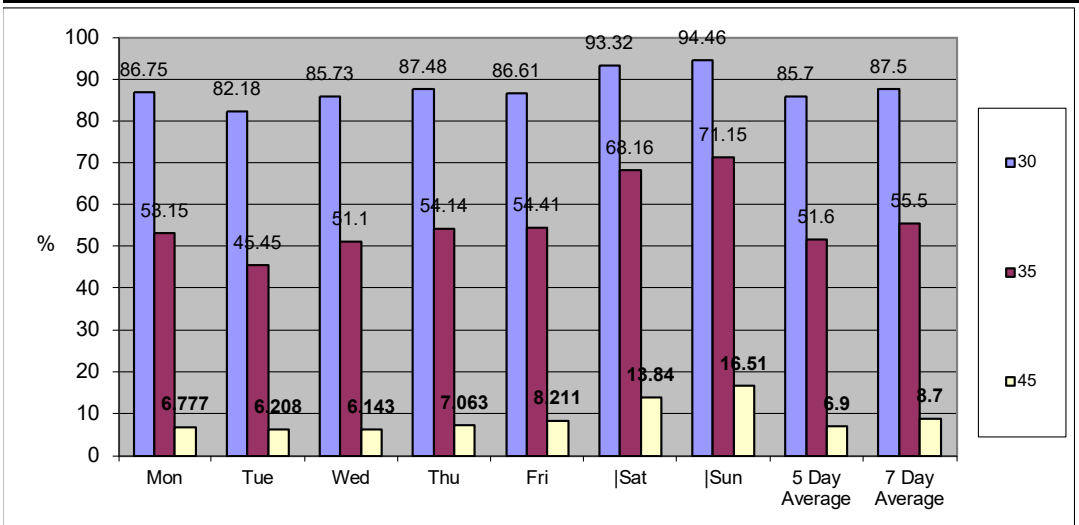
SS259 Maesteg										Site 1		Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
0/1/00										Direction Southbound		Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			
to 28 September 2020																						
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	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		

Virtual Week																						
Mon	6640	4	13	41	96	726	2231	2148	931	296	95	36	12	11	5760	86.75	3529	53.15	450	6.777	35.9	41.6
Tue	6862	3	7	35	142	1036	2520	1853	840	279	93	30	12	12	5639	82.18	3119	45.45	426	6.208	35.1	41
Wed	6495	2	5	43	87	790	2249	2025	895	274	73	32	8	12	5568	85.73	3319	51.1	399	6.143	35.7	41.3
Thu	6456	3	7	45	89	664	2153	2140	899	311	88	29	18	10	5648	87.48	3495	54.14	456	7.063	36	41.5
Fri	7003	4	8	48	106	772	2255	2180	1055	349	130	49	22	25	6065	86.61	3810	54.41	575	8.211	36.2	42.2
Sat	5211	9	18	5	33	283	1311	1720	1111	441	173	57	22	28	4863	93.32	3552	68.16	721	13.84	38.4	44.6
Sun	4167	3	2	1	16	209	971	1378	899	414	166	62	23	23	3936	94.46	2965	71.15	688	16.51	39.1	45.5

5 Day Average																						
[--]	6691	3	8	42	104	798	2282	2069	924	302	96	35	14	14	5736	85.7	3454	51.6	461	6.9	35.8	41.5

7 Day Average																						
[--]	6119	4	9	31	81	640	1956	1921	947	338	117	42	17	17	5354	87.5	3398	55.5	531	8.7	36.4	42.4

Total Vehicles																						
[--]	42834	28	60	218	569	4480	13690	13444	6630	2364	818	295	117	121	37479	87.5	23789	55.5	3715	8.7	36.4	42.4



SS259 Maesteg 22 September 2020 to 28 September 2020						Site 1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
						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 September 2020															
0000	40	0	38	2	0	0	0	0	0	0	0	0	0	0	
0100	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
0200	27	1	25	1	0	0	0	0	0	0	0	0	0	0	
0300	26	0	20	5	0	1	0	0	0	0	0	0	0	0	
0400	65	1	53	7	0	3	0	0	0	0	0	1	0	0	
0500	349	4	314	27	0	1	1	0	1	0	0	1	0	0	
0600	583	4	496	73	1	5	3	0	1	0	0	0	0	0	
0700	1046	4	873	147	0	8	4	1	7	0	0	2	0	0	
0800	1086	3	904	138	7	14	6	0	11	1	1	1	0	0	
0900	809	4	670	104	4	8	10	0	4	0	1	4	0	0	
1000	697	3	570	99	3	9	3	0	6	0	1	3	0	0	
1100	778	1	660	90	3	8	6	1	5	0	1	3	0	0	
1200	817	8	701	81	2	13	4	0	5	0	0	3	0	0	
1300	850	4	751	74	2	7	1	0	7	0	3	1	0	0	
1400	983	5	870	84	1	10	0	0	10	0	0	2	0	1	
1500	1151	5	992	116	9	10	4	0	13	0	1	1	0	0	
1600	1311	3	1154	127	2	9	2	1	11	0	1	1	0	0	
1700	1123	5	1016	81	0	2	4	0	12	0	2	1	0	0	
1800	663	4	610	44	0	2	1	0	1	0	0	1	0	0	
1900	452	1	411	33	0	1	1	0	2	0	1	2	0	0	
2000	322	1	302	17	0	0	0	1	0	0	0	1	0	0	
2100	226	0	215	10	0	1	0	0	0	0	0	0	0	0	
2200	175	1	163	10	1	0	0	0	0	0	0	0	0	0	
2300	54	0	51	3	0	0	0	0	0	0	0	0	0	0	
07-19	11314	49	9771	1185	33	100	45	3	92	1	11	23	0	1	
06-22	12897	55	11195	1318	34	107	49	4	95	1	12	26	0	1	
06-00	13126	56	11409	1331	35	107	49	4	95	1	12	26	0	1	
00-00	13649	62	11873	1375	35	112	50	4	96	1	12	28	0	1	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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 September 2020															
0000	30	0	28	2	0	0	0	0	0	0	0	0	0	0	
0100	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
0200	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
0300	16	0	12	3	0	0	0	0	0	0	0	1	0	0	
0400	72	0	63	6	0	2	0	0	1	0	0	0	0	0	
0500	355	1	334	18	0	1	1	0	0	0	0	0	0	0	
0600	594	2	501	81	0	6	0	0	1	1	0	2	0	0	
0700	995	2	813	165	3	6	1	2	3	0	0	0	0	0	
0800	1020	4	849	128	10	10	2	0	13	0	3	1	0	0	
0900	732	0	590	116	5	10	2	0	6	0	1	2	0	0	
1000	603	1	486	95	4	9	3	0	2	0	0	3	0	0	
1100	712	1	584	90	6	14	6	0	5	0	1	4	1	0	
1200	806	4	657	112	4	12	4	0	8	0	2	3	0	0	
1300	798	3	666	102	0	10	1	0	11	0	2	0	1	2	
1400	972	2	838	95	3	9	5	1	12	0	2	3	0	2	
1500	1050	2	895	114	7	12	1	0	14	0	2	2	0	1	
1600	1164	6	997	123	2	7	5	0	19	0	0	5	0	0	
1700	1015	1	913	76	2	6	5	0	11	0	0	1	0	0	
1800	762	3	696	51	0	4	1	0	4	0	0	1	0	2	
1900	473	0	432	33	0	1	2	0	5	0	0	0	0	0	
2000	247	1	226	18	0	1	0	0	0	0	1	0	0	0	
2100	240	0	221	17	0	0	1	0	0	0	0	1	0	0	
2200	159	0	152	4	0	1	0	0	1	0	0	1	0	0	
2300	61	0	58	3	0	0	0	0	0	0	0	0	0	0	
07-19	10629	29	8984	1267	46	109	36	3	108	0	13	25	2	7	
06-22	12183	32	10364	1416	46	117	39	3	114	1	14	28	2	7	
06-00	12403	32	10574	1423	46	118	39	3	115	1	14	29	2	7	
00-00	12904	33	11035	1456	46	121	40	3	116	1	14	30	2	7	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site 1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
						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 September 2020															
0000	28	0	28	0	0	0	0	0	0	0	0	0	0	0	
0100	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
0200	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
0300	19	1	15	2	0	1	0	0	0	0	0	0	0	0	
0400	67	0	57	5	0	3	0	0	0	0	0	2	0	0	
0500	355	1	323	30	0	0	0	0	0	0	1	0	0	0	
0600	592	1	510	71	0	4	2	0	2	0	0	2	0	0	
0700	999	0	828	152	0	9	4	0	5	0	1	0	0	0	
0800	1054	2	864	148	11	9	6	0	11	0	2	0	0	1	
0900	728	1	599	101	5	7	5	0	6	0	1	3	0	0	
1000	699	0	559	111	0	11	6	1	8	0	0	2	0	1	
1100	709	1	582	98	2	7	4	0	11	0	0	4	0	0	
1200	768	2	631	96	4	16	6	0	10	0	1	2	0	0	
1300	779	0	654	96	2	9	6	0	11	0	0	1	0	0	
1400	940	3	822	86	5	10	5	0	5	1	1	1	0	1	
1500	1069	3	912	114	7	15	4	0	10	0	1	2	0	1	
1600	1153	2	999	113	5	11	9	0	13	0	1	0	0	0	
1700	1015	4	911	78	0	6	6	1	7	0	2	0	0	0	
1800	728	2	672	33	1	7	5	1	5	0	0	2	0	0	
1900	438	0	405	23	0	2	2	0	4	0	1	1	0	0	
2000	274	0	253	18	0	0	1	0	1	0	0	1	0	0	
2100	202	2	187	9	0	1	1	0	0	0	1	1	0	0	
2200	158	1	152	5	0	0	0	0	0	0	0	0	0	0	
2300	66	0	63	2	1	0	0	0	0	0	0	0	0	0	
07-19	10641	20	9033	1226	42	117	66	3	102	1	10	17	0	4	
06-22	12147	23	10388	1347	42	124	72	3	109	1	12	22	0	4	
06-00	12371	24	10603	1354	43	124	72	3	109	1	12	22	0	4	
00-00	12873	26	11057	1393	43	128	72	3	109	1	13	24	0	4	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
25 September 2020															
0000	31	0	28	3	0	0	0	0	0	0	0	0	0	0	
0100	25	0	23	1	0	1	0	0	0	0	0	0	0	0	
0200	19	0	17	2	0	0	0	0	0	0	0	0	0	0	
0300	23	0	21	2	0	0	0	0	0	0	0	0	0	0	
0400	60	1	48	10	0	1	0	0	0	0	0	0	0	0	
0500	330	0	297	29	0	2	1	1	0	0	0	0	0	0	
0600	567	2	481	72	1	5	1	0	2	0	1	2	0	0	
0700	975	4	782	168	1	10	4	0	4	0	1	0	0	1	
0800	1057	4	884	126	11	18	1	0	10	0	0	2	0	1	
0900	772	0	644	100	4	8	5	0	5	0	0	6	0	0	
1000	743	3	623	89	5	10	5	0	2	0	2	2	0	2	
1100	822	3	686	102	3	11	6	0	6	0	0	4	0	1	
1200	944	7	786	113	5	12	4	0	15	0	1	1	0	0	
1300	988	3	862	85	3	9	5	0	15	0	3	3	0	0	
1400	1112	9	976	89	3	10	4	0	15	0	3	2	1	0	
1500	1252	7	1086	113	9	11	6	0	16	0	2	2	0	0	
1600	1135	4	1002	95	2	13	2	1	11	0	3	2	0	0	
1700	998	3	913	62	0	6	6	0	6	0	1	1	0	0	
1800	815	2	750	47	0	5	4	0	5	0	2	0	0	0	
1900	521	1	489	25	0	3	1	0	2	0	0	0	0	0	
2000	357	0	333	21	0	0	2	0	1	0	0	0	0	0	
2100	273	0	261	8	1	0	2	0	1	0	0	0	0	0	
2200	166	1	156	6	1	0	2	0	0	0	0	0	0	0	
2300	73	0	70	1	0	0	0	0	1	0	0	0	0	1	
07-19	11613	49	9994	1189	46	123	52	1	110	0	18	25	1	5	
06-22	13331	52	11558	1315	48	131	58	1	116	0	19	27	1	5	
06-00	13570	53	11784	1322	49	131	60	1	117	0	19	27	1	6	
00-00	14058	54	12218	1369	49	135	61	2	117	0	19	27	1	6	

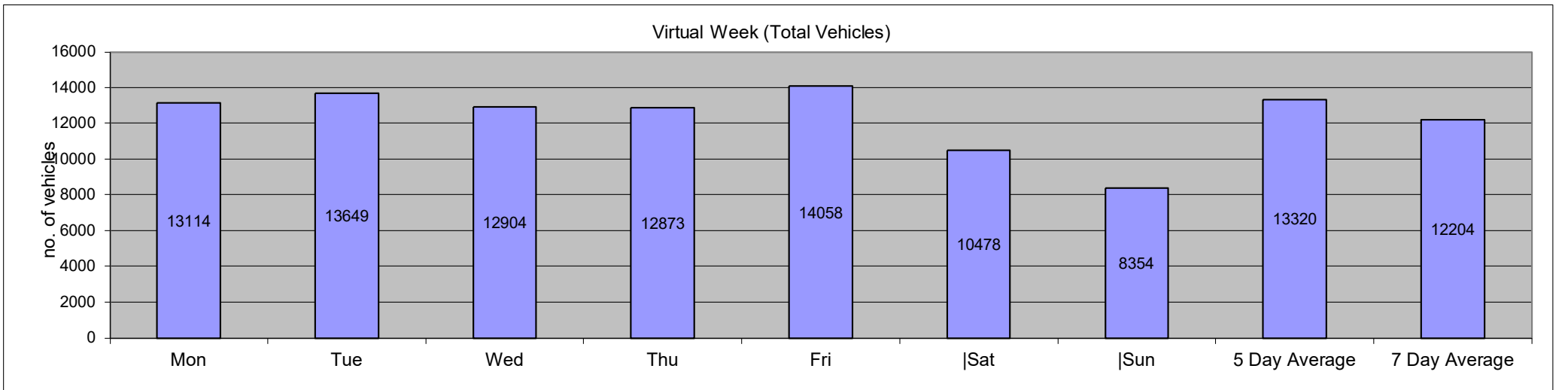
SS259 Maesteg 22 September 2020 to 28 September 2020						Site 1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)								
						Direction Two-Way									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR 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	
26 September 2020															
0000	42	2	38	2	0	0	0	0	0	0	0	0	0	0	
0100	18	0	18	0	0	0	0	0	0	0	0	0	0	0	
0200	17	0	16	0	0	0	0	0	0	0	1	0	0	0	
0300	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
0400	46	0	43	3	0	0	0	0	0	0	0	0	0	0	
0500	171	2	149	19	0	1	0	0	0	0	0	0	0	0	
0600	243	0	214	25	0	2	1	1	0	0	0	0	0	0	
0700	318	0	264	39	0	8	4	1	1	0	0	1	0	0	
0800	461	15	367	43	2	10	8	1	6	0	3	1	0	5	
0900	575	10	505	44	1	6	2	0	2	1	0	2	1	1	
1000	743	11	658	55	1	5	3	1	4	0	1	3	0	1	
1100	860	12	777	60	0	6	0	0	3	0	0	2	0	0	
1200	944	17	842	65	0	9	3	0	6	0	1	1	0	0	
1300	903	12	830	44	1	8	3	0	4	0	1	0	0	0	
1400	957	14	864	57	2	7	4	0	6	0	0	3	0	0	
1500	830	9	762	45	0	4	2	0	8	0	0	0	0	0	
1600	757	11	690	43	1	4	0	1	5	1	1	0	0	0	
1700	765	5	714	35	1	4	1	0	5	0	0	0	0	0	
1800	633	3	592	23	0	4	4	0	6	0	1	0	0	0	
1900	454	2	427	17	0	1	3	1	2	0	0	1	0	0	
2000	279	0	267	10	0	0	1	0	0	0	0	1	0	0	
2100	201	1	188	9	0	0	2	0	1	0	0	0	0	0	
2200	151	1	145	5	0	0	0	0	0	0	0	0	0	0	
2300	92	0	87	5	0	0	0	0	0	0	0	0	0	0	
07-19	8746	119	7865	553	9	75	34	4	56	2	8	13	1	7	
06-22	9923	122	8961	614	9	78	41	6	59	2	8	15	1	7	
06-00	10166	123	9193	624	9	78	41	6	59	2	8	15	1	7	
00-00	10478	127	9474	649	9	79	41	6	59	2	9	15	1	7	

SS259 Maesteg						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
22 September 2020			to	28 September 2020			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	
27 September 2020															
0000	57	0	56	1	0	0	0	0	0	0	0	0	0	0	
0100	31	0	30	1	0	0	0	0	0	0	0	0	0	0	
0200	18	0	18	0	0	0	0	0	0	0	0	0	0	0	
0300	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
0400	32	0	25	5	0	1	0	0	0	0	0	1	0	0	
0500	122	0	116	5	1	0	0	0	0	0	0	0	0	0	
0600	158	1	149	5	0	1	1	0	1	0	0	0	0	0	
0700	186	1	160	21	1	0	1	0	0	0	1	1	0	0	
0800	224	9	171	31	2	3	4	0	2	0	0	2	0	0	
0900	411	8	362	28	0	3	7	0	1	0	1	1	0	0	
1000	566	12	500	43	0	3	1	0	7	0	0	0	0	0	
1100	708	9	659	34	0	2	1	0	1	0	0	1	1	0	
1200	788	12	727	39	0	4	2	1	3	0	0	0	0	0	
1300	824	19	741	48	0	2	2	0	9	0	0	3	0	0	
1400	781	21	698	48	0	3	2	0	7	0	1	1	0	0	
1500	709	14	653	32	0	4	1	0	5	0	0	0	0	0	
1600	643	12	591	33	0	3	1	0	3	0	0	0	0	0	
1700	618	6	566	35	0	2	3	0	6	0	0	0	0	0	
1800	543	4	509	23	0	2	2	0	2	0	0	1	0	0	
1900	346	0	328	15	0	2	1	0	0	0	0	0	0	0	
2000	221	0	209	11	0	0	1	0	0	0	0	0	0	0	
2100	179	1	171	5	0	1	1	0	0	0	0	0	0	0	
2200	116	0	110	5	1	0	0	0	0	0	0	0	0	0	
2300	51	1	47	3	0	0	0	0	0	0	0	0	0	0	
07-19	7001	127	6337	415	3	31	27	1	46	0	3	10	1	0	
06-22	7905	129	7194	451	3	35	31	1	47	0	3	10	1	0	
06-00	8072	130	7351	459	4	35	31	1	47	0	3	10	1	0	
00-00	8354	130	7617	472	5	36	31	1	47	0	3	11	1	0	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	
28 September 2020															
0000	28	0	25	3	0	0	0	0	0	0	0	0	0	0	
0100	16	0	14	1	0	0	1	0	0	0	0	0	0	0	
0200	21	0	18	2	0	0	0	0	1	0	0	0	0	0	
0300	36	0	29	4	1	1	0	0	0	0	0	1	0	0	
0400	69	1	57	8	0	1	0	0	0	0	0	2	0	0	
0500	324	3	281	36	1	0	0	0	1	0	0	2	0	0	
0600	614	0	533	65	1	6	3	0	1	1	2	2	0	0	
0700	1007	3	828	151	3	12	6	0	2	0	0	1	0	1	
0800	1099	2	906	146	4	14	12	2	10	1	0	0	0	2	
0900	827	1	678	117	2	20	3	0	3	0	1	1	0	1	
1000	698	1	568	107	1	12	5	0	1	0	0	1	0	2	
1100	727	1	600	92	2	15	4	0	8	0	0	4	0	1	
1200	834	3	713	89	3	13	1	1	5	0	0	5	0	1	
1300	823	1	699	90	1	17	4	0	9	0	0	1	0	1	
1400	983	2	835	108	6	9	4	0	14	1	1	3	0	0	
1500	1062	2	903	105	6	22	5	1	14	0	1	3	0	0	
1600	1172	3	1023	122	3	7	2	0	9	0	0	3	0	0	
1700	1043	1	929	92	0	4	3	0	13	0	0	1	0	0	
1800	683	3	629	44	1	2	0	0	4	0	0	0	0	0	
1900	409	0	383	23	0	1	0	0	1	0	0	1	0	0	
2000	269	0	255	14	0	0	0	0	0	0	0	0	0	0	
2100	200	0	185	14	0	1	0	0	0	0	0	0	0	0	
2200	126	0	117	8	0	0	1	0	0	0	0	0	0	0	
2300	44	0	41	3	0	0	0	0	0	0	0	0	0	0	
07-19	10958	23	9311	1263	32	147	49	4	92	2	3	23	0	9	
06-22	12450	23	10667	1379	33	155	52	4	94	3	5	26	0	9	
06-00	12620	23	10825	1390	33	155	53	4	94	3	5	26	0	9	
00-00	13114	27	11249	1444	35	157	54	4	96	3	5	31	0	9	

SS259 Maesteg 22 September 2020 to 28 September 2020						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
						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	37	0	34	2	0	0	0	0	0	0	0	0	0	0	
0100	20	0	18	1	0	0	0	0	0	0	0	0	0	0	
0200	19	0	17	1	0	0	0	0	0	0	0	0	0	0	
0300	23	0	19	3	0	0	0	0	0	0	0	0	0	0	
0400	59	0	49	6	0	2	0	0	0	0	0	1	0	0	
0500	287	2	259	23	0	1	0	0	0	0	0	0	0	0	
0600	479	1	412	56	0	4	2	0	1	0	0	1	0	0	
0700	789	2	650	120	1	8	3	1	3	0	0	1	0	0	
0800	857	6	706	109	7	11	6	0	9	0	1	1	0	1	
0900	693	3	578	87	3	9	5	0	4	0	1	3	0	0	
1000	678	4	566	86	2	8	4	0	4	0	1	2	0	1	
1100	759	4	650	81	2	9	4	0	6	0	0	3	0	0	
1200	843	8	722	85	3	11	3	0	7	0	1	2	0	0	
1300	852	6	743	77	1	9	3	0	9	0	1	1	0	0	
1400	961	8	843	81	3	8	3	0	10	0	1	2	0	1	
1500	1018	6	886	91	5	11	3	0	11	0	1	1	0	0	
1600	1048	6	922	94	2	8	3	0	10	0	1	2	0	0	
1700	940	4	852	66	0	4	4	0	9	0	1	1	0	0	
1800	690	3	637	38	0	4	2	0	4	0	0	1	0	0	
1900	442	1	411	24	0	2	1	0	2	0	0	1	0	0	
2000	281	0	264	16	0	0	1	0	0	0	0	0	0	0	
2100	217	1	204	10	0	1	1	0	0	0	0	0	0	0	
2200	150	1	142	6	0	0	0	0	0	0	0	0	0	0	
2300	63	0	60	3	0	0	0	0	0	0	0	0	0	0	
07-19	10129	59	8756	1014	30	100	44	3	87	1	9	19	1	5	
06-22	11548	62	10047	1120	31	107	49	3	91	1	10	22	1	5	
06-00	11761	63	10248	1129	31	107	49	3	91	1	10	22	1	5	
00-00	12204	66	10646	1165	32	110	50	3	91	1	11	24	1	5	

SS259 Maesteg						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
22 September 2020		to		28 September 2020		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	13114	27	11249	1444	35	157	54	4	96	3	5	31	0	9	
Tue	13649	62	11873	1375	35	112	50	4	96	1	12	28	0	1	
Wed	12904	33	11035	1456	46	121	40	3	116	1	14	30	2	7	
Thu	12873	26	11057	1393	43	128	72	3	109	1	13	24	0	4	
Fri	14058	54	12218	1369	49	135	61	2	117	0	19	27	1	6	
Sat	10478	127	9474	649	9	79	41	6	59	2	9	15	1	7	
Sun	8354	130	7617	472	5	36	31	1	47	0	3	11	1	0	
5 Day Average															
[--]	13320	40	11486	1407	42	131	55	3	107	1	13	28	1	5	
7 Day Average															
[--]	12204	66	10646	1165	32	110	50	3	91	1	11	24	1	5	
Total Vehicles															
[--]	85430	459	74523	8158	222	768	349	23	640	8	75	166	5	34	



SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)			
0/1/00		to								28 September 2020		Direction	Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time	Total	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile			
Period	Vehicles	10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT	Speed	Speed			
Saturday, 0 January 1900																									
0000	40	0	0	0	1	5	9	7	13	2	1	2	0	0	34	85	25	62.5	5	12.5	38.3	44.9			
0100	16	0	0	0	1	1	3	5	4	1	0	0	0	1	14	87.5	11	68.75	2	12.5	39.2	46.5			
0200	27	0	0	0	2	0	3	5	9	4	1	1	1	1	25	92.59	22	81.48	8	29.63	42.2	52.5			
0300	26	0	0	0	0	4	2	6	4	4	5	0	0	1	22	84.62	20	76.92	10	38.46	42.1	51			
0400	65	0	0	0	1	2	2	17	19	8	9	2	3	2	62	95.38	60	92.31	24	36.92	44.4	54			
0500	349	0	0	0	0	12	62	112	91	46	17	7	2	0	337	96.56	275	78.8	72	20.63	40.1	46.7			
0600	583	0	0	0	1	48	127	228	122	38	14	4	1	0	534	91.6	407	69.81	57	9.777	37.8	43.4			
0700	1046	1	0	5	26	175	418	269	112	32	6	1	1	0	839	80.21	421	40.25	40	3.824	34.4	39.9			
0800	1086	1	16	51	138	315	315	191	43	13	2	0	0	1	565	52.03	250	23.02	16	1.473	30.3	36.8			
0900	809	0	1	11	35	248	276	174	52	8	2	2	0	0	514	63.54	238	29.42	12	1.483	32.3	37.9			
1000	697	1	1	26	53	208	253	117	31	6	0	1	0	0	408	58.54	155	22.24	7	1.004	31	36.4			
1100	778	0	0	9	79	253	248	137	38	10	4	0	0	0	437	56.17	189	24.29	14	1.799	31.3	37			
1200	817	1	1	2	56	340	245	115	50	5	2	0	0	0	417	51.04	172	21.05	7	0.857	31.1	36.6			
1300	850	0	0	5	138	301	233	113	46	9	2	2	0	1	406	47.76	173	20.35	14	1.647	30.4	36			
1400	983	0	4	61	310	393	192	20	2	1	0	0	0	0	215	21.87	23	2.34	1	0.102	26.4	30.6			
1500	1151	3	7	59	248	450	244	103	27	6	4	0	0	0	384	33.36	140	12.16	10	0.869	28.2	33.9			
1600	1311	0	1	5	230	506	334	165	51	15	3	0	1	0	569	43.4	235	17.93	19	1.449	30	35.8			
1700	1123	1	9	40	196	399	236	144	64	25	6	3	0	0	478	42.56	242	21.55	34	3.028	30	36.9			
1800	663	2	0	1	58	198	177	120	73	22	8	0	3	1	404	60.94	227	34.24	34	5.128	32.9	40.4			
1900	452	0	1	2	33	136	137	79	45	14	3	0	1	1	280	61.95	143	31.64	19	4.204	32.8	39.7			
2000	322	0	0	0	16	97	79	72	40	10	7	0	1	0	209	64.91	130	40.37	18	5.59	33.8	41			
2100	226	0	0	0	5	50	69	43	28	20	5	5	0	1	171	75.66	102	45.13	31	13.72	35.9	44.4			
2200	175	0	0	1	8	43	46	41	14	15	2	3	1	1	123	70.29	77	44	22	12.57	34.8	42.9			
2300	54	0	0	0	1	9	12	9	11	5	3	1	0	3	44	81.48	32	59.26	12	22.22	39.8	49.5			
07-19	11314	10	40	275	1567	3786	3171	1668	589	152	39	9	5	3	5636	49.81	2465	21.79	208	1.838	30.5	36.8			
06-22	12897	10	41	277	1622	4117	3583	2090	824	234	68	18	8	5	6830	52.96	3247	25.18	333	2.582	31.1	37.7			
06-00	13126	10	41	278	1631	4169	3641	2140	849	254	73	22	9	9	6997	53.31	3356	25.57	367	2.796	31.2	37.8			
00-00	13649	10	41	278	1636	4193	3722	2292	989	319	106	34	15	14	7491	54.88	3769	27.61	488	3.575	31.6	38.4			

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)					
0/1/00		to								28 September 2020		Direction	Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean	85%ile		
Time	Total	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile					
Period	Vehicles	10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT	Speed	Speed					
23 September 2020																											
0000	30	0	0	0	2	4	7	7	5	4	0	1	0	0	24	80	17	56.67	5	16.67	36.8	45.6					
0100	12	0	0	0	0	2	5	1	2	1	1	0	0	0	10	83.33	5	41.67	2	16.67	36.7	46.9					
0200	16	0	0	0	0	3	1	7	3	2	0	0	0	0	13	81.25	12	75	2	12.5	38.5	45.6					
0300	16	0	0	0	0	2	3	0	4	2	2	2	0	1	14	87.5	11	68.75	7	43.75	44	58					
0400	72	0	0	0	0	1	17	17	13	17	5	2	0	0	71	98.61	54	75	24	33.33	40.8	48.1					
0500	355	0	0	0	1	15	65	122	95	39	10	4	0	4	339	95.49	274	77.18	57	16.06	39.5	45.4					
0600	594	0	0	1	2	65	190	220	90	22	3	1	0	0	526	88.55	336	56.57	26	4.377	36	40.8					
0700	995	0	0	9	38	184	360	285	95	21	2	1	0	0	764	76.78	404	40.6	24	2.412	33.9	39.3					
0800	1020	1	7	54	134	275	289	196	50	10	3	1	0	0	549	53.82	260	25.49	14	1.373	30.5	37					
0900	732	0	0	9	55	241	239	140	39	6	2	1	0	0	427	58.33	188	25.68	9	1.23	31.6	36.9					
1000	603	0	1	5	39	189	180	111	54	18	5	1	0	0	369	61.19	189	31.34	24	3.98	32.6	39.1					
1100	712	2	0	1	56	244	184	150	58	11	4	2	0	0	409	57.44	225	31.6	17	2.388	32.1	38.4					
1200	806	0	0	4	71	263	231	162	59	15	0	0	0	1	468	58.06	237	29.4	16	1.985	32	37.9					
1300	798	0	0	4	77	267	237	138	53	19	2	0	1	0	450	56.39	213	26.69	22	2.757	31.8	38					
1400	972	0	7	18	179	354	252	105	47	8	2	0	0	0	414	42.59	162	16.67	10	1.029	29.6	35.7					
1500	1050	0	5	9	165	409	258	135	54	11	1	3	0	0	462	44	204	19.43	15	1.429	30.2	36.1					
1600	1164	0	4	11	195	494	210	142	83	15	6	1	1	2	460	39.52	250	21.48	25	2.148	30.3	37.2					
1700	1015	1	1	12	82	329	327	172	66	16	4	2	1	2	590	58.13	263	25.91	25	2.463	31.9	37.8					
1800	762	0	0	0	82	287	211	121	43	9	7	2	0	0	393	51.57	182	23.88	18	2.362	31.3	37.2					
1900	473	0	0	10	43	180	94	96	32	11	5	2	0	0	240	50.74	146	30.87	18	3.805	31.8	38.7					
2000	247	0	0	0	7	76	67	39	27	20	6	4	1	0	164	66.4	97	39.27	31	12.55	34.8	44					
2100	240	0	0	0	17	58	66	49	30	6	6	3	3	2	165	68.75	99	41.25	20	8.333	34.8	41.5					
2200	159	0	0	0	10	40	40	39	20	5	3	2	0	0	109	68.55	69	43.4	10	6.289	34.3	40.9					
2300	61	0	0	1	1	16	8	14	8	8	4	0	1	0	43	70.49	35	57.38	13	21.31	36.9	47.2					
07-19	10629	4	25	136	1173	3536	2978	1857	701	159	38	14	3	5	5755	54.14	2777	26.13	219	2.06	31.4	37.6					
06-22	12183	4	25	147	1242	3915	3395	2261	880	218	58	24	7	7	6850	56.23	3455	28.36	314	2.577	31.8	38.3					
06-00	12403	4	25	148	1253	3971	3443	2314	908	231	65	26	8	7	7002	56.45	3559	28.69	337	2.717	31.8	38.3					
00-00	12904	4	25	148	1256	3998	3541	2468	1030	296	83	35	8	12	7473	57.91	3932	30.47	434	3.363	32.1	38.7					

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)																				
0/1/00		to										28 September 2020										Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile									
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile																				
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT	Speed	Speed																				
24 September 2020																																										
0000	28	0	0	0	0	1	7	6	5	5	2	1	1	0	27	96.43	20	71.43	9	32.14	41.4	51.1																				
0100	20	0	0	0	0	1	1	6	6	4	0	0	2	0	19	95	18	90	6	30	42.6	49.4																				
0200	13	0	0	0	0	1	3	2	4	3	0	0	0	0	12	92.31	9	69.23	3	23.08	39.7	45.6																				
0300	19	0	0	1	0	3	3	6	3	2	1	0	0	0	15	78.95	12	63.16	3	15.79	37	46.4																				
0400	67	0	0	0	0	2	5	23	12	15	7	0	2	1	65	97.01	60	89.55	25	37.31	42.7	50.2																				
0500	355	0	0	0	3	13	67	106	96	50	12	2	4	2	339	95.49	272	76.62	70	19.72	39.8	46.3																				
0600	592	0	0	1	1	57	158	237	97	30	6	4	1	0	533	90.03	375	63.34	41	6.926	36.7	41.7																				
0700	999	0	0	5	22	178	320	331	116	24	3	0	0	0	794	79.48	474	47.45	27	2.703	34.6	39.9																				
0800	1054	1	5	38	143	286	315	191	66	7	2	0	0	0	581	55.12	266	25.24	9	0.854	30.7	37.1																				
0900	728	0	0	5	52	209	234	168	48	10	2	0	0	0	462	63.46	228	31.32	12	1.648	32.3	37.8																				
1000	699	0	0	10	70	214	207	157	30	10	0	1	0	0	405	57.94	198	28.33	11	1.574	31.5	37.2																				
1100	709	0	1	8	46	252	184	164	41	11	2	0	0	0	402	56.7	218	30.75	13	1.834	31.9	38																				
1200	768	0	1	10	46	292	221	143	39	15	0	0	0	1	419	54.56	198	25.78	16	2.083	31.6	37.8																				
1300	779	0	0	3	53	245	263	121	70	19	1	2	1	1	478	61.36	215	27.6	24	3.081	32.4	38.7																				
1400	940	0	4	25	132	302	265	167	31	6	6	1	0	1	477	50.74	212	22.55	14	1.489	30.5	36.9																				
1500	1069	1	2	21	132	429	277	147	45	14	0	1	0	0	484	45.28	207	19.36	15	1.403	30.3	36.2																				
1600	1153	2	2	28	146	461	272	161	57	15	5	3	0	1	514	44.58	242	20.99	24	2.082	30.3	36.9																				
1700	1015	3	8	54	136	334	249	133	68	19	8	2	1	0	480	47.29	231	22.76	30	2.956	30.4	37.9																				
1800	728	1	0	1	71	261	185	113	65	21	7	0	2	1	394	54.12	209	28.71	31	4.258	32.1	39.3																				
1900	438	1	0	0	35	162	106	80	28	14	6	5	1	0	240	54.79	134	30.59	26	5.936	32.4	39.1																				
2000	274	0	0	0	10	94	65	53	35	11	4	0	2	0	170	62.04	105	38.32	17	6.204	33.8	40.7																				
2100	202	0	0	0	11	46	41	39	29	17	8	7	3	1	145	71.78	104	51.49	36	17.82	36.7	46.5																				
2200	158	0	0	9	4	36	38	32	18	11	6	1	0	3	109	68.99	71	44.94	21	13.29	35.2	44.3																				
2300	66	0	0	0	0	14	10	17	7	8	7	2	0	1	52	78.79	42	63.64	18	27.27	39.1	50.9																				
07-19	10641	8	23	208	1049	3463	2992	1996	676	171	36	10	4	5	5890	55.35	2898	27.23	226	2.124	31.5	37.8																				
06-22	12147	9	23	209	1106	3822	3362	2405	865	243	60	26	11	6	6978	57.45	3616	29.77	346	2.848	31.9	38.4																				
06-00	12371	9	23	218	1110	3872	3410	2454	890	262	73	29	11	10	7139	57.71	3729	30.14	385	3.112	32	38.5																				
00-00	12873	9	23	219	1113	3893	3496	2603	1016	341	95	32	20	13	7616	59.16	4120	32	501	3.892	32.3	38.9																				

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)					
0/1/00		to								28 September 2020		Direction	Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean	85%ile		
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed					
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT							
25 September 2020																											
0000	31	0	0	0	0	2	4	7	10	4	3	1	0	0	29	93.55	25	80.65	8	25.81	41.1	49					
0100	25	0	0	0	0	6	3	8	5	3	0	0	0	0	19	76	16	64	3	12	37.1	44.9					
0200	19	0	0	0	0	1	3	3	6	6	0	0	0	0	18	94.74	15	78.95	6	31.58	40.8	46.1					
0300	23	0	0	1	0	1	2	6	5	0	2	5	1	0	21	91.3	19	82.61	8	34.78	43.7	55.8					
0400	60	0	0	0	0	2	5	14	17	8	7	4	0	3	58	96.67	53	88.33	22	36.67	44.1	53.9					
0500	330	0	0	0	1	15	59	88	90	44	16	5	8	4	314	95.15	255	77.27	77	23.33	40.8	48.3					
0600	567	0	0	0	3	74	151	191	102	28	12	3	0	3	490	86.42	339	59.79	46	8.113	36.8	42.9					
0700	975	0	0	6	30	154	291	301	150	34	6	2	1	0	785	80.51	494	50.67	43	4.41	35.1	41.2					
0800	1057	1	3	60	105	270	312	197	84	16	5	3	1	0	618	58.47	306	28.95	25	2.365	31.4	38.5					
0900	772	0	0	4	53	192	255	180	65	17	4	2	0	0	523	67.75	268	34.72	23	2.979	33	38.7					
1000	743	1	4	4	63	230	209	159	55	13	5	0	0	0	441	59.35	232	31.22	18	2.423	32	38					
1100	822	2	1	10	61	248	245	177	49	20	5	3	0	1	500	60.83	255	31.02	29	3.528	32.3	38.2					
1200	944	2	6	21	132	323	263	142	28	16	7	2	0	2	460	48.73	197	20.87	27	2.86	30.5	36.4					
1300	988	0	1	18	119	308	282	194	51	9	3	2	1	0	542	54.86	260	26.32	15	1.518	31.2	37.1					
1400	1112	0	8	41	195	394	251	170	40	9	3	1	0	0	474	42.63	223	20.05	13	1.169	29.6	36.6					
1500	1252	38	49	54	195	377	304	162	47	17	8	0	1	0	539	43.05	235	18.77	26	2.077	28.6	35.8					
1600	1135	0	0	3	201	377	247	174	84	32	8	5	4	0	554	48.81	307	27.05	49	4.317	31.4	38.9					
1700	998	1	2	6	149	329	227	162	84	24	9	3	1	1	511	51.2	284	28.46	38	3.808	31.5	38.8					
1800	815	0	0	0	55	237	239	168	83	21	12	0	0	0	523	64.17	284	34.85	33	4.049	33	39.7					
1900	521	0	1	2	23	165	161	95	45	15	6	4	2	2	330	63.34	169	32.44	29	5.566	33.2	39.8					
2000	357	0	0	1	30	115	68	68	43	18	9	3	2	0	211	59.1	143	40.06	32	8.964	33.8	41.6					
2100	273	0	0	0	7	85	77	62	27	7	5	2	0	1	181	66.3	104	38.1	15	5.495	34	40					
2200	166	0	0	0	19	48	31	29	23	7	3	1	1	4	99	59.64	68	40.96	16	9.639	34.5	42.8					
2300	73	0	0	0	2	11	13	16	10	9	6	2	0	4	60	82.19	47	64.38	21	28.77	40.1	51.1					
07-19	11613	45	74	227	1358	3439	3125	2186	820	228	75	23	9	4	6470	55.71	3345	28.8	339	2.919	31.5	38.1					
06-22	13331	45	75	230	1421	3878	3582	2602	1037	296	107	35	13	10	7682	57.63	4100	30.76	461	3.458	31.9	38.6					
06-00	13570	45	75	230	1442	3937	3626	2647	1070	312	116	38	14	18	7841	57.78	4215	31.06	498	3.67	32	38.8					
00-00	14058	45	75	231	1443	3964	3702	2773	1203	377	144	53	23	25	8300	59.04	4598	32.71	622	4.425	32.3	39.4					

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)			
0/1/00		to								28 September 2020		Direction	Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed			
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT					
26 September 2020																									
0000	42	0	0	1	0	7	11	6	8	5	2	2	0	0	34	80.95	23	54.76	9	21.43	37.8	46.9			
0100	18	0	0	0	0	4	0	5	3	3	2	0	0	1	14	77.78	14	77.78	6	33.33	40.5	50.7			
0200	17	0	0	0	0	1	3	2	5	2	2	0	0	2	16	94.12	13	76.47	6	35.29	46.2	60.9			
0300	18	0	0	0	0	1	1	7	1	2	4	0	2	0	17	94.44	16	88.89	8	44.44	44.3	55			
0400	46	0	0	0	1	2	0	11	13	6	8	3	2	0	43	93.48	43	93.48	19	41.3	44.5	54.4			
0500	171	0	0	0	0	6	17	41	50	34	15	5	1	2	165	96.49	148	86.55	57	33.33	42.4	49.6			
0600	243	0	0	1	2	15	46	63	61	29	18	3	4	1	225	92.59	179	73.66	55	22.63	40.1	47.4			
0700	318	0	0	0	9	41	95	57	63	30	13	5	2	3	268	84.28	173	54.4	53	16.67	37.7	45.7			
0800	461	22	18	6	8	69	134	113	56	20	7	2	4	2	338	73.32	204	44.25	35	7.592	33.4	41.5			
0900	575	1	3	3	31	112	156	137	85	31	12	4	0	0	425	73.91	269	46.78	47	8.174	34.9	42.5			
1000	743	1	3	2	46	182	217	197	69	18	3	4	0	1	509	68.51	292	39.3	26	3.499	33.4	39.5			
1100	860	2	2	2	62	224	258	186	85	27	7	5	0	0	568	66.05	310	36.05	39	4.535	33.3	39.7			
1200	944	6	4	2	51	283	262	214	82	31	5	4	0	0	598	63.35	336	35.59	40	4.237	32.9	39.3			
1300	903	8	16	7	47	199	262	218	114	20	9	3	0	0	626	69.32	364	40.31	32	3.544	33.1	40.3			
1400	957	1	2	14	81	270	240	204	94	35	8	4	1	3	589	61.55	349	36.47	51	5.329	33	40			
1500	830	5	0	4	53	244	204	175	100	30	12	2	0	1	524	63.13	320	38.55	45	5.422	33.3	40.8			
1600	757	1	2	5	43	247	163	164	87	33	6	3	1	2	459	60.63	296	39.1	45	5.945	33.4	40.6			
1700	765	0	0	9	74	186	219	142	98	22	11	1	1	2	496	64.84	277	36.21	37	4.837	33.3	40.8			
1800	633	0	0	2	44	175	138	156	67	34	10	4	1	2	412	65.09	274	43.29	51	8.057	34.1	41			
1900	454	0	0	0	20	140	134	84	41	21	8	4	1	1	294	64.76	160	35.24	35	7.709	33.7	40.8			
2000	279	0	0	0	20	61	67	66	40	14	9	0	0	2	198	70.97	131	46.95	25	8.961	35	42.8			
2100	201	0	0	0	6	49	42	46	33	12	9	2	1	1	146	72.64	104	51.74	25	12.44	36.1	44.5			
2200	151	0	0	0	3	31	32	37	21	15	9	1	0	2	117	77.48	85	56.29	27	17.88	37.2	45.7			
2300	92	0	0	0	1	24	16	14	24	6	4	0	1	2	67	72.83	51	55.43	13	14.13	37.6	44.9			
07-19	8746	47	50	56	549	2232	2348	1963	1000	331	103	41	10	16	5812	66.45	3464	39.61	501	5.728	33.5	40.7			
06-22	9923	47	50	57	597	2497	2637	2222	1175	407	147	50	16	21	6675	67.27	4038	40.69	641	6.46	33.8	41			
06-00	10166	47	50	57	601	2552	2685	2273	1220	428	160	51	17	25	6859	67.47	4174	41.06	681	6.699	33.9	41.2			
00-00	10478	47	50	58	602	2573	2717	2345	1300	480	193	61	22	30	7148	68.22	4431	42.29	786	7.501	34.1	41.5			

SS259 Maesteg										Site 1		Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
0/1/00		to 28 September 2020								Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile	
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		
27 September 2020																						
0000	57	0	0	0	2	14	10	11	7	4	2	3	2	2	41	71.93	31	54.39	13	22.81	38.6	53.2
0100	31	0	0	0	1	2	5	1	6	6	8	2	0	0	28	90.32	23	74.19	16	51.61	43.9	54.6
0200	18	0	0	0	0	0	4	3	7	2	1	1	0	0	18	100	14	77.78	4	22.22	41.8	47.1
0300	22	0	0	0	0	1	1	6	4	3	5	1	1	0	21	95.45	20	90.91	10	45.45	44.4	53.5
0400	32	0	0	0	0	2	6	5	6	8	2	0	2	1	30	93.75	24	75	13	40.63	42.7	50.2
0500	122	0	0	0	0	6	17	26	30	19	11	8	4	1	116	95.08	99	81.15	43	35.25	43	52
0600	158	0	0	0	3	8	20	39	43	25	10	5	4	1	147	93.04	127	80.38	45	28.48	41.4	48.9
0700	186	0	0	0	0	20	27	54	38	26	12	8	0	1	166	89.25	139	74.73	47	25.27	40.1	48.8
0800	224	1	1	0	9	32	49	45	41	23	16	4	2	1	181	80.8	132	58.93	46	20.54	38	47.4
0900	411	3	0	0	11	79	97	101	68	32	14	3	1	2	318	77.37	221	53.77	52	12.65	36.3	43.6
1000	566	2	0	0	13	135	144	150	80	30	4	5	1	2	416	73.5	272	48.06	42	7.42	35.2	41.7
1100	708	4	5	0	26	155	227	184	76	19	11	1	0	0	518	73.16	291	41.1	31	4.379	33.9	40
1200	788	2	2	0	19	208	211	200	100	37	5	3	1	0	557	70.69	346	43.91	46	5.838	34.3	41
1300	824	1	1	0	39	211	229	211	92	32	7	0	1	0	572	69.42	343	41.63	40	4.854	33.9	40.3
1400	781	1	1	0	50	198	177	198	104	38	8	3	1	2	531	67.99	354	45.33	52	6.658	34.3	41.3
1500	709	0	3	5	76	208	163	133	86	17	15	2	0	1	417	58.82	254	35.83	35	4.937	33	40.7
1600	643	0	0	1	33	175	190	137	68	27	8	1	2	1	434	67.5	244	37.95	39	6.065	33.8	40.9
1700	618	0	0	0	24	168	165	150	69	31	6	3	0	2	426	68.93	261	42.23	42	6.796	34.4	41
1800	543	0	3	0	14	119	174	126	57	34	12	1	2	1	407	74.95	233	42.91	50	9.208	34.8	41.7
1900	346	0	0	4	27	94	96	59	36	13	10	5	1	1	221	63.87	125	36.13	30	8.671	33.8	42.3
2000	221	0	0	0	5	56	54	41	26	25	6	4	1	3	160	72.4	106	47.96	39	17.65	36.5	45.9
2100	179	0	0	0	10	32	33	33	38	19	8	3	1	2	137	76.54	104	58.1	33	18.44	37.6	47.5
2200	116	0	0	0	7	27	26	27	14	7	3	3	1	1	82	70.69	56	48.28	15	12.93	36	44.1
2300	51	0	0	0	0	14	4	8	13	8	2	2	0	0	37	72.55	33	64.71	12	23.53	38.5	46.8
07-19	7001	14	16	6	314	1708	1853	1689	879	346	118	34	11	13	4943	70.6	3090	44.14	522	7.456	34.5	41.5
06-22	7905	14	16	10	359	1898	2056	1861	1022	428	152	51	18	20	5608	70.94	3552	44.93	669	8.463	34.8	41.9
06-00	8072	14	16	10	366	1939	2086	1896	1049	443	157	56	19	21	5727	70.95	3641	45.11	696	8.622	34.8	41.9
00-00	8354	14	16	10	369	1964	2129	1948	1109	485	186	71	28	25	5981	71.59	3852	46.11	795	9.516	35.1	42.5

SS259 Maesteg										Site	1	Location										A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)											
0/1/00		to										28 September 2020										Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time	Total	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean	85%ile											
Period	Vehicles	10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT	Speed	Speed											
28 September 2020																																	
0000	28	0	0	0	2	3	7	6	4	3	2	0	1	0	23	82.14	16	57.14	6	21.43	38.1	47.5											
0100	16	0	0	0	0	1	4	3	2	1	3	2	0	0	15	93.75	11	68.75	6	37.5	42.1	55.2											
0200	21	0	0	0	0	2	5	6	4	1	1	1	0	1	19	90.48	14	66.67	4	19.05	40.3	53											
0300	36	0	0	0	0	3	4	3	7	10	8	0	0	1	33	91.67	29	80.56	19	52.78	44.2	52.6											
0400	69	0	0	0	1	4	8	10	13	13	10	6	3	1	64	92.75	56	81.16	33	47.83	44.8	55											
0500	324	0	0	0	3	14	49	84	102	46	14	6	3	3	307	94.75	258	79.63	72	22.22	40.6	47.1											
0600	614	0	0	0	13	58	161	244	93	35	6	4	0	0	543	88.44	382	62.21	45	7.329	36.7	42.4											
0700	1007	0	2	4	27	188	327	333	97	24	4	1	0	0	786	78.05	459	45.58	29	2.88	34.3	39.5											
0800	1099	1	12	45	160	303	308	174	76	14	6	0	0	0	578	52.59	270	24.57	20	1.82	30.6	37.6											
0900	827	0	1	11	33	238	280	184	70	8	2	0	0	0	544	65.78	264	31.92	10	1.209	32.5	38.4											
1000	698	1	0	6	71	210	207	153	36	11	1	0	1	1	410	58.74	203	29.08	14	2.006	31.8	37.4											
1100	727	0	2	0	48	225	223	180	33	11	4	1	0	0	452	62.17	229	31.5	16	2.201	32.3	38											
1200	834	0	3	1	60	303	253	157	41	11	4	1	0	0	467	56	214	25.66	16	1.918	31.7	37.7											
1300	823	0	1	1	38	323	277	124	43	13	3	0	0	0	460	55.89	183	22.24	16	1.944	31.6	36.9											
1400	983	2	6	69	179	284	262	136	37	7	1	0	0	0	443	45.07	181	18.41	8	0.814	29.2	35.8											
1500	1062	7	15	24	120	412	234	185	51	12	0	2	0	0	484	45.57	250	23.54	14	1.318	30.2	36.9											
1600	1172	2	9	13	144	432	312	162	74	14	7	3	0	0	572	48.81	260	22.18	24	2.048	30.7	36.9											
1700	1043	1	1	4	96	336	274	193	95	32	9	1	1	0	605	58.01	331	31.74	43	4.123	32.4	39.4											
1800	683	0	0	0	66	209	195	128	63	16	5	1	0	0	408	59.74	213	31.19	22	3.221	32.4	39.2											
1900	409	0	0	1	29	147	106	74	30	11	3	5	3	0	232	56.72	126	30.81	22	5.379	32.7	39.3											
2000	269	0	0	0	12	80	59	63	43	7	5	0	0	0	177	65.8	118	43.87	12	4.461	34.1	41.6											
2100	200	0	0	2	10	43	48	41	24	17	6	5	2	2	145	72.5	97	48.5	32	16	36.1	45.6											
2200	126	0	0	0	2	32	35	34	11	9	2	0	0	1	92	73.02	57	45.24	12	9.524	34.9	41.6											
2300	44	0	0	0	1	6	4	13	6	7	2	3	1	1	37	84.09	33	75	14	31.82	40.7	52.3											
07-19	10958	14	52	178	1042	3463	3152	2109	716	173	46	10	2	1	6209	56.66	3057	27.9	232	2.117	31.5	37.9											
06-22	12450	14	52	181	1106	3791	3526	2531	906	243	66	24	7	3	7306	58.68	3780	30.36	343	2.755	32	38.5											
06-00	12620	14	52	181	1109	3829	3565	2578	923	259	70	27	8	5	7435	58.91	3870	30.67	369	2.924	32	38.5											
00-00	13114	14	52	181	1115	3856	3642	2690	1055	333	108	42	15	11	7896	60.21	4254	32.44	509	3.881	32.4	38.9											

SS259 Maesteg										Site 1		Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)											
0/1/00		to								28 September 2020		Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Speed	Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
Average Day																							
0000	37	0	0	0	1	5	8	7	7	4	2	1	1	0	30	82.81	22	61.33	8	21.48	38.8	47.5	
0100	20	0	0	0	0	2	3	4	4	3	2	1	0	0	17	86.23	14	71.01	6	29.71	40.7	50.3	
0200	19	0	0	0	0	1	3	4	5	3	1	0	0	1	17	92.37	14	75.57	5	25.19	41.4	47.6	
0300	23	0	0	0	0	2	2	5	4	3	4	1	1	0	20	89.38	18	79.38	9	40.63	43	53.5	
0400	59	0	0	0	0	2	6	14	13	11	7	2	2	1	56	95.62	50	85.16	23	38.93	43.4	52.3	
0500	287	0	0	0	1	12	48	83	79	40	14	5	3	2	274	95.56	226	78.81	64	22.33	40.5	47.2	
0600	479	0	0	0	4	46	122	175	87	30	10	3	1	1	428	89.47	306	64.01	45	9.4	37.3	42.9	
0700	789	0	0	4	22	134	263	233	96	27	7	3	1	1	629	79.66	366	46.4	38	4.759	34.8	40.5	
0800	857	4	9	36	100	221	246	158	59	15	6	1	1	1	487	56.82	241	28.13	24	2.75	31.2	38	
0900	693	1	1	6	39	188	220	155	61	16	5	2	0	0	459	66.19	239	34.53	24	3.399	33	39.1	
1000	678	1	1	8	51	195	202	149	51	15	3	2	0	1	423	62.29	220	32.45	20	2.99	32.4	38.6	
1100	759	1	2	4	54	229	224	168	54	16	5	2	0	0	469	61.81	245	32.3	23	2.991	32.4	38.5	
1200	843	2	2	6	62	287	241	162	57	19	3	1	0	1	484	57.38	243	28.81	24	2.847	32	38.3	
1300	852	1	3	5	73	265	255	160	67	17	4	1	1	0	505	59.25	250	29.35	23	2.733	32	38.3	
1400	961	1	5	33	161	314	234	143	51	15	4	1	0	1	449	46.72	215	22.35	21	2.215	30.2	37	
1500	1018	8	12	25	141	361	241	149	59	15	6	1	0	0	471	46.24	230	22.6	23	2.246	30.2	37.1	
1600	1048	1	3	9	142	385	247	158	72	22	6	2	1	1	509	48.56	262	25	32	3.067	31.1	37.9	
1700	940	1	3	18	108	297	242	157	78	24	8	2	1	1	512	54.52	270	28.72	36	3.786	31.7	38.9	
1800	690	0	0	1	56	212	188	133	64	22	9	1	1	1	420	60.93	232	33.6	34	4.951	32.9	39.7	
1900	442	0	0	3	30	146	119	81	37	14	6	4	1	1	262	59.39	143	32.43	26	5.787	32.9	39.7	
2000	281	0	0	0	14	83	66	57	36	15	7	2	1	1	184	65.46	119	42.15	25	8.837	34.4	42.4	
2100	217	0	0	0	9	52	54	45	30	14	7	4	1	1	156	71.66	102	46.94	27	12.62	35.7	43.8	
2200	150	0	0	1	8	37	35	34	17	10	4	2	0	2	104	69.55	69	45.96	18	11.7	35.2	42.7	
2300	63	0	0	0	1	13	10	13	11	7	4	1	0	2	49	77.1	39	61.9	15	23.36	38.8	48.5	
07-19	10129	20	40	155	1007	3090	2803	1924	769	223	65	20	6	7	5816	57.42	3014	29.75	321	3.169	31.9	38.6	
06-22	11548	20	40	159	1065	3417	3163	2282	958	296	94	33	11	10	6847	59.29	3684	31.9	444	3.844	32.3	39	
06-00	11761	20	40	160	1073	3467	3208	2329	987	313	102	36	12	14	7000	59.52	3792	32.24	476	4.048	32.3	39.1	
00-00	12204	20	40	161	1076	3492	3278	2446	1100	376	131	47	19	19	7415	60.76	4137	33.89	591	4.84	32.7	39.6	

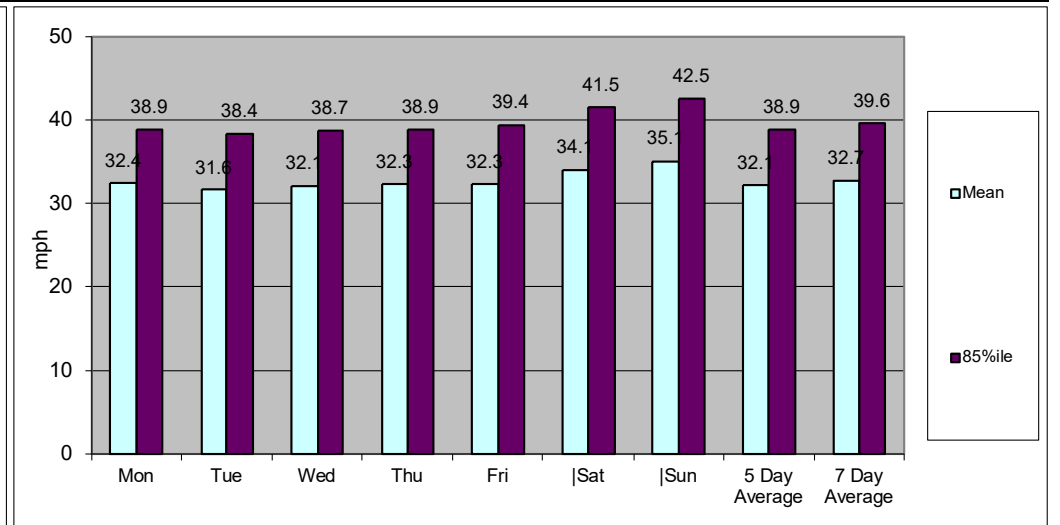
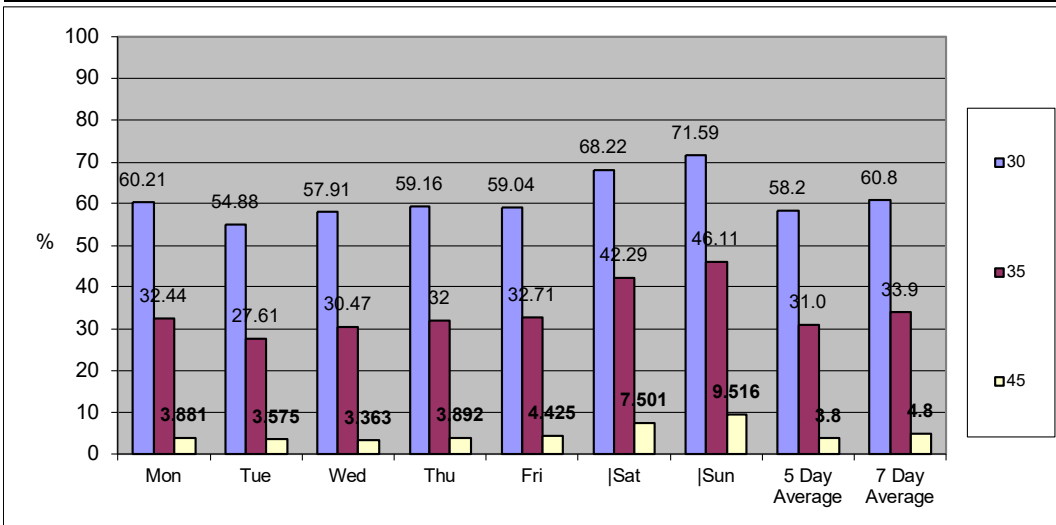
SS259 Maesteg										Site 1		Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
0/1/00										Direction Two-Way		Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			
to 28 September 2020										Speed Bins					ACPO		DFT					
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	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		

Virtual Week																						
Mon	13114	14	52	181	1115	3856	3642	2690	1055	333	108	42	15	11	7896	60.21	4254	32.44	509	3.881	32.4	38.9
Tue	13649	10	41	278	1636	4193	3722	2292	989	319	106	34	15	14	7491	54.88	3769	27.61	488	3.575	31.6	38.4
Wed	12904	4	25	148	1256	3998	3541	2468	1030	296	83	35	8	12	7473	57.91	3932	30.47	434	3.363	32.1	38.7
Thu	12873	9	23	219	1113	3893	3496	2603	1016	341	95	32	20	13	7616	59.16	4120	32	501	3.892	32.3	38.9
Fri	14058	45	75	231	1443	3964	3702	2773	1203	377	144	53	23	25	8300	59.04	4598	32.71	622	4.425	32.3	39.4
Sat	10478	47	50	58	602	2573	2717	2345	1300	480	193	61	22	30	7148	68.22	4431	42.29	786	7.501	34.1	41.5
Sun	8354	14	16	10	369	1964	2129	1948	1109	485	186	71	28	25	5981	71.59	3852	46.11	795	9.516	35.1	42.5

5 Day Average																						
[--]	13320	16	43	211	1313	3981	3621	2565	1059	333	107	39	16	15	7755	58.2	4135	31.0	511	3.8	32.1	38.9

7 Day Average																						
[--]	12204	20	40	161	1076	3492	3278	2446	1100	376	131	47	19	19	7415	60.8	4137	33.9	591	4.8	32.7	39.6

Total Vehicles																						
[--]	85430	143	282	1125	7534	24441	22949	17119	7702	2631	915	328	131	130	51905	60.8	28956	33.9	4135	4.8	32.7	39.6



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

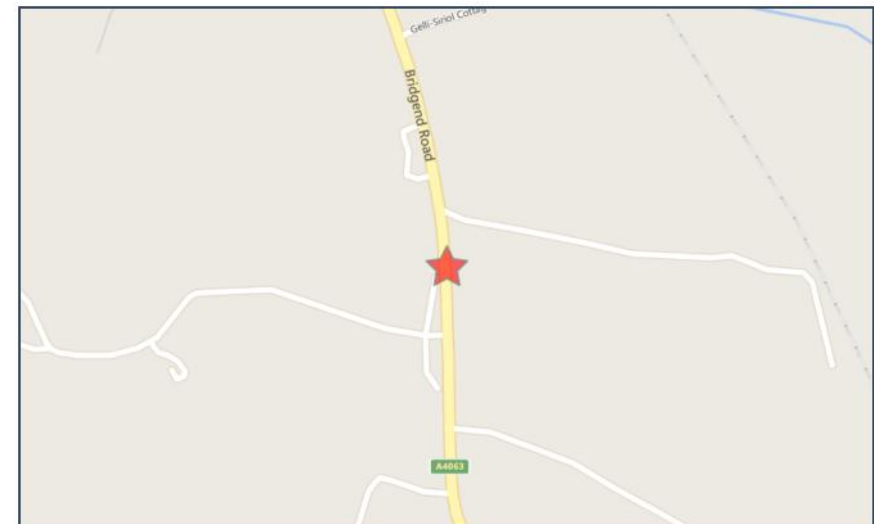
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle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

Appendix C



Crash Date: Monday, March 19, 2018 **Time of Crash:** 9:17:00 PM **Crash Reference:** 2018621800288

Highest Injury Severity:	Slight	Road Number:	A4063	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	2
Local Authority:	Bridgend County Borough			OS Grid Reference:	287010 188150
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Van or goods vehicle 3.5 tonnes mgw and under		4 Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None
1	Car (excluding private hire)		4 Female	46 - 55	Vehicle is performing a U turn	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

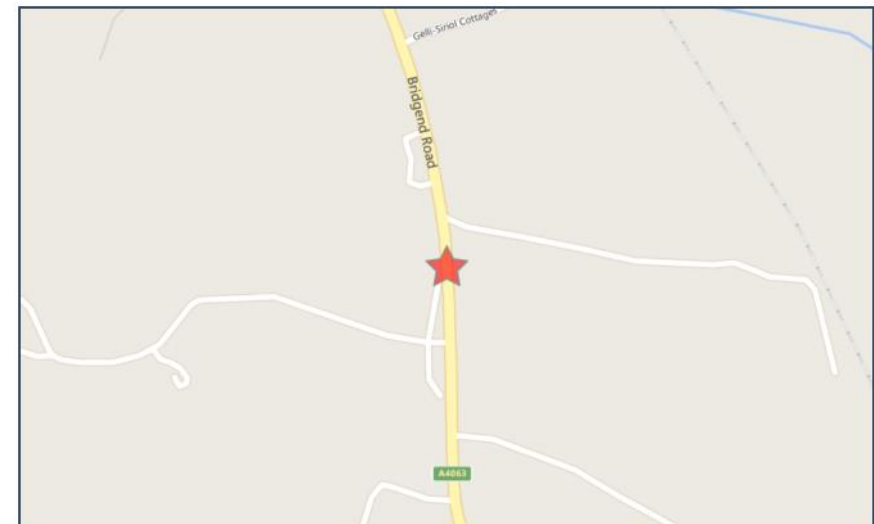
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Wednesday, July 05, 2017 **Time of Crash:** 11:25:00 AM **Crash Reference:** 2017621701019

Highest Injury Severity:	Slight	Road Number:	A4063	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	1
Local Authority:	Bridgend County Borough			OS Grid Reference:	287007 188171
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

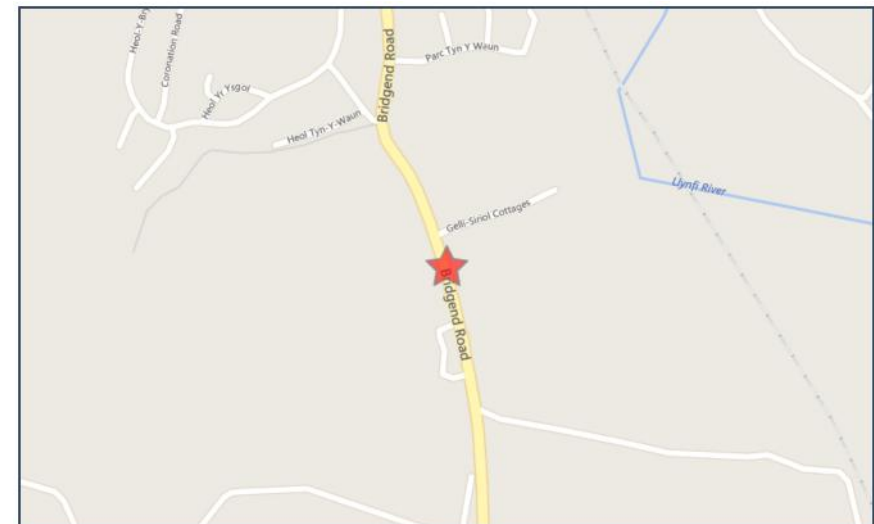
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Crash Date: Saturday, May 30, 2015 **Time of Crash:** 2:24:00 PM **Crash Reference:** 2015621500910

Highest Injury Severity:	Slight	Road Number:	A4063	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	3
Local Authority:	Bridgend			OS Grid Reference:	286962 188454
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	2 Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

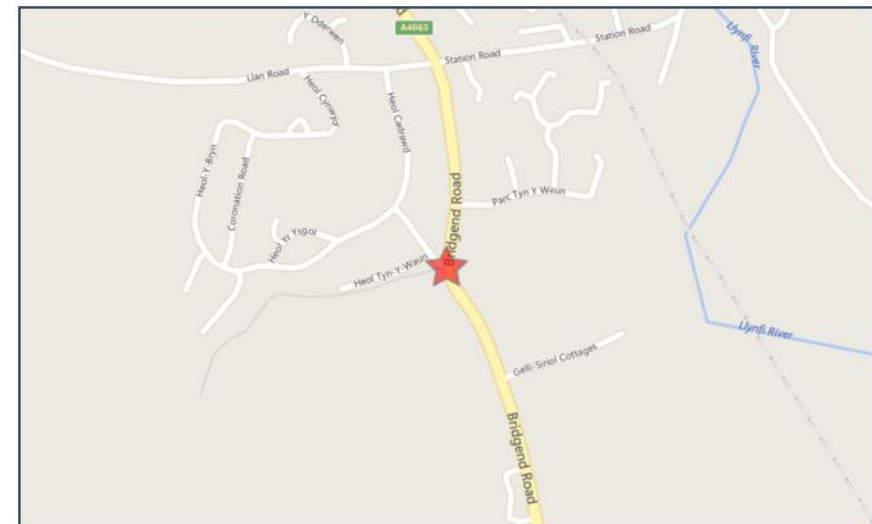
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Crash Date: Monday, July 04, 2016 **Time of Crash:** 4:44:00 PM **Crash Reference:** 2016621601142

Highest Injury Severity:	Slight	Road Number:	A4063	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	2
Local Authority:	Bridgend County Borough			OS Grid Reference:	286867 188676
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Car (excluding private hire)		1 Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	3	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

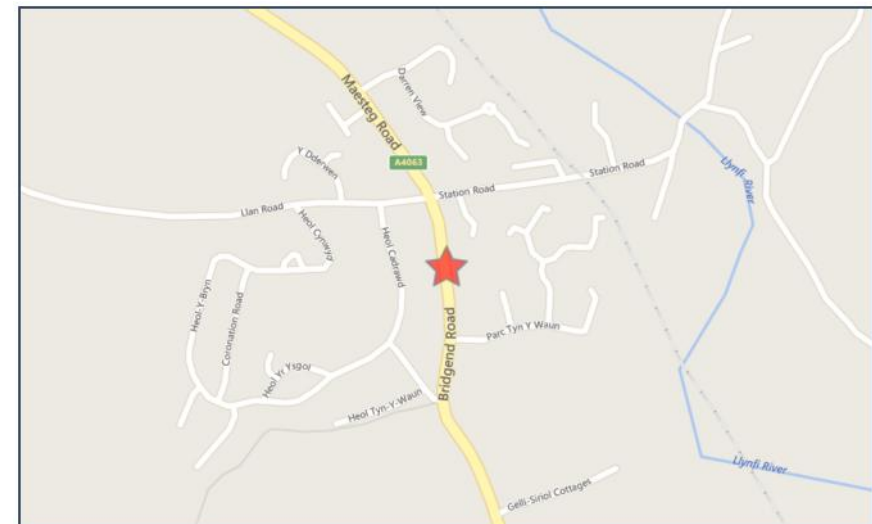
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Crash Date: Friday, February 12, 2016 **Time of Crash:** 7:56:00 AM **Crash Reference:** 2016621600343

Highest Injury Severity:	Slight	Road Number:	A4063	Number of Casualties:	1
Highway Authority:	Bridgend			Number of Vehicles:	1
Local Authority:	Bridgend County Borough			OS Grid Reference:	286880 188875
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

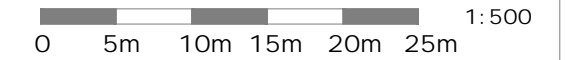
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix D



Bedrooms	House Type	Quantity
1-Bed / 2 Person	Single Storey Dwelling - 50 sqm	38
2-Bed / 4 Person	Two Storey Dwelling - 79 sqm	20
2-Bed / 4 Person	Single Storey Dwelling - 70 sqm	4
3-Bed / 5 Person	Two Storey Dwelling - 96 sqm	2
3-Bed / 6 Person	Three Storey Dwelling - 122 sqm	31
4-Bed / 7 Person	Two Storey Dwelling - 117sqm	7
Total		102

Rev	Revision Details	Date



MODARC
MODULAR & ARCHITECTURE

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Site Address
Land at PONT RYHD - Y - CYFF, Bridgend

Client
Mr K Schubert

Project
Proposed New Build Development

Drawing Number
MOD-INSUL - 01 - 100

Date
13/02/2020

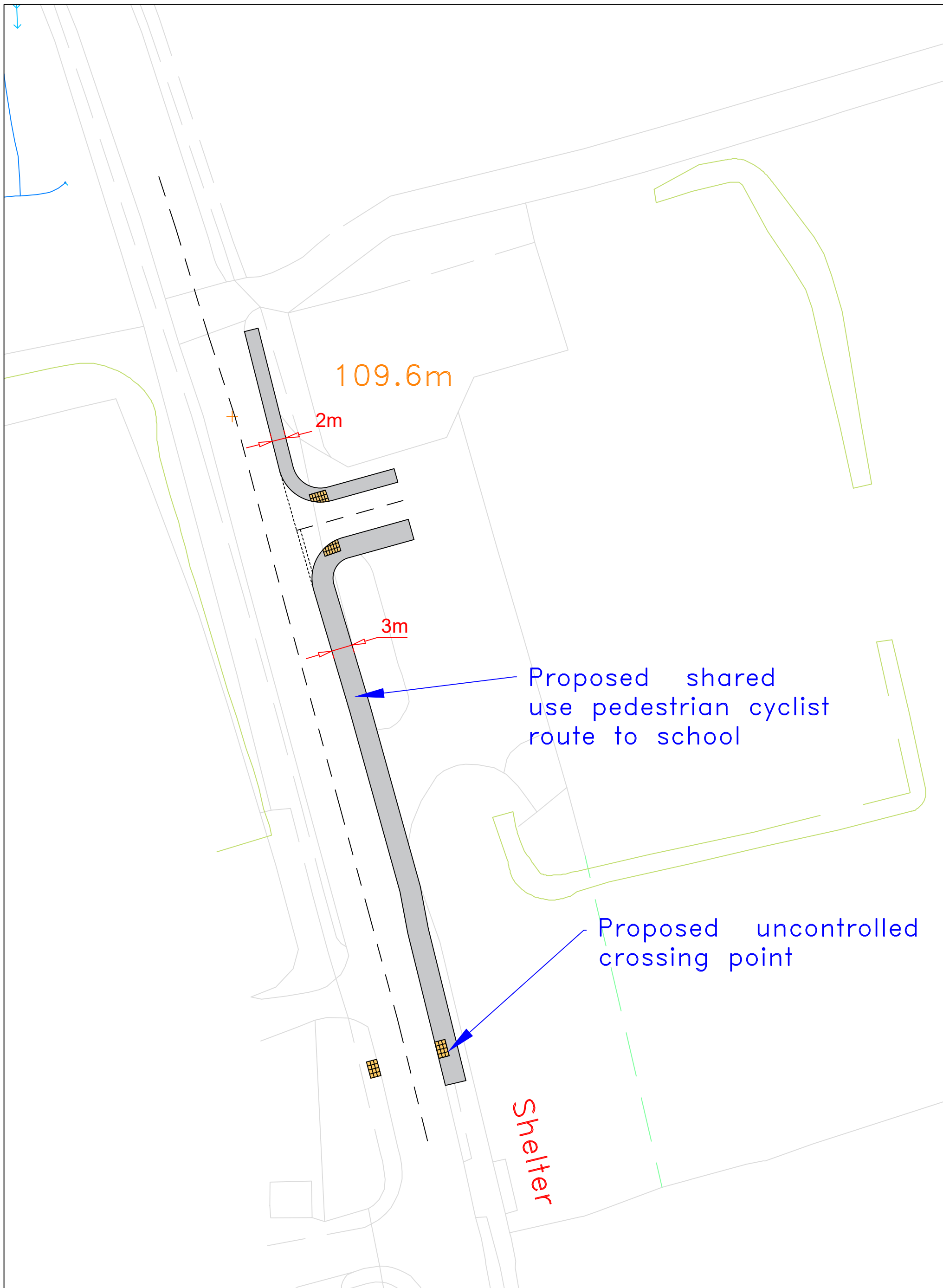
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Revision :
B

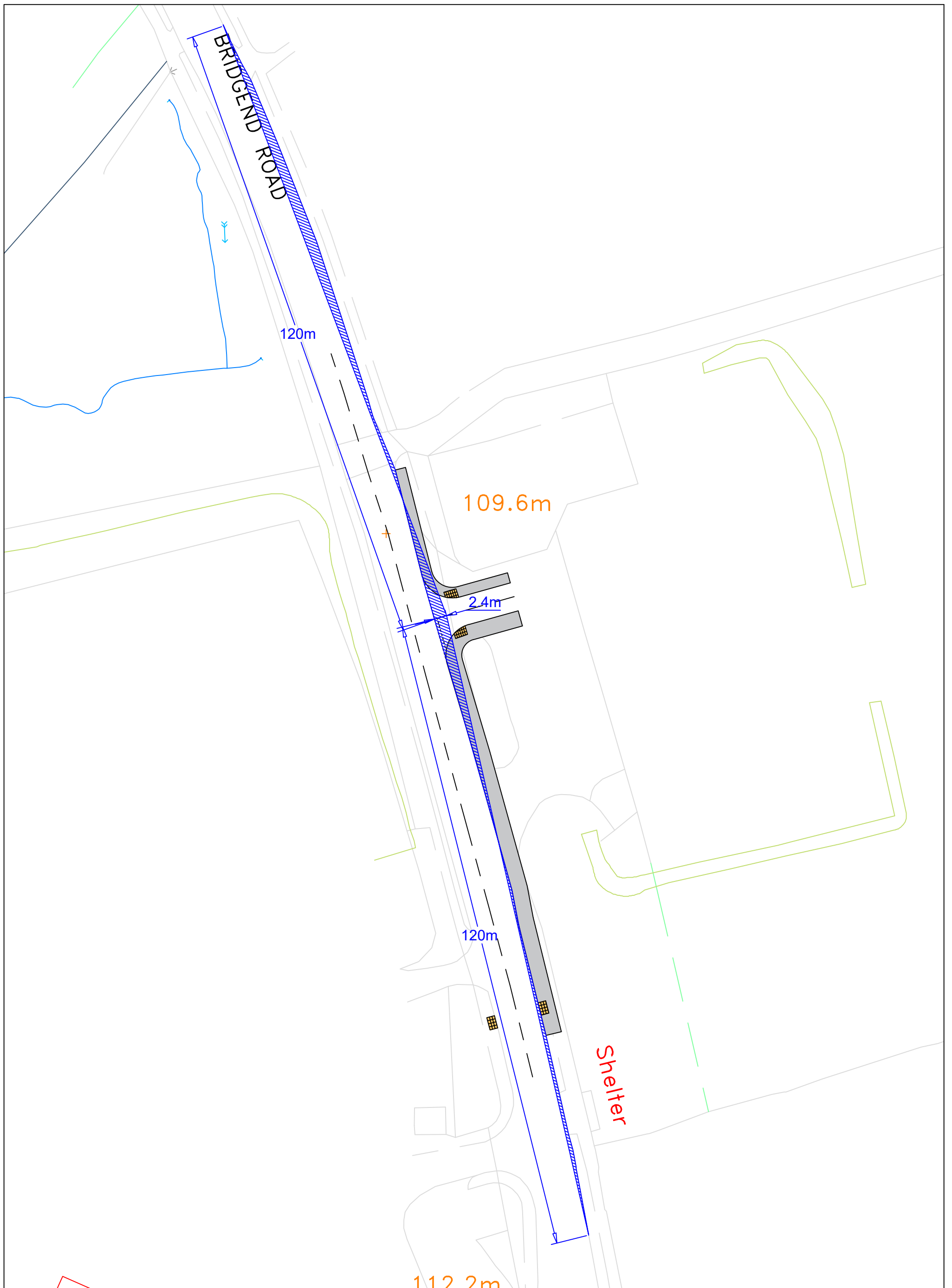
Site Layout - Proposed

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Appendix E



Drawing Title Proposed Site Access	Client BPM TECHNOLOGY CORP. LTD	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: NTS					
	Job Title Pont RhydY Cyff		Designed by: KW Drawn by: KW Ckd/Appd: POC 1st Issued: Oct 2020 Job No: T20.149	Rev.	Date.	Amendment.	Des.	Drm.
			Drg No.		Appendix E			Rev



Drawing Title Proposed Site Access & Visibility Splay	Client BPM TECHNOLOGY CORP. LTD	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: 1:750@A3				
	Job Title Pont RhydY Cyff		Designed by: KW Drawn by: KW Ckd/Appd: POC 1st Issued: Oct 2020 Job No: T20.149	Rev. Date. Amendment. Des. Dm. Drg No.	Appendix E	Rev	

Appendix F

Calculation Reference: AUDIT-317901-200928-0919

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 23 to 160 (units:)
 Range Selected by User: 6 to 250 (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: 01/01/00 to 19/11/19

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
--------------	---

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	8
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	2 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	4 days
25,001 to 50,000	3 days
50,001 to 75,000	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	8 days
1.6 to 2.0	1 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	4 days
No	5 days

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-02 HAWKSHEAD AVENUE WORKINGTON	SEMI DETACHED	CUMBRIA
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: MONDAY	20/06/05	Survey Type: MANUAL
2	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON	SEMI-DETACHED & TERRACED	CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: TUESDAY	04/06/19	Survey Type: MANUAL
3	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	134	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
4	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
5	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	70	
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL
6	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
7	NY-03-A-05 BOROUGHBRIDGE ROAD RIPON	HOUSES AND FLATS	NORTH YORKSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	71	
	Survey date: MONDAY	22/09/08	Survey Type: MANUAL
8	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
9	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.068	9	70	0.283	9	70	0.351
08:00 - 09:00	9	70	0.108	9	70	0.304	9	70	0.412
09:00 - 10:00	9	70	0.150	9	70	0.176	9	70	0.326
10:00 - 11:00	9	70	0.153	9	70	0.204	9	70	0.357
11:00 - 12:00	9	70	0.153	9	70	0.185	9	70	0.338
12:00 - 13:00	9	70	0.144	9	70	0.153	9	70	0.297
13:00 - 14:00	9	70	0.171	9	70	0.163	9	70	0.334
14:00 - 15:00	9	70	0.168	9	70	0.168	9	70	0.336
15:00 - 16:00	9	70	0.261	9	70	0.174	9	70	0.435
16:00 - 17:00	9	70	0.280	9	70	0.179	9	70	0.459
17:00 - 18:00	9	70	0.296	9	70	0.158	9	70	0.454
18:00 - 19:00	9	70	0.285	9	70	0.139	9	70	0.424
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.237			2.286			4.523

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: 23 - 160 (units:)
 Survey date range: 01/01/00 - 19/11/19
 Number of weekdays (Monday-Friday): 9
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.005	9	70	0.003	9	70	0.008
08:00 - 09:00	9	70	0.003	9	70	0.000	9	70	0.003
09:00 - 10:00	9	70	0.006	9	70	0.008	9	70	0.014
10:00 - 11:00	9	70	0.008	9	70	0.009	9	70	0.017
11:00 - 12:00	9	70	0.002	9	70	0.006	9	70	0.008
12:00 - 13:00	9	70	0.002	9	70	0.002	9	70	0.004
13:00 - 14:00	9	70	0.002	9	70	0.002	9	70	0.004
14:00 - 15:00	9	70	0.005	9	70	0.003	9	70	0.008
15:00 - 16:00	9	70	0.008	9	70	0.006	9	70	0.014
16:00 - 17:00	9	70	0.002	9	70	0.000	9	70	0.002
17:00 - 18:00	9	70	0.006	9	70	0.003	9	70	0.009
18:00 - 19:00	9	70	0.003	9	70	0.003	9	70	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.045			0.097

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.000	9	70	0.000	9	70	0.000
08:00 - 09:00	9	70	0.002	9	70	0.002	9	70	0.004
09:00 - 10:00	9	70	0.002	9	70	0.002	9	70	0.004
10:00 - 11:00	9	70	0.000	9	70	0.000	9	70	0.000
11:00 - 12:00	9	70	0.003	9	70	0.003	9	70	0.006
12:00 - 13:00	9	70	0.000	9	70	0.000	9	70	0.000
13:00 - 14:00	9	70	0.000	9	70	0.000	9	70	0.000
14:00 - 15:00	9	70	0.000	9	70	0.000	9	70	0.000
15:00 - 16:00	9	70	0.002	9	70	0.002	9	70	0.004
16:00 - 17:00	9	70	0.000	9	70	0.000	9	70	0.000
17:00 - 18:00	9	70	0.000	9	70	0.000	9	70	0.000
18:00 - 19:00	9	70	0.000	9	70	0.000	9	70	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.006	9	70	0.016	9	70	0.022
08:00 - 09:00	9	70	0.005	9	70	0.006	9	70	0.011
09:00 - 10:00	9	70	0.000	9	70	0.006	9	70	0.006
10:00 - 11:00	9	70	0.000	9	70	0.002	9	70	0.002
11:00 - 12:00	9	70	0.003	9	70	0.005	9	70	0.008
12:00 - 13:00	9	70	0.008	9	70	0.008	9	70	0.016
13:00 - 14:00	9	70	0.002	9	70	0.000	9	70	0.002
14:00 - 15:00	9	70	0.003	9	70	0.002	9	70	0.005
15:00 - 16:00	9	70	0.005	9	70	0.002	9	70	0.007
16:00 - 17:00	9	70	0.011	9	70	0.008	9	70	0.019
17:00 - 18:00	9	70	0.016	9	70	0.006	9	70	0.022
18:00 - 19:00	9	70	0.011	9	70	0.006	9	70	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.067			0.137

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.073	9	70	0.424	9	70	0.497
08:00 - 09:00	9	70	0.136	9	70	0.451	9	70	0.587
09:00 - 10:00	9	70	0.195	9	70	0.267	9	70	0.462
10:00 - 11:00	9	70	0.210	9	70	0.304	9	70	0.514
11:00 - 12:00	9	70	0.228	9	70	0.278	9	70	0.506
12:00 - 13:00	9	70	0.203	9	70	0.223	9	70	0.426
13:00 - 14:00	9	70	0.258	9	70	0.236	9	70	0.494
14:00 - 15:00	9	70	0.247	9	70	0.247	9	70	0.494
15:00 - 16:00	9	70	0.438	9	70	0.269	9	70	0.707
16:00 - 17:00	9	70	0.438	9	70	0.301	9	70	0.739
17:00 - 18:00	9	70	0.445	9	70	0.239	9	70	0.684
18:00 - 19:00	9	70	0.438	9	70	0.212	9	70	0.650
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.309			3.451			6.760

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.021	9	70	0.044	9	70	0.065
08:00 - 09:00	9	70	0.051	9	70	0.095	9	70	0.146
09:00 - 10:00	9	70	0.060	9	70	0.049	9	70	0.109
10:00 - 11:00	9	70	0.065	9	70	0.081	9	70	0.146
11:00 - 12:00	9	70	0.047	9	70	0.063	9	70	0.110
12:00 - 13:00	9	70	0.066	9	70	0.076	9	70	0.142
13:00 - 14:00	9	70	0.074	9	70	0.036	9	70	0.110
14:00 - 15:00	9	70	0.025	9	70	0.043	9	70	0.068
15:00 - 16:00	9	70	0.123	9	70	0.093	9	70	0.216
16:00 - 17:00	9	70	0.078	9	70	0.079	9	70	0.157
17:00 - 18:00	9	70	0.097	9	70	0.059	9	70	0.156
18:00 - 19:00	9	70	0.073	9	70	0.062	9	70	0.135
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.780			0.780			1.560

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.000	9	70	0.008	9	70	0.008
08:00 - 09:00	9	70	0.005	9	70	0.038	9	70	0.043
09:00 - 10:00	9	70	0.002	9	70	0.008	9	70	0.010
10:00 - 11:00	9	70	0.003	9	70	0.003	9	70	0.006
11:00 - 12:00	9	70	0.008	9	70	0.008	9	70	0.016
12:00 - 13:00	9	70	0.005	9	70	0.005	9	70	0.010
13:00 - 14:00	9	70	0.008	9	70	0.005	9	70	0.013
14:00 - 15:00	9	70	0.003	9	70	0.005	9	70	0.008
15:00 - 16:00	9	70	0.024	9	70	0.013	9	70	0.037
16:00 - 17:00	9	70	0.019	9	70	0.003	9	70	0.022
17:00 - 18:00	9	70	0.009	9	70	0.005	9	70	0.014
18:00 - 19:00	9	70	0.013	9	70	0.008	9	70	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.109			0.208

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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	70	0.100	9	70	0.492	9	70	0.592
08:00 - 09:00	9	70	0.196	9	70	0.590	9	70	0.786
09:00 - 10:00	9	70	0.256	9	70	0.331	9	70	0.587
10:00 - 11:00	9	70	0.278	9	70	0.389	9	70	0.667
11:00 - 12:00	9	70	0.286	9	70	0.354	9	70	0.640
12:00 - 13:00	9	70	0.282	9	70	0.312	9	70	0.594
13:00 - 14:00	9	70	0.342	9	70	0.277	9	70	0.619
14:00 - 15:00	9	70	0.278	9	70	0.296	9	70	0.574
15:00 - 16:00	9	70	0.590	9	70	0.377	9	70	0.967
16:00 - 17:00	9	70	0.546	9	70	0.391	9	70	0.937
17:00 - 18:00	9	70	0.566	9	70	0.309	9	70	0.875
18:00 - 19:00	9	70	0.535	9	70	0.288	9	70	0.823
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.255			4.406			8.661

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.

Calculation Reference: AUDIT-317901-201009-1041

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	RI EAST RIDING OF YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 14 to 35 (units:)
 Range Selected by User: 6 to 184 (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: 01/01/00 to 18/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	4
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 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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 1 days

10,001 to 15,000 5 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

50,001 to 75,000 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 5 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-02 BRIDGE LANE PENRITH	BLOCK OF FLATS		CUMBRIA
	Edge of Town No Sub Category Total No of Dwellings:		35	
	<i>Survey date: WEDNESDAY</i>		<i>11/06/14</i>	<i>Survey Type: MANUAL</i>
2	DC-03-C-02 PALM COURT WEYMOUTH SPA ROAD	FLATS IN BLOCKS		DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>28/03/14</i>	<i>Survey Type: MANUAL</i>
3	NR-03-C-01 ROCKINGHAM ROAD CORBY	BLOCK OF FLATS		NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		20	
	<i>Survey date: FRIDAY</i>		<i>21/11/08</i>	<i>Survey Type: MANUAL</i>
4	NY-03-C-01 BOROUGHBRIDGE ROAD NORTHALLERTON ROMANBY	BLOCKS OF FLATS		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		30	
	<i>Survey date: MONDAY</i>		<i>22/09/03</i>	<i>Survey Type: MANUAL</i>
5	RI-03-C-01 465 PRIORY ROAD HULL	FLATS		EAST RIDING OF YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		20	
	<i>Survey date: TUESDAY</i>		<i>13/05/14</i>	<i>Survey Type: MANUAL</i>
6	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>03/12/14</i>	<i>Survey Type: MANUAL</i>

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25	0.081	6	25	0.181	6	25	0.262
08:00 - 09:00	6	25	0.094	6	25	0.201	6	25	0.295
09:00 - 10:00	6	25	0.134	6	25	0.161	6	25	0.295
10:00 - 11:00	6	25	0.087	6	25	0.094	6	25	0.181
11:00 - 12:00	6	25	0.107	6	25	0.107	6	25	0.214
12:00 - 13:00	6	25	0.134	6	25	0.134	6	25	0.268
13:00 - 14:00	6	25	0.121	6	25	0.114	6	25	0.235
14:00 - 15:00	6	25	0.134	6	25	0.128	6	25	0.262
15:00 - 16:00	6	25	0.148	6	25	0.134	6	25	0.282
16:00 - 17:00	6	25	0.121	6	25	0.101	6	25	0.222
17:00 - 18:00	6	25	0.268	6	25	0.141	6	25	0.409
18:00 - 19:00	6	25	0.201	6	25	0.188	6	25	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.630			1.684			3.314

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: 14 - 35 (units:)
Survey date range: 01/01/00 - 18/11/19
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	25	0.148	6	25	0.289	6	25	0.437
08:00 - 09:00	6	25	0.154	6	25	0.396	6	25	0.550
09:00 - 10:00	6	25	0.268	6	25	0.275	6	25	0.543
10:00 - 11:00	6	25	0.168	6	25	0.195	6	25	0.363
11:00 - 12:00	6	25	0.208	6	25	0.201	6	25	0.409
12:00 - 13:00	6	25	0.221	6	25	0.201	6	25	0.422
13:00 - 14:00	6	25	0.228	6	25	0.262	6	25	0.490
14:00 - 15:00	6	25	0.215	6	25	0.275	6	25	0.490
15:00 - 16:00	6	25	0.309	6	25	0.248	6	25	0.557
16:00 - 17:00	6	25	0.188	6	25	0.174	6	25	0.362
17:00 - 18:00	6	25	0.443	6	25	0.255	6	25	0.698
18:00 - 19:00	6	25	0.329	6	25	0.315	6	25	0.644
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.879			3.086			5.965

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 G

Calculation Reference: AUDIT-317901-201009-1004

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST
 CH CHESHIRE 2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 260 to 365 (units: sqm)
 Range Selected by User: 240 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 17/05/12

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

Selected survey days:

Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 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:

A1 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

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 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CH-01-I-02	LOCAL SHOPS		CHESHIRE
	CHRISTLETON ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		260 sqm	
	<i>Survey date: TUESDAY</i>		<i>15/05/12</i>	<i>Survey Type: MANUAL</i>
2	CH-01-I-03	LOCAL SHOPS		CHESHIRE
	MILL LANE			
	CHESTER			
	BACHE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		365 sqm	
	<i>Survey date: THURSDAY</i>		<i>17/05/12</i>	<i>Survey Type: MANUAL</i>

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 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	313	3.680	2	313	2.400	2	313	6.080
08:00 - 09:00	2	313	5.280	2	313	4.800	2	313	10.080
09:00 - 10:00	2	313	5.920	2	313	6.080	2	313	12.000
10:00 - 11:00	2	313	5.280	2	313	4.480	2	313	9.760
11:00 - 12:00	2	313	7.680	2	313	8.320	2	313	16.000
12:00 - 13:00	2	313	8.000	2	313	7.680	2	313	15.680
13:00 - 14:00	2	313	7.040	2	313	6.720	2	313	13.760
14:00 - 15:00	2	313	6.400	2	313	6.720	2	313	13.120
15:00 - 16:00	2	313	8.480	2	313	9.280	2	313	17.760
16:00 - 17:00	2	313	7.520	2	313	7.840	2	313	15.360
17:00 - 18:00	2	313	6.080	2	313	5.920	2	313	12.000
18:00 - 19:00	2	313	5.600	2	313	6.720	2	313	12.320
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			76.960			76.960			153.920

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:	260 - 365 (units: sqm)
Survey date range:	01/01/00 - 17/05/12
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix H

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Site Access.j9
 Path: K:\T20\Jobs\T20.149 - Pont Rhyd Y Cyff\Analysis\Modelling
 Report generation date: 12/10/2020 10:37:41

»2020, AM
 »2020, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020										
Stream B-AC	D1	0.2	12.00	0.18	B	D2	0.2	14.30	0.19	B
Stream C-AB		0.1	4.69	0.04	A		0.5	3.70	0.17	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/10/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-9689HLT\cooke
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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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)
D1	2020	AM	ONE HOUR	00:00	01:30	15
D2	2020	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	4.25			250.0	✓	0.00

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	3.65	120	120

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	616	0.121	0.305	0.192	0.436
B-C	745	0.123	0.311	-	-
C-B	719	0.300	0.300	-	-

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)
D1	2020	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	772	100.000
B		✓	59	100.000
C		✓	471	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	21	751
	B	22	0	37
	C	458	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	12.00	0.2	B
C-AB	0.04	4.69	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	474	0.094	44	0.1	8.368	A
C-AB	17	785	0.022	17	0.0	4.689	A
C-A	337			337			
A-B	16			16			
A-C	565			565			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	429	0.124	53	0.1	9.562	A
C-AB	24	806	0.030	24	0.0	4.604	A
C-A	399			399			
A-B	19			19			
A-C	675			675			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	365	0.178	65	0.2	11.973	B
C-AB	36	838	0.043	36	0.1	4.486	A
C-A	483			483			
A-B	23			23			
A-C	827			827			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	365	0.178	65	0.2	11.997	B
C-AB	36	838	0.043	36	0.1	4.489	A
C-A	483			483			
A-B	23			23			
A-C	827			827			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	429	0.124	53	0.1	9.584	A
C-AB	24	806	0.030	24	0.0	4.607	A
C-A	399			399			
A-B	19			19			
A-C	675			675			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	474	0.094	45	0.1	8.391	A
C-AB	18	785	0.022	18	0.0	4.692	A
C-A	337			337			
A-B	16			16			
A-C	565			565			

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.90	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)
D2	2020	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	483	100.000
B		✓	53	100.000
C		✓	931	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	20	463
	B	35	0	18
	C	892	39	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.19	14.30	0.2	B
C-AB	0.17	3.70	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	427	0.093	39	0.1	9.271	A
C-AB	81	1054	0.077	80	0.1	3.699	A
C-A	620			620			
A-B	15			15			
A-C	349			349			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	379	0.126	47	0.1	10.837	B
C-AB	122	1129	0.108	121	0.2	3.575	A
C-A	715			715			
A-B	18			18			
A-C	416			416			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	310	0.188	58	0.2	14.242	B
C-AB	210	1237	0.170	209	0.5	3.506	A
C-A	815			815			
A-B	22			22			
A-C	510			510			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	310	0.188	58	0.2	14.297	B
C-AB	211	1237	0.170	211	0.5	3.514	A
C-A	814			814			
A-B	22			22			
A-C	510			510			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	379	0.126	48	0.1	10.880	B
C-AB	122	1129	0.108	123	0.2	3.587	A
C-A	715			715			
A-B	18			18			
A-C	416			416			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	40	427	0.093	40	0.1	9.303	A
C-AB	81	1054	0.077	82	0.1	3.704	A
C-A	619			619			
A-B	15			15			
A-C	349			349			

Appendix I

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: Jct 1 - Priority Crossroads.j9
 Path: K:\T20\Jobs\T20.149 - Pont Rhyd Y Cyff\Analysis\Modelling
 Report generation date: 12/10/2020 10:47:40

- »2020, AM
- »2020, PM
- »2035, AM
- »2035, PM
- »2035 + Dev, AM
- »2035 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020										
Stream B-ACD	D1	0.2	12.69	0.15	B	D2	0.1	16.79	0.09	C
Stream A-BCD		0.2	4.03	0.10	A		0.3	5.26	0.11	A
Stream D-ABC		0.1	9.25	0.12	A		0.2	11.84	0.12	B
Stream C-ABD		0.1	4.40	0.04	A		0.1	3.95	0.07	A
2035										
Stream B-ACD	D3	0.2	14.94	0.20	B	D4	0.1	18.33	0.11	C
Stream A-BCD		0.3	3.92	0.13	A		0.4	4.72	0.14	A
Stream D-ABC		0.2	10.20	0.14	B		0.2	12.48	0.16	B
Stream C-ABD		0.1	4.32	0.06	A		0.2	3.46	0.10	A
2035 + Dev										
Stream B-ACD	D5	0.2	15.22	0.20	C	D6	0.1	18.85	0.12	C
Stream A-BCD		0.3	3.91	0.13	A		0.4	4.71	0.14	A
Stream D-ABC		0.2	10.39	0.14	B		0.2	12.79	0.16	B
Stream C-ABD		0.1	4.29	0.06	A		0.2	3.45	0.10	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	28/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-9689HLT\cooke
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

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	2020	AM	ONE HOUR	00:00	01:30	15	✓
D2	2020	PM	ONE HOUR	00:00	01:30	15	✓
D3	2035	AM	ONE HOUR	00:00	01:30	15	✓
D4	2035	PM	ONE HOUR	00:00	01:30	15	✓
D5	2035 + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2035 + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	north		Major
B	east		Minor
C	south		Major
D	west		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	8.00			200.0	✓	0.00
C	8.00			240.0	✓	0.00

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	3.50	15	28
D	One lane	3.50	18	32

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-A	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	Slope for D-C
A-D	690	-	-	-	-	-	-	0.244	0.349	0.244	-	-	-
B-A	521	0.087	0.219	0.219	-	-	-	0.138	0.313	-	0.219	0.219	0.110
B-C	674	0.094	0.238	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	521	0.087	0.219	0.219	-	-	-	0.138	0.313	0.138	-	-	-
B-D, offside lane	521	0.087	0.219	0.219	-	-	-	0.138	0.313	0.138	-	-	-
C-B	713	0.252	0.252	0.360	-	-	-	-	-	-	-	-	-
D-A	676	-	-	-	-	-	-	0.239	-	0.095	-	-	-
D-B, nearside lane	524	0.139	0.139	0.315	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	524	0.139	0.139	0.315	-	-	-	0.220	0.220	0.087	-	-	-
D-C	524	-	0.139	0.315	0.110	0.220	0.220	0.220	0.220	0.087	-	-	-

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	2020	AM	ONE HOUR	00:00	01:30	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	✓	721	100.000
B		ONE HOUR	✓	47	100.000
C		ONE HOUR	✓	529	100.000
D		ONE HOUR	✓	46	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	7	686	28
	B	23	0	23	1
	C	505	14	0	10
	D	35	1	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	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	0.15	12.69	0.2	B	43	65
A-BCD	0.10	4.03	0.2	A	74	110
A-B					6	9
A-C					582	873
D-ABC	0.12	9.25	0.1	A	42	63
C-ABD	0.04	4.40	0.1	A	29	44
C-D					9	13
C-A					447	671

Main Results for each time segment

00:00 - 00:15

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	35	9	419	0.085	35	0.0	0.1	9.375	A
A-BCD	47	12	942	0.050	47	0.0	0.1	4.022	A
A-B	5	1			5				
A-C	491	123			491				
D-ABC	35	9	506	0.068	34	0.0	0.1	7.631	A
C-ABD	20	5	838	0.023	20	0.0	0.0	4.399	A
C-D	7	2			7				
C-A	371	93			371				

00:15 - 00:30

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	42	11	384	0.110	42	0.1	0.1	10.515	B
A-BCD	67	17	997	0.067	67	0.1	0.1	3.871	A
A-B	6	1			6				
A-C	575	144			575				
D-ABC	41	10	479	0.086	41	0.1	0.1	8.227	A
C-ABD	27	7	869	0.031	27	0.0	0.0	4.274	A
C-D	9	2			9				
C-A	440	110			440				

00:30 - 00:45

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	52	13	336	0.154	52	0.1	0.2	12.660	B
A-BCD	106	27	1078	0.098	106	0.1	0.2	3.704	A
A-B	7	2			7				
A-C	681	170			681				
D-ABC	51	13	440	0.115	51	0.1	0.1	9.244	A
C-ABD	41	10	916	0.044	40	0.0	0.1	4.112	A
C-D	11	3			11				
C-A	531	133			531				

00:45 - 01:00

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	52	13	336	0.154	52	0.2	0.2	12.686	B
A-BCD	106	27	1078	0.099	106	0.2	0.2	3.706	A
A-B	7	2			7				
A-C	681	170			681				
D-ABC	51	13	440	0.115	51	0.1	0.1	9.251	A
C-ABD	41	10	916	0.044	41	0.1	0.1	4.114	A
C-D	11	3			11				
C-A	531	133			531				

01:00 - 01:15

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	42	11	384	0.110	42	0.2	0.1	10.543	B
ABCD	67	17	998	0.068	68	0.2	0.1	3.875	A
AB	6	1			6				
AC	575	144			575				
D-ABC	41	10	479	0.086	41	0.1	0.1	8.235	A
C-ABD	27	7	869	0.031	27	0.1	0.0	4.278	A
C-D	9	2			9				
C-A	440	110			440				

01:15 - 01:30

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	35	9	418	0.085	36	0.1	0.1	9.402	A
ABCD	47	12	942	0.050	48	0.1	0.1	4.028	A
AB	5	1			5				
AC	490	123			490				
D-ABC	35	9	506	0.068	35	0.1	0.1	7.648	A
C-ABD	20	5	838	0.024	20	0.0	0.0	4.402	A
C-D	7	2			7				
C-A	371	93			371				

2020, 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	Crossroads	Two-way		0.99	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	2020	PM	ONE HOUR	00:00	01:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	537	100.000
B		ONE HOUR	✓	20	100.000
C		ONE HOUR	✓	874	100.000
D		ONE HOUR	✓	43	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	492	30
	B	18	0	1	1
	C	840	17	0	17
	D	35	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

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	16.79	0.1	C	18	28
A-BCD	0.11	5.26	0.3	A	66	98
A-B					13	19
A-C					415	622
D-ABC	0.12	11.84	0.2	B	39	59
C-ABD	0.07	3.95	0.1	A	57	85
C-D					15	22
C-A					731	1096

Main Results for each time segment

00:00 - 00:15

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	15	4	344	0.044	15	0.0	0.0	12.023	B
A-BCD	43	11	798	0.054	43	0.0	0.1	5.247	A
A-B	11	3			11				
A-C	350	88			350				
D-ABC	32	8	469	0.069	32	0.0	0.1	9.065	A
C-ABD	34	8	1036	0.033	34	0.0	0.0	3.953	A
C-D	12	3			12				
C-A	612	153			612				

00:15 - 00:30

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	18	4	308	0.058	18	0.0	0.1	13.650	B
A-BCD	60	15	827	0.073	60	0.1	0.1	5.167	A
A-B	12	3			12				
A-C	410	102			410				
D-ABC	39	10	433	0.089	39	0.1	0.1	10.036	B
C-ABD	50	13	1107	0.046	50	0.0	0.1	3.747	A
C-D	15	4			15				
C-A	721	180			721				

00:30 - 00:45

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	22	6	258	0.085	22	0.1	0.1	16.758	C
A-BCD	93	23	871	0.106	92	0.1	0.3	5.089	A
A-B	15	4			15				
A-C	484	121			484				
D-ABC	47	12	382	0.124	47	0.1	0.2	11.822	B
C-ABD	85	21	1210	0.071	85	0.1	0.1	3.519	A
C-D	17	4			17				
C-A	860	215			860				

00:45 - 01:00

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	6	258	0.085	22	0.1	0.1	16.786	C
A-BCD	93	23	871	0.106	93	0.3	0.3	5.092	A
A-B	15	4			15				
A-C	484	121			484				
D-ABC	47	12	382	0.124	47	0.2	0.2	11.837	B
C-ABD	85	21	1210	0.071	85	0.1	0.1	3.523	A
C-D	17	4			17				
C-A	859	215			859				

01:00 - 01:15

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	18	4	308	0.058	18	0.1	0.1	13.679	B
A-BCD	61	15	827	0.073	61	0.3	0.1	5.176	A
A-B	12	3			12				
A-C	410	102			410				
D-ABC	39	10	433	0.089	39	0.2	0.1	10.055	B
C-ABD	51	13	1107	0.046	51	0.1	0.1	3.749	A
C-D	15	4			15				
C-A	721	180			721				

01:15 - 01:30

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	15	4	344	0.044	15	0.1	0.1	12.054	B
A-BCD	44	11	798	0.055	44	0.1	0.1	5.256	A
A-B	11	3			11				
A-C	350	88			350				
D-ABC	32	8	468	0.069	32	0.1	0.1	9.087	A
C-ABD	34	9	1036	0.033	34	0.1	0.0	3.954	A
C-D	12	3			12				
C-A	612	153			612				

2035, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.26	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	2035	AM	ONE HOUR	00:00	01:30	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	✓	815	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	598	100.000
D		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	776	32
	B	26	0	26	1
	C	571	16	0	11
	D	40	1	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	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	0.20	14.94	0.2	B	49	73
A-BCD	0.13	3.92	0.3	A	98	147
A-B					7	10
A-C					644	965
D-ABC	0.14	10.20	0.2	B	48	72
C-ABD	0.06	4.32	0.1	A	37	56
C-D					10	15
C-A					501	752

Main Results for each time segment

00:00 - 00:15

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	40	10	396	0.101	40	0.0	0.1	10.095	B
A-BCD	60	15	979	0.061	60	0.0	0.1	3.915	A
A-B	6	1			6				
A-C	548	137			548				
D-ABC	39	10	488	0.080	39	0.0	0.1	8.012	A
C-ABD	24	6	859	0.028	24	0.0	0.0	4.314	A
C-D	8	2			8				
C-A	418	104			418				

00:15 - 00:30

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	48	12	356	0.134	48	0.1	0.2	11.658	B
A-BCD	88	22	1044	0.084	88	0.1	0.2	3.769	A
A-B	7	2			7				
A-C	638	160			638				
D-ABC	47	12	456	0.102	47	0.1	0.1	8.782	A
C-ABD	34	9	896	0.038	34	0.0	0.1	4.178	A
C-D	10	2			10				
C-A	494	123			494				

00:30 - 00:45

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	59	15	300	0.195	58	0.2	0.2	14.891	B
A-BCD	145	36	1138	0.128	145	0.2	0.3	3.626	A
A-B	8	2			8				
A-C	745	186			745				
D-ABC	57	14	410	0.140	57	0.1	0.2	10.189	B
C-ABD	54	13	952	0.056	53	0.1	0.1	4.006	A
C-D	12	3			12				
C-A	593	148			593				

00:45 - 01:00

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	59	15	299	0.195	59	0.2	0.2	14.945	B
A-BCD	145	36	1138	0.128	145	0.3	0.3	3.634	A
A-B	8	2			8				
A-C	745	186			745				
D-ABC	57	14	410	0.140	57	0.2	0.2	10.203	B
C-ABD	54	13	952	0.056	54	0.1	0.1	4.008	A
C-D	12	3			12				
C-A	593	148			593				

01:00 - 01:15

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	356	0.134	48	0.2	0.2	11.705	B
A-BCD	88	22	1044	0.085	89	0.3	0.2	3.772	A
A-B	7	2			7				
A-C	638	160			638				
D-ABC	47	12	456	0.102	47	0.2	0.1	8.799	A
C-ABD	34	9	896	0.038	35	0.1	0.1	4.182	A
C-D	10	2			10				
C-A	494	123			494				

01:15 - 01:30

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	40	10	395	0.101	40	0.2	0.1	10.138	B
A-BCD	60	15	979	0.062	61	0.2	0.1	3.922	A
A-B	6	1			6				
A-C	548	137			548				
D-ABC	39	10	488	0.080	39	0.1	0.1	8.030	A
C-ABD	24	6	859	0.028	25	0.1	0.0	4.318	A
C-D	8	2			8				
C-A	418	104			418				

2035, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.05	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	2035	PM	ONE HOUR	00:00	01:30	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	✓	609	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	991	100.000
D		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	17	558	34
	B	20	0	1	1
	C	953	19	0	19
	D	40	0	9	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	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	18.33	0.1	C	21	31
A-BCD	0.14	4.72	0.4	A	86	129
A-B					14	21
A-C					459	688
D-ABC	0.16	12.48	0.2	B	45	67
C-ABD	0.10	3.46	0.2	A	79	118
C-D					16	25
C-A					814	1221

Main Results for each time segment

00:00 - 00:15

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	17	4	319	0.053	17	0.0	0.1	11.893	B
A-BCD	54	14	817	0.067	54	0.0	0.1	4.716	A
A-B	12	3			12				
A-C	392	98			392				
D-ABC	37	9	444	0.082	36	0.0	0.1	8.820	A
C-ABD	44	11	1085	0.041	44	0.0	0.1	3.458	A
C-D	14	3			14				
C-A	688	172			688				

00:15 - 00:30

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	20	5	278	0.073	20	0.1	0.1	13.945	B
A-BCD	78	20	852	0.092	78	0.1	0.2	4.648	A
A-B	14	3			14				
A-C	456	114			456				
D-ABC	44	11	403	0.109	44	0.1	0.1	10.018	B
C-ABD	68	17	1168	0.058	68	0.1	0.1	3.272	A
C-D	16	4			16				
C-A	806	202			806				

00:30 - 00:45

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	25	6	222	0.113	25	0.1	0.1	18.270	C
A-BCD	125	31	906	0.138	124	0.2	0.4	4.608	A
A-B	16	4			16				
A-C	529	132			529				
D-ABC	54	13	342	0.157	53	0.1	0.2	12.451	B
C-ABD	124	31	1289	0.096	123	0.1	0.2	3.088	A
C-D	19	5			19				
C-A	948	237			948				

00:45 - 01:00

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	221	0.113	25	0.1	0.1	18.327	C
A-BCD	125	31	907	0.138	125	0.4	0.4	4.616	A
A-B	16	4			16				
A-C	529	132			529				
D-ABC	54	13	342	0.157	54	0.2	0.2	12.479	B
C-ABD	124	31	1289	0.096	124	0.2	0.2	3.093	A
C-D	19	5			19				
C-A	948	237			948				

01:00 - 01:15

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	278	0.073	21	0.1	0.1	13.995	B
A-BCD	78	20	853	0.092	79	0.4	0.2	4.661	A
A-B	14	3			14				
A-C	455	114			455				
D-ABC	44	11	403	0.109	44	0.2	0.1	10.044	B
C-ABD	68	17	1168	0.058	69	0.2	0.1	3.278	A
C-D	16	4			16				
C-A	806	202			806				

01:15 - 01:30

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	17	4	319	0.054	17	0.1	0.1	11.930	B
A-BCD	55	14	818	0.067	55	0.2	0.1	4.724	A
A-B	12	3			12				
A-C	392	98			392				
D-ABC	37	9	444	0.083	37	0.1	0.1	8.845	A
C-ABD	44	11	1085	0.041	44	0.1	0.1	3.463	A
C-D	14	3			14				
C-A	688	172			688				

2035 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.27	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	2035 + Dev	AM	ONE HOUR	00:00	01:30	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	✓	824	100.000
B		ONE HOUR	✓	53	100.000
C		ONE HOUR	✓	614	100.000
D		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	784	32
	B	26	0	26	1
	C	586	16	0	12
	D	40	1	11	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	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	0.20	15.22	0.2	C	49	74
A-BCD	0.13	3.91	0.3	A	100	150
A-B					7	10
A-C					650	975
D-ABC	0.14	10.39	0.2	B	48	72
C-ABD	0.06	4.29	0.1	A	39	59
C-D					10	15
C-A					514	771

Main Results for each time segment

00:00 - 00:15

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	40	10	393	0.102	40	0.0	0.1	10.168	B
A-BCD	61	15	981	0.062	60	0.0	0.1	3.908	A
A-B	6	1			6				
A-C	554	138			554				
D-ABC	39	10	484	0.081	39	0.0	0.1	8.090	A
C-ABD	25	6	865	0.029	25	0.0	0.0	4.285	A
C-D	8	2			8				
C-A	428	107			428				

00:15 - 00:30

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	48	12	353	0.136	48	0.1	0.2	11.782	B
A-BCD	89	22	1047	0.085	89	0.1	0.2	3.762	A
A-B	7	2			7				
A-C	645	161			645				
D-ABC	47	12	452	0.104	47	0.1	0.1	8.888	A
C-ABD	36	9	904	0.040	36	0.0	0.1	4.146	A
C-D	10	3			10				
C-A	506	126			506				

00:30 - 00:45

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	59	15	296	0.199	58	0.2	0.2	15.165	C
A-BCD	148	37	1142	0.130	148	0.2	0.3	3.625	A
A-B	8	2			8				
A-C	751	188			751				
D-ABC	57	14	404	0.142	57	0.1	0.2	10.373	B
C-ABD	57	14	963	0.059	57	0.1	0.1	3.972	A
C-D	12	3			12				
C-A	607	152			607				

00:45 - 01:00

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	59	15	295	0.199	59	0.2	0.2	15.223	C
A-BCD	149	37	1142	0.130	149	0.3	0.3	3.626	A
A-B	8	2			8				
A-C	751	188			751				
D-ABC	57	14	404	0.142	57	0.2	0.2	10.388	B
C-ABD	57	14	963	0.059	57	0.1	0.1	3.974	A
C-D	12	3			12				
C-A	607	152			607				

01:00 - 01:15

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	353	0.136	48	0.2	0.2	11.831	B
A-BCD	90	22	1047	0.086	90	0.3	0.2	3.765	A
A-B	7	2			7				
A-C	644	161			644				
D-ABC	47	12	452	0.104	47	0.2	0.1	8.905	A
C-ABD	36	9	904	0.040	36	0.1	0.1	4.149	A
C-D	10	3			10				
C-A	506	126			506				

01:15 - 01:30

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	40	10	393	0.102	40	0.2	0.1	10.211	B
A-BCD	61	15	982	0.062	61	0.2	0.1	3.913	A
A-B	6	1			6				
A-C	554	138			554				
D-ABC	39	10	484	0.081	39	0.1	0.1	8.104	A
C-ABD	26	6	865	0.030	26	0.1	0.0	4.289	A
C-D	8	2			8				
C-A	428	107			428				

2035 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.07	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
D6	2035 + Dev	PM	ONE HOUR	00:00	01:30	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	✓	620	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	1008	100.000
D		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	17	569	34
	B	20	0	1	1
	C	968	20	0	19
	D	40	0	9	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
	A	B	C	D
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	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	18.85	0.1	C	21	31
A-BCD	0.14	4.71	0.4	A	88	132
A-B					14	21
A-C					467	700
D-ABC	0.16	12.79	0.2	B	45	67
C-ABD	0.10	3.45	0.2	A	86	128
C-D					16	25
C-A					823	1234

Main Results for each time segment

00:00 - 00:15

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	17	4	316	0.054	17	0.0	0.1	12.039	B
A-BCD	55	14	821	0.067	55	0.0	0.1	4.701	A
A-B	12	3			12				
A-C	399	100			399				
D-ABC	37	9	440	0.084	36	0.0	0.1	8.915	A
C-ABD	47	12	1091	0.043	47	0.0	0.1	3.447	A
C-D	14	3			14				
C-A	697	174			697				

00:15 - 00:30

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	20	5	274	0.074	20	0.1	0.1	14.186	B
A-BCD	80	20	857	0.093	79	0.1	0.2	4.633	A
A-B	14	3			14				
A-C	463	116			463				
D-ABC	44	11	398	0.110	44	0.1	0.1	10.170	B
C-ABD	74	18	1176	0.063	73	0.1	0.1	3.263	A
C-D	16	4			16				
C-A	816	204			816				

00:30 - 00:45

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	25	6	216	0.115	25	0.1	0.1	18.783	C
A-BCD	128	32	913	0.141	128	0.2	0.4	4.592	A
A-B	16	4			16				
A-C	538	134			538				
D-ABC	54	13	335	0.160	53	0.1	0.2	12.760	B
C-ABD	135	34	1300	0.104	135	0.1	0.2	3.090	A
C-D	19	5			19				
C-A	955	239			955				

00:45 - 01:00

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	216	0.116	25	0.1	0.1	18.847	C
A-BCD	129	32	913	0.141	129	0.4	0.4	4.600	A
A-B	16	4			16				
A-C	537	134			537				
D-ABC	54	13	335	0.160	54	0.2	0.2	12.792	B
C-ABD	136	34	1300	0.104	136	0.2	0.2	3.092	A
C-D	19	5			19				
C-A	955	239			955				

01:00 - 01:15

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	274	0.075	21	0.1	0.1	14.237	B
A-BCD	80	20	857	0.093	81	0.4	0.2	4.645	A
A-B	14	3			14				
A-C	463	116			463				
D-ABC	44	11	397	0.110	44	0.2	0.1	10.200	B
C-ABD	74	18	1177	0.063	74	0.2	0.1	3.270	A
C-D	16	4			16				
C-A	816	204			816				

01:15 - 01:30

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	17	4	315	0.054	17	0.1	0.1	12.076	B
A-BCD	56	14	821	0.068	56	0.2	0.1	4.711	A
A-B	12	3			12				
A-C	399	100			399				
D-ABC	37	9	440	0.084	37	0.1	0.1	8.942	A
C-ABD	47	12	1091	0.044	48	0.1	0.1	3.452	A
C-D	14	3			14				
C-A	697	174			697				

Appendix J

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: J2 - Heol Neuadd Domos RAB.j9
 Path: K:\T20\Jobs\T20.149 - Pont Rhyd Y Cyff\Analysis\Modelling
 Report generation date: 12/10/2020 10:34:04

- »2020, AM
- »2020, PM
- »2035, AM
- »2035, PM
- »2035 + Dev, AM
- »2035 + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2020										
Arm 1	D1	1.9	8.11	0.66	A	D2	1.4	6.88	0.59	A
Arm 2		0.1	4.45	0.12	A		0.1	3.88	0.05	A
Arm 3		0.5	4.20	0.35	A		2.8	10.78	0.74	B
2035										
Arm 1	D3	2.8	10.81	0.74	B	D4	2.0	8.58	0.67	A
Arm 2		0.2	4.93	0.15	A		0.1	4.17	0.06	A
Arm 3		0.7	4.57	0.40	A		5.3	18.39	0.85	C
2035 + Dev										
Arm 1	D5	2.9	11.13	0.75	B	D6	2.1	8.90	0.68	A
Arm 2		0.2	4.98	0.15	A		0.1	4.22	0.07	A
Arm 3		0.7	4.68	0.41	A		6.0	20.51	0.87	C

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	
Location	
Site number	
Date	28/09/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-9689HLT\cooke
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

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	2020	AM	ONE HOUR	00:00	01:30	15	✓
D2	2020	PM	ONE HOUR	00:00	01:30	15	✓
D3	2035	AM	ONE HOUR	00:00	01:30	15	✓
D4	2035	PM	ONE HOUR	00:00	01:30	15	✓
D5	2035 + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D6	2035 + Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	North	
2	East	
3	South	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.60	4.20	6.0	20.0	28.0	14.0	
2	3.50	5.30	6.0	20.0	28.0	14.0	
3	3.50	5.00	6.0	20.0	28.0	14.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.594	1297
2	0.618	1413
3	0.613	1386

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	2020	AM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	770	100.000
2		ONE HOUR	✓	102	100.000
3		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	46	50	674
	2	61	1	40
	3	408	4	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.66	8.11	1.9	A	707	1060
2	0.12	4.45	0.1	A	94	140
3	0.35	4.20	0.5	A	381	571

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	145	6	1293	0.448	576	386	0.0	0.8	5.001	A
2	77	19	541	1079	0.071	76	41	0.0	0.1	3.592	A
3	312	78	81	1336	0.234	311	537	0.0	0.3	3.506	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	173	7	1292	0.536	691	463	0.8	1.1	5.971	A
2	92	23	649	1012	0.091	92	49	0.1	0.1	3.911	A
3	373	93	97	1327	0.281	373	643	0.3	0.4	3.774	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	848	212	9	1292	0.656	845	566	1.1	1.9	8.008	A
2	112	28	793	923	0.122	112	60	0.1	0.1	4.441	A
3	457	114	119	1313	0.348	456	787	0.4	0.5	4.198	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	848	212	9	1292	0.656	848	567	1.9	1.9	8.106	A
2	112	28	796	921	0.122	112	61	0.1	0.1	4.450	A
3	457	114	119	1313	0.348	457	789	0.5	0.5	4.204	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	692	173	7	1292	0.536	695	464	1.9	1.2	6.054	A
2	92	23	653	1010	0.091	92	50	0.1	0.1	3.924	A
3	373	93	97	1326	0.281	374	647	0.5	0.4	3.783	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	580	145	6	1293	0.448	581	388	1.2	0.8	5.067	A
2	77	19	546	1076	0.071	77	42	0.1	0.1	3.603	A
3	312	78	81	1336	0.234	313	541	0.4	0.3	3.518	A

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.91	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	2020	PM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	685	100.000
2		ONE HOUR	✓	48	100.000
3		ONE HOUR	✓	870	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	108	49	528
	2	33	0	15
	3	840	30	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.59	6.88	1.4	A	629	943
2	0.05	3.88	0.1	A	44	66
3	0.74	10.78	2.8	B	798	1197

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	22	1283	0.402	513	734	0.0	0.7	4.657	A
2	36	9	476	1119	0.032	36	59	0.0	0.0	3.324	A
3	655	164	106	1321	0.496	651	407	0.0	1.0	5.341	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	616	154	27	1281	0.481	615	880	0.7	0.9	5.398	A
2	43	11	571	1060	0.041	43	71	0.0	0.0	3.538	A
3	782	196	127	1308	0.598	780	487	1.0	1.5	6.789	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	189	33	1277	0.591	752	1075	0.9	1.4	6.831	A
2	53	13	698	981	0.054	53	87	0.0	0.1	3.876	A
3	958	239	155	1291	0.742	953	596	1.5	2.8	10.480	B

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	189	33	1277	0.591	754	1080	1.4	1.4	6.883	A
2	53	13	700	980	0.054	53	87	0.1	0.1	3.881	A
3	958	239	155	1291	0.742	958	598	2.8	2.8	10.785	B

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	616	154	27	1281	0.481	618	887	1.4	0.9	5.448	A
2	43	11	574	1059	0.041	43	71	0.1	0.0	3.544	A
3	782	196	127	1308	0.598	787	490	2.8	1.5	6.979	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	516	129	23	1283	0.402	517	741	0.9	0.7	4.702	A
2	36	9	480	1117	0.032	36	60	0.0	0.0	3.334	A
3	655	164	106	1321	0.496	657	410	1.5	1.0	5.440	A

2035, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.33	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
D3	2035	AM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	871	100.000
2		ONE HOUR	✓	115	100.000
3		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	52	57	762
	2	69	1	45
	3	461	5	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.74	10.81	2.8	B	799	1198
2	0.15	4.93	0.2	A	106	159
3	0.40	4.57	0.7	A	431	646

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	655	164	7	1293	0.507	651	437	0.0	1.0	5.580	A
2	87	22	612	1035	0.084	86	47	0.0	0.1	3.795	A
3	353	88	91	1330	0.266	352	607	0.0	0.4	3.676	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	783	196	8	1292	0.606	781	523	1.0	1.5	7.009	A
2	104	26	733	960	0.108	104	56	0.1	0.1	4.203	A
3	422	105	110	1319	0.320	421	727	0.4	0.5	4.010	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	959	240	10	1291	0.743	954	640	1.5	2.8	10.515	B
2	127	32	895	860	0.148	127	68	0.1	0.2	4.911	A
3	517	129	134	1304	0.396	516	888	0.5	0.7	4.565	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	959	240	10	1291	0.743	958	641	2.8	2.8	10.807	B
2	127	32	900	857	0.148	127	68	0.2	0.2	4.931	A
3	517	129	134	1304	0.396	517	892	0.7	0.7	4.574	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	783	196	8	1292	0.606	788	525	2.8	1.6	7.211	A
2	104	26	740	956	0.108	104	56	0.2	0.1	4.227	A
3	422	105	110	1318	0.320	423	733	0.7	0.5	4.021	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	655	164	7	1293	0.507	658	439	1.6	1.0	5.688	A
2	87	22	617	1031	0.084	87	47	0.1	0.1	3.811	A
3	353	88	92	1329	0.266	354	612	0.5	0.4	3.693	A

2035, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	13.77	B

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	2035	PM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	777	100.000
2		ONE HOUR	✓	54	100.000
3		ONE HOUR	✓	987	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	122	56	599
	2	37	0	17
	3	953	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.67	8.58	2.0	A	713	1069
2	0.06	4.17	0.1	A	50	75
3	0.85	18.39	5.3	C	905	1358

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	25	1282	0.456	581	832	0.0	0.8	5.119	A
2	41	10	540	1079	0.038	41	67	0.0	0.0	3.466	A
3	743	186	120	1313	0.566	738	461	0.0	1.3	6.208	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	698	175	30	1279	0.546	697	997	0.8	1.2	6.173	A
2	49	12	647	1013	0.048	49	80	0.0	0.1	3.732	A
3	887	222	143	1298	0.683	884	552	1.3	2.1	8.619	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	855	214	37	1275	0.671	852	1213	1.2	2.0	8.453	A
2	60	15	791	924	0.065	60	98	0.1	0.1	4.165	A
3	1086	272	175	1278	0.850	1074	675	2.1	5.0	16.747	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	855	214	37	1274	0.671	855	1224	2.0	2.0	8.578	A
2	60	15	794	922	0.065	60	99	0.1	0.1	4.174	A
3	1086	272	176	1278	0.850	1085	678	5.0	5.3	18.392	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	698	175	31	1278	0.546	701	1013	2.0	1.2	6.274	A
2	49	12	651	1011	0.048	49	81	0.1	0.1	3.746	A
3	887	222	144	1298	0.684	899	556	5.3	2.2	9.304	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	585	146	26	1281	0.456	586	841	1.2	0.8	5.191	A
2	41	10	544	1077	0.038	41	68	0.1	0.0	3.478	A
3	743	186	121	1312	0.566	746	465	2.2	1.3	6.403	A

2035 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.53	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	2035 + Dev	AM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	879	100.000
2		ONE HOUR	✓	116	100.000
3		ONE HOUR	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	52	57	771
	2	69	1	46
	3	478	5	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.75	11.13	2.9	B	807	1210
2	0.15	4.98	0.2	A	106	159
3	0.41	4.68	0.7	A	446	669

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	662	165	7	1293	0.512	658	449	0.0	1.0	5.636	A
2	87	22	618	1031	0.085	87	47	0.0	0.1	3.813	A
3	366	91	91	1330	0.275	364	613	0.0	0.4	3.725	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	790	198	8	1292	0.612	788	538	1.0	1.5	7.120	A
2	104	26	741	955	0.109	104	56	0.1	0.1	4.229	A
3	437	109	110	1319	0.331	437	735	0.4	0.5	4.079	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	968	242	10	1291	0.750	963	658	1.5	2.9	10.803	B
2	128	32	905	854	0.149	127	68	0.1	0.2	4.953	A
3	535	134	134	1304	0.411	534	898	0.5	0.7	4.674	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	968	242	10	1291	0.750	968	659	2.9	2.9	11.126	B
2	128	32	909	851	0.150	128	69	0.2	0.2	4.975	A
3	535	134	134	1304	0.411	535	902	0.7	0.7	4.685	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	790	198	8	1292	0.612	796	540	2.9	1.6	7.334	A
2	104	26	748	951	0.110	104	56	0.2	0.1	4.254	A
3	437	109	110	1318	0.331	438	742	0.7	0.5	4.091	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	662	165	7	1293	0.512	664	452	1.6	1.1	5.747	A
2	87	22	624	1027	0.085	87	47	0.1	0.1	3.832	A
3	366	91	92	1329	0.275	366	619	0.5	0.4	3.739	A

2035 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	15.07	C

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	2035 + Dev	PM	ONE HOUR	00:00	01:30	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 (%)
1		ONE HOUR	✓	790	100.000
2		ONE HOUR	✓	55	100.000
3		ONE HOUR	✓	1006	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	122	56	612
	2	37	0	17
	3	971	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	0
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.68	8.90	2.1	A	725	1088
2	0.07	4.22	0.1	A	50	75
3	0.87	20.51	6.0	C	923	1385

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	595	149	26	1281	0.464	592	846	0.0	0.9	5.193	A
2	41	10	550	1073	0.038	41	68	0.0	0.0	3.487	A
3	757	189	120	1313	0.577	752	471	0.0	1.3	6.365	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	178	31	1278	0.556	709	1013	0.9	1.2	6.307	A
2	49	12	659	1006	0.049	49	81	0.0	0.1	3.763	A
3	904	226	143	1298	0.697	901	565	1.3	2.2	8.983	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	870	218	38	1274	0.683	867	1232	1.2	2.1	8.758	A
2	60	15	806	915	0.066	60	99	0.1	0.1	4.211	A
3	1108	277	175	1278	0.866	1094	691	2.2	5.6	18.287	C

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	870	218	38	1274	0.683	870	1244	2.1	2.1	8.902	A
2	60	15	809	913	0.066	60	99	0.1	0.1	4.221	A
3	1108	277	176	1278	0.867	1106	693	5.6	6.0	20.513	C

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	711	178	32	1278	0.556	714	1032	2.1	1.3	6.420	A
2	49	12	664	1003	0.049	49	82	0.1	0.1	3.777	A
3	904	226	144	1297	0.697	919	569	6.0	2.4	9.854	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	595	149	26	1281	0.464	597	856	1.3	0.9	5.272	A
2	41	10	555	1070	0.039	41	68	0.1	0.0	3.498	A
3	757	189	121	1312	0.577	761	475	2.4	1.4	6.585	A

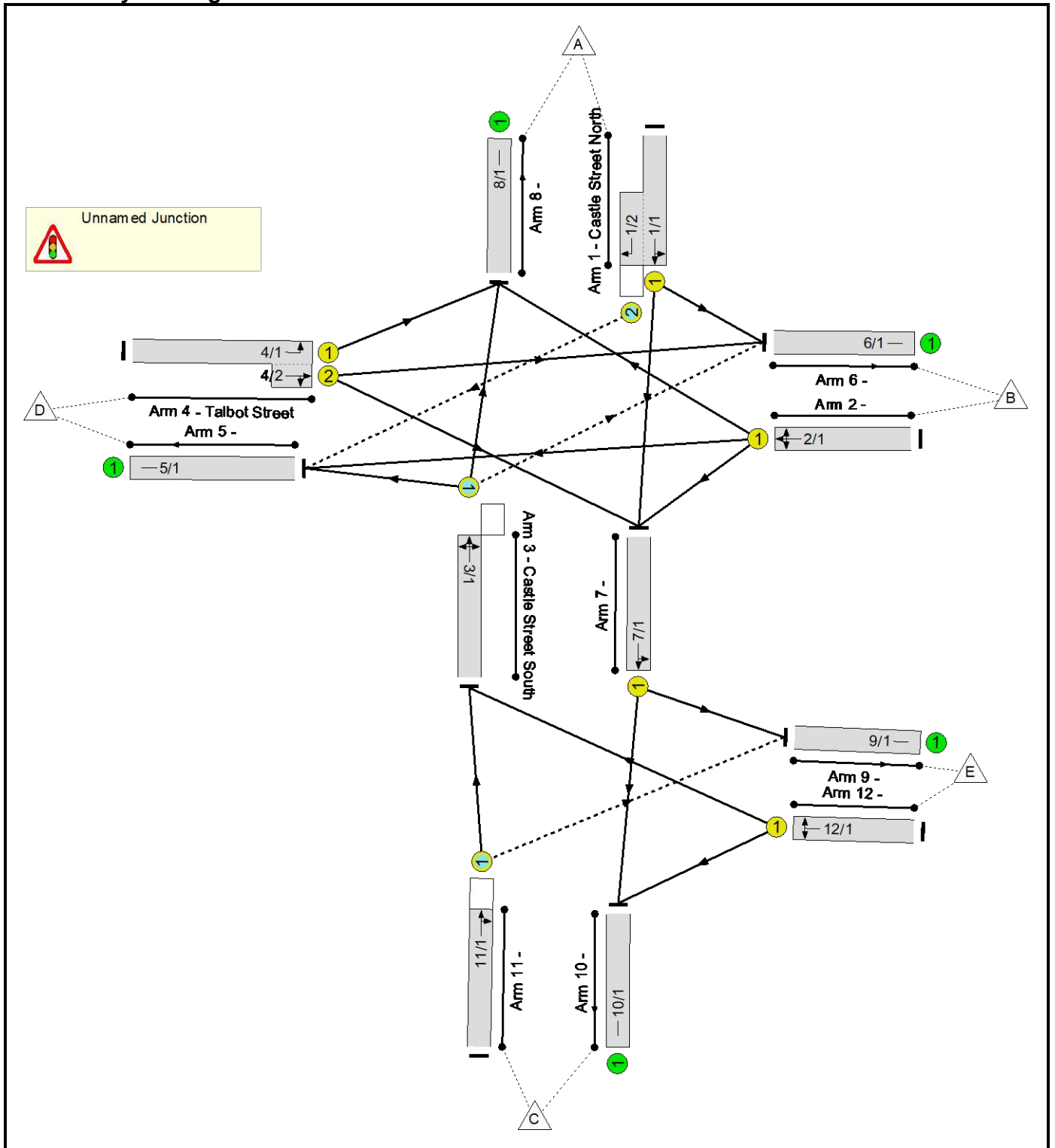
Appendix K

Full Input Data And Results

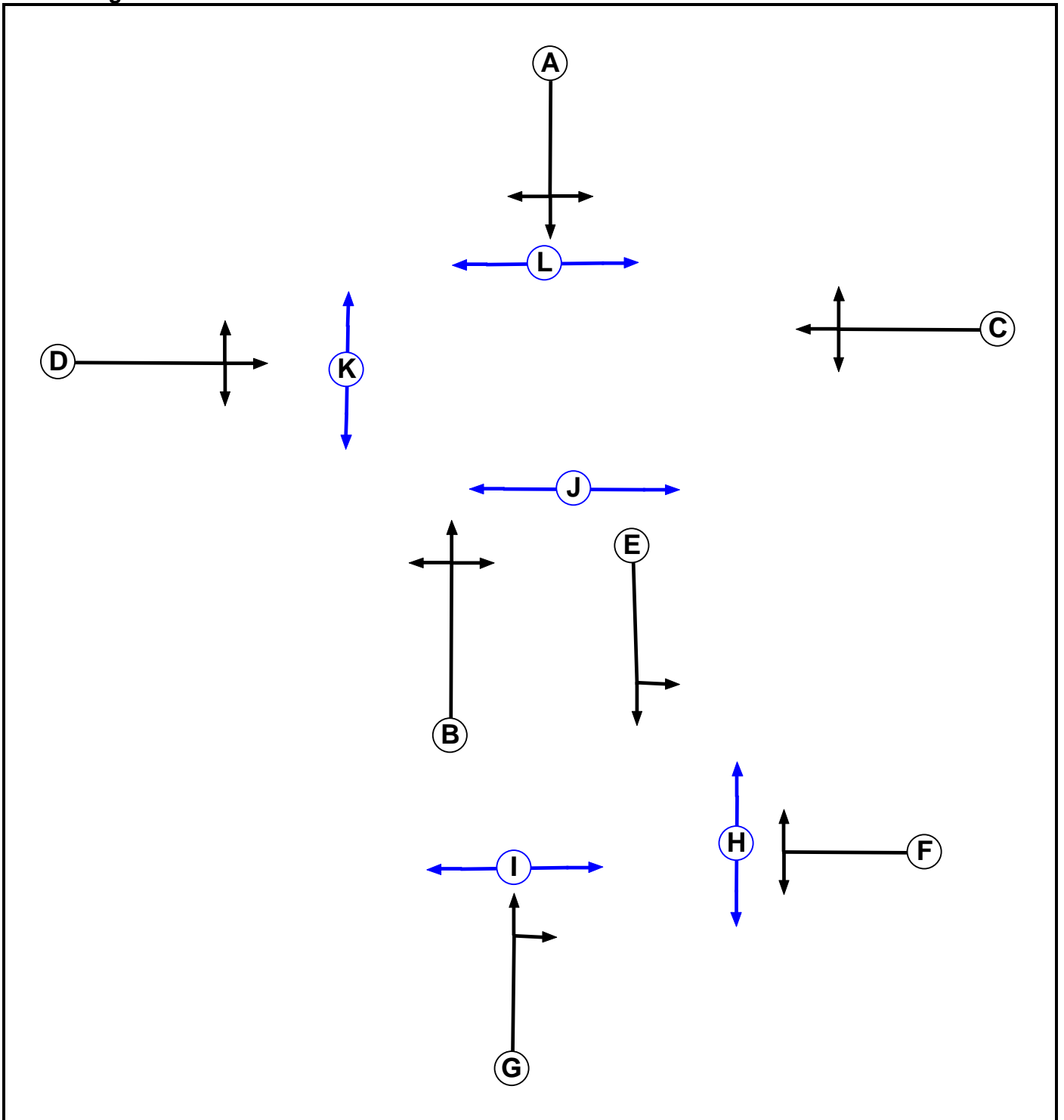
User and Project Details

Project:	Land to the South of Pont Rhyd-y-Cyff
Title:	Castle Street / Talbot Street Signals
Location:	Maesteg, Bridgend
Additional detail:	
File name:	Castle Street Talbot Street Signals.lsg3x
Author:	David Cooke
Company:	Asbri Transport
Address:	Cardiff

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Pedestrian		7	7

Phase Intergreens Matrix

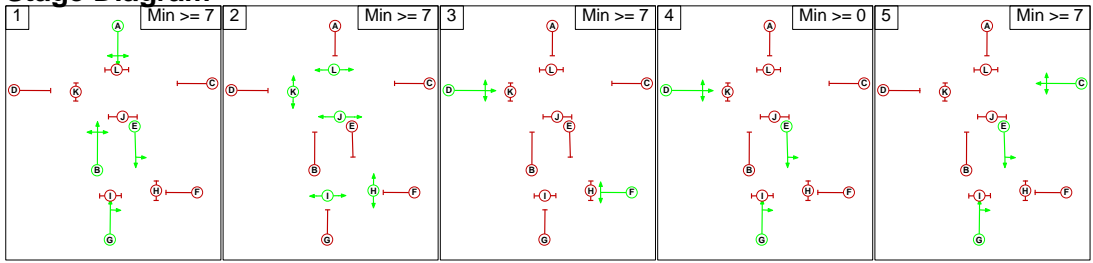
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A	-	5	5	-	-	-	-	-	-	7	7	7
	B	-	-	5	5	-	-	-	-	-	7	7	7
	C	5	5	-	5	-	-	-	-	-	7	7	7
	D	5	5	5	-	-	-	-	-	-	7	7	7
	E	-	-	-	-	5	-	7	7	-	-	-	-
	F	-	-	-	-	5	5	7	7	-	-	-	-
	G	-	-	-	-	-	5	7	7	-	-	-	-
	H	-	-	-	-	9	9	9	-	-	-	-	-
	I	-	-	-	-	9	9	9	-	-	-	-	-
	J	9	9	9	9	-	-	-	-	-	-	-	-
	K	9	9	9	9	-	-	-	-	-	-	-	-
	L	9	9	9	9	-	-	-	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A B E G
2	H I J K L
3	D F
4	D E G
5	C E G

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage				
	1	2	3	4	5
From Stage	1		7	5	5
	2	9		9	9
	3	5	7		5
	4	5	7	5	
	5	5	7	5	5

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Castle Street North)	5/1 (Right)	1439	0	3/1	1.09	To 5/1 (Left) To 8/1 (Ahead)	2.00	-	0.50	2	2.00
3/1 (Castle Street South)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00
11/1	9/1 (Right)	1439	0	7/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Castle Street North)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Left	10.00
											Arm 7 Ahead	Inf
1/2 (Castle Street North)	O	A	2	3	4.7	Geom	-	3.25	0.00	Y	Arm 5 Right	20.00
2/1	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 7 Left	10.00
											Arm 8 Right	20.00
3/1 (Castle Street South)	O	B	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 5 Left	10.00
											Arm 6 Right	20.00
											Arm 8 Ahead	Inf
4/1 (Talbot Street)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Left	10.00
4/2 (Talbot Street)	U	D	2	3	2.6	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	20.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U	E	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 9 Left	10.00
											Arm 10 Ahead	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1	O	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Ahead	Inf
											Arm 9 Right	20.00
12/1	U	F	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Right	Inf
											Arm 10 Left	Inf

Traffic Flow Groups

Full Input Data And Results

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 B AM'	08:00	09:00	01:00	
2: '2020 B PM'	16:15	17:15	01:00	
3: '2035 B AM'	08:00	09:00	01:00	
4: '2035 B PM'	16:15	17:15	01:00	
5: '2035 B + D AM'	08:00	09:00	01:00	
6: '2035 B + D PM'	16:15	17:15	01:00	

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')
Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	269	60	46	375
	B	0	0	0	0	0	0
	C	231	0	0	81	46	358
	D	0	95	83	0	23	201
	E	26	0	26	13	0	65
	Tot.	257	95	378	154	115	999

Traffic Lane Flows

Lane	Scenario 1: 2020 AM
Junction: Unnamed Junction	
1/1 (with short)	375(In) 315(Out)
1/2 (short)	60
2/1	0
3/1	351
4/1 (with short)	201(In) 0(Out)
4/2 (short)	201
5/1	154
6/1	95
7/1	421
8/1	257
9/1	115
10/1	378
11/1	358
12/1	65

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	26.8 %	1904	1904
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	73.2 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	47.3 %	1866	1866
				Arm 7 Right	20.00	52.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	16.4 %	1893	1893
				Arm 10 Ahead	Inf	83.6 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	87.2 %	1921	1921
				Arm 9 Right	20.00	12.8 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	255	64	69	388
	B	0	0	0	0	0	0
	C	316	0	0	70	69	455
	D	0	176	88	0	35	299
	E	66	0	66	33	0	165
	Tot.	382	176	409	167	173	1307

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2020 PM
Junction: Unnamed Junction	
1/1 (with short)	388(In) 324(Out)
1/2 (short)	64
2/1	0
3/1	485
4/1 (with short)	299(In) 0(Out)
4/2 (short)	299
5/1	167
6/1	176
7/1	447
8/1	382
9/1	173
10/1	409
11/1	455
12/1	165

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	21.2 %	1919	1919
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	78.8 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	58.9 %	1882	1882
				Arm 7 Right	20.00	41.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	23.3 %	1875	1875
				Arm 10 Ahead	Inf	76.7 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	84.8 %	1918	1918
				Arm 9 Right	20.00	15.2 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	304	68	46	418
	B	0	0	0	0	0	0
	C	261	0	0	92	46	399
	D	0	107	94	0	23	224
	E	26	0	26	13	0	65
	Tot.	287	107	424	173	115	1106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2035 AM
Junction: Unnamed Junction	
1/1 (with short)	418(In) 350(Out)
1/2 (short)	68
2/1	0
3/1	392
4/1 (with short)	224(In) 0(Out)
4/2 (short)	224
5/1	173
6/1	107
7/1	467
8/1	287
9/1	115
10/1	424
11/1	399
12/1	65

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	26.8 %	1904	1904
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	73.2 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	47.8 %	1867	1867
				Arm 7 Right	20.00	52.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	14.8 %	1898	1898
				Arm 10 Ahead	Inf	85.2 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	88.5 %	1923	1923
				Arm 9 Right	20.00	11.5 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 4: '2035 PM' (FG4: '2035 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	289	73	69	431
	B	0	0	0	0	0	0
	C	358	0	0	0	69	427
	D	0	200	100	0	35	335
	E	66	0	66	33	0	165
	Tot.	424	200	455	106	173	1358

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2035 PM
Junction: Unnamed Junction	
1/1 (with short)	431(In) 358(Out)
1/2 (short)	73
2/1	0
3/1	457
4/1 (with short)	335(In) 0(Out)
4/2 (short)	335
5/1	106
6/1	200
7/1	493
8/1	424
9/1	173
10/1	455
11/1	427
12/1	165

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	7.2 %	1959	1959
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	92.8 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	59.7 %	1883	1883
				Arm 7 Right	20.00	40.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	21.1 %	1880	1880
				Arm 10 Ahead	Inf	78.9 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	83.8 %	1917	1917
				Arm 9 Right	20.00	16.2 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 5: '2035 + D AM' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	309	68	46	423
	B	0	0	0	0	0	0
	C	267	0	0	92	46	405
	D	0	107	94	0	23	224
	E	26	0	26	13	0	65
	Tot.	293	107	429	173	115	1117

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2035 + D AM
Junction: Unnamed Junction	
1/1 (with short)	423(In) 355(Out)
1/2 (short)	68
2/1	0
3/1	398
4/1 (with short)	224(In) 0(Out)
4/2 (short)	224
5/1	173
6/1	107
7/1	472
8/1	293
9/1	115
10/1	429
11/1	405
12/1	65

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	26.4 %	1905	1905
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	73.6 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	47.8 %	1867	1867
				Arm 7 Right	20.00	52.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	14.6 %	1898	1898
				Arm 10 Ahead	Inf	85.4 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	88.6 %	1924	1924
				Arm 9 Right	20.00	11.4 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 6: '2035 + D PM' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	0	294	73	69	436
	B	0	0	0	0	0	0
	C	366	0	0	79	69	514
	D	0	200	100	0	35	335
	E	66	0	66	33	0	165
	Tot.	432	200	460	185	173	1450

Full Input Data And Results

Traffic Lane Flows

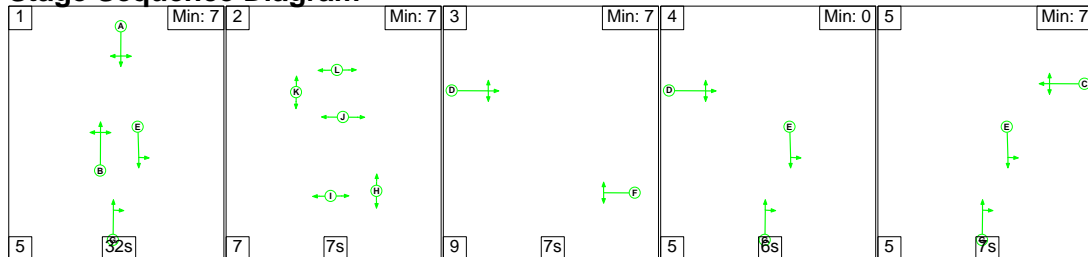
Lane	Scenario 6: 2035 + D PM
Junction: Unnamed Junction	
1/1 (with short)	436(In) 363(Out)
1/2 (short)	73
2/1	0
3/1	544
4/1 (with short)	335(In) 0(Out)
4/2 (short)	335
5/1	185
6/1	200
7/1	498
8/1	432
9/1	173
10/1	460
11/1	514
12/1	165

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Castle Street North)	3.25	0.00	Y	Arm 6 Left	10.00	0.0 %	1940	1940
				Arm 7 Ahead	Inf	100.0 %		
1/2 (Castle Street North)	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
2/1	4.00	0.00	Y	Arm 5 Ahead	Inf	0.0 %	2015	2015
				Arm 7 Left	10.00	0.0 %		
				Arm 8 Right	20.00	0.0 %		
3/1 (Castle Street South)	3.65	0.00	Y	Arm 5 Left	10.00	20.6 %	1921	1921
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	79.4 %		
4/1 (Talbot Street)	3.25	0.00	Y	Arm 8 Left	10.00	0.0 %	1940	1940
4/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	59.7 %	1883	1883
				Arm 7 Right	20.00	40.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	3.25	0.00	Y	Arm 9 Left	10.00	20.9 %	1881	1881
				Arm 10 Ahead	Inf	79.1 %		
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf
11/1	3.25	0.00	Y	Arm 3 Ahead	Inf	86.6 %	1921	1921
				Arm 9 Right	20.00	13.4 %		
12/1	3.25	0.00	Y	Arm 3 Right	Inf	60.0 %	1940	1940
				Arm 10 Left	Inf	40.0 %		

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')

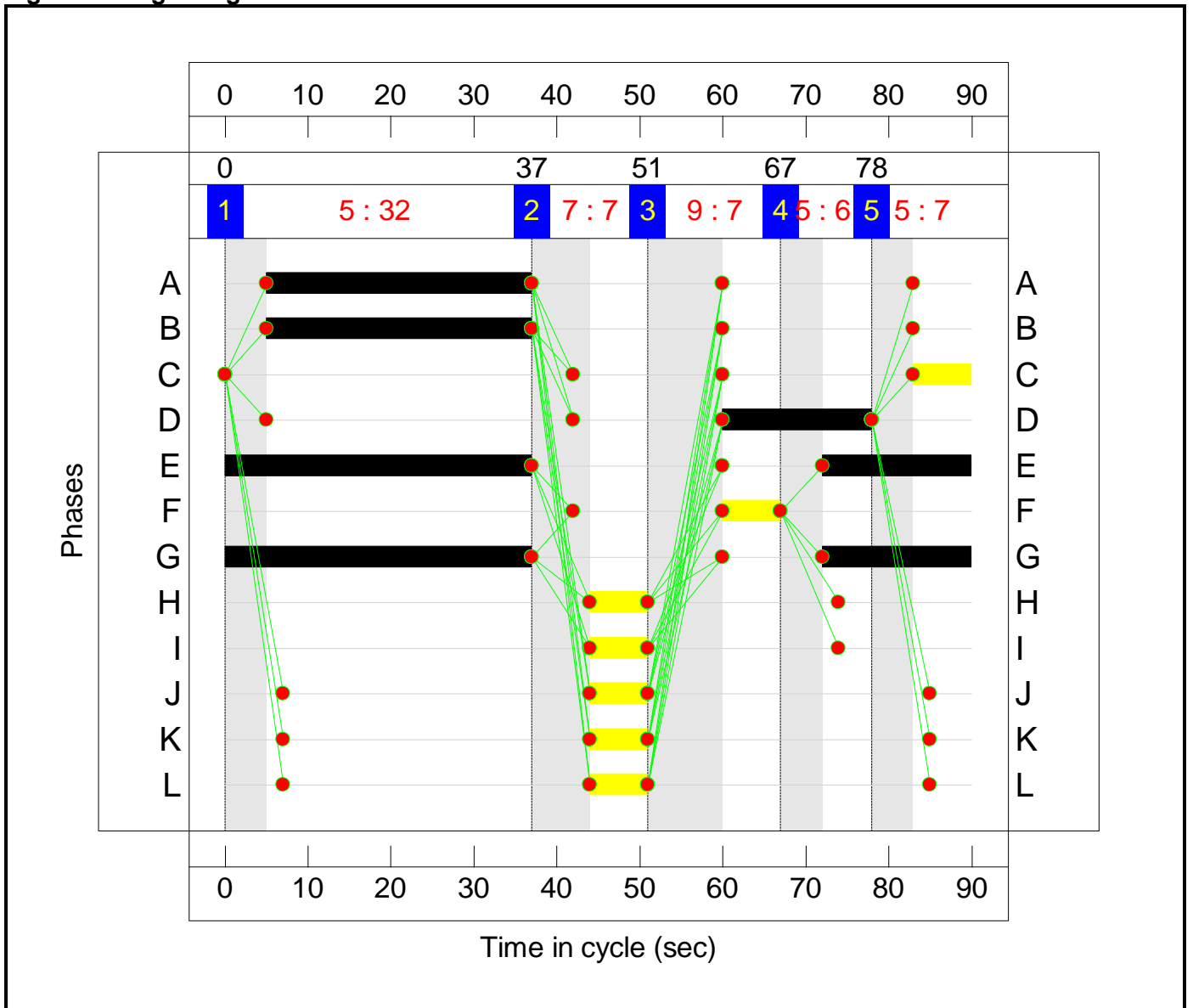
Stage Sequence Diagram




Stage Timings

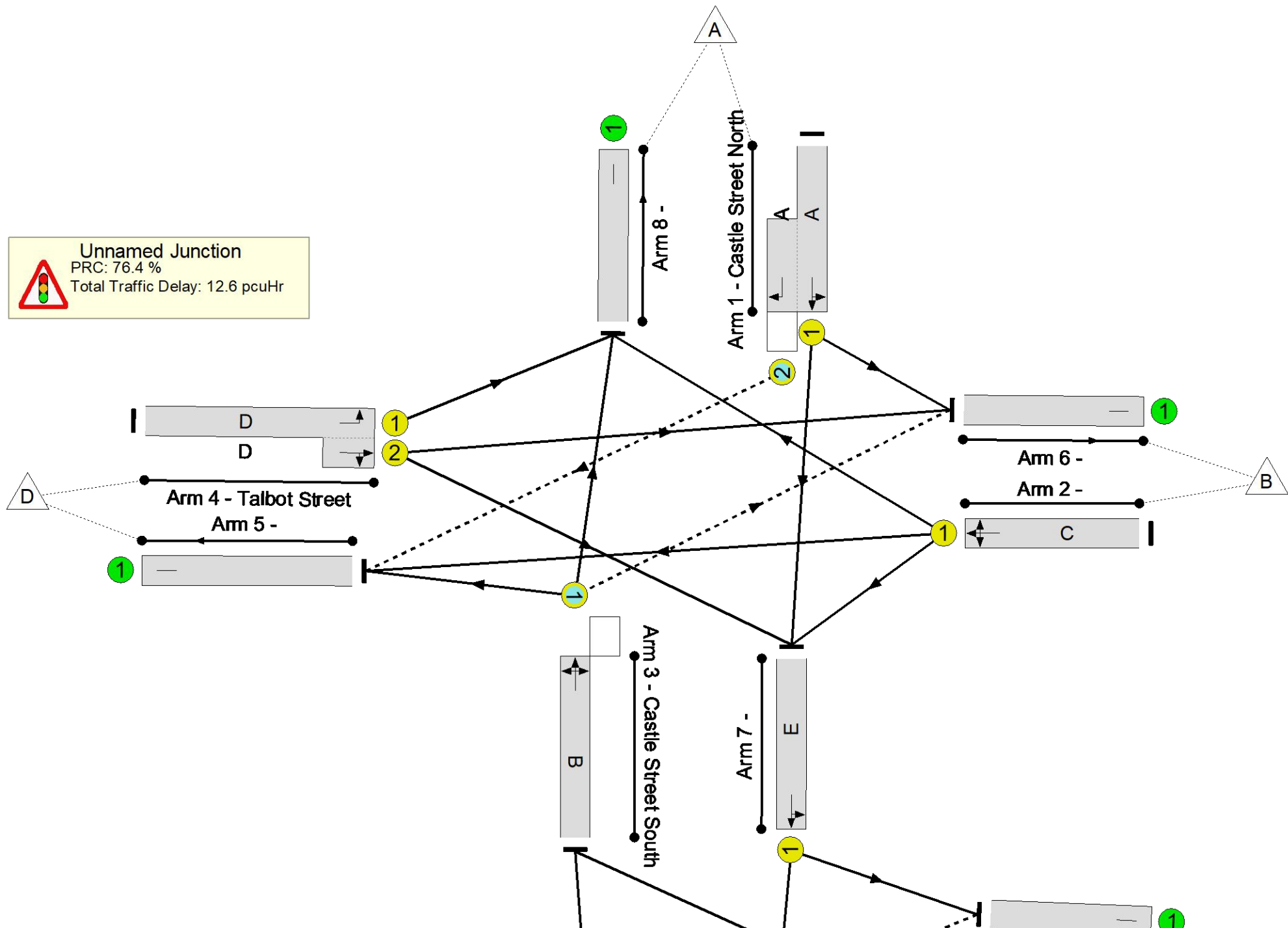
Stage	1	2	3	4	5
Duration	32	7	7	6	7
Change Point	0	37	51	67	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

 **Unnamed Junction**
PRC: 76.4 %
Total Traffic Delay: 12.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	51.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	51.0%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	32	-	375	1940:1805	641+122	49.1 : 49.1%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	32	-	351	1904	698	50.3%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	18	-	201	1940:1866	0+394	0.0 : 51.0%
5/1		U	N/A	N/A	-		-	-	-	154	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	55	-	421	1893	1178	35.7%
8/1		U	N/A	N/A	-		-	-	-	257	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	378	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	55	-	358	1921	848	42.2%
12/1	Right Left	U	N/A	N/A	F		1	7	-	65	1940	172	37.7%

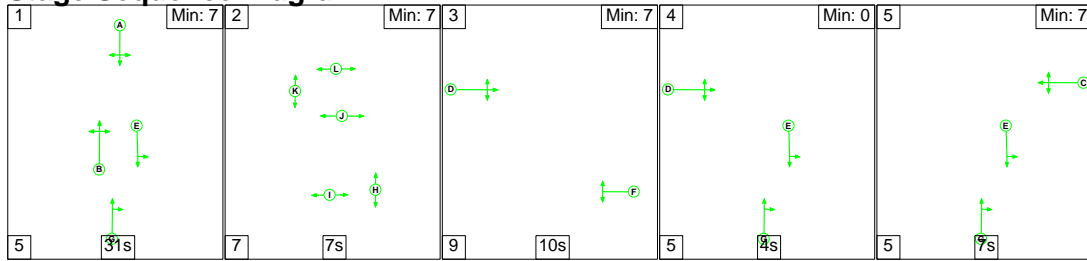
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	105	0	1	9.9	2.4	0.2	12.6	-	-	-	-
Unnamed Junction	-	-	105	0	1	9.9	2.4	0.2	12.6	-	-	-	-
1/1+1/2	375	375	60	0	0	2.2	0.5	0.2	2.9	27.7	6.1	0.5	6.6
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	351	351	0	0	0	2.8	0.5	0.0	3.3	33.8	8.3	0.5	8.8
4/1+4/2	201	201	-	-	-	1.8	0.5	-	2.3	40.7	4.4	0.5	4.9
5/1	154	154	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	421	421	-	-	-	1.1	0.3	-	1.4	12.1	7.9	0.3	8.2
8/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	358	358	45	0	1	1.3	0.4	0.0	1.7	17.3	6.0	0.4	6.3
12/1	65	65	-	-	-	0.7	0.3	-	1.0	55.3	1.5	0.3	1.8
<p>C1 PRC for Signalled Lanes (%): 76.4 Total Delay for Signalled Lanes (pcuHr): 12.58 Cycle Time (s): 90 PRC Over All Lanes (%): 76.4 Total Delay Over All Lanes(pcuHr): 12.58</p>													

Full Input Data And Results

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

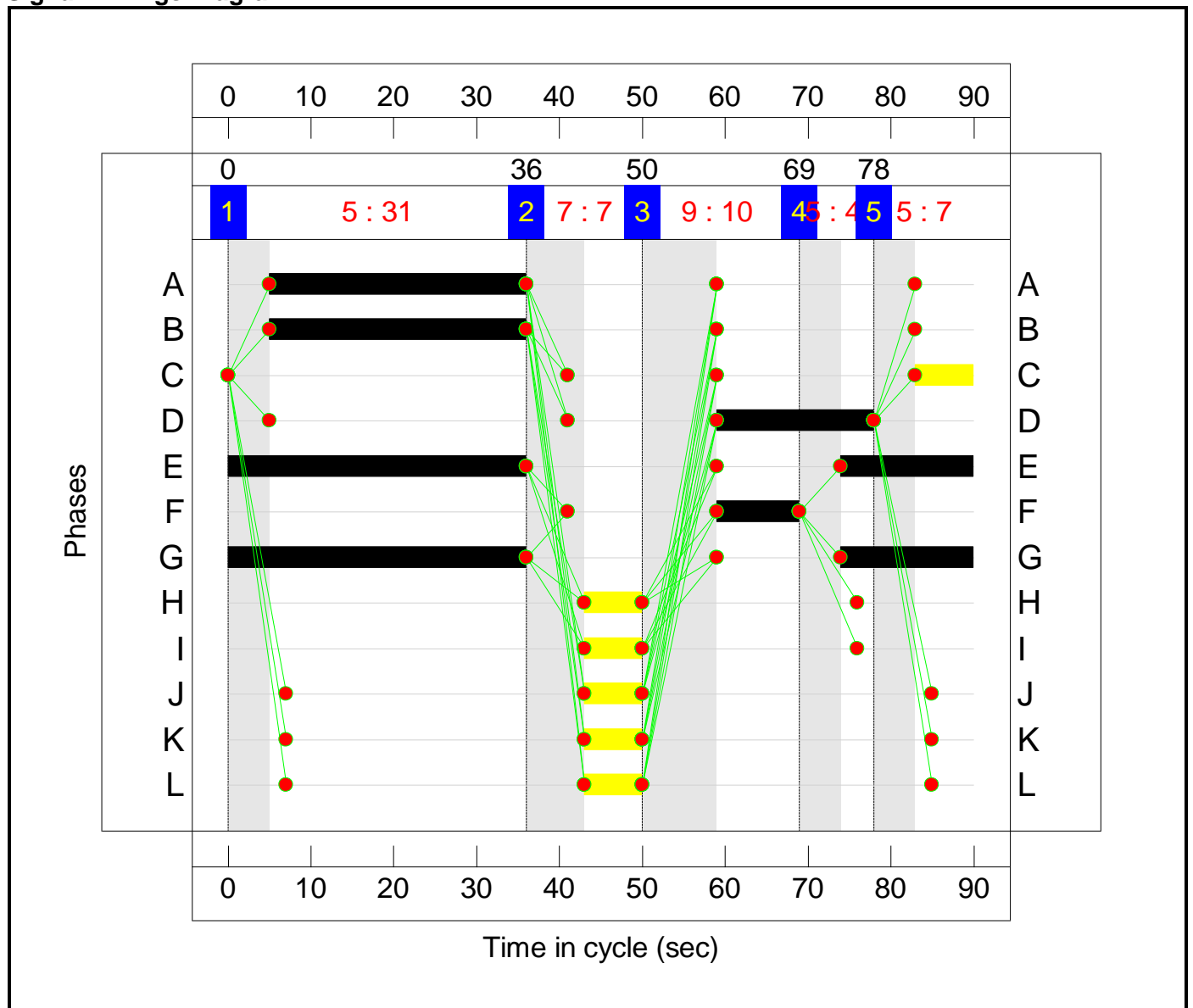
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	31	7	10	4	7
Change Point	0	36	50	69	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	71.5%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	31	-	388	1940:1805	621+123	52.2 : 52.2%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	31	-	485	1919	682	71.1%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	19	-	299	1940:1882	0+418	0.0 : 71.5%
5/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	176	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	52	-	447	1875	1104	40.5%
8/1		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	52	-	455	1918	728	62.5%
12/1	Right Left	U	N/A	N/A	F		1	10	-	165	1940	237	69.6%

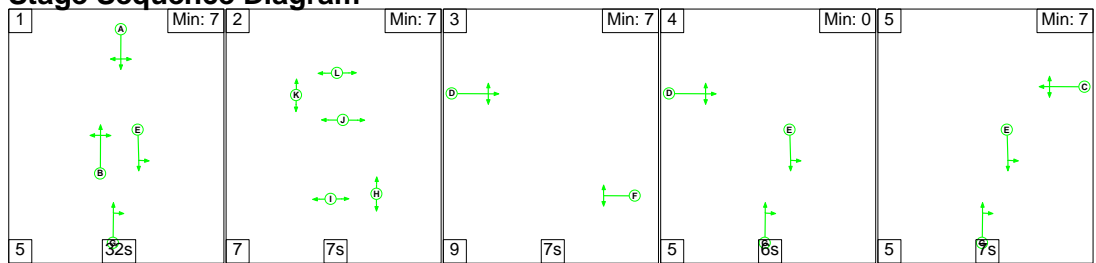
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	131	0	2	14.6	5.3	0.4	20.3	-	-	-	-
Unnamed Junction	-	-	131	0	2	14.6	5.3	0.4	20.3	-	-	-	-
1/1+1/2	388	388	64	0	0	2.4	0.5	0.3	3.2	30.0	6.5	0.5	7.1
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	485	485	0	0	0	4.0	1.2	0.0	5.2	38.8	11.8	1.2	13.0
4/1+4/2	299	299	-	-	-	2.7	1.2	-	3.9	47.2	6.9	1.2	8.1
5/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	176	176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	447	447	-	-	-	1.5	0.3	-	1.8	14.7	9.1	0.3	9.4
8/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	455	455	67	0	2	2.3	0.8	0.1	3.2	25.6	9.0	0.8	9.8
12/1	165	165	-	-	-	1.7	1.1	-	2.8	62.1	3.9	1.1	5.1
<p>C1 PRC for Signalled Lanes (%): 25.9 Total Delay for Signalled Lanes (pcuHr): 20.28 Cycle Time (s): 90 PRC Over All Lanes (%): 25.9 Total Delay Over All Lanes(pcuHr): 20.28</p>													

Full Input Data And Results

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

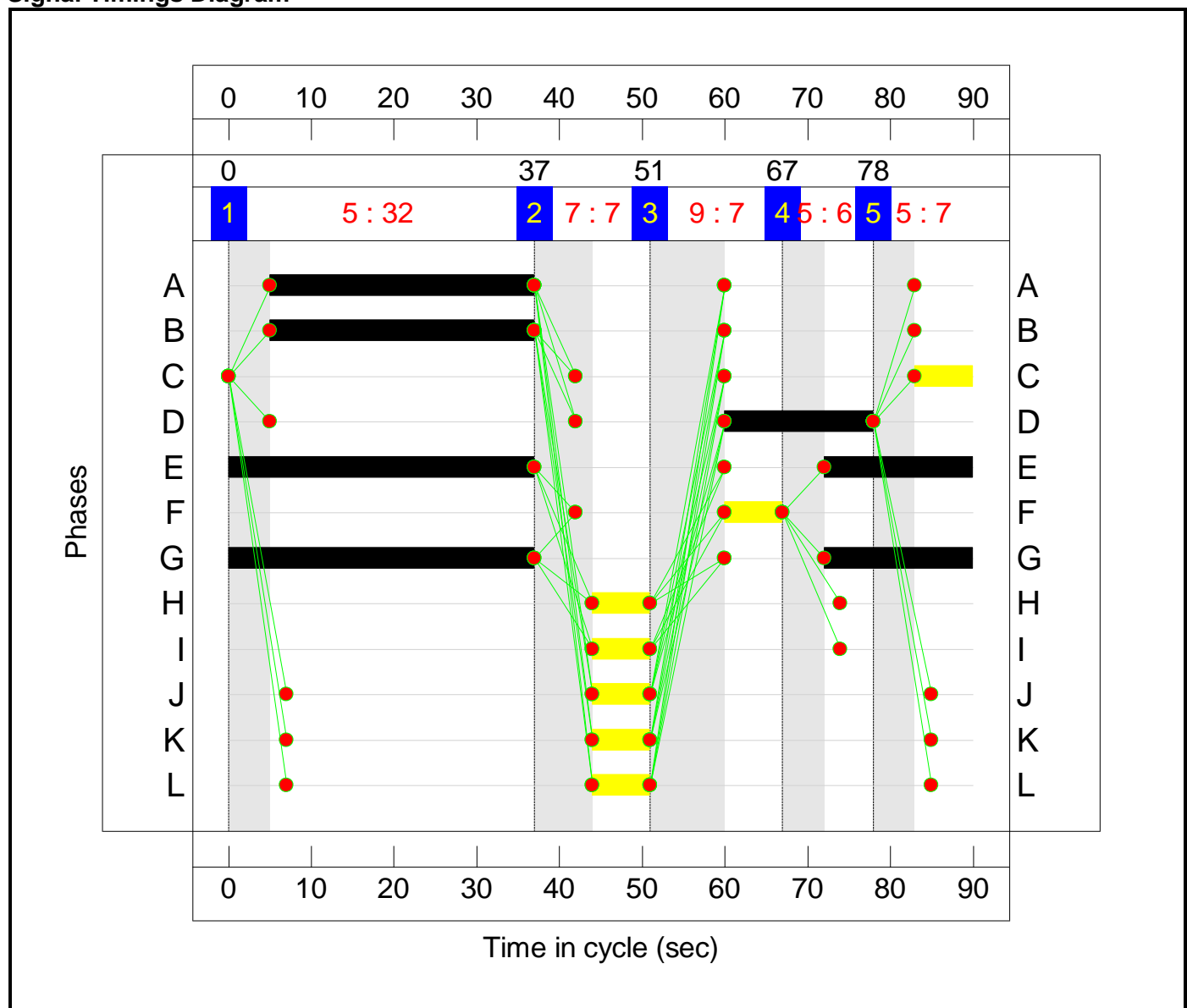
Stage Sequence Diagram



Stage Timings


Stage	1	2	3	4	5
Duration	32	7	7	6	7
Change Point	0	37	51	67	78

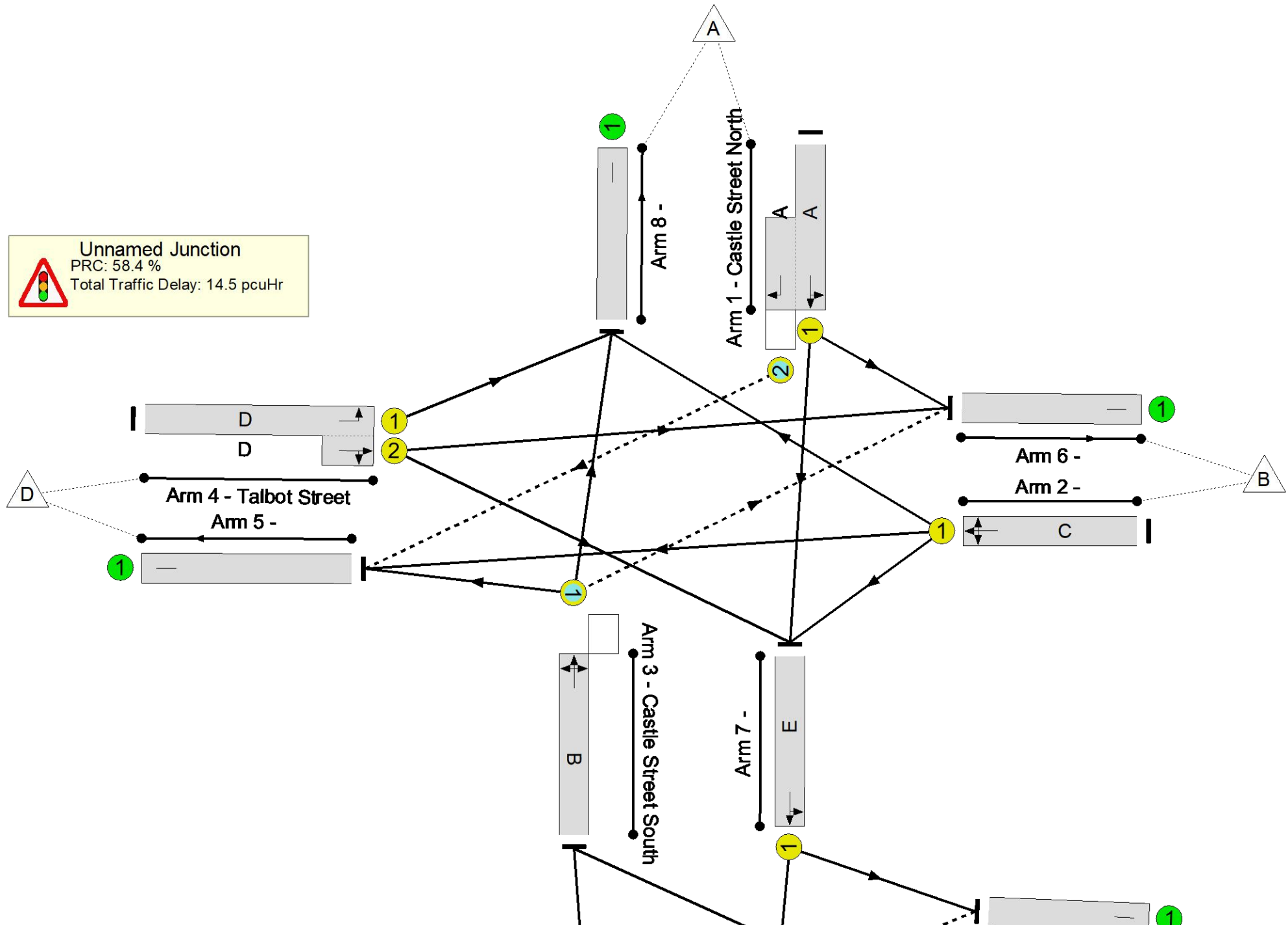
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Unnamed Junction**
PRC: 58.4 %
Total Traffic Delay: 14.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	56.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	56.8%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	32	-	418	1940:1805	640+124	54.7 : 54.7%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	32	-	392	1904	698	56.1%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	18	-	224	1940:1867	0+394	0.0 : 56.8%
5/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	55	-	467	1898	1181	39.5%
8/1		U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	55	-	399	1923	811	49.2%
12/1	Right Left	U	N/A	N/A	F		1	7	-	65	1940	172	37.7%

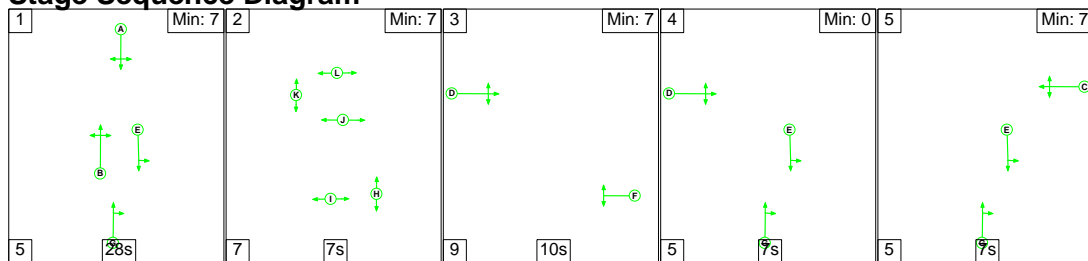
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	113	0	1	11.2	3.0	0.3	14.5	-	-	-	-
Unnamed Junction	-	-	113	0	1	11.2	3.0	0.3	14.5	-	-	-	-
1/1+1/2	418	418	68	0	0	2.5	0.6	0.2	3.4	29.0	7.1	0.6	7.7
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	392	392	0	0	0	3.0	0.6	0.0	3.7	33.6	9.3	0.6	10.0
4/1+4/2	224	224	-	-	-	2.0	0.7	-	2.6	42.3	5.0	0.7	5.6
5/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	467	467	-	-	-	1.3	0.3	-	1.6	12.5	9.1	0.3	9.4
8/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	399	399	45	0	1	1.7	0.5	0.1	2.2	19.8	7.1	0.5	7.6
12/1	65	65	-	-	-	0.7	0.3	-	1.0	55.3	1.5	0.3	1.8
<p>C1 PRC for Signalled Lanes (%): 58.4 Total Delay for Signalled Lanes (pcuHr): 14.47 Cycle Time (s): 90 PRC Over All Lanes (%): 58.4 Total Delay Over All Lanes(pcuHr): 14.47</p>													

Full Input Data And Results

Scenario 4: '2035 PM' (FG4: '2035 B PM', Plan 1: 'Network Control Plan 1')

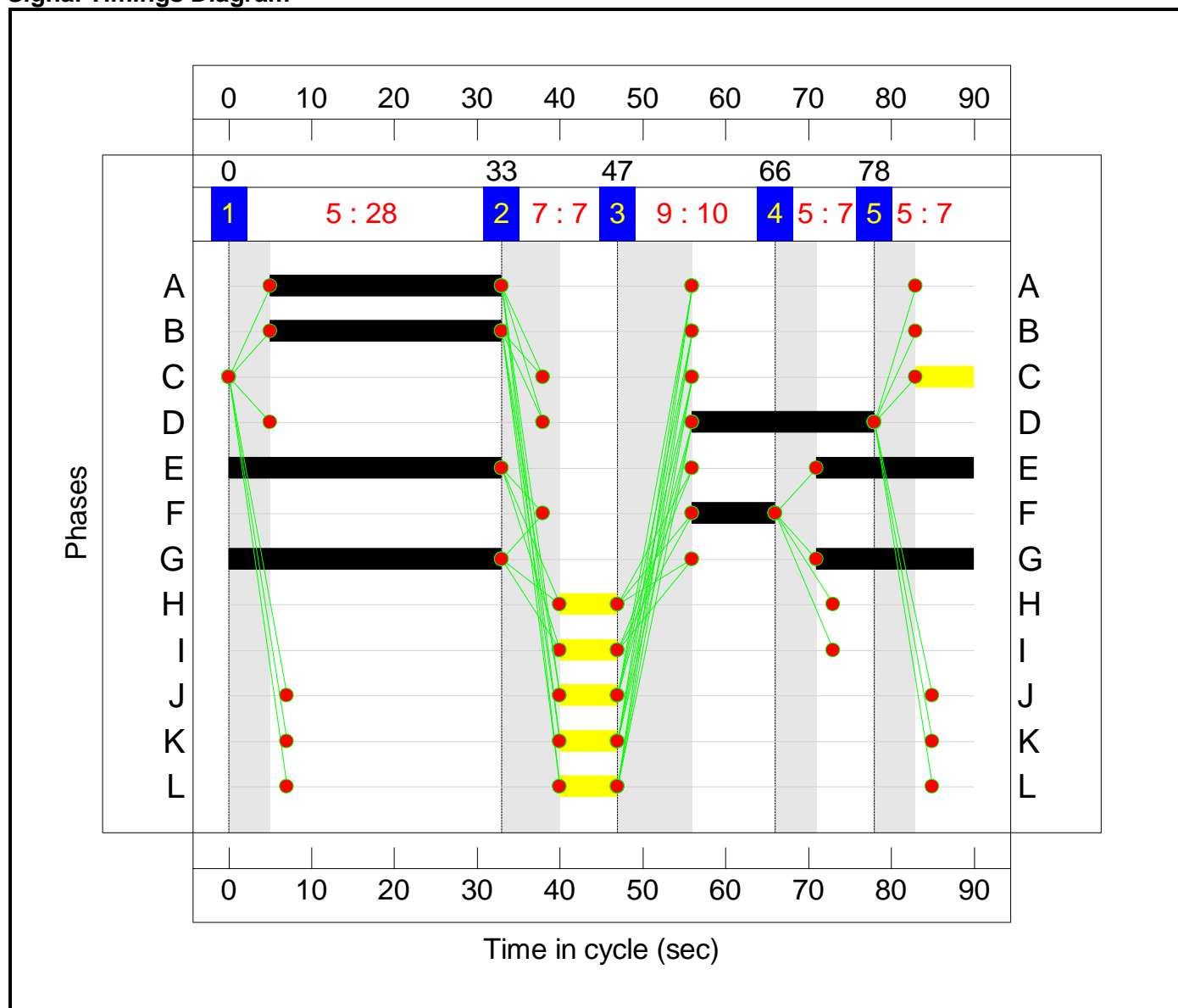
Stage Sequence Diagram




Stage Timings

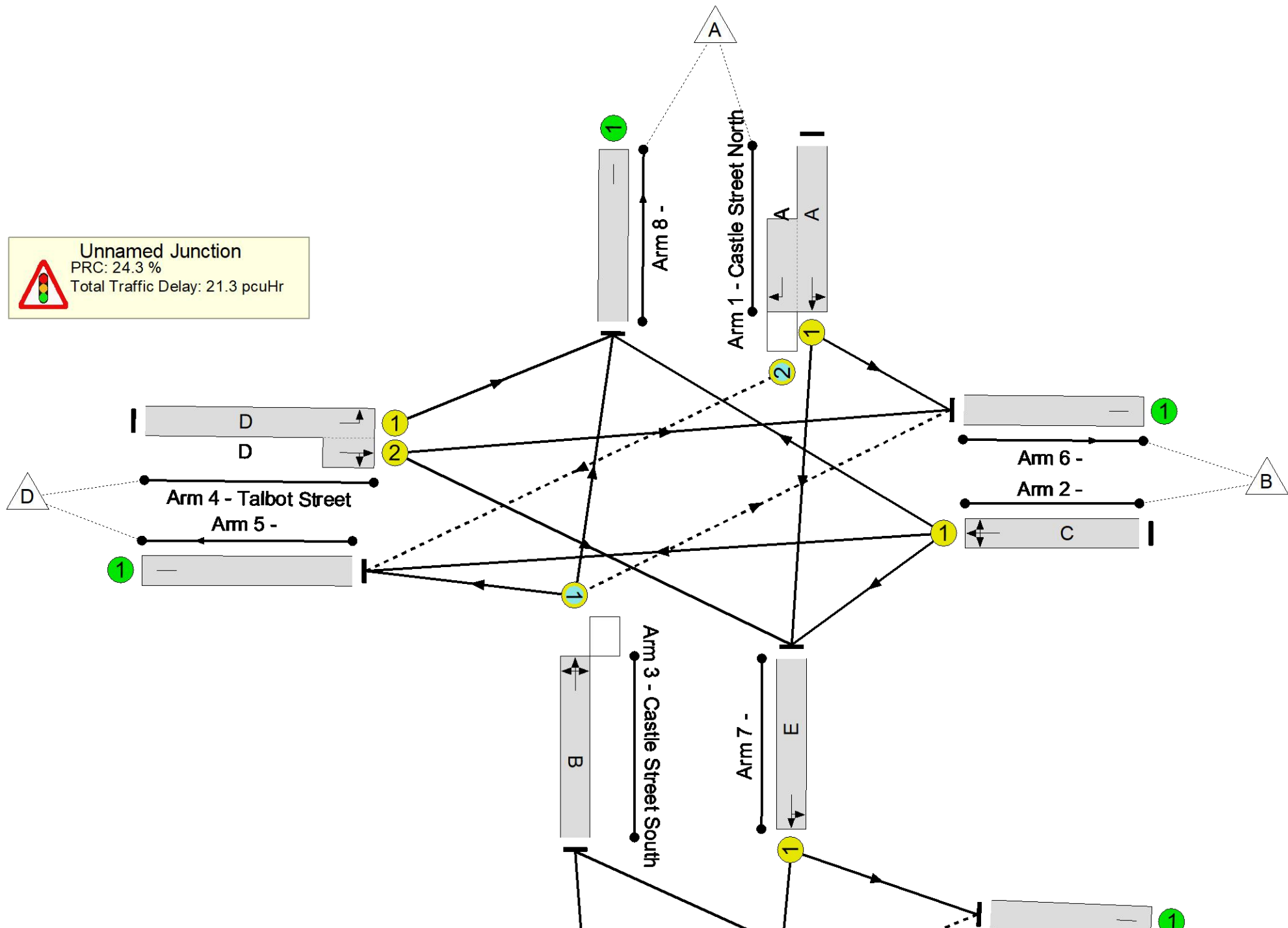
Stage	1	2	3	4	5
Duration	28	7	10	7	7
Change Point	0	33	47	66	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Unnamed Junction
 PRC: 24.3 %
 Total Traffic Delay: 21.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	28	-	431	1940:1805	565+115	63.3 : 63.3%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	28	-	457	1959	631	72.4%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	22	-	335	1940:1883	0+481	0.0 : 69.6%
5/1		U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	52	-	493	1880	1107	44.5%
8/1		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	455	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	52	-	427	1917	692	61.7%
12/1	Right Left	U	N/A	N/A	F		1	10	-	165	1940	237	69.6%

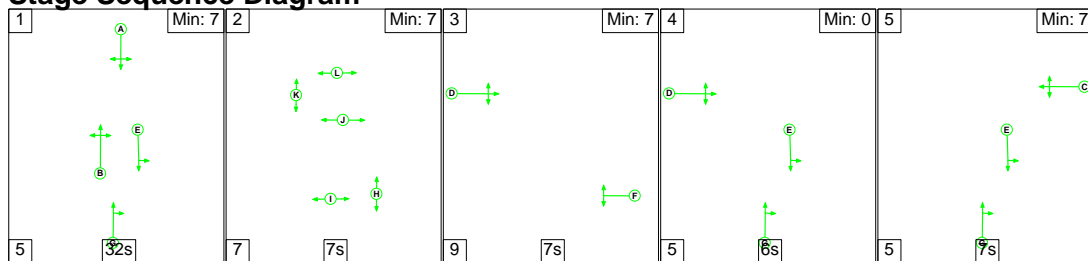
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	140	0	2	15.3	5.6	0.4	21.3	-	-	-	-
Unnamed Junction	-	-	140	0	2	15.3	5.6	0.4	21.3	-	-	-	-
1/1+1/2	431	431	73	0	0	3.0	0.9	0.3	4.2	34.9	7.9	0.9	8.8
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	457	457	0	0	0	4.0	1.3	0.0	5.3	41.7	11.1	1.3	12.4
4/1+4/2	335	335	-	-	-	2.8	1.1	-	4.0	42.5	7.5	1.1	8.7
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	493	493	-	-	-	1.5	0.4	-	1.9	13.8	10.0	0.4	10.4
8/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	427	427	67	0	2	2.3	0.8	0.1	3.1	26.5	8.5	0.8	9.3
12/1	165	165	-	-	-	1.7	1.1	-	2.8	62.1	3.9	1.1	5.1
C1 PRC for Signalled Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 21.31 Cycle Time (s): 90 PRC Over All Lanes (%): 24.3 Total Delay Over All Lanes(pcuHr): 21.31													

Full Input Data And Results

Scenario 5: '2035 + D AM' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

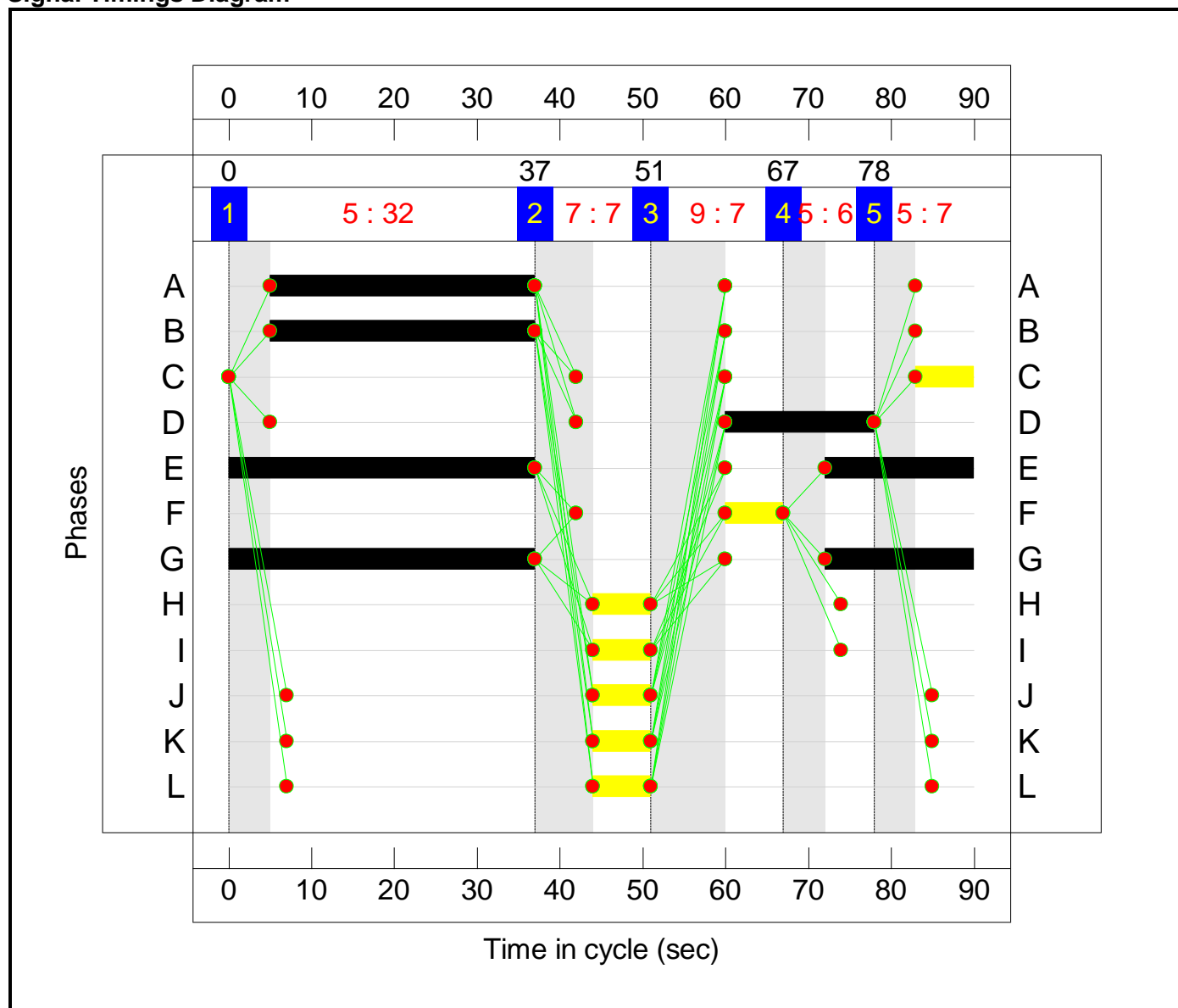
Stage Sequence Diagram




Stage Timings

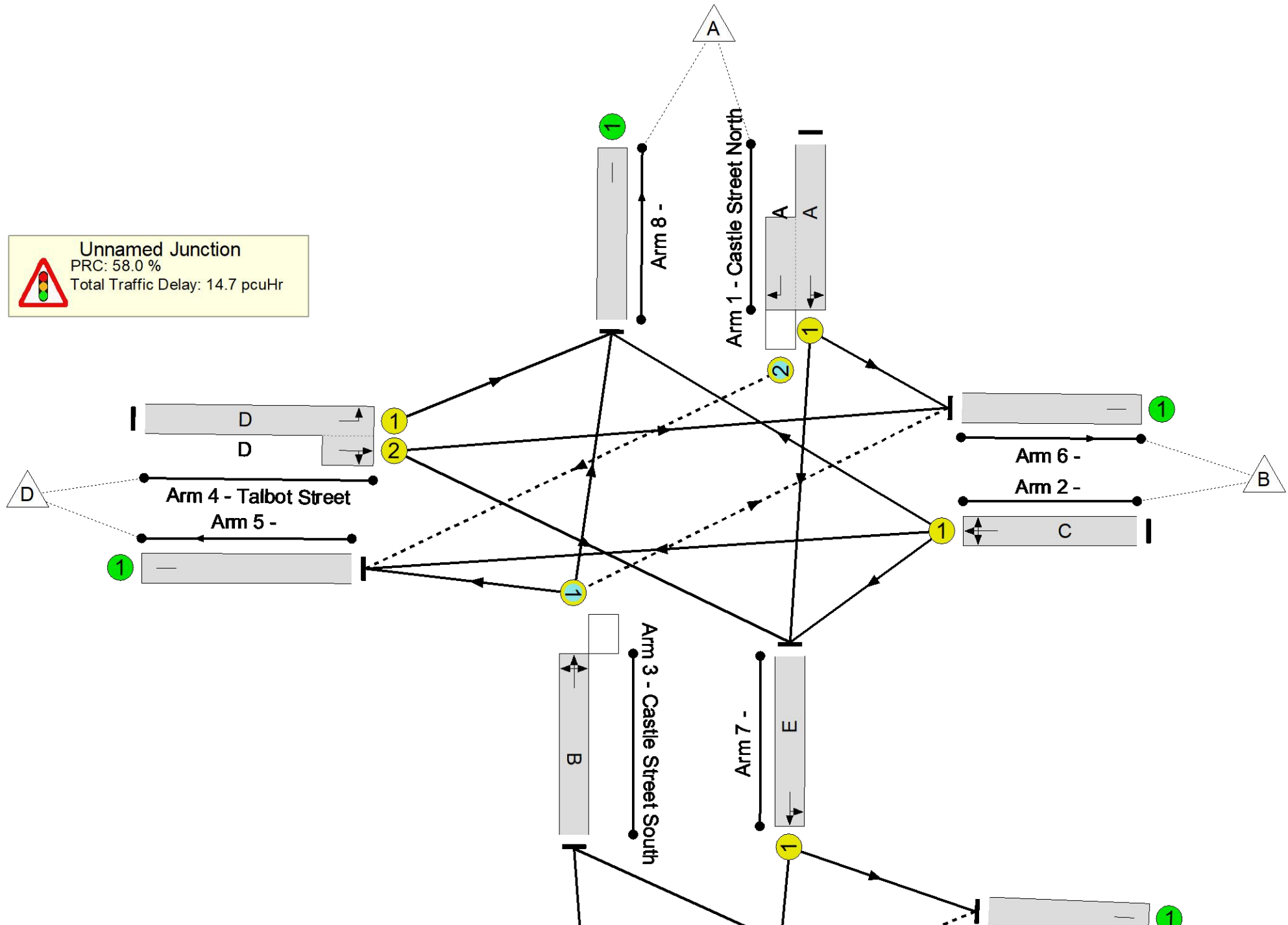
Stage	1	2	3	4	5
Duration	32	7	7	6	7
Change Point	0	37	51	67	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

 **Unnamed Junction**
PRC: 58.0 %
Total Traffic Delay: 14.7 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	57.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	57.0%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	32	-	423	1940:1805	641+123	55.4 : 55.4%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	32	-	398	1905	699	57.0%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	18	-	224	1940:1867	0+394	0.0 : 56.8%
5/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	55	-	472	1898	1181	40.0%
8/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	55	-	405	1924	803	50.4%
12/1	Right Left	U	N/A	N/A	F		1	7	-	65	1940	172	37.7%

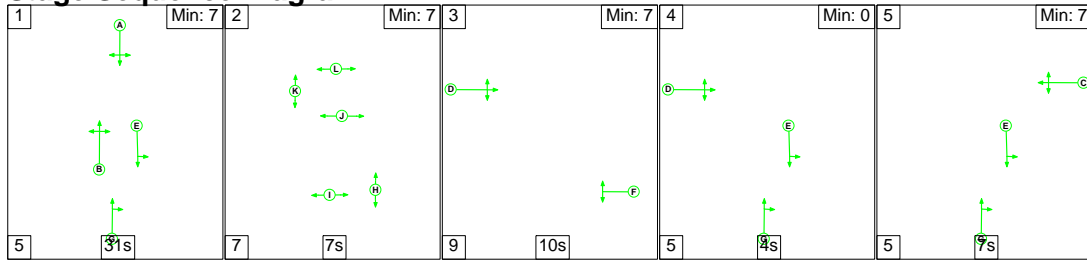
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	113	0	1	11.3	3.1	0.3	14.7	-	-	-	-
Unnamed Junction	-	-	113	0	1	11.3	3.1	0.3	14.7	-	-	-	-
1/1+1/2	423	423	68	0	0	2.6	0.6	0.2	3.4	29.1	7.2	0.6	7.8
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	398	398	0	0	0	3.0	0.7	0.0	3.7	33.5	9.5	0.7	10.1
4/1+4/2	224	224	-	-	-	2.0	0.7	-	2.6	42.3	5.0	0.7	5.6
5/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	472	472	-	-	-	1.3	0.3	-	1.6	12.5	9.1	0.3	9.5
8/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	405	405	45	0	1	1.7	0.5	0.1	2.3	20.1	7.2	0.5	7.7
12/1	65	65	-	-	-	0.7	0.3	-	1.0	55.3	1.5	0.3	1.8
C1			PRC for Signalled Lanes (%):	58.0	Total Delay for Signalled Lanes (pcuHr):	14.65	Cycle Time (s):	90					
			PRC Over All Lanes (%):	58.0	Total Delay Over All Lanes(pcuHr):	14.65							

Full Input Data And Results

Scenario 6: '2035 + D PM' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

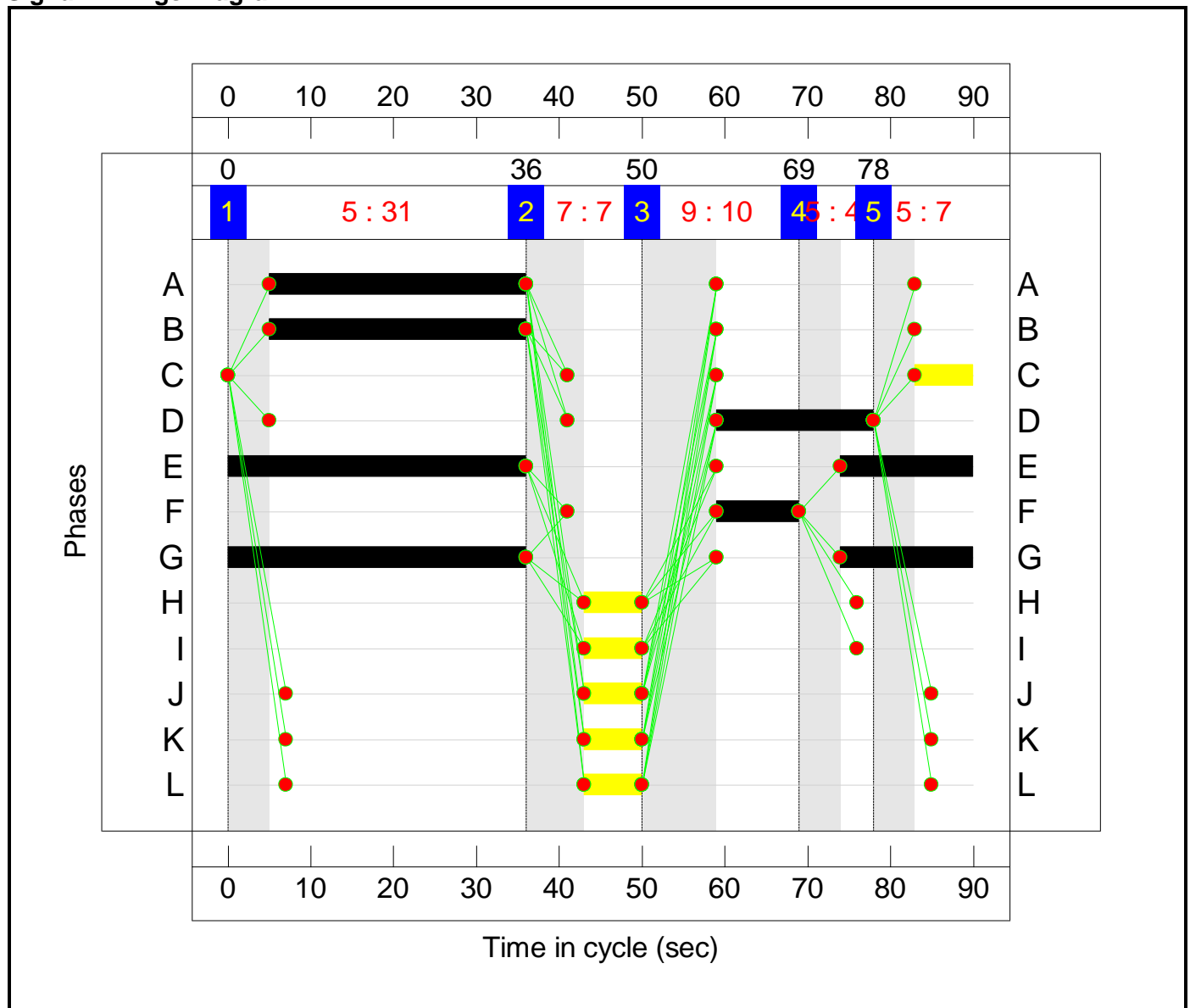
Stage Sequence Diagram



Stage Timings


Stage	1	2	3	4	5
Duration	31	7	10	4	7
Change Point	0	36	50	69	78

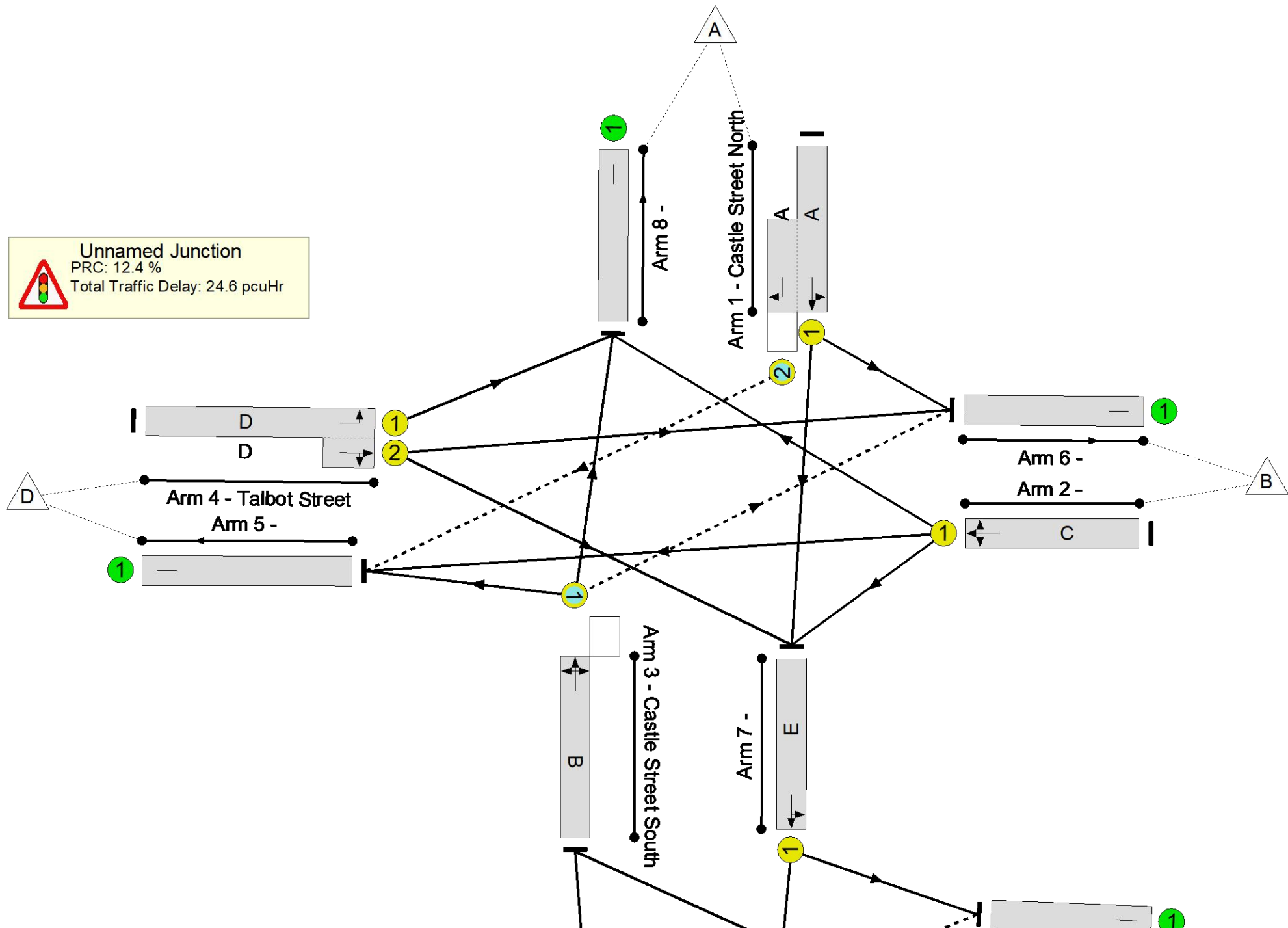
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Unnamed Junction**
PRC: 12.4 %
Total Traffic Delay: 24.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.1%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	31	-	436	1940:1805	619+125	58.6 : 58.6%
2/1	Ahead Left Right	U	N/A	N/A	C		1	7	-	0	2015	179	0.0%
3/1	Castle Street South Left Right Ahead	O	N/A	N/A	B		1	31	-	544	1921	683	79.6%
4/1+4/2	Talbot Street Ahead Right Left	U	N/A	N/A	D		1	19	-	335	1940:1883	0+418	0.0 : 80.1%
5/1		U	N/A	N/A	-		-	-	-	185	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	200	Inf	Inf	0.0%
7/1	Left Ahead	U	N/A	N/A	E		1	52	-	498	1881	1108	45.0%
8/1		U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	52	-	514	1921	691	74.4%
12/1	Right Left	U	N/A	N/A	F		1	10	-	165	1940	237	69.6%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	140	0	2	16.7	7.5	0.5	24.6	-	-	-	-
Unnamed Junction	-	-	140	0	2	16.7	7.5	0.5	24.6	-	-	-	-
1/1+1/2	436	436	73	0	0	2.7	0.7	0.4	3.8	31.8	7.7	0.7	8.4
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	544	544	0	0	0	4.3	1.9	0.0	6.2	41.3	13.3	1.9	15.2
4/1+4/2	335	335	-	-	-	3.1	1.9	-	5.0	53.7	7.9	1.9	9.8
5/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	498	498	-	-	-	1.7	0.4	-	2.1	15.2	10.5	0.4	10.9
8/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	514	514	67	0	2	3.1	1.4	0.1	4.6	32.3	11.1	1.4	12.6
12/1	165	165	-	-	-	1.7	1.1	-	2.8	62.1	3.9	1.1	5.1
<p>C1 PRC for Signalled Lanes (%): 12.4 Total Delay for Signalled Lanes (pcuHr): 24.65 Cycle Time (s): 90 PRC Over All Lanes (%): 12.4 Total Delay Over All Lanes(pcuHr): 24.65</p>													

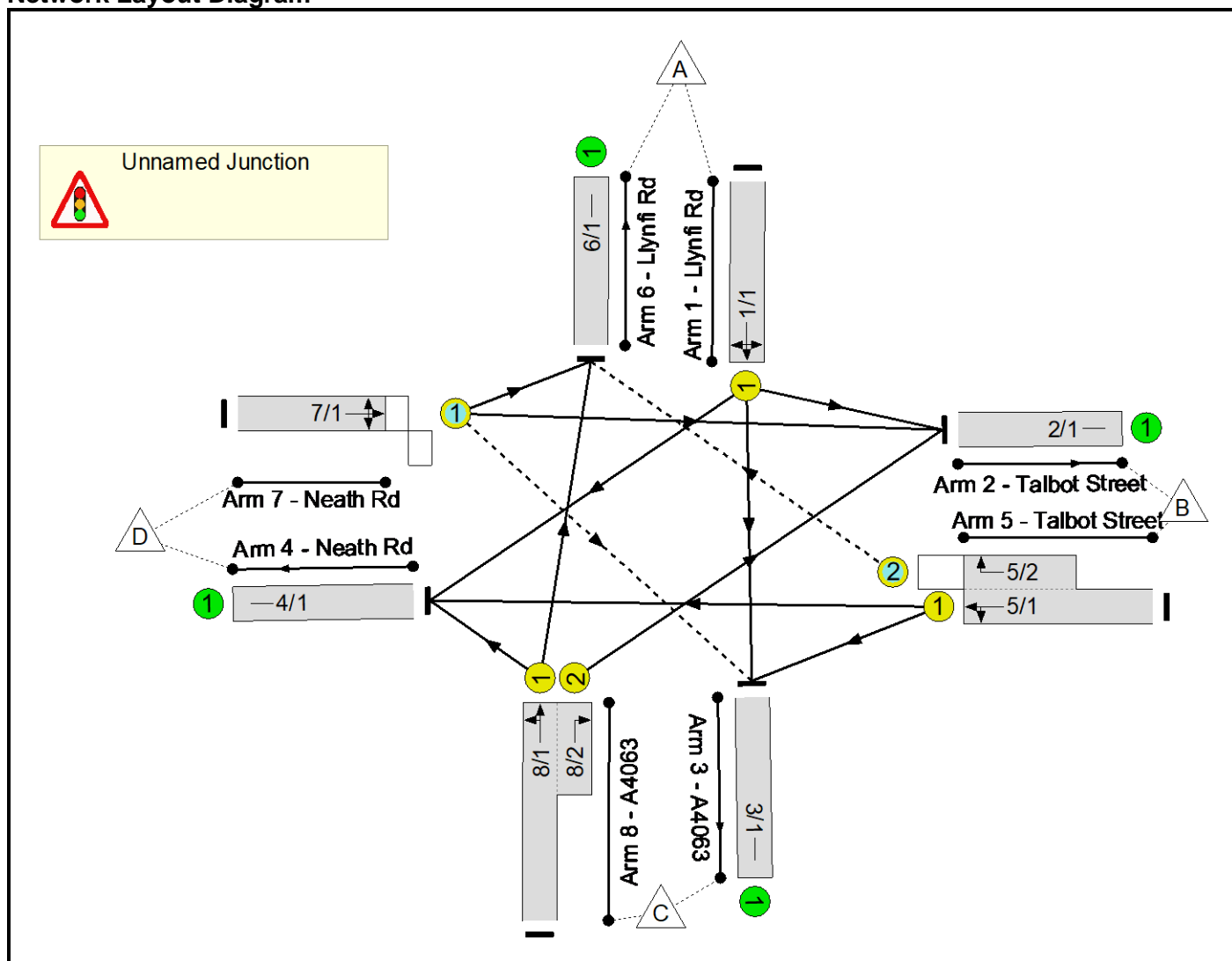
Appendix L

Full Input Data And Results
Full Input Data And Results

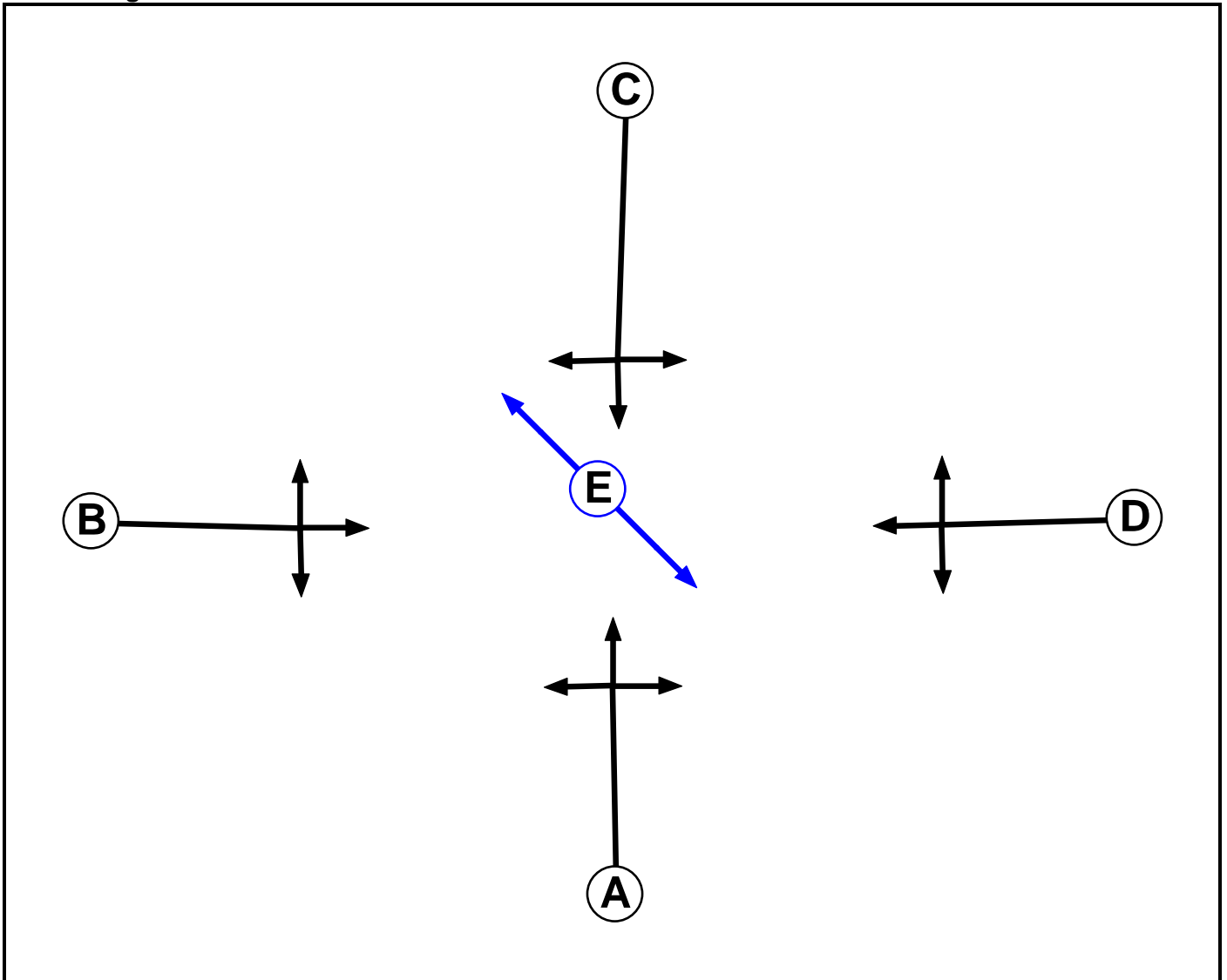
User and Project Details

Project:	Land South of Pont Rhyd Y Cyff
Title:	Llynfi Road Signals
Location:	Maesteg, Bridgend
Additional detail:	
File name:	Llynfi Road Signals.lsg3x
Author:	David Cooke
Company:	Asbri Transport
Address:	Cardiff

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

Full Input Data And Results

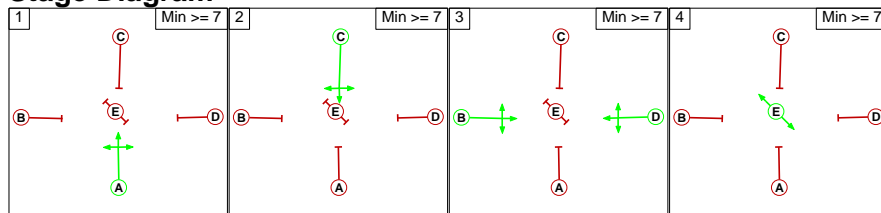
Phase Intergrens Matrix

		Starting Phase				
		A	B	C	D	E
Terminating Phase	A		5	5	5	7
	B	5		5	-	7
	C	5	5		5	7
	D	5	-	5		7
	E	10	10	10	10	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	C
3	B D
4	E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	5	7
	2	5		5	7
	3	5	5		7
	4	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
5/2 (Talbot Street)	6/1 (Right)	1439	0	7/1	1.09	To 2/1 (Ahead) To 6/1 (Left)	2.00	-	0.50	2	2.00
7/1 (Neath Rd)	3/1 (Right)	1439	0	5/1	1.09	All	2.00	1.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Llynfi Rd)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 2 Left	10.00
											Arm 3 Ahead	Inf
											Arm 4 Right	20.00
2/1 (Talbot Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A4063)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Neath Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Talbot Street)	U	D	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 3 Left	10.00
											Arm 4 Ahead	Inf
5/2 (Talbot Street)	O	D	2	3	4.9	Geom	-	3.25	0.00	Y	Arm 6 Right	20.00
6/1 (Llynfi Rd)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Neath Rd)	O	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Ahead	Inf
											Arm 3 Right	20.00
											Arm 6 Left	10.00
8/1 (A4063)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	10.00
											Arm 6 Ahead	Inf
8/2 (A4063)	U	A	2	3	4.0	Geom	-	3.25	0.00	Y	Arm 2 Right	20.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 B AM'	08:00	09:00	01:00	
2: '2020 B PM'	16:15	17:15	01:00	
3: '2035 B AM'	08:00	09:00	01:00	
4: '2035 B PM'	16:15	17:15	01:00	
5: '2035 B + D AM'	08:00	09:00	01:00	
6: '2035 B + D PM'	16:15	17:15	01:00	

Full Input Data And Results

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	27	43	12	82
	B	35	0	67	60	162
	C	109	116	0	245	470
	D	32	95	149	0	276
	Tot.	176	238	259	317	990

Traffic Lane Flows

Lane	Scenario 1: 2020 AM
Junction: Unnamed Junction	
1/1	82
2/1	238
3/1	259
4/1	317
5/1 (with short)	162(In) 127(Out)
5/2 (short)	35
6/1	176
7/1	276
8/1 (with short)	470(In) 354(Out)
8/2 (short)	116

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	32.9 %	1867	1867
				Arm 3 Ahead	Inf	52.4 %		
				Arm 4 Right	20.00	14.6 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	52.8 %	1798	1798
				Arm 4 Ahead	Inf	47.2 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	34.4 %	1857	1857
				Arm 3 Right	20.00	54.0 %		
				Arm 6 Left	10.00	11.6 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	69.2 %	1758	1758
				Arm 6 Ahead	Inf	30.8 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	49	112	50	211
	B	28	0	61	59	148
	C	87	158	0	233	478
	D	17	93	200	0	310
	Tot.	132	300	373	342	1147

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2020 PM
Junction: Unnamed Junction	
1/1	211
2/1	300
3/1	373
4/1	342
5/1 (with short)	148(In) 120(Out)
5/2 (short)	28
6/1	132
7/1	310
8/1 (with short)	478(In) 320(Out)
8/2 (short)	158

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	23.2 %	1881	1881
				Arm 3 Ahead	Inf	53.1 %		
				Arm 4 Right	20.00	23.7 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	50.8 %	1803	1803
				Arm 4 Ahead	Inf	49.2 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	30.0 %	1860	1860
				Arm 3 Right	20.00	64.5 %		
				Arm 6 Left	10.00	5.5 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	72.8 %	1749	1749
				Arm 6 Ahead	Inf	27.2 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Full Input Data And Results

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	30	49	13	92
	B	39	0	75	67	181
	C	123	131	0	277	531
	D	36	107	168	0	311
	Tot.	198	268	292	357	1115

Traffic Lane Flows

Lane	Scenario 3: 2035 AM
Junction: Unnamed Junction	
1/1	92
2/1	268
3/1	292
4/1	357
5/1 (with short)	181(In) 142(Out)
5/2 (short)	39
6/1	198
7/1	311
8/1 (with short)	531(In) 400(Out)
8/2 (short)	131

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	32.6 %	1869	1869
				Arm 3 Ahead	Inf	53.3 %		
				Arm 4 Right	20.00	14.1 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	52.8 %	1798	1798
				Arm 4 Ahead	Inf	47.2 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	34.4 %	1857	1857
				Arm 3 Right	20.00	54.0 %		
				Arm 6 Left	10.00	11.6 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	69.3 %	1757	1757
				Arm 6 Ahead	Inf	30.8 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Scenario 4: '2035 PM' (FG4: '2035 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	56	127	57	240
	B	32	0	69	67	168
	C	99	179	0	264	542
	D	19	105	227	0	351
	Tot.	150	340	423	388	1301

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2035 PM
Junction: Unnamed Junction	
1/1	240
2/1	340
3/1	423
4/1	388
5/1 (with short)	168(In) 136(Out)
5/2 (short)	32
6/1	150
7/1	351
8/1 (with short)	542(In) 363(Out)
8/2 (short)	179

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	23.3 %	1881	1881
				Arm 3 Ahead	Inf	52.9 %		
				Arm 4 Right	20.00	23.8 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	50.7 %	1803	1803
				Arm 4 Ahead	Inf	49.3 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	29.9 %	1860	1860
				Arm 3 Right	20.00	64.7 %		
				Arm 6 Left	10.00	5.4 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	72.7 %	1749	1749
				Arm 6 Ahead	Inf	27.3 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Full Input Data And Results

Scenario 5: '2035 AM + Dev' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	31	49	14	94
	B	40	0	76	68	184
	C	126	131	0	283	540
	D	36	107	171	0	314
	Tot.	202	269	296	365	1132

Traffic Lane Flows

Lane	Scenario 5: 2035 AM + Dev
Junction: Unnamed Junction	
1/1	94
2/1	269
3/1	296
4/1	365
5/1 (with short)	184(In) 144(Out)
5/2 (short)	40
6/1	202
7/1	314
8/1 (with short)	540(In) 409(Out)
8/2 (short)	131

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	33.0 %	1867	1867
				Arm 3 Ahead	Inf	52.1 %		
				Arm 4 Right	20.00	14.9 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	52.8 %	1798	1798
				Arm 4 Ahead	Inf	47.2 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	34.1 %	1857	1857
				Arm 3 Right	20.00	54.5 %		
				Arm 6 Left	10.00	11.5 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	69.2 %	1758	1758
				Arm 6 Ahead	Inf	30.8 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Scenario 6: '2035 PM + Dev' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	56	129	57	242
	B	32	0	69	67	168
	C	101	179	0	270	550
	D	19	105	230	0	354
	Tot.	152	340	428	394	1314

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2035 PM + Dev
Junction: Unnamed Junction	
1/1	242
2/1	340
3/1	428
4/1	394
5/1 (with short)	168(In) 136(Out)
5/2 (short)	32
6/1	152
7/1	354
8/1 (with short)	550(In) 371(Out)
8/2 (short)	179

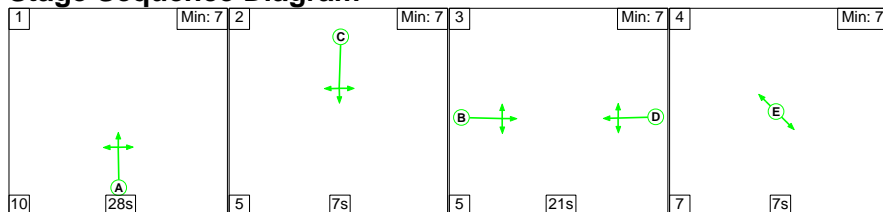
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Llynfi Rd)	3.65	0.00	Y	Arm 2 Left	10.00	23.1 %	1881	1881
				Arm 3 Ahead	Inf	53.3 %		
				Arm 4 Right	20.00	23.6 %		
2/1 (Talbot Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (A4063 Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Neath Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Talbot Street)	3.25	0.00	Y	Arm 3 Left	10.00	50.7 %	1803	1803
				Arm 4 Ahead	Inf	49.3 %		
5/2 (Talbot Street)	3.25	0.00	Y	Arm 6 Right	20.00	100.0 %	1805	1805
6/1 (Llynfi Rd Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Neath Rd)	3.50	0.00	Y	Arm 2 Ahead	Inf	29.7 %	1859	1859
				Arm 3 Right	20.00	65.0 %		
				Arm 6 Left	10.00	5.4 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	72.8 %	1749	1749
				Arm 6 Ahead	Inf	27.2 %		
8/2 (A4063)	3.25	0.00	Y	Arm 2 Right	20.00	100.0 %	1805	1805

Full Input Data And Results

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')

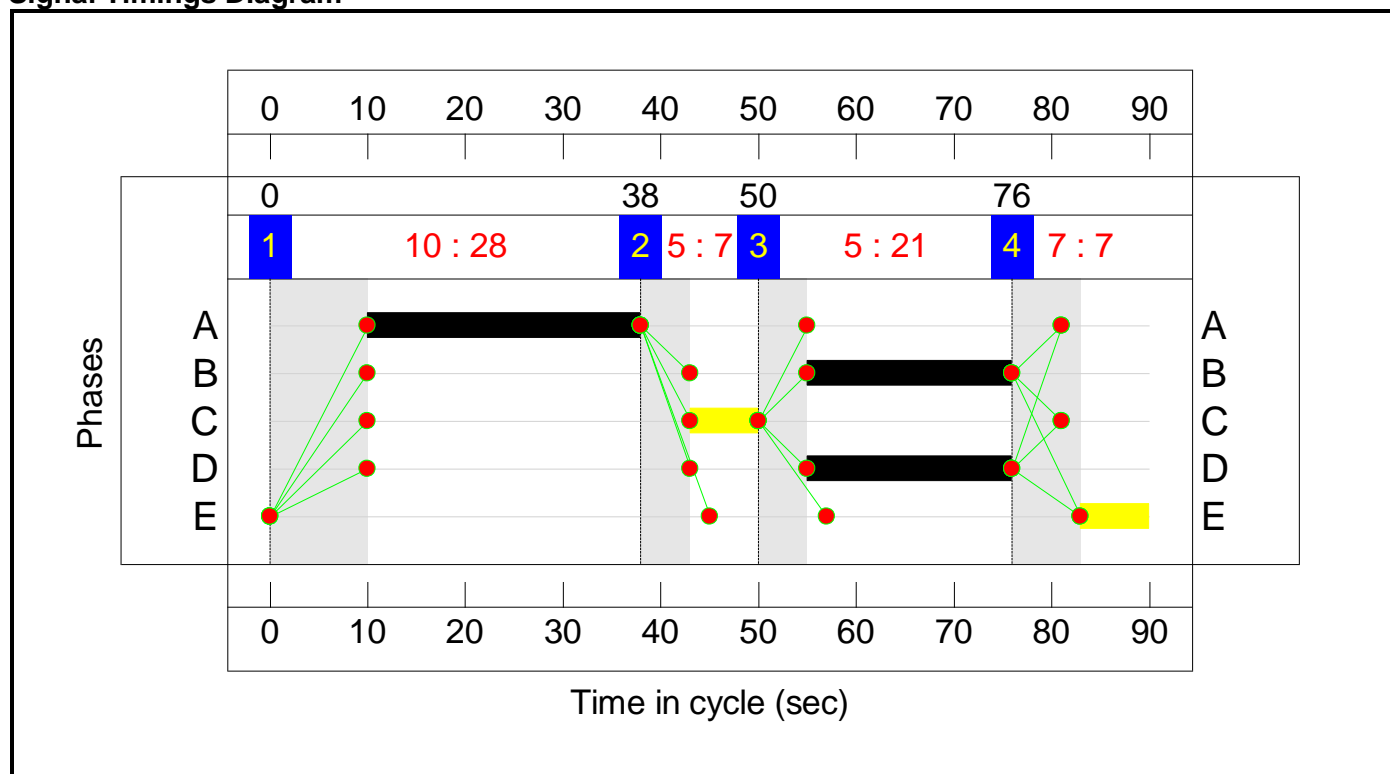
Stage Sequence Diagram



Stage Timings

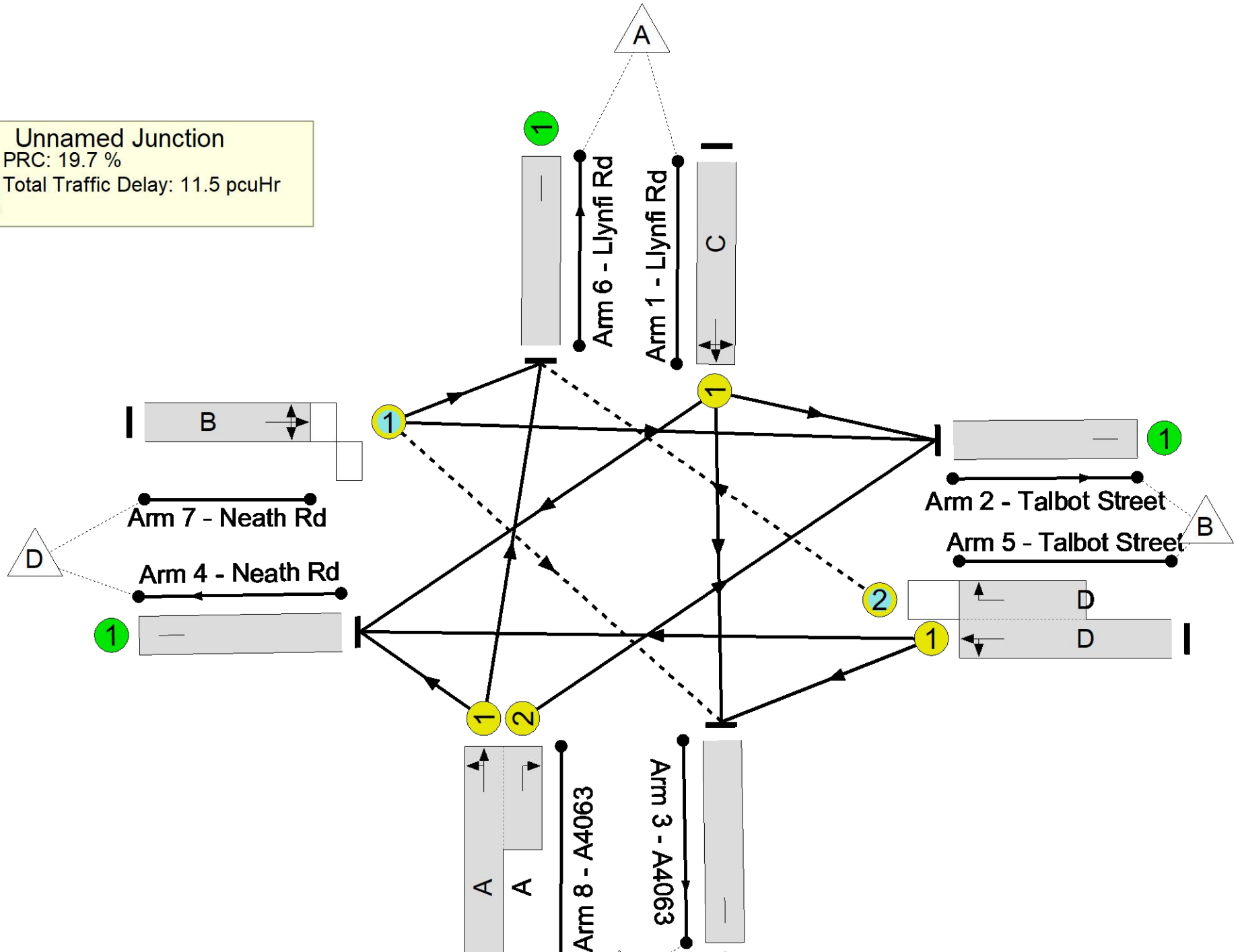

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 19.7 %
Total Traffic Delay: 11.5 pcuHr



Full Input Data And Results

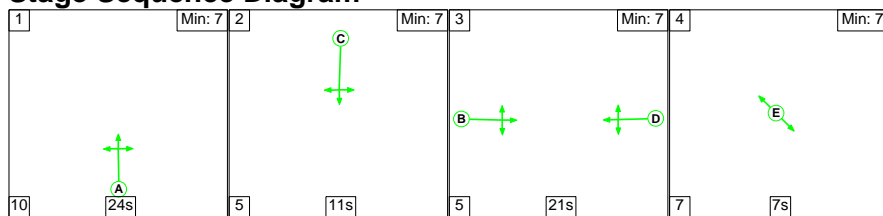
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.2%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	7	-	82	1867	166	49.4%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	162	1798:1805	402+111	31.6 : 31.6%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	176	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	276	1857	382	72.2%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	28	-	470	1758:1805	471+154	75.2 : 75.2%

Full Input Data And Results

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

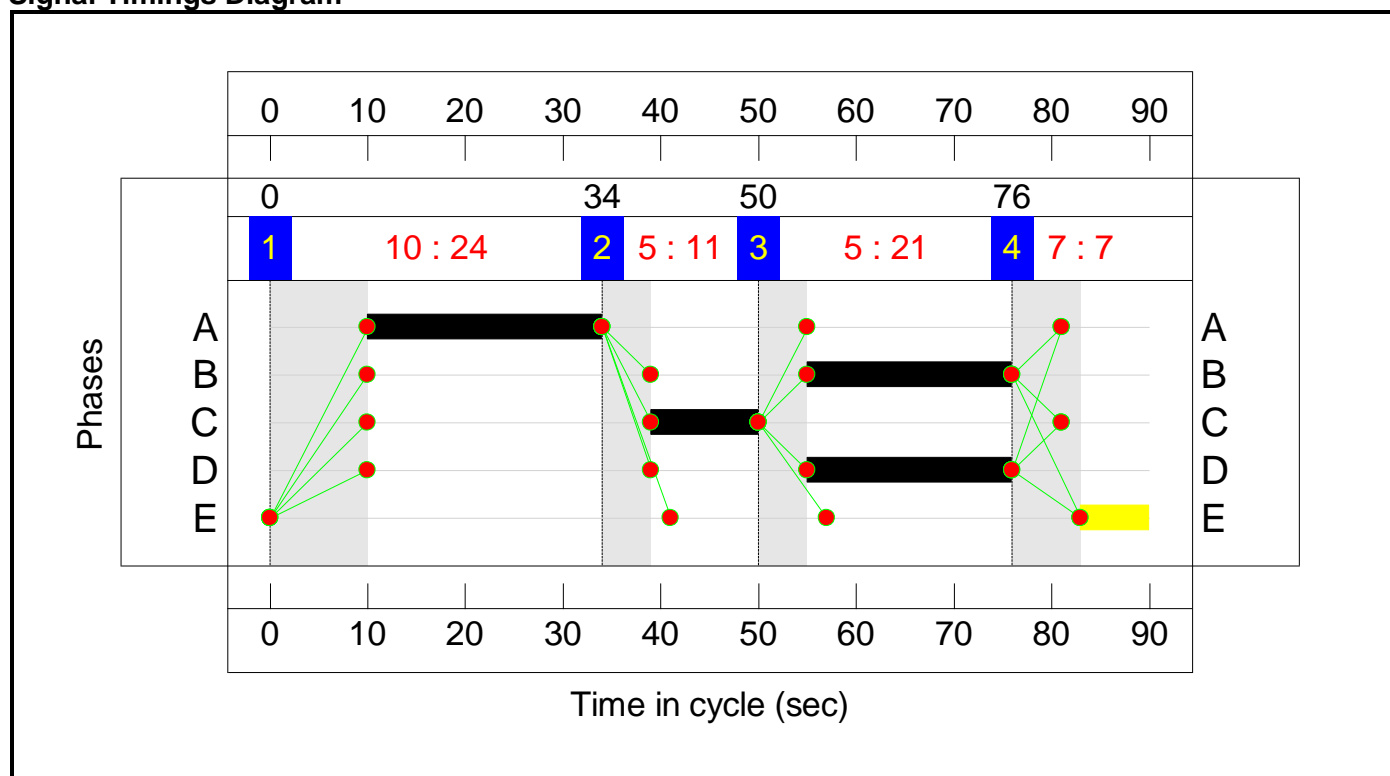
Stage Sequence Diagram




Stage Timings

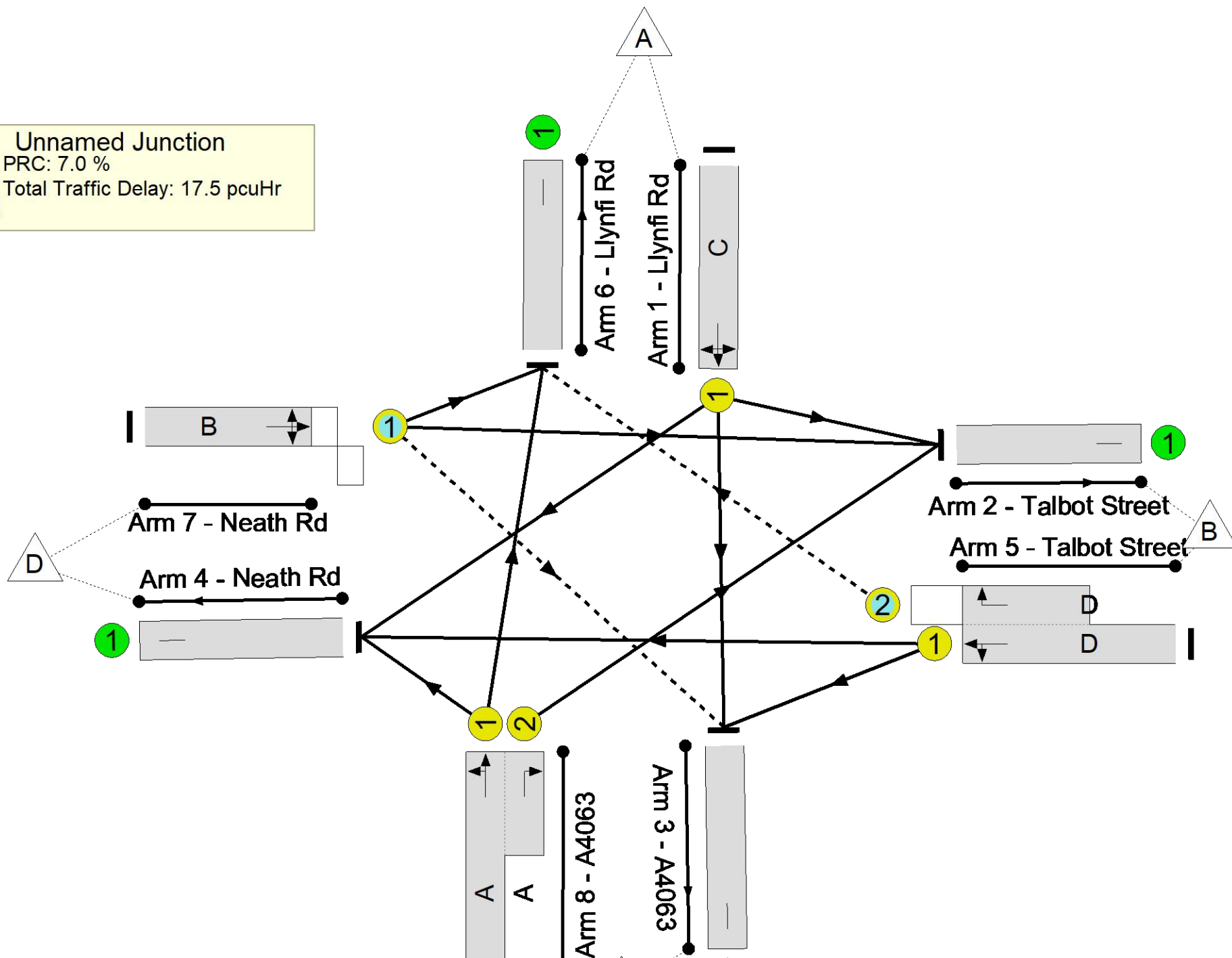
Stage	1	2	3	4
Duration	24	11	21	7
Change Point	0	34	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Unnamed Junction
 PRC: 7.0 %
 Total Traffic Delay: 17.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.1%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	11	-	211	1881	251	84.1%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	300	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	148	1803:1805	409+95	29.3 : 29.3%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	132	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	310	1860	371	83.6%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	24	-	478	1749:1805	383+189	83.5 : 83.5%

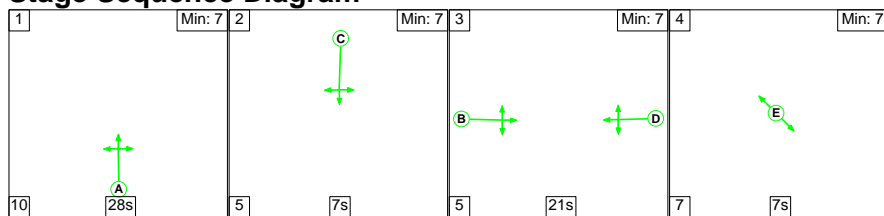
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	226	0	2	10.1	7.3	0.1	17.5	-	-	-	-
Unnamed Junction	-	-	226	0	2	10.1	7.3	0.1	17.5	-	-	-	-
1/1	211	211	-	-	-	2.2	2.4	-	4.6	78.5	5.1	2.4	7.5
2/1	300	300	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	148	148	28	0	0	1.1	0.2	0.0	1.3	32.3	2.4	0.2	2.6
6/1	132	132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	310	310	198	0	2	2.9	2.4	0.1	5.3	62.0	7.4	2.4	9.8
8/1+8/2	478	478	-	-	-	3.8	2.4	-	6.2	47.0	9.0	2.4	11.4
<p>C1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 17.51 Cycle Time (s): 90 PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 17.51</p>													

Full Input Data And Results

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

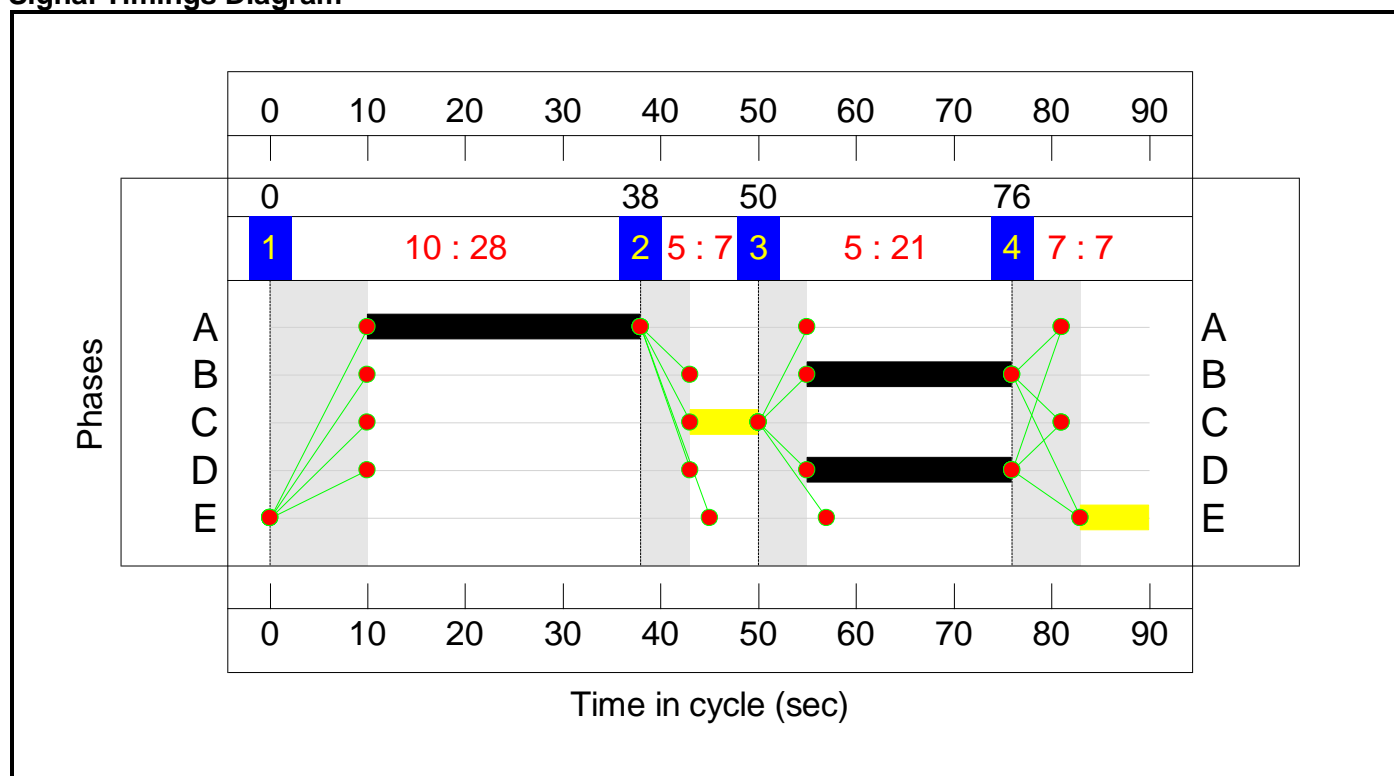
Stage Sequence Diagram



Stage Timings

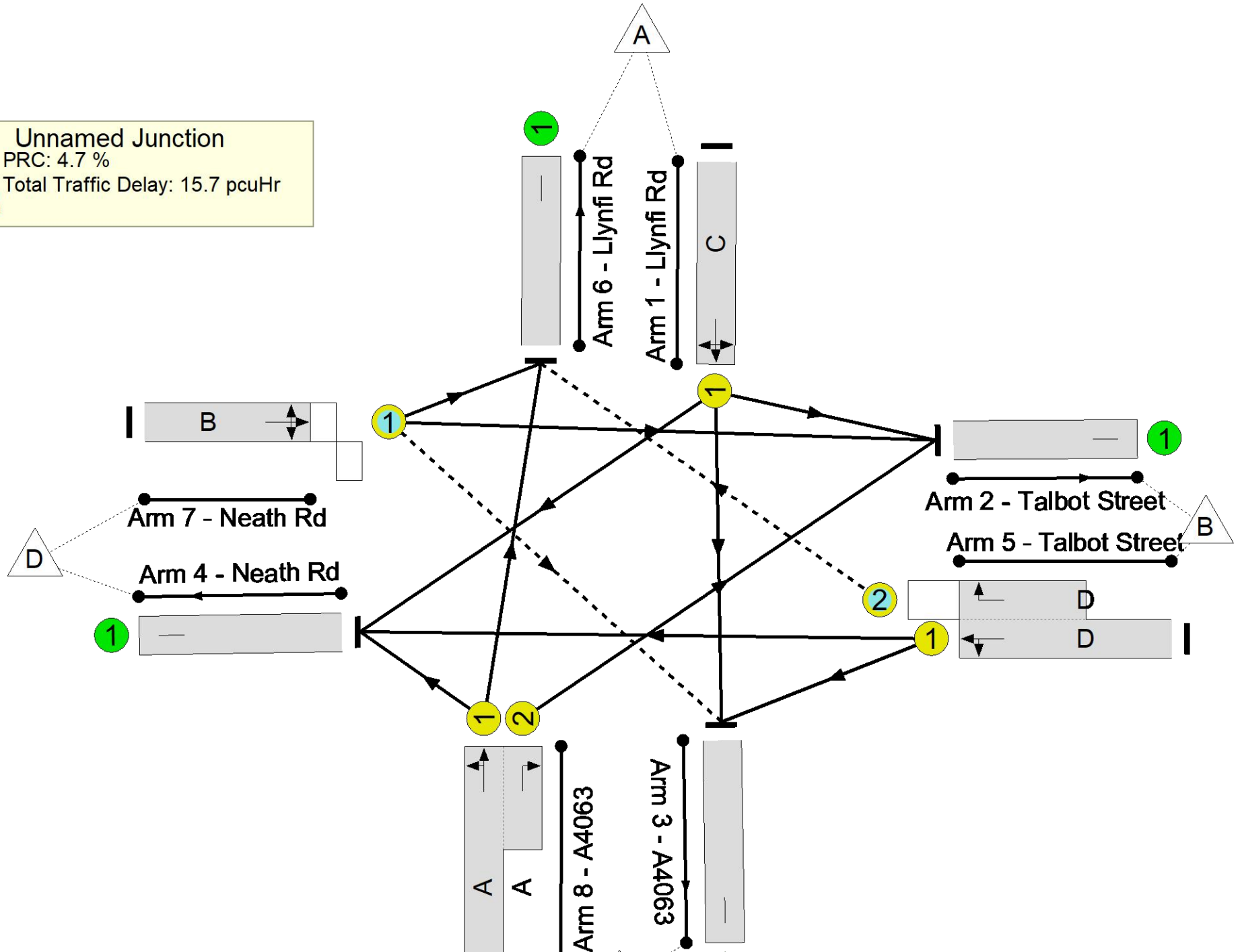

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 4.7 %
Total Traffic Delay: 15.7 pcuHr



Full Input Data And Results

Network Results

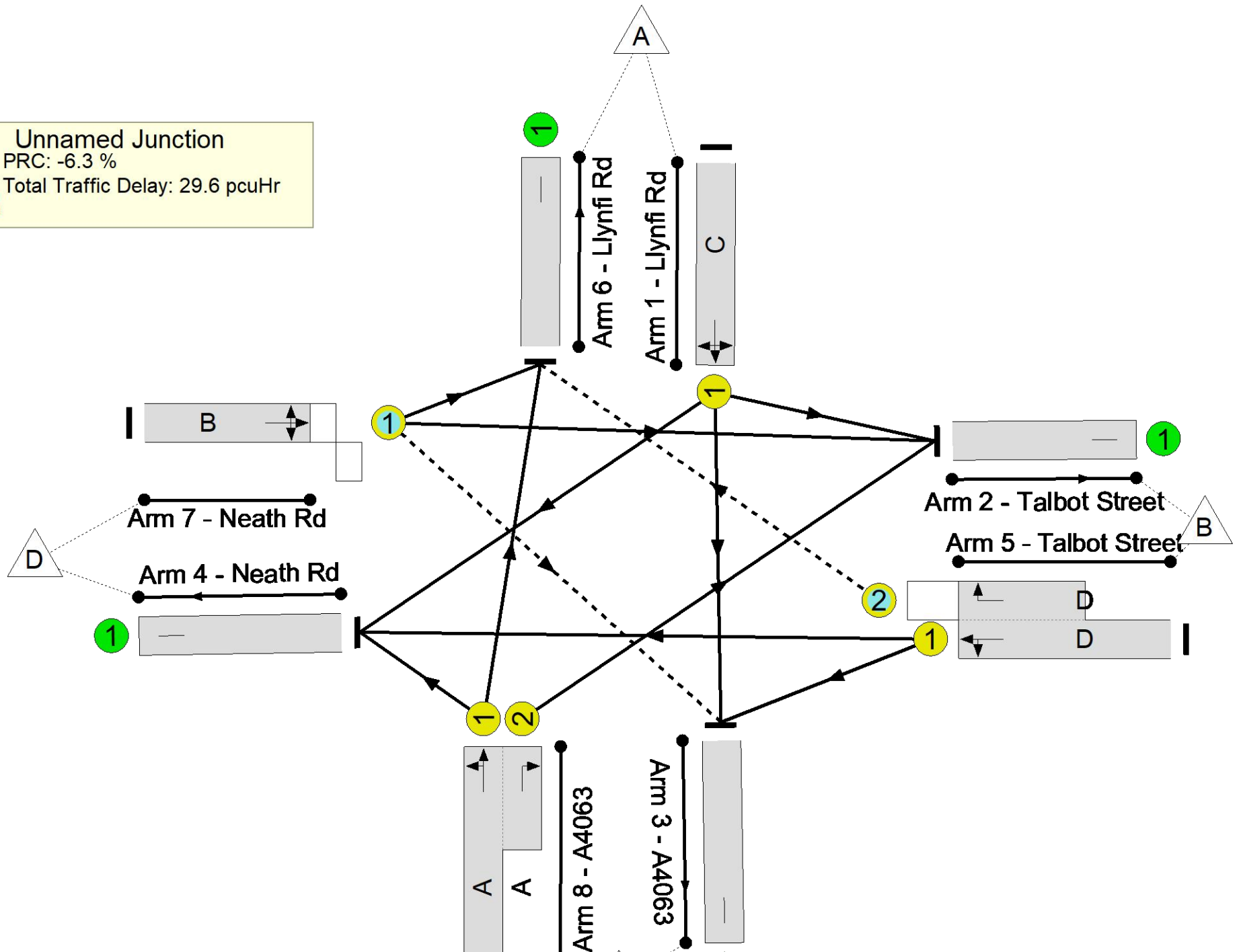

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	86.0%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	7	-	92	1869	166	55.4%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	268	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	181	1798:1805	402+110	35.3 : 35.3%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	198	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	311	1857	362	86.0%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	28	-	531	1757:1805	471+154	84.9 : 84.9%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	205	0	2	9.3	6.3	0.1	15.7	-	-	-	-
Unnamed Junction	-	-	205	0	2	9.3	6.3	0.1	15.7	-	-	-	-
1/1	92	92	-	-	-	1.0	0.6	-	1.6	63.2	2.2	0.6	2.8
2/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	181	181	39	0	0	1.4	0.3	0.0	1.7	33.1	2.9	0.3	3.2
6/1	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	311	311	166	0	2	2.9	2.8	0.1	5.7	66.5	7.5	2.8	10.3
8/1+8/2	531	531	-	-	-	4.0	2.7	-	6.7	45.3	10.9	2.7	13.6
C1 PRC for Signalled Lanes (%): 4.7 Total Delay for Signalled Lanes (pcuHr): 15.71 Cycle Time (s): 90 PRC Over All Lanes (%): 4.7 Total Delay Over All Lanes(pcuHr): 15.71													

Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: -6.3 %
Total Traffic Delay: 29.6 pcuHr



Full Input Data And Results

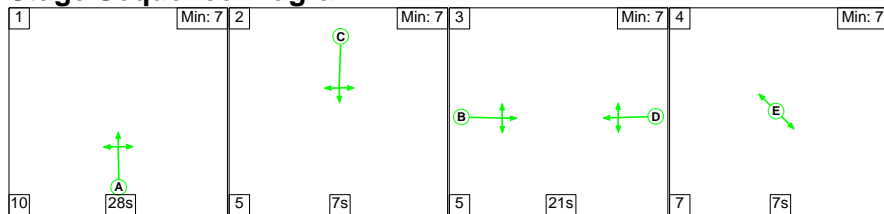
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	11	-	240	1881	251	95.7%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	423	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	168	1803:1805	409+96	33.3 : 33.3%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	150	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	351	1860	371	94.7%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	24	-	542	1749:1805	384+189	94.6 : 94.6%

Full Input Data And Results

Scenario 5: '2035 AM + Dev' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

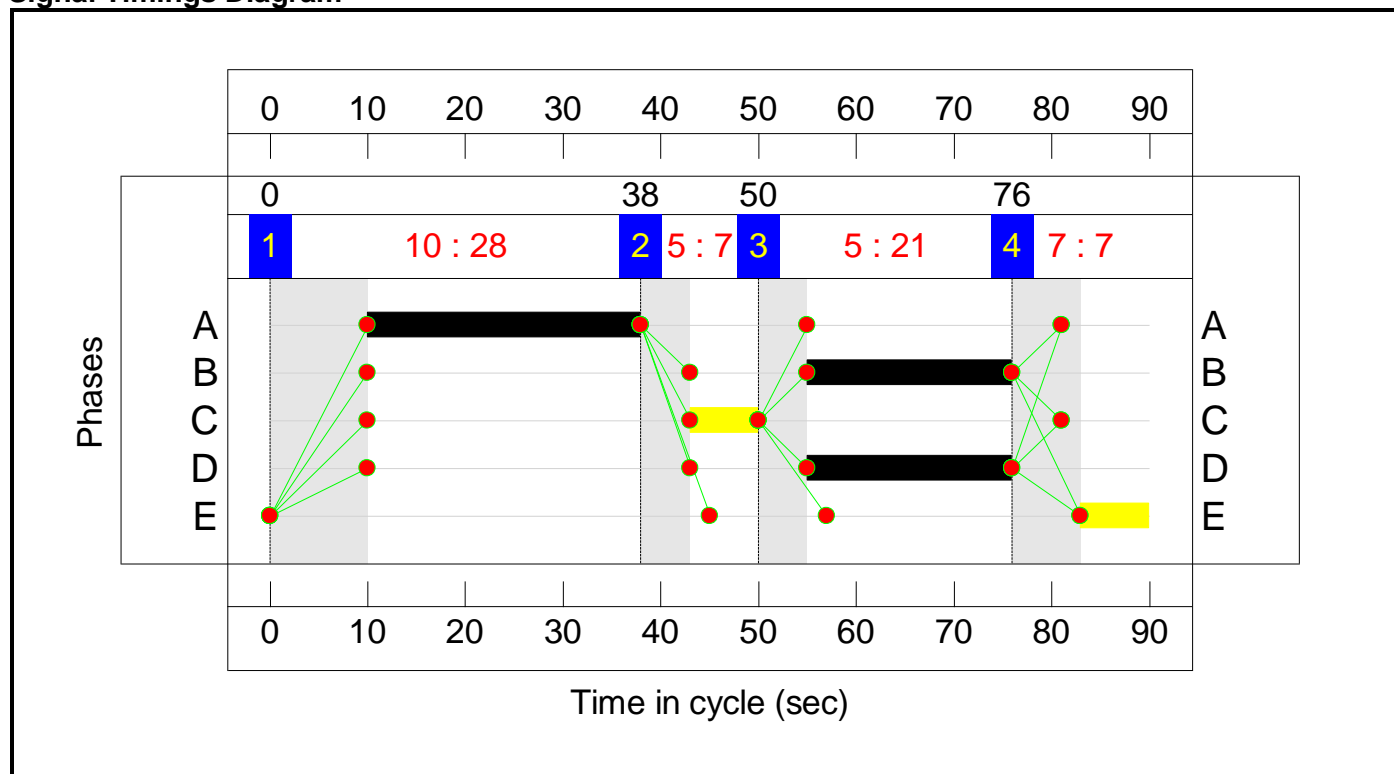
Stage Sequence Diagram



Stage Timings

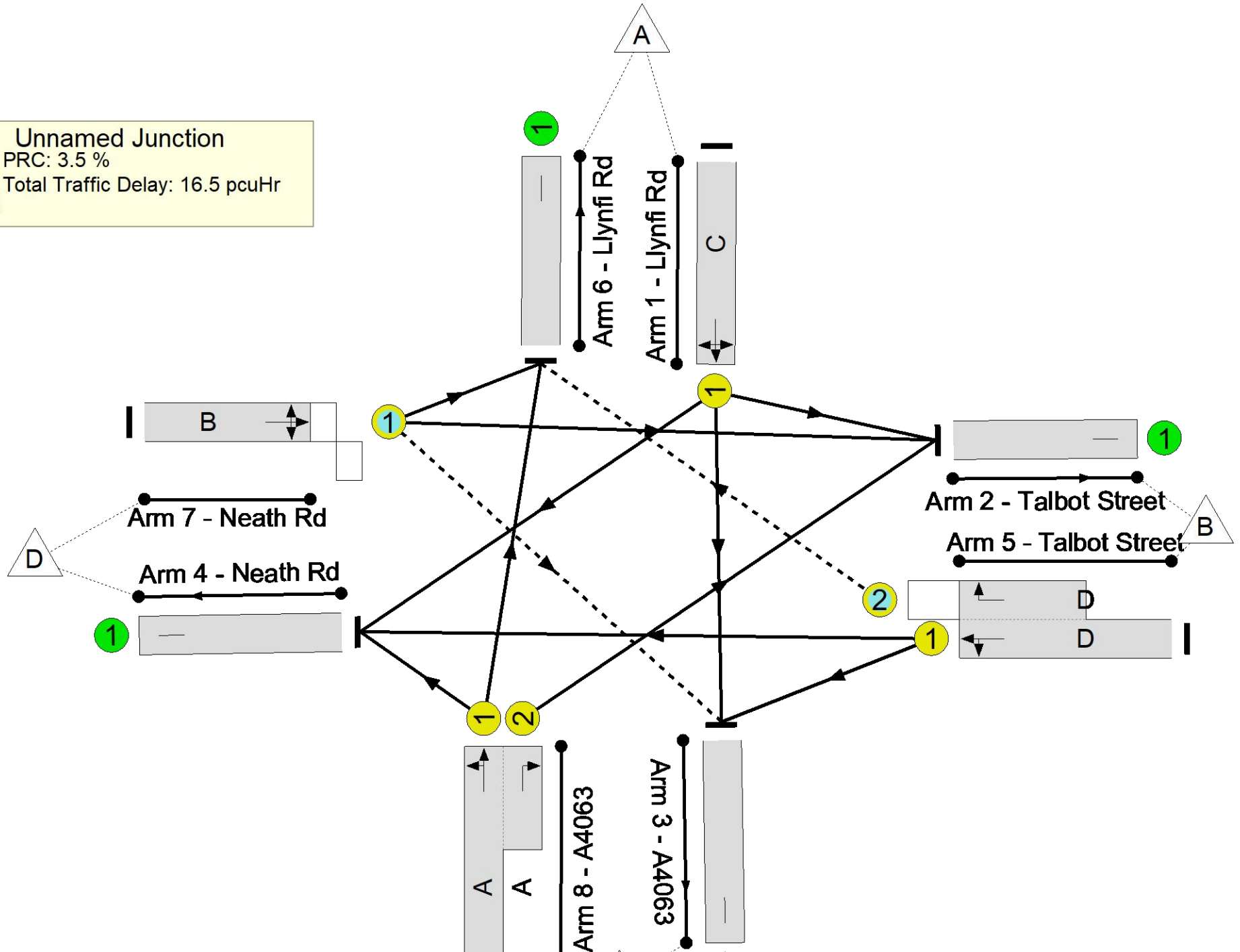

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 3.5 %
Total Traffic Delay: 16.5 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.0%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	7	-	94	1867	166	56.6%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	184	1798:1805	401+111	35.9 : 35.9%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	202	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	314	1857	361	87.0%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	28	-	540	1758:1805	473+151	86.5 : 86.5%

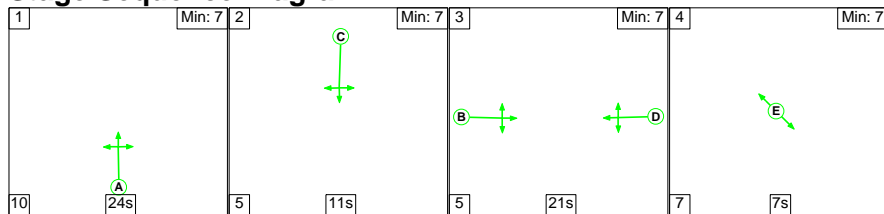
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)														
Network	-	-	209	0	2	9.5	6.9	0.1	16.5	-	-	-	-														
Unnamed Junction	-	-	209	0	2	9.5	6.9	0.1	16.5	-	-	-	-														
1/1	94	94	-	-	-	1.0	0.6	-	1.7	63.9	2.2	0.6	2.9														
2/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
3/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
4/1	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
5/1+5/2	184	184	40	0	0	1.4	0.3	0.0	1.7	33.1	2.9	0.3	3.2														
6/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0														
7/1	314	314	169	0	2	2.9	3.0	0.1	6.0	68.6	7.6	3.0	10.6														
8/1+8/2	540	540	-	-	-	4.1	3.0	-	7.1	47.4	11.2	3.0	14.2														
<table style="width:100%; border:none;"> <tr> <td style="width:25%;">C1</td> <td style="width:25%;">PRC for Signalled Lanes (%):</td> <td style="width:10%;">3.5</td> <td style="width:25%;">Total Delay for Signalled Lanes (pcuHr):</td> <td style="width:15%;">16.46</td> <td style="width:20%;">Cycle Time (s):</td> <td style="width:10%;">90</td> </tr> <tr> <td></td> <td>PRC Over All Lanes (%):</td> <td>3.5</td> <td>Total Delay Over All Lanes(pcuHr):</td> <td>16.46</td> <td></td> <td></td> </tr> </table>														C1	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	16.46	Cycle Time (s):	90		PRC Over All Lanes (%):	3.5	Total Delay Over All Lanes(pcuHr):	16.46		
C1	PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	16.46	Cycle Time (s):	90																					
	PRC Over All Lanes (%):	3.5	Total Delay Over All Lanes(pcuHr):	16.46																							

Full Input Data And Results

Scenario 6: '2035 PM + Dev' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

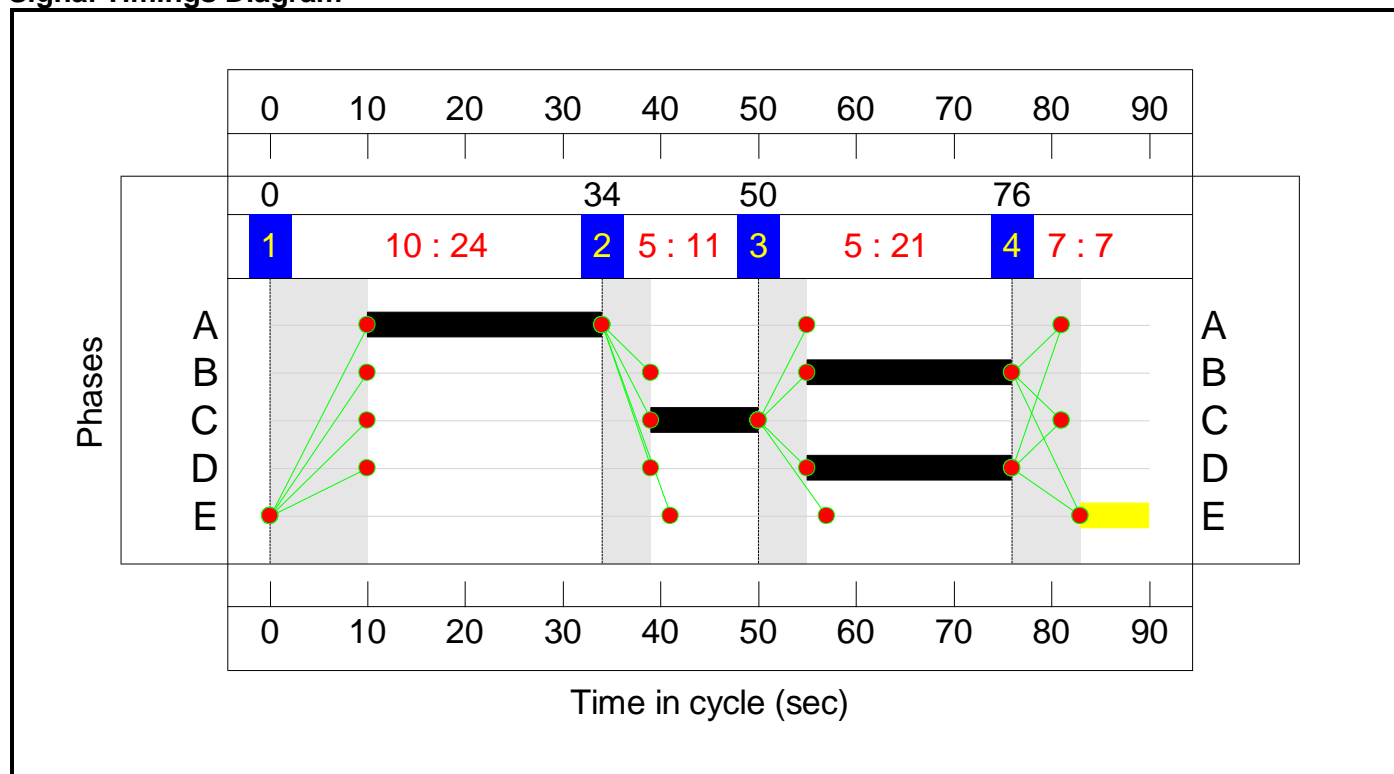
Stage Sequence Diagram



Stage Timings

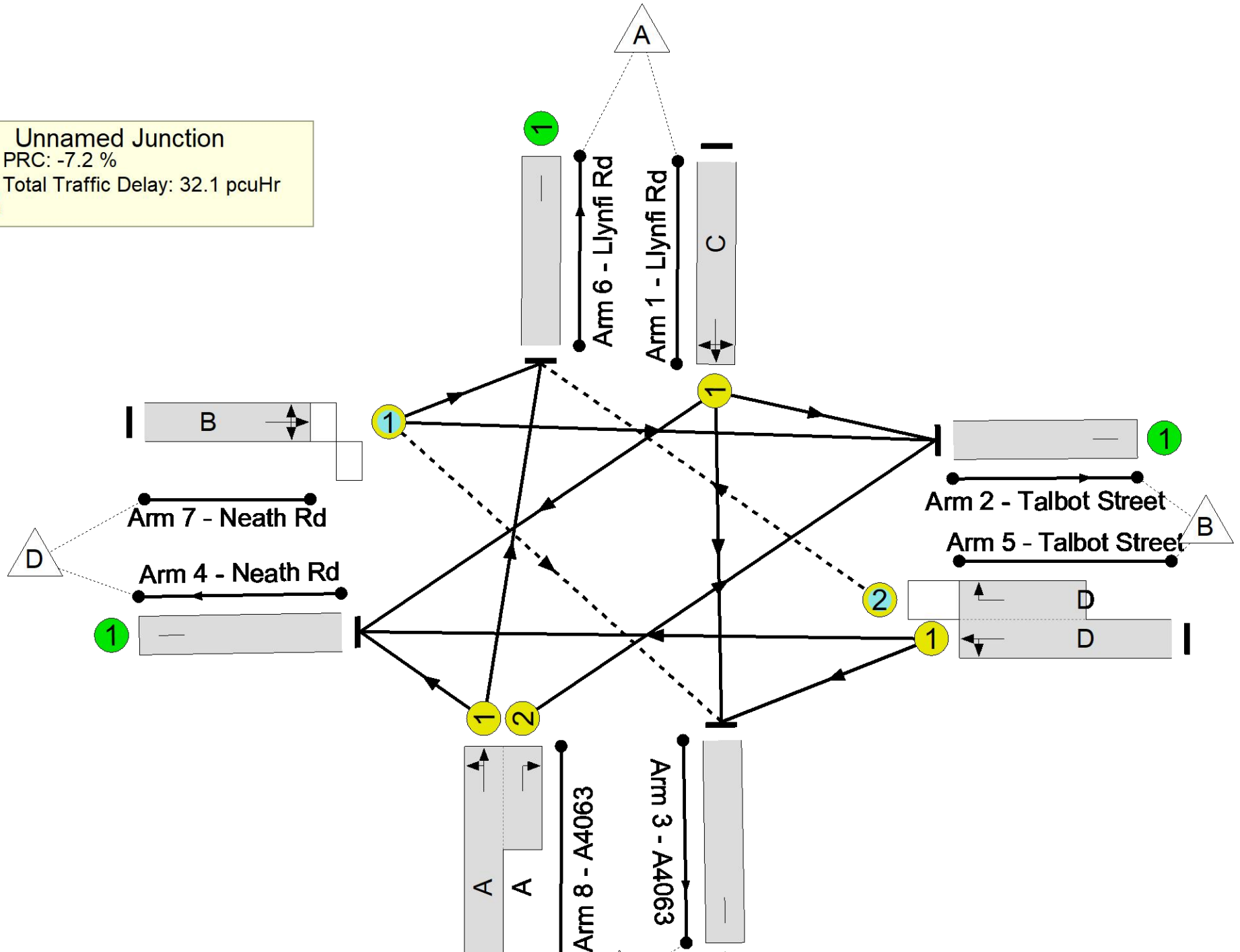

Stage	1	2	3	4
Duration	24	11	21	7
Change Point	0	34	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: -7.2 %
Total Traffic Delay: 32.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.5%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	11	-	242	1881	251	96.5%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
5/1+5/2	Talbot Street Left Ahead Right	U+O	N/A	N/A	D		1	21	-	168	1803:1805	409+96	33.3 : 33.3%
6/1	Llynfi Rd	U	N/A	N/A	-		-	-	-	152	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	354	1859	370	95.7%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	24	-	550	1749:1805	385+186	96.3 : 96.3%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	256	0	6	12.0	19.9	0.2	32.1	-	-	-	-
Unnamed Junction	-	-	256	0	6	12.0	19.9	0.2	32.1	-	-	-	-
1/1	242	242	-	-	-	2.6	5.9	-	8.5	126.3	6.0	5.9	11.9
2/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1+5/2	168	168	32	0	0	1.3	0.2	0.0	1.5	32.9	2.8	0.2	3.0
6/1	152	152	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	354	354	224	0	6	3.4	6.2	0.2	9.8	99.2	8.8	6.2	15.0
8/1+8/2	550	550	-	-	-	4.7	7.6	-	12.3	80.4	11.5	7.6	19.1
C1 PRC for Signalled Lanes (%): -7.2 Total Delay for Signalled Lanes (pcuHr): 32.05 Cycle Time (s): 90 PRC Over All Lanes (%): -7.2 Total Delay Over All Lanes(pcuHr): 32.05													

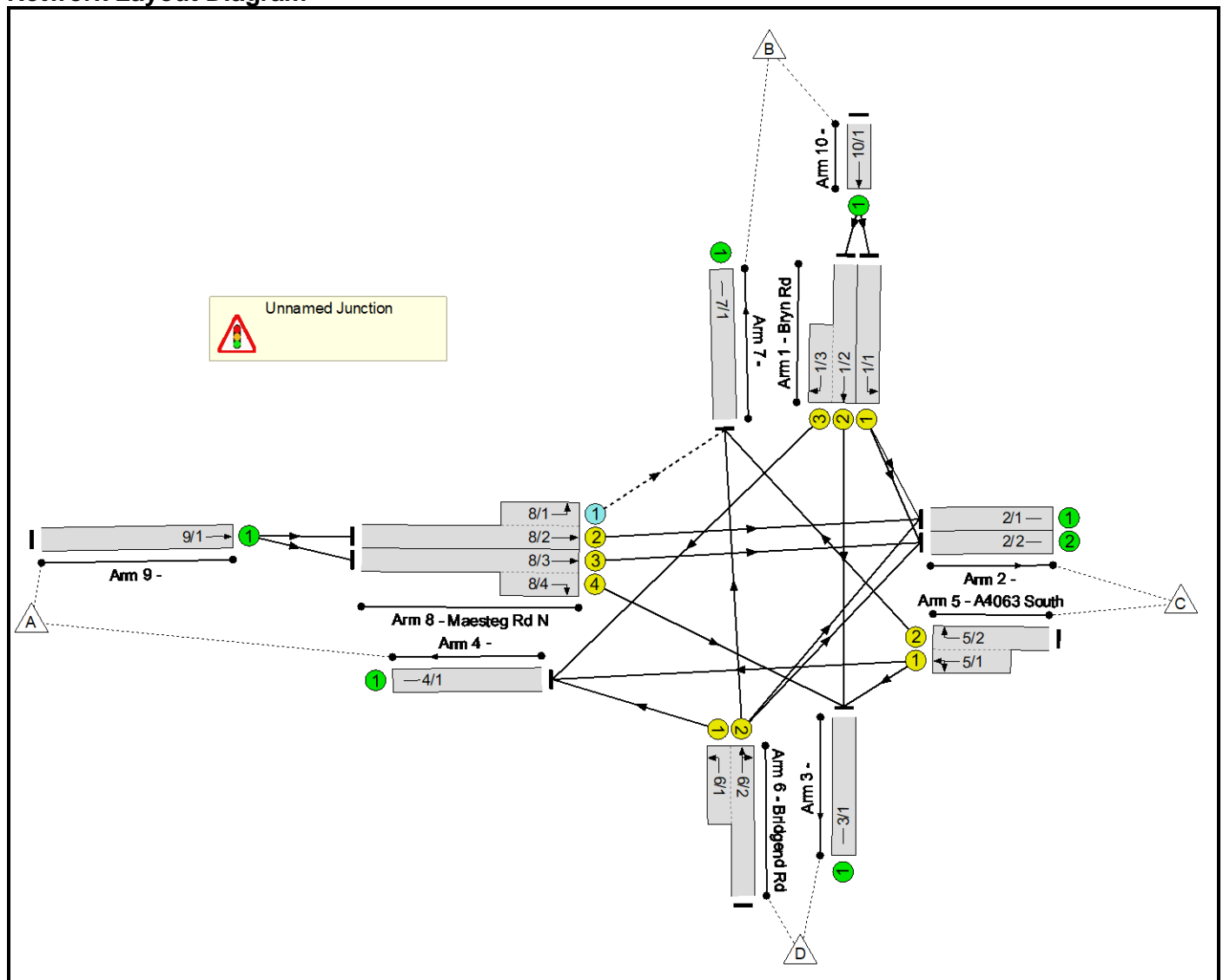
Appendix M

Full Input Data And Results
Full Input Data And Results

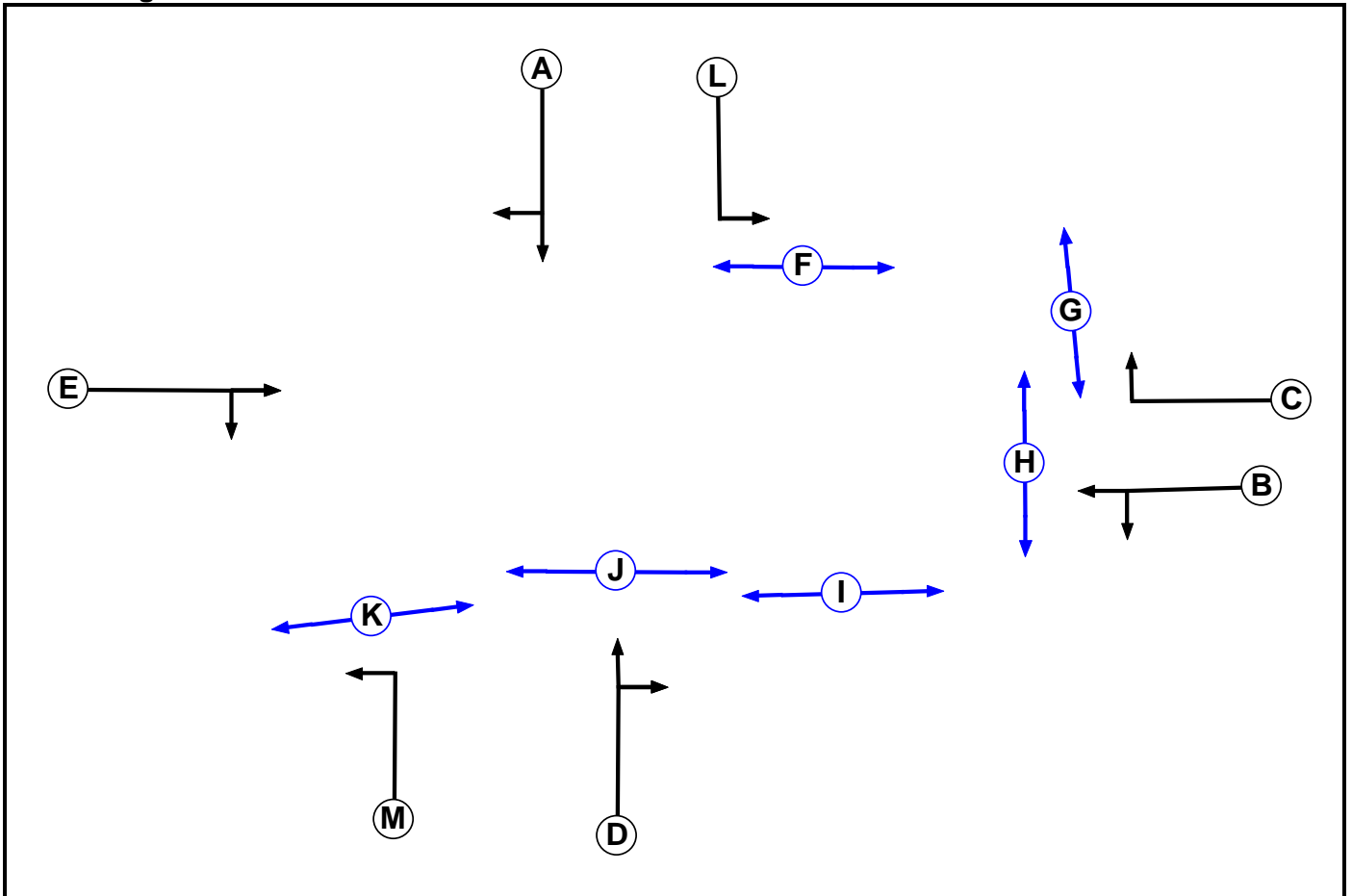
User and Project Details

Project:	Land to the South of Pont Rhyd-y-Cyff
Title:	Bryn Road Signals
Location:	Bridgend
Additional detail:	
File name:	Bryn Rd Signals.lsg3x
Author:	David Cooke
Company:	Asbri Transport
Address:	Cardiff

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Pedestrian		7	7
L	Traffic		7	7
M	Traffic		7	7

Full Input Data And Results

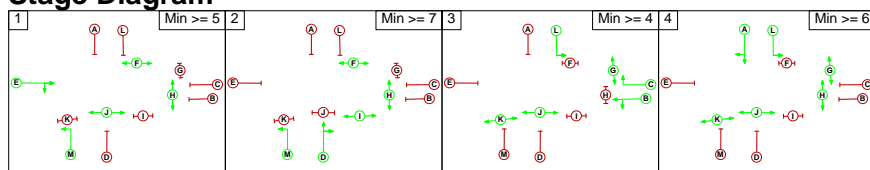
Phase Intergrens Matrix

	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
A	6	6	7	5	-	-	-	8	-	-	-	7	-
B	5	-	7	6	-	-	5	7	-	-	-	7	-
C	5	-	6	7	-	-	5	-	-	-	-	-	-
D	7	5	5	6	-	8	-	-	5	-	7	-	-
E	5	5	5	5	-	6	-	8	-	-	6	-	-
F	-	-	-	-	-	-	-	-	-	-	0	-	-
G	-	-	0	0	-	-	-	-	-	-	-	-	-
H	-	0	0	-	-	-	-	-	-	-	-	-	-
I	0	0	-	0	-	-	-	-	-	-	-	-	-
J	-	-	0	-	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-	0	-	-
L	-	-	5	5	5	-	-	-	-	-	-	-	-
M	5	5	-	-	-	-	-	-	-	5	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	E F H J M
2	D F H I M
3	B C G J K L
4	A G H J K L

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1	8	6	6	-
2	6	8	8	-
3	7	7	5	-
4	7	8	6	-

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
8/1 (Maesteg Rd N)	7/1 (Left)	1439	0	5/2	1.09	To 7/1 (Right)	-	-	-	-	-
				6/2	1.09	To 2/2 (Right) To 7/1 (Ahead)					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bryn Rd)	U	L	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Left	12.00
1/2 (Bryn Rd)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 3 Ahead	Inf
1/3 (Bryn Rd)	U	A	2	3	5.0	Geom	-	3.25	0.00	N	Arm 4 Right	20.00
2/1	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A4063 South)	U	B	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 3 Left	15.00
											Arm 4 Ahead	Inf
5/2 (A4063 South)	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm 7 Right	20.00
6/1 (Bridgend Rd)	U	M	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 4 Left	12.00
6/2 (Bridgend Rd)	U	D	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Right	Inf
											Arm 7 Ahead	Inf
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Maesteg Rd N)	O		2	3	5.0	User	1800	-	-	-	-	-
8/2 (Maesteg Rd N)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
8/3 (Maesteg Rd N)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
8/4 (Maesteg Rd N)	U	E	2	3	5.0	Geom	-	3.25	0.00	N	Arm 3 Right	10.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2020 B AM'	08:00	09:00	01:00	
2: '2020 B PM'	16:15	17:15	01:00	
3: '2035 B AM'	08:00	09:00	01:00	
4: '2035 B PM'	16:15	17:15	01:00	
5: '2035 B + D AM'	08:00	09:00	01:00	
6: '2035 B + D PM'	16:15	17:15	01:00	

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	126	659	69	854
	B	113	0	243	74	430
	C	434	165	0	6	605
	D	58	63	15	0	136
	Tot.	605	354	917	149	2025

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2020 AM
Junction: Unnamed Junction	
1/1	243
1/2 (with short)	187(In) 74(Out)
1/3 (short)	113
2/1	444
2/2	473
3/1	149
4/1	605
5/1 (short)	440
5/2 (with short)	605(In) 165(Out)
6/1 (short)	58
6/2 (with short)	136(In) 78(Out)
7/1	354
8/1 (short)	126
8/2 (with short)	440(In) 314(Out)
8/3 (with short)	414(In) 345(Out)
8/4 (short)	69
9/1	854
10/1	430

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	1.4 %	1937	1937
				Arm 4 Ahead	Inf	98.6 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	19.2 %	2080	2080
				Arm 7 Ahead	Inf	80.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	125	471	60	656
	B	142	0	157	53	352
	C	727	175	0	15	917
	D	116	104	15	0	235
	Tot.	985	404	643	128	2160

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2020 PM
Junction: Unnamed Junction	
1/1	157
1/2 (with short)	195(In) 53(Out)
1/3 (short)	142
2/1	309
2/2	334
3/1	128
4/1	985
5/1 (short)	742
5/2 (with short)	917(In) 175(Out)
6/1 (short)	116
6/2 (with short)	235(In) 119(Out)
7/1	404
8/1 (short)	125
8/2 (with short)	347(In) 222(Out)
8/3 (with short)	309(In) 249(Out)
8/4 (short)	60
9/1	656
10/1	352

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	2.0 %	1936	1936
				Arm 4 Ahead	Inf	98.0 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	12.6 %	2080	2080
				Arm 7 Ahead	Inf	87.4 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	142	745	78	965
	B	127	0	274	83	484
	C	490	186	0	7	683
	D	65	71	16	0	152
	Tot.	682	399	1035	168	2284

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2035 AM
Junction: Unnamed Junction	
1/1	274
1/2 (with short)	210(In) 83(Out)
1/3 (short)	127
2/1	497
2/2	538
3/1	168
4/1	682
5/1 (short)	497
5/2 (with short)	683(In) 186(Out)
6/1 (short)	65
6/2 (with short)	152(In) 87(Out)
7/1	399
8/1 (short)	142
8/2 (with short)	494(In) 352(Out)
8/3 (with short)	471(In) 393(Out)
8/4 (short)	78
9/1	965
10/1	484

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	1.4 %	1937	1937
				Arm 4 Ahead	Inf	98.6 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	18.4 %	2080	2080
				Arm 7 Ahead	Inf	81.6 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2035 PM' (FG4: '2035 B PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	142	534	68	744
	B	161	0	178	60	399
	C	824	198	0	17	1039
	D	132	118	17	0	267
	Tot.	1117	458	729	145	2449

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2035 PM
Junction: Unnamed Junction	
1/1	178
1/2 (with short)	221(In) 60(Out)
1/3 (short)	161
2/1	346
2/2	383
3/1	145
4/1	1117
5/1 (short)	841
5/2 (with short)	1039(In) 198(Out)
6/1 (short)	132
6/2 (with short)	267(In) 135(Out)
7/1	458
8/1 (short)	142
8/2 (with short)	390(In) 248(Out)
8/3 (with short)	354(In) 286(Out)
8/4 (short)	68
9/1	744
10/1	399

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	2.0 %	1936	1936
				Arm 4 Ahead	Inf	98.0 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	12.6 %	2080	2080
				Arm 7 Ahead	Inf	87.4 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2035 AM + Dev' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	146	765	80	991
	B	128	0	274	83	485
	C	494	186	0	7	687
	D	66	71	16	0	153
	Tot.	688	403	1055	170	2316

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2035 AM + Dev
Junction: Unnamed Junction	
1/1	274
1/2 (with short)	211(In) 83(Out)
1/3 (short)	128
2/1	507
2/2	548
3/1	170
4/1	688
5/1 (short)	501
5/2 (with short)	687(In) 186(Out)
6/1 (short)	66
6/2 (with short)	153(In) 87(Out)
7/1	403
8/1 (short)	146
8/2 (with short)	508(In) 362(Out)
8/3 (with short)	483(In) 403(Out)
8/4 (short)	80
9/1	991
10/1	485

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	1.4 %	1937	1937
				Arm 4 Ahead	Inf	98.6 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	18.4 %	2080	2080
				Arm 7 Ahead	Inf	81.6 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2035 PM + Dev' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	143	540	69	752
	B	164	0	178	60	402
	C	840	198	0	17	1055
	D	134	118	17	0	269
	Tot.	1138	459	735	146	2478

Full Input Data And Results

Traffic Lane Flows

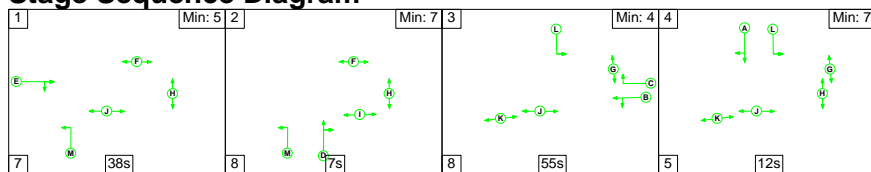
Lane	Scenario 6: 2035 PM + Dev
Junction: Unnamed Junction	
1/1	178
1/2 (with short)	224(In) 60(Out)
1/3 (short)	164
2/1	350
2/2	385
3/1	146
4/1	1138
5/1 (short)	857
5/2 (with short)	1055(In) 198(Out)
6/1 (short)	134
6/2 (with short)	269(In) 135(Out)
7/1	459
8/1 (short)	143
8/2 (with short)	395(In) 252(Out)
8/3 (with short)	357(In) 288(Out)
8/4 (short)	69
9/1	752
10/1	402

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bryn Rd)	3.25	0.00	Y	Arm 2 Left	12.00	100.0 %	1724	1724
1/2 (Bryn Rd)	3.25	0.00	N	Arm 3 Ahead	Inf	100.0 %	2080	2080
1/3 (Bryn Rd)	3.25	0.00	N	Arm 4 Right	20.00	100.0 %	1935	1935
2/1	Infinite Saturation Flow						Inf	Inf
2/2	Infinite Saturation Flow						Inf	Inf
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (A4063 South)	3.25	0.00	Y	Arm 3 Left	15.00	2.0 %	1936	1936
				Arm 4 Ahead	Inf	98.0 %		
5/2 (A4063 South)	3.25	0.00	N	Arm 7 Right	20.00	100.0 %	1935	1935
6/1 (Bridgend Rd)	3.25	0.00	Y	Arm 4 Left	12.00	100.0 %	1724	1724
6/2 (Bridgend Rd)	3.25	0.00	N	Arm 2 Right	Inf	12.6 %	2080	2080
				Arm 7 Ahead	Inf	87.4 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1 (Maesteg Rd N Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
8/2 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/3 (Maesteg Rd N)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
8/4 (Maesteg Rd N)	3.25	0.00	N	Arm 3 Right	10.00	100.0 %	1809	1809
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2020 AM' (FG1: '2020 B AM', Plan 1: 'Network Control Plan 1')

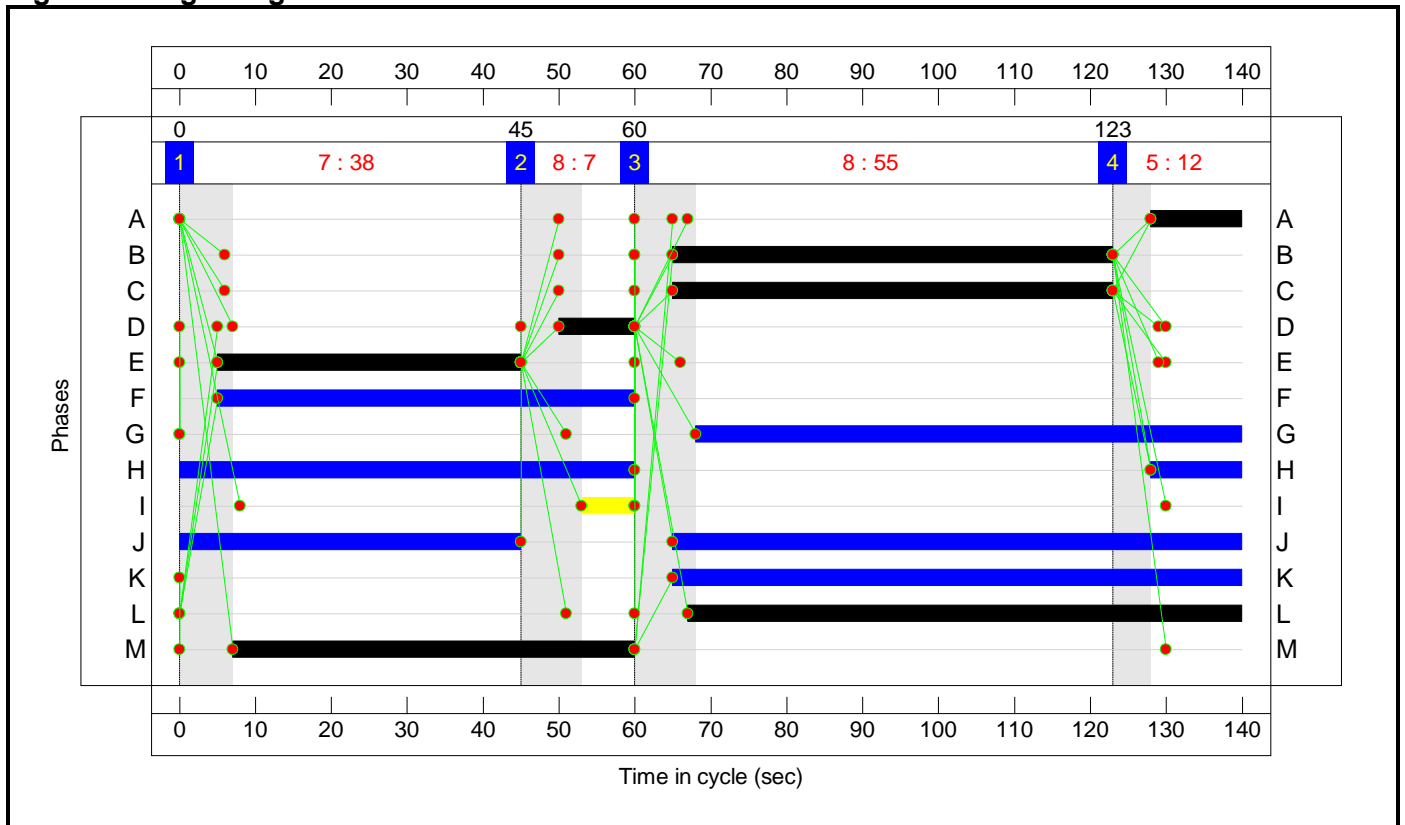
Stage Sequence Diagram



Stage Timings

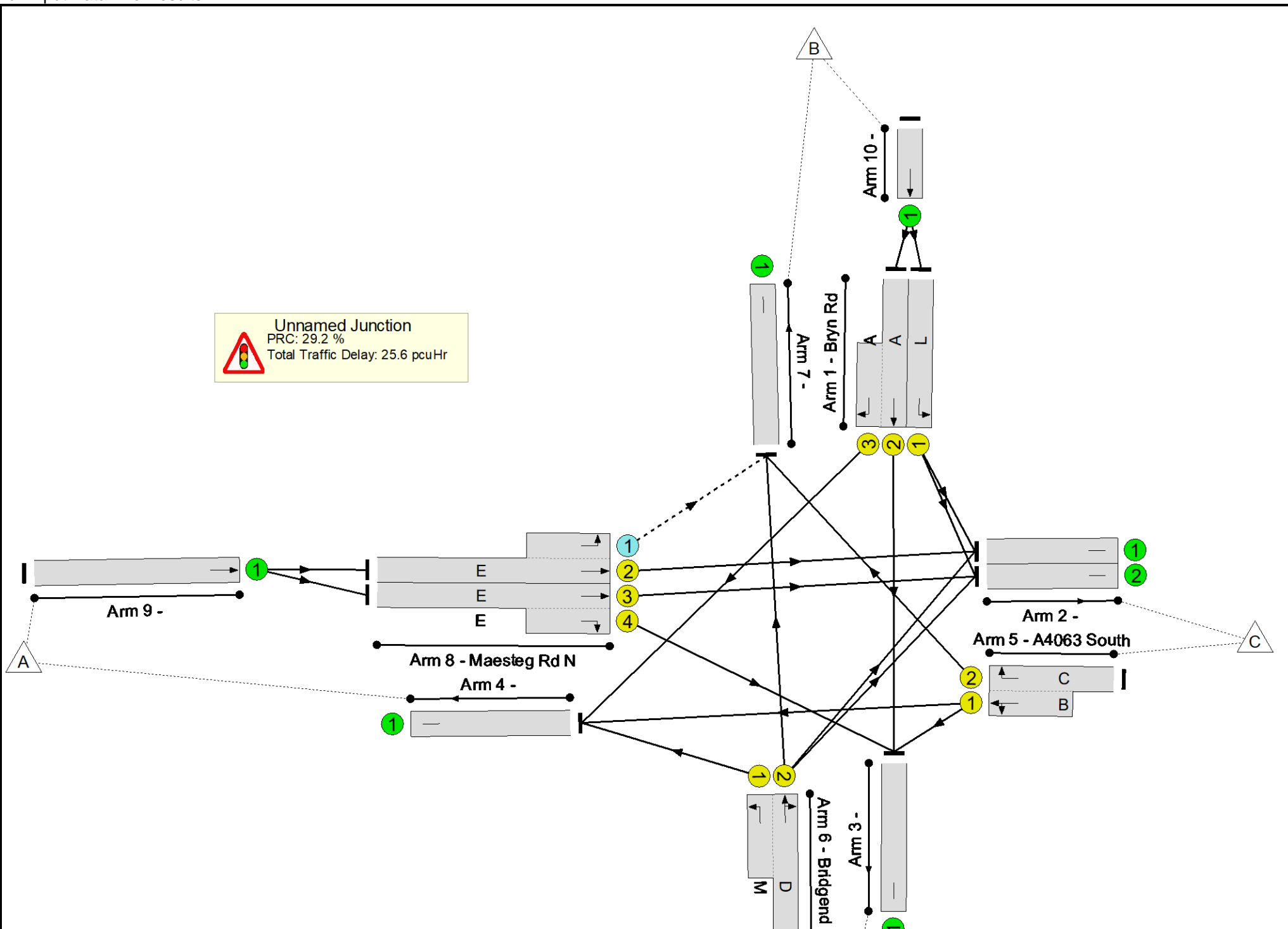
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.7%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	73	-	243	1724	911	26.7%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	187	2080:1935	107+163	69.4 : 69.4%
2/1		U	N/A	N/A	-		-	-	-	444	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	58	-	605	1935:1937	237+632	69.7 : 69.7%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:53	-	136	2080:1724	144+107	54.1 : 54.1%
7/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	40	-	440	2080:1800	453+182	69.3 : 69.3%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	40	-	414	2080:1809	515+103	67.0 : 67.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	854	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%

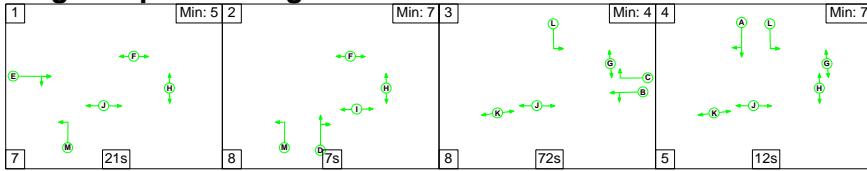
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	43	83	0	20.4	5.1	0.0	25.6	-	-	-	-
Unnamed Junction	-	-	43	83	0	20.4	5.1	0.0	25.6	-	-	-	-
1/1	243	243	-	-	-	1.2	0.2	-	1.4	20.8	5.1	0.2	5.3
1/2+1/3	187	187	-	-	-	3.1	1.1	-	4.3	81.8	4.2	1.1	5.3
2/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	605	605	-	-	-	5.3	1.1	-	6.4	38.1	16.9	1.1	18.1
6/2+6/1	136	136	-	-	-	1.8	0.6	-	2.4	62.5	2.9	0.6	3.5
7/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	440	440	43	83	0	4.1	1.1	-	5.2	42.8	12.9	1.1	14.1
8/3+8/4	414	414	-	-	-	4.9	1.0	-	5.9	51.4	13.0	1.0	14.0
9/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		29.2	Total Delay for Signalled Lanes (pcuHr):		25.55	Cycle Time (s): 140				
			PRC Over All Lanes (%):		29.2	Total Delay Over All Lanes(pcuHr):		25.55					

Full Input Data And Results

Scenario 2: '2020 PM' (FG2: '2020 B PM', Plan 1: 'Network Control Plan 1')

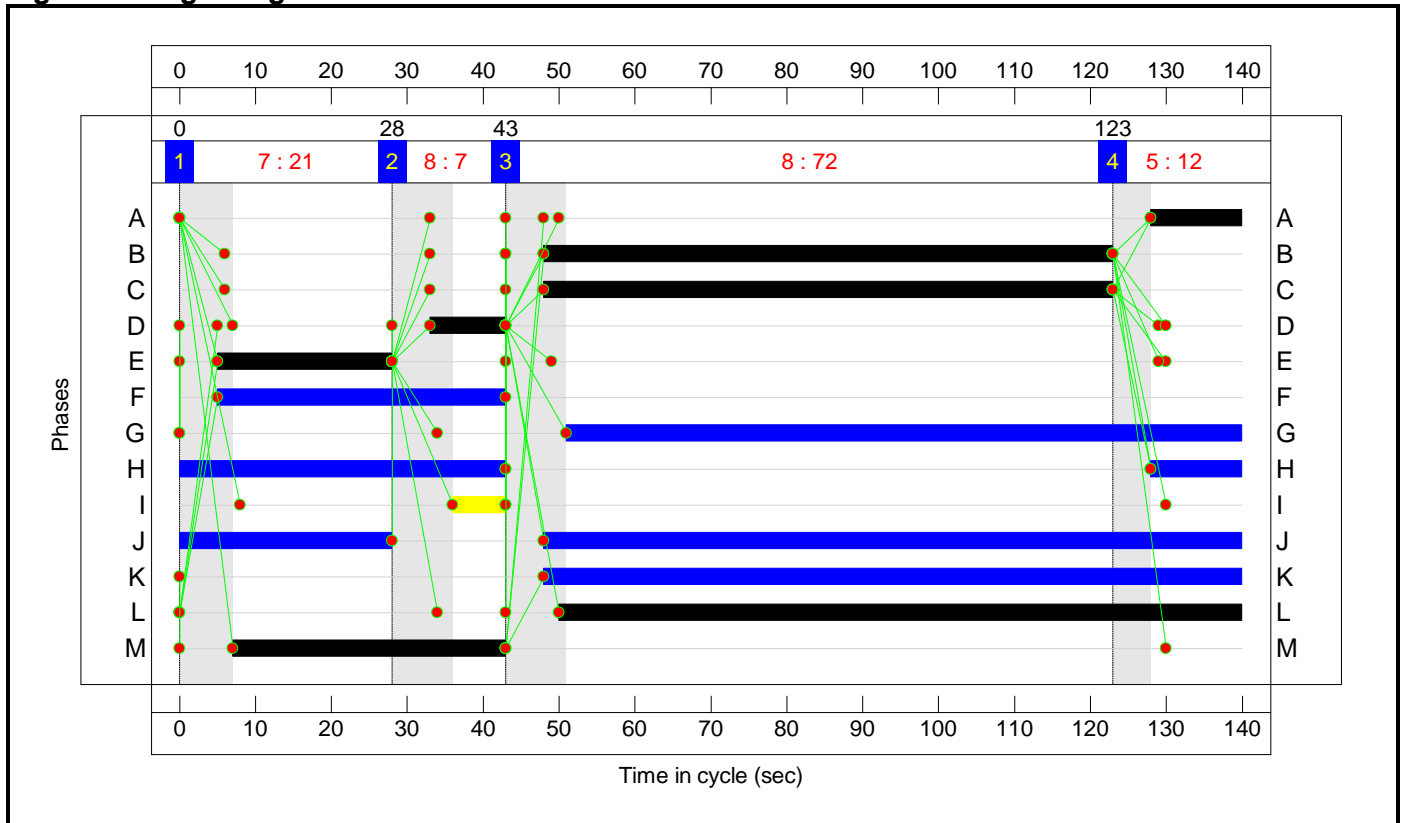
Stage Sequence Diagram



Stage Timings

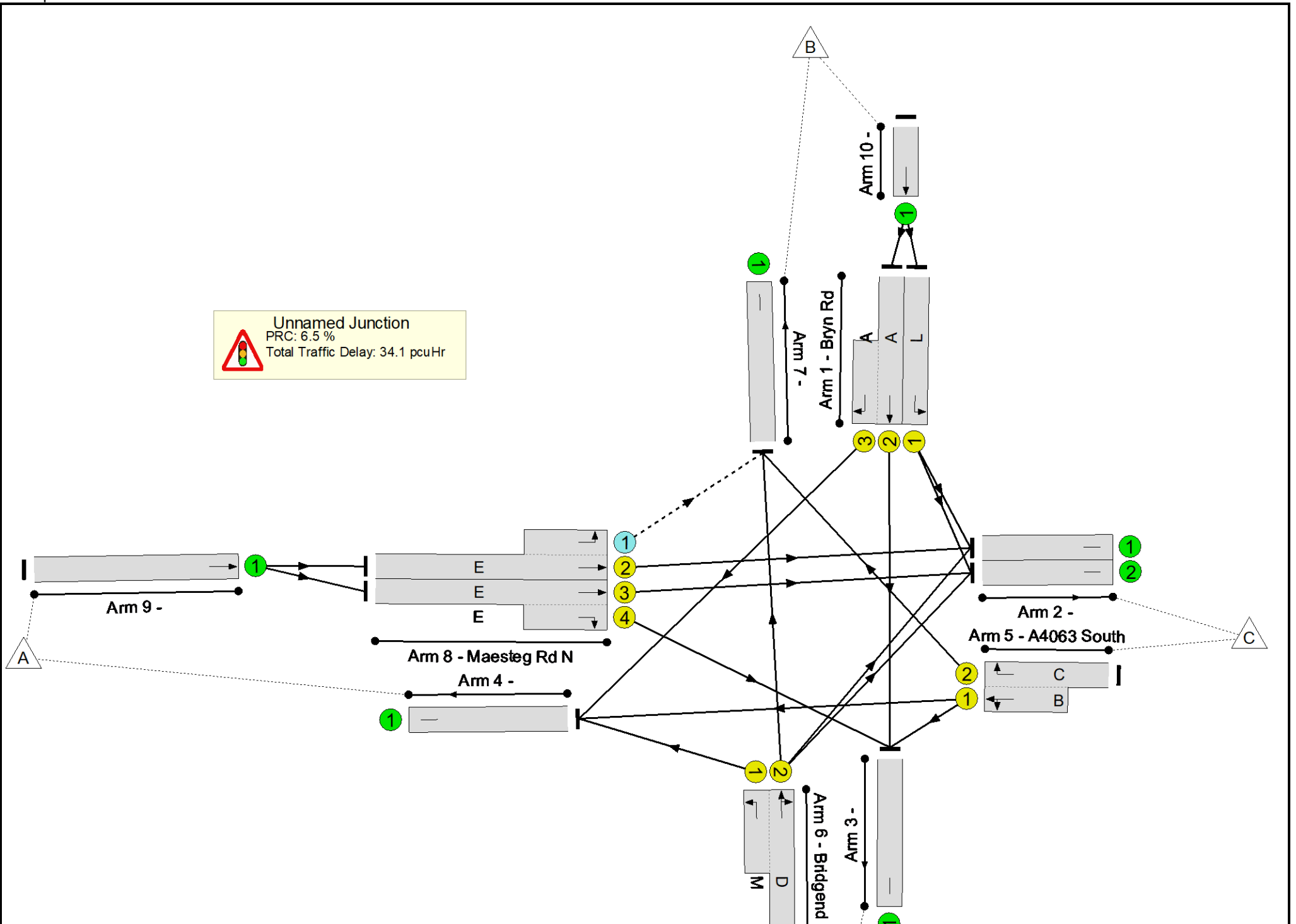
Stage	1	2	3	4
Duration	21	7	72	12
Change Point	0	28	43	123

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	84.5%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	90	-	157	1724	1121	14.0%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	195	2080:1935	63+170	83.7 : 83.7%
2/1		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	128	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	985	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	75	-	917	1935:1936	207+878	84.5 : 84.5%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:36	-	235	2080:1724	142+139	83.7 : 83.7%
7/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	23	-	347	2080:1800	264+148	84.2 : 84.2%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	23	-	309	2080:1809	303+73	82.2 : 82.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	656	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%

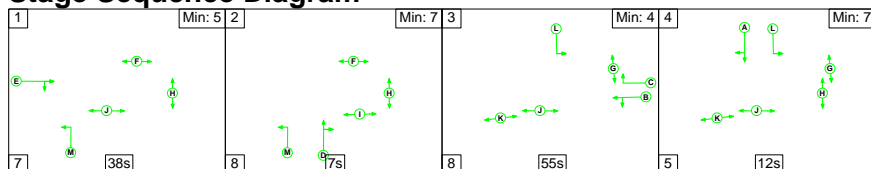
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	63	62	0	22.1	12.0	0.0	34.1	-	-	-	-
Unnamed Junction	-	-	63	62	0	22.1	12.0	0.0	34.1	-	-	-	-
1/1	157	157	-	-	-	0.4	0.1	-	0.5	11.3	2.3	0.1	2.4
1/2+1/3	195	195	-	-	-	3.3	2.3	-	5.6	103.8	5.6	2.3	7.8
2/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	128	128	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	917	917	-	-	-	6.6	2.6	-	9.2	36.2	28.4	2.6	31.0
6/2+6/1	235	235	-	-	-	3.4	2.3	-	5.7	87.6	4.5	2.3	6.8
7/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	347	347	63	62	0	3.7	2.5	-	6.1	63.8	10.1	2.5	12.6
8/3+8/4	309	309	-	-	-	4.7	2.2	-	6.9	80.1	10.3	2.2	12.5
9/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		6.5	Total Delay for Signalled Lanes (pcuHr):		34.07	Cycle Time (s): 140				
			PRC Over All Lanes (%):		6.5	Total Delay Over All Lanes(pcuHr):		34.07					

Full Input Data And Results

Scenario 3: '2035 AM' (FG3: '2035 B AM', Plan 1: 'Network Control Plan 1')

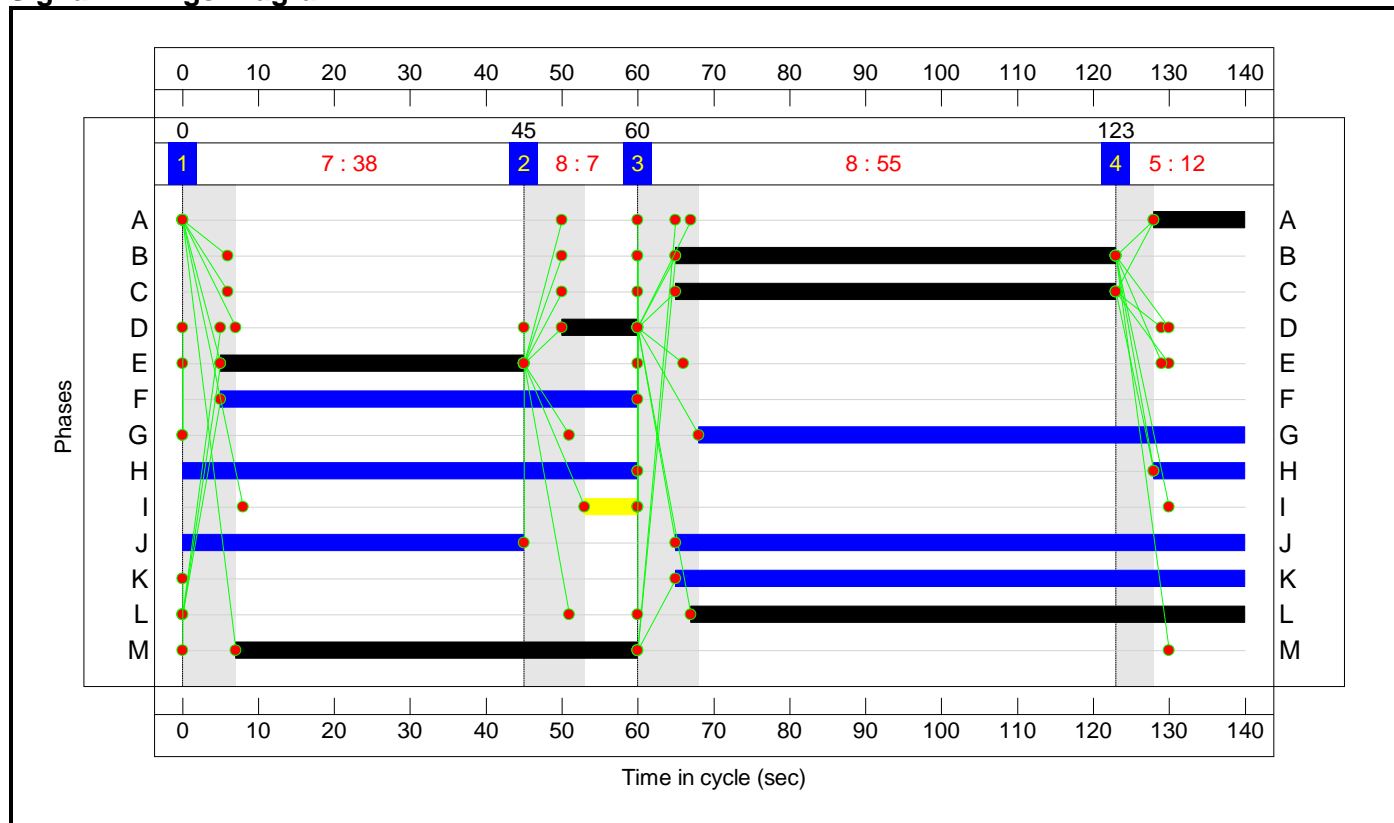
Stage Sequence Diagram



Stage Timings

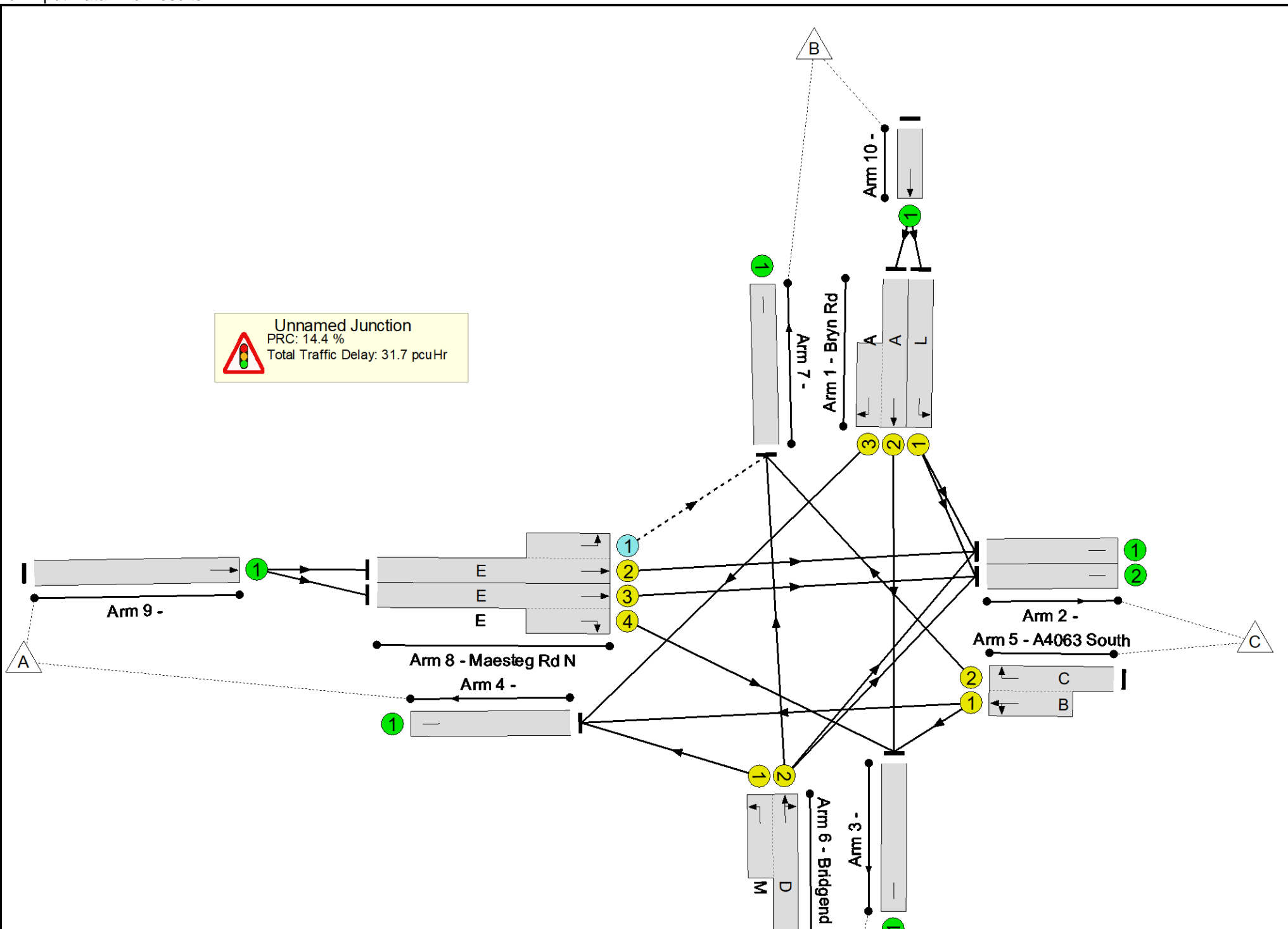
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	73	-	274	1724	911	30.1%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	210	2080:1935	106+163	77.9 : 77.9%
2/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	168	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	58	-	683	1935:1937	236+632	78.7 : 78.7%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:53	-	152	2080:1724	144+108	60.3 : 60.3%
7/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	40	-	494	2080:1800	453+183	77.7 : 77.7%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	40	-	471	2080:1809	516+102	76.2 : 76.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%

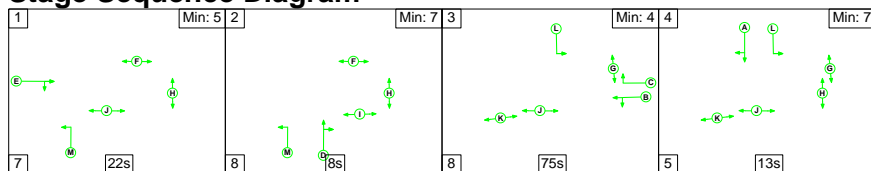
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	42	100	0	23.9	7.7	0.0	31.7	-	-	-	-
Unnamed Junction	-	-	42	100	0	23.9	7.7	0.0	31.7	-	-	-	-
1/1	274	274	-	-	-	1.4	0.2	-	1.6	21.3	5.9	0.2	6.2
1/2+1/3	210	210	-	-	-	3.6	1.7	-	5.2	89.7	4.8	1.7	6.4
2/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	683	683	-	-	-	6.3	1.8	-	8.1	42.8	20.7	1.8	22.5
6/2+6/1	152	152	-	-	-	2.0	0.7	-	2.7	65.0	3.2	0.7	4.0
7/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	494	494	42	100	0	4.9	1.7	-	6.6	48.1	15.3	1.7	17.0
8/3+8/4	471	471	-	-	-	5.8	1.6	-	7.4	56.2	15.5	1.6	17.1
9/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		14.4	Total Delay for Signalled Lanes (pcuHr):		31.66	Cycle Time (s): 140				
			PRC Over All Lanes (%):		14.4	Total Delay Over All Lanes(pcuHr):		31.66					

Full Input Data And Results

Scenario 4: '2035 PM' (FG4: '2035 B PM', Plan 1: 'Network Control Plan 1')

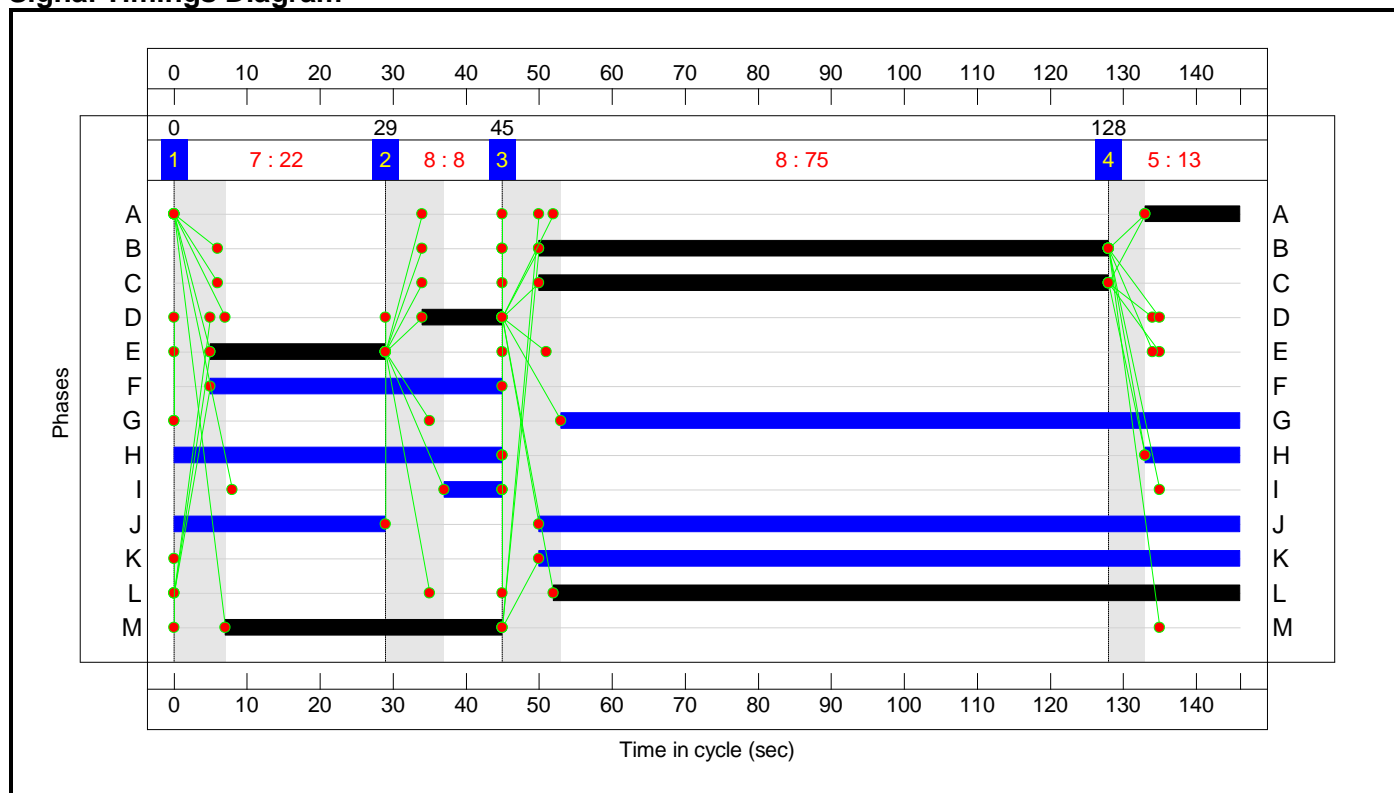
Stage Sequence Diagram



Stage Timings

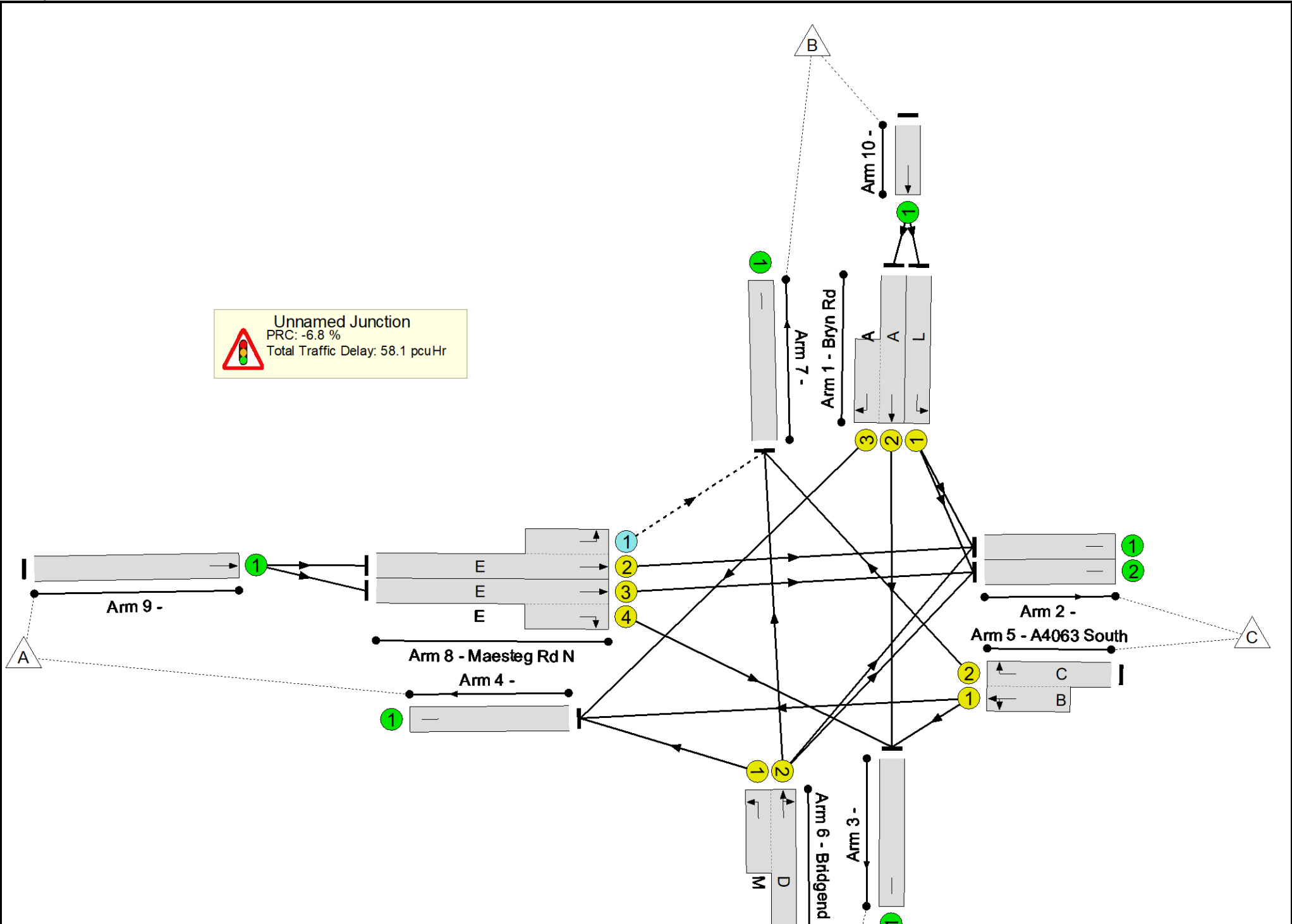
Stage	1	2	3	4
Duration	22	8	75	13
Change Point	0	29	45	128

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	94	-	178	1724	1122	15.9%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	13	-	221	2080:1935	64+172	93.3 : 93.3%
2/1		U	N/A	N/A	-		-	-	-	346	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	145	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	78	-	1039	1935:1936	206+875	96.2 : 96.2%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	11:38	-	267	2080:1724	143+140	94.5 : 94.5%
7/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	24	-	390	2080:1800	260+149	95.2 : 95.2%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	24	-	354	2080:1809	302+72	94.6 : 94.6%
9/1	Ahead	U	N/A	N/A	-		-	-	-	744	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%

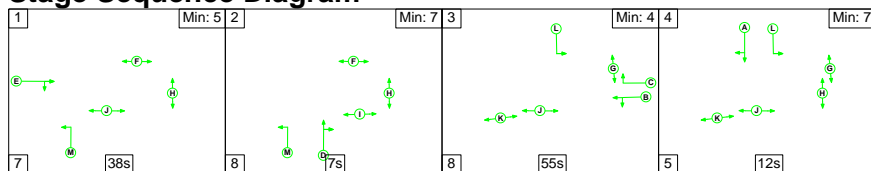
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	61	81	0	27.8	30.3	0.0	58.1	-	-	-	-
Unnamed Junction	-	-	61	81	0	27.8	30.3	0.0	58.1	-	-	-	-
1/1	178	178	-	-	-	0.5	0.1	-	0.6	11.8	2.8	0.1	2.9
1/2+1/3	221	221	-	-	-	4.0	4.5	-	8.4	137.3	7.0	4.5	11.4
2/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1039	1039	-	-	-	8.9	8.8	-	17.7	61.4	38.9	8.8	47.7
6/2+6/1	267	267	-	-	-	4.0	5.2	-	9.2	123.9	5.8	5.2	11.0
7/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	390	390	61	81	0	4.6	6.1	-	10.7	98.9	12.8	6.1	18.9
8/3+8/4	354	354	-	-	-	5.8	5.6	-	11.4	116.2	13.0	5.6	18.6
9/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	58.06	Cycle Time (s):	146					
			PRC Over All Lanes (%):	-6.8	Total Delay Over All Lanes(pcuHr):	58.06							

Full Input Data And Results

Scenario 5: '2035 AM + Dev' (FG5: '2035 B + D AM', Plan 1: 'Network Control Plan 1')

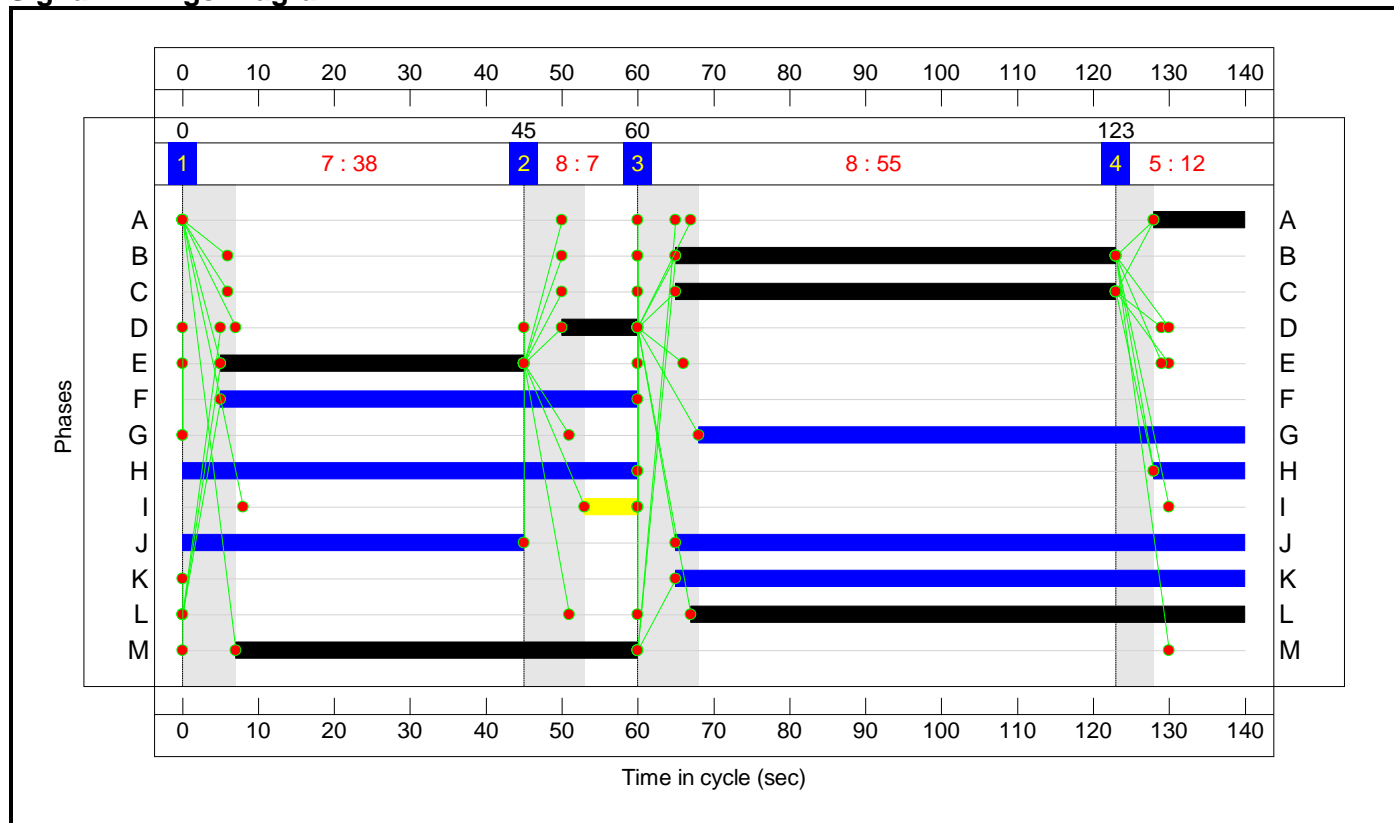
Stage Sequence Diagram



Stage Timings

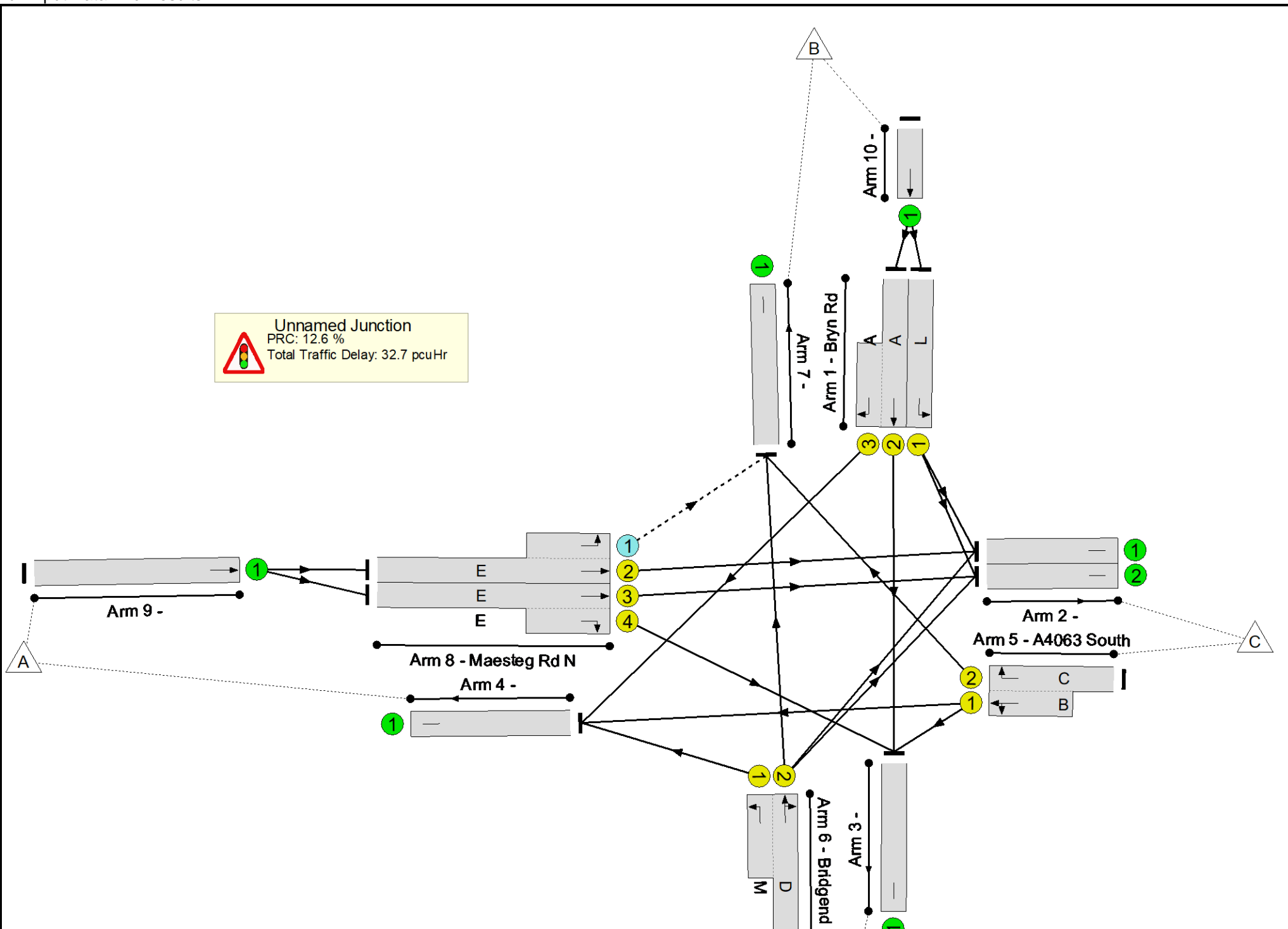
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.9%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	73	-	274	1724	911	30.1%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	211	2080:1935	106+163	78.5 : 78.5%
2/1		U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	58	-	687	1935:1937	235+633	79.2 : 79.2%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:53	-	153	2080:1724	144+109	60.4 : 60.4%
7/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	40	-	508	2080:1800	453+183	79.9 : 79.9%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	40	-	483	2080:1809	516+102	78.2 : 78.2%
9/1	Ahead	U	N/A	N/A	-		-	-	-	991	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%

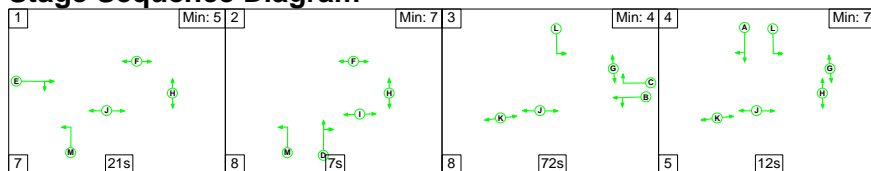
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	41	105	0	24.4	8.2	0.0	32.7	-	-	-	-
Unnamed Junction	-	-	41	105	0	24.4	8.2	0.0	32.7	-	-	-	-
1/1	274	274	-	-	-	1.4	0.2	-	1.6	21.3	5.9	0.2	6.2
1/2+1/3	211	211	-	-	-	3.6	1.7	-	5.3	90.4	4.8	1.7	6.5
2/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	687	687	-	-	-	6.4	1.9	-	8.2	43.1	20.9	1.9	22.7
6/2+6/1	153	153	-	-	-	2.0	0.8	-	2.8	64.8	3.2	0.8	4.0
7/1	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	508	508	41	105	0	5.1	1.9	-	7.0	49.9	16.0	1.9	17.9
8/3+8/4	483	483	-	-	-	6.0	1.7	-	7.7	57.5	16.0	1.7	17.8
9/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		12.6	Total Delay for Signalled Lanes (pcuHr):		32.66	Cycle Time (s): 140				
			PRC Over All Lanes (%):		12.6	Total Delay Over All Lanes(pcuHr):		32.66					

Full Input Data And Results

Scenario 6: '2035 PM + Dev' (FG6: '2035 B + D PM', Plan 1: 'Network Control Plan 1')

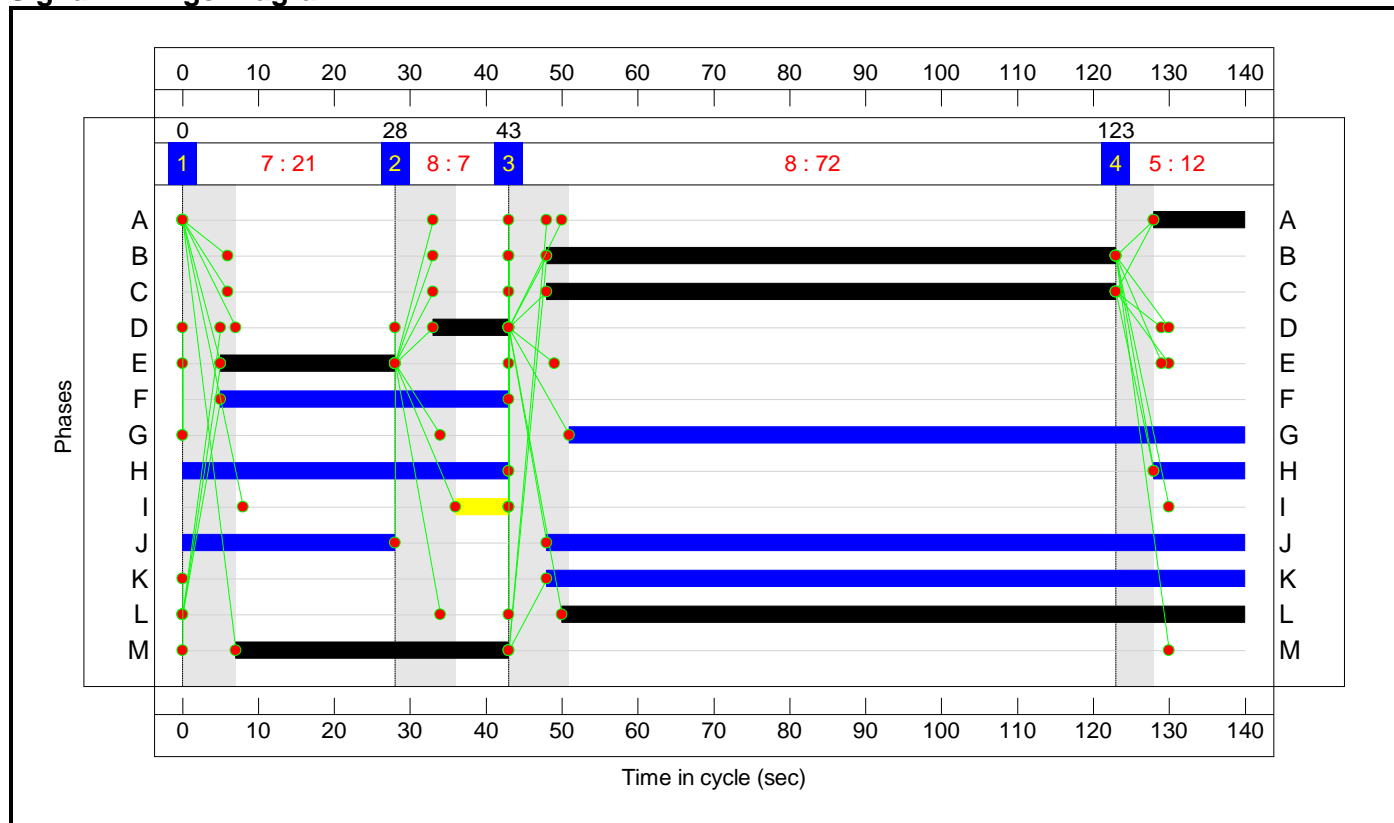
Stage Sequence Diagram



Stage Timings

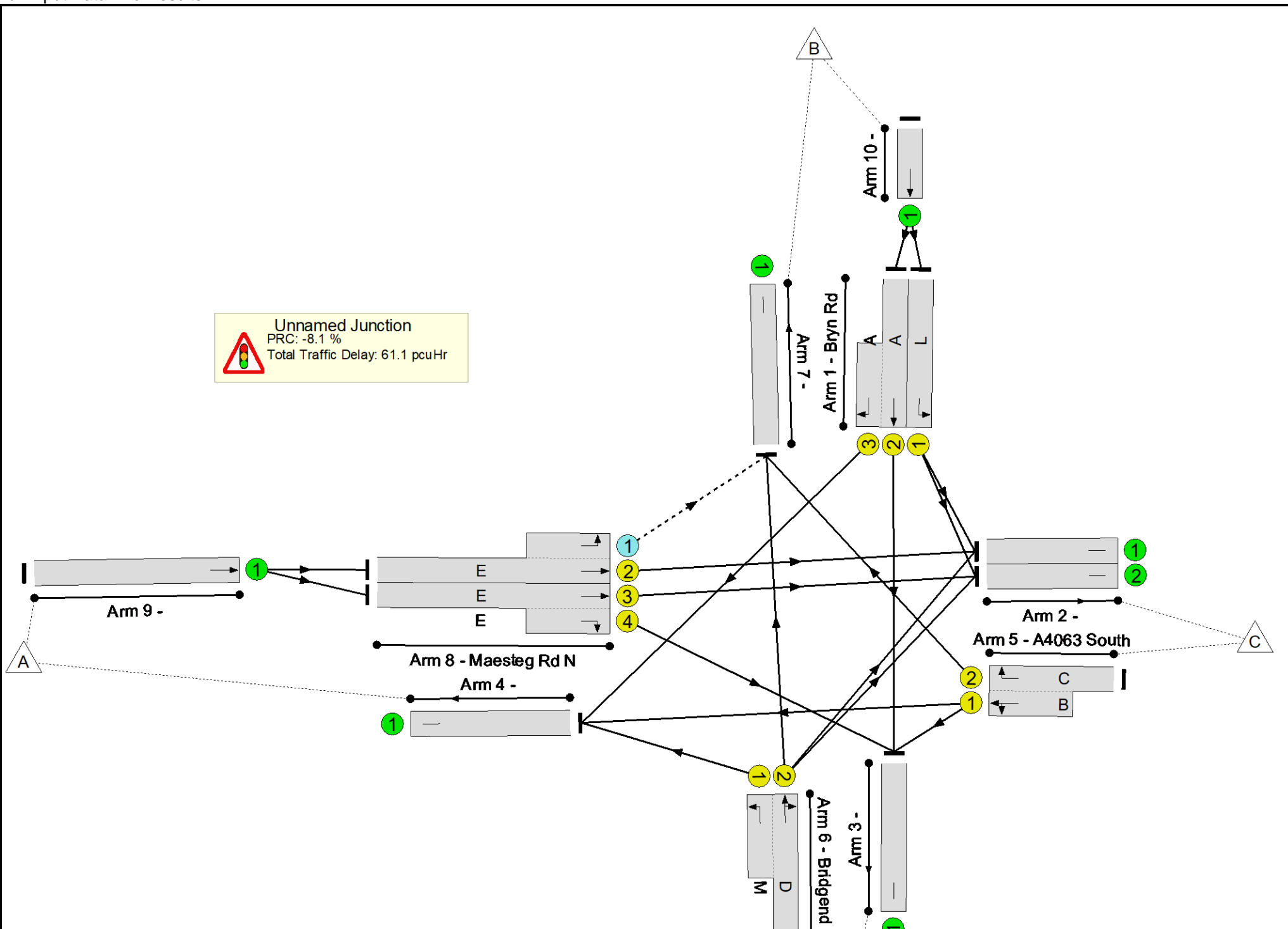
Stage	1	2	3	4
Duration	21	7	72	12
Change Point	0	28	43	123

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.3%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	90	-	178	1724	1121	15.9%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	224	2080:1935	62+170	96.6 : 96.6%
2/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1138	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	75	-	1055	1935:1936	204+881	97.3 : 97.3%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:36	-	269	2080:1724	142+141	95.0 : 95.0%
7/1		U	N/A	N/A	-		-	-	-	459	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	23	-	395	2080:1800	263+149	95.8 : 95.8%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	23	-	357	2080:1809	303+73	95.0 : 95.0%
9/1	Ahead	U	N/A	N/A	-		-	-	-	752	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	63	80	0	27.1	34.0	0.0	61.1	-	-	-	-
Unnamed Junction	-	-	63	80	0	27.1	34.0	0.0	61.1	-	-	-	-
1/1	178	178	-	-	-	0.5	0.1	-	0.6	11.5	2.7	0.1	2.8
1/2+1/3	224	224	-	-	-	3.9	5.8	-	9.6	154.8	6.8	5.8	12.6
2/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1138	1138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1055	1055	-	-	-	8.7	10.4	-	19.2	65.4	38.4	10.4	48.8
6/2+6/1	269	269	-	-	-	3.9	5.4	-	9.3	124.6	5.4	5.4	10.8
7/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	395	395	63	80	0	4.4	6.5	-	10.9	99.6	12.4	6.5	18.8
8/3+8/4	357	357	-	-	-	5.6	5.8	-	11.4	115.3	12.5	5.8	18.3
9/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-8.1	Total Delay for Signalled Lanes (pcuHr):		61.06	Cycle Time (s): 140				
			PRC Over All Lanes (%):		-8.1	Total Delay Over All Lanes(pcuHr):		61.06					